TGV ATLANTIQUE 2017
TWO NEW HIGH-SPEED RAIL LINES
BRINGING REGIONS CLOSER
A CHALLENGE—
AND A NEW SOLUTION
Plans for new high-speed rail infrastructure first emerged in the early 1990s. But it was not until 2007 and the Grenelle Environment Forum that the French State gave the green light for four new lines.

Two of these—LGV Sud-Europe-Atlantique (SEA) and LGV Bretagne-Pays de la Loire (BPL)—were to be built simultaneously.

To meet this outsized challenge, SNCF Réseau turned to public-private partnerships—the first of their kind for building high-speed rail infrastructure on this scale in France.
Faster trains, shorter journey times: The new lines offer optimized travel for every type of passenger—commuters, holidaymakers, business travellers and tourists—and make many destinations even more accessible.

More trains, better connections: The new high-speed lines deliver smoother, more convenient rail service throughout Western France: on 2 July 2017, new timetables will come into effect for all TGV and TER regional trains serving destinations along the Atlantic seaboard.

Closer regions with more appeal: By cutting journey times, high-speed rail will boost regional tourism and economic vitality, make the Atlantic regions more competitive and raise their profile—in France and around the world.

New urban mobility options: Rennes and Bordeaux stations will become multimodal hubs, revitalizing both of these city centres and introducing new travel options.

Kinder to the planet: The new TGVs will free up capacity on conventional lines, making room for other traffic—passenger and freight.
A BETTER JOURNEY
Today’s SNCF has pledged to win back customers’ hearts, and the new Océane trains operating on the SEA and BPL high-speed rail lines keep that promise. They embody SNCF’s ambition by delivering a travel experience like no other—effortless, comfortable and connected, with the highest standards of customer service.

SNCF is reinventing the way people travel, with new boarding systems, iDCAB taxis and chauffeured cars to and from the station, fares to suit every budget, and on-board WiFi.

Once aboard, customers can get down to work or simply kick back and relax, with attentive staff on hand every step of the way.

The remodelled trains—featuring functional, inviting spaces—will carry passengers from A to B faster than ever and give them more time to themselves.

With inOUI, SNCF is raising the bar for service—affordable and user-friendly, digital technologies, new and renovated trains, and that all-important attention to detail.

The inOUI service, set for launch on TGV Océane trains on 2 July, epitomizes SNCF’s promise: an effortless, comfortable, connected travel experience.
CONNECTED TRAVEL

From 2 July, passengers travelling on the SEA high-speed line linking Paris to Bordeaux will enjoy free on-board 4G WiFi. The service will launch on TGV BPL routes between Paris and Brittany at the end of 2017.

SNCF introduced this technology—called TGV Connect—on trains between Paris and Lyon on 15 December 2016. It has been a runaway success, with around 4,000 people logging in each day and over 400,000 users since its launch.

TGV Connect marks a new era of connected high-speed travel, allowing customers to choose exactly how they want to spend their time on board.

PUTTING CUSTOMERS FRONT AND CENTRE

SNCF’s new boarding system—currently in operation at Paris-Montparnasse, Rennes, Nantes, Bordeaux and Toulouse stations—will be rolled out across the network by 2018.

The platform-side ticket barriers are designed to deliver a more effortless travel experience for customers. Other benefits: train managers will have extra time to serve passengers and attend to their every need.
NEW GRAND VOYAGEUR LOUNGE

The revamped 300 square metre lounge, situated in the main concourse, reopened to Grand Voyageur Plus and Club members in early June this year.

Boasting around 100 seats, mood lighting and oak flooring, it’s the perfect place to work, unwind and enjoy a host of services and facilities—refreshments, print and online news titles, a digital bar with five tablet PCs, universal charging points and WiFi internet.

SPACIOUS NEW SALES OFFICE

The all-new sales office at Paris-Montparnasse station has everything customers could possibly need—an impressive 700 square metres of space, special areas for business travellers and same-day tickets, an information desk, self-service machines and plenty of counters.

PARIS-MONTPARNASSE— TAKING COMFORT AND CONVENIENCE TO THE NEXT LEVEL
MORE SPEED, MORE CHOICE—
AND MORE UNBEATABLE FARES

SNCF has introduced two pioneering options to serve all of its customers’ aspirations:

- **OUIGO** basic high-speed rail service at low-cost fares
  OUIGO exemplifies affordable travel—13 million people have used the service to date, and customer satisfaction stands at 90%.

- **inOUI**, the gold standard for travel
  inOUI raises the bar for service and attention to detail, bringing customers a truly unique, comfortable, personal and connected travel experience.

**OUIGO NOW SERVES NEW DESTINATIONS**

From 2 July 2017, OUIGO fares—€5 for children and starting at €10 for adults—will be available on trains to five new destinations, including Bordeaux and Strasbourg, on top of the 14 towns and cities already served.

SNCF’s popular and commercial success story continues to go from strength to strength.

**FARES TO SUIT EVERYONE**

SNCF has introduced a wide range of low-cost options—advance and last-minute Prem’s fares, railcards for students and large families, commuter railcards, season tickets and more—to suit all aspirations and budgets.
DOOR-TO-DOOR CONVENIENCE WITH iDCAB

With iDCAB, getting to and from the station is easy. Simple online booking lets customers reserve a taxi or chauffeured car to pick them up from home or take them to their final destination. Pricing is fixed and provided upfront, so passengers know exactly what their fare will be.

iDCAB symbolizes SNCF’s pledge to deliver an effortless travel experience.

PLACE YOUR FOOD & BEVERAGE ORDER ONLINE

SNCF’s online ordering service gives passengers even more comfort and time for themselves.

To order, they use the SNCF app or visit lebartgv.sncf.com from a PC, tablet or smartphone, selecting and paying for their food and beverages online. There’s no minimum, and travellers can collect their order from the bar without waiting. In some trains it can even be delivered to their seat.

This service covers the entire menu, and any ticket-holder can place an order up to three days before departure or once on board.
HIGH-SPEED RAIL IN BRITTANY & PAYS DE LA LOIRE
TRAVEL FASTER IN BRITTANY AND PAYS DE LA LOIRE WITH TGV AND OUIGO

PARIS - RENNES
1 h 25 min
20 TRAINS PER DAY
SAVES 39min

PARIS - BREST
3 h 25 min
10 TRAINS PER DAY
SAVES 44min

PARIS - QUIMPER
3 h 31 min
SAVES 45min

PARIS - SAINT-MALO
2 h 14 min
SAVES 40min

PARIS - SAINT-BRIEUC
2 h 13 min
SAVES 42min

PARIS - LORIENT
2 h 56 min
SAVES 43min

SAVES
PARIS - ROISSY CDG
8min

SAVES
PARIS - NANTES
22min

SAVES
PARIS - RENNES
27min

SAVES
NANTES 
22min

SAVES
STRASBOURG
40min

SAVES
STRASBOURG
40min

SAVES
RENNES
8min

SAVES
ROISSY CDG
40min
The SNCF’s new high-speed line linking Le Mans and Rennes will bring all of Brittany and Pays de la Loire closer.

The new TGVs will benefit the entire region thanks to a unique infrastructure design that allows high-speed trainsets to share some segments of the network with conventional TER regional trains.
The interior design of TGV Bretagne-Pays de la Loire trains was commissioned from fashion designer Christian Lacroix, and the entire fleet will be renovated by the end of 2017.

And with 4G WiFi available along the whole route by the end of 2017*, passengers now have even more time to themselves during their journey.

* Varies according to train category.
AFFORDABLE TRAVEL FOR EVERYONE WITH TGV BRETAGNE-PAYS DE LA LOIRE AND OUIGO

On the new SEA and BPL high-speed lines, customers can choose from a range of fare options—first or second class, Prem’s and OUIGO.

Starting 2 July, SNCF’s Paris-Rennes service will offer 30,000 seats a day.

And there’s something for people who can’t book their journey in advance, too—ultra-competitive fares, available right up to the last minute, on less crowded trains serving destinations all along France’s Atlantic Coast.

<table>
<thead>
<tr>
<th>ADULTS</th>
<th>CHILDREN</th>
</tr>
</thead>
<tbody>
<tr>
<td>PARIS - RENNES</td>
<td>PARIS - NANTES</td>
</tr>
<tr>
<td>PARIS - NANTES</td>
<td>PARIS - NANTES</td>
</tr>
<tr>
<td>€10</td>
<td>€20</td>
</tr>
<tr>
<td>€5</td>
<td>base price</td>
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</table>

* Tax-inclusive price per person (minimum). Applies to one-way second-class fares to select destinations in Brittany, Pays de la Loire, Nouvelle-Aquitaine and Occitanie on TGV services (excluding OUIGO), on select days and on select non-connecting trains. Subject to availability of seats at the featured fare. Tickets may not be exchanged or refunded. This offer cannot be combined with any other special deal or SNCF fare discount (excluding SNCF railcards and Tribu group discounts). For tickets and information, visit any SNCF station, sales office or authorized travel agency, go to voyages-sncf.com, or call 3635 (inside France) or +33 92 35 35 35 (outside France). Electronic payment is required for telephone and online purchases.
In 2011, SNCF Réseau signed a 25-year public-private partnership contract with Eiffage Rail Express (ERE), a subsidiary of Eiffage, in a move designed to spread risk across the public and private sectors. This contract covers development, construction, operation, upkeep, maintenance and replacement work. ERE is also shouldering 80% of the project’s total cost.

Meanwhile, SNCF Réseau has designed and installed eight junctions connecting the new high-speed line to the conventional network, as well as two state-of-the-art control rooms.

SNCF Réseau is also running the line’s commercial operations, managing traffic and tracking the partnership’s performance.

In July 2017, SNCF Réseau will begin making payments to ERE to cover the developer’s upfront investment as well as the maintenance and track replacement services agreed in the contract.

NEW LE MANS-RENNES HIGH-SPEED LINE (MANAGED BY ERE)

€2.8 bn

ADDITIONAL WORK (STATIONS, SIGNALS, TRACK, ETC.)

SNCF Réseau

€600 m

European Union

€600 m

French State (AFITF)

€995 m

Local authorities*

€945 m

SNCF Réseau

€800 m

TOTAL BUDGET

€3.3 bn

• The total budget includes €36.3 million** for the Sablé-sur-Sarthe rail chord.
• SNCF’s total investment in the project comes to €1.4 bn.

In July 2017, SNCF Réseau will begin making payments to ERE to cover the developer’s upfront investment as well as the maintenance and track replacement services agreed in the contract.

** Local authorities: €19.965 m (Pays de la Loire Region €9.075 m, Brittany Region €3.63 m, Angers Loire Métropole €3.63 m, Département of Mayenne €1.815 m, Laval Agglomération €1.815 m), French State (AFITF) €8.335 m, and SNCF Réseau €8 m.

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NEW CHORD BRINGS HARMONY TO REGION

The Sablé-sur-Sarthe rail chord—a 4 km section of track allowing conventional TER trainsets to share the LGV BPL high-speed line—is the first of its kind in France. In addition to saving time on journeys to and from Paris, the new line will improve regional service, with TER trains carrying passengers both ways between Rennes and Nantes, stopping at Vitré, Laval, Sablé-sur-Sarthe, Ancenis and Angers. On the high-speed segment between Sablé-sur-Sarthe and Laval, TER trains will run at 200 km/h, cutting travel time to some destinations by up to 45 minutes.
OCÉANE
HIGH-SPEED TRAINS
TRAVEL FASTER WITH OCEANE AND OUIGO HIGH-SPEED RAIL

PARIS - BORDEAUX
2 h 4 min
27 TRAINS PER DAY
SAVE 1h10m

PARIS - TOULOUSE
4 h 8 min
6 TRAINS PER DAY
SAVE 1h19m

PARIS - POITIERS
1 h 18 min
16 TRAINS PER DAY
SAVES 18min

PARIS - PAU
4 h 9 min
SAVE 1h11m

PARIS - ANGOULÊME
1 h 43 min
SAVES 35min

PARIS - LA ROCHELLE
3 h 26 min
SAVES 39min

PARIS - DAX
3 h 20 min
SAVE 1h10m

PARIS - BAYONNE
3 h 53 min
SAVE 1h11m

PARIS - Toulouse
4 h 8 min
6 TRAINS PER DAY
SAVE 1h19m

PARIS - POITIERS
1 h 18 min
16 TRAINS PER DAY
SAVES 18min

PARIS - PAU
4 h 9 min
SAVE 1h11m

PARIS - ANGOULÊME
1 h 43 min
SAVES 35min

PARIS - LA ROCHELLE
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SAVES 39min

PARIS - DAX
3 h 20 min
SAVE 1h10m

PARIS - BAYONNE
3 h 53 min
SAVE 1h11m

BORDEAUX LILLE
SAVE 36min

BORDEAUX STRASBOURG
SAVE 45min

BORDEAUX ROISSY CDG
SAVE 1h09m
The new high-speed service to Bordeaux will bring the whole of Western France closer—great news for families, students and business travellers alike.

It will also boost regional tourism, especially for short stays and business travel.

The new Paris-Bordeaux line is central to one of SNCF’s greatest ambitions—to enable more and more travellers to enjoy the benefits of high-speed rail and create a preference for rail over planes and cars.
SNCF’s new Océane high-speed trainsets are designed with customers in mind, including natural materials, lamps by celebrated French designer Ionna Vautrin, on-board WiFi, revamped lighting and priority seating for passengers with limited mobility.

TGV offers customers the ideal travel experience—a comfortable space that is more inviting than ever, and lightning-quick travel at 320 km/h.

Fifteen Océane trainsets will begin operating on 2 July 2017, and a total of 55 will be in service by 2021.
AFFORDABLE TRAVEL FOR EVERYONE WITH OCEANE AND OUIGO HIGH-SPEED RAIL

SNCF has a fare for everyone: TGV 1st and 2nd class, Prem’s and OUIGO.

From 2 July, the new Paris-Bordeaux service will offer 35,000 seats a day—five times the capacity of air travel.

And there’s something for people who can’t book their journey in advance, too—ultra-competitive fares, available right up to the last minute, on less crowded trains for destinations across western France.

<table>
<thead>
<tr>
<th>Route</th>
<th>1st Class Price</th>
<th>2nd Class Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paris - Bordeaux</td>
<td>&quot;Affordable Price&quot;</td>
<td>€25</td>
</tr>
<tr>
<td>Paris - Toulouse</td>
<td>&quot;Affordable Price&quot;</td>
<td>€40</td>
</tr>
<tr>
<td>Paris - Côte Basque</td>
<td>&quot;Affordable Price&quot;</td>
<td>€49</td>
</tr>
<tr>
<td>Paris - La Rochelle</td>
<td>&quot;Affordable Price&quot;</td>
<td>€40</td>
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* Tax-inclusive price per person (minimum). Applies to one-way second-class fares to select destinations in Brittany, Pays de la Loire, Nouvelle-Aquitaine and Occitaine on TGV services (excluding OUIGO), on select days and on select non-connecting trains. Subject to availability of seats at the featured fare.

Tickets may not be exchanged or refunded. This offer cannot be combined with any other special deal or SNCF fare discount (excluding SNCF railcards and Tribu group discounts). For tickets and information, visit any SNCF station, sales office or authorized travel agency, go to voyages-sncf.com, or call 3635 (inside France) or +33 92 35 35 35 (outside France). Electronic payment is required for telephone and online purchases.
SNCF RÉSEAU’S CONCESSION CONTRACT WITH LISEA

SNCF Réseau has signed a 50-year concession contract with LISEA—a subsidiary headed by Vinci and Caisse des Dépôts—that includes six years for design and construction.

In a concession arrangement, all opportunities and risks rest with the private developer, which shoulders the burden if service frequency falls short of expectations.

Under the contract, LISEA is responsible for building, maintaining and operating the line, replacing track, and funding infrastructure costs. It also handles commercial operations on the Tours-Bordeaux section—dealing with customers and selling train paths to rail operators, collecting a fee directly related to train circulation.

SNCF Réseau designed and installed the 10 junctions that link the new high-speed line to the conventional network, as well as two state-of-the-art control centres. It will also operate and maintain the junctions and control rooms, manage traffic on LISEA’s behalf, and ensure compliance with service quality objectives and principles throughout the life of the contract.

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* Regions: Aquitaine, Centre, Limousin, Midi-Pyrénées.
STATIONS RAMP UP FOR HIGH-SPEED RAIL
The new high-speed lines required changes to existing stations and have also reshaped the towns, cities and regions they serve.

To meet the challenge, SNCF Gares & Connexions commissioned sweeping overhauls of many stations, creating true mobility hubs are revitalizing surrounding towns and neighbourhoods.
With passenger numbers set to double by 2020, SNCF is transforming Rennes rail station into a multimodal hub—and a gateway to modern Brittany.

The new-look station is a core feature of the city’s EuroRennes urban renewal programme. Designed for sustainability, it will revitalize central Rennes and improve links between the city’s central and southern neighbourhoods.

RENNES STATION—
A VIBRANT NEW HUB JUST 1 HOUR 25 MINUTES FROM PARIS

When the overhaul is complete in 2020, 20 million travellers a year will pass through Rennes station.

The station will take centre stage in the city’s new EuroRennes district, connecting the city centre to its southern suburbs.
Bordeaux Saint-Jean station has seen extensive upgrades to meet the challenge of high-speed rail service. The building was remodelled to enhance traveller comfort, and a new extension means it can now be accessed from the west.

Just two hours from Paris, the station is a core component of the Bordeaux-Euratlantique redevelopment programme, which is set to entirely reshape the city and its suburbs.

BORDEAUX STATION—A CATALYST FOR URBAN RENEWAL

Bordeaux Saint-Jean Hall 3, the station’s new entrance to the west (Belcier quarter).

Remodelled Hall 1, with more comfortable facilities and new services.

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THE PEOPLE BEHIND THE PROJECT
"We want to inspire 4 million more people to travel with us every year. And we’re making a simple promise: faster travel for more people, more often."
Guillaume Pepy
SNCF Executive Board Chairman
Chairman & CEO, SNCF Mobilités

"High-speed rail is an exceptional opportunity for the whole of Brittany."
Emmanuel Couet
President, Rennes Métropole

"We called for provision of TGV service throughout Brittany, up to and including our region’s westernmost tip. […] Result: high-speed rail and modern mobility for all of Brittany."
Gérard Lahellec
VP Transport and Mobility, Brittany Regional Council

"Cutting travel time to just 2 hours 17 minutes from Paris is great news—and should boost passenger numbers even further."
Claude Renoult
President, Saint-Malo Agglomération

"Today it takes 3 hours 5 minutes to travel from Saint-Brieuc to Paris. The new line cuts that to 2 hours 15 minutes."
Alain Cadec
President, Côtes d’Armor Conseil Départemental

"The two lines are breathing new life into the regions they serve. And with connections between TGV and TER regional trains, towns and cities across western France will benefit from high-speed rail."
Patrick Jeantet
Deputy Chairman, SNCF Executive Board
Chairman & CEO, SNCF Réseau

"We opened the line earlier than planned thanks to the sterling work of all our partners at LISEA."
Hervé Le Caignec
Chairman, LISEA

"At Eiffage, we’re proud of what we’ve achieved on this major development project."
Marc Legrand
Chairman, Eiffage Rail Express

"Making Finistère easily accessible was critical to our region’s aims and aspirations, and this connection will help."
Nathalie Sarrabezolles
President, Finistère Conseil Départemental

"High-speed rail will bring new opportunities, and our new multimodal hub is part of this mobility drive."
Jean-Luc Chenut
President, Ile-et-Vilaine Conseil Départemental

"Everyone who lives here can look forward to much shorter journey times. It’s a milestone for Morbihan residents."
François Goulard
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Jean-Luc Chenut
President, Ile-et-Vilaine Conseil Départemental

"This new high-speed rail line will boost tourism exponentially. And business leaders throughout the region will be able to make return trips to Paris in a single day—that will change their lives."
Alain Rousset
President, Nouvelle Aquitaine Regional Council
MP, 7th district, Gironde

"Making Finistère easily accessible was critical to our region’s aims and aspirations, and this connection will help."
Nathalie Sarrabezolles
President, Finistère Conseil Départemental

"The new Sud-Europe-Atlantique line will lead to shifts in traffic flows, winning market share away from airlines in particular. But it will also add to Greater Bordeaux’s appeal for business, housing and tourism."
Alain Juppé
Former Prime Minister of France
Mayor of Bordeaux
President, Bordeaux Métropole

"High-speed rail will bring new opportunities, and our new multimodal hub is part of this mobility drive."
Jean-Luc Chenut
President, Ile-et-Vilaine Conseil Départemental

"We’re particularly pleased for Brittany—the new lines result from an on-going drive over many years, plus the unwavering commitment of all our partners."
Loïg Chesnais-Girard
President, Brittany Regional Council
President, Liffré-Cormier Communauté d’Agglomération
TIMELINE AND KEY FIGURES
BRETAGNE-PAYS DE LA LOIRE HIGH-SPEED RAIL LINE

**1994 - 1995**
Early discussions

**1996 - 2001**
Preliminary research

**26 OCTOBER 2007**
Declaration of Public Utility issued (by Conseil d’État decree)

**12 MAY 2011**
Declaration of Public Utility issued for the Sablé-sur-Sarthe rail chord (by prefectural order)

**13 JULY 2011**
Funding agreements signed for the high-speed line and the Sablé-sur-Sarthe rail chord

**1 AUGUST 2011**
Government issues decree authorizing the public-private partnership contract

**28 JULY 2011**
RFF and Eiffage Rail Express (ERE) sign a public-private partnership contract

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**2 JULY 2017**
Passenger services commence

**2012**
Work starts

**2015**
Tracks laid

**2016**
Work is complete and testing begins

**2016**
Declaration of Public Utility issued for the Sablé-sur-Sarthe rail chord (by prefectural order)

**1 AUGUST 2011**
Government issues decree authorizing the public-private partnership contract

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**28 JULY 2011**
RFF and Eiffage Rail Express (ERE) sign a public-private partnership contract

**32 km**
in total

**5,000**
People involved, including 750 SNCF Réseau staff

**8**
Connections and junctions

**3.3 bn**
Invested

**182 km**
Of new track

**8**
Connections and junctions

**32 km**
In total

**€3.3 bn**
Invested

**€1.432 bn**
SNCF Réseau

**€955 m**
French State (AFITF)

**€945 m**
Local authorities

**€110 m**
European Union (TEN-T)
TIMELINE AND KEY FIGURES
SUD-EUROPE-ATLANTIQUE HIGH-SPEED RAIL LINE

1 APRIL 1992
High-speed rail link master plan approved, including plans for a line between Saint-Pierre-des-Corps and Bordeaux ("LGV Aquitaine")

18 JULY 2006
Declaration of Public Utility issued for the Angoulême-Bordeaux section

10 JUNE 2009
Declaration of Public Utility issued for the Tours-Angoulême section

30 JUNE 2011
Concession contract with Vinci comes into force

30 JUNE 2011
First track section laid in Charente

24 NOVEMBER 2014
First trains run on the line in Ambarès-et-Lagrave

25 JULY 2016
High-speed tests begin on the SEA line (six months of testing across the line)

28 FEBRUARY 2017
President François Hollande officially opens the LGV SEA line

2 JULY 2017
Passenger services commence

302 km
OF NEW TRACK

10
CONNECTIONS AND JUNCTIONS
38 km in total

38 km in total

€9 bn
INVESTED IN THE CONCESSION SECTION

€2.2 bn
SNCF Réseau

€3.8 BN
LISEA

€3 bn
French State, local authorities and European Union

10,000
PEOPLE INVOLVED ALTOGETHER, INCLUDING
over 1,000
SNCF RÉSEAU STAFF