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**AFIT** France  
Agence de Financement des  
Infrastructures de Transport de France\*



2022

**Activity  
report  
2022**

\*French transport infrastructure financing agency



In 2022, the Agency continued on its journey. Although I was appointed Chair at the beginning of January 2023 following hearings by the relevant parliamentary committees, I see this 2022 activity report as a passing of the baton, and I wish to pay tribute to the remarkable work by my predecessors Messrs Christophe BECHU and Jean CASTEX, in making AFIT France what it is today.

A few figures testifying to the vitality of this Agency's service to our fellow citizens :

- AFIT France's budget has continued to increase with a 2022 characterised by **€3.3bn of payment appropriations and €3.2bn of revenue** ;
- Of this expenditure, almost **two thirds were spent on alternative transport modes to the road in 2022** : testimony to the Agency's importance in disseminating environmentally friendly practices ;
- The implementation rate for the financial year 2022 reached a record level of **99.08%**.

In line with previous financial years, FY 2022 bolstered AFIT France's role as a catalyst for the transitions underway in society :

- 1 - The agency served the **goal of decarbonising mobility** via:
  - the five-year objectives of the Framework Act on Mobility (LOM), which was fully adhered to, with a ramping up of the Agency's financing role throughout the period ;
  - completion of the "Transport" component of the recovery plan which enabled massive investment, especially in urban public transport systems (TCA) and the inland waterway transport sector ;
  - the ongoing financing of flagship infrastructure projects such as the East-West express link (EOLE), the flagship South-West Rail Project (GPSO) or the Nîmes and Montpellier high speed rail bypass (LGVCNM).
- 2 - It bolstered its **European credentials** by means of a European conference in February 2022 conducted jointly with Gustave Eiffel University (UGE), which helped transform the Agency into an **institution that is open to Europe** and ready to **contribute effectively to the debate**.

It is with these successes to our credit that I invite you to read this 2022 activity report which, I hope, will kindle a desire to bring all your energy to bear on tomorrow's great mobility challenges.



**Patrice VERGRIETE**





# Activity report 2022





The activity report was approved  
at the 95<sup>th</sup> meeting  
of the Executive Board  
on 10 May 2023



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# 1. INSTITUTIONAL FRAMEWORK

## 1.1. AFIT France's role and changing mission

The French transport infrastructure financing agency (AFIT France) is an **administrative national public body**. **Its mission, on behalf of the State, is to finance transport and mobility infrastructure projects.** It is involved in areas ranging from high-speed rail lines and the road network to public transport, ports, inland waterways, active mobility and coastal protection.

AFIT France's prospective financial direction is defined in the Framework Act on Mobility (LOM). The Agency is also involved in implementing the transport component of the "France Relance" economic recovery plan.

Originally, it provided finance for national infrastructure that had been decided on by the Interministerial committee for regional planning and development (CIADT) on 18 December 2003, this committee's mission being to plan the major investments in transport infrastructure to be built in France out to 2025. Instituted by decree no. 2004-1317 of 26 November 2004, AFIT France's statutes are now established by articles L1512-19 to L1512-20 and R1512-19 et seq of the transport code.

Since then, its powers have undergone several **changes** and been **extended** :

- **Extension** of the scope of projects subject to a legal commitment between the State and the regions within the context of State-region planning contracts (CPER) and the related contractual procedures, as well as various investment projects relating to road, rail and inland waterway networks, seaports, combined transport infrastructure or infrastructure relating to coastal development and protection (decree no. 2006-894 of 18 July 2006);
- **Financing arrangements** that provide for the granting of reimbursable advances, that can be repaid, to comply with European Union law competition rules of Community origin (decree no. 2009-1370 of 10 November 2009);
- **Redefinition of the objectives** for the building of transport infrastructure requiring the implementation of a **modal switch policy** promoted by the **Grenelle Environment Forum** (Grenelle Environment Forum planning law of 3 August 2009).

As such, AFIT France, as an **important player within the "transport infrastructure and services" programme** (P203) of the "ecology, development and sustainable mobility" mission, is directly involved in the four goals of this programme, namely:

- delivering the planned projects at the best cost;
- efficiently modernising transport networks;
- improving transport infrastructure quality;
- increasing the share of alternatives to road transport.

It is also involved in the "landscape, water and biodiversity" programme (P113) of the same mission and in the "territorial interventions by the State" programme (P162) of the "general and territorial administration by the State" mission, and in the "road safety and education" programme (P207) of the "safety" mission.

- **New objectives** and initial **prospective financial direction** laid down by the **Framework Act on Mobility (LOM)**, promulgated on 24 December 2019, and which sets four priority objectives:

- **Enhance daily travel** offerings, with the focus on facilitating access to areas of employment and public and private services, remedying urban congestion and urban area access routes, and improving connections between rural or suburban areas and urban centres ;

- **Accelerate the energy** transition and the fight against pollution, to be achieved by continuing the **policy of modal rebalancing by increasing the proportion of movements carried out by the least polluting, or collective, modes of transport (rail, IWT, public transport, bicycle)**, while stepping up the shared use of individual modes of transport (carpool, car-sharing...) and facilitating multi-modal travel movements ;

- **Contribute** to the objective of the **cohesion** of mainland France and its overseas territories by improving the accessibility of medium-sized towns and areas with poor transport connections to major cities, large agglomerations and to neighbouring countries, and, within agglomerations, access to priority urban policy areas, while minimising the use of natural spaces and urban sprawl ;

- **Improve the efficiency of freight transport** to make geographical areas and ports more competitive and to accelerate model shift.



The LOM is broken down into **5 priority investment programmes** :

- **maintaining** and **modernising** existing national road, rail and IWT networks ;
- **decongesting** major **rail hubs to double the modal share** of rail transport in major urban centres ;
- **improving road access** for medium-sized towns and rural areas by developing existing routes ;
- **developing** the day-to-day use of the **least polluting types of mobility** and **shared mobility** to stimulate the development of public transport, alternative daily mobility solutions other than the private car, and active mobility solutions that benefit the environment, health and competitiveness ;
- **support** for an ambitious **freight transport** policy, in particular making ports and major international rail and inland waterway routes more accessible ;

And by a strategy of investing in transport systems that help to complete the national network with **major** national and international rail, road and IWT **routes**.

The LOM provides for a **level of expenditure** by AFIT France of €13.7bn and earmarks €14.3bn for the period 2023- 2027. Additional commitments for the Seine-Nord Europe Canal and for the Lyon Turin tunnel have been added to the originally intended envelope in the LOM.

Finally, the LOM creates a permanent Infrastructure Steering committee (COI), the Agency's Chair sits on it as of right. As part of its future-gazing activity, the COI has produced **two reports**, one in **March 2022** and the other at the end of **February 2023**.

In accordance with **article 60** of the 2020 amending finance **law no. 2020-935 of 30 July 2020**, the Government produced a report passed to the Parliament presenting "the anticipated impact of the Covid-19 crisis and of the lockdown on the Agency's resources and the consequences for the delivery of the strategy for implementing the principles of the national government's investment policy on transport and mobility" defined by the LOM.

- Implementation of the transport component of the "**France Relance**" plan of 3 September 2020 within the confines of its statutory missions. The initial budget was €2.6bn in 2021, increasing to €3.06 bn in 2022.

## 1.2. Organisational developments in 2022

The first objectives and performance contract (COP), adopted by the Executive Board on 16 December 2020, was signed by the appropriate ministers. This COP covers the period 2019 to 2023 and was aligned with the opening period of the prospective budget direction provided for by the LOM. The adjustment of the **prospective budget direction of the Framework Act on Mobility** (LOM) will have to be presented in mid-2023, potentially acting as a model when drafting the second COP.

Since 2016 and following the reform of public budget management and accounting (decree of 7 November 2012), AFIT France has been using a budgetary and accounting information system to monitor budget performance (consumption of authorised commitments and payment appropriations) and end of financial year forecasts (amounts remaining due, accruals), to underpin the pre-existing dashboards system.

Since May 2021, this tool has been available to all parties involved in the budgetary and accounting ecosystem, and especially the units within the purview of the ministerial budgetary and accounting comptroller. A new stage in dematerialisation has been accomplished: the budgetary comptroller's endorsements ('visas') of legal undertakings and requests for payment are generated and tracked directly within the budgetary and accounting tool, replacing 'visas' sent by email (paper signature books

having disappeared as a consequence of the COVID-19 health crisis) and the filing of paper-based administrative documents. This new procedure consolidated in 2022 and its relevance has been confirmed.

Electronic invoicing increased yet further in 2022, without however culminating in being sent to the 'payments' mailbox and the use of "Chorus PRO", certain calls for funds continuing to arrive in the post. To take this extra step, an order has been placed to create an interface between the budgetary and accounting information system and "Chorus Pro". Its deployment is scheduled for the beginning of 2023, accompanied by an information campaign directed at the main beneficiaries so that they systematically use "Chorus Pro" for dematerialised submission comprising the Agency's **legal commitment number** for automated processing.

Since November 2021, the Agency has adopted a new logo and pictograms for each financing area, adjusting the name depending on the actual missions. Furthermore, a new abbreviation:

"AFIT France" has replaced the earlier "AFITF". At the same time, a new website "www.afit-france.fr" has replaced the old website www.afitf.net ". The 2021 and 2022 and activity reports use the Agency's new corporate identity guidelines.



## 2. AFIT FRANCE'S GOVERNANCE

Under article 13(5) of the Constitution, AFIT France's Chair is appointed by the President of the Republic having received the opinion of the relevant committees of the National Assembly and Senate.

### 2.1. Composition of the Executive Board

The Executive Board comprises twelve members with voting rights, split into two colleges: six representatives of the State and a second college of elected officials composed of two national elected officials, three local elected officials and one qualified individual with a 3-year term of office.

The detailed composition of the Executive Board, as at the last meeting of 2022 (14 December), can be seen below :

**Table 1: detailed composition of the Executive Board as at 14 December 2022**

| POSITION      | NAME      | FIRST NAME | CAPACITY <sup>1</sup>                                      | DATE APPOINTED   |
|---------------|-----------|------------|--|--|
| Chair         | BÉCHU     | Christophe | Qualified individual, Mayor of Angers                      | From 12 March 2021 to 20 May 2022 (2 <sup>nd</sup> term of office) |
|               | CASTEX    | Jean       | Qualified individual, former Prime Minister                | From 17 August 2022 to 10 November 2022                            |
| Administrator | COQUIL    | Thierry    | Director-General of infrastructure, transport and mobility | 02 November 2022   |
|               |           |            | Acting Chair of AFIT                                       | 25 November 2022   |
| Administrator | VERGRIETE | Patrice    | Qualified individual, Mayor of Dunkirk                     | 08 December 2022   |
| Administrator | BOURRON   | Stanislas  | Director-General of local authorities                      | 1 <sup>st</sup> January 2022 to 5 December 2022                    |
|               | RAQUIN    | Cécile     | Director-General of local authorities                      | 19 December 2022   |
| Administrator | LESUEUR   | Thomas     | Director-General of sustainable development                | 2 <sup>nd</sup> May 2019   |
| Administrator | JODER     | Mélanie    | Budget Director  | 29 August 2021   |
| Administrator | MOULIN    | Emmanuel   | Director-General of the Treasury                           | 02 November 2020   |
| Administrator | PAPINUTTI | Marc       | Director-General of infrastructure, transport and mobility | 13 February 2019 to 7 July 2022                                    |
|               |           |            | Acting Chairman of AFIT                                    | 09 June 2022 to 7 July 2022  |



|               |                    |             |  |  |
|---------------|--------------------|-------------|--|--|
| Administrator | BERNABEI<br>CHINZI | Sandrine    | Director of transport Infrastructure   | 8 February 2018  |
|               |                    |             | Acting Chair of AFIT   | From 15 July 2022 to 17 August 2022                        |
| Administrator | TABAROT            | Philippe    | Senator  | 1 <sup>st</sup> February 2021                              |
| Administrator | ZULESI             | Jean-Marc   | Député   | 31 October 2019 renewed on 8 December 2020 to 21 June 2022 |
| Administrator | FRIGOUT            | Anne-Sophie | Deputy   | 21 October 2022 to 2 December 2022                         |
| Administrator | KRATTINGER         | Yves        | Elected local official,<br>President of the<br>Departmental Council of<br>Haute- Saône | 16 February 2018, renewed by<br>decree on 12 March 2021    |
| Administrator |                    |             | NEUGNOT  | Michel   |
| Administrator | BEAUDET            | Stéphane    | Elected local official, Vice-<br>President of the Ile-de-de-<br>France region          | 16 February 2018, renewed by<br>decree on 12 March 2021    |

<sup>1</sup> Having regard to article R1512-13 of the Transport Code

Also attending the meetings :

| POSITION            | NAME        | FIRST NAME | CAPACITY <sup>1</sup> - DATE APPOINTED              |
|---------------------|-------------|------------|---|
| Financial control   | PHELEP      | Arnaud     | Budget controller (advisory capacity <sup>2</sup> ) |
| Accounting agency   | RODRIGUEZ   | Marc       | Accounting agency (advisory capacity <sup>2</sup> ) |
| General Secretariat | MOOSBRUGGER | Katrin     | Secretary-General of AFIT France                    |
| General Secretariat | ARNOLD      | Pascale    | Deputy Secretary-General of AFIT France             |

<sup>1</sup> Having regard to article R1512-13 of the Transport Code

<sup>2</sup> Having regard to article R1512-14 of the Transport Code



2022 saw several changes within the Executive Board, partially as a result of terms of office coming to an end and by the successive appointments of qualified individuals :

- the position of Director-General of infrastructure, transport and mobility (DGITM) saw a succession of several administrators : **Mr Marc PAPINUTTI** (until 7 July 2022), **Mrs Sandrine CHINZI** (in an acting capacity until 2 November 2022), **Mr Thierry COQUIL** ;

- **Mr Jean-Marc ZULESI** was replaced on 21 October 2022 by **Mrs Anne-Sophie FRIGOUT** who was replaced by Mrs Edwige DIAZ at the beginning of 2023;

- the Director-General of local authorities (DGCL), **Mr Stanislas BOURRON**, was replaced on 19 December 2022 by **Mrs Cécile RAQUIN**, appointed to succeed him.

In 2022, the position of Chair of the Executive Board of the Agency was amended as follows:

- following his appointment to the Government as the Deputy Minister for Local Authorities, **Mr Christophe BÉCHU**, Chair of the Agency since 2018, left his post at the Agency at the same time in May 2022.

At the Minister's decision, **Mr Marc PAPINUTTI** (Director-General of infrastructure, transport and mobility) then

**Mrs Sandrine CHINZI** (acting Director-General of infrastructure, transport and mobility) acted as Chair of the Executive Board pending the appointment of a new Chair ;

- on 17 August, **Mr Jean CASTEX**, the former Prime Minister, is appointed by the President of the Republic in accordance with the Constitution as the new Chair of the Executive Board of AFIT France. Appointed as a member of the Executive Board of the RATP on 10 November 2022, he stood down on the same day. At the Minister's decision, **Mr Thierry COQUIL** (Director-General of infrastructure, transport and mobility) took over in an acting capacity.

- **Mr Patrice VERGRIETE**, succeeding **Mr Jean CASTEX**, was appointed to the Executive Board by decree on 8 December 2022. After a hearing and the favourable opinion of the appropriate Parliamentary committees on 11 January 2023, **Mr Patrice VERGRIETE** was appointed by the President of the Republic on 24 January 2023.

Since mid-2020 the documents of Executive Board meetings have been dematerialised and made available via an electronic platform.

## 2.2. What the Executive Board did in 2022

Seven Executive Board meetings were held in February, April, June, August, September, October and December.

During these meetings, the Executive Board of AFIT France approved the accounts and the 2021 activity report. For financial year 2022, 4 amending budgets (ABs) - compared with 7 in 2021 - 3 end of year technical ABs and the initial budget for financial year 2023 were approved.

The Executive Board meetings on 15 June and 14 December 2022 were an opportunity to update the action plan drawn up following the conclusions of the audit performed by the General Inspectorate of Finance.

Moreover, 97 agreements and amendments, 39 of them relating to the "France Relance" plan, were approved in 2022 for the financial years 2022 and 2021 (in 2021 : 71 agreements and 16 amendments).



By major recipient areas, the agreements and amendments concerned :

**Table 2 : number of agreements and amendments adopted by area of activity**

| RECIPIENT AREA AMENDMENTS                              | NUMBER OF AGREEMENTS |                     |           | NUMBER OF |                   |           |
|--|----------------------|---------------------|-----------|-----------|-------------------|-----------|
|  | NUMBER               | EXCLUDING "RELANCE" | "RELANCE" | TOTAL     | EXCLUDING RELANCE | "RELANCE" |
| Rail transport   | 10                   | 2                   | 12        | 15        | 0                 | 15        |
| Road infrastructure                                    | 7                    | 1                   | 8         | 2         | 0                 | 2         |
| Urban public transport                                 | 5                    | 29                  | 34        | 0         | 1                 | 1         |
| Active mobility  | 10                   | 1                   | 11        | 2         | 1                 | 3         |
| Navigable waterways                                    | 1                    | 1                   | 2         | 0         | 0                 | 0         |
| Maritime ports   | 0                    | 0                   | 0         | 0         | 0                 | 0         |
| Ad hoc and coastal programmes                          | 3                    | 1                   | 4         | 0         | 0                 | 0         |
| General (rail, IWT, maritime and collective transport) | 1                    | 1                   | 2         | 2         | 1                 | 3         |
| <b>Total: 97 of which</b>                              | <b>37</b>            | <b>36</b>           | <b>73</b> | <b>21</b> | <b>3</b>          | <b>24</b> |

The detailed list of the deliberations of each of the Executive Board meetings is published as an annex.

## 2.3. Other activities of the Agency's Executive Board

AFIT France co-organised with Gustave Eiffel University, in partnership with Cerema and the think tank TDIE (Transports Développement Intermodalité Environnement), the **European conference "Decarbonising mobility : The future of transport infrastructure financing"**, under the banner 'French Presidency of the Council of the European Union' (FPEU), held at the Maison de la Chimie (Paris) on 22 February 2022 (cf. inset) the proceedings of which were published on the occasion of the "#ConnectingEurope days in Lyon.

The Chair of the Executive Board of the Agency, assisted or represented by the Secretary-General, took part in 5 hearings before the National Assembly and Senate (6 in 2021) :

- two hearings before the Senate and the National Assembly with a view to the appointment of Mr Jean CASTEX, the former Prime Minister, as Chair of the Executive Board (end of July) ;
- three hearings concerning the Finance Bill 2023 (1 before the National Assembly, 2 before the Senate) ;

Answers were given :

- to an audit performed by the European Commission on the implementation of the European recovery plan (June) ;
- to an evaluation by the Court of Audit of the ad hoc investment programme for Corsica (PEI Corsica) 2002-2022 (September 2022) ;

The Chairs and/or acting Chairs, assisted or represented by the Secretary-General, also took part in :

- the formal signing in Strasbourg of 4 financial participation agreements involving the Agency in public transport projects for the Eurometropolis of Strasbourg (September 2022) by the Agency's Chair, Mr Jean CASTEX, the former Prime Minister, the Prefect of the Grand Est region, Mrs Josiane CHEVALIER, and the Chair of the Eurometropolis, Mrs Pia IMBS (September 2022) ;
- the "#ConnectingEurope days in Lyon as part of the French Presidency of the European Union (June 2022) ;
- the activities of the Infrastructure Steering Committee (COI) (March 2022 and February 2023) ;
- a hearing on the "last mile of public policy" from the relevant section of the report by the Council of State (December 2022 and 2023) ;
- a meeting of the DREALs (Regional Directorates for Environment, Development and Housing) / transport department heads (February 2022) ;
- a dialogue day during a visit to the Nouvelle Aquitaine DREAL (April 2022) ;
- a committee responsible for monitoring the cycle plan and a meeting of the DREALS' cycling leads ;
- in several inter-departmental meetings on the territorial interventions by the State programme (PITE) French Guiana and the ad hoc investment programme (PEI) Corsica ;
- In several meetings with recipients of Agency funding, and in particular the Société du Canal Seine-Nord Europe, SNCF Réseau and VNF.



Furthermore, the Agency :

- supported the second edition of the “cycling May” campaign ;
- took part in certain meetings aimed at public

European conference “Decarbonising mobility: The future of transport infrastructure financing”, co-organised with Gustave Eiffel University



From left to right and from top to bottom : David VALENCE (Chair of the Infrastructure Steering Committee (COI)), Christophe BECHU (Chair of AFIT France), P ter BAL ZS (North Sea-Mediterranean corridor coordinator), Herald RUIJTERS (Director at the European Commission, DG MOVE, responsible for investments, innovative and sustainable transport), H l ne JACQUOT-GUIMBAL (co-founder of Gustave Eiffel University) and the students of the “Green’inder” project Dominique RIQUET (Member of the European Parliament), Anne-Marie IDRAC (Chair of France Logistique).

22 February 2022 was the occasion of the European conference “Decarbonising mobility : *The future of transport infrastructure financing*” organised as part of the French presidency of the Council of the European Union. Notwithstanding a still problematic health situation, this conference - organised as a video conference at the Maison de la Chimie - attracted around one hundred participants from 15 European Union countries.

Funding transport infrastructure is a real challenge in building sustainable, long-lasting, supportive forms of mobility. This conference was an opportunity to bring together the perspectives of public decision-makers, representatives of transport infrastructure financing bodies and accomplished scientists. They engaged in dialogue to identify innovative solutions for decarbonising mobility.

At the invitation of Chairs **Christophe Bechu** (AFIT France) and **Gilles Roussel** (Gustave Eiffel University - UGE), the conference brought together P ter **Bal zs**, North Sea-Mediterranean corridor coordinator ; **Dirk Beckers**, Director General of the European agency CINEA ; **Torsten B ger**, Director of the finance and in-house services department at Autobahn GmbH ; **Philippe Duron**, co-Chair of TDIE and former Chair of AFIT France ; **Anne-Marie Idrac**, Chair of France Logistique ; **Nicolas Hauti re**, Director of the COSYS Department (UGE) ; **Fabienne Keller**, Member of the European Parliament ; **Todd Litman**, founder and director of the Victoria Transport Policy Institute (Canada);

administrations, organised by the financial affairs directorate of the transport ministry and the finance ministry.

**Michel Neugnot**, Chair of the transport mobility commission for the French regions ; **Dominique Riquet**, Member of the European Parliament and member of the transport and tourism commission ; **Herald Ruijters**, Director at the European Commission, DG MOVE, responsible for investments, innovative and sustainable transport ; **David Valence**, Chair of the Infrastructure Steering Committee (COI) ; **Jos  Manuel Vassallo**, Professor at the Department of transport, urban and land-use planning at the Universidad Polit cnica de Madrid ; **David Zambon**, director of transport infrastructure and materials (ITM) at CEREMA ; **Thierry Goger**, Secretary General of the Forum of European national Highway Research Laboratories.

The Deputy Transport Minister, **Mr Jean-Baptiste Djebbari**, brought the conference to a close.

Finally, the winners of the 1st European hackathon co-organised by Gustave Eiffel University and AFIT France had the opportunity of presenting their “Green’inder” and “Eco Road” projects to a discerning audience. A second event was run in autumn 2022.

To enable a wider audience to benefit from the quality of the speeches and the beneficial discussions that were the hallmark of this pioneering initiative, the proceedings of the conference were published at the June 2022 #connectingEurope days. They are available on the Agency’s website : here.

AFIT France and Gustave Eiffel University thank CEREMA and TDIE, their partners in this European conference.





## 3. THE AGENCY'S RESOURCES

### 3.1. Resources

Originally, the Agency received an initial appropriation of 4 billion euros financed by the proceeds of the 2006 disposal of the State's holdings in the semi-public motorway concession operators (SEMCA's).

Between 2009 and 2014, the Agency also received a balancing subsidy.

Between 2015 and 2021, the resources earmarked for AFIT France exclusively from the road sector ensured its financial viability. Moreover, the Agency first received a share of the domestic tax on the consumption of energy products (TICPE) starting in 2015.

In 2020 and 2021, a top-up from the aviation sector was envisaged but this was stymied by the Covid-19 crisis. With the resumption of air traffic in 2022, 87% of the solidarity contribution on airline tickets was levied from December 2022 onwards, namely 138 million euros.

The Agency's long-term resources are now based on :

- a share of the proceeds from the domestic tax on the consumption of energy products (TICPE);
- the balance of the revenue from fines attributable to the automatic radar speed camera devices installed on the national road network, paid after other beneficiaries have received their due;

- the supplementary tax on airline tickets, payment of which is deferred ;
- the fee payments from motorway concession companies (SCA) ;
- a capped amount of revenue from the land-use planning tax (TAT) levied by the SCAs ;
- the SCAs' ad hoc voluntary contribution totalling €1.2bn in today's money over the term of the motorway concessions and which is prorated according to each concession's footfall. Accordingly, €100m was paid to the Agency in 2015, 2016 and 2018. Payments from 2019 onward are of the order of €60m, staggered until 2030. The contribution was not paid in 2021 nor in 2022.

The Agency's expenditure and revenue, and its areas of involvement, are constantly increasing, reflecting in particular the LOM's direction of travel, major structural projects (Seine Nord Canal), the implementation of the "France Relance" economic recovery plan and national calls for public transport and active mobility projects.

In 2022, revenue and expenditure exceeded €3.2bn for the first time.

### 3.2. Human resources and internal audit

To discharge its various missions, AFIT France has its own resources, as well as drawing on the resources of the Ministry of Transport under a partnership agreement renewed in December 2020, and which has three components: consulting services, logistical and material resources, and the provision of General Secretariat personnel by the Directorate-General for infrastructure, transport and mobility. This agreement has been the subject of 3 addendums, 2 of which relate to human resources and 1 to the premises occupied by the Agency. The Agency also draws on third-party services.

Since mid-2022, this partnership agreement has provided for the provision of 5 officials to the Agency's General Secretariat, namely: 1 Secretary-General and his deputy, 1 internal Controller (post created in 2022), 1 financial manager and 1 assistant.

This is supplemented by 1 accounting officer who has combined this position with that of head of the ministerial accounting department and deputy since May 2022.

The creation of the additional position and the deputy status of the accounting officer follow on from the recommendations of the CGEFL's audit conclusions.

On 31 December 2022, the Agency had a staff of 4.5 FTE. The ministry is reimbursed for these staff members' salaries by AFIT France. In 2022, the Agency also welcomed two auxiliary managers and two replacement assistants, as well as 3 trainees and a student on a work experience placement.



The Agency's other human resources expenditure covers, in the context of the relevant statutory provisions, the Chair's expense allowance, and the accounting officer's expense and responsibility allowances.

With a view to synergy, the agreement with the Ministry also envisages AFIT France being able to call on the services of the DGITM, the DREALs and DDTs, in particular to hear appeals for funds that have been received and to confirm services rendered where the Agency as the authorising body certifies the service rendered and makes payment.

In the first half of 2021, the Agency underwent an internal accounting and control audit by the General economic and financial inspectorate, which delivered the following overall opinion:

*"AFITF has seen its scope expand since it was set up, in particular with its involvement in the implementation of the September 2020 recovery plan.*

*These developments and its transition to a functionally independent body with legal status have resulted in a marked increase in the management activities its staff have had to handle with no increase in headcount.*

*At the same time, a great deal of effort has been made to improve the quality of internal control mechanisms, especially as regards the formalisation of process and risk mapping, and the drawing up of annual action plans.*

*Nevertheless, these mechanisms still appear overly fragile given the organisation's financial challenges.*

*There is no guarantee that the principle of business continuity can be sustained given current operating conditions :*

*- The authorising department is understrength and is struggling to make good its numbers. It is up against the problem of recruiting appropriate profiles and training timescales for new arrivals ;*

*- The accounting officer is alone in providing all the Agency's accounting activities, with no deputy. This being so, notwithstanding the high quality of the work both by the authorising officer and the accounting officer, the auditors consider that the organisation's overall level of accounting and financial risk control is inadequate".*

Following this audit, an action plan, with monitoring of its implementation, was drawn up and approved by the Executive Board on 15 December 2021. In 2022, two updates of the action plan (15 June and 14 December 2022) were approved by the Executive Board and forwarded to the IGF's audit commission.

Concerning the **internal accounting budget audit (CICB)**, the first CICB action was adopted at AFIT France's Executive Board meeting on 6 December 2016. It was enhanced in 2017 2018 as regards a posteriori supervisory control and updated in 2019 and 2020. Following the recommendations of the CeGeFI audit report of September 2021, it remains to be completed (especially concerning internal risks).

The Court of Auditors, in its report dated 9 March 2022, noted that, concerning the implementation of the economic recovery plan, certain public administrations (...) were authorised to charge management fees to deploy measures whereas the transport infrastructure financing agency "received no additional funding". It considers that "these discrepancies require a coordinated policy in 2022 in this respect".

The process map was developed in 2020, thereby addressing the Court of Auditors' recommendations. The breakdown into operational actions is in progress, the main procedures having now been documented. The internal auditor should harmonise and consolidate them.

Following the recommendations of the Court of Auditors and as part of an approach now conducted annually in conjunction with the ministerial budgetary and accounting comptroller's (CBCM) departments once the work to identify agreements capable of being brought to a conclusion in 2020 has been done, having resulted in an overhang of €42M, AFIT France, together with the CBCM and the parent organisation, put in place a procedure enabling unused commitments to be recognised in the budgetary and accounting tool, and committed over time. In 2022, a new deliberation, developed in conjunction with the DGITM and SNCF Réseau, was approved in September. Applying this in the budgetary and accounting tool is an action for 2023.



## 3.3. Operating resources

AFIT France's operating resources are principally regulated by a partnership agreement with the Ministry of Transport, supplemented by third-party services. AFIT France pays its rent, the ministry's other forms of support and services currently being provided free of charge. The operating budget (including staff) therefore represents 0.02% of the total budget.

Since April 2017, AFIT France has been located in the Grande Arche de La Défense. In 2020, the Agency reduced its office space, downsizing from 134 to 105 m<sup>2</sup> and from 4 rooms to 3. At the end of 2022, following additional recruitment, the Agency took on an additional office, increasing its office space to 140m<sup>2</sup>.

Besides the operational and logistical resources provided free of charge by the ministry, AFIT France directly pays its suppliers for services relating to its budgetary and accounting information system, the Executive Board's electronic platform, interim and office upkeep services, certain documentary resources, communication costs including those relating to the new website, etc...

# 4. IMPLEMENTATION OF THE 2022 BUDGET

## 4.1. The initial 2022 budget

In the **initial budget** (IB) of the 2022 financial year, **resources** amounted to **€3,527.840m**, made up of :

- €1 248m of domestic tax on the consumption of energy products (TICPE) ;
- €561m of land-use planning tax payable by the motorway concession companies ;
- €367M of fee payments provided for in article R122-27 of the road code ;
- €250m of income from fines raised via automatic radar speed camera systems ;
- €91m of revenue from the aviation sector ;
- €870m budget allocation (recovery plan) ;
- €32m budget allocation ('Marseille en Grand' urban renewal plan) ;
- €60m of ad hoc voluntary contribution paid by the motorway companies ;
- €48.84m of various and ad hoc revenues.

In terms of **expenditure**, the **IB 2022** envisaged **€4,301.905m** of authorised commitments, made up of :

- €1,427.85m for rail transport ;
- €1,324.26m for road infrastructure ;
- €1,197.35m for public transport and active forms of mobility ;
- €210.8m for navigable waterways ;
- €93.55m for maritime ports ;
- €47.4m for ad hoc and coastal programmes (including PEI Corsica and PITE French Guiana) ;
- €0.695M of support.

In terms of **payment appropriations**, the **IB 2022** envisaged **€3,576.376m**, made up of

- €1,435.991m for rail transport ;
- €1,111.27m for road infrastructure ;
- €572.98 for public transport and active forms of mobility ;
- €310.9m for navigable waterways ;
- €87.38m for maritime ports ;
- €57.16m for ad hoc and coastal programmes (including PEI Corsica and PITE French Guiana) ;
- €0.695M of support.



## 4.2. Changes to budget forecasts during the financial year

During the 2022 financial year, AFIT France's budget forecasts changed as indicated in table 3 below :

Table 3 : P Overview of the 2022 financial year

| FINANCIAL YEAR                       |   | 167,075,287.      |                     |                   |  |                   |
|--------------------------------------|---|-------------------|---------------------|-------------------|--|-------------------|
| SUCCESSIVE 2022 BUDGETS              |   |                   |                     |                   |  |                   |
|                                      | AC  | VARIANCE          | PA                  | VARIANCE          | REVENUE  | VARIANCE          |
| Initial budget                       | € 4,301,905,000.00                                  | - €               | € 3,576,376,040.00  | - €               | € 3,527,840,000.00                                       | - €               |
| Amending budget no. 1                | € 4,304,105,000.00                                  | € 2,200,000.00    | € 3,610,466,040.00  | € 34,090,000.00   | € 3,527,840,000.00                                       | - €               |
| Amending budget no. 2                | € 4,586,105,000.00                                  | € 282,000,000.00  | € 3,660,466,040.00  | € 50,000,000.00   | € 3,527,840,000.00                                       | - €               |
| Amending budget no. 3                | € 4,586,105,000.00                                  | - €               | € 3,660,466,040.00  | - €               | € 3,527,840,000.00                                       | - €               |
| 4 Amending budget no. 4              | € 3,800,883,000.00                                  | € -785,222,000.00 | € 3,319,361,000.00  | € -341,105,040.00 | € 3,163,149,871.00                                       | € -364,690,129.00 |
| 4a Amending budget 4b                | € 3,800,883,000.00                                  | - €               | € 3,319,361,000.00  | - €               | € 3,163,169,871.00                                       | € 20,000.00       |
| Amending budget no. 4c               | € 3,800,883,000.00                                  | - €               | € 3,319,361,000.00  | - €               | € 3,163,169,871.00                                       | - €               |
| Executed budget                      | € 3,766,103,565.00                                  | € -34,779,435.00  | € 3,288,888,742.59  | € -30,472,257.41  | € 3,238,874,970.29                                       | € 75,705,099.29   |
|                                      | implementation rate                                 | 99.08%            | implementation rate | 99.08%            | implementation rate                                      | 102.39%           |
|                                      | Variance EB / IB (executed budget / initial budget) | € -535,801,435.00 | Variance EB / IB    | € -287,487,297.41 | Variance EB / IB   | € -288,965,029.71 |
| Financial year closing cash position |   |                   |                     |                   | €117,061,514.92  | €117,061,514.92   |
|                                      |   |                   |                     |                   | of which recovery  | € 15,503,307.15   |
|                                      |   |                   |                     |                   | of which excluding recovery                              | €101,558,207.77   |
|                                      |   |                   |                     |                   | Excluding recovery of which Marseille en Grand           | € 32,000,000.00   |
|                                      |   |                   |                     |                   | Excluding recovery, of which road engineering structures | €50,000,000.00    |

Legend: AC = Authorised Commitments; PA = Payment appropriations



After adoption of the initial budget (IB) on 15 December 2021, 4 amending budgets (AB) were adopted and confirmed by the Executive Board.

Concerning the ACs, 2 amending budgets (ABs) exhibited increases (AB no. 1 and no. 2) and 1, adopted in October, exhibited a decrease corresponding to the adjustment of the prospective budget direction (AB no. 4). The other ABs were undertaken with a constant budget envelope in terms of ACs. The total variance was **-€535.8M** between the initial and executed budget.

Concerning **PAs**, 1 AB exhibited decreases (AB no. 4), the 4th was at constant expenditure. The total variance between the IB and executed budget was **-€289.0m**. It should be noted that from amending budget 4 onward, the Secretariat and parent organisations were granted a flexibility clause to optimise the management endgame. This clause resulted in 3 technical amending budgets (4a, 4b, 4c) as mentioned previously, which amended PA budget line items within the same overall envelope.

In terms of **resources**, forecasts throughout the year have reflected estimates of a resumption of activity across all sectors following the Covid-19 crisis. Accordingly, the rebound in car traffic impacted the land-use planning tax (TAT), the capped amount of which paid to the Agency was achieved as early as October (€561m). Furthermore, the resumption in air traffic made it possible, for the first time, to pay a solidarity contribution on airline tickets totalling €138m, namely €66m more than the initial budget forecast.

Moreover, the non-collection of the ad hoc voluntary contribution payable by the SCAs impacted this financial year yet again. The loss for the financial years 2021 and 2022 is therefore €121.7m, excluding interest on late payments.

At the very end of the year, budget allocations totalling €82m for expenditure in 2023 were collected, €50m of which was for engineering structures on the national road network and €32m for the "Marseille en Grand" urban renewal scheme.

In terms of execution, **all complete calls for funds** were honoured.

The final level of **expenditure** was around **-€287m** compared with the initial forecast

Finally, **new commitments** entered into in 2022 totalled **€3,766m** (compared with €4,426m in 2021 and €2,594m in 2020) whereas **disbursed payments** in 2022 totalled **€3,288m** (compared with €3,139m in 2021 and €2,824m in 2020).

At the end of the financial year, the implementation rate between AB4/EB reached **99,08%** for the first time (AC [authorised commitments] and PA [payment appropriations]).

## 4.3. Budget execution (2022 financial accounts)

Table 5 relates revenue actually received in 2022 to changing forecasts during the year (IB and AB4), and, by way of comparison, with actual execution between 2017 and 2022 on the one hand and 2023 forecasts on the other. **Total revenues received by AFIT France in 2022 were €3,238M** compared with the €3,163m budgeted in AB4 (€75.7m higher receipts compared with the forecast or **€6,3m less** if we disregard the €82m collected at the end of the year against 2023 expenditure in connection with 'Marseille en Grand' and 'Engineering structures').

Concerning revenues :

- **Revenue collected exceeded AB4 forecast revenue :**
  - Fee payments: €369.6m € (+ €34m compared with 2021) ;
  - TICPE: €1,247m (-€37.5m compared with 2021) ;
  - TAT: €561m (-€117m compared with 2021) ;
  - The recovery plan (ad hoc budget allocation): €660m (-€60.8 compared with 2021) ;



- 87% of the solidarity contribution on airline tickets were collected (€138m). The payment for December 2022 occurs in January 2023.

It should also be noted that 2022 is the first year the contribution was paid, thanks to the resumption of air traffic. Revenues were also revised upward from the IB (+€66m);

- At the end of December 2022, €178m of revenue from automatic radar speed cameras was collected. It should be noted that the automatic speed camera fine revenue collected was below the AB4 forecast (€250m) but greater than that of the IB (€135m);


- The ad hoc allocation provided for in the 'Marseille en Grand' plan (€32m) and the specific allocation for engineering structures (€50m) arrived before the end of 2022 in anticipation of the 'roads' support fund of P203 for 20231.


- Concerning ad hoc revenue, €2.3m (against forecast of €1.04m) was collected, corresponding to the first reimbursement of the holdings of the 4 local authorities involved in the 'A69 Toulouse-Castres' operation and reversals of overpayments by SNCF Réseau.



- Finally, it should be recalled that the SCAs failed to pay the ad hoc voluntary contribution (CVE) for the second year running.



**Table 4 : Budget execution 2022**



|   |           |   |  |
|---|-----------|---|--|
| <br><b>RÉPUBLIQUE FRANÇAISE</b><br><i>Liberté<br/>Égalité<br/>Fraternité</i> |           | <br><b>AFIT France</b><br>Agence de Financement des<br>Infrastructures de Transport de France |  |
| <b>TOTAL EXECUTED BUDGET 2022</b>   | <b>AE</b> | <b>3 766 M€</b>   |  |
|   | <b>CP</b> | <b>3 288 M€</b>   |  |

| TOTAL 2022  |                 |
|---|-----------------|
|  |                 |
| <b>AC</b>   | <b>PA</b>       |
| <b>1 251 M€</b>   | <b>1 250 M€</b> |
| <b>33,2%</b>  | <b>38,0%</b>    |

| TOTAL 2022  |                 |
|---|-----------------|
|  |                 |
| <b>AC</b>   | <b>PA</b>       |
| <b>1 317 M€</b>   | <b>1 059 M€</b> |
| <b>35,0%</b>  | <b>32,2%</b>    |

| TOTAL 2022  |   |
|---|---|
|  |  |
| <b>AC</b>   | <b>PA</b>   |
| <b>840 M€</b>   | <b>536 M€</b>   |
| <b>22,3%</b>  | <b>16,3%</b>  |

| TOTAL 2022  |   |
|---|---|
|  |  |
| <b>AC</b>   | <b>PA</b>   |
| <b>305 M€</b>   | <b>388 M€</b>   |
| <b>8,1%</b>   | <b>11,8%</b>  |

| TOTAL 2022   |   |
|--|---|
|  |  |
| <b>AC</b>  | <b>PA</b>   |
| <b>53 M€</b>   | <b>55 M€</b>  |
| <b>1,4%</b>  | <b>1,7%</b>   |

<sup>1</sup> DGTIM



Table 5: Revenue 2016 - 2023 (in €m)

| Revenue (in €m)                      | 2016 financial accounts |    | 2017 financial accounts |    | 2018 financial accounts |    | 2019 financial accounts |    | 2020 financial accounts |    | 2021 financial accounts |    | IB 2022      |    | AB4 2022     |    | 2022 financial account |    | % IB 2023 (forecast) |    |              |
|--------------------------------------|-------------------------|----|-------------------------|----|-------------------------|----|-------------------------|----|-------------------------|----|-------------------------|----|--------------|----|--------------|----|------------------------|----|----------------------|----|--------------|
|                                      | AC                      | PA | AC                      | PA | AC                      | PA | AC                      | PA | AC                      | PA | AC                      | PA | AC           | PA | AC           | PA | AC                     | PA | AC                   | PA |              |
| Fee payments                         |                         |    | 331                     |    | 347                     |    | 357                     |    | 365                     |    | 336                     |    | 367          |    | 369          |    | 370                    |    | 11                   |    | 370          |
| Land-use planning tax                |                         |    | 512                     |    | 472                     |    | 523                     |    | 458                     |    | 561                     |    | 561          |    | 561          |    | 561                    |    | 17                   |    | 561          |
| Automatic radar speed camera revenue |                         |    | 333                     |    | 248                     |    | 228                     |    | 167                     |    | 271                     |    | 250          |    | 135          |    | 178                    |    | 6                    |    | 250          |
| Contribution by the aviation sector  |                         |    | 0                       |    | 0                       |    | 0                       |    | 0                       |    | 0                       |    | 91           |    | 157          |    | 138                    |    | 4                    |    | 163          |
| TICPE                                |                         |    | 763                     |    | 1,028                   |    | 1,206                   |    | 1,587                   |    | 1,285                   |    | 1,248        |    | 1,247        |    | 1,248                  |    | 39                   |    | 1,908        |
| Ad hoc voluntary contribution        |                         |    | 100                     |    | 100                     |    | 60                      |    | 58                      |    | 0                       |    | 0            |    | 0            |    | 0                      |    | 0                    |    | -            |
| Ad hoc revenue                       |                         |    | -                       |    | 35                      |    | 84                      |    | 3                       |    | 0                       |    | 48           |    | 1            |    | 2                      |    | 0                    |    | 2            |
| P362 & 364 payments (recovery)       |                         |    | -                       |    | -                       |    | -                       |    | -                       |    | 599                     |    | 870          |    | 660          |    | 660                    |    | 20                   |    | 498          |
| Budget allocation                    |                         |    | 0                       |    | 0                       |    | 0                       |    | 250                     |    | 100                     |    | 32           |    | 32           |    | 82                     |    | 3                    |    | -            |
| <b>Total</b>                         |                         |    | <b>2039</b>             |    | <b>2,400</b>            |    | <b>2,458</b>            |    | <b>2888</b>             |    | <b>3,152</b>            |    | <b>3,527</b> |    | <b>3,163</b> |    | <b>3,239</b>           |    | <b>100</b>           |    | <b>3,753</b> |

Table 6: Expenditure 2016 - 2023 (in €m)

| Intervention expenditure (in €m)            | 2016 financial accounts |             | 2017 financial accounts |              | 2018 financial accounts |              | 2019 financial accounts |              | 2020 financial accounts |              | 2021 financial accounts |              | IB 2022      |              | 2022 financial account |              | % IB 2023 (forecast) |              |
|---|-------------------------|-------------|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|-------------------------|--------------|--------------|--------------|------------------------|--------------|----------------------|--------------|
|   | AC                      | PA          | AC                      | PA           | AC                      | PA           | AC                      | PA           | AC                      | PA           | AC                      | PA           | AC           | PA           | AC                     | PA           | AC                   | PA           |
| <b>Road infrastructure</b>                  | 1083                    | 779         | 728                     | 811          | 774                     | 942          | 836                     | 946          | 1,208                   | 1,080        | 1,212                   | 990          | 1,324        | 1,111        | 1,317                  | 1,059        | 1084                 | 1275         |
| <b>Rail transport</b>                       | 1001                    | 820         | 826                     | 965          | 1,291                   | 902          | 1,066                   | 1,081        | 550                     | 1,275        | 1,630                   | 1,305        | 1,428        | 1,436        | 1,251                  | 1,250        | 1,766                | 1499         |
| <b>Navigable waterways</b>                  | 76                      | 83          | 71                      | 79           | 81                      | 87           | 1,179                   | 103          | 137                     | 128          | 197                     | 265          | 211          | 311          | 211                    | 309          | 232                  | 185          |
| <b>Maritime ports</b>                       | 48                      | 55          | 47                      | 50           | 37                      | 49           | 42                      | 39           | 68                      | 50           | 132                     | 64           | 94           | 87           | 94                     | 79           | 46                   | 81           |
| <b>Public transport and active mobility</b> | 243                     | 213         | 271                     | 182          | 274                     | 246          | 361                     | 280          | 596                     | 276          | 1,083                   | 391          | 1,197        | 573          | 840                    | 536          | 1044                 | 663          |
| <b>Miscellaneous</b>                        | 25                      | 69          | 0                       | 68           | 20                      | 346          | 23                      | 16           | 35                      | 14           | 172                     | 36           | 47           | 57           | 53                     | 55           | 34                   | 74           |
| <b>Total intervention expenditure</b>       | <b>2476</b>             | <b>2019</b> | <b>1,943</b>            | <b>2,155</b> | <b>2,477</b>            | <b>2,572</b> | <b>3,507</b>            | <b>2,465</b> | <b>2,594</b>            | <b>2,823</b> | <b>4,426</b>            | <b>3,052</b> | <b>4,302</b> | <b>3,576</b> | <b>3,766</b>           | <b>3,289</b> | <b>4,206</b>         | <b>3,777</b> |



## 4.4. Changes to cash flow during the financial year

Managing the Agency's cash flow, during each financial year, requires anticipation of the dates on which calls for funds will be received to enable accurate management with the aim of having sufficient appropriations available at any moment to honour them.

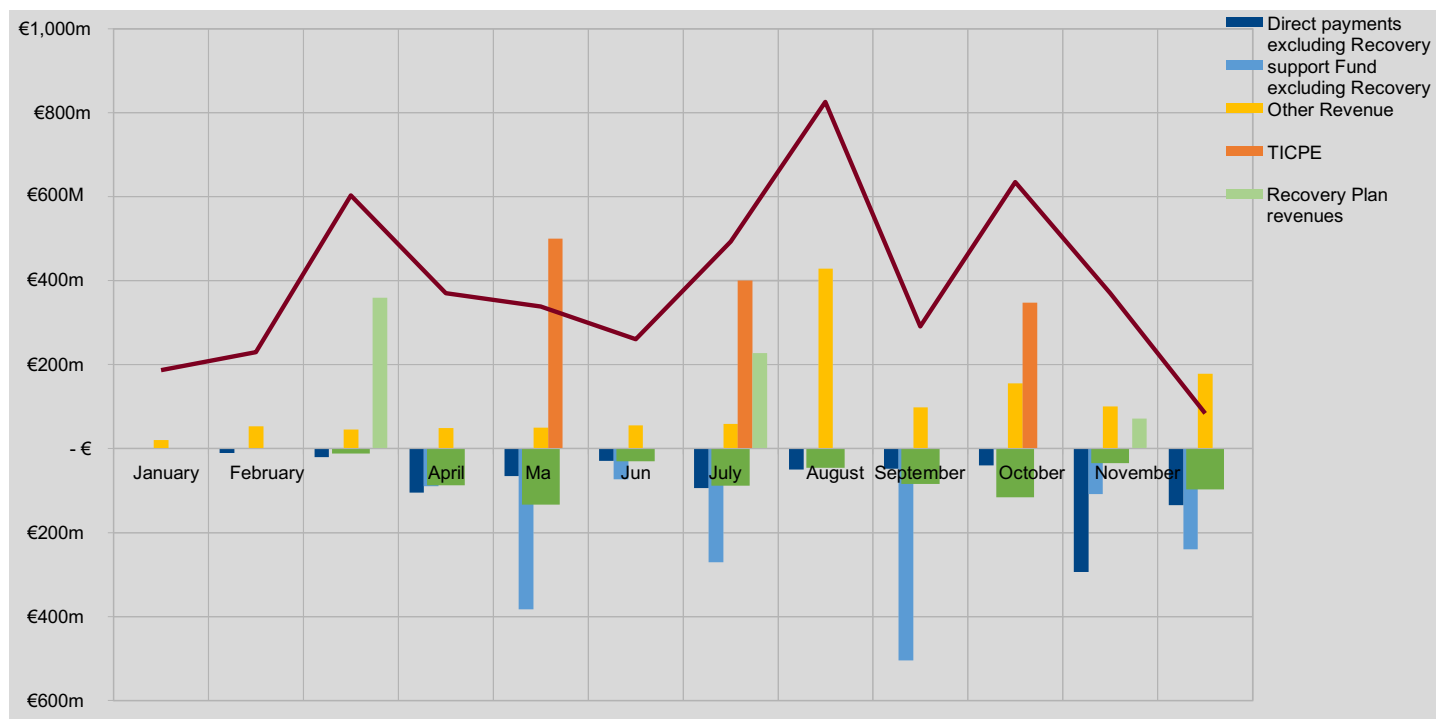
Detailed and optimised management is therefore required : certain revenues, such as fee payments, falling on a specific date whereas others are collected at the end of the financial year, such as speed camera fines. Appropriate management of TICPE payments is fundamental, ensuring as it does the Agency's financial equilibrium.

As with the financial year 2021, it should be noted that all calls for funds, received and complete, were honoured without generating late payment interest.

Cash flow at the end of the 2022 financial year was €35,061,514.92, €15,503,307.15 of which for the recovery plan excluding budget allocations received at the end of 2022 for expenditure in 2023 ('Marseille en Grand': €32m and approved right at the end of the year) 'national road network engineering structures' (€50m), representing a total of €117,061,514.92). In 2021, cash flow was €167.23m.

The change in cash flow, revenue and payments during 2022 (in €m) is illustrated by the following graph :

Graph 1: Monthly cash flow situation (receipts - disbursements)





## 5. FINANCING BREAKDOWN 2022

AFIT France's detailed commitments and disbursements in 2022 are to be found in the annexes section. An aggregated presentation (including the recovery plan) by major destination and beneficiary appears below.

### 5.1. Breakdown by area of activity

Graph n° 2 : breakdown of financing activities in 2022

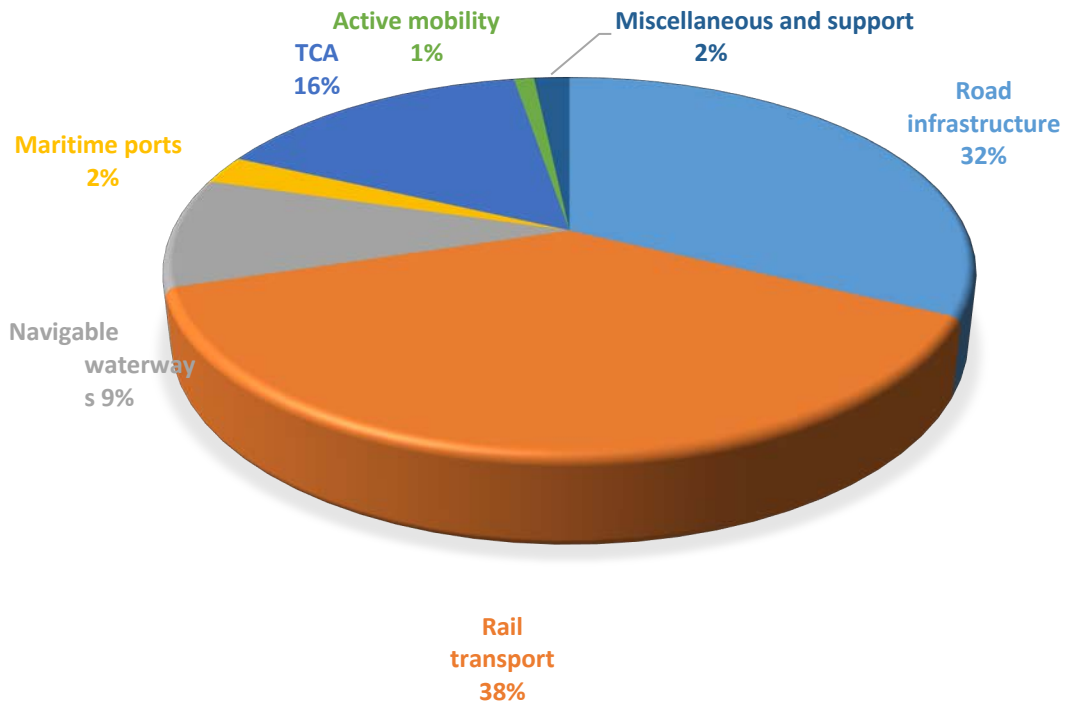







Table 7: Detailed budget execution in AC and PA 2022

| DESTINATION   | EXPENDITUR<br>E (€)     |                           |
|---|-------------------------|---------------------------|
|   | AC                      | PA                        |
|  <b>Rail transport</b>                       | <b>1,251,174,320.00</b> | <b>1,249,545,940.81</b>   |
| CPER, rail and related  | 290,500,000.00          | 256,810,000.12            |
| Interventions involving the existing network  | 149,412,610.00          | 182,068,732.78            |
| Freight-related activities  | 203,703,221.00          | 128,540,492.42            |
| High-speed lines and CIADT  | 95,880,949.00           | 242,517,557.35            |
| TET rolling stock   | 67,396,500.00           | 270,409,158.14            |
| Alpine crossings (Lyon-Turin Tunnel)  | 444,281,040.00          | 169,200,000.00            |
| <i>of which recovery plan</i>   | <i>276,880,500.00</i>   | <i>258,133,025.80</i>     |
|  <b>Road infrastructure</b>                  | <b>1,316,907,504.00</b> | <b>1,058,984,785.28</b>   |
| CPER, road and related, and convergence contracts   | 529,360,000.00          | 274,002,713.12            |
| Special activities  | 222,547,504.00          | 187,482,072.17            |
| Interventions involving the existing network  | 565,000,000.00          | 597,499,999.99            |
| <i>of which recovery plan</i>   | <i>70,840,000.00</i>    | <i>110,244,800.00</i>     |
|  <b>Public transport and active mobility</b> | <b>839,581,801.00</b>   | <b>535,671,879.31</b>     |
| CPER, Public transport and related  | 579,000,000.00          | 439,090,000.00            |
| TCA calls for projects and excluding CPER   | 102,505,000.00          | 65,003,302.83             |
| Active mobility   | 158,076,801.00          | 31,578,576.48             |
| <i>of which recovery plan</i>   | <i>390,420,000.00</i>   | <i>121,512,168.85</i>     |
|  <b>Navigable waterways</b>                | <b>210,800,000.00</b>   | <b>309,350,000.00</b>     |
| Canal Seine-Nord Europe   | 0.00                    | 91,000,000.00             |
| excl. CPER activities   | 210,800,000.00          | 218,350,000.00            |
| <i>of which recovery plan</i>   | <i>95,000,000.00</i>    | <i>189,000,000.00</i>     |
|  <b>Maritime ports</b>                     | <b>93,550,000.00</b>    | <b>79,446,132.00</b>      |
| CPER, ports and convergence contracts   | 90,500,000.00           | 72,376,132.00             |
| Operations excl. CPER   | 3,050,000.00            | 7,070,000.00              |
| <i>of which recovery plan</i>   | <i>60,500,000.00</i>    | <i>38,050,000.00</i>      |
|  <b>Ad hoc and coastal programmes</b>      | <b>53,294,940.00</b>    | <b>55,095,005.19</b>      |
| Coastal   | 5,000,000.00            | 5,000,000.00              |
| Ad hoc programmes   | 48,294,940.00           | 50,095,005.19             |
| <i>of which recovery plan</i>   | <i>4,160,000.00</i>     | <i>13,080,000.00</i>      |
| <b>Support</b>  | <b>795,000.00</b>       | <b>795,000.00</b>         |
| <b>TOTAL</b>  | <b>3,766,103,565.00</b> | <b>3,288,888,742.59</b>   |
| <i>of which recovery plan</i>   | <i>897,800,500.00</i>   | <i>730,019,994.65</i>     |
| <b>RESOURCES</b>  |                         |                           |
| TICPE   |                         | € 1,247,500,000.00        |
| Land-use planning tax   |                         | € 561,000,000.00          |
| Fee payments  |                         | € 369,629,871.64          |
| Motorway / ad hoc voluntary contribution (CVE)  |                         | € 0.00                    |
| Automatic radar speed camera revenue  |                         | € 178,141,541.31          |
| Contribution by the aviation sector   |                         | € 138,240,827.83          |
| Budget allocations (Marseille en Grand and road engineering structures)   |                         | € 82,000,000.00           |
| Recovery plan budget allocation   |                         | € 660,000,000.00          |
| Miscellaneous and ad hoc revenue  |                         | € 2,362,729.51            |
| <b>TOTAL</b>  |                         | <b>€ 3,238,874,970.29</b> |

as at: 1<sup>st</sup> January 2023

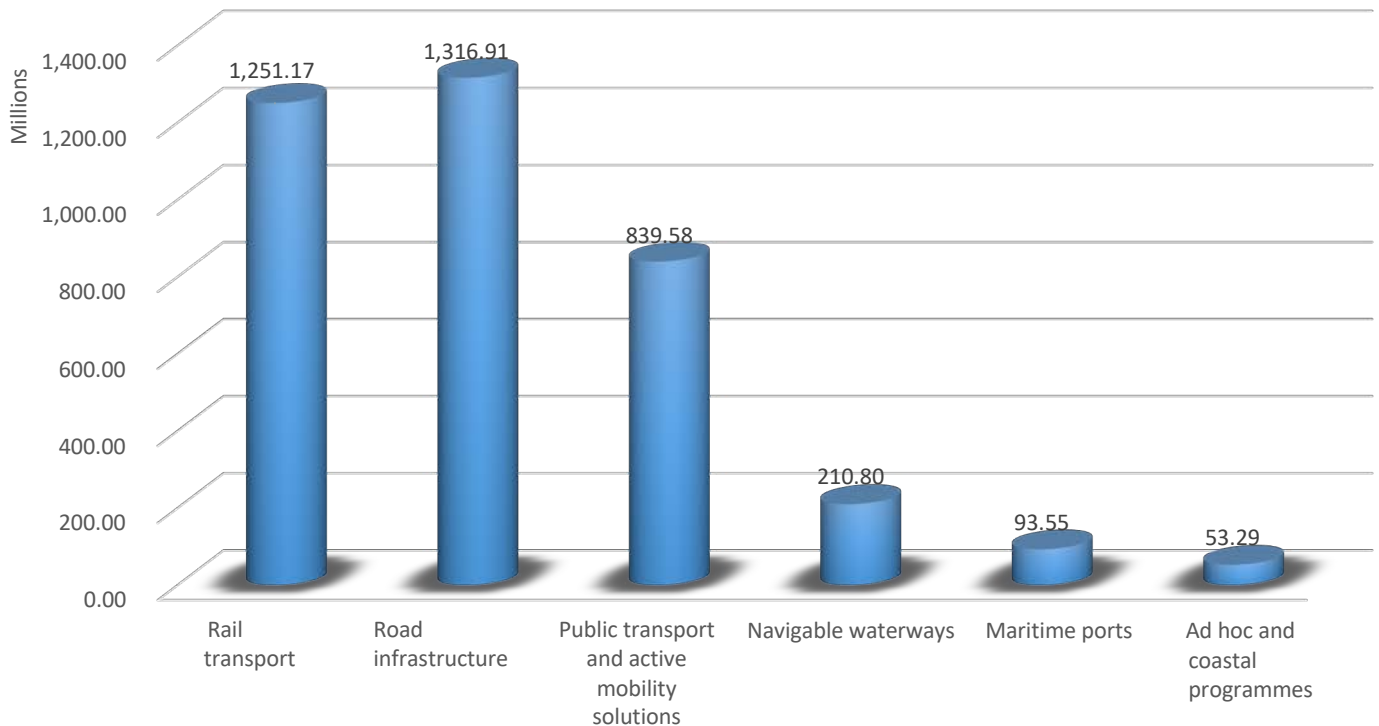
website: www.afit-france.fr



## 5.1.1. Commitments

The **breakdown** of intervention **commitments** entered into by AFIT France in 2021 (in €m) was as follows :

**Graph no 3** : breakdown of commitments entered into in 2022



**Commitments** entered into in 2022 totalled **€3,766.1m** (of which €898m under the recovery plan).

The biggest commitments were for road infrastructure with €1,317m (35%).

Transport was in 2nd place with €1,251m (33.2%), followed by public transport and active mobility with €840m (22.3%). These last two items are forecast in the IB at €1.2bn of ACs, but at the end of the financial year they exhibit an under-consumption largely because of difficulties encountered by local authorities.

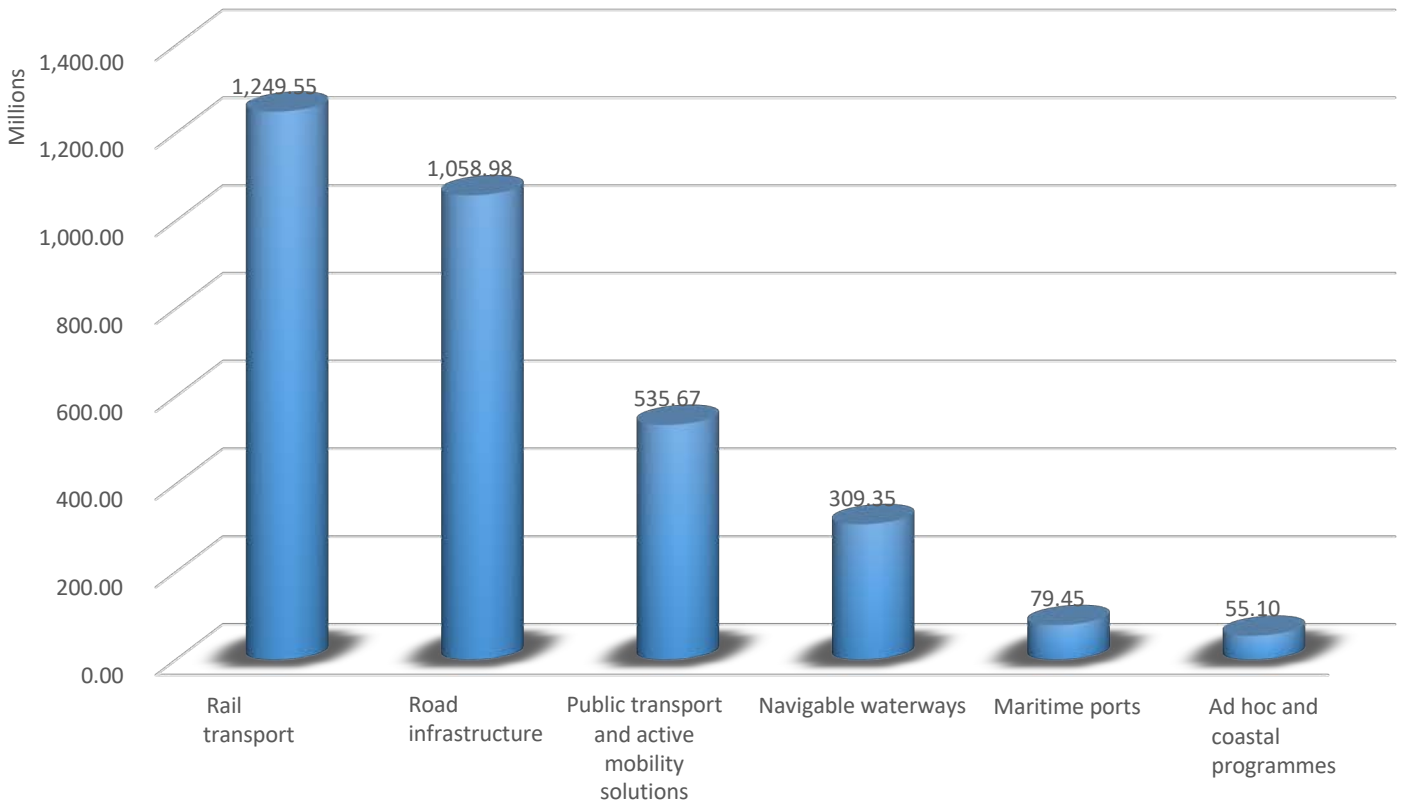
They are then followed by navigable waterways with €211m (5.6%), maritime ports with €93.5m (2.5%) and ad hoc (PITE French Guiana and PEI Corsica) and coastal programmes with €53.3m (1.4%). Please note that 2022 was the last year in which funds were committed to the PEI Corsica.



## 5.1.2. Payments

The **breakdown** of intervention **payments** entered into by AFIT France in 2022 (in €m) was as follows :

Graph no. 4 : breakdown of payments made in 2022



**Payments** made in 2022 totalled **€3,288.9m**, an increase of €237.8m (+8%) compared with €3,051m in 2021.

The leading expense item was rail transport with €1,250m (38%), followed by road infrastructure, with payments totalling €1,059m (32.2%).

These are followed by public transport and active mobility with €536m (16.3%), navigable waterways with €309m (9.4%), maritime ports €79.5m (2.4%) and ad hoc and coastal programmes €55m (1.7%).

Accordingly, **almost two thirds of expenditure was on alternative modes of transport to the road** : 61.1% of ACs (railway, 33.2%; urban public transport systems (TCA) and active mobility, 22.3%; inland waterway transport, 5.6%) and 63.7% of PAs (railway, 38.0%; TCA and active mobility : 16.3%; inland waterway transport, 9.4%).



## 5.2. Breakdown including CPER and excluding CPER

The following table shows the breakdown of commitments and payments between CPER and related and excluding CPER in 2022 (with a reminder for 2021) and for the entire period 2005-2022 :

Table 8: breakdown including CPER and excluding CPER

|                                       | 2021            |       |                    | 2022            |       |                 | 2005-2022        |       |                    |
|---------------------------------------|-----------------|-------|--------------------|-----------------|-------|-----------------|------------------|-------|--------------------|
|                                       | AC              | %     | PA                 | AC              | %     | PA              | AC               | %     | PA                 |
| <b>Roads</b>                          |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 402,700,000   | 33.2  | € 359,370,000.02   | € 525,360,000   | 39.9  | € 271,702,713   | € 8,694,115,000  | 25.7  | € 7,331,031,130.14 |
| Excluding CPER                        | € 810,200,000   | 66.8  | € 630,640,320      | € 791,547,504   | 60.1  | € 787,282,072   | € 9,495,363,852  | 74.3  | € 8,066,089,772    |
| Total                                 | € 1,212,900,000 | 100.0 | € 990,010,320      | € 1,316,907,504 | 100.0 | € 1,058,984,785 | € 18,189,478,852 | 100.0 | € 15,397,120,902   |
| <b>Rail</b>                           |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 288,200,000   | 18.0  | € 256,930,000      | € 290,500,000   | 23.2  | € 256,810,000   | € 3,759,520,000  | 20.6  | € 3,162,248,951    |
| Excluding CPER                        | € 1,341,843,238 | 82.0  | € 1,103,054,700    | € 960,674,320   | 76.8  | € 992,735,941   | € 19,558,101,580 | 79.4  | € 12,685,066,723   |
| Total                                 | € 1,630,043,238 | 100.0 | € 1,359,984,700    | € 1,251,174,320 | 100.0 | € 1,249,545,941 | € 23,317,621,580 | 100.0 | € 15,847,315,674   |
| <b>Inland waterway</b>                |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 0             | -     | € 0                | € 0             | 0.0   | € 0             | € 64,800,000     | 0.0   | € 64,800,000       |
| Excluding CPER                        | € 196,800,000   | 100.0 | € 263,679,945      | € 210,800,000   | 100.0 | € 309,350,000   | € 2,357,365,309  | 100.0 | € 1,420,621,755    |
| Total                                 | € 196,800,000   | 100.0 | € 263,679,945      | € 210,800,000   | 100.0 | € 309,350,000   | € 2,422,165,309  | 100.0 | € 1,485,421,755    |
| <b>Maritime</b>                       |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 119,500,000   | 90.0  | 53,983,776         | € 88,240,000    | 94.3  | € 70,116,132    | € 769,140,000    | 88.3  | € 543,548,883      |
| Excluding CPER                        | € 12,800,000    | 10.0  | 10,210,000         | € 5,310,000     | 5.7   | € 9,330,000     | € 351,180,630    | 11.7  | € 339,859,799      |
| Total                                 | € 132,300,000   | 100.0 | € 64,193,776       | € 93,550,000    | 100.0 | € 79,446,132    | € 1,120,320,630  | 100.0 | € 883,408,682      |
| <b>Urban public transport systems</b> |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 695,100,000   | 64.0  | € 333,264,793.35   | € 579,000,000   | 69.0  | € 439,090,000   | € 4,394,946,000  | 82.0  | € 2,703,221,379.35 |
| Excluding CPER                        | € 387,950,321   | 36.0  | € 58,028,707.18    | € 260,581,801   | 31.0  | € 96,581,879    | € 2,934,366,320  | 18.0  | € 1,933,206,283.49 |
| Total                                 | € 1,083,050,321 | 100.0 | € 391,293,501      | € 839,581,801   | 100.0 | € 535,671,879   | € 7,329,312,320  | 100.0 | € 4,636,427,663    |
| <b>Miscellaneous</b>                  |                 |       |                    |                 |       |                 |                  |       |                    |
| CPER and related                      | € 0             | -     | € 0                | € 0             | 0.0   | € 0             | € 485,638,492    | 0.0   | € 349,771,566      |
| Excluding CPER                        | € 171,890,000   | 100.0 | € 36,478,500       | € 53,294,940    | 100.0 | € 55,095,005    | € 1,234,820,001  | 100.0 | € 1,076,669,139    |
| Total                                 | € 171,890,000   | 100.0 | € 36,478,500       | € 53,294,940    | 100.0 | € 55,095,005    | € 1,720,458,493  | 100.0 | € 1,426,440,705    |
| <b>TOTAL</b>                          |                 |       |                    |                 |       |                 |                  |       |                    |
| Total CPER:                           | € 1,505,500,000 | 34.0  | € 1,003,548,569.37 | € 1,483,100,000 | 39.4  | € 1,037,718,845 | € 18,168,159,492 | 31.6  | € 14,154,621,910   |
| Total excluding CPER:                 | € 2,921,483,559 | 66.0  | € 2,047,861,886.64 | € 2,282,208,565 | 60.6  | € 2,250,374,897 | € 35,931,197,692 | 68.4  | € 25,521,513,472   |
| <b>TOTAL</b>                          | € 4,426,983,559 | 100.0 | € 3,051,410,456.01 | € 3,765,308,565 | 100.0 | € 3,288,093,743 | € 54,099,357,184 | 100.0 | € 39,676,135,381   |



## 5.3. Breakdown by recipient

Specific hypothecated support funds (FDC) in 2022 concern the following programmes :

Table 9 : Breakdown of FDC by programme

| Programme   | AC 2022 (€)             | PA 2022 (€)             |
|---|-------------------------|-------------------------|
| <b>P203 “Infrastructure and transport services”</b> | 2,669,058,695.00        | 2,146,103,376.91        |
| <b>P113 “Landscape, water and biodiversity</b>      | 5,000,000.00            | 5,000,000.00            |
| <b>P162 “State community interventions”</b>         | 47,294,940.00           | 36,015,005.19           |
| <b>Total</b>  | <b>2,721,353,635.00</b> | <b>2,187,118,381.10</b> |

Direct payments in 2022 concerned the following beneficiaries :

Table 10 : Breakdown of payments by beneficiary

| Subsidised projects (in €)                                      | Beneficiaries                | ACs 2022 (in €)       | PAs 2022 (in €)         |
|---|------------------------------|-----------------------|-------------------------|
| Levelling up trains   | Hauts-de-France region       | 0.00                  | 66,300,000.00           |
|   | Centre - Val de Loire region | 0.00                  | 117,500,000.00          |
|   | SNCF Mobilités               | 0.00                  | 26,688,388.34           |
|   | SNCF Réseau                  | 2,000,000.00          | 0.00                    |
|   | SNCF Voyageurs               | 55,716,000.00         | 46,787,744.00           |
| Lyon-Turin tunnel   | TELT                         | 444,281,040.00        | 169,200,000.00          |
| Special roads/activities  | ATOSCA                       | 17,097,504.00         | 1,800,154.17            |
|   | SANEF                        | 36,000,000.00         | 0.00                    |
|   | Department of the Tarn       | 14,550,000.00         | 0.00                    |
| New coast road  | Réunion region               | 0.00                  | 32,118,916.00           |
| Regeneration and modernisation of the inland waterway network   | VNF                          | 176,000,000.00        | 176,000,000.00          |
| Inland waterway activities                                      | VNF                          | 0.00                  | 2,000,000.00            |
| Canal Seine Nord Europe   | SCSNE                        | 0.00                  | 91,000,000.00           |
| TCSP calls for projects   | Various authorities          | 88,155,000.00         | 57,399,155.27           |
| Calls for projects Active mobility<br>Continuous cycling routes | Various authorities          | 16,892,221.00         | 6,833,549.48            |
| High-speed lines and CIADT activities                           | SNCF Réseau                  | 78,730,949.00         | 213,568,176.58          |
| Interventions involving the existing network                    | SNCF Réseau                  | 49,412,610.00         | 101,068,732.60          |
| Freight -related activities                                     | SNCF Réseau                  | 14,273,221.00         | 19,759,693.52           |
|   | <b>Total</b>                 | <b>993,107,845.00</b> | <b>1,128,026,513.47</b> |

In 2022, the proportion of direct payments to third-party beneficiaries is on the wane. It amounts to 26.4% of commitments (2021 : 36.5%) and to 34.3% of payments (2021 : 36.5%). The support funds paid to the State remain predominant in the payments made by AFIT France: they are 73.6% of commitments (2022 : 72.3%) and 65.7% of payments (2022: 63.9%).

This is explained in particular by the entering into of additional commitments for the transalpine tunnel (third-party beneficiaries) and, as regards support funds, by the implementation of the “France Relance” economic recovery plan and the large volume of funds allocated to the CPERs, to regeneration, and to the safety upgrades and modernisation of the national road network.



## 6.1. General overview

Table 11 is a **general overview** of payments and amounts remaining due (RAP) for the period 2006 - 2022, by type of commitment.

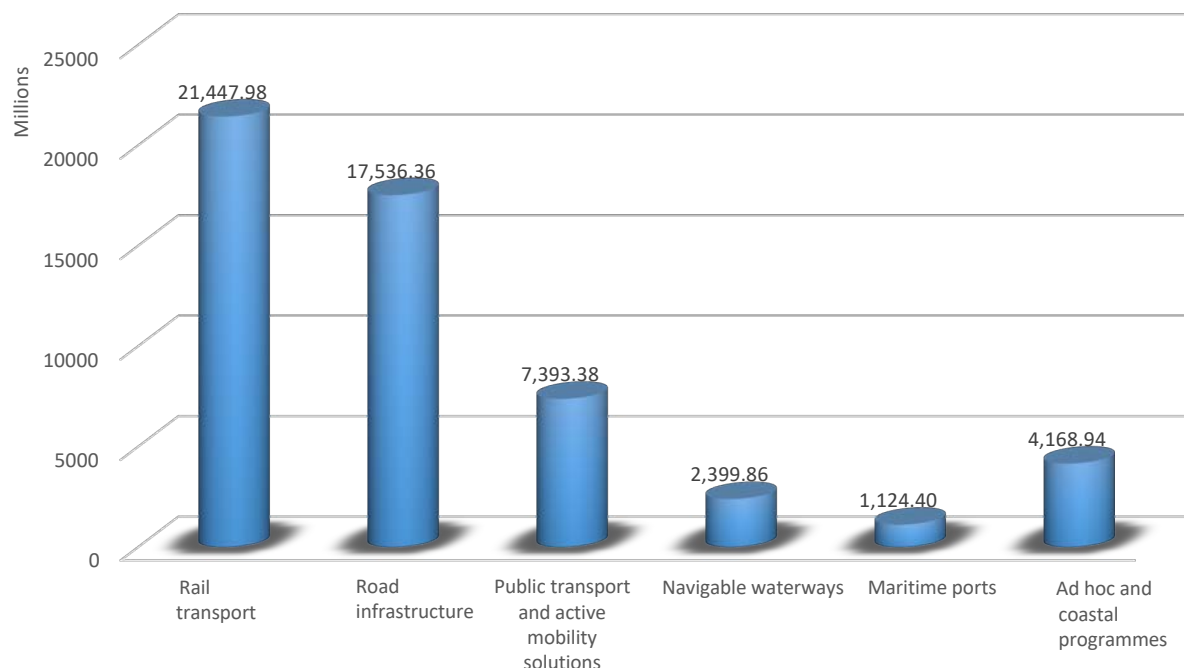
Table 11: overview of commitments and payments 2006 - 2022 (in €)

| BUDGET OPERATIONS                                    | Amounts committed<br>(including<br>decommitments) | Breakdown of<br>commitments | Totals paid              | Breakdown of<br>payments |
|--|---|-----------------------------|--------------------------|--------------------------|
| Road infrastructure                                  | 17 536 362 190.00                                 | 32.43%                      | 14 944 301 840.72        | 36.33%                   |
| Rail transport                                       | 21 447 975 966.00                                 | 39.67%                      | 15 331 277 950.15        | 37.27%                   |
| Navigable waterways                                  | 2 399 860 001.00                                  | 4.44%                       | 1 468 725 154.56         | 3.57%                    |
| Maritime ports                                       | 1 124 400 630.00                                  | 2.08%                       | 883 408 681.67           | 2.15%                    |
| Public transport and active<br>mobility<br>solutions | 7 393 377 891.00                                  | 13.67%                      | 4 631 518 730.65         | 11.26%                   |
| Ad hoc and coastal<br>programmes                     | 4 168 937 433.00                                  | 7.71%                       | 3 874 919 646.00         | 9.42%                    |
| <b>General total</b>                                 | <b>54,070,914,111.00</b>                          | <b>100%</b>                 | <b>41,134,152,003.75</b> | <b>100%</b>              |



Since 2006, the Agency's cumulative commitments are €54,070,914,111.00m (net of decommitments) :

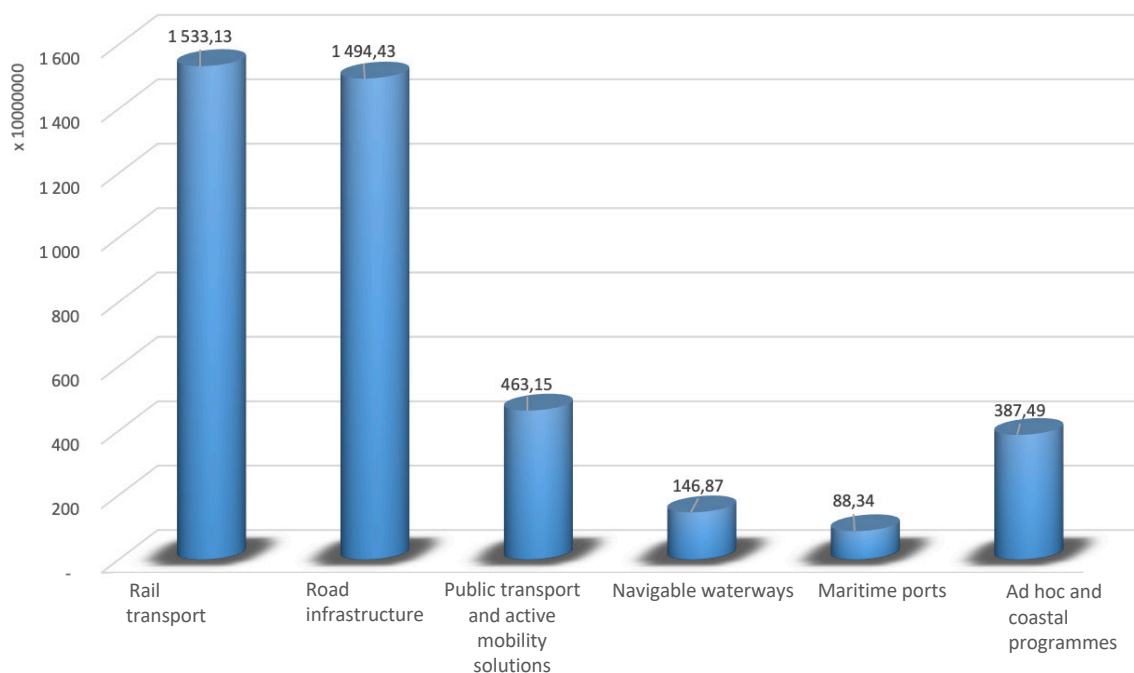
Graph 5 : breakdown of cumulative commitments (net of decommitments) from 2006 to 2022



In terms of commitments, the leading line item is rail transport (39.7%) then road infrastructure (32.4%), public transport and active mobility (13.7%), ad hoc and coastal programmes (7.7%), inland waterways (4.4%) and maritime ports (2.1%).

Since 2006, cumulative payments made by AFIT France have reached €38,685,673,063.45 :

Graph 6 : breakdown of cumulative payments from 2006 to 2022



In terms of payments, the leading line item is also rail transport (32.27%), just ahead of road infrastructure (36.33%). These are followed by public transport and

active mobility (11.26%), ad hoc and coastal programmes (9.2%), inland waterways (3.57%) and maritime ports (2.15%).





You will see below how amounts remaining due (RAP) have changed since 2017 :

**Table 12 : Change in the amount of RAP (in €bn) from 2017 to 2022**

|                        | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  |
|------------------------|-------|-------|-------|-------|-------|-------|
| <b>Amount (in €bn)</b> | 12.01 | 11.92 | 12.86 | 12.49 | 13.87 | 14.34 |
| <b>Variance</b>        | -0.26 | -0.09 | 0.94  | -0.37 | 1.38  | 0.47  |

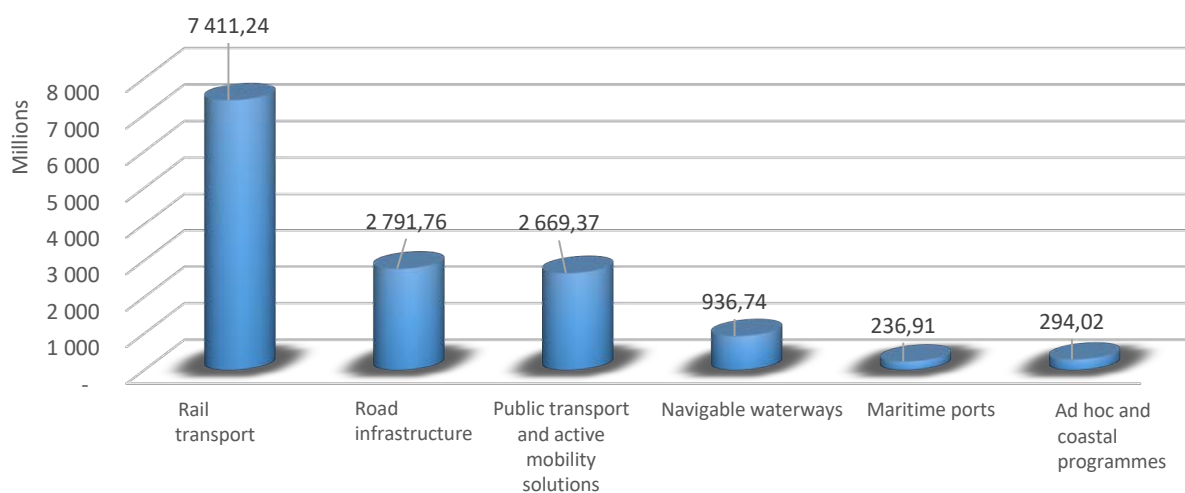
At the end of 2022, amounts remaining due (RAP) totalled €14.34bn compared with €13.87bn in 2021, namely an increase of €0.47bn.

**Table 13 : Breakdown of amounts remaining due by type 2005-2022**

| Amounts remaining due (in €bn)                 | RAP 2005 -2022           |
|--|--------------------------|
| Road infrastructure                            | 2,791,763,445.24         |
| Rail transport                                 | 7,411,241,919.85         |
| Navigable waterways                            | 936,743,554.40           |
| Maritime ports                                 | 236,911,947.92           |
| Public transport and active mobility solutions | 2,669,374,138.12         |
| Miscellaneous                                  | 294,017,787.81           |
| <b>Total</b>                                   | <b>14,340,052,793.34</b> |

The breakdown of RAP by transport mode is as follows :

**Graph no. 7 : amount (in €m) of amounts remaining due by transport mode for the period 2005-2022**



Amounts remaining due primarily concern rail transport (51.7%), far ahead of road infrastructure (19.5%), public transport and active mobility (18.6%), inland waterways (6.5%), maritime ports (1.7%) and ad hoc and coastal programmes (2.1%).



## 6.2. Rail transport

Table 14 : General overview of rail transport (2005-2022) (in €)

| Rail transport                                  | AC              | PA              | RAP            |
|---|-----------------|-----------------|----------------|
| CPER and related                                | €3,986m         | €3,272m         | €713m          |
| Interventions involving the existing network    | €2,384m         | €2,053m         | €331m          |
| Levelling up trains (excluding recovery)        | €3,316m         | €2,076m         | €1,240m        |
| Alpine crossings (excluding recovery)           | €1,737m         | €872m           | €865m          |
| Freight-related activities (excluding recovery) | €641m           | €614m           | €27m           |
| High-speed lines and CIADT activities           | €10,652m        | €6,667m         | €3,985m        |
| of which "France Relance" recovery plan         | €488m           | €238m           | €250m          |
| <b>Total</b>                                    | <b>€23,204m</b> | <b>€15,792m</b> | <b>€7,411m</b> |

For 2022, expenditure on rail transport has risen overall to €1,251m AC (compared with €1,630m in 2021, down 23,3%) and to €1,249.5M in PA (compared with €, 305m for 2021, down 4.3%). Expenditure was lower than expected in the initial budget (IB) because of the postponement of certain expenditure (in particular the Roissy-Picardy high-speed line and modernisation of the Massy-Valenton line).

€290.5m of AC and €256.8m of PA were earmarked for the rail component of the State-region planning contracts, namely a marked increase on 2021 (€174m of AC and €207m of PA).

Moreover, €149.4m of AC and €182m of PA were consumed for interventions involving the existing network and €270m of PA were earmarked for continuing the replacement of 'levelling up' train rolling stock for the Hauts-de-France and Centre Val-de-Loire regions and the

Paris-Clermont Ferrand and Paris-Limoges-Toulouse lines. €444m of AC and €169m of PA was raised to finance the Euralpine Tunnel Lyon-Turin.

As for freight-related activities, they consumed €203.7m of AC and €128.5m of PA, namely a very large increase on 2021 (€62m of AC and €33.5m of PA).

Finally, €96m of AC and €242.5m of PA were allocated to high-speed lines and CIADT activities with lease payments on existing infrastructure, on the one hand, and analyses carried out for new lines (e.g.: GPSO, see Box below).



# PRINCIPAUX CHANTIERS 2022

PARMI 1750 CHANTIERS PROGRAMMÉS

**5,6 milliards** D'INVESTISSEMENTS MAJEURS

**732 km** DE VOIES RENOUVELÉES

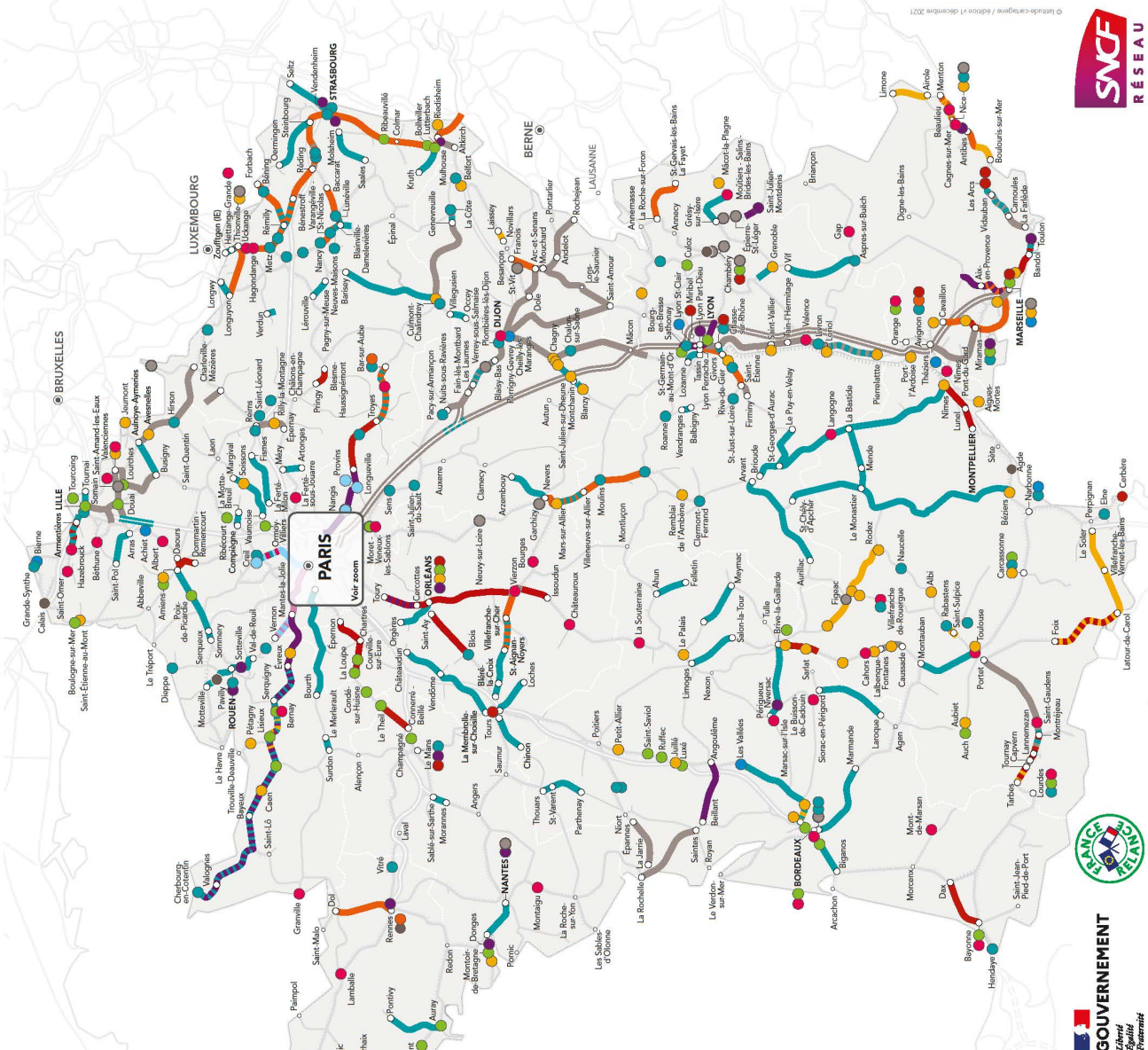
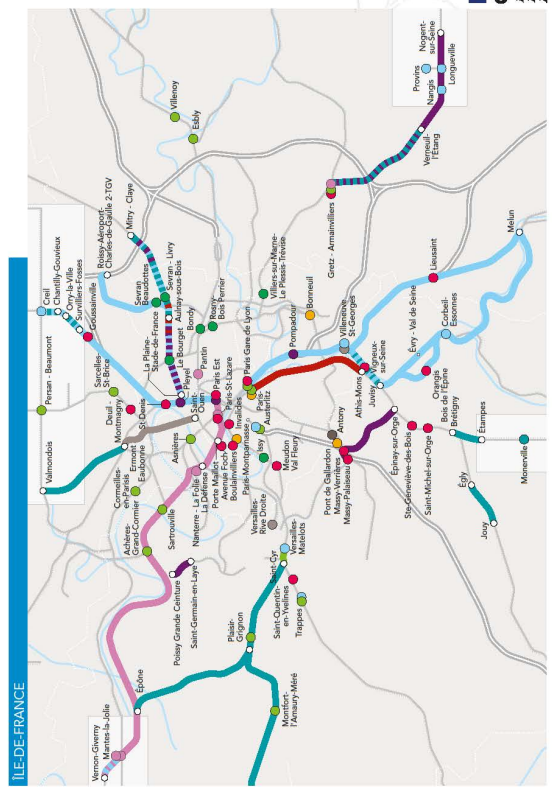
**308 km** DE CATÉNAIRES VÉRIFIÉS OU REMPLACÉS

**406** AIGILLAGES REMPLACÉS

La plupart des chantiers présentés sur cette carte sont d'un montant supérieur ou égal à 1 million d'€.

**LEGENDE**

- VOIE DONT TRAIN-USINE
- SIGNALISATION
- DEVELOPPEMENT DONT CONTRAT DE PLAN ET/OU REGION
- AIGILLAGE
- OUVRAGE D'ART ET OUVRAGE EN TERRE
- INNOVATION TECHNOLOGIQUE
- CATENAIRE ET ALIMENTATION ÉLECTRIQUE
- GARE ET ACCESSIBILITÉ EN GARE
- ADAPTATION DE L'INFRASTRUCTURE AUX NOUVEAUX TRAINS
- SOUS STATION ÉLECTRIQUE
- PASSAGE À NIVEAU (AMÉNAGEMENT OU SUPPRESSION)
- CHANTIER EGLE : PROLONGEMENT DU RER E VERS L'OUEST
- TRAVAUX GRAND PARIS



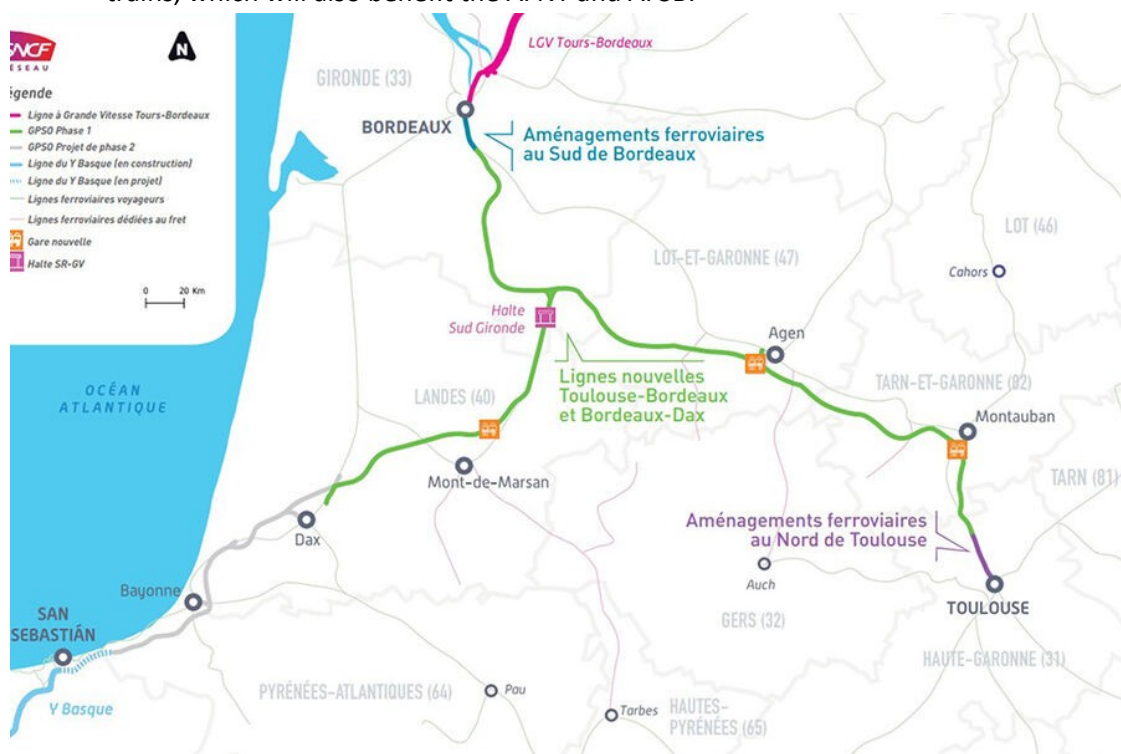
## The State's financial participation in the flagship South-West Rail Project (GPSO)

Begun in 2005, the GPSO was given fresh impetus in 2021 by Prime Minister Jean Castex. It consists of:

- the construction of **2 new high-speed lines**: between Bordeaux and Toulouse and between Bordeaux and Dax (planned extension to the Spanish border in a 2<sup>nd</sup> stage) with a shared section between these two lines, giving a total of 327 km of new line and 15 km of connections to the existing network;
- railway construction schemes on the existing line to the South of Bordeaux (**AFSB**) and to the North of Toulouse (**AFNT**).

This project will improve **rail service quality** and promote **modal switching to the train**, both for **passenger** and **freight transport**:

- the Bordeaux-Toulouse high-speed line will for example halve the travel time between the two major cities of the south-west and put Toulouse within 3 hours 10 minutes of Paris (instead of 4 hours 10 minutes at best nowadays);
- The new high-speed lines will free up tracks thereby benefiting everyday trains and freight trains, which will also benefit the AFNT and AFSB.



© SNCF Réseau

2022 saw major progress towards project delivery, in particular:

18<sup>th</sup> February: the signing by the State, 25 local authorities in Occitanie and Nouvelle-Aquitaine and SNCF Réseau of a **financing plan** for phase 1 of the GPSO. It envisages a 40% holding by the State, 40% by local authorities and 20% by the European Union.



2<sup>nd</sup> March: **creation<sup>2</sup> of the “Société du Grand Projet du Sud-Ouest” (SGPSO)<sup>3</sup>**, a local public enterprise endowed with dedicated revenue and tasked with managing the authorities’ financial participation in this project.

14<sup>th</sup> March: visiting Toulouse on Monday 14<sup>th</sup> March, Prime Minister Jean Castex signed the **financing agreement for the future high-speed line between Toulouse and Bordeaux with the 25 local authorities associated** with the *deal*.

19<sup>th</sup> October: **2 important agreements** for the project were approved at AFIT France’s 92nd Executive Board meeting:

- Agreement on financing a second tranche (analysis and land components) of the Detailed Draft Proposal for the new GPSO lines Bordeaux – Toulouse and Bordeaux – Dax between the State, AFIT France, the Société du Grand Projet du Sud-Ouest (SGPSO) and SNCF Réseau, the project’s prime contractor. **The State, acting through AFIT France, undertakes to bear 35.95% of the total cost of €58m, namely €20.85m** (the balance being financed by the SGPSO);
- Agreement on the financing of the Preliminary Studies<sup>4</sup> – Post DUP (Declaration of Public Utility) for the new stations<sup>5</sup> to be built as part of the flagship South-West Rail Project (GPSO) between the State, AFIT France, the Grand Projet du Sud-Ouest (SGPSO) the one hand and SNCF Gares & Connexions – which is prime contractor for the relevant plans - on the other hand. The primary objective is to study the interactions between the new stations and all the other modes of transport to promote intermodality to the maximum extent possible. **The State, via AFIT France, undertakes to bear 50% of the cost of these plans**, estimated at €3.974m, excluding taxes, in today’s money.

With these agreements, the **GPSO construction work** on the Toulouse and Bordeaux railway junctions **could begin as early as 2023. It is hoped that the high-speed line could enter service in 2032.**

<sup>2</sup> By ordinance adopted by the Cabinet

<sup>3</sup> Of which Guy Kauffman was appointed director on a 13<sup>th</sup> October 2022

<sup>4</sup> They will update and complement the feasibility studies conducted before 2014, for the DUP, incorporating the urban and mobility projects specific to each site, as well as the new environmental challenges.

<sup>5</sup> Montauban, Mont de Marsan and Agen, to which must be added the South Gironde train stop.

## 6.3. Road infrastructure

Table 15 : General overview of road transport (2005-2022)

| Road infrastructure   | AC              | PA              | RAP            |
|---|-----------------|-----------------|----------------|
| PAER and related, and convergence contracts                         | €8,539m         | €7,293m         | €1,246m        |
| Special activities  | €3,408m         | €2,340m         | €1,068m        |
| Interventions involving the existing network (excluding “recovery”) | €5,983m         | €5,691m         | €291m          |
| of which “France Relance” recovery plan                             | €259m           | €72m            | €187m          |
| <b>Total</b>  | <b>€18,189m</b> | <b>€15,397m</b> | <b>€2,792m</b> |

In 2022, road infrastructure expenditure totalled €1,316.9m of AC (compared with €1,212m in 2021) and €1,059m of PA (compared with €990m in 2021).



€529m of AC and €274m of PA were earmarked for the road component of the State-region planning contracts so as partner with local authorities in developing national road infrastructure on the non-concessionary network.

Furthermore, the regeneration of the national road network involved €565m of AC and €597.5M of PA.

Special activities involved €222.5m of AC and €187.5m of PA, namely a marked increase compared with 2021 (€129.5m of AC and €80m of PA), partially explained by two down payments totalling €32m (PA) to finance the NRL on the island of Réunion.

## 6.4. Public transport and active mobility

Table 15 : General overview of public transport and active mobility (2005-2022) (in €)

| Urban public transport systems and active mobility | AC             | PA             | RAP            |
|--|----------------|----------------|----------------|
| CPER and related                                   | €4,579m        | €3,046m        | €1,533m        |
| TCSP calls for projects                            | €1,881m        | €1,447m        | €434m          |
| Calls for continuous cycling route projects        | €188m          | €188m          | €162m          |
| Active mobility                                    | €158m          | €32m           | €126m          |
| of which "France Relance" recovery plan            | €501m          | €87m           | €414m          |
| <b>Total</b>                                       | <b>€7,306m</b> | <b>€4,636m</b> | <b>€2,669m</b> |

In 2022, public transport and active mobility expenditure totalled €839.6m of AC (compared with €1,083m in 2021) and (compared with €391m in 2021). Postponement to the financial year 2023 and, exceptionally, of €364m in AC for the 4th TCSP call for "Relance" projects, explains the decline in AC for 2022 compared with the financial year 2021.

€579m of AC and €439m of PA were earmarked for the "public transport" component of the State-region planning contracts.

€88.2m of AC and €57.4m of PA was also awarded to the winners of the calls for projects for segregated public transport lanes.

Finally, the winners of the calls for projects for active mobility received €158m of AC and €31.5.4m of PA.



## AFIT France's involvement in public transport projects: the example of the Strasbourg Eurometropolis (France relance)

As part of the 4<sup>th</sup> call for projects for segregated public transport lanes and multimodal interchange hubs - for which the budget was doubled in October 2021, increasing from €450m to €900m - 4 State financing agreements worth more than €16.6m (of a total of €115.5m) were approved and signed in Strasbourg by the Chair Jean Castex on 22 September 2022. They concern Strasbourg Eurometropolis (EMS) public transport projects, specifically:

- **The westward extension of line F of the tramway**, which will serve a strategic development sector of the greater Strasbourg area by providing a direct connection between Strasbourg city centre and Wolfisheim. 4 km of additional track (3.5 km of which will be segregated lanes) will be built by 2024 and 9 new stations will be created to serve the districts of Koenigshoffen, Hohberg, les Poteries and the municipalities of Eckbolsheim and Wolfisheim AFIT's subsidy is €15.15m namely almost 22% of the expenditure eligible for subsidy (estimated at €68.9m / €98.8m = total cost of the project);



- **The extension of high service level bus route (BHNS) G** over a distance of 4 kilometres (of which 3 as a segregated lane), between the central station and the Danube Bridge, bypassing the city centre to the south. The 12 stops will especially serve the priority district of la Laiterie, the new civil hospital, the administrative centre, the Rivétoile shopping centre and the new Danube eco-district;
- **The development of two multimodal interchange hubs (PEM)**: at Mundolsheim and Vendenheim to increase the attractiveness of alternative modes of transport to the private car and to create more conducive conditions for modal switching, especially on the outskirts of the greater Strasbourg area.



Projects therefore which are a good fit with the objectives of the “segregated lane public transport and multimodal interchange hubs” call for projects, including the promotion of modal switching from the car to less polluting means of transport and improving connectivity with priority urban policy districts.



## AFIT France's involvement in the financing of active mobility infrastructure: the example of Plaine Commune

To assist and encourage the French population to opt more frequently for the cycle as an everyday means of transport, in 2018 the Government launched the first “cycle and active mobility” plan. The goal is to treble the cycle's share of travel movements in France, reaching 9% by 2024 (the share of travel movements was 2.6% in 2019). The State's “active mobility – continuous cycling routes fund” call for projects supports the development of continuous cycling routes by communities of all sizes to increase cycle use, both in rural and urban areas, and in overseas territories and departments. This is the context in which a second<sup>1</sup> financing agreement was entered into between AFIT France and the Local Public Establishment (ETP) of Plaine Commune in 2021. Signed during the 85<sup>th</sup> meeting of the Executive Board on 17 November 2021, it concerns the financing of 2 projects:

- **the development of the right bank of the Saint-Denis Canal to facilitate active mobility** with a subsidy of €690.539 in today's money (Project 1);
- **the construction of a bi-directional cycle path between avenue Victor Hugo in Aubervilliers and rue Ahmed Boughera El Ouafi in Saint-Denis** with a subsidy of €396.074 in today's money (Project 2);

These two subsidies represent 30% of the pre-tax expenditure eligible for subsidy. In both cases, AFIT France's subsidy is paid in successive down payments pro rata to the Project's progress up to 80% of the subsidy amount. An advance of 10% of the subsidy may be granted.



Presentation of the redevelopment project for Avenue Victor Hugo (RD901) in Aubervilliers  
Source: Department of Seine-Saint-Denis

**In 2022**, each of the 2 projects received a 10% advance:

- A 10% advance dated 30 December 2022 for **Project 1**, namely **€69,053.90 in today's money**
- A 10% advanced dated 20 December 2022 for **Project 2**, namely **€39,607.40 in today's money**

<sup>1</sup> The first agreement was signed during the 80<sup>th</sup> meeting of the Executive Board on 27 January 2021 to finance a **pedestrian footbridge crossing the A1 motorway between the northern districts and Georges Valbon Park in La Courneuve** with a subsidy of €4,920,000 in today's money representing 30% of the pre-tax expenditure eligible for subsidy.



## 6.5. Inland waterways

Table 17 : General overview of inland waterways (2005-2022) (in €)

| Navigable waterways   | AC             | PA             | RAP          |
|---|----------------|----------------|--------------|
| CPER inland waterways   | €65m           | €65m           | €0m          |
| Canal Seine Nord Europe                                       | €1,244m        | €335m          | €909m        |
| Regeneration and modernisation of the inland waterway network | €751m          | €734m          | €17m         |
| Major IWT activities  | €72m           | €54m           | €18m         |
| Excl. CPER activities   | €211m          | €218m          | -€8m         |
| of which "France Relance" recovery plan                       | €80m           | €80m           | €0m          |
| <b>Total</b>  | <b>€2,357m</b> | <b>€1,421m</b> | <b>€937m</b> |

In 2022, the rise in inland waterway expenditure continued, reaching €210.8m of AC (compared with € 197m in 2021) and €309.359m of PA (compared with €264m in 2021).



## The State's financial participation in regenerating and modernising the inland waterway network

### - Acceleration in construction work thanks to the recovery plan -

In 2022, AFIT France earmarked €114 million in AC and €118.35 billion in PA to regenerating and modernising the inland waterway network with Voies Navigables de France (VNF) in the lead, thereby giving effect to the State's ecological transition policy of recent years. This budget, which includes the recovery plan element, financed the planning and construction work aiming to upgrade, modernise and refurbish inland waterway transport infrastructure, dikes and embankments, navigation dams, locks, and the installation of fibre optic cables. 2022 is the last year of recovery plan-related expenditure.

A few examples:



#### Refurbishment of the Denain lock (Escaut).

The first phase of the work (renovation of the dam-eel ladder) completed in December 2021. The second phase (replacement of the downstream and intermediate gates - coffer dam - civil engineering work involving the lock chambers) was completed in October 2021. The final phase, concerning the renovation of the earthworks and the restoration of the building exterior was being completed at the end of 2022.



#### Strengthening of the Orchamps dam and construction of a fish pass

The project consists in addressing the problems that have been observed – deemed to be dangerous in terms of the general stability of the structure and the safety of users – and in building a new fish pass, with a view to restoring ecological continuity. Work began on 1 July 2022 and was concluded on 15 December 2022. Work to replant the banks remains to be done in spring 2023.



#### Restoration of the Briare canal bridge

The general state of preservation of this structure, one of the most prestigious of France's inland waterway estate, required major refurbishment, conducted between 2018 and 2022. The work programme has now been completed. It involved renovating the stonework, repainting the railings, waterproofing the walkways by applying a specific surface material and replacing the lighting with a far more energy-efficient LED system.

## 6.6. Sea ports

Table 18: General overview of seaports (2005-2022) (in €)

| Maritime ports                          | AC             | PA           | RAP          |
|---|----------------|--------------|--------------|
| CPER, ports and convergence contracts   | €693m          | €513m        | €180m        |
| Operations excluding CPER               | €346m          | €331m        | €15m         |
| HCPER activities                        | €3m            | €7m          | -€4m         |
| of which "France Relance" recovery plan | €79m           | €33m         | €45m         |
| <b>Total</b>                            | <b>€1,120m</b> | <b>€883m</b> | <b>€237m</b> |

In 2022, expenditure on seaports totalled €93.55m of AC (€132m in 2021) and €79.5m of PA (€64m in 2021).

€90.5M of AC (€60.5 billion of which was Recovery plan) and €72.3m of PA (€38m of which was Recovery plan)

were earmarked for the port component of the State-region planning contracts, €3m of AC and €7m of PA was also earmarked for activities excluding CPER.

## 6.7. Ad hoc and coastal programmes

Table 19 : General overview of ad hoc and coastal programmes (2005-2022) (in €)

| Divers                     | AE             | CP             | RAP           |
|----------------------------|----------------|----------------|---------------|
| Programmes exceptionnels*  | 1684 M€        | 1418 M€        | 266 M€        |
| Littoral                   | 5 M€           | 5 M€           | 0 M€          |
| dont plan 'France Relance' | 79 M€          | 33 M€          | 45 M€         |
| <b>Total</b>               | <b>1767 M€</b> | <b>1456 M€</b> | <b>311 M€</b> |

\* PEI Corsica, PITE French Guiana, Road tax on HGVs, HGV roadside inspection areas, signage and coastal funds

In 2022, expenditure totalled €53.3m of AC (compared with €172m of AC in 2021) and €55m of PA (compared with €36m in 2021).

Under programmes 162 and 163, AFIT France finance concerns PITE Guiana and the Ad hoc Investment Plan (PEI) Corsica totalling €47.3m of AC and €49.1m of PA allocated in 2022.

A specific line item for combating coastal erosion was also created in 2020. In 2022, appropriations for this line item were €5m in AC and in PA.



### AFIT France's involvement in building the New Coast Road (NRL) on the island of Réunion

Route Nationale 1, known as the Coast Road, between Saint-Denis and La Possession, is a major axis, essential to the functioning of the island's economy, carrying average daily traffic of more than 50,000 vehicles. This approximately 12-km long two-way dual carriageway, which opened in 1976, is subject to significant natural, geological and maritime hazards, to do with its location between the sea and the mountains. The SÜTER report, written in 1998 for the Minister for Infrastructure, recommended, given the risks, ultimately abandoning the current road in favour of a new safe road.

Under an agreement signed on 16 March 2022 at Matignon by Prime Minister J. Castex and the President of the Regional Council, H. Bello, the State undertook to support the community in completing the New Coast Road (the final tranche of €420m taking the total infrastructure cost above €2bn) with the Regional Council of La Réunion as the prime contractor.

Since 2016, AFIT France has thus committed **€290m** (AC) and **€419m** (PA).

In 2022, under the "France Relance" economic recovery plan, and on top of this project subsidy, AFIT France has financed €32,118,916 in two instalments paid on 5 December 2022.



Aerial view of the New Coast Road,  
Source: Region Réunion, J. Balleydier



## 7.7. IMPLEMENTATION OF THE “FRANCE RELANCE” ECONOMIC RECOVERY PLAN

On 3 September 2020, the Government announced an exceptional recovery plan for the French economy totalling €100bn. AFIT France was tasked with implementing the relevant “transport” component of its mission worth a provisional total of €2.66bn, subsequently increased to €3.06bn

This plan is financed by exceptional appropriations from the State budget. 2022 therefore marks the end of the consumption of ACs under the recovery plan. They have all been consumed with a single exception under the

4th TCSP call for projects where the associated AC were reinstated in the initial 2023 budget.

Moreover, in accordance with arbitration rulings handed down by the Government, “recovery” payment appropriations will finance commitments entered into before the recovery plan (totalling €124m).

Three activities will benefit from this: TELT (€30m), CSNE (€91m) and regeneration of navigable waterways (€3m).

**Table 20: implementation of the “transport” component of the “France Relance” economic recovery plan**

| Total “Relance” 2020-2022               |   | AC                      | PA                      |
|---|---|-------------------------|-------------------------|
|   |   | <b>3,060,000,000.00</b> | <b>3,060,000,000.00</b> |
| of which implemented by the end of 2022 |   | 2 680 836 776.00        | 1 119 646 692.85        |
|   | % | <b>87.61%</b>           | <b>36.59%</b>           |
| PA 2022 top-up                          |   |                         | 124 000 000.00          |
| Implementation outstanding*             |   | 364 000 000.00          | 1 940 353 307.15        |

The breakdown of the recovery plan by mode is as follows :

**Table 21: Breakdown of the implementation of the “France Relance” recovery plan by mode**

| “Relance” AC                                   | Total 2020 and 2022     | %              |
|--|-------------------------|----------------|
| Road infrastructure                            | 330 000 000.00          | 12.31%         |
| Rail transport                                 | 849 766 776.00          | 31.70%         |
| Navigable waterways                            | 175 000 000.00          | 6.53%          |
| Maritime ports                                 | 169 000 000.00          | 6.30%          |
| Public transport and active mobility solutions | 1 121 070 000.00        | 41.82%         |
| Miscellaneous                                  | 36 000 000.00           | 1.34%          |
| <b>TOTAL</b>                                   | <b>2,680,836,776.00</b> | <b>100.00%</b> |

| “Relance” PA                                   | Total 2020 and 2022     | %              |
|--|-------------------------|----------------|
| Road infrastructure                            | 182 644 800.00          | 16.31%         |
| Rail transport                                 | 465 849 724.00          | 41.61          |
| Navigable waterways                            | 175 000 000.00          | 15.63%         |
| Maritime ports                                 | 71 150 000.00           | 6.35%          |
| Public transport and active mobility solutions | 208 322 168.85          | 18.61%         |
| Miscellaneous                                  | 16 680 000.00           | 1.49%          |
| <b>TOTAL</b>                                   | <b>1,119,646,692.85</b> | <b>100.00%</b> |
| Recovery top-up*                               | 124 000 000.00          |                |
| <b>TOTAL with top-up</b>                       | <b>1,243,646,692.85</b> |                |

*IWT: €91m CSNE and €3m regeneration of navigable waterways) has been paid- the accounting treatment for the RAP and EHB is charged excl. recovery plan*

\* In 2022, a recovery PA top-up of €124m (Lyon-Turin Eurotunnel: €30M, Canal Seine Nord Europe €91m and regeneration of navigable waterways €3m) was paid.



The amounts remaining due under the “France Relance” recovery plan break down as follows :

Table 22: Breakdown of the amounts remaining due of the “France Relance” recovery plan by mode

|  | 2021                   |                       | 2022                  |                      | 2020-2022               |        | 2020-2022               |                         | 2020-2022              |  |
|--|------------------------|-----------------------|-----------------------|----------------------|-------------------------|--------|-------------------------|-------------------------|------------------------|--|
|  | of which third parties | EHB 2022              | of which the State    | EHB 2020-2022        | RAP 2020-2022           | %      | EHB 2020-2022           | of which the State*     | of which third parties |  |
| Road infrastructure                            | 17 000 000.00          | 39 404 800.00         | 30 660 000.00         | -                    | 147 355 200.00          | 9.47%  | 147 355 200.00          | 139 100 000.00          | 8 255 200.00           |  |
| Rail transport                                 | 112 279 577.80         | 48 747 474.20         | 142 200 000.00        | -                    | 383 917 052.00          | 24.67% | 383 917 052.00          | 365 090 000.00          | 18 827 052.00          |  |
| Navigable waterways                            | -                      | -                     | -                     | -                    | -                       | 0.00%  | -                       | -                       | -                      |  |
| Maritime ports                                 | -                      | 22 450 000.00         | 22 450 000.00         | -                    | 97 850 000.00           | 6.29%  | 97 850 000.00           | 97 850 000.00           | -                      |  |
| Public transport and active mobility solutions | 200 000 000.00         | 263 907 831.15        | 197 760 000.00        | 66 147 831.15        | 907 747 831.15          | 58.33% | 907 747 831.15          | 641 600 000.00          | 266 147 831.15         |  |
| Miscellaneous                                  | -                      | 8 920 000.00          | 8 920 000.00          | -                    | 19 320 000.00           | 1.24%  | 19 320 000.00           | 19 320 000.00           | -                      |  |
| <b>Total</b>                                   | <b>329,279,577.80</b>  | <b>286,780,505.35</b> | <b>322,830,000.00</b> | <b>36,049,494.65</b> | <b>1,556,190,083.15</b> |        | <b>1,556,190,083.15</b> | <b>1,262,960,000.00</b> | <b>293,230,083.15</b>  |  |
|  |                        |                       |                       |                      |                         |        |                         | <i>*of which 2023</i>   |                        |  |
|  |                        |                       |                       |                      |                         |        |                         | <i>1,243,640,000.00</i> |                        |  |

\* takes account of the withdrawal of a €5m commitment under the Recovery agreement / railway station bicycle parking



## The financing of facilities and equipment with a view both to reintroducing and upgrading night trains (France Relance recovery plan)

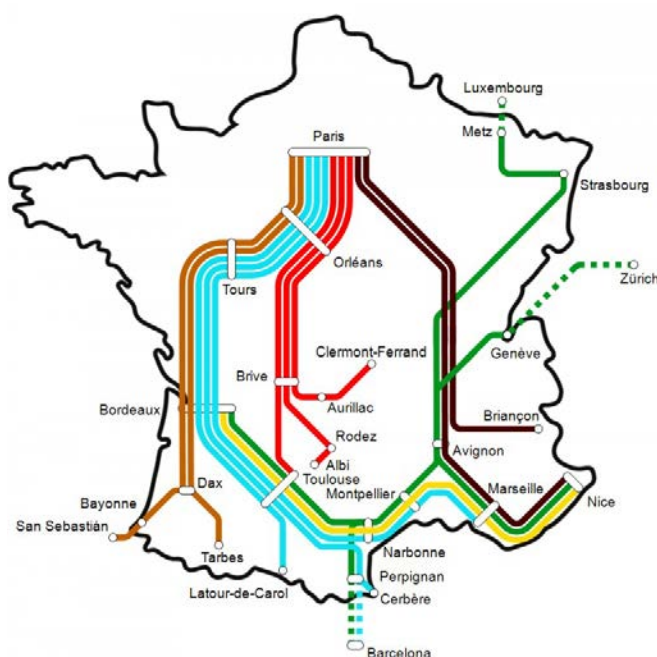
As laid down in the Framework Act on Mobility of 24 December 2019 and as part of the **recovery plan** of 3 September 2020, the State has decided to allocate a budget of **€100m** to boosting night trains, with:

- the reintroduction of two night lines: **Paris - Nice** (inaugurated on 20 May 2021) and **Paris - Tarbes - Lourdes** (inaugurated on 12 December 2021), extended as far as Hendaye in the summertime;
- improved service levels on existing lines (Paris - Briançon, Paris - Rodez / Toulouse - Latour-de-Carol / Cerbère) and in particular the **renovation of 71 night carriages**.

Taken together, these two programmes drove a **net growth in night train service traffic in 2022** (between 1 July and 31 August 2022 for example it was twice the level of the same period in 2021: 182,000 / 90,000 passengers). However, the work created delays and cancellations as well as disturbance to nearby residents.

In 2022, the stimulus of night-time train traffic was the subject of:

- **2 agreements** on the financing of developments in stations: installation of DIR solar panel powered shelters in the Occitanie and Nouvelle Aquitaine regions; the installation of screens and signage in 22 stations catering for night trains.
- **1 amendment** to the financing agreement of 26 July 2021 for the industrial activities required to reintroduce night trains: to enable a new night train line (scheduled for the end of December 2023), between **Paris-Aurillac** (via Brive-la Gaillarde), AFIT France is financing the renovation of 7 night carriages at a cost of an extra almost €8m.



Night train network map for 2030

Source: Ministry of Ecological Transition and Territorial Cohesion







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# Annex No. 1 - Detailed budget execution in AC and PA 2022

| DESTINATION   | EXPENDITUR<br>E (€)     |                           |
|---|-------------------------|---------------------------|
|   | AC                      | PA                        |
|  <b>Rail transport</b>                       | <b>1,251,174,320.00</b> | <b>1,249,545,940.81</b>   |
| CPER, rail and related  | 290,500,000.00          | 256,810,000.12            |
| Interventions involving the existing network  | 149,412,610.00          | 182,068,732.78            |
| Freight-related activities  | 203,703,221.00          | 128,540,492.42            |
| High-speed lines and CIADT activities   | 95,880,949.00           | 242,517,557.35            |
| TET rolling stock   | 67,396,500.00           | 270,409,158.14            |
| Alpine crossings (Lyon-Turin Tunnel)  | 444,281,040.00          | 169,200,000.00            |
| <i>of which recovery plan</i>   | <i>276,880,500.00</i>   | <i>258,133,025.80</i>     |
|  <b>Road infrastructure</b>                  | <b>1,316,907,504.00</b> | <b>1,058,984,785.28</b>   |
| CPER, road and related, and convergence contracts   | 529,360,000.00          | 274,002,713.12            |
| Special activities  | 222,547,504.00          | 187,482,072.17            |
| Interventions involving the existing network  | 565,000,000.00          | 597,499,999.99            |
| <i>of which recovery plan</i>   | <i>70,840,000.00</i>    | <i>110,244,800.00</i>     |
|  <b>Public transport and active mobility</b> | <b>839,581,801.00</b>   | <b>535,671,879.31</b>     |
| CPER, Public transport and related  | 579,000,000.00          | 439,090,000.00            |
| TCA calls for projects and HCPER  | 102,505,000.00          | 65,003,302.83             |
| Active mobility   | 158,076,801.00          | 31,578,576.48             |
| <i>of which recovery plan</i>   | <i>390,420,000.00</i>   | <i>121,512,168.85</i>     |
|  <b>Navigable waterways</b>                | <b>210,800,000.00</b>   | <b>309,350,000.00</b>     |
| Canal Seine-Nord Europe   | 0.00                    | 91,000,000.00             |
| Operations excl. CPER   | 210,800,000.00          | 218,350,000.00            |
| <i>of which recovery plan</i>   | <i>95,000,000.00</i>    | <i>189,000,000.00</i>     |
|  <b>Maritime ports</b>                     | <b>93,550,000.00</b>    | <b>79,446,132.00</b>      |
| CPER, ports and convergence contracts   | 90,500,000.00           | 72,376,132.00             |
| Operations excl. CPER   | 3,050,000.00            | 7,070,000.00              |
| <i>of which recovery plan</i>   | <i>60,500,000.00</i>    | <i>38,050,000.00</i>      |
|  <b>Ad hoc and coastal programmes</b>      | <b>53,294,940.00</b>    | <b>55,095,005.19</b>      |
| Coastal   | 5,000,000.00            | 5,000,000.00              |
| Ad hoc programmes   | 48,294,940.00           | 50,095,005.19             |
| <i>of which recovery plan</i>   | <i>4,160,000.00</i>     | <i>13,080,000.00</i>      |
| <b>Support</b>  | <b>795,000.00</b>       | <b>795,000.00</b>         |
| <b>TOTAL</b>  | <b>3,766,103,565.00</b> | <b>3,288,888,742.59</b>   |
| <i>of which recovery plan</i>   | <i>897,800,500.00</i>   | <i>730,019,994.65</i>     |
| <b>RESOURCES</b>  |                         |                           |
| TICPE   |                         | € 1,247,500,000.00        |
| Land-use planning tax   |                         | € 561,000,000.00          |
| Fee payments  |                         | € 369,629,871.64          |
| Motorway / ad hoc voluntary contribution (CVE)  |                         | € 0.00                    |
| Automatic radar speed camera revenue  |                         | € 178,141,541.31          |
| Contribution by the aviation sector   |                         | € 138,240,827.83          |
| Budget allocations (Marseille en Grand and road engineering structures)   |                         | € 82,000,000.00           |
| Recovery plan budget allocation   |                         | € 660,000,000.00          |
| Miscellaneous and ad hoc revenue  |                         | € 2,362,729.51            |
| <b>TOTAL</b>  |                         | <b>€ 3,238,874,970.29</b> |

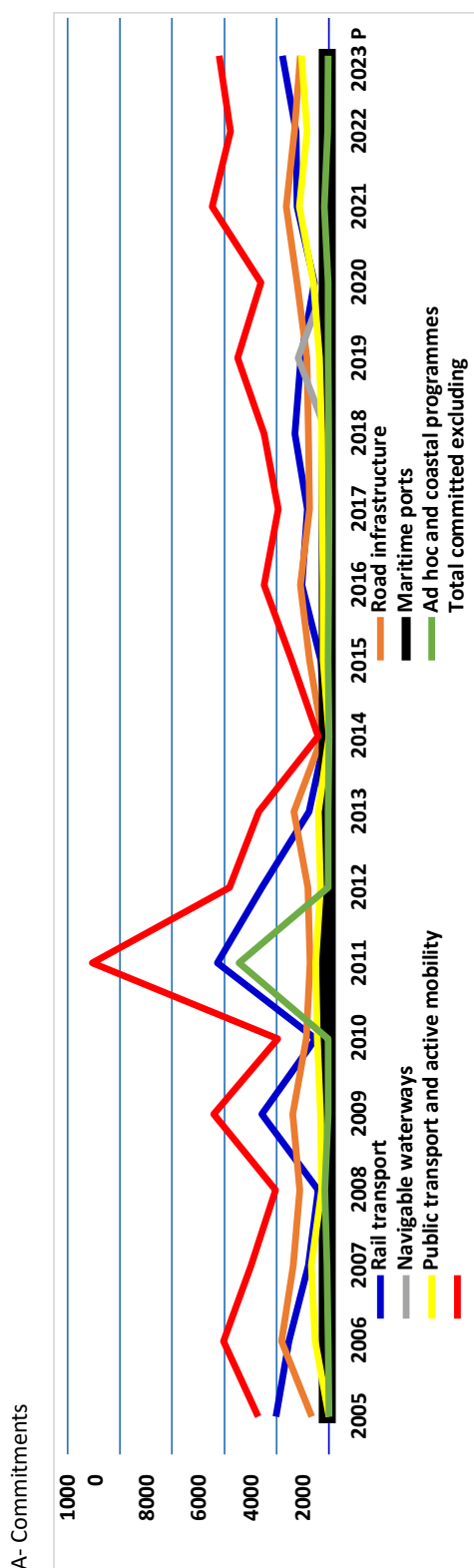
as at: 1<sup>st</sup> January 2023

website: [www.afit-france.fr](http://www.afit-france.fr)



| Intervention expenditure (in €m)      | Financial accounts 2017 |      |    | Financial accounts 2018 |      |    | Financial accounts 2019 |      |    | Financial accounts 2020 |      |    | Financial accounts 2021 |      |    | IB 2022 |      |    | Financial accounts 2022 |      |    | IB 2023 (forecast) |      |  |
|---------------------------------------|-------------------------|------|----|-------------------------|------|----|-------------------------|------|----|-------------------------|------|----|-------------------------|------|----|---------|------|----|-------------------------|------|----|--------------------|------|--|
|                                       | AC                      | PA   | PA | AC                      | PA   | PA | AC                      | PA   | PA | AC                      | PA   | PA | AC                      | PA   | PA | AC      | PA   | PA | AC                      | PA   | PA | AC                 | PA   |  |
| Rail transport                        | 826                     | 965  |    | 1291                    | 902  |    | 1066                    | 1081 |    | 550                     | 1275 |    | 1630                    | 1305 |    | 1428    | 1436 |    | 1251                    | 1249 |    | 1766               | 1499 |  |
| Road infrastructure                   | 728                     | 811  |    | 774                     | 942  |    | 836                     | 946  |    | 1208                    | 1080 |    | 1212                    | 990  |    | 1324    | 1111 |    | 1317                    | 1059 |    | 1084               | 1275 |  |
| Navigable waterways                   | 71                      | 79   |    | 81                      | 87   |    | 1179                    | 103  |    | 137                     | 128  |    | 197                     | 265  |    | 211     | 311  |    | 211                     | 309  |    | 232                | 185  |  |
| Maritime ports                        | 47                      | 50   |    | 37                      | 49   |    | 42                      | 39   |    | 68                      | 50   |    | 132                     | 64   |    | 94      | 87   |    | 94                      | 79   |    | 46                 | 81   |  |
| Public transport and active mobility  | 271                     | 182  |    | 274                     | 246  |    | 361                     | 280  |    | 596                     | 276  |    | 1083                    | 390  |    | 1197    | 572  |    | 840                     | 536  |    | 1044               | 663  |  |
| Ad hoc and coastal programmes         | 0                       | 68   |    | 20                      | 2346 |    | 23                      | 17   |    | 35                      | 14   |    | 172                     | 36   |    | 47      | 57   |    | 53                      | 55   |    | 34                 | 74   |  |
| <b>Total intervention expenditure</b> | 1943                    | 2155 |    | 2477                    | 4572 |    | 3507                    | 2466 |    | 2594                    | 2823 |    | 4426                    | 3051 |    | 4301    | 3576 |    | 3766                    | 3288 |    | 4206               | 3777 |  |

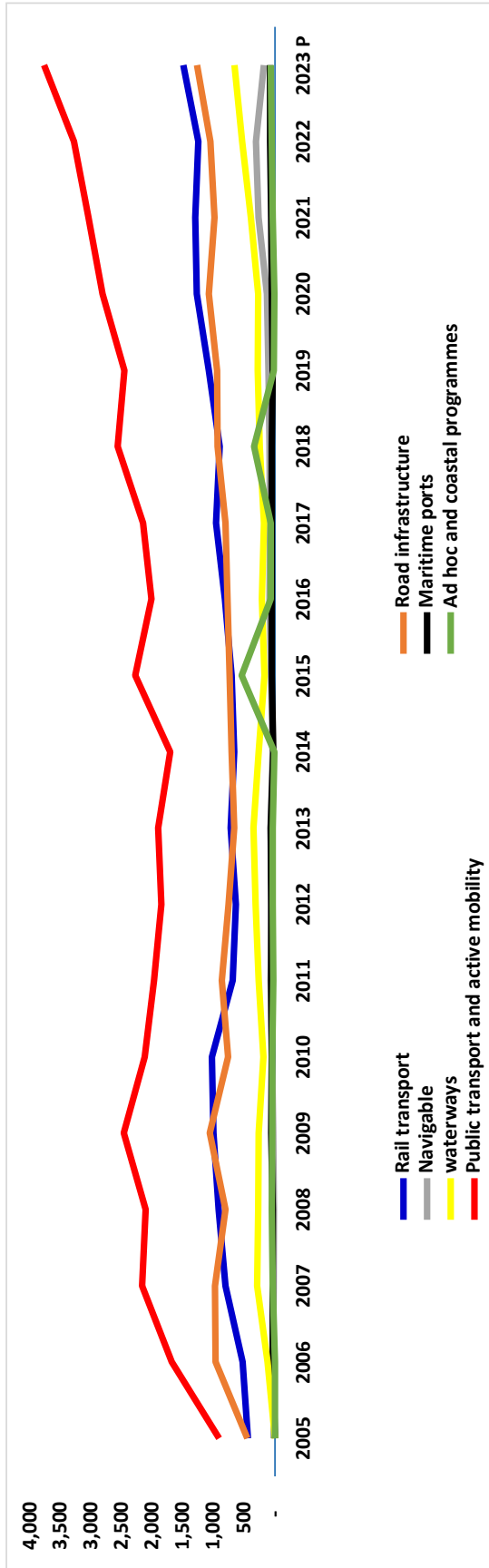




|   | 2005        | 2006        | 2007        | 2008        | 2009        | 2010        | 2011        | 2012        | 2013        | 2014       | 2015        | 2016        | 2017        | 2018        | 2019        | 2020        | 2021        | 2022        | 2023 P      |  |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| <b>Commitments 657 (€m)</b>                                   |             |             |             |             |             |             |             |             |             |            |             |             |             |             |             |             |             |             |             |  |
| Rail transport  | 2029        | 1526        | 773         | 404         | 2561        | 513         | 4266        | 2570        | 765         | 132        | 298         | 1024        | 826         | 1291        | 1066        | 550         | 1,212       | 1,251       | 1766        |  |
| Road infrastructure   | 656         | 1811        | 1370        | 1115        | 1390        | 856         | 719         | 793         | 1346        | 248        | 731         | 1083        | 728         | 774         | 836         | 1208        | 1,630       | 1,317       | 1084        |  |
| Navigable waterways   | 29          | 41          | 8           | 48          | 28          | 37          | 49          | 48          | 63          | 37         | 88          | 77          | 71          | 81          | 1,179       | 137         | 197         | 211         | 232         |  |
| Maritime ports  | 0           | 109         | 79          | 41          | 79          | 90          | 66          | 59          | 75          | 0          | 59          | 48          | 47          | 37          | 42          | 68          | 132         | 94          | 46          |  |
| Public transport and active mobility                          | 0           | 526         | 678         | 286         | 320         | 441         | 516         | 318         | 396         | 0          | 210         | 230         | 271         | 274         | 361         | 596         | 1,131       | 840         | 1044        |  |
| Ad hoc and coastal programmes                                 | 0           | 27          | 69          | 149         | 41          | 27          | 3439        | 30          | 42          | 0          | 29          | 13          | 0           | 20          | 23          | 35          | 172         | 53          | 34          |  |
| <b>Total committed excluding reimbursement of the advance</b> | <b>2714</b> | <b>4039</b> | <b>2977</b> | <b>2042</b> | <b>4418</b> | <b>1965</b> | <b>9055</b> | <b>3817</b> | <b>2688</b> | <b>417</b> | <b>1416</b> | <b>2474</b> | <b>1944</b> | <b>2477</b> | <b>3506</b> | <b>2595</b> | <b>4474</b> | <b>3766</b> | <b>4206</b> |  |



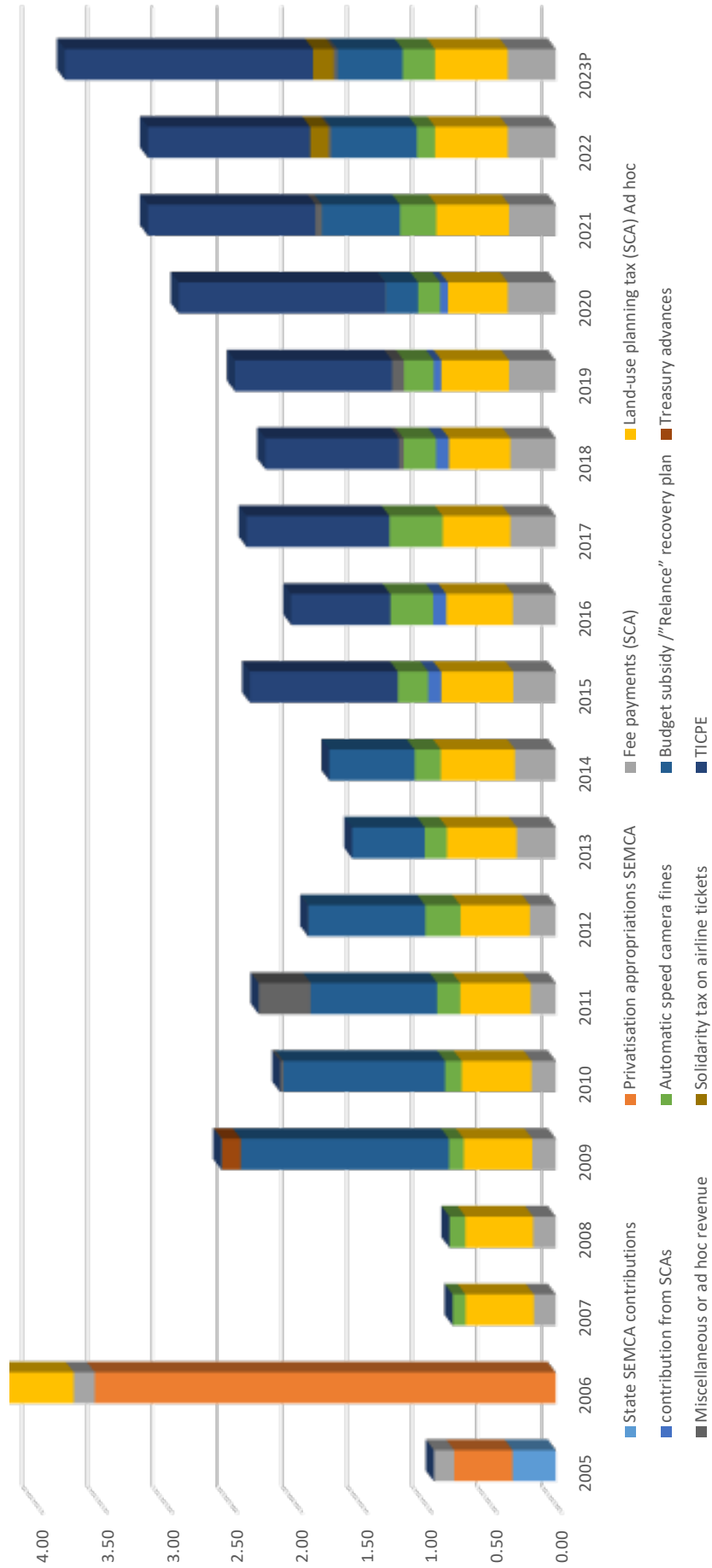
## B - Payments



|   | 2005       | 2006        | 2007        | 2008        | 2009        | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        | 2020        | 2021        | 2022        | 2023        |  |
|---|------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--|
| <b>Payments €657m</b>   |            |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |  |
| Rail transport  | 442        | 533         | 810         | 921         | 1006        | 1031        | 688         | 643         | 729         | 668         | 705         | 820         | 965         | 902         | 1081        | 1275        | 1,305       | 1,250       | 1,499       |  |
| Road infrastructure   | 453        | 970         | 978         | 814         | 1064        | 771         | 869         | 763         | 664         | 705         | 739         | 779         | 811         | 942         | 946         | 1080        | 990         | 1,059       | 1,275       |  |
| Navigable waterways   | 17         | 26          | 22          | 16          | 25          | 45          | 73          | 44          | 66          | 35          | 65          | 83          | 79          | 87          | 103         | 128         | 264         | 310         | 185         |  |
| Maritime ports  | 0          | 37          | 35          | 34          | 65          | 53          | 58          | 59          | 69          | 30          | 57          | 55          | 50          | 49          | 39          | 50          | 64          | 79          | 81          |  |
| Public transport and active mobility                          | 0          | 120         | 292         | 276         | 264         | 187         | 265         | 315         | 349         | 268         | 172         | 213         | 182         | 246         | 280         | 276         | 391         | 536         | 663         |  |
| Ad hoc and coastal programmes                                 | 0          | 0           | 35          | 51          | 46          | 46          | 26          | 33          | 32          | 8           | 545         | 69          | 68          | 346         | 16          | 14          | 36          | 55          | 74          |  |
| <b>Total committed excluding reimbursement of the advance</b> | <b>912</b> | <b>1686</b> | <b>2171</b> | <b>2112</b> | <b>2470</b> | <b>2133</b> | <b>1979</b> | <b>1856</b> | <b>1909</b> | <b>1714</b> | <b>2282</b> | <b>2019</b> | <b>2155</b> | <b>2572</b> | <b>2464</b> | <b>2824</b> | <b>3051</b> | <b>3289</b> | <b>3777</b> |  |

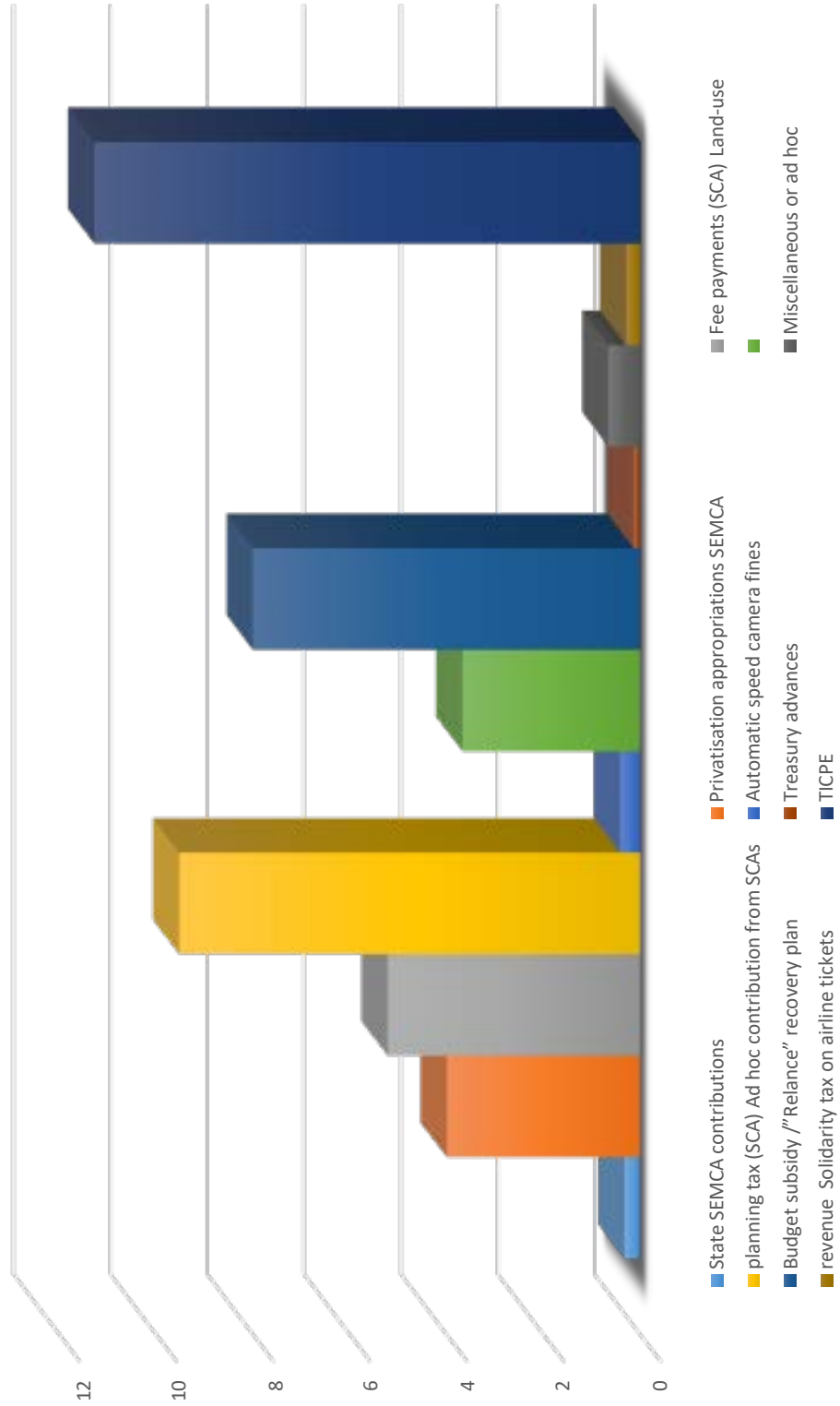


## C1- Resources - Multi-year view



## C2- Resources - Cumulative view

### AFIT France resources by type - Overview 2005-2023P (€bn)





### C3- Resources - Quantitative table

| Type                                    | 2005        | 2006        | 2007        | 2008        | 2009        | 2010        | 2011        | 2012        | 2013        | 2014        | 2015        | 2016        | 2017        | 2018        | 2019        | 2020        | 2021        | 2022        | 2023P       | TOTAL (€bn)  |
|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| State SEMCA contributions               | 0.33        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.33         |
| Privatisation appropriations SEMCA      | 0.45        | 3.55        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 4.00         |
| Fee payments (SCA)                      | 0.16        | 0.16        | 0.17        | 0.17        | 0.18        | 0.19        | 0.19        | 0.20        | 0.30        | 0.31        | 0.33        | 0.33        | 0.35        | 0.35        | 0.36        | 0.37        | 0.36        | 0.37        | 0.37        | 5.22         |
| Land-use planning tax (SCA)             | 0.00        | 0.51        | 0.53        | 0.52        | 0.53        | 0.54        | 0.54        | 0.54        | 0.54        | 0.57        | 0.56        | 0.51        | 0.52        | 0.47        | 0.52        | 0.46        | 0.56        | 0.56        | 0.56        | 9.53         |
| AD hoc contribution from SCAs           | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.10        | 0.10        | 0.00        | 0.10        | 0.06        | 0.06        | 0.00        | 0.00        | 0.00        | 0.42         |
| Automatic radar speed camera fines      | 0.00        | 0.10        | 0.10        | 0.12        | 0.12        | 0.13        | 0.18        | 0.27        | 0.17        | 0.20        | 0.23        | 0.33        | 0.41        | 0.25        | 0.23        | 0.17        | 0.28        | 0.14        | 0.25        | 3.68         |
| Budget subsidy /"Relance" recovery plan | 0.00        | 0.06        | 0.00        | 0.00        | 1.60        | 1.25        | 0.97        | 0.90        | 0.56        | 0.66        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.25        | 0.60        | 0.66        | 0.50        | 8.01         |
| Treasury advances                       | 0.00        | 0.00        | 0.00        | 0.00        | 0.14        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.14         |
| Miscellaneous or ad hoc revenue         | 0.00        | 0.00        | 0.00        | 0.00        | 0.01        | 0.02        | 0.40        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.04        | 0.09        | 0.00        | 0.05        | 0.02        | 0.03        | 0.66         |
| Solidarity tax on airline tickets       |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             |             | 0.14        | 0.16        | 0.30         |
| TICPE                                   | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 0.00        | 1.14        | 0.76        | 1.10        | 1.03        | 1.21        | 1.59        | 1.29        | 1.25        | 1.91        | 11.28        |
| <b>TOTAL</b>                            | <b>0.94</b> | <b>4.39</b> | <b>0.79</b> | <b>0.82</b> | <b>2.58</b> | <b>2.12</b> | <b>2.29</b> | <b>1.91</b> | <b>1.57</b> | <b>1.74</b> | <b>2.35</b> | <b>2.04</b> | <b>2.38</b> | <b>2.24</b> | <b>2.47</b> | <b>2.90</b> | <b>3.14</b> | <b>3.14</b> | <b>3.78</b> | <b>43.58</b> |



The support funds paid by AFIT France to the State relate to one or other of the following scenarios :

- the State is the prime contractor (non-concessionary national road network) ;
- the appropriations are planned in detail at the devolved level (plan contracts, for example) ;
- the State is required to sign a concession or partnership contract.

Concerning the DGITM, AFIT France's support funds for project programme 203 subject to annual financial agreements, for interventions throughout the national road network, for the Central European Atlantic Route and for other modes of transport.

These are complemented, in 2022, by specific agreements for projects such as the alternatives to the abandonment of the A45 motorway project between Lyon and Saint-Etienne and funding for the active mobility fund (calls for projects).

In 2022, three additional support fund agreements for the 203 recovery programme were approved: road, off-road and cycling facilities.

This annex is the management report by the DGITM, in terms of authorised commitments of the support funds provided by AFIT France in 2022 (4.1 to 4.4).

### Annex 4.1. Road infrastructure

#### Annex 4.1.1. Principal activities financed in 2022 as part of the national road network refurbishment action plan

In 2022, road refurbishment activities concerned :

- RN141 and RN150 - Nouvelle-Aquitaine;
- A63 - Nouvelle-Aquitaine;
- RN10 between Poitiers and Bordeaux;
- A6, N104, A86, A10, A3 - Ile-de-France;
- RN7; RN151, RN90 - Auvergne-Rhône-Alpes;
- A47 - RN88 - Auvergne-Rhône-Alpes;
- A31 between Nancy and Metz - Grand Est ;
- RN4, RN19 - Ile-de-France and Grand Est;
- A75 - Auvergne-Rhône-Alpes;
- A21, A22, A23, A16, RN31, RN2 Normandy/Hauts-de-France;
- RN12 - Ile-de-France/Normandy;
- A84, RN12, RN165, RN137 - Brittany;
- RN13 - Normandy;
- RN1 - RN2 – Guiana;
- A1 - Ile-de-France;
- A55 Caronte viaduct- PACA;
- A75 north - Raza Crouzy viaduct and Alagnonette Auvergne-Rhône-Alpes
- A31 - several structural repairs- Grand Est
- A20 - Falaise de Puyjarrige - Nouvelle Aquitaine.
- A64-VRU Toulouse - Occitanie
- N116, RN 88 - Occitanie
- RN21 - Occitanie;
- RN 814 - Calix viaduct - Normandy

- A31 - Belleville viaduct, Grand Est,
- Pont d'Aquitaine - Nouvelle-Aquitaine
- PI de la Tour - Auvergne-Rhône-Alpes
- The DIR's (Interdepartmental Roads Directorate) network of flood prevention retention ponds for the Mediterranean region - Provence- Alpes-Côte d'Azur, Rhône-Alpeset Languedoc-Roussillon;
- RN101 VRU - environmental rehabilitation (protection of hydrological and fauna resources) - Auvergne- Rhône-Alpes.

Activities financed in 2022 as part of the engineering structures refurbishment programme using Recovery plan appropriations are as follows:

- Repair of the Autreville viaduct Phase 1 (A31) Grand Est
- Repair of the OA111 on the common section of the A86-A3 - Ile de France
- Repair of reinforced earth walls on the A126 Ile de France
- Repair of the Riou Bourdon viaduct RN94 - Provence-Alpes-Côte d'Azur
- Repair of the Puig Bridge - Occitanie
- Repair of the Somme viaduct A28 - Normandy
- Repair of the Kourou Bridge - RN1 - Guiana



**Annex 4.1.2. Principal activities whereby authorised commitments were made for the financial year 2022 in the context of the development of the national road network under State-region planning contracts (CPER) 2015-2020, extended to 2022.**

For 2022, resources were prioritised on continuing ongoing activities and, within the confines of available funding, on commencing work on some new activities.

The principal activities subject to authorised commitments being made for work in 2022 were as follows, the amounts being the share provided by AFIT France :

Overall, for 2022, road development activities were financed 58.05% by the State and 41.95% from local authority support funds. These financing percentages for local authorities are in line with expectations.

| Region                  | Axis  | Operation  | AFIT France amount (€m)         | Level of execution                        |
|-------------------------|-------|--|---------------------------------|---|
| Nouvelle Aquitaine      | RN147 | Lussac-les-Châteaux temporary bypass   | 46.98                           | Commencement of an operational work phase |
| PACA                    | LEO   | East West link Avignon - T2 – all works  | 39.08                           | Commencement of an operational work phase |
| Normandy                | RN13  | Evreux Southwest bypass  | 33.48                           | Continuation of work                      |
| Bourgogne-Franche Comté | RN7   | Landscaping operations between Saint-Pierre-le-Moutier and Chantenay-Saint Imbert (southern section) | 30 all within the recovery plan | Continuation of work                      |
| Nouvelle Aquitaine      | RN10  | Upgrade in the department of la Vienne   | 25.25                           | Commencement of an operational work phase |
| Auvergne-Rhône Alpes    | RN102 | A75 link road - Brioude  | 21.78                           | Continuation of work                      |
| Occitanie               | RN124 | Upgrade to two-way dual carriageway between Gimont – L'Isle-Jourdain                                 | 21.15                           | Continuation of work                      |
| Nouvelle Aquitaine      | RN21  | La Croix Blanche - Monbalen  | 19.56                           | Commencement of an operational work phase |
| Nouvelle Aquitaine      | RN21  | Barreau de Camélat   | 18                              | Commencement of an operational work phase |
| Ile-de-France           | A104  | Roissy East bypass   | 19.46                           | Continuation of work                      |
| Brittany                | RN164 | Upgrade to two-way dual carriageway between Loméven-Plouguernével (Rostrenen)                        | 22, of which 6 recovery plan    | Continuation of work                      |
| Occitanie               | RN116 | Two-way dual carriageway Ille-sur-Têt – Prades between Prades- Vinça - Marquixanes temporary bypass  | 16                              | Commencement of an operational work phase |
| Auvergne-Rhône Alpes    | RN87  | Rondeau interchange (Grenoble)   | 14.18                           | Continuation of work                      |
| Auvergne-Rhône Alpes    | RN7   | Livron-Loriol temporary bypass   | 12.37                           | Continuation of work                      |
| Mayotte                 | RN1   | Dzoumogné temporary bypass   | 11.64                           | Continuation of work                      |



|                      |                       |   |                                   |   |
|----------------------|-----------------------|---|-----------------------------------|---|
| PACA                 | RN7                   | Orange temporary bypass - MOA CD84  | 8.44                              | Commencement of an operational work phase |
| Nouvelle Aquitaine   | RN134                 | Safety-related measures between Pau and Oloron-Sainte-Marie   | 12, of which 3.8 recovery plan    | Commencement of an operational work phase |
| Occitanie            | RN20                  | Development of the RN20 between Tarascon and Ax-les-Thermes - Ornolac throughpass                                     | 7.2                               | Continuation of work                      |
| PACA                 | RN85                  | Digne connection: section Digne - Malijai   | 7.11                              | Continuation of work                      |
| Grand Est            | A304                  | Environmental measures (protection of water resources at Mulhouse)  | 6.59                              | Continuation of work                      |
| Occitanie            | RN116                 | Security measures Ille-sur-Tet - Spain  | 6.25                              | Commencement of an operational work phase |
| Occitanie            | RN20                  | Access agreement Andorra  | 6                                 | Continuation of work                      |
| Nouvelle Aquitaine   | A630                  | Upgrade to 3 lanes in both directions of the Bordeaux ring road between A63 and pont Aquitaine (interchanges 4 to 10) | 5.7                               | Continuation of work                      |
| PACA                 | RN568                 | Martigues Port-de-Bouc bypass   | 5.63                              |   |
| Grand Est            | A304                  | Security measures on the RN4 and RN44   | 5.3                               | Continuation of work                      |
| Auvergne-Rhône Alpes | A75                   | Sanitation upgrade between Coudes and Issoire   | 13.2, of which 5.21 recovery plan | Commencement of an operational work phase |
| Auvergne-Rhône Alpes | RN122                 | Sansac - Aurillac temporary bypass  | 5.15                              | Continuation of work                      |
| Grand Est            | A304                  | Noise barriers at Maxéville   | 5                                 | Commencement of an operational work phase |
| Ile-de-France        | RN10                  | Burial of network lines at Trappes  | 5                                 | Continuation of work                      |
| Auvergne-Rhône Alpes | A45 alternatives      | Work as part of alternatives to the A45   | 4.97                              | Continuation of work                      |
| Nouvelle Aquitaine   | A62/RN89              | Acoustic protection   | 4.51                              | Continuation of work                      |
| Grand Est            | A304                  | Western section of the Ardennes motorway (the "Y"), extension of the A34 towards Belgium                              | 4.05                              | Continuation of work                      |
| Nouvelle Aquitaine   | National road network | Environmental measures  | 4.03                              | Continuation of work                      |

The financial resources also enabled planning activities to proceed, the most important of which concerned the following activities:

| Regions concerned          | Studies carried out  |
|----------------------------|--|
| Nouvelle Aquitaine         | RN147 activities and plans to establish the viability of the route being handled on a concession basis<br>Poitiers – Limoges |
|                            | A63 - motorway concession research studies between Salles and St Geours de Maremme   |
| Auvergne Rhône Alpes       | RN7 activities in the Loire and Allier   |
|                            | RN122 activities   |
| Bourgogne-Franche Comté    | RN19: Héricourt - Sévenans   |
| Provence Alpes Côte d'Azur | Fos-Salon link road  |
|                            | Arles bypass   |
| Grand Est                  | A31a motorway project  |



### Annex 4.1.3. Principal activities financed in 2022 as part of safety work on the national road network's tunnels

- The conclusion of tunnel safety work on the Firminy cut-and-cover tunnel;
- Continuation of safety work on the tunnels in the Île-de-France: work on the Fresnes and Antony tunnels and the Fontenay tunnel;
- Safety work on the Grand Mare tunnel.

### Annex 4.1.4. Principal activities financed in 2022 as part of the safety programme

- development work arising from the "SURE" safety programme, especially on the A42 (Rhône) and on the RN 147 (Haute-Vienne), RN57 (Haute-Saône), RN36 (Seine-et-Marne), RN88 (Haute-Loire), RN 102 (Haute-Loire and Ardèche), RN568 (Bouches-du-Rhône), RN 113 (Gard), RN136 (Rennes ring-road), and on the approaches to the national highways in Mayotte and in Guiana.
- activities to counter misunderstandings by upgrading the signage at interchanges and at rest and service areas;
- dealing with roadside hazards;
- work on roads with a steep incline;
- safety work on unmanned level crossings;
- action to counter hypovigilance on motorways by installing acoustic warning devices on the right-hand side of the carriageway;
- employee safety measures (providing safe access routes to moving and operating machinery, pre-sequencing of temporary signage, installation of rapid operating central reservation barrier openings, anti-corrosion treatment of central reservations).

### Annex 4.1.5. Principal activities financed in 2022 as part of the programme of activities to improve traffic management and user information on the non-concessionary national road network

- the modernisation of traffic management networks and equipment in the Île-de-France and the revision of the blueprint for dedicated lanes in the Île-de-France;
- modernisation of the hard shoulder of the common section of the A4/A86 in the Ile-de-France;
- completion of dynamic speed control on the A63 on the outskirts of Bordeaux;
- the planned measures in the urban and traffic management blueprints for Rennes and Nantes such as dedicated lanes, improved visibility of park-and-ride schemes, access control, the development of digital information sharing tools with local authorities, etc...
- completion of dynamic speed control on the A1 on the outskirts of Lille;
- the extension of speed regulation on the Lorraine corridor;
- equipping the N113 crossing Arles to improve crisis management;
- changes in the DIR's traffic management assistance systems;
- changes to the national information system for traffic information (TIPI, Bison Futé), including Bison Futé web cams;
- improved cyber security for DIR infrastructure.

#### Concerning dedicated lanes :

- Bus lane on the RN118 in the direction of Vélizy - Paris (known as "Paris") Essonne;
- Bus lane on the A83 in the vicinity of Nantes;
- Bus lane on the RN137 in the vicinity of Rennes;
- Bus/carpool lane on the A1 in the vicinity of Lille;
- Bus lane on the A22 in the vicinity of Lille;
- Bus lane on the A50 between Jarret and Florian in the vicinity of Marseille;
- Studies and commencement of initial work to develop 5 bus and carpool lanes in the Ile-de-France;
- Converting existing bus lanes to bus and carpool lanes on the A7 between Plombières and St Charles in Marseille and on the A502 in the vicinity of Aubagne.

#### Concerning automated control :

- Development of the necessary information systems for the automated control of dedicated lanes and low traffic emission zones (ZFE-m);
- Various plans and agreements (project management assistance, evaluation, type approval,...)
- Installation of the first video ticketing devices on bus and carpool lanes.

Activities financed in 2022 concerning dedicated lanes and automatic speed control and enforcement using Recovery plan appropriations are as follows:



## Annex 4.1.6. Other activities financed as part of specific RCEA (Central European Atlantic Route) road agreements

In 2022, AFIT France's entire budgeted €100m of AC was allocated. AC allocations concerned phase 2 only.

| Axis | Operation  | AFIT France amount (€m) | Level of execution                        |
|------|--|-------------------------|---|
| RN70 | RCEA 2 northern arm - passing through Blanzay - Blanzay centre                 | 34.8                    | Continuation of work                      |
| RN70 | RCEA 2 northern arm - Montceau – G nelard                                      | 24.6                    | Commencement of an operational work phase |
| RN79 | RCEA 2 southern arm - Clermain – Sainte C cile                                 | 22.4                    | Continuation of work                      |
| RN79 | RCEA 2 southern arm - La Fourche Col des Vaux                                  | 7.9                     | Continuation of work                      |
| RN79 | RCEA 2 southern arm - Brandon - Clermain                                       | 5.6                     | Continuation of work                      |
| RN70 | RCEA 2 northern arm - Palinges – RD 25   | 1.2                     | Continuation of work                      |
| RN79 | RCEA 2 southern arm - La Chapelle du Mont de France - Col des Vaux Est phase 2 | 3.5                     | Continuation of work                      |

## Annex 4.2. Rail transport

Annex 4.2.1 - Principal rail activities financed, for financial year 2021, under State-region planning contracts (CPER) 2015-2020, extended to 2022.

This concerns the following CPER activities, rail transport component :

| Zones concerned             | Principal rail activities financed (CPER)  | Amounts (€m) |
|-----------------------------|--|--------------|
| Grand Est                   | Refurbishment of local railway lines   | 19.4         |
| Grand Est and Ile-de-France | Electrification of the Paris-Troyes line   | 10.8         |
| Ile-de-France               | Fixed electrical traction installations for the section Melun-Montereau  | 1.9          |
| Nouvelle Aquitaine          | Bordeaux semi public company (SEM)   | 2.0          |
|                             | IPCS Bordeaux-Hendaye, allowing two-way train traffic on a double track section  | 3.4          |
|                             | IPCS on the POLT line (Paris-Orl ans-Limoges-Toulouse)   | 3.6          |
|                             | Refurbishment of the Poitiers-Limoges line   | 20.1         |
|                             | Refurbishment of various local railway lines: Angoul me-Limoges, Saintes-Royan, P rigueux-Niversac-Brive, Saintes-Saint-Mariens... | 12.6         |
| Auvergne-Rh ne-Alpes        | Lyon railway junction  | 5.0          |
|                             | Refurbishment of the Montlu on-Vallon line   | 16.3         |
|                             | Refurbishment of the Brioude-Langogne line   | 5.5          |
|                             | Studies and work on various local railway lines: Arvant-Aurillac, Commeny-Gannat, Grenoble-Gap...                                  | 9.9          |
| Bourgogne – Franche-Comt    | Railway station accessibility  | 3.5          |
|                             | Les Horlogers line (Besan on – Le Locle)   | 14.7         |
|                             | Central European Atlantic railway line (VFCEA)   | 30.2         |
| Brittany                    | Refurbishment of the Lamballe-Dol line   | 13.9         |
|                             | Brest-Quimper line   | 5.6          |
|                             | Quimper, Brest and Vannes multimodal interchange hubs  | 2.4          |
| Centre - Val de Loire       | Refurbishment of the Chartres – Courtalain line  | 5.3          |



|                  |  |      |
|------------------|--|------|
| Corsica          | CCVU of the Ponte-Leccia Calvi - CCVU Balagne branch line (federation of municipalities of the Valley of the Ubaye)          | 2.0  |
| Normandy         | Strengthening of the Rouen cut-and-cover tunnel  | 1.8  |
| Occitanie        | Refurbishment of the Cévennes line   | 3.8  |
|                  | Refurbishment of the Aubrac line   | 12.8 |
|                  | Studies and refurbishment work on various small lines: Train Jaune, Tarn-Aveyron, Brive-Rodez, Nîmes-Le-Grau-du-Roy lines... | 22.5 |
| Hauts-de-France  | Development of the Creil junction  | 16.1 |
|                  | Modernisation of the main rail connection between Calais port and town   | 3,6  |
|                  | Refurbishment of the Douai-Cambrai line  | 18.0 |
| PACA             | Mandelieu – Vintimille line (signal control centre Cagnes)   | 5.4  |
|                  | Nice – Breil line: safety work and planning  | 4.0  |
| Pays de la Loire | Modernisation of the Nantes-Angers-Sablé line  | 2.3  |
|                  | Railway bypass of the Donges industrial sites – work   | 2.7  |
|                  | Modernisation of the Clisson-Cholet line   | 7.0  |

#### Annex 4.2.2 - Principal activities financed, for the financial year 2022, in the context of rail and guided transport safety (level crossings and tunnels)..

This entails planning and working to remove the most dangerous level crossings by building engineering structures and improving the safety of other level crossings by planning and installing additional equipment to improve visibility when approaching them:

For national road network level crossings, commitments have been entered into to remove level crossing no. 30 at Lagny le Sec (60).

For level crossings not part of the national road network, in 2022, the management dialogue that has been in place with the DREALs since 2020 has made it possible to fund the planning work and/or the work to remove the following level crossings by the building of engineering structures:

- Level crossing 4 at Deuil-La Barre (95) - €9.69m;
- Level crossing 27 at Brignoud (38) - €9.15m;
- Level crossing 4 at Saint-Grégoire (35) - €5.33m;

This management dialogue has also enabled the financing of level crossing development projects (measure no. 8 of the action plan to improve level crossing safety) at a total cost of €5.81m.

Concerning rail tunnels, in 2022 no AC was allocated to make these tunnels safer.

#### Annex 4.2.3 - Principal activities financed, for the financial year 2022, in the context of railway station platform access for persons with reduced mobility.

The planning and work covered by the agreement signed in 2022 variously relates to :

- **crossing the railway tracks :**

- modifying the decking in terms of width and the angle of inclination of the interface between the decking / platform ;
- building or modifying footbridges (floor covering) underpasses (floor covering, lighting) and existing stair-

- cases (painting of the visually contrasting first and last risers, double-ramp plates, anti-skid step nosing, tactile floor bands especially at the top of each flight of stairs) ;
- the construction or modification of access ramps to existing underpasses (double-ramp plate, incline, floor covering, safety instructions displayed in large lettering, upgraded lighting,...) ;
- the installation of lifts or elevators etc.



- **platforms :**

- the fitting of platform edge tactile floor bands running the usable length of the platforms;
- floor resurfacing;
- modifying the lighting level and equipment to ensure adequate walkway widths etc.

- **the platform/train interface :**

- in the stations with personnel meeting trains that cannot

be accessed because of gaps between the platform and train, with service frequency insufficient to justify the cost of remedial work, acquisition of elevators-turntables or ramps;

- if need be, but frequently, raising the platform height to limit vertical and horizontal gaps when accessing the train floor etc.

The agreements relating to work to improve accessibility mainly concerned the following railway stations :

| Agreements  | Amounts (€k) |
|---|--------------|
| Auvergne-Rhône-Alpes: Montluçon-Ville (commencement of work)                        | 3,500        |
| Auvergne-Rhône-Alpes: Belleville-sur-Saône (commencement of work)                   | 25,934       |
| Auvergne-Rhône-Alpes: Bourgoin-Jailieu (additional work)                            | 447          |
| Auvergne-Rhône-Alpes: La Verpillère (preliminary project planning)                  | 225          |
| Bourgogne-Franche-Comté: Decize (commencement of work)                              | 1,221        |
| Bourgogne-Franche-Comté: Montchanin (commencement of work)                          | 744          |
| Bourgogne-Franche-Comté: Nevers (preliminary project planning)                      | 527          |
| Bourgogne-Franche-Comté: Chalon-sur-Saone (project planning)                        | 418          |
| Bourgogne-Franche-Comté: Mouchard (project planning)                                | 125          |
| Bourgogne-Franche-Comté: Maçon-Ville (preparatory tender documents)                 | 104          |
| Brittany: Lamballe (additional work)  | 187          |
| Centre -Val de Loire: Chinon (commencement of work)                                 | 600          |
| Centre -Val de Loire: Orléans-Centre (preliminary project planning)                 | 254          |
| Grand-Est: Charleville-Mézières (commencement of work)                              | 1,679        |
| Grand-Est: Lunéville (commencement of work)   | 1,173        |
| Grand-Est: Chalons-en-Champagne (additional work)                                   | 235          |
| Hauts-de-France: Maubeuge (commencement of work)                                    | 2,750        |
| Hauts-de-France: Aulnoye-Aymeries (commencement of work)                            | 2,625        |
| Hauts-de-France: Saint-Quentin (additional work)                                    | 2,016        |
| Hauts-de-France: Crépy-en-Valois (commencement of work)                             | 1,051        |
| Hauts-de-France: Compiègne (preliminary project planning)                           | 322          |
| Hauts-de-France: Creil (preliminary project planning)                               | 311          |
| Hauts-de-France: Calais-Frethun TGV (project planning)                              | 250          |
| Hauts-de-France: Boulogne-Ville (preliminary planning)                              | 150          |
| Hauts-de-France: Orry-la-Ville – Coye (preliminary project planning)                | 141          |
| Ile-de-France: Paris-Austerlitz (ongoing planning and commencement of initial work) | 3,013        |
| Ile-de-France: Paris-Est (additional work)  | 500          |
| Nouvelle Aquitaine: Périgueux (additional work)                                     | 1,820        |
| Nouvelle Aquitaine: Brive-la-Gaillarde (project planning)                           | 225          |
| Nouvelle Aquitaine: Châtelleraut (project planning)                                 | 225          |
| Nouvelle Aquitaine: Limoges (project planning)                                      | 175          |
| Normandy: Le Tréport – Mers-les-Bains (preliminary project planning)                | 125          |
| Occitanie: Moissac (commencement of work)   | 1,309        |
| Occitanie: Sète (commencement of work)  | 1,098        |





|  |       |
|--|-------|
| Occitanie: Marvejols (commencement of work)                  | 474   |
| Occitanie: Saint-Gaudens (additional work)                   | 448   |
| Occitanie: Bédarieux (commencement of work)                  | 433   |
| Occitanie: Montauban-Ville-Bourbon (project planning)        | 183   |
| Occitanie: Agde (preliminary project planning)               | 150   |
| Occitanie: Nîmes (project planning)                          | 145   |
| Occitanie: Latour-de-Carol (commencement of work – phase 1)  | 126   |
| Occitanie: Carcassonne (project planning)                    | 114   |
| Pays de la Loire: Le Mans (project planning)                 | 106   |
| Provence Alpes Côte d'Azur: Arles (commencement of work)     | 2,242 |
| Provence Alpes Côte d'Azur: Mandelieu (commencement of work) | 1,567 |
| Provence Alpes Côte d'Azur: Briançon (commencement of work)  | 1,375 |

#### Annex 4.2.4 - Principal activities financed, for the financial year 2022, in the context of the refurbishment of freight feeder lines.

| Zones concerned            | Principal refurbishment activities financed     | Amounts (€k) | Recovery plan appropriations (even France) |
|----------------------------|---|--------------|--|
| Grand-Est                  | Coolus - Luyères freight line                   | 10,120       |  |
| Grand-Est                  | Troyes Polisot freight line                     | 2,108        |  |
| Grand-Est                  | Oiry-Esternay freight line                      | 13,153       | 12,160                                     |
| Grand-Est                  | Pont Saint Vincent - Rosières freight line      | 2,923        | 2,923                                      |
| Grand-Est                  | Saint Louis - Huningue freight line             | 536          |  |
| Grand-Est                  | Neufchâteau - Gironcourt freight line           | 400          | 400  |
| Grand-Est                  | Port of Strasbourg tracks                       | 239          |  |
| Grand-Est                  | Xeuilley - Pont Saint Vincent freight line      | 412          | 412  |
| Grand-Est                  | Saint Hilaire - Suippes freight line            | 550          | 550  |
| Grand-Est                  | Vitry - Brienne freight line                    | 1,000        | 1000                                       |
| Provence-Alpes-Côte d'Azur | Les Arcs - Draguignan freight line              | 2,500        | 2500                                       |
| Brittany                   | Auray - Pontivy - Saint Gérard freight line     | 297          | 297  |
| Hauts-de-France            | Mezy - Artonges freight line                    | 1355         | 1355                                       |
| Hauts-de-France            | Compiègne - Lamotte freight line                | 272          |  |
| Hauts-de-France            | Desvres-Hesdigneuls freight line                | 5,390        | 5,390                                      |
| Nouvelle Aquitaine         | Parthenay - St Varent freight line              | 6,828        | 6,828                                      |
| Nouvelle Aquitaine         | Laluque - Tartas freight line                   | 1,370        | 1,370                                      |
| Pays-de-la-Loire           | Château Gontier - Sablé sur Sarthe freight line | 12,067       | 12,067                                     |
| Centre-Val-de-Loire        | Gien - Nevoy freight line                       | 1,433        | 1,433                                      |
| Centre-Val-de-Loire        | Montargis-Quiers freight line                   | 1,388        | 1,388                                      |
| Occitanie                  | Rivesaltes - Axat line                          | 1,500        | 1,500                                      |
| Ile-de-France              | Malesherbes - La Chapelle La Reine freight line | 1,500        | 1,500                                      |

#### Annex 4.3. Seaports

Annex 4.3.1 - Operations included in the port component of the State-region planning contracts (CPER) and interregional State-region planning contracts (CPIER) 2015-2022 (value of AC committed in €m)

| Ports in question           | Principal activities in the port component                | AC value AC 2022 (€m) | Budget assignment            |
|-----------------------------|---|-----------------------|------------------------------|
| GPM (major seaport) Dunkirk | CAP 2020 project (including environmental impact studies) | 5.7                   | France Relance recovery plan |
|                             | François 1st lock   | 0.451                 | CPER 2015-2020->2022         |



|                          |  |       |                              |
|--------------------------|--|-------|------------------------------|
| HAROPA DT Le Havre       | Development of container terminals   | 9.82  | CPER 2015-2020->2022         |
|                          | Work on river access to PORT 2000  | 3.6   |                              |
|                          | “Turnkey” sites for hosting new industries on the Le Havre industrial zone                                       | 6.5   | France Relance recovery plan |
|                          | Electrification of the container terminal quays  | 4     |                              |
|                          | Optimisation of the rail interfaces on Port 2000   | 4.8   |                              |
|                          | Hosting the offshore windfarm at the port of Le Havre  | 9     |                              |
| HAROPA DT Rouen          | Construction of the multimodal platform at the Petroplus site  | 4.433 | CPER 2015-2020->2022         |
|                          | Port road network  | 1.24  |                              |
|                          | Improvement of River Seine water quality   | 2.4   | France Relance recovery plan |
|                          | Quayside electrical power supply for the Honfleur and Rouen sea cruise terminals                                 | 4.52  |                              |
|                          | Tri-modal urban distribution platform  | 2.04  |                              |
| GPM Marseille            | Creation of a platform at the Mirabeau containment reservoir   | 1.25  | CPER 2015-2020->2022         |
|                          | Improvement and enhanced reliability of the rail service provided to the Eastern reservoirs - Mourepiane phase 1 | 6     | France Relance recovery plan |
|                          | Greening of the vehicle fleet  | 0.8   |                              |
| GPM Nantes Saint-Nazaire | Development of the Cheviré logistics zone  | 0.45  | CPER 2015-2020->2022         |
|                          | Infrastructure planning studies for the Saint-Nazaire offshore wind farm   | 0.8   |                              |
|                          | Regeneration of the Saint-Nazaire renewable marine energy (EMR) mobile works and locks                           | 1.35  |                              |
|                          | Improved port access to accommodate new industries   | 1     | France Relance recovery plan |
|                          | Development of modal switching on logistics and for industries (Montoir Plug&Play platform) - phases 1&2         | 3.87  |                              |
|                          | Education and port activity energy performance   | 0.40  |                              |



|                                |  |      |                              |
|--------------------------------|--|------|------------------------------|
| GPM La Rochelle                | Development of la Repentie   | 1.31 | CPER 2015-2020->2022         |
|                                | Development of the Chef de Baie terminal   | 2.1  |                              |
|                                | Projet HyFret (hydrogen production and use of hydrogen powered rail car movers for railway transport in ports) | 1.5  | France Relance recovery plan |
| GPM Guadeloupe                 | Extension of platform 12   | 4.6  | CPER 2015-2020->2022         |
| GPM Martinique (GPMLM)         | Improved resilience of GPMLM infrastructure to climate change  | 0.35 | France Relance recovery plan |
|                                | Modernisation and greening of the dry dock   | 0.35 |                              |
|                                | Smartgrid project  | 4.52 |                              |
| GPM La Réunion                 | Upgrading the electrical power supply of the Eastern Port (Port Est)   | 3    | CPER 2015-2020->2022         |
|                                | Refurbishment of 'Magasin 90' into the 'Ateliers de l'Océan' (for the floating dock)                           | 0.9  | France Relance recovery plan |
| Independent port of Strasbourg | Electrification of the infrastructure for accommodating vessels in the IWT station                             | 1.55 | France Relance recovery plan |

Total 2022 AC port expenditure: 95.4 (€m) of which 6,5 (€m) as part of France Relance.

#### Annex 4.4. Urban public transport systems (and alternative forms of transport to the car)

**Annex 4.4.1** - Principal urban public transport activities within the 2015-2020 Île-de-France State-region planning contract to 2022 financed in 2022

The projects receiving the biggest authorised commitments in 2022 (equal to or greater than €15 m AC) are :

| The projects  | Amount (€m) |
|---|-------------|
| the westward extension of RER E "EOLE"                            | 425.6       |
| the extension of Metro line 11 to Rosny-Bois-Perrier              | 46.2        |
| the extension of tram line 1 to Val-de-Fontenay                   | 21.7        |
| <b>construction of the Massy-Evry tram-train line T12</b>         | 19.4        |
| the infrastructure component of the RER B rolling stock blueprint | 16.9        |

**Annex 4.4.2** - List of activities relating to intermodality and soft mobility featuring in the 2015-2020 State-region planning contracts extended until 2022, and other local contracts financed in 2022

- Planning studies for the purpose of the accessibility blueprint for Nantes Atlantique airport (€350k AC), a scenario for which was adopted by the local authorities and the State at the beginning of 2021
- multimodal planning studies for the Toulouse metropolitan area (€130k AC)



Since its creation, AFIT France has been directly co-financing segregated public transport lane infrastructure projects (metro, tram, high service level bus routes, etc.) located in provincial towns and cities. An Agency budget line item is therefore earmarked for urban public transport outside the CPER framework.

The vast majority of these projects comprises activities adopted by the State in the context of dedicated appeals for projects. A first call for projects of this type was launched in 2008 (€750m from AFIT France), a second in 2010 (€390m from AFIT France), a third in 2013 (€450m from AFIT France) and finally, a fourth in 2020 (€900m from AFIT France, of which €450m via the France Relance recovery plan).

AFIT France subsidies are awarded after the conclusion of a financing agreement for each project with its principal. As a rule, it is signed, and the accounting commitment made, in the year in which the work begins. AFIT France payments are made pro rata to spending at the request of the principal. Barring an exceptional time-based exemption obtained at ministerial level, projects for the first two calls for projects are no longer eligible for inclusion in the 2021 agreement.

The 2020-2022 France Relance recovery plan also included the construction of Toulouse's third Metro line, the appropriations for which (€200m) were committed by AFIT France in 2021.

### Authorised commitments (AC) and payment appropriations (PA) consumed in 2022

The value of authorised commitments consumed in 2022 is €88m, €71m of which for AAP 4 (call for projects) alone. This consumption is accounted for by the project to extend tram line F of the Strasbourg Eurometropolis and the high service level bus route (BHNS) for the Joint Association for the Clermont-Ferrand urban area, involving subsidies of €15m and €22m respectively. PA consumption for 2022 is €57m.

### Update on the fourth call for projects, the outcome of which was announced in 2021

The fourth call for projects for segregated public transport lanes and multimodal interchange hubs was launched by the State on 15 December 2020.

199 applications were submitted, 12 of them relating to the Marseille en Grand plan (cf. supra).

The budget allocated to this for the period 2021-2025 is €900m from AFIT France, half of it from the France Relance recovery plan. The recipients of subsidies under the call for projects were announced by the Prime Minister on 6th October 2021. 159 submissions were adopted representing 162 projects, 98 of them for segregated public transport lane schemes and 64 of them interchange hubs.

Work must begin before the end of 2025 for the subsidy to be confirmed. Where appropriate, the projects will then be contracted by AFIT France. The drawdown of the corresponding appropriations will commence in 2022.

### Update on the "Marseille en Grand" plan announced in 2021

Given the delay to the transport-related aspects of the Aix-Marseille-Provence urban area, on 2 September 2021 the President of the Republic, when presenting the "Marseille en Grand" plan, announced a budget of €256m of direct subsidies (and €744m of reimbursable advances that do not concern AFIT France) for the urban area's public transport projects. These subsidies were the subject of initial financing agreements, especially for the 'Plan-de-Campagne' multimodal interchange hub, the B4 Gèze - La Fourragère high frequency bus service BHNS, the Chronobus service project, the NEOMMA (New Marseille Metro) Metro project, the northward and southward extension project for line T3 of the Marseille tram network and the Valtram project, totalling €60m of subsidies for 2022.



## Annex No. 6 - Active mobility funds – Update

The aim of this note is to provide an end of 2022 update on the consumption of active mobility funds.

Hosted within AFIT France, the active mobility fund awarded €410m (including €145m of recovery fund money) over the period 2019-2022. It has been the subject of 5 calls for projects (appels à projets - AAP) since

it was launched and of a specific scheme for bicycle parking at railway stations. The fund exists to provide financial support for the principals of cycling infrastructure to develop safe routes, deal with danger spots, install parking facilities...

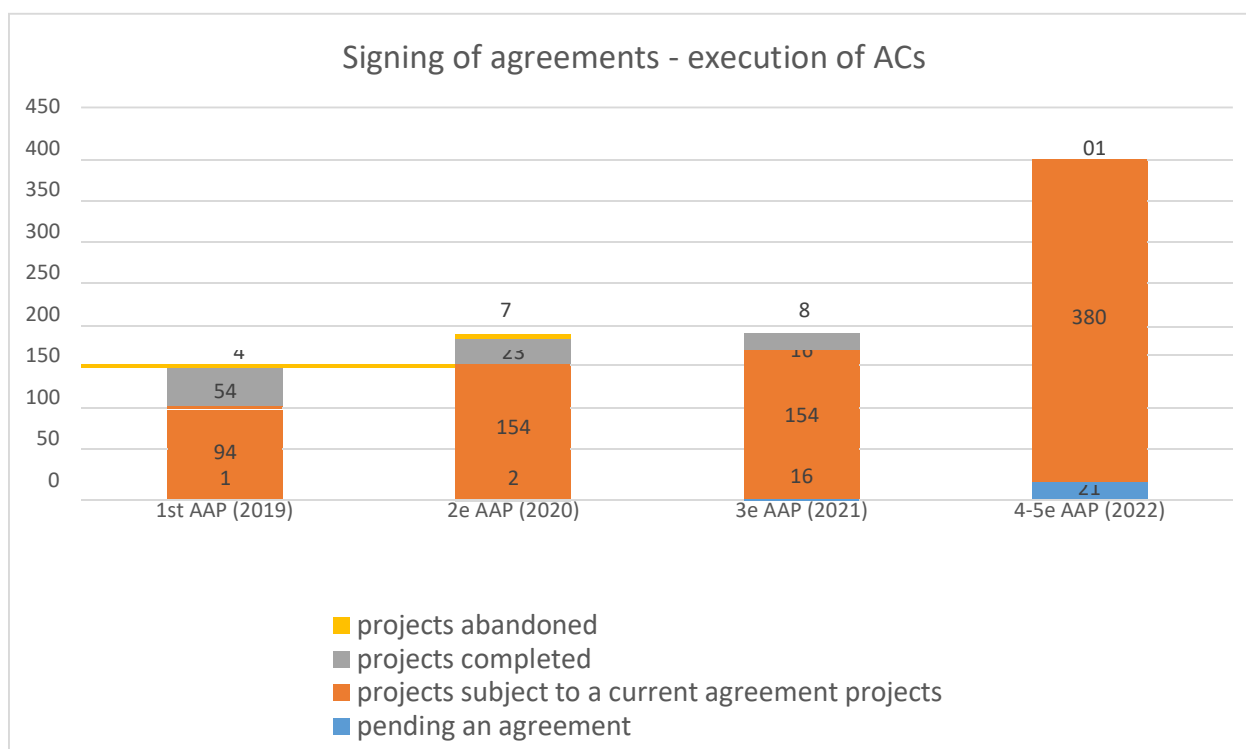
### Initial assessment of the 5 calls for mobile activity fund projects

The analysis relates to the projects; several projects may be covered by the same agreement.

#### The growing success of calls for projects.

The number of project applications is accelerating notwithstanding an overall tighter environment. It should be noted that the number of winning projects was limited during the previous two calls for projects (AAP) given available budgets.

|                                | 1st AAP (2019) |     | 2nd AAP (2020) |     | 3rd AAP (2021) |     | 4th AAP (2022) |     | 5th AAP (2022) |     | total |     |
|--------------------------------|----------------|-----|----------------|-----|----------------|-----|----------------|-----|----------------|-----|-------|-----|
| date winners announced         | Sept-19        |     | Sept-20        |     | Feb-21         |     | Mar-22         |     | Jun-22         |     |       |     |
| Number of project applications | 275            |     | 301            |     | 311            |     | 136            |     | 659            |     | 1682  |     |
| Number of winning projects     | 153            | 56% | 186            | 62% | 194            | 62% | 62             | 46% | 340            | 52% | 935   | 56% |



## Signing of agreements and appropriation commitments

|   | 1st AAP (2019) | 2nd AAP (2020) | 3rd AAP (2021) | 4th AAP (2022) | 5th AAP (2022) | total |
|---|----------------|----------------|----------------|----------------|----------------|-------|
| number of winning projects                        | 153            | 186            | 194            | 62             | 340            | 935   |
| number of projects pending an agreement           | 1              | 2              | 16             | 21             | 0              | 40    |
| number of projects subject to a current agreement | 94             | 154            | 154            | 40             | 340            | 782   |
| number of completed projects                      | 54             | 23             | 16             | 0              | 0              | 93    |
| number of projects abandoned                      | 4              | 7              | 8              | 1              | 0              | 20    |

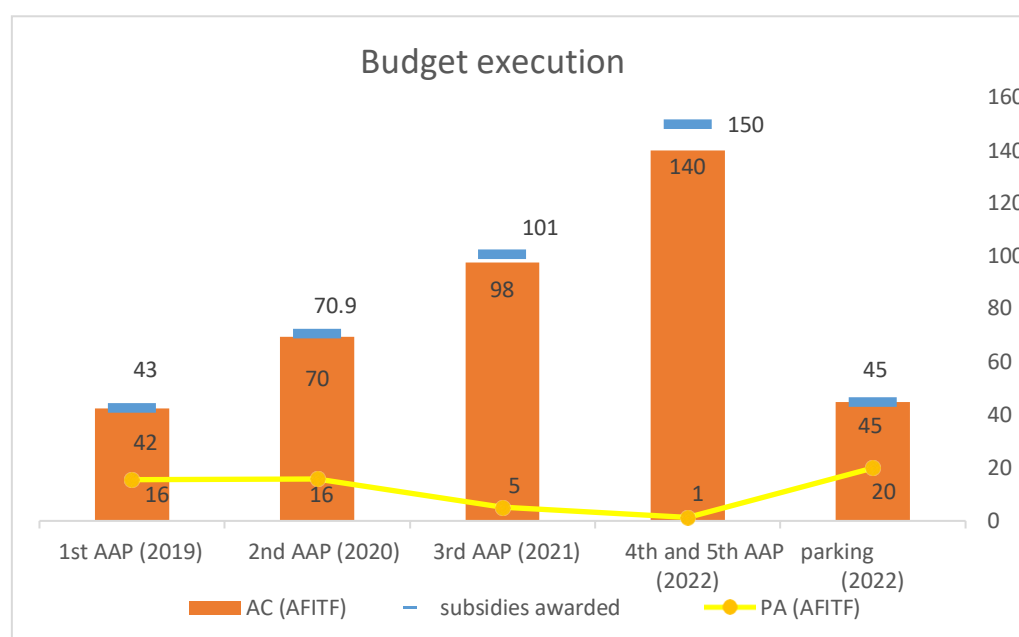
*of which AFIT France agreements*

|   |           |           |           |          |          |            |
|---|-----------|-----------|-----------|----------|----------|------------|
| number of projects subject to a current agreement | 35        | 49        | 43        |          |          | 127        |
| number of completed projects                      | 2         | 0         | 1         |          |          | 3          |
| <b>total</b>                                      | <b>37</b> | <b>49</b> | <b>48</b> | <b>0</b> | <b>0</b> | <b>134</b> |

All AFIT France direct payment agreements have been committed. It should be noted that the appropriations of the 4th and 5th calls for projects are entirely delegated to the DREALs in the form of support funds.

cycle parking” scheme agreements have been signed, either with SNCF Gares et Connexions, or with the local authority principal.

In total, 4% of agreements remain to be signed, primarily for the 4th AAP. Furthermore, all 49 “railway station



98 projects have been completed (10%) 3 of which under AFIT France agreements. 1/3 of the projects of the first call for projects (AAP) have been completed, 3 years after the award.

At the end of December, of the €410m of subsidies awarded, 96% of ACs were committed at AFIT France level (direct payment and support funds to 203).

This percentage is 92% taking account of the commitments actually entered into for programme 203.

It should be noted that €2m of unconsumed support fund AC for projects that have been abandoned or financially downgraded have been assigned to cycling facilities for the Olympic Games.

## Consumption of appropriations

| €m                       | 1st AAP<br>(2019) |     | 2nd<br>AAP<br>(2020) |     | 3rd<br>AAP<br>(2021) |     | 4th<br>AAP<br>(2022) |     | 5th<br>AAP<br>(2022) |      | Parking   |      | Total      |     |
|--------------------------|-------------------|-----|----------------------|-----|----------------------|-----|----------------------|-----|----------------------|------|-----------|------|------------|-----|
| <b>Subsidies awarded</b> | <b>43</b>         |     | <b>71</b>            |     | <b>101</b>           |     | <b>50</b>            |     | <b>100</b>           |      | <b>45</b> |      | <b>410</b> |     |
| AC                       | 42                | 99% | 70                   | 98% | 98                   | 97% | 40                   | 80% | 100                  | 100% | 45        | 100% | 395        | 96% |
| PA                       | 16                | 37% | 16                   | 23% | 5                    | 5%  | 0                    | 0%  | 0                    | 0%   | 25        | 44%  | 62         | 16% |

At the end of December, €62m of the active mobility fund had been spent, mainly on the first two calls for projects and parking schemes (namely 16% of commitments). The amounts in question are respectively €48m and 12% taking account of actual expenditure on the 203 programme.

The consumption rate of appropriations (AC) committed is 37% for the 1st AAP and 23% for the 2nd AAP.

## Ongoing initiatives

A 6th call for projects was launched in January 2023 and will be allocated in July, to the tune of €100m. A call for cycling areas is also being finalised for an as yet undecided amount which should be awarded in 2023.

An additional €10m has also been awarded to cycling infrastructure for the Olympic Games.



## Annex No.7 - Use of support funds paid in 2022 by AFIT France to “coastal” programme 113 (DGALN)

In 2022, the financing agreement for **activities relating to the management, development and protection of the coast**, which falls within the scope of the DGALN, contributed **€5m in AC and €5m in PA** in support funds to programme 113 “landscape, water and biodiversity” (PEB).

This annual agreement between AFIT France and the DGALN is now the **primary source of funding enabling the State to co-finance activities to combat coastal erosion and adapt land to cope with coastline retreat**, as advocated by the national strategy for integrated coastline management (SNGITC).

Coastline retreat is the consequence of coastal erosion, a natural phenomenon accelerated by human activity, which affects almost a quarter of the French coastline, and which will be very much exacerbated in future by climate change. Rising sea levels and the increased frequency and intensity of extreme climate phenomena will also accentuate the vulnerability of coastal areas.

AFIT France’s contribution to the integrated policy for coastline management and for adapting coastal areas to cope with coastline retreat thus enables the State to help do what is necessary for the operational and regional implementation of SNGITC guidelines.

### This funding complements :

- the action component of programme 113 focused on the management, monitoring and maintenance of the natural public maritime environment;
- the 2nd plank of the Green fund supporting coastal areas in adapting to coastline retreat
- interventions by the major natural hazard prevention fund (FPRNM) which is not intended to finance preventive coastal erosion measures, especially where these measures relate to dunes and sandy environments.

The split between programme operational budgets (BOP) of **appropriations consumed** in 2022 was as follows :

|   | AC                 | PA                 |
|---|--------------------|--------------------|
| Brittany  | € 0                | € 407,030          |
| Corsica   | € 48,000           | € 27,096           |
| Guadeloupe  | € 63,477           | € 49,834           |
| Guiana  | 986,663            | € 410,159          |
| Hauts-de-France   | € 911,758          | € 266,621          |
| Martinique  | € 380,501          | € 370,629          |
| Mayotte   | € 15,300           | € 26,300           |
| Normandy  | € 172,901          | € 319,792          |
| Nouvelle Aquitaine  | € 253,828          | € 143,856          |
| Occitanie   | € 118,082          | € 116,041          |
| PACA  | € 473,026          | € 1,052,675        |
| Pays de la Loire  | € 93,395           | € 306,167          |
| Reunion   | € 562,559          | € 200,587          |
| Saint-Pierre and Miquelon   | € 426,152          | € 416,812          |
| Central programme operational budget                              | € 4,066,250        | € 3,068,000        |
| <b>Total</b>  | <b>€ 8,552,125</b> | <b>€ 7,181,599</b> |
| <b>Total in % of AFIT France appropriations scheduled in 2022</b> | <b>93.83%</b>      | <b>85.53%</b>      |





In 2022, **210 activities were ongoing or initiated in metropolitan France and in overseas communities** to promote the resilience of coastal areas, mainly sponsored by local authorities or the Conservatoire du Littoral (the coastal protection agency).

In 2022, AFIT France's coastal budget contributed to numerous renaturation and natural remediation activities at certain sites. The "coastline" provisions of the Climate and Resilience Act include regional support initiatives to promote the emergence of development projects.

AFIT France appropriations will help finance tried and tested solutions that go with the grain of nature and which emphasise the limits of hard engineering. To update urban planning documents in a way that is relevant, the **Act of 22 August 2021 to combat climate change and to increase resilience in the face of its effects**, known as the "Climate & Resilience" Act, provides for the communities that are the most vulnerable to coastline retreat benefiting from specific tools to make it easier for them to adapt.

The starting point of the work is the **drawing up of local maps with projections of coastline retreat**.

The activities financed by AFIT France support fund appropriations as part of this agreement are therefore addressing the national strategy for integrated coastline management challenges currently being updated following the adoption of the "climate and resilience" Act.

AFIT France appropriations will provide greater support for strategic projects at local level.

A few integrated coastline management activities that received AFIT France support in 2022 are mentioned below for illustrative purposes.

**Environmental restoration work encouraging the coastline to change of its own accord and to improve the resilience of coastal areas to the risks they face.**

- **Occitanie : restoration work on the dune ridge at Leucate** (€171,080, €59,878 from AFIT France 35 %). Winning project of the national call for projects "solutions that go with the grain of nature for resilient coastal areas" launched in 2019 by the Ministry of Ecological Transition.

The goal of this project is to conduct a large-scale campaign for the Port-Leucate tourist industry to put an end to the breaching of the dunes caused by storms and to restore the dune ridge, especially by erecting wooden fencing, hydraulic beach-cleaning combs and closing down 30 beach access points. The municipality of Leucate has undertaken to monitor the impact of this work over a 5-year period. In 2022, Leucate continued the installation of protective structures (20% complete) and bought new equipment (wooden fencing, combs). The operation is due for completion before the end of 2023.

- **Occitanie : soft restoration work on the dune ridge of Baronnets at Le Grau du Roi** (€120,176, €84,123 from AFIT France, namely 70 %). Winning project of the national call for projects "solutions that go with the grain of nature for resilient coastal areas" launched in 2019 by the Ministry of Ecological Transition.

The aim of the project is to strengthen the back of the natural dune ridge while connecting it to the second ridge line completed in 2016 on this sector of the Baronnets.

Many environmental engineering techniques are planned in combination: construction of windbreak engineering structures, addition of sand, mulch, revegetation.

An important awareness building component is also planned. 2022 was given over to project planning studies and to obtaining the necessary administrative authorisations. Work should begin at the beginning of February 2023 with a completion date of end 2023.



Photo credit : DGALN



- **Guadeloupe : “Interface between sea and mangrove, renaturation of the coast of Port-Louis North with state-owned coastal forest”** €185,085 AFIT France (70% of the total project cost).

Winning project of the national call for projects “solutions that go with the grain of nature for resilient coastal areas”.



Photo credit : DGALN

Protection from erosion using “soft” techniques that take account of sedimentary dynamics.

- **Normandy (Manche) : Protection from erosion by the installation of hurdles** on various coastal stretches of the Manche department.

For example, the municipality of Bréhal received €40,081 in subsidies from AFIT France (50 % of the total cost of the operation). The Authorised Syndical Association of the municipality of Réville also received a €30,984.74 subsidy from AFIT France for the same operation (66% of the total cost of the operation).

To help project sponsors erect this structure, the DDTM (departmental directorate for territories and the sea) has produced advisory information on how to install hurdles, explaining how to construct them, and their dimensions.



PRÉFET  
DE LA MANCHE

DDTM - DÉLÉGATION  
TERRITORIALE NORD

Réville  
Long. 1° 14' 7.46" - Lat. 49° 38' 10.13"

19 décembre 2022  
15:58

Photo credit : DGALN



NOTICE  
d'aide à la pose de fascines

Présentation

Les fascines sont des dispositifs brise-vent, composées de branchages entrelacés entre des pieux en bois. Elles peuvent être implantées en pied de dune, parallèlement à la dune, sous forme d'épis ou de casiers ou dans les dunes, pour combler une brèche ou un siffle-vent.

La pose de fascines a pour objectifs de capter une partie du sable de volage et de renforcer le haut de plage et la dune.

Leur implantation doit donc se situer majoritairement en dehors de la zone d'action des houles, à une altimétrie suffisante afin d'éviter leur dégradation prématurée.

Dimensionnement et modalités d'installation

Cf schémas

→ Poteaux :

- essences : châtaigner, robinier, chêne
- taille : 2,5 m à 3 m
- diamètre : 10 cm à 15 cm
- enfouissement à au moins 50 % de la hauteur du poteau
- espacement entre 2 poteaux consécutifs : 50 à 80 cm

→ Gaules :

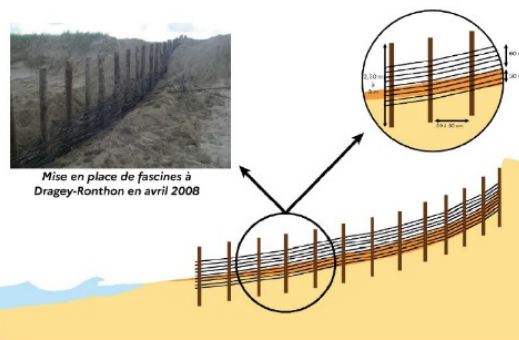
- essence de bois : châtaignier à privilégier, éventuellement noisetier ou saule
- taille : 3 m
- diamètre minimal : 3 cm
- tressage sur une hauteur d'environ 1 m sur la partie centrale des poteaux support
- enfouissement de l'ensemble tressé à environ 50 % de la hauteur de tressage

Comme évoqué précédemment, les fascines peuvent être disposées sous forme d'épis ou sous forme de casiers :

→ En épi :

- perpendiculairement aux vents dominants et au trait de côte, afin de favoriser le dépôt de sable en arrière immédiat des fascines
- bien ancré dans la dune pour éviter le contournement
- longueur : en fonction de l'exposition aux houles

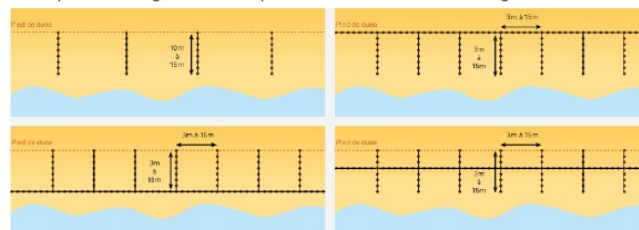
- site exposé : 10 m à 15 m maximum, à partir du pied de dune, afin de limiter les sollicitations des houles
- site protégé : 15 m à 30 m maximum



Coupe de la mise en place de fascines

→ En casier :

- parallèlement au pied de dune, en fonction des directions principales des vents dominants
- longueur et largeur des casiers : entre 3 m et 15 m (en fonction des conditions hydrodynamiques du site)
- remplissage d'algues possible dans les casiers ou en arrière, afin de capter plus de sable de volage et de fournir de l'engrais naturel, favorable au développement d'une dune embryonnaire. Des branchages installés en arrière des casiers de fascines permettent également de capter efficacement le sable de volage.



Plan de mise en place de fascines en épi (en site exposé) et en casiers (dos à la dune, dos à la mer et en H)

Operations aiming to improve awareness of the phenomenon of erosion (combined with other hazards) and of the impact of the structures used to slow its progression, in particular by introducing coastline observatories.

• **Occitanie : deployment of the Storm Network** (2022 : €42,000, including €33,600 from AFIT France).  
In 2022, the DREAL renewed its partnership with the BRGM (the French geological survey) to deploy and consolidate the Occitanie storm network. This mechanism collates and capitalises on the observations of government departments, experts and local authorities to measure the impact of climate events on the coast. The network runs on a protocol that improves over time; observations are collated via a web platform or a smart phone application and made available to members of the public via the Occitanie Coast portal (<http://littoral-occitanie.fr/Le-reseau-tempetes>).

In 2022, the publication of “real-time” and “post-event” bulletins was introduced to improve information dissemination.

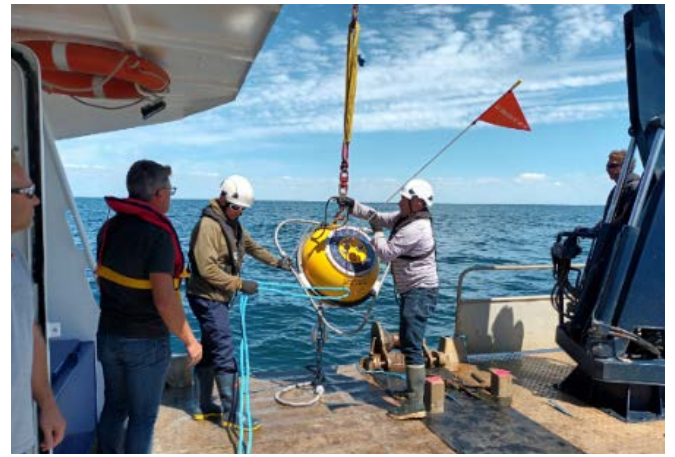
Consultation tools were also developed to better anticipate the effects of similar future storms. Finally, an aerial overflight of the coast created a robust pre-winter survey based on oblique photographs and the use of cameras, especially public cameras, became more widespread to supplement the observation mechanism and make it more reliable.



• **Vendée (Noirmoutier) :**

**Wave buoy** (€100k - 50% FPRNM, 30% AFIT France). As part of the Flood Prevention Activity Programme (PAPI), the Communauté de communes (federation of municipalities) of the Island of Noirmoutier installed a Datawell MK3 directional wave buoy to the west of the island to define the various sea states in the sector.

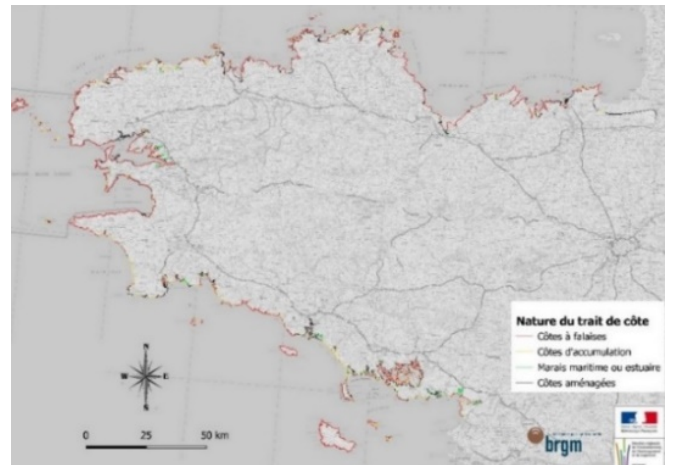
The data recorded in real time, over a 30 minute period, is freely accessible via the CANDHIS wave buoy network website.



• **Brittany :**

**Regional coastline geo-morphology atlas** The BRGM partnered with DREAL Brittany to create an atlas of the coastline geo-morphology in Brittany. This work provided an overview of the available information on coastal risks over more than 2900 km of coastline and highlighted the sections of the Brittany coast at greatest risk from erosion and submersion. The GIS data are available on the GéoBretagne website.

Creating the atlas revealed that 13.6% of the Brittany coast is affected by erosion but also that it comprises 2,145 km of "natural" coast (namely 73.2% of the linear total), including 1,629 km of cliffs (55.6% of the linear total) and 516 km of sedimentary coast (17.6% of the linear total).



• **Normandy (Manche) :**

Support for departmental observatory investments and equipment: purchase by the DDTM of la Manche of a dedicated drone for topographical surveys, making it possible to monitor coastal changes with between decimetric and centimetric accuracy. The data captured (photogrammetry) enable 3D models to be made, together with an analysis of sedimentary changes. The data can then be compared with data already acquired by drone or Lidar (a laser-based remote ranging system) enabling the sedimentary changes to a site to be described.



• **Nouvelle Aquitaine (Biscarosse) :**

Support for beach nourishment involving sand on the central beach of Biscarosse Océan which will be carried out by 2024 (€700k of which 20% from AFIT France, i.e. €140k).



These nourishment activities will take place in an area with a local management strategy of the coastline that has no protective structures. The erosion threat to buildings in the immediate erosion area requires sand nourishment, which resulted in particular in the municipality and federation of municipalities embarking, with the State, on drawing up a partnership development project (PPA) contract.

• **Occitanie :**

**Spatial reconstruction studies** (€171,170 of which €49,402 from AFIT France and €121,768 from the BOP (programme operational budget) 135, over the period 2021-2022).

The Sète Agglopolé Méditerranée workshop on coastal areas concluded in July 2022. This collective and participative initiative was part of the national 2019-2022 session on "Intensify the ecological transition with the regions". Begun in March 2021, it involved the DREAL Occitanie, the DDTM of Hérault, Sète Agglopolé Méditerranée and numerous local actors, accompanied by specialist service providers. The objective was to generate a common vision of the area's resilience in the face of the medium and long-term risks of coastal erosion and flooding by the sea.

The five undertakings of the "resilient development benchmark" and the 13 territorial regeneration initiatives, arising from the strategic roadmap, may materialise in the PPA currently being drafted between the State and the local authority, the first PPA of this type on the Mediterranean coast.

• **Guadeloupe :**

**Joint research and development agreement with the BRGM to identify the sand reserves of the plateau of the island of Guadeloupe for beach nourishment purposes.**

The final report pinpoints the location, boundaries and characteristics of the areas of sedimentary accumulation of sand reserves capable of being used for beach nourishment. Additional studies will be required to more accurately describe the heterogeneity of the deposits, the sensitivity of the sites relative to ecological transition challenges, to assess the impact of extraction, and to ensure the compatibility of the sediments with the areas where it is anticipated they will be used.

• **Martinique :**

**Project feasibility study for the resanding of the beach of îlet Madame (municipality of Robert).**

After the initial work done by the National Forestry Office (ONF) in 2020/2021 (channelling visitor flows to preserve vegetation cover by laying wooden decking, re-vegetation/regeneration) financed by AFIT France, performance of a detailed assessment of the area, of its ecosystems, of its hydro-sedimentary behaviour and currentology with a view to beach nourishment.

• **Normandy (Manche) :**

Development of a dynamic and integrated coastline management strategy: commencement of the "coastline" technical study of the PPA of Coutances mer et bocage : €11,190 AFIT France (15% of the total project cost).



In December 2023, the Water and Biodiversity Directorate (DEB) concluded an agreement with the Conservatoire du Littoral to award €4m from AFIT France (payment of €4m of AC and €3m of PA) to conduct activities sponsored by the public agency:

**Environmental restoration work = €2,850,000 (71%)**

- Cap d'Alprech (Hauts de France) - Cleaning of the WW2 Baron bunker and surrounding area, decontamination
- The Orne Estuary (Normandy) - Post reflooding development work of the "François meadows"
- Vallée de la Sâne (Normandy) - Demolition of bungalows, gabion and campsite as part of the rehabilitation of the estuary of the Saâne
- Pointe de Capbreton (Nouvelle Aquitaine) - Demolition of the seaside heliotherapy centre and dune restoration
- Le Métro (Nouvelle Aquitaine) - Restoration of the South dune
- Camargue salt marshes (PACA) - Restoration and readmission of sea water (phase 2)
- Esterel (PACA) - Removal of deadmen, concrete blocks, chains, some of them in the posidonia meadow
- Rivages de Casinca (Corsica) - Coastal, foreshore and backshore, restoration and protection work affecting the municipalities of Castellare and Penta di Casinca
- Lido de la Marana (Corsica) - Renaturation of the shoreline in the vicinity of Maraninca
- Mucchiatana (Corsicae) - Regeneration of the coastal area and re-establishment of the dune ridge

Erosion prevention work using "soft" techniques = €800000 (20%)

- Camargue salt marshes / Theys / Brasinvert (PACA) - Improved coastal resilience against erosion
- Etang d'Urbinu (Corsica) - Redevelopment of the Urbinu inlet - nourishment and restoration of the dune ridge

**Studies, appraisals and greater knowledge = €350,000 (9%)**

- Martinique mangroves - Blueprint for admitting the public to the mangroves
- Land monitoring, risk characterisation study, and amicable land acquisition activities in the integrated management area
- Creation of a dynamic salt marsh observatory for Metropolitan France
- Involvement in the coastline observatory - CARNAT methodology
- Changing coastal reed-bed habitats - partnership with RNF (French nature reserve agency).



## Annex No. 8 - Use of support funds paid by AFIT France in 2022 to ad hoc investment programmes 162 (DMAT): PEI Corsica and PITE French Guiana

### Action no,4 - P.E.I. Corsica

Since 2002, the French transport infrastructure financing agency (AFIT France) 2002, has been involved in the ad hoc investment programme (PEI) for Corsica via a support fund.

The appropriations are to be found in activity no. 4 of programme 162 and help finance the modernisation of the island's road, rail and port infrastructure.

2022 was the last year of authorised commitments (AC) for PEI Corsica. Based on annual financing agreements, €551,710,000 of AC have been made available to PEI Corsica since 2002.

The payment appropriations (PA) paid by AFIT France as at 31/12/2022 are cumulatively €379,180,600, namely an outstanding amount in respect of agreements entered into between 2015 and 2022 of €135,894,940.

In 2022, AFIT France appropriations were €5,894,940 of AC and €19,695,005.19 of PA.

### Examples of projects financed by AFIT France under the PEI Corsica :



Ajaccio: development of the 'Pénétrante Est' access road connecting the Caldaniccia and Bodiccione intersections, with the latter being lowered to the same level as the former.



To improve traffic conditions within the Ajaccio urban area and to facilitate East/West crossings of the city, the Corsica Local Authority started work on an **important road scheme**, the North Ringroad, comprising 3 separate but closely related activities :

- the development of the 'Pénétrante Est' connecting the Caldaniccia and Bodiccione intersections, with the lowering of the second intersection (the work taking place between 2021 and December 2026)
- the upgrading of the RT22 between Bodiccione and Alata
- the construction of a new road between Alata and Loretto

**The scheme's objectives** are :

- to improve the servicing of Ajaccio, especially the northern and western parts of it ;
- to decongest the RT22 and RD72, currently saturated during the morning and evening rush hour, and with traffic congestion during the day ;
- to provide road access to the new Ajaccio hospital currently under construction as well as the new college in the Stiletto district ;
- to create both new cycle and pedestrian paths linking existing residential neighbourhoods or those in development with public facilities and commercial areas.

The project consists in building a link road between the RT20 at Caldaniccia (municipality of Sarrola-Carcopino) and the RT22 at Bodiccione (municipality of Ajaccio) over a distance of around 4.9 km with (from East to West) :

- the construction of a new 2 x 1 lane road, approximately 3.8 km in length, between the Caldaniccia roundabout on the RT20 and the Stiletto roundabout on the RD31 ;
- the elimination of the height difference between the Stiletto and Bodiccione roundabouts with the connecting road passing beneath the recalibrated structure with the access routes being reconnected to the existing roadways ;
- the upgrading of the RD31 as far as the Bodiccione roundabout, namely approximately 1.1 km, by creating a one-way service road for accessing existing businesses ;
- the lowering of the Bodiccione roundabout, a very important interchange at the entrance to the town, in the direction of the Ajaccio ringroad boulevard Abbé Recco)/ RD 31.

The project comprises :

- the construction of safe pedestrian and cycle paths over the entire length, including the construction of pedestrian walkways linking the streets in the Confina 1 residential development with the pedestrian paths created as part of the project ;
- the construction of acoustic protection (walls) to the right of the Confina I and Confina II developments ;
- the construction of a separate storm and sanitary sewer network, retention ponds, and the redevelopment of two existing storm water lagoons (in the Bodiccione sector) ;
- the development of a service road and parking near the RD31

The operation was identified when signing the 4th implementing agreement 2017-2020 of the PEI. It is anticipated that this operation will be financed in part at the AFIT France 2020 and subsequent agreements.

It appears on the list of activities to be scheduled in 2020 having been agreed between the CdC (Corsican regional authority) and the State.





- Provisional breakdown of amounts by year :

| YEAR         | Amount (€m)            |
|--------------|------------------------|
| 2021         | € 3,000,000.00         |
| 2022         | € 8,000,000.00         |
| 2023         | € 9,000,000.00         |
| 2024         | € 8,000,000.00         |
| 2025         | € 6,000,000.00         |
| 2026         | € 6,000,000.00         |
| <b>TOTAL</b> | <b>€ 40,000,000.00</b> |

- Funding:

Amount of public funding agreed and apportionment between the co-financiers based on the eligible amount

| PUBLIC CO-FINANCIERS | Amount (€m)            | Percent age    | CPER  |
|----------------------|------------------------|----------------|---|
| State PEI            | € 28,000,000.00        | 70.00 %        | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |
| <b>TOTAL</b>         | <b>€ 28,000,000.00</b> | <b>70.00 %</b> | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |

|                              |                        |                |   |
|------------------------------|------------------------|----------------|---|
| Beneficiary (self-financing) | € 12,000,000.00        | 30.00 %        | <b>CPER</b>   |
| <b>TOTAL</b>                 | <b>€ 12,000,000.00</b> | <b>30.00 %</b> | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |

### Refurbishment of 5 Steel Engineering Structures



Since 2002, the Corsica Local Authority has been making a major effort to modernise the railway network with the aim of sustaining and developing rail transport.

The engineering structure estate of the Corsican Railway Network includes numerous railway bridges and viaducts.

This operation concerns five significant steel structures. This operation aims to consolidate the five engineering structures to ensure their long-term sustainability under different loads (especially trains carrying waste)

Development work envisages:

- the localised repair of structural steel components and bearings,
- the replacement of structural components,
- the repair of areas of damaged masonry,
- the complete repainting of the steel structure and deck.

Planned timetable for the operation : from January 2021 to December 2025 (namely 60 months)

The design will be handled by a prime contractor, accompanied by a health and safety (H&S) coordinator

- Provisional breakdown of amounts by year :

| YEAR         | Amount (€m)           |
|--------------|-----------------------|
| 2021         | € 2,782,500.00        |
| 2022         | € 1,855,000.00        |
| 2023         | € 1,855,000.00        |
| 2024         | € 1,855,000.00        |
| 2025         | € 927,500.00          |
| <b>TOTAL</b> | <b>€ 9,275,000.00</b> |

- Funding : Amount of public funding agreed and apportionment between the co-financiers based on the eligible amount.

| PUBLIC CO-FINANCIERS | Amount (€m)           | Percent age    | CPER  |
|----------------------|-----------------------|----------------|---|
| State PEI            | € 6,492,500.00        | 70.00 %        | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |
| <b>TOTAL</b>         | <b>€ 6,492,500.00</b> | <b>70.00 %</b> | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |

|                              |                       |                |   |
|------------------------------|-----------------------|----------------|---|
| Beneficiary (self-financing) | € 2,782,500.00        | 30.00 %        | <b>CPER</b>   |
| <b>TOTAL</b>                 | <b>€ 2,782,500.00</b> | <b>30.00 %</b> | <input type="checkbox"/> YES / <input checked="" type="checkbox"/> NO |



## Action no.10 - P.I.T.E. Guiana

In 2022, PITE Guiana had €41.4m in AC (€4.16m of which under the implementation of the recovery plan) and €29.4m in PA (€13.08m of which under the recovery plan), to which have been added appropriations carried over from 2021.

The summary consumption of appropriations for 2022 is as follows :

| PITE (including recovery)      | €AC            | €PA           |
|--------------------------------|----------------|---------------|
| Under 2022                     | 41,400,000.00  | 29,400,000.00 |
| Total appropriations committed | 196,115,000.00 | 47,806,000.00 |

As a reminder, AFIT France support funds are paid directly to Programme 162 "territorial interventions by the State" (PITE) Guiana project.

The 2022 consumption of **road investments** amounted to €152,542,777.00€ in AC and €46,111,094,00 in PA. The principal commitments and payments concerned:

- The doubling of the Larivot Bridge: €149.9M in AC and €38.990m in PA
- The urban boulevard development project on the RN2 between Balata and the PROGT: €1.250m in AC and €2.116m in PA
- The work on the la Comté Bridge and straightening of nearby bends: €1.058M and €4.102m in PA

### The doubling of the Larivot Bridge in Guiana.

**The Larivot Bridge is an essential link in Guiana's main highway**, the RN1, connecting the island of Cayenne with Kourou, the headquarters of the Guiana Space Centre (CSG), and, beyond, with the entire west of the territory. This bridge is showing signs of weakness and its narrowness no longer supports the increasing traffic flows between the main centres of Guiana.

**As part of the transport component of the PITE Guiana**, it was therefore decided to **build a 2<sup>nd</sup> bridge** (declared to be in the public interest on 11 August 2021) 1312m in length and 13m wide to **ease congestion and maintain the traffic flow on this vital artery** for Guiana but also for the EU (special convoys bound for the CSG). In addition, a green lane will ensure the safe movement of pedestrians and cyclists on the bridge.

The principal work contract (€146m) was committed in the 1<sup>st</sup> quarter of 2022 following a new support fund matching contribution from AFIT France, which enabled the heavy works programme (foundations) to begin. The structure is expected to be delivered in 2025.

Since 2020, this operation has received €161.4m in AC appropriations, €160.7m of which has been consumed.



Architectural representation of the project (source: DGTM)



## Register of the deliberations adopted by the Executive Board at its 86<sup>th</sup> meeting on 15 December 2021

| Deliberation no.                             | Subject  | Vote      |
|--|--|-----------|
| 21-86-00                                     | Approval of the <b>minutes</b> de la 85 <sup>th</sup> meeting of the Executive Board on 17/11/2021   | Unanimous |
| 21-86-01                                     | Approval of <b>amending budget no.7</b> for the financial year 2021  | Unanimous |
| 21-86-02                                     | Approval of the <b>initial budget</b> for the financial year 2022  | Unanimous |
| 21-86-03                                     | Approval of an <b>action plan</b> following the conclusions of the audit by <b>CeGefi</b>  | Unanimous |
| 21-86-04                                     | Approval of draft amendment no. 1 on the partnership agreement with the Ministry of Ecological Transition  | Unanimous |
| 21-86-05                                     | Approval of the <b>provisional timetable</b> for the meetings of the Executive Board in <b>2022</b>  | Unanimous |
| <b>APPROVAL of AGREEMENTS and AMENDMENTS</b> |  |           |
| <b>For 2021</b>                              |  |           |
| 21-86-06                                     | <b>Amendment no. 2</b> to the agreement of 2 January 2021 on the financing, for the financial year 2021, of programmes and activities pertaining to <b>rail, inland waterway and maritime transport, and public transport</b>  | Unanimous |
| 21-86-07                                     | <b>Not proceeded with</b>  | /         |
| 21-86-08                                     | Financing agreement for <b>active mobility</b> for the construction of an <b>engineering structure</b> on the <b>RF780</b> at Kergoës and at Kerollaire with the municipality of Sarzeau                                       | Unanimous |
| <b>For 2022</b>                              |  |           |
| 21-86-09                                     | Financing agreement, for the financial year 2022, of transport-related activities in <b>Guiana</b> of the territorial interventions by the State programme ( <b>PITE</b> ) as part of the <b>France Relance</b> recovery plan. | Unanimous |
| 21-86-10                                     | Financing agreement, for the financial year 2022, environmental improvement measures, measures relating to safety and the <b>refurbishment</b> of the <b>national road network</b> , and                                       | Unanimous |



| Deliberation no. | Subject  | Vote      |
|------------------|--|-----------|
|                  | the management of dedicated lanes as part of <b>France Relance</b>   |           |
| 21-86-11         | Financing agreement, for the financial year 2022, relating to programmes and activities concerning <b>the acceleration of CPER (State-regional)/and CPIER (State-interregional) contracts</b> in the <b>rail, inland waterway, maritime and public transport arenas (France Relance)</b> | Unanimous |
| 21-86-12         | Financing agreement relating to cycling facilities-active mobility funds topped up by <b>France Relance</b> , for the financial year 2022.   | Unanimous |
| 21-86-13         | Financing agreement, for the financial year 2022, of transport-related activities in <b>Guiana</b> of the territorial interventions by the State programme ( <b>PITE</b> )   | Unanimous |
| 21-86-14         | <b>Subrogation</b> agreement concerning funding due by the State and the collection of the support payments owing by four local authorities - <b>motorway concession A69</b> (Toulouse-Castres)  | Unanimous |
| 21-86-15         | Financing agreement, for the financial year 2022, of the national road network   | Unanimous |
| 21-86-16         | Financing agreement, for the financial year 2022, of <b>maintenance, repair, replacement, safety upgrade</b> and traffic management measures on the <b>national road network</b>   | Unanimous |
| 21-86-17         | Financing agreement, for the financial year 2022, of programmes and activities pertaining to <b>rail, inland waterway and maritime transport, and public transport</b>   | Unanimous |
| 21-86-18         | Financing agreements, for 2022, of the priority development programme of the <b>Central European Atlantic Route in Saône-et-Loire</b> (RCEA)   | Unanimous |
| 21-86-19         | Financing agreement, for 2022, of the <b>alternative activities</b> programme to the <b>A45</b> motorway project between <b>Lyon</b> and <b>Saint-Etienne</b>  | Unanimous |



**Register of the deliberations adopted by the Executive Board  
at its 87<sup>th</sup> meeting on 16 February 2022**

| Deliberation no.                             | Subject  | Vote                   |
|--|--|------------------------|
| 22-87-00                                     | Approval of the <b>minutes</b> de la 86 <sup>th</sup> meeting of the Executive Board on 15 December 2021   | Unanimous              |
| 22-87-01                                     | Presentation on <b>budget execution</b> and <b>approval of the financial accounts</b> for the financial year 2021  | Unanimous              |
| 22-87-02                                     | <b>Reorganisation of the DGITM</b> and amendment of the <b>composition of the Executive Board</b> of AFIT France (article R 1512-13 of the transport code)   | Unanimous              |
| 22-87-03                                     | Approval of the draft <b>amending budget no.1</b> for the financial year 2022  | Unanimous              |
| <b>APPROVAL of AGREEMENTS and AMENDMENTS</b> |  |                        |
| 22-87-04                                     | Amendment no. 1 to agreement no. 21-86-11 on the financing of <b>programmes and activities pertaining to the acceleration of the CPER/CPIER contracts</b> in the rail, inland waterway, maritime and public transport fields as part of the France Relance recovery plan | Unanimous              |
| 22-87-05                                     | Financing agreement on the recovery plan programme to restore and <b>modernise the inland waterway transport network</b>   | Unanimous              |
| 22-87-06                                     | Financing agreement for the construction of the Basso Cambo <b>multimodal interchange hub</b> in Toulouse by Tisséo Collectivités (the agency responsible for mobility in the greater Toulouse region) as part of the France Relance recovery plan                       | Unanimous<br>Unanimous |
| 22-87-07                                     | <i>Not proceeded with</i>  |                        |
| 22-87-08                                     | Amendment no. 1 to agreement no. 21-83-12 on the financing of the 1 <sup>st</sup> phase of project planning (PRO) for the <b>Roissy-Picardy rail link</b>  | Unanimous              |
| 22-87-09                                     | Amendment no. 1 to the agreement of 23 August 2017 on the financing of the <b>modernisation</b> work on the railway line between Serqueux-Gisors   | Unanimous              |
| 22-87-10                                     | Amendment no. 4 to the agreement of 28 July 2016 on the financing of <b>investigations</b> and draft design <b>studies</b> for the upgrading of the "rail motorway) of the principal route of the Atlantic axis of the RFN (national railway network).                   | Unanimous              |



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| 22-87-11 | Amendment no. 1 of the agreement of 1 <sup>st</sup> December 2020 on the financing of the <b>investigations, studies</b> and <b>work</b> on the initial modifications of 4 tunnels of the Atlantic axis for the provision of rail motorway services. | Unanimous |
| 22-87-12 | Agreement on the financing of the programme for the 2022 programme to <b>refurbish</b> and <b>modernise</b> the inland waterway transport network  | Unanimous |
| 22-87-13 | Agreement on the financing of the 4 <sup>th</sup> <b>call for projects</b> Active mobility fund  | Unanimous |
| 22-87-14 | Financing agreement for the creation of <b>green lanes</b> within the municipality of Charlieu-Belmont   | Unanimous |
| 22-87-15 | Financing agreement for the <b>cycle bridge</b> linking Sénia with the municipality of Thiais  | Unanimous |
| 22-87-16 | Agreement on the financing of activities relating to the <b>management, development</b> and <b>protection</b> of the coast   | Unanimous |
| 22-87-17 | <b>Subrogation agreement</b> for assuming the financial burden of the risks associated with the delivery of the High Performance Marseille-Vintimille (HPMV) project   | Unanimous |
| 22-87-18 | Amendment no. 16 to agreement no. 1 of 11 July 2005 on the <b>carrying out</b> and <b>financing of</b> preliminary <b>studies</b> into and <b>work</b> on the new Lyon-Turin rail link   | Unanimous |
| 22-87-19 | Amendment no. 4 to the agreement of 4 May 2018 on the <b>carrying out</b> and <b>financing</b> of the <b>final work</b> on the engineering structures of the new Lyon-Turin rail link  | Unanimous |

**Register of the deliberations adopted by the Executive Board at its 88<sup>th</sup> meeting on 6 April 2022**

| Deliberation no. | Subject  | Vote      |
|------------------|--|-----------|
| 22-88-00         | Approval of the <b>minutes</b> de la 87 <sup>th</sup> meeting of the Executive Board on 16 February 2022 | Unanimous |
| 22-88-01         | Presentation of the <b>activity report for 2021</b>  | Unanimous |
| 22-88-02         | Approval of the draft <b>amending budget no.2</b> for the financial year 2022                            | Unanimous |



| APPROVAL of AGREEMENTS and AMENDMENTS |  |           |
|---------------------------------------|--|-----------|
| 22-88-03                              | <b>Amendment no. 1</b> to the agreement on the financing, for the financial year <b>2022</b> , of programmes and activities pertaining to <b>rail, inland waterway and maritime transport, and public transport</b>  | Unanimous |
| 22-88-04                              | Amendment no. 1 to the <b>financing agreement</b> on the deployment of a <b>free flow</b> toll system on the A13 and A14 motorways as part of the motorway concession contract between the State and the SAPN (a motorway operating company in the west of France) | Unanimous |
| 22-88-05                              | Agreement on the financing of the tender documents ( <b>DCE</b> ) for phase 3 and the work entailed in phase REA 1 (modernisation of the western sector of the railway line between <b>Massy</b> and <b>Valenton</b> )   | Unanimous |
| 22-88-06                              | Amendment no.1 to the financing agreement of 27 October 2020, for 2020, for development of the Matabiau railway station and rail developments to the north of Toulouse ( <b>GPSO</b> - the flagship South-West Rail Project, except for the New Line)              | Unanimous |
| 22-88-07                              | Amendment no.1 to the financing agreement of 7 December 2021, for 2021, for a first round of <b>land use</b> activities and studies for the Railway Developments project to the <b>South of Bordeaux (AFSB) (GPSO)</b> except for the New Line)                    | Unanimous |
| 22-88-08                              | Financing agreement to create <b>4 cycle paths</b> with the City of Paris-THIRD CALL FOR PROJECTS/ACTIVE MOBILITY FUND   | Unanimous |

**Register of the deliberations adopted by the Executive Board at its 89<sup>th</sup> meeting on 15 June 2022**

| Deliberation no.                      | Subject   | Vote      |
|---------------------------------------|---|-----------|
| 22-89-00                              | Approval of the <b>minutes</b> de la 88 <sup>th</sup> meeting of the Executive Board on 06 April 2022   | Unanimous |
| 22-89-01                              | Adoption of <b>action plan no. 2</b> following the <b>audit by the CeGeFi</b> in 2021   | Unanimous |
| 22-89-19                              | Approval of <b>amending budget no.3</b> for the financial year 2022   | Unanimous |
| APPROVAL of AGREEMENTS and AMENDMENTS |   |           |
| 22-89-02                              | Financing agreement for the construction of <b>new generation buses</b> par by the “agglomeration community” (a type of French local governance) of <b>Cotentin (Relance)</b> | Unanimous |





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| 22-89-03 | Financing agreement for the construction of line 3 of the <b>high service level transport network “Evolity” by the Montbéliard Region (Relance)</b>  | Unanimous |
| 22-89-04 | Financing agreement to extend <b>Tram line A</b> as far as <b>Bordeaux-Mérignac airport (Relance)</b>  | Unanimous |
| 22-89-05 | Financing agreement for the multimodal interchange hub of <b>Monstatruc (Relance)</b>  | Unanimous |
| 22-89-06 | Financing agreement for the <b>multimodal interchange hub</b> of <b>Saint-Vit (Relance)</b>  | Unanimous |
| 22-89-07 | Financing agreement for the <b>multimodal interchange hub</b> of <b>Quimper (Relance)</b>  | Unanimous |
| 22-89-08 | Financing agreement for the <b>high service level bus service</b> in <b>Chartres</b> – first tranche   | Unanimous |
| 22-89-09 | Financing agreement for the <b>multimodal information</b> and <b>urban walking</b> project, replacement of pedestrian signage and of the public transport network in <b>Lille</b>  | Unanimous |
| 22-89-10 | Financing agreement for the activities of the industrial programme for <b>night trains (TET)</b> : supplement on phase 1   | Unanimous |
| 22-89-11 | Financing agreement for the <b>additional analyses</b> and <b>procedures</b> to be begun prior to the commencement of the Detailed <b>Draft Proposal</b> for <b>phase 1</b> of the <b>New Montpellier Perpignan Line (LNMP) project</b>  | Unanimous |
| 22-89-12 | Financing agreement for <b>land acquisitions</b> on the route of the <b>New Montpellier Perpignan Line (LNMP)</b>  | Unanimous |
| 22-89-13 | Financing agreement for the transactional compensation owing to the <b>Sanef</b> Group under the transactional agreements on the consequences of the construction and commissioning of a link road between <b>the Bailly-Romainvilliers interchange</b> and the RD96   | Unanimous |
| 22-89-14 | Financing agreement for the development of the <b>Eurovélo</b> 5 cycle path between <b>Loos-en-Gohelle</b> and Wingles on the section between Loos-en-Gohelle/Pont-à-Vendin with the ‘agglomeration community’ of <b>Lens-Lievin</b>   | Unanimous |
| 22-89-15 | Financing agreement for the development of a green lane known as “ <b>La Seine à Vélo</b> ” ( <b>The Seine by Bicycle</b> ) between <b>Vernon</b> and <b>Port-Mort</b><br>With the Departmental Council of the Eure  | Unanimous |
| 22-89-16 | Financing agreement for the <b>Maconnex-Divonnee pedestrian-cycle</b> link project with the ‘agglomeration community’ of Gex   | Unanimous |
| 22-89-17 | Financing agreement for the project linking the departmental <b>cycle network</b> of the <b>Puy-de-Dôme</b> (Mursur-Allier) to the <b>Clermont Auvergne Métropole</b> (Lempdes) cycle network and the cycle link project between the municipalities of <b>Joze</b> and <b>Maringues</b> with the Regional Council of the Puy-de-Dôme | Unanimous |



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| 22-89-18 | Financing agreement for the creation of two sections of <b>green lane</b> formalising the <b>active mobility</b> entrances to the urban area of <b>Cadurcienne</b> (3 projects) with the Joint Association for green lanes of the department of the Lot | Unanimous |
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**Register of the deliberations adopted by the Executive Board at its 90<sup>th</sup> meeting on 03 August 2022**

| Deliberation no. | Subject   | Vote      |
|------------------|---|-----------|
| 22-90-01         | Adoption of the <b>proposal</b> of the Executive Board with a view to the of a <b>appointment</b> of a <b>new Chair</b> : Mr Jean CASTEX, the former Prime Minister | Unanimous |

**Register of the deliberations adopted by the Executive Board at its 91<sup>th</sup> meeting on 07 September 2022**

| Deliberation no.                             | Subject  | Vote      |
|--|--|-----------|
| 22-91-00                                     | Approval of the <b>minutes</b> of the 89 <sup>th</sup> and 90 <sup>th</sup> meetings of the Executive Board on 16/06/2022 and 03/08/2022   | Unanimous |
| 22-91-01                                     | Approval of <b>amendment no. 2</b> to the partnership agreement with the Ministry of Ecological Transition and Territorial Cohesion  | Unanimous |
| 22-91-02                                     | <i>Not proceeded with</i>  |           |
| 22-91-03                                     | Approval of the <b>termination</b> of obsolete agreements and amendments   | Unanimous |
| <b>APPROVAL of AGREEMENTS and AMENDMENTS</b> |  |           |
| 22-91-04                                     | Financing agreement for the <b>installation of solar panel powered shelters</b> in 8 railway stations, 7 of them in Occitanie and 1 in Nouvelle Aquitaine (Relance recovery plan)                              | Unanimous |
| 22-91-05                                     | Financing agreement no. IV to <b>install screens and signage</b> in 22 stations of the Paris- Briançon, Paris-Nice, Paris-Toulouse, Paris-Tarbes-Lourdes and Paris-Cerbère (Relance recovery plan) night lines | Unanimous |
| 22-91-06                                     | Amendments no. 1 to the financing agreement for the <b>industrial programme work</b> required to reintroduce night trains (Relance recovery plan)  | Unanimous |
| 22-91-07                                     | Financing agreement for the <b>delivery of the INSPIRE high service level bus route project (BHNS) lines B and C</b> by the Joint Association  | Unanimous |



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|          | for public transport of the Clermont-Ferrand urban area (Relance recovery plan)   |           |
| 22-91-08 | Financing agreement for the construction of the Beaucaire <b>multimodal interchange hub</b> by the municipality of Beaucaire (Relance recovery plan)  | Unanimous |
| 22-91-09 | Financing agreement for the construction of the Vergèze-Codognan <b>multimodal interchange hub</b> by the federation of municipalities of Rhône-Vistre-Vidourle (Relance recovery plan)   | Unanimous |
| 22-91-10 | Financing agreement for the construction of the <b>dedicated public transport lane</b> of the RN2 at Sainte-Marie by the Réunion region (Relance recovery plan)   | Unanimous |
| 22-91-11 | Financing agreement for the construction of the Aimé Césaire <b>multimodal interchange hub</b> by the 'agglomeration community' of the West Coast region (Relance recovery plan)  | Unanimous |
| 22-91-12 | Financing agreement for the delivery of the Sytral mobility <b>bus corridor</b> project (Relance recovery plan)   | Unanimous |
| 22-91-13 | Financing agreement for the construction of the Etang Z'abricots <b>sea jetty</b> by the 'agglomeration community' of central Martinique (Relance recovery plan)  | Unanimous |
| 22-91-14 | Financing agreement for the construction of the Vauvert <b>multimodal interchange hub</b> by the municipality of Vauvert (Relance recovery plan)  | Unanimous |
| 22-91-15 | Financing agreement for the delivery of the <b>T5 bus route</b> project by the city of Rouen, Normandy (Relance recovery plan)  | Unanimous |
| 22-91-16 | Financing agreement for the construction of the <b>extension of tram line F</b> westward from the city of Strasbourg by the Strasbourg Eurometropolis (Relance recovery plan)   | Unanimous |
| 22-91-17 | Financing agreement for the delivery of the <b>extension of high service level bus route G</b> towards Danube by the Strasbourg Eurometropolis (Relance recovery plan)  | Unanimous |
| 22-91-18 | Financing agreement for the construction of the Mundolsheim <b>multimodal interchange hub</b> by the Strasbourg Eurometropolis (Relance recovery plan)  | Unanimous |
| 22-91-19 | Financing agreement for the construction of the Vendenheim multimodal <b>interchange hub</b> by the Strasbourg Eurometropolis (Relance recovery plan)   | Unanimous |
| 22-91-20 | Amendment no. 1 to the financing agreement for the construction of Toulouse's <b>third metro line</b> by Tisséo collectivités (Relance recovery plan)   | Unanimous |
| 22-91-21 | <i>Not proceeded with</i>   |           |
| 22-91-22 | <i>Not proceeded with</i>   |           |
| 22-91-23 | Amendment no.2 to the financing agreement of 27 October 2020, for 2020, for <b>development of the Matabiau railway station</b> and <b>rail developments</b> to the north of Toulouse ( <b>GPSO</b> - the flagship South-West Rail Project, except for the new line) | Unanimous |



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| 22-91-24 | Amendment no. 2 concerning compatibility activities to the financing agreement for <b>powered cars for 'levelling up' trains</b> for the Paris-Clermont-Ferrand and Paris-Limoges-Toulouse lines | Unanimous |
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**Register of the deliberations adopted by the Executive Board at its 92<sup>th</sup> meeting on 19 October 2022**

| Deliberation no.                             | Subject  | Vote      |
|--|--|-----------|
| 22-92-00                                     | Approval of the <b>minutes</b> of the 91 <sup>st</sup> meeting of the Executive Board on 07/09/2022  | Unanimous |
| 22-92-01                                     | Approval of <b>amending budget no.4</b> for the financial year 2022  | Unanimous |
| <b>APPROVAL of AGREEMENTS and AMENDMENTS</b> |  |           |
| 22-92-02                                     | Financing agreement for the construction of the Bouscat Sainte Germaine <b>multimodal interchange hub</b> by the city of Bordeaux (Relance recovery plan)                        | Unanimous |
| 22-92-03                                     | Financing agreement for the development of the <b>chronobus network</b> by the Joint Association for mobility of the Grenoble region (Relance recovery plan)                     | Unanimous |
| 22-92-04                                     | Financing agreement for the construction of the Gyptry <b>multimodal interchange hub</b> by the municipality of Haute Bretagne (Relance recovery plan)                           | Unanimous |
| 22-92-05                                     | Financing agreement for the construction of the Fort de Mons <b>multimodal interchange hub</b> by the City of Lille (Relance recovery plan)                                      | Unanimous |
| 22-92-06                                     | Financing agreement for the delivery of the <b>Extension high-frequency BHNS METTIS A bus service</b> to the Robert Schuman hospital by the City of Metz (Relance recovery plan) | Unanimous |
| 22-92-07                                     | Financing agreement for the construction of the <b>high-frequency BHNS METTIS C bus service</b> by the City of Metz (Relance recovery plan)                                      | Unanimous |
| 22-92-08                                     | Financing agreement for the construction of the Babinière <b>tram technical and operational centre</b> by the City of Nantes (Relance recovery plan)                             | Unanimous |
| 22-92-09                                     | Financing agreement for the construction of the Pontorson <b>multimodal</b> interchange hub by the municipality of Pontorson (Relance recovery plan)                             | Unanimous |
| 22-92-10                                     | Financing agreement for the delivery of the <b>'Linéo 12' Borderouge – Rangueil service</b> in Toulouse by Tisséo Collectivités (Relance recovery plan)                          | Unanimous |
| 22-92-11                                     | Amendment no. 1 to the financing agreement of 26 October 2021 for <b>secure railway station cycle parking</b> , for 2021, as part of the France Relance recovery plan            | Unanimous |
| 22-92-12                                     | Subrogation agreement for payment of the <b>compensation payment</b> to the Department of the Tarn for the   | Unanimous |



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|          | decommissioning of the RN 112, RN126 and RN 2112 as part of the Toulouse-Castres motorway scheme,   |           |
| 22-92-13 | Amendment no. 1 to the financing agreement of 31 January 2022, for the financial year 2022, for <b>maintenance, repair, replacement, safety, and traffic management</b> measures on the road network                                  | Unanimous |
| 22-92-14 | <b>New railway station</b> of Nîmes-Manduel – Amendment no. 1 to the financing and construction agreement   | Unanimous |
| 22-92-15 | Financing agreement for a <b>second tranche</b> (analysis and land components) of the Detailed Draft Proposal For the <b>new Bordeaux-Toulouse and Bordeaux-Dax lines</b>   | Unanimous |
| 22-92-16 | Financing agreement for the <b>Preliminary Studies – Post DUP</b> for the <b>new stations</b> on the new Bordeaux –Toulouse and Bordeaux–Dax lines  | Unanimous |
| 22-92-17 | Advance financing agreement for the <b>upstream studies</b> for the modification of the fixed electrical traction installations required for the use of new <b>TET</b> rolling stock on la ‘Transversale Sud’ Bordeaux-Marseille line | Unanimous |
| 22-92-18 | Financing agreement for the <b>fixed installations</b> of the ‘levelling up’ trains   | Unanimous |
| 22-92-19 | Financing agreement <b>for an initial phase of industrial programme activities</b> on the Cora Aro (Corail train) rolling stock on the Paris-Clermont-Ferrand and Paris-Limoges-Toulouse lines  | Unanimous |
| 22-92-20 | Amendment no. 2 to the financing agreement for <b>activities to sustain freight feeder lines</b> scheduled in 2019 as part of the National Commitment to Rail Freight   | Unanimous |
| 22-92-21 | Amendment no. 2 to the support fund agreement for various activities promoting the <b>development of intermodal freight transport</b>   | Unanimous |
| 22-92-22 | Financing agreement for the <b>high-frequency bus service</b> project between Bordeaux - Saint-Jean and Saint-Aubin-de-Médoc  | Unanimous |

**Register of the deliberations adopted by the Executive Board at its 93<sup>th</sup> meeting on 14 December 2022**

| Deliberation no. | Subject  | Vote      |
|------------------|--|-----------|
| 22-93-00         | Approval of the <b>minutes</b> of the 92 <sup>nd</sup> meeting of the Executive Board on 19/10/2022  | Unanimous |
| 22-93-01         | Adoption of the <b>proposal</b> of the Executive Board with a view to the appointment of a <b>new Chair: Mr Patrice VERGRIETE</b> , Mayor of Dunkirk | Unanimous |



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| 22-93-02                                     | Adoption of the <b>provisional timetable</b> for the meetings of the Executive Board in <b>2023</b>   | Unanimous |
| 22-93-03                                     | Adoption of <b>action plan no. 3</b> following the audit by the Contrôle général des finances in 2021   | Unanimous |
| 22-93-04                                     | Approval of <b>amendment no. 3</b> to the <b>partnership agreement</b> with the <b>Ministry</b> of Ecological Transition and Territorial Cohesion and the <b>archive plan</b>   | Unanimous |
| 22-93-05                                     | Adoption of the <b>initial budget</b> for the financial year 2023   | Unanimous |
| <b>APPROVAL of AGREEMENTS and AMENDMENTS</b> |   |           |
| 22-93-06                                     | Financing agreement, for the financial year 2023, for the <b>development</b> of the <b>national road network</b>  | Unanimous |
| 22-93-07                                     | Financing agreement, for the financial year 2023, of maintenance, repair, replacement, <b>safety</b> and <b>traffic management</b> measures on <b>the national road network</b>   | Unanimous |
| 22-93-08                                     | Financing agreement, for the financial year 2023, of programmes and activities pertaining to <b>rail, inland waterway and maritime transport, and public transport</b>  | Unanimous |
| 22-93-09                                     | Financing agreements, for 2023, of the priority development programme of the Central European Atlantic Route in Saône-et-Loire ( <b>RCEA</b> )  | Unanimous |
| 22-93-10                                     | Financing agreement, for 2023, of the <b>alternative</b> activities programme to the <b>A45</b> motorway project between Lyon and Saint-Etienne   | Unanimous |
| 22-93-11                                     | 2023 financing agreement on the studies preceding the second tranche of the New Coast Road on the island of Réunion ( <b>NRLR</b> )   | Unanimous |
| 22-93-12                                     | Amendment no. 2 to the 2012 financing agreement for the studies and work associated with the New Coast Road on the island of Réunion ( <b>NRLR</b> )  | Unanimous |
| 22-93-13                                     | Amendment no. 5 to the agreement of 4 May 2018 on the carrying out and financing of the <b>final work</b> on construction of the engineering structures of the common Franco-Italian part of the new Lyon-Turin rail link ( <b>TELT</b> ) | Unanimous |
| 22-93-14                                     | Financing agreement for the work on the project to convert the Oise to the European gauge (MAGEO) between Creil and Compiègne   | Unanimous |
| 22-93-15                                     | Financing agreement, for 2023, for the <b>Active mobility fund</b> as part of the <b>4<sup>th</sup> call for projects</b>   | Unanimous |
| 22-93-16                                     | Financing agreement for the 'Plan-de-Campagne' <b>multimodal interchange hub</b> implemented by the City of <b>Aix-Marseille-Provence</b>   | Unanimous |
| 22-93-17                                     | Financing agreement by the State for the East-West extensions of the <b>ZENIBUS</b> project (high-frequency bus and coach service) implemented by the <b>City of Aix-Marseille-Provence</b>   | Unanimous |



|          |   |           |
|----------|---|-----------|
| 22-93-18 | Financing agreement for the <b>high-frequency B4 Gèze – La Fourragère bus service</b> implemented by the of <b>City of Aix-Marseille-Provence</b>                             | Unanimous |
| 22-93-19 | Financing agreement for the <b>chronobus</b> service project of the “Marseille en Grand” plan implemented by the <b>City of Aix-Marseille-Provence</b>                        | Unanimous |
| 22-93-20 | Financing agreement for the <b>Néomma</b> new Marseille metro project implemented by the <b>City of Aix-Marseille-Provence</b>  | Unanimous |
| 22-93-21 | Financing agreement for the North and South extensions of the <b>T3 line</b> of the Marseille tram network – phase 1 implemented by the <b>City of Aix-Marseille-Provence</b> | Unanimous |
| 22-93-22 | Financing agreement for the <b>Valtram</b> project implemented by the <b>City of Aix-Marseille-Provence</b>   | Unanimous |









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