

# 2024

## GREEN FINANCING framework



Autorité Organisatrice  
des Mobilités de la Grande Agglomération Toulousaine

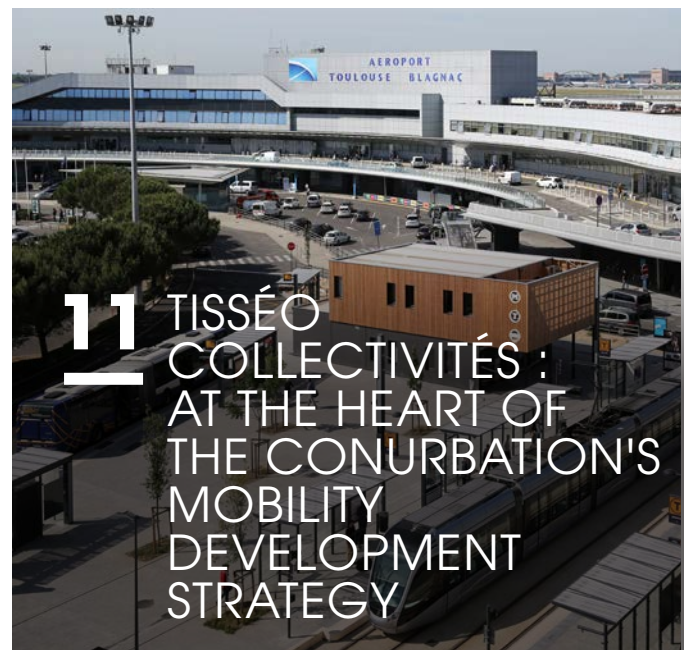


# TABLE OF CONTENTS

**5** INTRODUCTION

**6** GROUP  
PROFILE

**7** ENVIRONMENTAL  
ISSUES RAISED  
BY MOBILITY IN  
THE TOULOUSE  
CONURBATION



**15** GREEN FINANCING  
FRAMEWORK

**24** EXTERNAL REVIEW

**25** APPENDICES



# INTRODUCTION

**Tisséo Collectivités is the *Syndicat Mixte des Transports en Commun* (SMTC, or joint public transport authority) for the Toulouse metropolitan area. It is responsible for organising urban transport and for developing and implementing a public transport policy applicable across the Toulouse metropolitan area.**

The Toulouse metropolitan area is at the very heart of a “Euroregion” which has one of Europe’s fastest-growing populations and spans the metropolitan areas of Bordeaux, Toulouse and Montpellier in France along with Bilbao, Saragossa and Barcelona in Spain.

Within France itself, the metropolitan area forms part of the Occitania region which boasts France’s 4th-biggest population.

Such vibrant population growth has a direct impact on traffic conditions, which can make the metropolitan area less economically attractive and cause environmental harm in a region where the transport sector accounts for 38% of greenhouse gas emissions (GHG)<sup>1</sup>.

For travel behaviour to evolve and reduce the use of cars to reduce greenhouse gas emissions, Tisséo Collectivités has embarked on a very ambitious programme of operations, including the development of a third metro line (Line C), an Airport Express Line, a connection between Line C and Line B, and additional Linéo<sup>2</sup> bus services.

1 : “La consommation énergétique, Agence d’urbanisme et d’aménagement Toulouse aire métropolitaine”, May 2022.

2 : Linéo buses are optimised bus services, running frequently (every 6 to 10 minutes during peak hours and every 8 to 12 minutes during off-peak hours) and all day from 5am to approximately 12.30am.

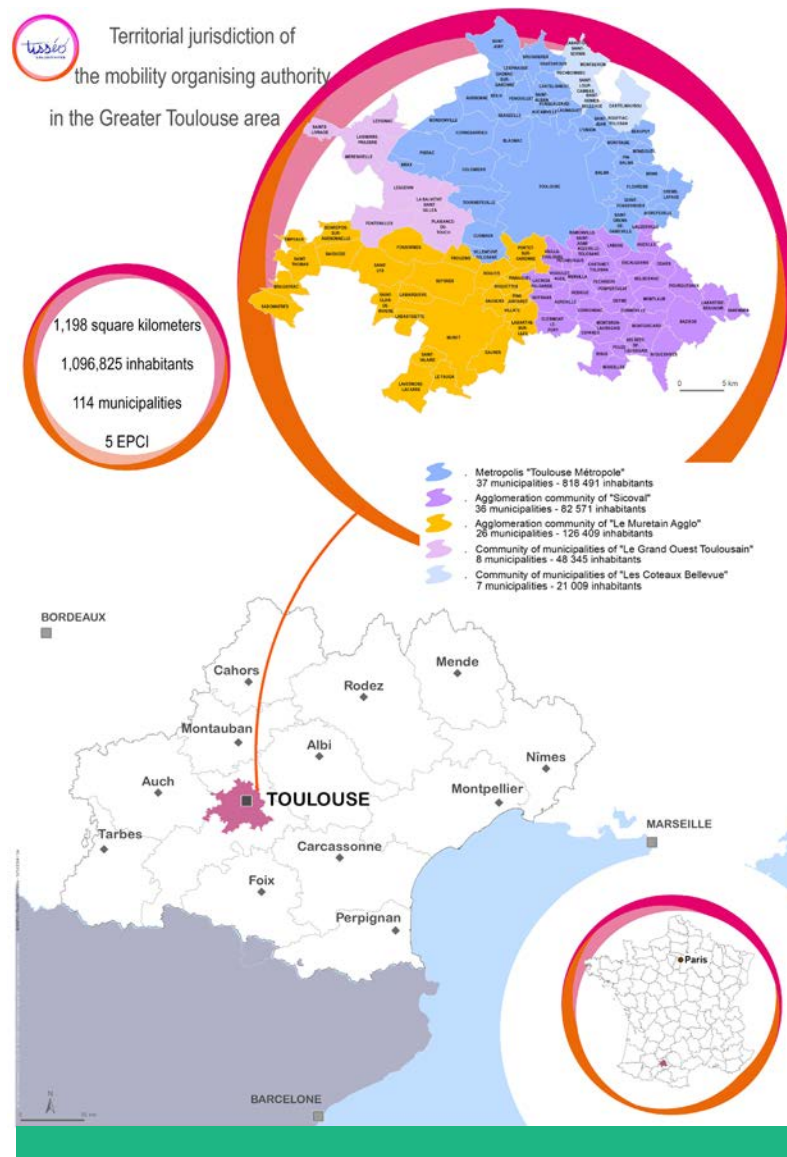


Figure 1 – Conurbation of Toulouse in France  
Source: Tisséo Collectivités, 2024

## Group profile: Tisséo Collectivités

Tisséo Collectivités was created by ministerial decree on 18 September 1972.

Initially comprising the department of Haute-Garonne, the city of Toulouse and an inter-municipal transport syndicate (SITPRT), in 2000 the SMTC incorporated the Greater Toulouse and SICOVAL conurbation communities. In 2023, the SITPRT was replaced by two communities of communes.

Since 2024, the members of SMTC Tisséo Collectivités have been :

- The 'Toulouse Métropole' metropolitan authority;
- The 'Communauté de Communes du Grand Ouest Toulousain';
- The Communauté de Communes des Coteaux de Bellevue ;
- The 'Muretain Agglo' Conurbation Community;
- The SICOVAL Agglomeration Community.

As the mobility organisation authority<sup>3</sup>, for the greater Toulouse area, **Tisséo Collectivités** is responsible for defining the **transport policy and for organising and financing its implementation across the territory**. Its main role is to **offer quality modes of transport** while promoting active (walking, cycling) and shared mobility (carpooling or car-sharing) in a constant effort to apply the principles of sustainable development. It must also ensure that all the elements associated with mobility in the metropolitan area operate properly (see figure 2).

<sup>3</sup> : An autorité organisatrice de la mobilité (AOM, or mobility organisation authority) is a public body that has the authority to organise forms of mobility located within its territorial remit.

### The 5 roles assigned to a mobility organisation authority

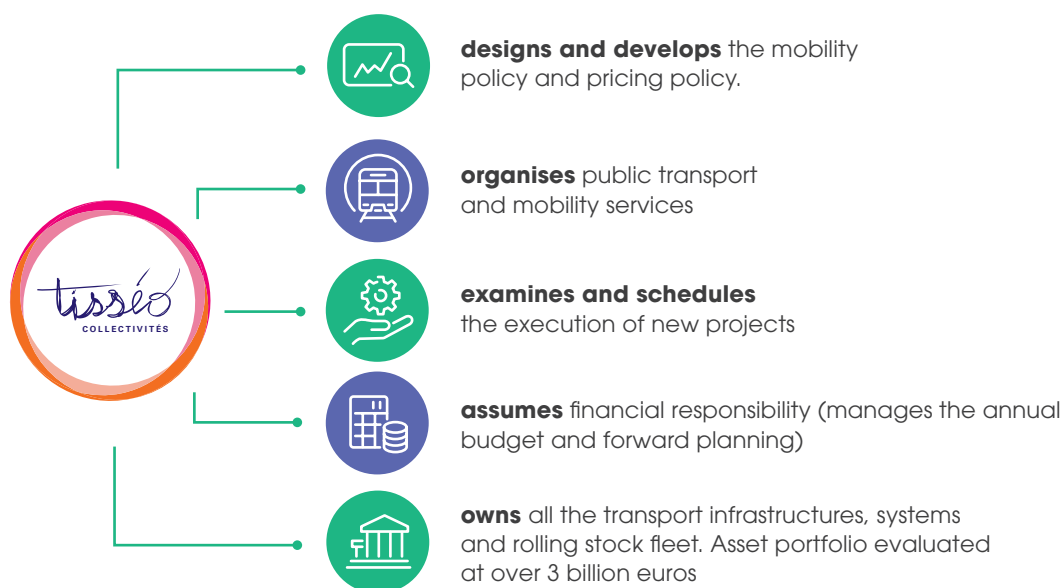


Figure 2 – The 5 roles assigned to a mobility organisation authority  
Source: Tisséo Collectivités

## Our organisation

Tisséo Collectivités entrusts certain assignments to its partners for the purposes of building transport infrastructure projects or delivering services of a high standard.

Tisséo Collectivités' activities are divided into three divisions that structure the operations of the Organisation Authority under the President and General Management:

- **The Mobility division** defines and coordinates the mobility strategy;
- **The Technical division** defines projects, invests funds, oversees construction sites and manages the asset portfolio;
- **The Resources division** provides support for compiling project paperwork, drawing up contracts and obtaining financing.

## Our partners



### STUDIES, CONSTRUCTION

**PROJECT OWNERSHIP DELEGATION**  
Executes new infrastructure projects.  
87 employees.



### OPERATION

**PUBLIC SERVICE CONTRACT WITH THE PUBLIC TRANSPORT COMPANY OF THE TOULOUSE CONURBATION**  
Informs and transports passengers.  
Manages parking in P&R\* facilities.  
2,738 employees



### OPERATION

**PUBLIC SERVICE DELEGATION WITH THE TRANSDEV GROUP\***  
Informs and transports passengers with reduced mobility as an on-demand service.  
100 employees.

Figure 3 -Tisséo Collectivités' 3 main subsidiaries. Collectivités.  
Source: Tisséo Collectivités.

## Tisséo Collectivités' activities

Tisséo Collectivités carries an average of approximately 620,000 passengers each day throughout its network which consists primarily of 4 modes of public transport:

- **Bus:** 138 standard and 11 core bus routes operated by Linéo, as well as an electric shuttle bus linking up Toulouse city centre to Toulouse-Blagnac Airport, 4 on-demand bus services and 30 school bus routes;
- **Metro:** 2 automated lines, with 116 trains serving 38 stations on 27.1km of rail tracks;

- **Tramway:** 2 tramway lines, with 28 trains serving 28 stations on 17.1km of rail tracks;
- **Urban cable car:** 15 cars each carrying up to 34 passengers and serving 3 stations over a 3km route.

On average, **the network completes 36 million fare-paying kilometres and records more than 160 million ticket/pass validations<sup>4</sup>**, of which approximately **95 million for the metro network alone.**

<sup>4</sup> : Validation here refers to a ticket being stamped or a travel pass being swiped. A passenger travelling from point A to point B may follow a direct route (just 1 validation) or make a number of connections (involving several validations). Validation is required each time the passenger transfers to a different line or mode of transport. The connection ratio is the ratio between the number of trips and the number of validations. The connection ratio in 2023 was 1:1.44.

Number of validations (in millions)	Number of trips (in millions)	Number of kilometres travelled (in millions)	Number of metro validations (in millions)	Metro validations as a share of total validations	Metro trips as a share of total trips
193,8	135,3	38,8	103	53%	59%

# Environmental issues raised by mobility in the Toulouse conurbation

## 1. Toulouse's conurbation profile

**Toulouse concentrates as many as 47,2% of the region's strategic jobs<sup>5</sup>.** This is emblematic of the area's positive image and appeal in the aeronautical, space, research and innovation industries and also as a technological competitiveness hub. **With France's fastest-growing population outside the Paris region,** the Toulouse metropolis also boasts the country's fastest-growing number of jobs: **the number of private sector workers has increased by 70,000 in the space of 10 years to a total of 500,000.**

A large number of projects are helping to make the area even more attractive and will continue to drive growth in the population, economy and public transport usage in the years ahead. They include infrastructure projects, urban projects and amenities such as the Bordeaux-Toulouse high-speed train line.

Population growth is leading to urban sprawl and economic development is mostly concentrated in various hubs at the very heart of the metropolitan area, which means that **commutes, which are condensed in time, have become longer (they now average 10km) and more condensed in space as well.** The **large majority of these trips are made by car** (around 55%), as **workers living on the outskirts of the city are dependent on their cars and the public transport options covering employment basins in the inner suburbs are not attractive enough** despite the construction of high-capacity infrastructures (public transport and roads).

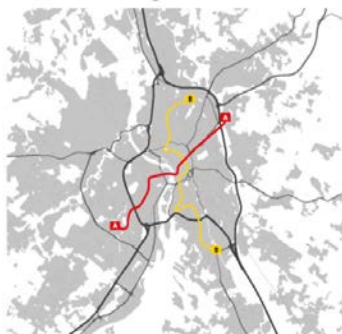
The population has changed its habits since the early 2000s, with car usage on the decline and mostly replaced by the increasing use of public transport.

<sup>5</sup> : France's statistics institute, INSEE, defines strategic jobs as being held by managerial staff and executives of companies with 10 employees or more operating in the fields of management, B2B, design & research, intellectual services or culture-leisure (<https://www.insee.fr/fr/statistiques/2664906>).

1993 - Métro Ligne A



2007 - Métro Ligne B



2015 - Tram T1 et T2

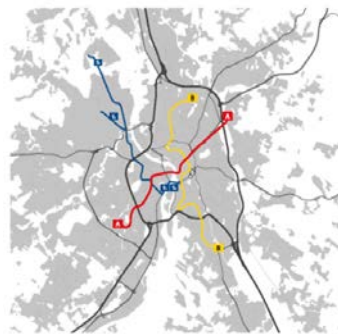


Figure 4 - Development of metros and tramways in the Toulouse area  
Source: Tisséo Collectivités

Parts modales tous modes par territoire de résidence (en %)

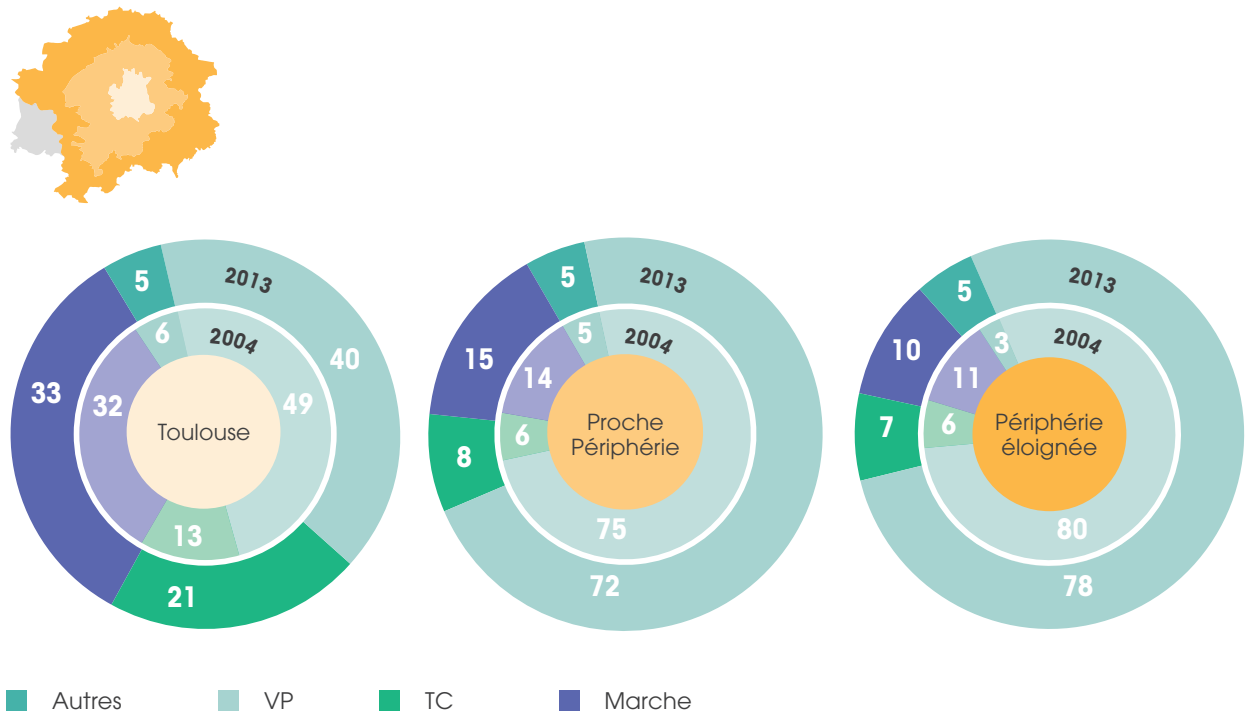
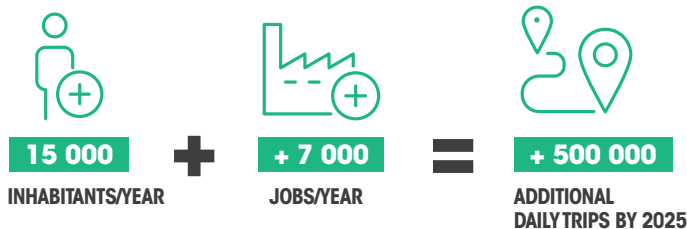


Figure 5 – Developments in the main modes of transport used in the Toulouse metropolitan area  
Source: Tisséo Collectivités

However, this decline in car usage is not sufficient considering the metropolitan area’s demographic attractiveness. Its road and public transport networks are saturated, especially during peak hours. This means that public transport is not attractive enough for workers, largely because the area’s employment basins are not sufficiently covered by public transport.

Daily trips are expected to increase by 500,000 within the next ten years

(they currently number around 4 million). If nothing was done to remedy the situation, traffic conditions would deteriorate and transport times would lengthen by 50% between now and 2030; this would undermine the area’s economic appeal as it would become less accessible by transport. Such a situation represents a real risk to the city’s development at a time when cities are having to compete with each other on a global scale.



The GHG emissions generated from transport depend directly on the modes of transport available, used and the distances covered; which would also have a noticeable impact on the environment.

Figure 6 – 2025 projections for the Toulouse metropolitan area  
Source: Tisséo Collectivités



## 2. Impact of mobility on national greenhouse gas emissions

The European Union emitted 3.4 Gt CO<sub>2</sub> equivalent of greenhouse gases (GHG) in 2019, **23.1% from the use of transport<sup>6</sup>**. In France, transport use was the biggest single emitter in 2019 with 132 Mt CO<sub>2</sub> equivalent, which represents 30% of total GHG emissions.

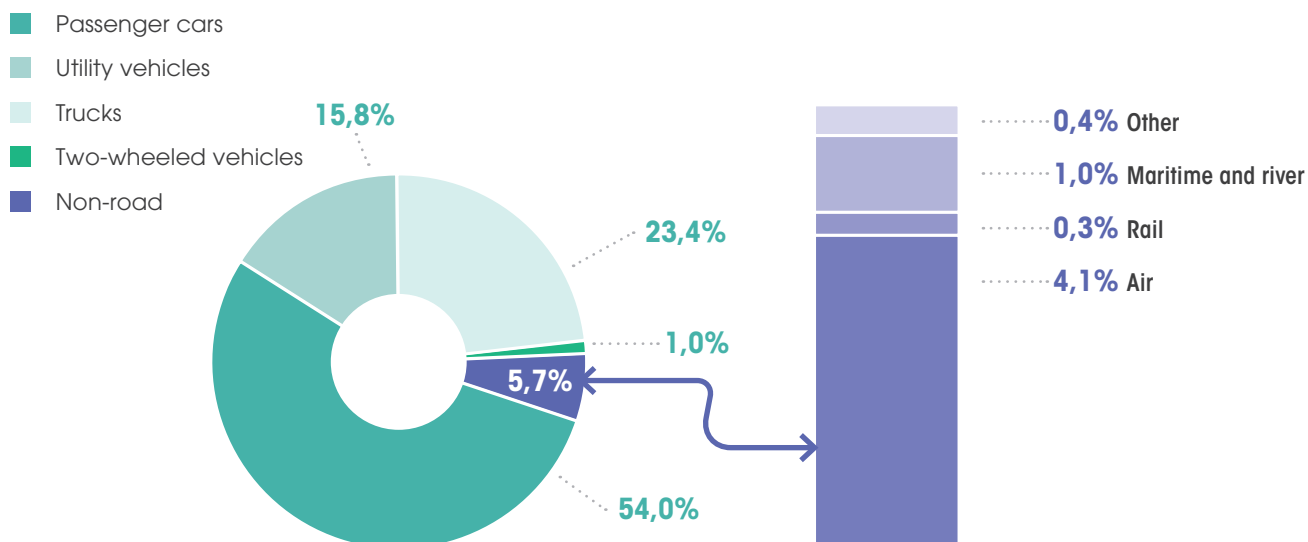


Figure 7 – Breakdown of GHG emissions by mode of transport in France in 2019 (%)  
Source: AEE, taken from the French Ministry for Ecological Transition website

97% of GHGs emitted by the transport sector consist of CO<sub>2</sub> generated from fuel combustion<sup>7</sup>. **Road transport accounts for almost all (94%) of the transport sector's emissions**, with, **54%** of road transport emissions attributable to **passenger cars**.

The French government intends to **cut GHG emissions by 40% between now and 2030** as part of its National Low-Carbon Strategy (SNBC, or Stratégie Nationale Bas Carbone)<sup>8</sup>, which it drew up in November 2015 and revised in 2020 with the aim of achieving **carbon neutrality by 2050** (net zero emissions). The guidelines set by the National Low-Carbon Strategy for the transport sector include:

- Making vehicles more energy efficient;
- Decarbonising the energy consumed by vehicles and adapting infrastructure;
- Keeping growth in travel demand under control;
- **Promoting a shift to less GHG-intensive modes of transport.**

Regarding this last point, **it is essential to stabilise or reduce demand for personal mobility in order to cut the sector's GHG emissions**. Furthermore, a decline in road traffic will deliver co-benefits, such as less noise pollution, which are also among the priorities set out in France's Energy Transition for Green Growth Act (Loi relative à la transition énergétique pour la croissance verte<sup>9</sup>).

6 : Source: Panorama européen des gaz à effet de serre.

7 : Source : Les émissions de gaz à effet de serre du secteur des transports, Commissariat général au développement durable.

8 : France's roadmap for reducing greenhouse gas emissions. It covers all business sectors and all economic agents (citizens, local authorities and businesses).

9 : Law n°2015-992 of August 17, 2015

### 3. Impact of mobility on GHG emissions in the Toulouse metropolitan area

The CEREMA Certified Household Survey (EMC<sup>2</sup>) for 2023<sup>10</sup> shows that the car accounts for 52% of journeys and 71% of distances travelled by residents of Greater Toulouse. Its contribution to greenhouse gas emissions is even greater: **86% of emissions are produced by car journeys.**

Place of residence is a particularly important determinant of individual GHG emissions, because of its impact on the modes of transport used and the daily distance travelled.

A resident of Toulouse city centre, where alternative transport options are highly developed, emits on average 2.3 times less greenhouse gases in his or her daily journeys than a resident of the suburbs. Toulouse's urban model, which is very spread out and sparsely populated on the outskirts, encourages heavy use of the car.

The decline in car use affects all road user profiles, with young people in particular benefiting from public transport, and walking and cycling more generally. Car use has fallen by 20% for distances of less than 5km. Alternatives are preferred for short distances: for a journey of less than 1km, car use has fallen by 38%.

10 : Certified mobility survey CEREMA - EMC<sup>2</sup> - Final report - <https://tisseo-collectivites.fr/publications/enquete-mobilite-certifiee-cerema-emc2-rapport-final>

Relative weightings of different modes of transport

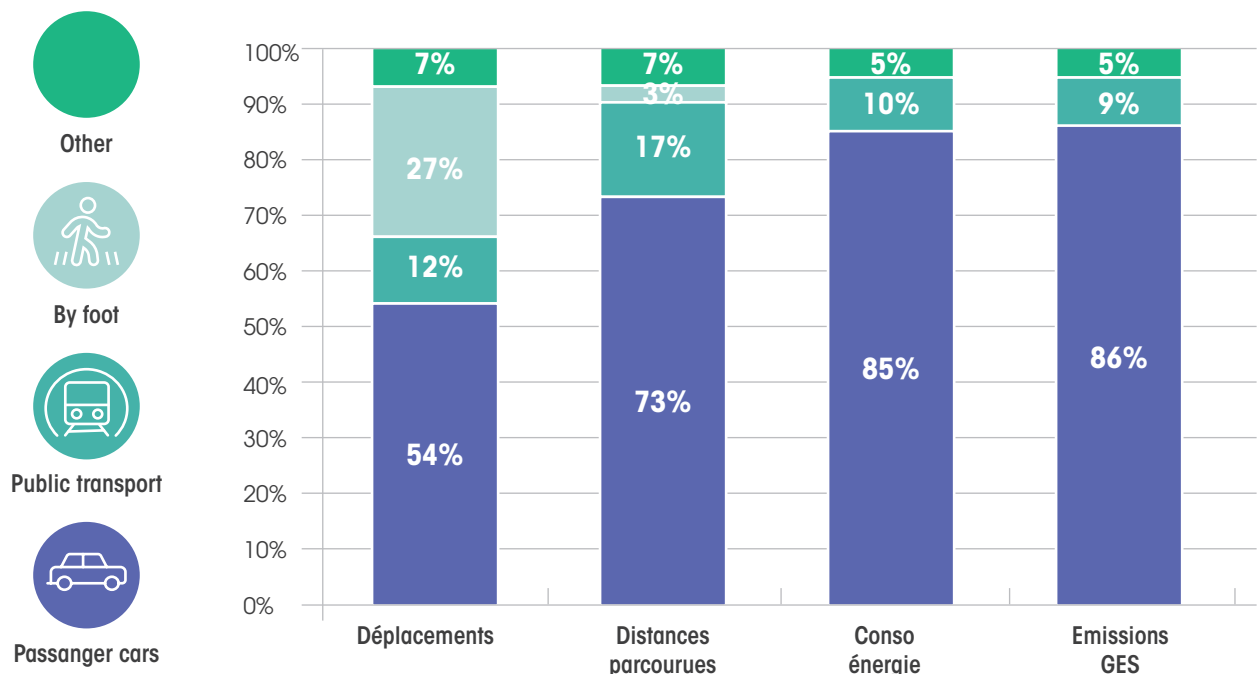


Figure 8 - Relative weightings of different modes of transport  
Source: Certified mobility survey CEREMA - EMC<sup>2</sup> - Final report - <https://tisseo-collectivites.fr/publications/enquete-mobilite-certifiee-cerema-emc2-rapport-final>



## Tisséo Collectivités: at the heart of the metropolitan area's mobility development strategy

**In response to the major challenges of population growth and climate change, the development of low-carbon modes of public transport has a key role to play in the environmental transition.**

Tisséo Collectivités has already implemented a large number of projects that contribute to the objectives of the ecological transition:

- An all-electric tramway and metro network;
- Buses that adhere to the Euro VI standard, that can run on renewable natural gas (Bio-GNV)<sup>11</sup> and that emit 50% fewer air pollutants than a diesel vehicle;
- Electric and hybrid buses
- Charging stations for electric and hybrid vehicles installed in park-and-ride facilities and carpooling pick-up points
- A carpooling platform for commuters

Tisséo **has embarked upon a highly ambitious programme of operations in the short term** (doubling of Line A capacity, urban cable car in the south, extension of the T1 tramline, 10 new

Linéo bus services, etc.) **and the medium term (Line C, Airport Express Line (Ligne Aéroport Express or AEL) and the Line B Connection (Connexion Ligne B or LBC), additional Linéo services).**

The aim is to meet the demand for additional transport services expected out to 2025-2030 by launching **large-scale public transport operations.**

### 1. Line C and the Airport Express Line (AEL)

The Toulouse Aerospace Express operation consists of two inseparable elements: the 3rd metro line (Line C) and the Airport Express Line (AEL). The project will improve public transport coverage of the metropolis centre by creating links with metro Lines A (Marengo station) and B (La Vache, François Verdier and INPT stations), with the tramway network, with the Airport Express Line (Jean Maga station) and with the Linéo network (the network's core bus routes).

<sup>11</sup> : Gaz Naturel Vehicule (Vehicle Natural Gas) is a natural gas used to fuel cars and trucks. Bio-NGV fuel is the renewable version of NGV fuel. It is produced by processing biogases recovered from fermented organic waste.



### Focus on the 3rd metro line

In a context of growing mobility needs and acute environmental issues, the choice was to create a new metro line, which **is the most suitable and efficient means of transport to meet the challenges of the energy and ecological transition.**

This 3rd metro line expects **200,000 ticket/pass validations** per day as soon as commercial operation begins in 2028, with an average travel time of 20 minutes. The 3rd metro line will:

- link and connect business parks and employment basins on the outskirts of the city;
- make the metropolitan area more attractive thanks to an increased urban network and improved public transport coverage of the area, with links to the regional rail network;
- encourage the population to change its habits and shift to new sustainable modes of transport.

The 3rd metro line will be called **Line C**. It will provide direct access to the West, North, East and South-East of the Toulouse metropolitan area and serve the towns of Colomiers, Blagnac, Toulouse and Labège.

**The line will be approximately 27 kilometres long.** It will be **mostly underground** (around twenty kilometres) and include a viaduct in the far south. The line will have **21 stations** (17 underground and 4 above ground), **7 of which will offer links to the core public transport network as well as the train network.** **18 underground ancillary facilities** are to be built to operate the line.

### Focus on the Airport Express Line

The itinerary of the Airport Express Line (AEL) **will largely build on that of the current tramway line T2** whose infrastructure is to be adapted in order to offer better service, in particular by running more frequently (every 5 minutes as opposed to every 9 to 10 minutes at present).

The highlight of this part of the project is the construction of the Jean Maga station, which will enable passengers to transfer between Line C of the metro, the Airport Express Line and tramway line T1.

## 2. Line B Connection (LBC)

A study has been launched on an extension of metro Line B, thereby offering access from the end of Line B at Ramonville to the economic hubs of Parc du Canal and Enova Labège-Toulouse and enabling passengers to connect between Line B of the metro and the future Line C. The ground coverage of this 2.7km-long Line B Connection (LBC) will be minimal thanks to the way it is designed, including 500m below ground and a 2.2km viaduct.

The connection point was selected based on its **strategic geographic location**. The station will serve areas with shops, amenities and employment basins, as well as university buildings and businesses. **The connection with Line B will improve coverage of the southern part of the metropolitan area, along with the urban cable car in the south (Téléphérique Urbain Sud)** with stops at Université Paul Sabatier, the CHU Ranguel university hospital and the Oncopole research campus. Around 14,000 trips are expected to be made each day.

### 3. The various benefits offered by the Line C, Airport Express Line and Line B Connection projects

The Line C, AEL and LBC infrastructure projects together make up a global project that is going to transform the Toulouse metropolitan area. It is a high-capacity and high-performance alternative to excessive passenger car usage as it simultaneously adheres to several of the territorial objectives that have been set since early 2015<sup>12</sup>:

- **Improve** access to major employment basins;
- **Provide** access to dense urban areas where public transport is insufficient;
- **Work** in tandem with the development of areas in which numerous projects have already been identified;
- **Connect** these new infrastructures with other core networks (train, metro, tramway, Linéo buses);
- **Improve** access to the airport hub and the Matabiau train station;
- **Target** new areas capable of hosting large populations in areas that will become well connected to the public transport network.

12 : Deliberation by the Tisséo Collectivités Syndicate Committee on 4th February 2015.

#### Optimal connections and easier access throughout the metropolitan area

The itinerary selected for the line C will directly serve more than 100,000 inhabitants living within 600m of a station and over 80,000 jobs.

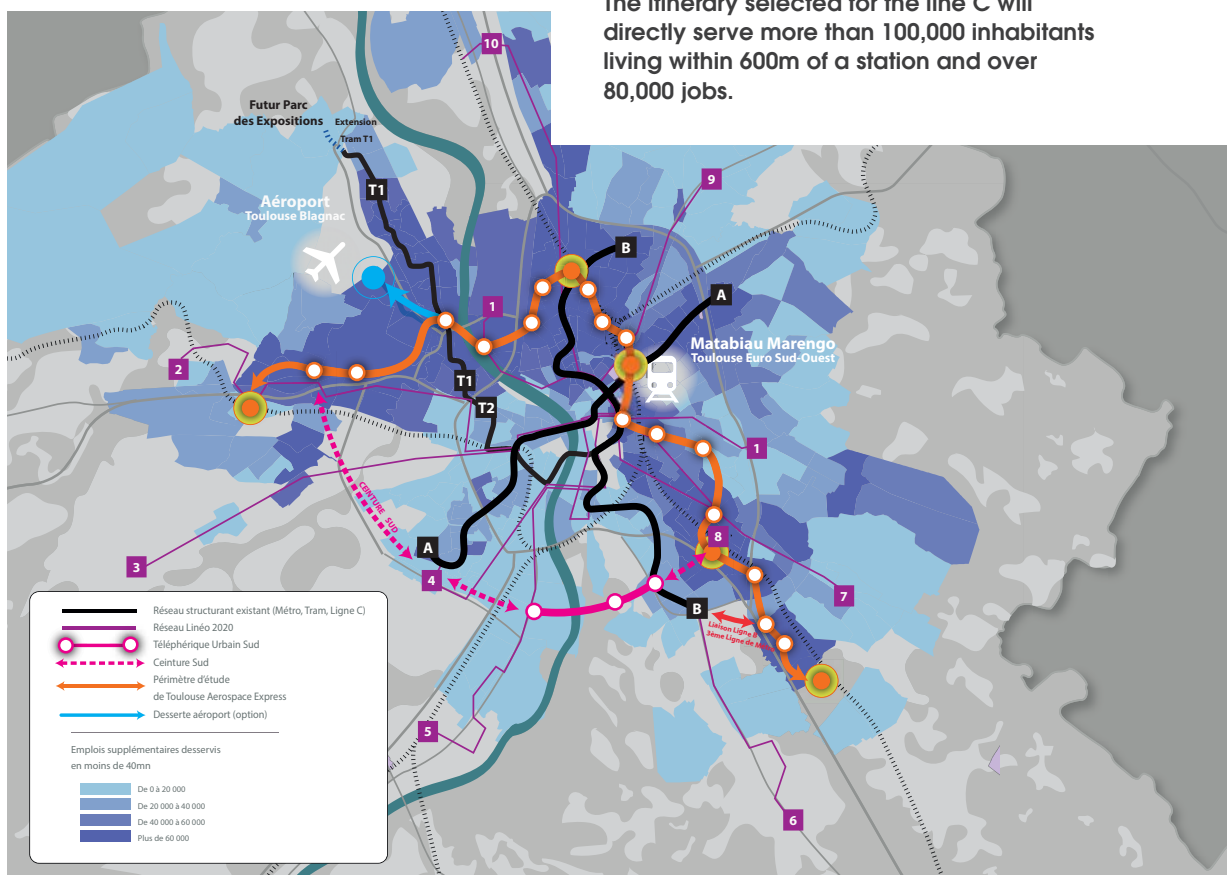


Figure 9 - The impacts of Line C, AEL and LBC on job accessibility  
Source: Tisséo Collectivités



### A comprehensive and environmentally friendly project

Transport infrastructure projects that extend or build metro lines have a sizeable impact on mobility and urban structure, and as a result impact greenhouse gas emissions (GHG).

Tisséo Collectivités has conducted numerous consultations and analyses throughout the project preparation stage in order to factor as many parameters as possible into the various phases of the project.

The environmental impacts and GHG emissions arising from the construction of these infrastructures have been assessed. Emission reduction measures have been put in place, with itineraries selected so as to limit land take and the project incorporating “greened zones” or zones dedicated to agriculture from parts of the initial land take. To a large extent, the positive effects of the Line C, Airport Express Line and Line B Connection operations on countering urban sprawl will offset the adverse effects of the land sealing resulting from these

## Tisséo Collectivités commits to introduce a certain number of best practices during the commercial operation phase aimed at reducing greenhouse gas emission

Jean-Michel Lattes,  
President of Tisséo Collectivités

three opérations<sup>13</sup>. Toulouse's urban planning agency (AUAT, Agence d'urbanisme et d'aménagement Toulouse aire métropolitaine) estimates that around 200 to 400 hectares of land sealing will be avoided thanks to the indirect effects of these projects on reducing urban sprawl. Based on an emissions factor of 290 metric tons of CO<sub>2</sub> / hectare of land take<sup>14</sup>, it is estimated that 55,100 to 113,100 metric tons of CO<sub>2</sub> emissions will be avoided.

Impacts and measurements during the commercial operation phase have also been evaluated in order to demonstrate the many positive environmental impacts generated by these three operations - Line C, AEL and LBC.

**The greatest benefit expected will be a shift by commuters from passenger cars to public transport**, bearing in mind that commuting currently accounts for around 50% of kilometres travelled within the metropolitan area.

The expected drop in road traffic will have significant impacts on:

- Greenhouse gas emissions, which are seen falling by close to 50,000 metric tons of CO<sub>2</sub> equivalent / year, corresponding to the emissions of 10,000 people ;
- Energy consumption, as the modal shift is expected to reduce fuel consumption by more than 20 million litres / year ;
- Noise pollution, as there will be fewer cars on the roads and public spaces around stations will be reappropriated by pedestrians and cyclists ;
- The number of accidents, which is expected to fall by 1.3%.

Besides using all-electric rolling stock, Tisséo Collectivités commits to introduce a certain number of best practices during the commercial operation phase aimed at reducing greenhouse gas emissions, for instance by recovering and recycling the energy that metro trains generate during braking.

<sup>13</sup> : These effects are estimated at less than 10 hectares.1

<sup>14</sup> : ADEME emissions factor – direct land use change – meadowland to sealed land.

# GREEN FINANCING FRAMEWORK

**Tisséo Collectivités' green financing framework ("Framework") is aligned with the 2021 Green Bond Principles (GBP) with the June 2022 appendix<sup>15</sup>, published by the International Capital Market Association (ICMA).**

In accordance with these Principles, Tisséo Collectivités ensures that each green finance instrument issued is aligned with the **following 4 core components** of the GBPs as presented in this Framework:



## USE OF PROCEEDS



## PROCESS FOR PROJECT EVALUATION AND SELECTION



## MANAGEMENT OF PROCEEDS



## REPORTING

The Framework also follows the GBP's key recommendations for heightened transparency by including an external review (see Part III).

**With the aim to align to best market practices**, Tisséo Collectivités commits to align with the requirements set out in the Climate Delegated Act (defined by Regulation (EU) 2021/2139<sup>16</sup>) of the EU Taxonomy (defined by Regulation (EU) 2020/852<sup>17</sup>).

This Framework's technical screening criteria listed in the Use of Proceeds section **have been prepared in accordance with the substantial contribution** to climate change mitigation criteria (SCC, part of the Technical Screening Criteria - TSC) stipulated in the Climate Delegated Act<sup>18</sup> for the relevant economic activities (6.3 and 6.15).

Tisséo Collectivités also factors in criteria aimed at doing no significant harm to other environmental objectives (Do No Significant Harm - DNSH), **largely thanks to the studies carried out to obtain the environmental permit<sup>19</sup>** and the various procedures in place to ensure compliance with minimum (social) safeguards (MS - see Appendix 3).

15 : Green Bond Principles: [https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Green-Bond-Principles\\_June-2022-280622.pdf](https://www.icmagroup.org/assets/documents/Sustainable-finance/2022-updates/Green-Bond-Principles_June-2022-280622.pdf)

16 : <https://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32021R2139>

17 : <https://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32020R0852>

18 : [https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=PL\\_COM:C\(2021\)2800](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=PL_COM:C(2021)2800)

19 : <https://www.haute-garonne.gouv.fr/Publications/Declarations-d-intention-enquetes-publiques-et-avis-de-l-autorite-environnementale/Eau/Autorisation-loi-sur-l-eau/3e-ligne-de-metro-et-ligne-aeroport-express>



The Framework therefore pledge to align the projects financed with the technical screening criteria for climate change mitigation, as per the provisions set out in the EU Taxonomy Climate Delegated Act (TSC, DNSH and MS).

Furthermore, Tisséo Collectivités commits, where possible, to update this Framework to bring it as closely as possible in line with market best practice and with the latest developments in European standards and regulations.

The Framework enables Tisséo Collectivités to issue green bond instruments, including via private placements.

## GREEN BOND

an amount equivalent to the proceeds of the bond will be exclusively applied to finance or re-finance, in part or in full, new and/or existing eligible green projects aligned with at least one of the technical screening criteria defined in the Use of Proceeds part of this Framework.

If Tisséo Collectivités were to consider setting up a short-term green bond instrument programme, said programme would be governed by this Framework.

## 1. Use of Proceeds

An amount equivalent to the proceeds of any green bond instrument issued will be applied to finance and/or refinance new and/or existing Eligible Green Projects. The combination of all Eligible Green Projects constitutes the Eligible Projects portfolio.

For a Green Project to be included in this Eligible Projects portfolio, it must meet at least one of the technical screening criteria defined in the tables below.



Tisséo Collectivités will endeavour not to allocate more than 40% of its Eligible Projects portfolio to refinancing. As part of a best efforts approach, Tisséo Collectivités will inform investors of the breakdown between financing and refinancing prior to issuing instruments.

And in accordance with the “High-Level Mapping to the Sustainable Development Goals” document published by the ICMA in June 2022<sup>20</sup>, Tisséo Collectivités also provides in the tables below the **positive contributions expected to be made by its Green Projects to the United Nations Sustainable Development Goals (SDGs)**.

Besides the SDGs identified by the ICMA, Tisséo Collectivités has chosen to also include its contributions to SDG 5 - Gender equality, SDG 9 - Industry, innovation and infrastructure, and SDG 10 - Reduced inequalities.

20: Mapping-SDGs-to-GSS-Bonds\_June-2022-280622.pdf (icmagroup.org)



ELIGIBLE GREEN PROJECT CATEGORY	GBP CATEGORY	TECHNICAL SCREENING CRITERIA	CLASSIFICATION OF ECONOMIC ACTIVITIES IN THE EUROPEAN COMMUNITY	CONTRIBUTION TO THE SUSTAINABLE DEVELOPMENT GOALS (SDGS)
Public transport rolling stock	Transport and sustainable mobility	<p>Purchase and maintenance of electric rolling stock (zero tailpipe emissions):</p> <ul style="list-style-type: none"> <li>- Metro carriages</li> <li>- Tramway</li> <li>- Electric or hydrogen buses</li> </ul> <p><b>Eligibility criteria:</b> substantial contribution to climate change mitigation criteria for activity 6.3 of the Climate Delegated Act (see Appendix)<sup>21</sup>.</p>	6.3. Urban and suburban transport, road passenger transport	 <p>11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons..</p>
Infrastructure enabling low-carbon public transport	Transport and sustainable mobility	<p>Construction and maintenance of infrastructure dedicated to electrified public transport:</p> <ul style="list-style-type: none"> <li>- Infrastructure for new metro lines (tunnels, stations, information systems, etc.)</li> <li>- Measures allowing accessibility to persons with reduced mobility</li> </ul> <p><b>Eligibility criteria:</b> substantial contribution to climate change mitigation criteria for activity 6.15 of the Climate Delegated Act (see Appendix)<sup>22</sup>.</p>	6.15. Infrastructure enabling low-carbon road transport and public transport	 <p>13.2: Integrate climate change measures into national policies, strategies and planning.</p>

21 : The criteria are presented in detail in Appendix II : <https://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32021R2139>

22 :The criteria are presented in detail in Appendix II : <https://eur-lex.europa.eu/legal-content/FR/TXT/PDF/?uri=CELEX:32021R2139>

## EXCLUSION LIST

Tisséo Collectivités will not use the proceeds from the green bond instrument to finance or refinance projects related to the following activities:

- The purchase of vehicles running on fossil fuels;
- The portion of assets already financed by another financial sponsor or operator (European Investment Bank, Caisse des Dépôts et Consignation, etc.)

## 2. Process for Project Selection and Evaluation

### Committee for Evaluating and Monitoring Green Issuances

Tisséo Collectivités has set up a committee to evaluate and monitor green issuances for the Framework's overall governance purposes and to ensure that the funds raised from green issuances are used exclusively to finance eligible projects.

This process instructs in Tisséo Collectivités' departments to evaluating and monitoring Green Issuances via the committee.

The committee is made up of the following departments:

- Finance and Legal Affairs Department;
- Purchasing and Public Procurement Department;
- Territorialised Projects Department;
- Properties Management Department;
- Strategy and Planning Department;
- Network and Mobility Services Attractiveness Department;

The committee is led by the Finance and Legal Affairs Department and a summary of decisions is sent to Tisséo Collectivités' President and General Services Department. The committee meets at least once a year after the financial year closing date corresponding to the year in which green bonds have been issued.

In a best efforts approach, Tisséo Collectivités will make this document available to the public on Tisséo Collectivités' website at <https://tiseo-collectivites.fr/financement-de-tiseo-collectivites>.

The Committee for Evaluating and Monitoring Green Issuances has the following duties:

#### Selection of eligible projects

The Finance and Legal Affairs Department begins by drawing up a short-list of eligible properties (if an impact study has been carried out, this will be incorporated into the decision-making process). Projects are then selected based on their relevance and any existing reporting documentation, potentially supplemented with relevant new information.

#### Identification of expenditures

Asset expenditures consist of direct expenditure on tangible capital assets (construction including land, rolling stock, construction works, equipment).

## Tisséo Collectivités has set up a committee to evaluate and monitor green issuances for the Framework's overall governance

Directorate General Services

### Implementation and execution of green financing

The process of implementation and execution of green financing is overseen by the Finance Department. The Department carries out each of these tasks with the backing of Toulouse Métropole's expertise and resources (Toulouse Métropole being the joint public transport authority's main contributing member) under a resource sharing agreement.

The members of this steering committee are:

- Tisséo Collectivités' President
- Toulouse Métropole's Vice President in charge of Finance, a member of Tisséo Collectivités' Syndicate Committee
- General Management and deputy general management
- The Finance Departments of Tisséo Collectivités and Toulouse Métropole

The committee's duties are as follows:

- To define the broad outlines of the green debt and financing strategy;
- To make sure that these guidelines are applied correctly based on an annual review of the actions taken and outcomes achieved;
- To ensure that the major milestones involved in arranging the green financing are consistent with the financing needs set out in the roadmap;
- To make any adjustments needed with regards to prioritising actions.

The steering committee meets in the first half of each year. The committee may meet at any time if need be.

### Oversight of the eligible projects selected

In accordance with current regulations, Tisséo Collectivités carries out impact studies on projects in order to assess their environmental impact prior to selecting them (see part II. 2.2).



The projects selected are then monitored from four different angles:

- **Technical:** these aspects are monitored directly by the technical teams responsible for overseeing project execution so as to ensure that the various green indicators and execution schedule are being adhered to.
- **Environmental:** these aspects are monitored directly by the technical teams responsible for each project's environmental issues so as to ensure that the various measurements, diagnoses and remedial measures are applied to the various projects according to the **Avoid, Reduce, Offset principle**.
- **Financial:** these aspects are monitored by the Finance Department based on actual expenditure and any updates to the budgets allocated so as to ensure that the financial amounts allocated are being adhered to and that the performance monitoring indicators are consistent with those announced.
- **Risk:** these aspects are monitored by General Management, which will call on the services of specific departments depending on the type of controversy in question (technical, financial, legal, political) so as to forestall (where possible) or address any controversies.

Each of these aspects is monitored by a dedicated unit. These units meet at least once a year to share views and provide updates on the project's overall progress. General Management will make any necessary arbitrations (e.g. with regards to risk management or a substantial modification to a project).

An annual review is produced, overseen by the Finance Department.

#### **Updating annual reports**

The evaluation committee is responsible for approving and supplementing annual reports based on the reporting elements prepared by the operational departments.

The Committee for Evaluating and Monitoring Green Issuances also approves any scope of work changes to Tisséo Collectivités' projects.

## Responsible management of projects and operations

Each of Tisséo Collectivités' operations programme (including its Eligible Green Projects) is submitted to Tisséo Collectivités' Syndicate Committee for deliberation; the committee will ensure that the programme's execution complies with current European regulations, the French Public Procurement Code and the internal purchasing procedure.

Depending on the case, project ownership will come either under Tisséo Collectivités directly or under a project ownership delegation mandate entrusted to Tisséo Ingénierie or Tisséo Voyageurs.

For all major transport projects, Tisséo Collectivités must first obtain an **environmental permit** which will be delivered based on an **impact study** carried out in accordance with the provisions set out in the French Environmental Code.

Similarly, Tisséo Collectivités is required to perform specific environmental controls during the construction and commercial operation phases; these are mandatory and governed by **France's national transport framework law (Loi d'Orientation sur les Transports Intérieurs (LOTI) n°82-1153) of 30th December 1982**.

Operations to execute Line C of the metro and its connection with the existing Line B are inseparable and were submitted to a joint public inquiry in 2019, on which basis they were declared as being of public interest in February 2020. The projects were the subject of a socio-economic assessment, which was incorporated into the 2019 public inquiry file. The assessment was supervised by Tisséo Collectivités' Scientific Council<sup>23</sup> with a second opinion obtained from France's Secretariat General for Investment (Secrétariat Général Pour l'Investissement, (SGPI)<sup>24</sup>, which reports to the Prime Minister<sup>25</sup>.

23 : The council was set up subsequent to a deliberation on 24th May 2017 and is made up of renowned and universally acknowledged specialists in the fields of town planning and development, socio-economic analysis, technical and financial engineering, and infrastructure projects. Each of its members offered the independence credentials that are essential to performing their duties.

24 : cf. [https://www.gouvernement.fr/sites/default/files/contenu/piece-jointe/2021/04\\_rapport\\_ce\\_toulouse\\_lm3.pdf](https://www.gouvernement.fr/sites/default/files/contenu/piece-jointe/2021/04_rapport_ce_toulouse_lm3.pdf)

25 : Tisséo Ingénierie, commissioned by Tisséo Collectivités, has drawn up a Project Management Plan to make sure that the project is executed in accordance with the qualitative objectives stipulated during the public inquiry. The plan specifies the organisational aspects that will ensure the objectives set out in its project ownership mandate are met, with an emphasis on the fact that a Performance Department has been designated specifically for this plan and serves as the interface with Tisséo Collectivités, guaranteeing observance of the terms and conditions of this mandate, i.e. the operations programme, with regard to all 4 its components: Cost, Deadline, Functional Scope, Objective / Outcome.





#### Methodology for assessing alignment with the climate change mitigation criteria (DNSH) of Commission Delegated Regulation (EU) 2021/239.

Tisséo Collectivités does its utmost to align each of the projects financed under this Framework with the DNSH criteria applied to EU Taxonomy-eligible economic activities as far as possible.

This methodology and the elements analysed are specified in Appendix 2.

#### Methodology for assessing alignment with Minimum Safeguards

Tisséo Collectivités commits to prevent any risks arising from the potential impact of its activities in terms of human rights, corruption, taxation and unfair competition.

Besides adhering to French social regulations, which aligned with the eight fundamental conventions of the International Labour Organization (including child labour and illegal work), Tisséo Collectivités has also introduced several internal procedures aimed at guaranteeing impartiality, transparency and compliance with the principles of ethics.

This methodology and the elements analysed are also specified in Appendix 3.

## Tisséo Collectivités will endeavour to allocate the proceeds of each green bond instrument in full within one year

Sacha Briand,  
member of Tisséo Collectivités union  
committee, vice president in charge  
of finance at Toulouse Metropole

### 3. Management of Proceeds

The net proceeds obtained from each green bond instrument will be managed in Tisséo Collectivités' usual cash accounts, and an amount equivalent to the net proceeds will be allocated to the portfolio of Eligible Projects selected by the Committee for Evaluating and Monitoring Green Issuances.

Tisséo Collectivités will endeavour to allocate the proceeds of each green bond instrument in full within **one year** of the issuance date for each green bond instrument. In case of refinancing, the look-back period will be limited to 24 months.

Pending full allocation of the proceeds, Tisséo Collectivités commits to keep the unallocated net balance invested in cash and cash equivalents managed by its cash management department and in accordance with its cash management policy.

Tisséo Collectivités' internal **information system** will enable monitoring of the proceeds of its green bond instruments until project completion. The Finance Department is responsible for supervising the pool of eligible project candidates.

**The Committee for Evaluating and Monitoring Green Issuances** ensures that the total amount of proceeds raised from green bond instruments remains below the amount of the Eligible Projects portfolio.

Once a project has been completed and sold, or in the event of divestment, postponement, cancellation, ineligibility or controversy, Tisséo Collectivités will reallocate the proceeds to other Eligible Green Projects within a period of 12 months. Any reallocation of proceeds will be documented in the **following allocation and impact report**.

## 4. Reporting

For each bond issued, an allocation and impact report will be published as of the year following the bond's issuance on the Tisséo Collectivités website and on an annual basis and until the proceeds have been fully allocated.

The report will demonstrate fulfilment of the use of proceeds commitments made at issuance and compliance with eligibility criteria for each project/measure financed, and it will include a presentation of impact indicators common to all projects.

Tisséo Collectivités will also make sure to report on the social co-benefits of its projects, such as employment or accessibility for persons with reduced mobility.

In addition, Tisséo Collectivités commits to publish the following on its website:

- **Two impact assessments :**
  - During the project execution (construction) period, focused on construction indicators;
  - Once the metro line is in operation and before instrument maturity, with impact indicators on commercial operation, as part of its ex post review requirements under the national transport framework law (LOTI).

- **The use of proceeds report** will include at least the following information:

- Amount of proceeds allocated versus unallocated;
- Amount allocated per eligible category;
- List of eligible projects and a description of each one;
- % of refinancing and look-back period;
- Share of co-financing.

Any material change to the projects financed (e.g. an ESG controversy) resulting in a change to the green spending portfolio will be described in detail in the report.

The impact reports will provide environmental outcomes and social co-benefits (CO<sub>2</sub> avoided, energy savings, type of beneficiaries) and include the calculation methods used and underlying assumptions.



## EXAMPLES OF OUTCOME AND IMPACT INDICATORS FOR THE CONSTRUCTION PHASE

### Infrastructure enabling low-carbon public transport

#### Environmental indicators:

- Number of kilometres of railway constructed
- Carbon footprint of the construction phase
- Metric tons of construction waste reduced/recycled/recovered
- Number of trains/buses purchased
- Number of trees planted as part of the Line C project

#### Social co-benefits:

- Number of direct and indirect jobs linked to the construction sites
- Number of construction site visits made by an ecology specialist
- Number of neighbourhood mediators deployed
- Number of complaints received from local residents
- Number of complaints received from local residents and handled at the construction site
- Local retailer compensation:
  - Number of retailers compensated
  - Total amount of compensation paid

## EXAMPLES OF OUTCOME AND IMPACT INDICATORS FOR THE COMMERCIAL OPERATION PHASE

### Infrastructure enabling low-carbon public transport

#### Environmental indicators:

- GHG emissions avoided
- Reduction in air pollution (NO<sub>x</sub>, SO<sub>x</sub>, etc.)
- Reduction in motorised transport
- Noise reduction
- Change in the number of journeys
- Reduction in road traffic

#### Social co-benefits:

- Number of beneficiaries
- Time saved for users
- Number of jobs created or sustained
- Estimated modal shift
- Reduction in noise pollution
- Number of infrastructures accessible to persons with reduced mobility

## EXAMPLES OF OUTCOME AND IMPACT INDICATORS

### Public transport rolling stock

- Number of trains purchased
- CO<sub>2</sub> emissions per passenger-kilometre
- CO<sub>2</sub> emissions avoided thanks to the equipment purchased
- Number of recycled batteries
- Portion of recycled products in the purchased materials
- Number of passengers transported



# EXTERNAL REVIEW

## 1. Second Party Opinion

Tisséo Collectivités commissioned Moody's Investor Services to provide an independent opinion ("Second Party Opinion") on the green financing framework, including on:

- Its alignment with the GBP;
- Its contribution to sustainable development;
- The issuer's sustainability performance.

The Second Party Opinion is available on the Tisséo Collectivités website at <https://tisseo-collectivites.fr/financement-de-tisseo-collectivites>.

Tisséo Collectivités commits to request a review of the Second Party Opinion in the event of a major modification to its green financing framework.

## 2. External verification

The Regional Directorate for Public Finances (*Direction Régionale des Finances Publiques, DRFiP*) verifies the regularity of the expenditures authorised by Tisséo Collectivités. As the designated auditor for Tisséo Collectivités, the Regional Director for Public Finances certifies that the expenditures appearing on the statement produced have been paid.

*Tisséo Collectivités undertakes to have an external auditor carry out an annual review of the allocation of proceeds from green bond issues in accordance with the Framework, and to publish these reports on its website: <https://tisseo-collectivites.fr/>*





# APPENDICES

## 1. SC: Assessment of the alignment of Tisséo Collectivités' projects with the technical screening criteria defined in the EU Taxonomy and making it possible to determine the conditions under which an economic activity qualifies as contributing substantially to climate change mitigation

ELIGIBLE GREEN PROJECT CATEGORY	CLASSIFICATION OF ECONOMIC ACTIVITIES IN THE EUROPEAN COMMUNITY	TECHNICAL SCREENING CRITERIA	ANALYSIS
Public transport rolling stock	6.3. Urban and suburban transport, road passenger transport	<p>Eligible expenditures in this category will adhere to substantial contribution to climate change mitigation criteria.</p> <p>The activity complies with one of the following criteria:</p> <ul style="list-style-type: none"> <li>i. The activity provides urban or suburban passenger transport and its direct (tailpipe) CO<sub>2</sub> emissions are zero;</li> <li>ii. Until 31 December 2025, the activity provides interurban passenger road transport using vehicles designated as categories M2 and M3 of groups 1 or A. These vehicles comply with the latest EURO VI standard, i.e. both with the requirements of Regulation (EC) No 595/2009 and, from the time of the entry into force of amendments to that Regulation, in those amending acts, even before they become applicable, and with the latest step of the Euro VI standard set out in Table 1 of Appendix 9 to Annex I to Regulation (EU) No 582/2011 where the provisions governing that step have entered into force but have not yet become applicable for this type of vehicle. Where such standard is not available, the direct CO<sub>2</sub> emissions of the vehicles are zero.</li> </ul>	<p>The tailpipe CO<sub>2</sub> emissions of all the vehicles financed by Tisséo Collectivités in this category will be zero.</p> <p>Tisséo Collectivités commits to exclude purchases of vehicles running on fossil fuels (see exclusion list, page 29).</p> <p><b>ALIGNED</b></p>

ELIGIBLE GREEN PROJECT CATEGORY	CLASSIFICATION OF ECONOMIC ACTIVITIES IN THE EUROPEAN COMMUNITY	TECHNICAL SCREENING CRITERIA	ANALYSIS
Infrastructure enabling low-carbon public transport	6.15. Infrastructure enabling low-carbon road transport and public transport	<p>Eligible expenditures in this category will adhere to substantial contribution to climate change mitigation criteria.</p> <p>The activity complies with one or more of the following criteria:</p> <ul style="list-style-type: none"> <li>i. The infrastructure is dedicated to the operation of vehicles with zero tailpipe CO<sub>2</sub> emissions: electric charging points, electricity grid connection upgrades, hydrogen fuelling stations or electric road systems (ERS);</li> <li>ii. The infrastructure and installations are dedicated to transshipping freight between the modes: terminal infrastructure and superstructures for loading, unloading and transshipment of goods;</li> <li>iii. The infrastructure and installations are dedicated to urban and suburban public passenger transport, including associated signalling systems for metro, tram and rail systems.</li> </ul> <p><b>AND</b></p> <p>The infrastructure is not dedicated to the transport or storage of fossil fuels.</p>	<p>The infrastructure and installations financed in this category will be dedicated to urban and suburban public passenger transport, including associated signalling systems for metro, tram and rail systems.</p> <p>The infrastructure will not be dedicated to the transport or storage of fossil fuels.</p>

**ALIGNED**

**AND**

## 2. DNSH: Assessment of the alignment of Tisséo Collectivités' projects with the technical screening criteria defined in the EU Taxonomy and making it possible to determine whether an economic activity causes no significant harm to any of the other environmental objectives.

### Activity 6.3. Urban and suburban transport, road passenger transport

#### DO NO SIGNIFICANT HARM

#### ANALYSIS

##### 2) Climate change adaptation

The physical climate risks that are material to the activity have been identified from those listed in the table in Section II of Appendix A (Generic criteria for "do no significant harm" to climate change adaptation) by performing a robust climate risk and vulnerability assessment. This assessment is proportionate to the scale of the activity and its expected lifespan, such that:

(a) for activities with an expected lifespan of less than 10 years, the assessment is performed, at least by using climate projections at the smallest appropriate scale;

(b) for all other activities, the assessment is performed using the highest available resolution, state-of-the-art climate projections across the existing range of future scenarios consistent with the expected lifetime of the activity, including, at least, 10 to 30 year climate projections scenarios for major investments.

The economic operator draws up a plan to implement adaptation solutions that reduce the most important identified physical climate risks that are material to that activity. The adaptation solutions identified must be implemented within five years of the start of activity (for existing activities). The adaptation solutions implemented do not adversely affect the adaptation efforts or the level of resilience to physical climate risks of other people, of nature, of assets and of other economic activities, and are consistent with local, sectoral, regional or national adaptation strategies and plans.

France's Climate and Resilience Act (*Loi Climat et Résilience, LCR*), National Climate Change Adaptation Strategy (*Stratégie Nationale d'Adaptation au Changement Climatique*) and National Climate Change Adaptation Plan (*Plan National d'Adaptation au Changement Climatique*) set out a framework within which mobility organisation authorities must work, as well as guidelines for developing new active mobility services.

Climate risks have been assessed for the purposes of applying for the environmental permit.

For each type of climate risk, avoidance, reduction and offsetting measures have been identified for the construction and commercial operation phases.

Example of flood risk: compliance with the measures set out in the existing flood risk prevention plan, construction above the highest historical flood level, hydraulic transparency.

**ALIGNED**

### Activity 6.3. Urban and suburban transport, road passenger transport

#### DO NO SIGNIFICANT HARM

#### ANALYSIS

##### 3) Sustainable use and protection of water and marine resources

N/A

-

##### 4) Transition to a circular economy

Measures are in place to manage waste, in accordance with the waste hierarchy, both in the use phase (maintenance) and the end-of-life of the fleet, including through reuse and recycling of batteries and electronics (in particular critical raw materials therein).

The equipment manufacturers selected by Tisséo Collectivités are required to take back all batteries at their end-of-life (after 7 to 10 years depending on the model of electric bus). The rate of recycling, carried out by a dedicated recycling organisation, is between 70% and 80%. Suppliers of electric vehicles must commit to a recyclability rate of 94%. Waste generated from construction work is managed directly by Tisséo Collectivités' technical department and is incorporated into project specifications from the point at which a request for proposals is issued.

As a producer of waste, Tisséo Collectivités:

- is obliged to dispose of it or have it disposed of under conditions that will cause no harm to human health or the environment (Art. L.541-2 of the French Environmental Code);
- is responsible for its waste until it has been disposed of and must be able to account for its final destination if asked by the administration.

Recycling guidelines are issued at the various operational sites. Where tyres are concerned, Tisséo Collectivités and the supplier it has selected under the "Maintenance of bus tyres" contract have agreed on certain percentages of used, retreaded and regrooved tyres<sup>26</sup>.

**ALIGNED**

<sup>26</sup> : Retreading process: the recycling of tyres by taking the original tyre base and replacing the tyre tread or sidewalls with regrooved material; this increases the tyre's lifespan and reduces fuel consumption.

### Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

#### DO NO SIGNIFICANT HARM

#### ANALYSE

##### 5) Pollution prevention and control

For road vehicles of categories M, tyres comply with external rolling noise requirements in the highest populated energy efficiency class and with Rolling Resistance Coefficient (influencing the vehicle energy efficiency) in the two highest populated classes as set out in Regulation (EU) 2020/740 of the European Parliament and of the Council and as can be verified from the European Product Registry for Energy Labelling (EPREL).

Where applicable, vehicles comply with the requirements of the most recent applicable stage of the Euro VI heavy duty emission type-approval set out in accordance with Regulation (EC) No 595/2009.

**All tyres purchased meet current regulations, with the supplier having made a commitment to adhere to them.**

**ALIGNED**

##### 6) Protection and restoration of biodiversity and ecosystems

N/A

-

### Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

#### DO NO SIGNIFICANT HARM

#### ANALYSIS

##### 2) Climate change adaptation

The physical climate risks that are material to the activity have been identified from those listed in the table in Section II of Appendix A (Generic criteria for “do no significant harm” to climate change adaptation) by performing a robust climate risk and vulnerability assessment. This assessment is proportionate to the scale of the activity and its expected lifespan, such that:

(a) for activities with an expected lifespan of less than 10 years, the assessment is performed, at least by using climate projections at the smallest appropriate scale;

France’s Climate and Resilience Act (*Loi Climat et Résilience, LCR*), National Climate Change Adaptation Strategy (*Stratégie Nationale d’Adaptation au Changement Climatique*) and National Climate Change Adaptation Plan (*Plan National d’Adaptation au Changement Climatique*) set out a framework within which mobility organisation authorities must work, as well as guidelines for developing new active mobility services. Furthermore, the Métropole de Toulouse adopted the Plan climat-air-énergie territorial (*PCAET, or territorial climate-air-energy plan*) in 2019.

The major technological and natural risks have been identified precisely so as to address any crisis situations faced by the city as effectively as possible (<https://tisseo-collectivites.fr/financement-de-tisseo-collectivites>).

## Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

### DO NO SIGNIFICANT HARM

### ANALYSIS

#### 2) Climate change adaptation

(b) for all other activities, the assessment is performed using the highest available resolution, state-of-the-art climate projections across the existing range of future scenarios consistent with the expected lifetime of the activity, including, at least, 10 to 30 year climate projections scenarios for major investments.

The economic operator draws up a plan to implement adaptation solutions that reduce the most important identified physical climate risks that are material to that activity. The adaptation solutions identified must be implemented within five years of the start of activity (for existing activities). The adaptation solutions implemented do not adversely affect the adaptation efforts or the level of resilience to physical climate risks of other people, of nature, of assets and of other economic activities, and are consistent with local, sectoral, regional or national adaptation strategies and plans.

Tisséo Collectivité adheres to the Toulouse metropolitan area's local flood risk prevention plan (plan de prévention locaux des risques d'inondation, PPRI). Geotechnical soil studies are mandatory for this type of project and were carried out to identify areas of clay soil and the risks of differential strata movements following drought and rehydration of clay soil. The Flood Risk Management Plan (Plan de Gestion des Risques d'Inondation, PGRI) is the strategy document that sets out the broad outlines of the flood risk management policy for the Adour-Garonne river basin over the next six years. The Adour-Garonne 2016-2021 PGRI (Flood Risk Management Plan) was approved on 22nd December 2015 (<https://tisseo-collectivites.fr/financement-de-tisseo-collectivites>).

The project has limited exposure to climate risks such as drought or heatwaves: 75% of the infrastructure is being built underground. Risk assessments and specific measures are being carried out for the remaining portion, which is more exposed. This remaining portion of the network does not cover a critical surface area that might cause systemic weakness for the infrastructure as a whole.

The entire scope is governed by a risk prevention plan.

Where flood risk is concerned, the project adheres to the regulations set out in the Garonne and Hers PPRs (flood risk prevention plans) and also intends to take measures to address 1,000-year flood risk in the Garonne TRI (territoire à risque important d'inondation, or high flood-risk territory).

## Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

### DO NO SIGNIFICANT HARM

### ANALYSIS

#### 2) Climate change adaptation

- Exit points will be adjusted to avoid any massive inflow of extreme storm rainwater into the stations.

Where heatwaves are concerned, the public areas around the stations are being designed so as to create thermal comfort spaces (by planting trees and including permeable surfaces) and prevent heat islands (albedo of materials).

The following major accident risks have been assessed: external environment-related risks (climate events, natural or technological catastrophes, floods, etc.); human-induced risks (relating to people, their behaviours, etc.); internal risks (design errors, etc.). Where possible, risk management measures have been identified for each of these risks during the construction work and commercial operation stages.

The equipment to be installed when the metro begins commercial operation is identical to that used in the Dubai metro system, which is a guarantee that it can resist extreme heat.

**ALIGNED**

#### 3) Sustainable use and protection of water and marine resources

Environmental degradation risks related to preserving water quality and avoiding water stress are identified and addressed, in accordance with a water use and protection management plan developed in consultation with relevant stakeholders.

A water use and protection management plan is required under Directive 2000/60/EC, which was transposed into France's Law n° 2004-338 of 21st April 2004.

During construction, Tisséo Collectivités will set up an environmental monitoring observatory overseeing the construction sites in order to monitor water levels in wells and water flow rates in springs, as well as the water's physico-chemical properties, throughout the duration of construction work on Line C of the Toulouse metro network.

An annual review summarising the outcomes achieved from the measures taken will be drawn up each year for all the points monitored, and they will be put into perspective based on the hydrological situation of that year: it will be a synopsis including a map summarising the measuring points, grouping them together by aquifer and interpreting the data on the scale of Line C.

**ALIGNED**



## Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

### DO NO SIGNIFICANT HARM

### ANALYSIS

#### 4) Transition to a circular economy

At least 70% (by weight) of the non-hazardous construction and demolition waste (excluding naturally occurring material referred to in category 17 05 04 in the European List of Waste established by Commission Decision 2000/532/EC) generated on the construction site is prepared for reuse, recycling and other material recovery, including backfilling operations using waste to substitute other materials, in accordance with the waste hierarchy and the EU Construction and Demolition Waste Management Protocol. Operators limit waste generation in processes related to construction and demolition, in accordance with the EU Construction and Demolition Waste Management Protocol, taking into account best available techniques and using selective demolition to enable removal and safe handling of hazardous substances and facilitate reuse and high-quality recycling by selective removal of materials, using available sorting systems for construction and demolition waste.

Article 79 of France's Energy Transition for Green Growth Act (LTECV, Loi de la transition énergétique pour la croissance verte) requires the State and regional authorities to recover at least 70% of the materials and waste generated on the construction sites for which they are the project owner (reuse, recycling or other forms of material recovery) by 2020, in accordance with the European Waste Framework Directive of 2008.

The operation is going to generate 2.6 to 2.7 million m<sup>3</sup> of debris. This debris will consist primarily of unpolluted inert materials, largely made up of molasses extracted from deep underground. The properties of the debris will be analysed by taking samples, and waste processing procedures will be selected according to the types of materials extracted.

Most of the volumes will consist of inert waste, for which there are several recovery options to choose from: quarry backfilling, supplying other local projects for their material needs (the Toulouse-Castres line, etc.), innovative recovery procedures (brickmaking, etc.).

The measures under consideration are as follows:

To monitor the traceability of earthworks after excavation by using documents such as France's recoverable earth monitoring form (Bordereau de Suivi des Terres Valorisables, BSTV) or waste monitoring form (Bordereau de Suivi de Déchets, BSD).

**ALIGNED**

## Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

### DO NO SIGNIFICANT HARM

### ANALYSIS

#### 5) Pollution prevention and control

Where appropriate, noise and vibrations from use of infrastructure are mitigated by introducing open trenches, wall barriers, or other measures and comply with Directive 2002/49/EC.

Measures are taken to reduce noise, dust and pollutant emissions during construction or maintenance works.

Directive 2002/49/EC has been transposed into the following French laws: Law n° 2005-1319 of 26th October 2005 providing various provisions for adapting community law on environmental matters; ordinance n° 2004-1199 of 12th November 2004 passed to transpose Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 relating to the assessment and management of environmental noise; decree n° 2006-361 of 24th March 2006<sup>2</sup> relating to the mapping of environmental noises and environmental noise prevention plans and amending the French Urban Planning Code; the order of 3rd April 2006 establishing the list of airfields referred to in paragraph I of Article R.147-5-1 of the French Urban Planning Code; the order of 4th April 2006 relating to the mapping of environmental noise and environmental noise prevention plans.

During construction work, a construction noise report will be sent to the mayor at least once a month before the works begin, and a large number of construction noise reduction measures will be introduced once the works begin.

During commercial operation, particularly in the aboveground viaduct areas, inhabitants exposed to noise levels that exceed regulatory noise levels will benefit from noise protection measures. The focus will be on providing protection against noise at the source (noise barriers). However, in the event of technical difficulties or isolated buildings, façade insulation measures will be taken.

**ALIGNED**



## Activity 6.15. Infrastructure enabling low-carbon road transport and public transport

### DO NO SIGNIFICANT HARM

### ANALYSIS

#### 6) Protection and restoration of biodiversity and ecosystems

An Environmental Impact Assessment (EIA) or screening has been completed, for activities located in EU countries, in accordance with Directive 2011/92/EU<sup>27</sup>. For activities located in third countries, an EIA has been completed, in accordance with equivalent applicable national law or international standards. Where an EIA has been carried out, the required mitigation and compensation measures for protecting the environment are implemented.

For sites/operations located in or near biodiversity-sensitive areas (including the Natura 2000 network of protected areas, UNESCO World Heritage sites and Key Biodiversity Areas, as well as other protected areas), an appropriate assessment, where applicable, has been conducted and based on its conclusions the necessary mitigation measures are implemented.

Where relevant, maintenance of vegetation along road transport infrastructure ensures that invasive species do not spread.

Mitigation measures have been implemented to avoid wildlife collisions.

Article R122-2 of the French Environmental Code, section 39: the Environmental Impact Assessment is completed systematically for certain projects and subject to an inspection on a case-by-case basis for others.

Application of compensation measures is verified in part, while DNSH rules impose stricter requirements.

The ordinance of 3rd August 2016 (amending the French Environmental Code) and its implementing decree of 11th August 2016 transpose Directive 2011/92/EU as amended by Directive 2014/52/EU.

In addition, France's Climate and Resilience Act of 22nd August 2021 includes efforts to tackle land take having a major impact on biodiversity. The net zero land take principle as defined by this act could also be used to demonstrate compliance.

A comprehensive study of the project's impact on Natura 2000 areas was completed ahead of the works, in accordance with European Directives 2009/147/EC and 92/43/EEC. The natural habitats and species present (aquatic, insect and bird species) were identified. Measures will therefore be taken to avoid affecting them (e.g. underground passages or detours). The study concludes that the AEL and LBC operations are unlikely to affect any Natura 2000 areas for a number of reasons - their locations, the adjustments planned, the execution methods being used, the measures being introduced - and that they will therefore not compromise the project's integrity.

**ALIGNED**

<sup>27</sup> : The deadline for transposing Directive 2011/92/EU into national laws is not specified

### 3. Minimum (social) safeguards

Tisséo Collectivités complies with minimum safeguard criteria. The issuer is governed by French law and all the projects being financed are located in France.

In accordance with the Final Report on Minimum Safeguards published in October 2022 by the Platform on Sustainable Finance, France's national legislation has adopted a law requiring adequate due diligence processes in the areas of human rights and the environment, which could be considered *a priori* in alignment with Article 18 of the Taxonomy Regulation, and this due diligence law applies to Tisséo Collectivités.

The Committee for Evaluating and Monitoring Green Issuances is responsible for reviewing financed assets on a regular basis to ensure that they remain compliant with eligibility criteria and do not face any major controversies.

#### Ethics:

Pursuant to Law 2016-483 of 20th April 2016, Tisséo Collectivités has introduced a number of ethics measures:

- Designation of an ethics contact person
- Introduction of a Code of Conduct for public sector workers
- Awareness campaigns on ethical issues as part of a recap of the Code of Conduct for the entire management committee (the latest dating back to November 2022)
- Memorandum setting out any changes to regulations on holding multiple offices concurrently and any ethics controls performed
- Awareness session on ethics to be held for the management committee on 23rd June 2023, focusing in particular on tackling active and passive corruption
- Memorandum on conflicts of interest and on preventing them
- Participation in the conference on "Ethics and the principles of neutrality and secularity: my role as manager"
- Designation of a whistleblowing contact person
- Handbook on Tisséo Collectivités' purchasing procedures, with a specific focus on sourcing
- Recap of the ethical obligations incumbent on managers stipulated in the management guidelines
- Declarations of Interests and Declarations of Assets for local councillors and public sector workers
- Up-to-date individual registers compiling the various known interests held by local councillors
- Ethical rules incorporated into HR processes.

Tisséo Collectivités is a member of CDG31, a mechanism for reporting acts of violence, discrimination, harassment and sexist behaviour in the civil service.

Tisséo Collectivités also has access to a panel of law firms selected following a competition and operating in Tisséo Collectivités' various fields of activity.

#### Respect for human rights and labour rights:

France adheres to the eight fundamental conventions of the International Labour Organization (ILO):

1. The Forced Labour Convention (Convention 29, 1930)
2. The Freedom of Association and Protection of the Right to Organise Convention (Convention 87, 1948)
3. The Right to Organise and Collective Bargaining Convention (Convention 98, 1949)
4. The Equal Remuneration Convention (Convention 100, 1951)
5. The Abolition of Forced Labour Convention (Convention 105, 1957)
6. The Discrimination (Employment and Occupation) Convention (Convention 111, 1958)
7. The Minimum Age Convention (Convention 138, 1973)
8. The Worst Forms of Child Labour Convention (Convention 182, 1999)

As an Autorité Organisatrice de la Mobilité (AOM, or mobility organisation authority), Tisséo Collectivités is subject to French law and to the standards and practices stipulated in European Union law. Tisséo Collectivités therefore *ipso jure* complies with the eight fundamental conventions of the ILO to which France adheres.

While Tisséo Collectivités has not approved any specific human rights laws, it does comply with all the provisions set out in French law applicable to the civil service.

The legal framework governing public procurement applies European and national standards for respecting human rights both in the workplace and during the application and bidding stages.

Tisséo Collectivités' service providers are therefore subject to contractual clauses stipulating their obligation to execute, on penalty of being prohibited from bidding if they do not fulfil this obligation.

Tisséo Collectivités accordingly pledges to ensure that human rights are respected during execution of its activities and during selection of its economic partners.

# NOTES

A series of horizontal dotted lines for writing notes.



[tisseo-collectivites.fr](http://tisseo-collectivites.fr)