



## PROJECT PHASES 1&2

PROVENCE CÔTE D'AZUR NEW LINE

# PRESENTATION STATUS OF PROJECT IN DECEMBER 2022

(POST PUBLIC INTEREST DECLARATION)

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# IMPLICATIONS OF THE PUBLIC INTEREST DECLARATION (DUP) FOR LNPCA PHASES 1 & 2

## DUP SIGNED ON 13 OCTOBER 2022

On 13 October last, the Prefects of three French départements (Bouches-du-Rhône, Var, Alpes-Maritimes) signed the Public Interest Declaration (DUP) for phases 1 & 2 of the LNPCA project. On the same day, Clément Beaune, Minister Delegate in charge of Transport, officially ratified this declaration.

## DUP: OFFICIAL GO-AHEAD FOR PROJECT PHASES 1 & 2

By declaring phases 1 & 2 of the LNPCA project in the public interest, the authorities have given them official status. The declaration defines the nature and scope of the work to be performed. It also signals the start of the process of adapting the relevant urban planning documents to allow for the project. In addition, it will enable the project owners to embark on acquiring the land parcels needed for implementation of their project.

The DUP declaration represented the culmination of public interest enquiry procedures, during which an independent commission of enquiry, with 19 members appointed by the administrative courts, examined contributions from the public and issued recommendations with regard to the project. The commission approved the operations proposed and considered them consistent with the objectives sought. In the light of the various public and private interests at stake, it was of the opinion that the project's benefits outweighed its disadvantages and that it would contribute to the economic welfare of the community.

*The DUP does not concern later phases of the LNPCA project, which were not part of the early 2022 public enquiry. These phases will be addressed in another separate project completely distinct from phases 1 & 2. At the appropriate moment, these will be referred to the National Public Hearings Commission (CNDP), which will decide on whether or not there should be a public hearing.*

## DUP: WHAT NEXT?

While project phases 1 & 2 may have been declared in the public interest, this does not mean that work can begin at once. Studies carried out as input for the public interest declaration served to specify the project's functional objectives and the adaptations required. Now that the DUP has been obtained, the joint project owners, SNCF Réseau and SNCF Gares & Connexions, will need to complete a further series of studies and administrative procedures.

The next stage will, therefore, consist initially of detailed design studies, the purpose of which will be to fine-tune and optimise the technical and environmental aspects of the programme and establish

the conditions and timelines for the work to be done. These studies will be followed by so-called "Project" studies, which will be the stage when the finer details of the nature and scale of the various works operations will be defined as the basis for producing the tender documents for selecting works contractors.

On a parallel to these various studies, the following administrative procedures will have to be completed between the end of the DUP process and the start of work:

- building permit applications;
- applications for environmental consent (for example, in relation to the Water Act);
- land parcel surveys<sup>1</sup>;
- preventive archaeological digs;
- land acquisitions. SNCF policy is to seek amicable agreement over land acquisitions (these represent over 95 % of its acquisitions in France). In cases where amicable agreement with landowners is impossible, expropriation procedures will be set in train.

The land parcel surveys and the environmental consent application will also require public enquiries. For the land parcels, surveys will serve to establish and specify the plots to be acquired. For environmental consent, the enquiry will be necessary to obtain a single environmental authorisation in relation to such things as the so-called "Water Act", waivers in relation to protected species and other environmental protection measures.

## SNCF RÉSEAU AND SNCF GARES & CONNEXIONS: JOINT PROJECT OWNERS

For their respective areas of responsibility, SNCF Réseau and SNCF Gares & Connexions share overall project ownership:



- SNCF Réseau is in charge of studies and preparations for work on railway infrastructure and equipment on the national rail network. It is also responsible for general coordination of the detailed design studies;



- SNCF Gares & Connexions is in charge of studies and preparations for work in passenger stations and associated facilities, in accordance with the provisions of Article L.2111-9 of the Transport Code.

<sup>1</sup> The purpose of land parcel surveys is to identify the sites required and their owners, in order to inform these owners of the proposed expropriations and offer them the chance to challenge these decisions, for all or part of their property.



# BENEFITS FOR THE REGION OF LNPCA PROJECT PHASES 1 & 2

## MORE TRAINS... LESS CO<sub>2</sub>

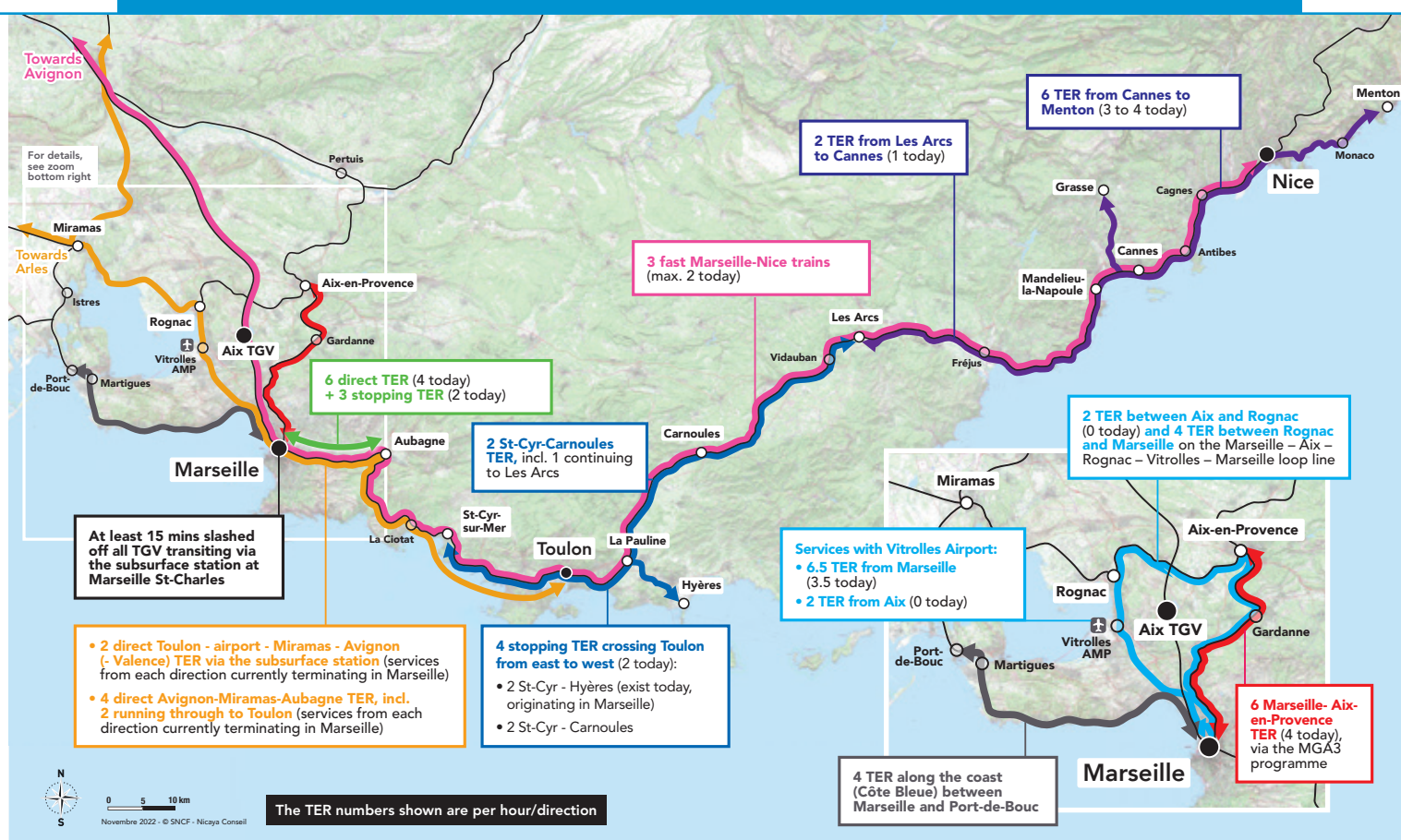
By offering the potential for increasing the number of trains in everyday service by 66% in combination with the creation of three metropolitan regional express networks (RER) in Aix-Marseille, Toulon and Nice/Côte d'Azur respectively, phases 1 & 2 of the project should take annual rail ridership to over 23 million by 2035 with 62% of these extra passengers being road users abandoning their cars in favour of trains.

## MORE RAIL SERVICES

Project phases 1 & 2 herald improvements to the existing network that will enable regional express services (TER) to be increased from 2 to 3.5 non-clockface departures per hour per direction (current

situation) to 4 to 6 TER per hour/direction with attractive clockface schedules for travel in and around the Aix-Marseille, Toulon and Nice/Côte d'Azur urban areas.

Rail services at the 2035 time horizon with the project and other complementary projects\*  
(\*at the Marseille node, project phases 1 & 2 will make these other projects possible)



The following services will be possible as a result of project phases 1 & 2:

- Nice-Côte d'Azur metropolitan express services with 6 TER/hour/direction between Cannes and Menton (4 TER/hour/direction today);
- Toulon metropolitan express services with 4 TER/hour/direction between Saint-Cyr and La Pauline (2 TER/hour/direction today);
- Marseille metropolitan express services with 3 stopping TER / hour / direction between Marseille and Aubagne (2 TER / hour / direction today) and 4 TER / hour / direction on lines along the coast between Saint-Charles and L'Estaque (2 TER / hour / direction today).

With project phases 1 & 2 it will also be possible to increase the number of fast trains worked between Marseille and Ventimiglia, thereby improving regional rail links between the three metropolises and access to the rest of France from the Var and Alpes-Maritimes départements. Change-free services via these metropolitan areas will also be possible, examples being Miramas-Vitrolles Airport-Aubagne via Marseille, Saint-Cyr-Carnoules via Toulon or Cannes-Menton via Nice

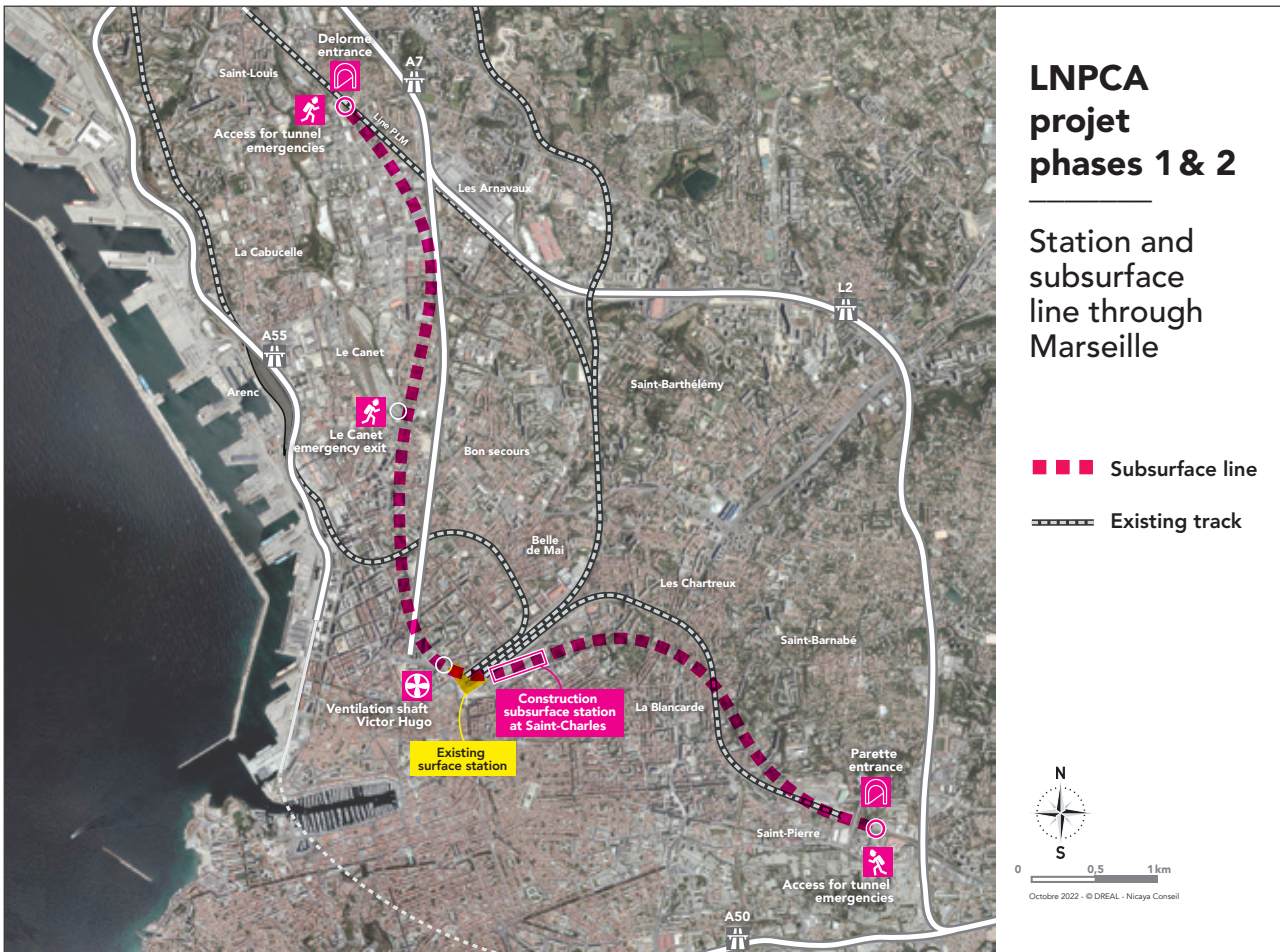
**At the Marseille railway node, the project will also pave the way for other complementary projects by enabling the following services to be offered:**

- 6 TER / hour / direction (4 today), between Marseille, Gardanne and Aix-en-Provence, as part of phase 3 of Aix-Marseille line upgrading operations;
- 2 TER / hour / direction between Aix and Étang de Berre and 4 TER/hour/ direction between Rognac and Marseille with completion of the Marseille - Aix – Rognac - Vitrolles - Marseille loop line;
- 4 TER / hour / direction (2 today) from Marseille to Port-de-Bouc, as part of "Côte Bleue" service enhancements;
- 4 TER / hour / direction from Avignon to Aubagne through extension of TER services from Avignon to Aubagne.

## SHORTER TRIP TIMES

With the construction of a subsurface station at Marseille Saint-Charles, trains will no longer have to turn back as they do at present in the existing dead-end station. This will cut 15 to 20 minutes off trip times for the 20,000 trains transiting each year through the city and heading north (Paris, Lyon, Avignon, Bordeaux...) or east (Aubagne, Toulon and Nice).

Improvements at the Marseille railway node will also make it possible to work more northbound trains from Marseille (to Avignon, Lyon and Paris) and more eastbound trains (to Toulon and Nice).





## MORE RELIABLE RAIL SERVICES

Project phases 1 & 2 adaptations will lessen the impact of incidents on the line and the resulting knock-on effects in terms of train delays or cancellations.

Transit through the Marseille railway hub will be simplified by the elimination of the routing conflicts caused by the dead-end configuration of the existing Marseille Saint-Charles station (reorganisation of track layout at the station and of train stabling and maintenance sidings). The situation will further benefit from improvements to traffic flows on the Marseille-Ventimiglia line through better management of the differences in train speeds between faster and slower trains, fast trains at present having to slow to avoid catching up with preceding slow trains, since the line caters to a mixture of freight, stopping, semi-stopping, intercity TER and main line (e.g. high-speed) trains.

In the Var and Alpes-Maritimes *départements*, additional platform tracks are to be created at the stations of Saint-Cyr-Les Lecques, La Pauline, Cannes La Bocca (relocated), Cannes Centre, Nice Airport and Nice Ville. This will make it possible for two trains running in the same direction to enter these stations at the same time and, if necessary, for one to overtake the other.

In addition, the stations of Carnoules, the Arcs-Draguignan, Cannes La Bocca (relocated), Nice Ville and Nice Saint-Roch are to undergo improvements to facilitate train movements (extra stabling sidings for TER trains) and prevent congestion on the line.

Last but not least, the grade crossovers on single-track lines at the junction of La Pauline towards Hyères and at the junction in Cannes towards Grasse are to be transformed so that one line passes under the other, thus removing routing conflicts between trains on the

Marseille – Ventimiglia line and those on the La Pauline-Hyères and Cannes-Grasse lines.

The upshot of all these developments will be a railway system better able to cope with contingencies likely to cause operating disruptions and a more reliable rail service, which should be synonymous with greater passenger satisfaction. When LNPCA project phases 1 & 2 become operational, delays to trains recorded at the Marseille railway node should drop by some 40 % (i.e. a saving of some 70,000 minutes per year).

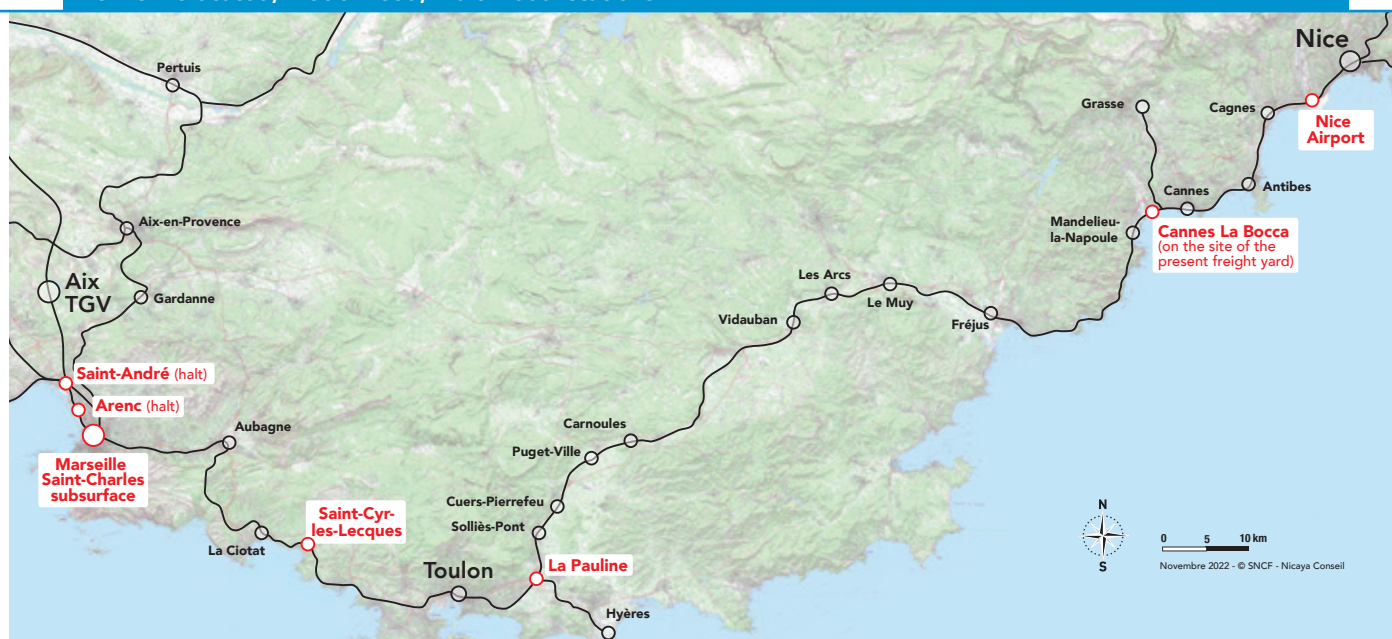
## NEW AND MODERNISED MULTIMODAL STATIONS LOCATED IN AREAS EARMARKED FOR REHABILITATION OR REDEVELOPMENT

Services in the metropolitan areas will also benefit from the project with the construction of new eco-designed intermodal stations.

Local authorities partnering LNPCA project phases 1 & 2 have provided input for station design to ensure that the new stations will be conducive to a modal shift from road to rail and not be a blot on the urban landscape:

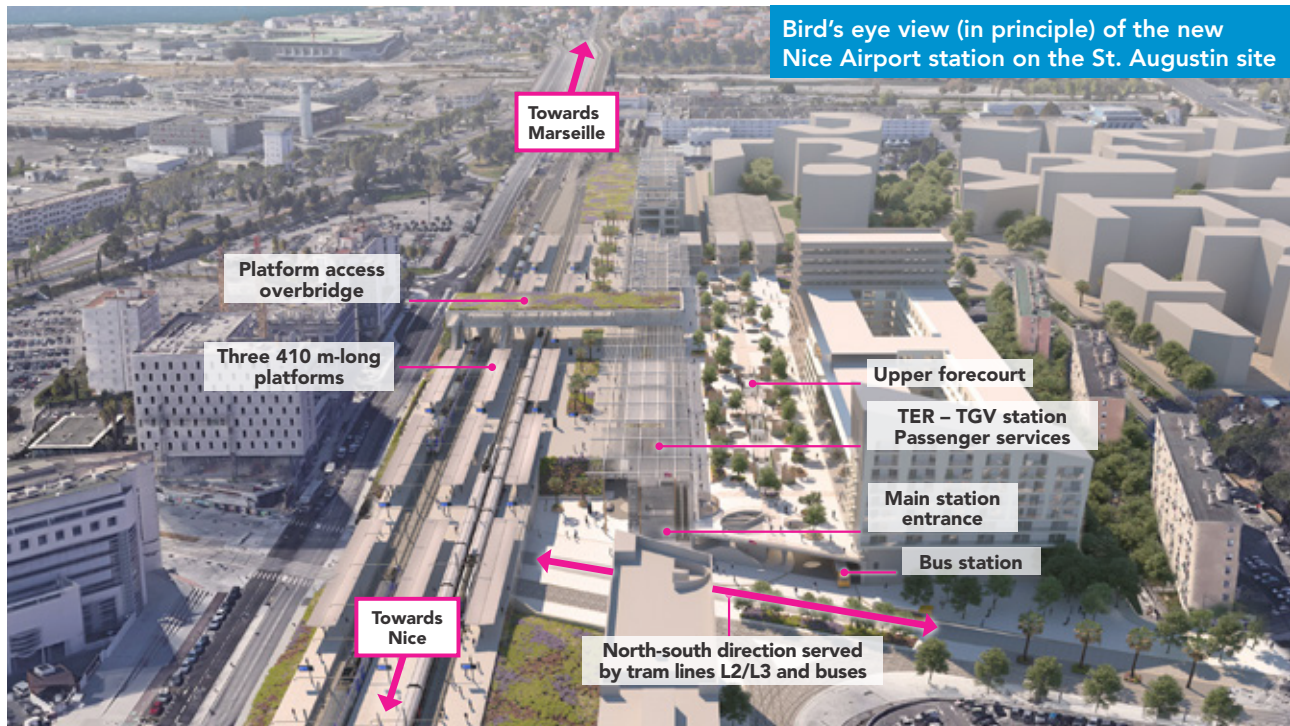
- stations are being built from scratch or relocated as a focal part of the urban development projects they are designed to serve;
- stations will offer a broader and more efficient range of interchange possibilities: urban public transport, active mode accessibility (pedestrians and bicycles, with secure parking areas for the latter), park-and-ride facilities for cars, etc. sécurisées), parkings relais pour les voitures, etc.

### New or relocated, modernised, multimodal stations



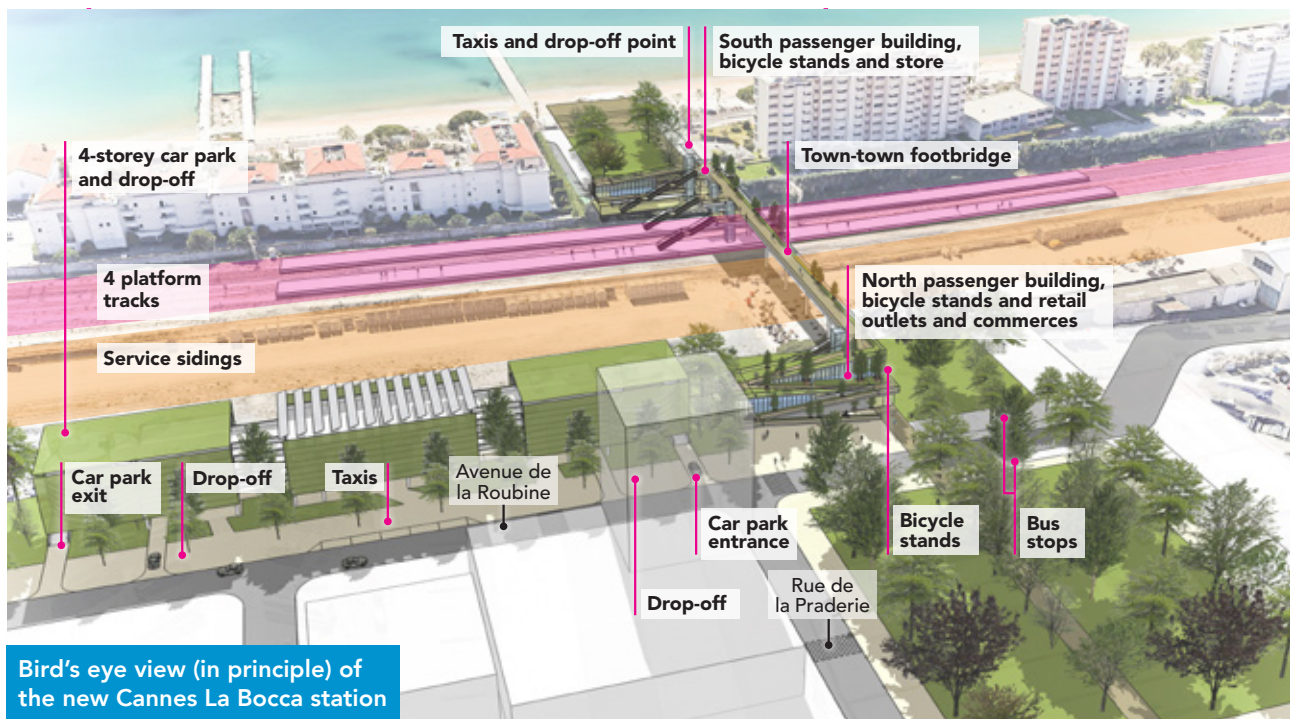
In Nice, the new TER and TGV station is a key part of the Nice-Eco-Valley National Interest Operation. Since the station is close to France's 3<sup>rd</sup> airport, it will also offer direct connections with the new bus station, tram lines, cycle tracks and the "green swathe" vehicle-

free walkway between the Promenade des Anglais and the future Exhibition Centre. This multimodal hub will, therefore, be one of the most comprehensive in France.



At Cannes La Bocca, the station is to be relocated as part of the "Cannes Bocca Grand Ouest" project. Its two forecourts will accommodate bus stops, drop-off points, taxi ranks, car and bicycle parks.

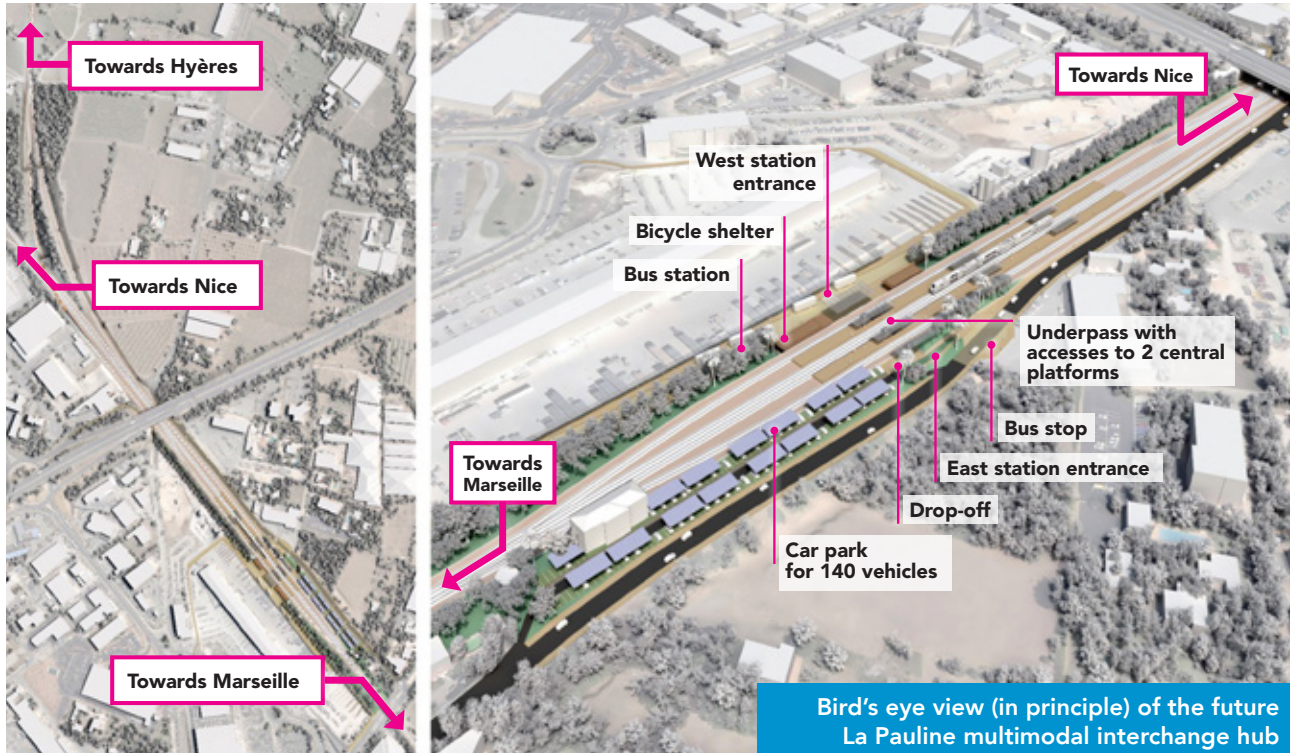
The footbridge over the track will provide access to the platforms and span the whole of the railway right-of-way, creating a new link with the Boulevard du Littoral, a move consistent with the Boccababana project.





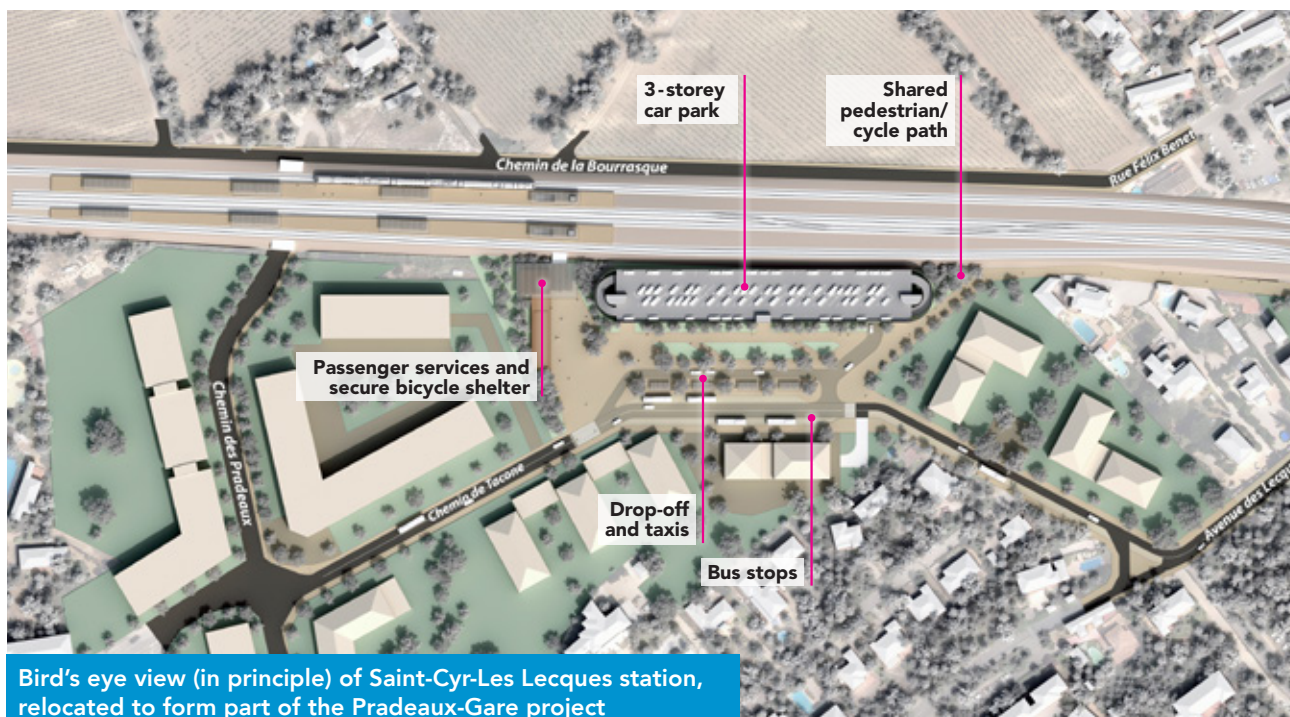
**At La Pauline**, the existing station is to be converted into a through multimodal station in order to serve the business park to the east of Toulon and the La Garde university campus. Wide pavements and cycle tracks are to be provided

on the western side, where a bus station will be developed and connected to a new bus network with its own dedicated right-of-way. The car park and the drop-off ("kiss and ride") point will remain on the eastern side.



**At Saint-Cyr-sur-Mer**, the station is to be relocated as part of the "Pradeaux-Gares" urban development project. All road accesses to the area will, therefore,

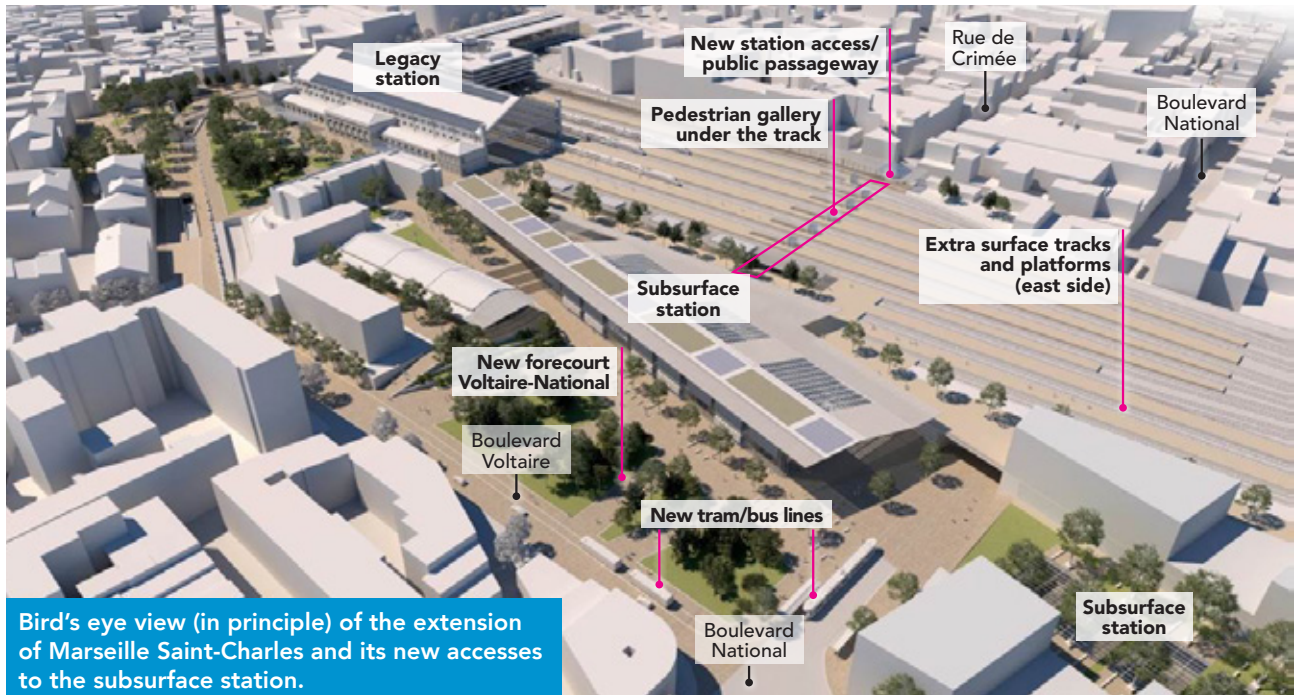
have to be completely altered. The design of the new station will be conducive to active mobilities and improved public transport services.





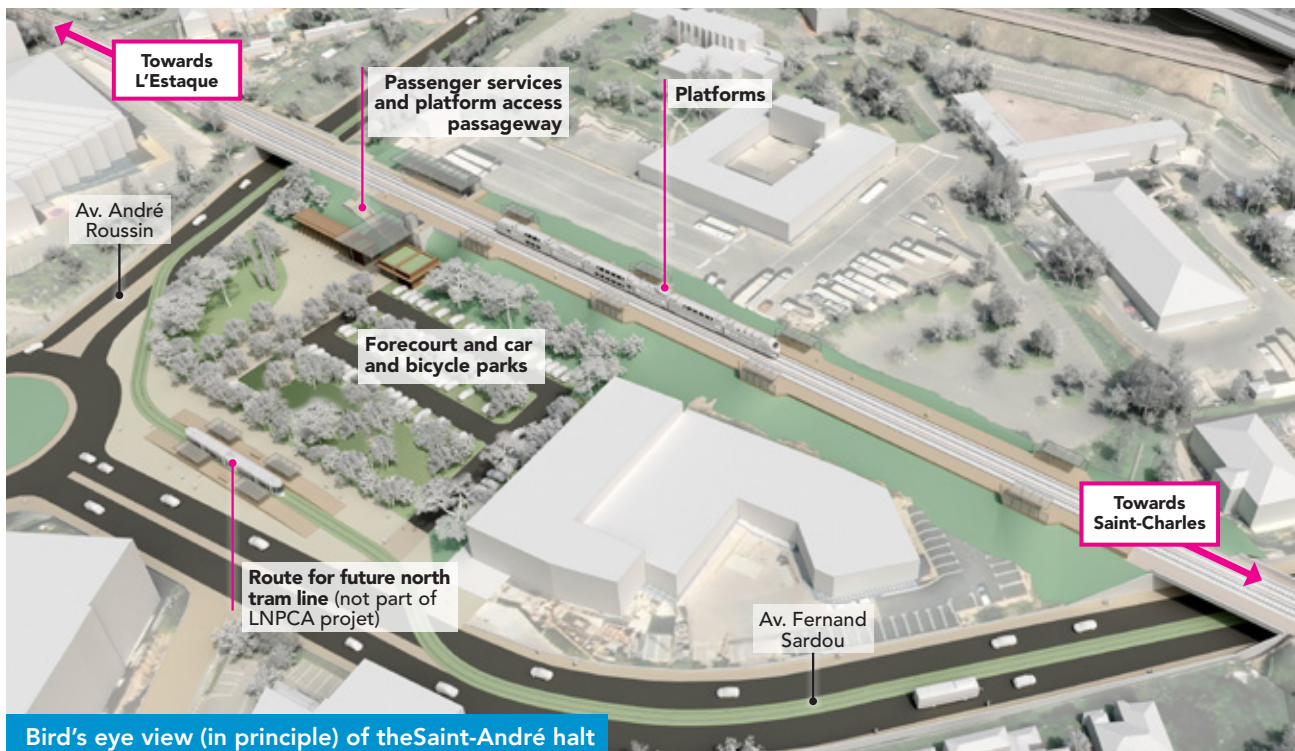
**At Marseille Saint-Charles**, the new subsurface station will be a fundamental feature of the station district and Euroméditerranée urban development projects and will contribute to Marseille city centre rehabilitation plans. A multimodal forecourt will be provided to facilitate transfers between transport modes, including a new tram line and a connection with the future cycle track network. The changes planned at Saint-Charles station

have been designed to make the station more easily accessible and more attractive by providing entrances on all sides. In the project, provision is made for an entrance on Rue Honnorat, which will give direct access to a new underground pedestrian gallery opposite the Rue Crimée. The concept of “station-garden” adopted for Saint-Charles will bring a welcome breath of fresh air and greenery to the particularly densely-meshed urban fabric.



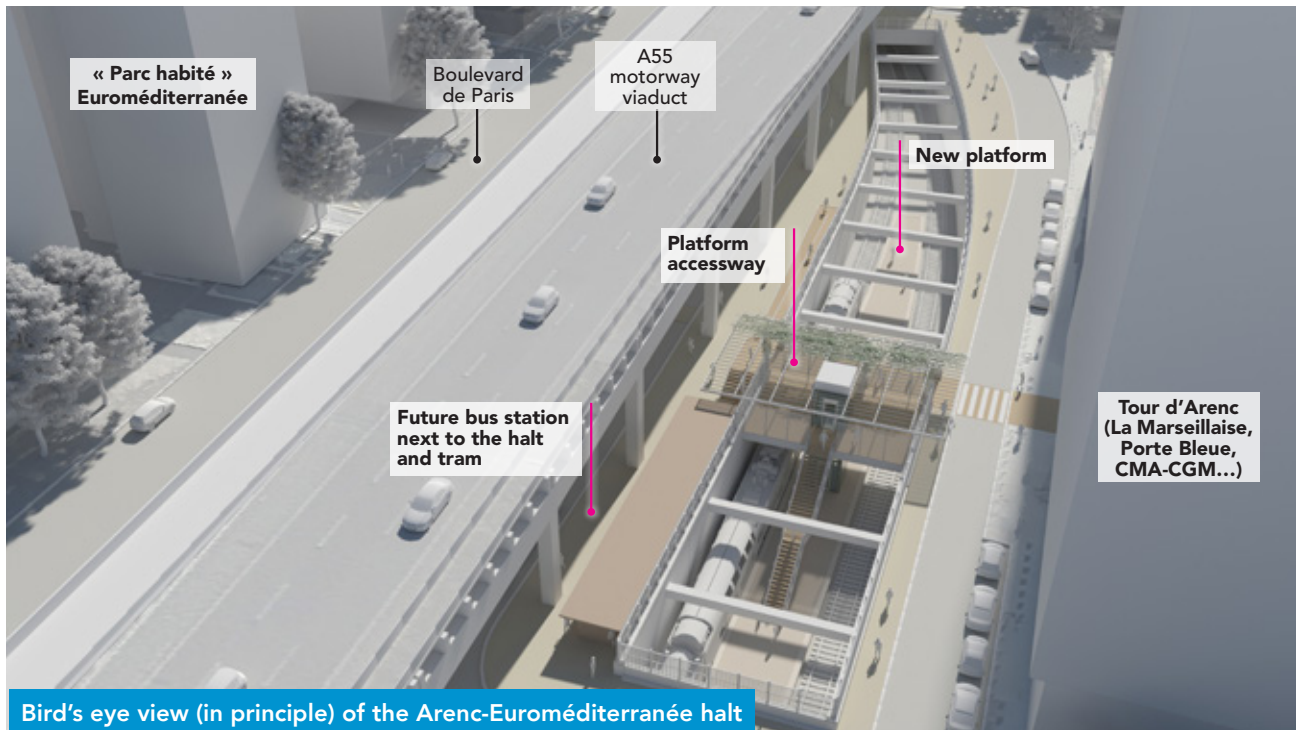
**At Saint-André**, there will be a new railway halt which will be connected to the future north tram line.

This will help to open up poorly served parts of the north of Marseille.



The **halte at Arenc**, is to be adapted with the addition of a new platform track and improved accesses. This halt lies at the heart of the Euroméditerranée operation. It will be directly, easily and conveniently connected to the heavily built-up urban area it will serve (the Parc

Habité residential park, the Tours d'Arenc, etc.), the existing tram stop and the future urban bicycle and bus networks that are to be put in place under the motorway viaduct. Ultimately, the halt will become an attractive multimodal interchange hub.



## PRESERVING RAIL FREIGHT DEVELOPMENT

By making it possible to work a greater number of trains, project phases 1 & 2 will release extra freight train paths between Marseille and Ventimiglia at off-peak times of day (these extra train paths will be used by TER at peak times): 1 to 2 on the Miramas-Ventimiglia line and 2 to 3 on the Miramas-La Seyne line.

In project phases 1 & 2, no provision is made for developing freight on coastal tracks between Marseille Saint-Charles and L'Estaque, because this aspect is being addressed in separate projects covered by separate authorisation procedures.

## DECARBONISING TRANSPORT

LNPCA project phases 1 & 2 should attract a further 36% of riders to rail by 2035, in particular:

- + 9 million passengers / year at Marseille Saint-Charles;
- + 3.8 million passengers / year at Nice Airport station;
- + 3 million passengers / year at Cannes Centre.

Of these 23 million extra riders, 62 % will come from the roads, passengers for whom public health is a matter of vital importance and who opt for rail for its better air quality and global warming performance.

## RAPID REDUCTION IN CARBON FOOTPRINT

Carbon neutrality corresponds to the year when, in theory, all the emissions avoided by the project are greater than those produced during its execution (works).

In the case of project phases 1 & 2, carbon neutrality will be achieved at the latest 16 years after completion of the works phase. From then on, the project will have a positive carbon bottom line. Assuming 40 years of operations, it will therefore be instrumental in avoiding 450,000 Teq CO<sub>2</sub> (tonne equivalent CO<sub>2</sub>) emissions.

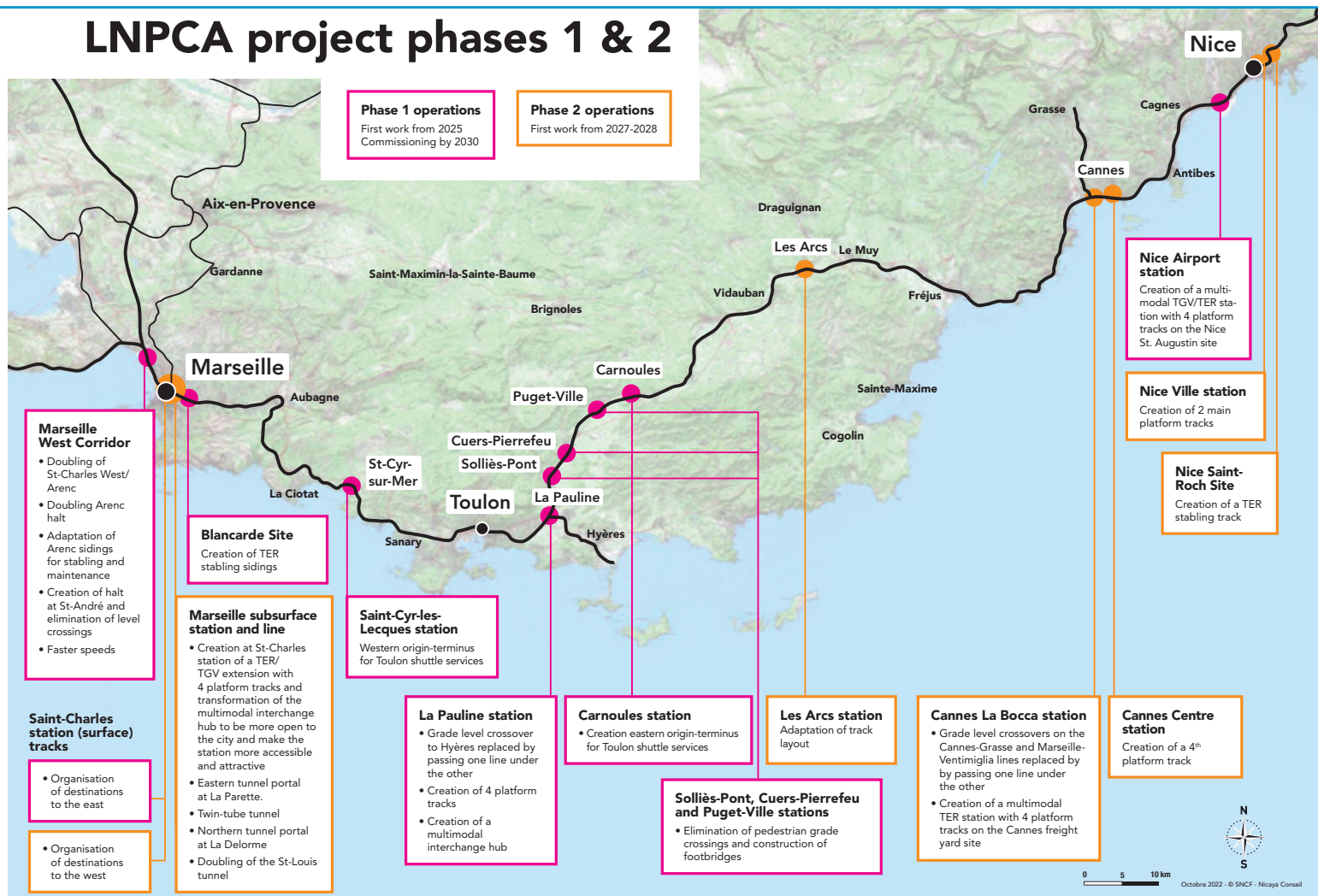


# LNPCA PROJECT PHASES 1 & 2: OPERATIONS

Project phases 1 & 2 include a large number of operations to reconfigure the network and selected stations and create new railway facilities and stations. The sheer complexity and volume of the operations to be conducted are such that the project owners have decided to proceed in two major phases:

- work on phase 1 operations will begin in 2025 for commissioning in successive stages from 2028 to 2030;
- work on phase 2 operations will begin in 2027 - 2028.

## LNPCA project phases 1 & 2



Project phases 1 & 2 operations will supplement major efforts to modernise operations on the Marseille-Ventimiglia line under the High Performance Marseille-Ventimiglia line (HPMV) project and will

contribute to the development of this vital European corridor along the Mediterranean Arc that features in the Trans-European Transport Network (TEN-T).

## THE HPMV PROJECT

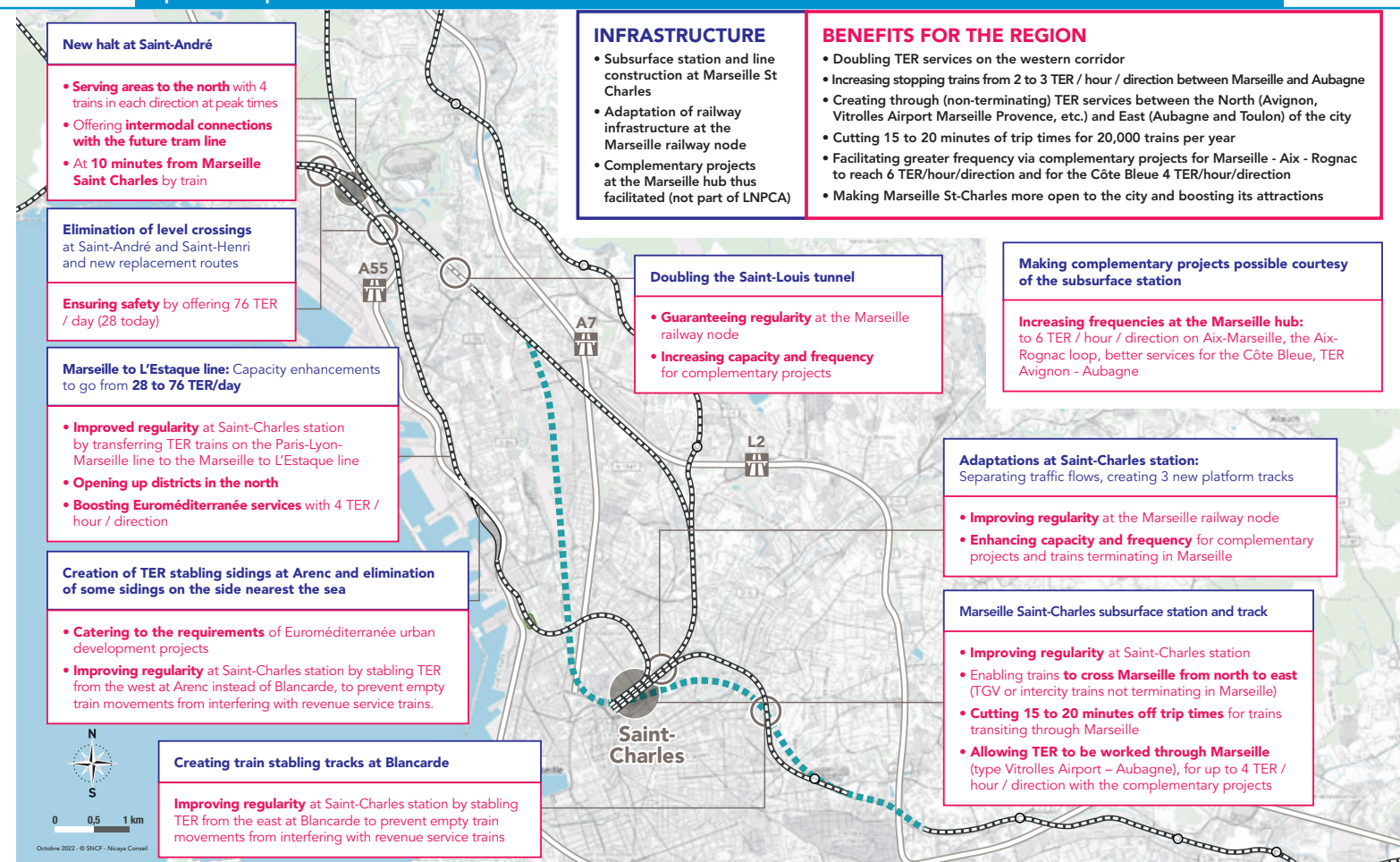
The High Performance Marseille Ventimiglia (HPMV) project consists of deploying the new ERTMS (European Rail Traffic Management System) hybrid Level 3 signalling system between 2027 and 2030. The aim is to replace the existing signalling installations by means of a system using information transmitted by radio or via ground-based equipment. With the new system, it will be possible to shorten train headways, since the

safe stopping distances to be maintained will be calculated in relation to the true capacities of following trains, in particular their braking characteristics.

With the new system rolling stock interoperability will also be guaranteed through compliance with European standards and transport plan performance will be improved through trains worked at more consistent speeds.

## OPERATIONS PLANNED IN CONNECTION WITH THE DEVELOPMENT OF THE 3 METROPOLITAN RER NETWORKS IN AIX-MARSEILLE, TOULON AND NICE-CÔTE D'AZUR

### Operations planned in the Bouches-du-Rhône





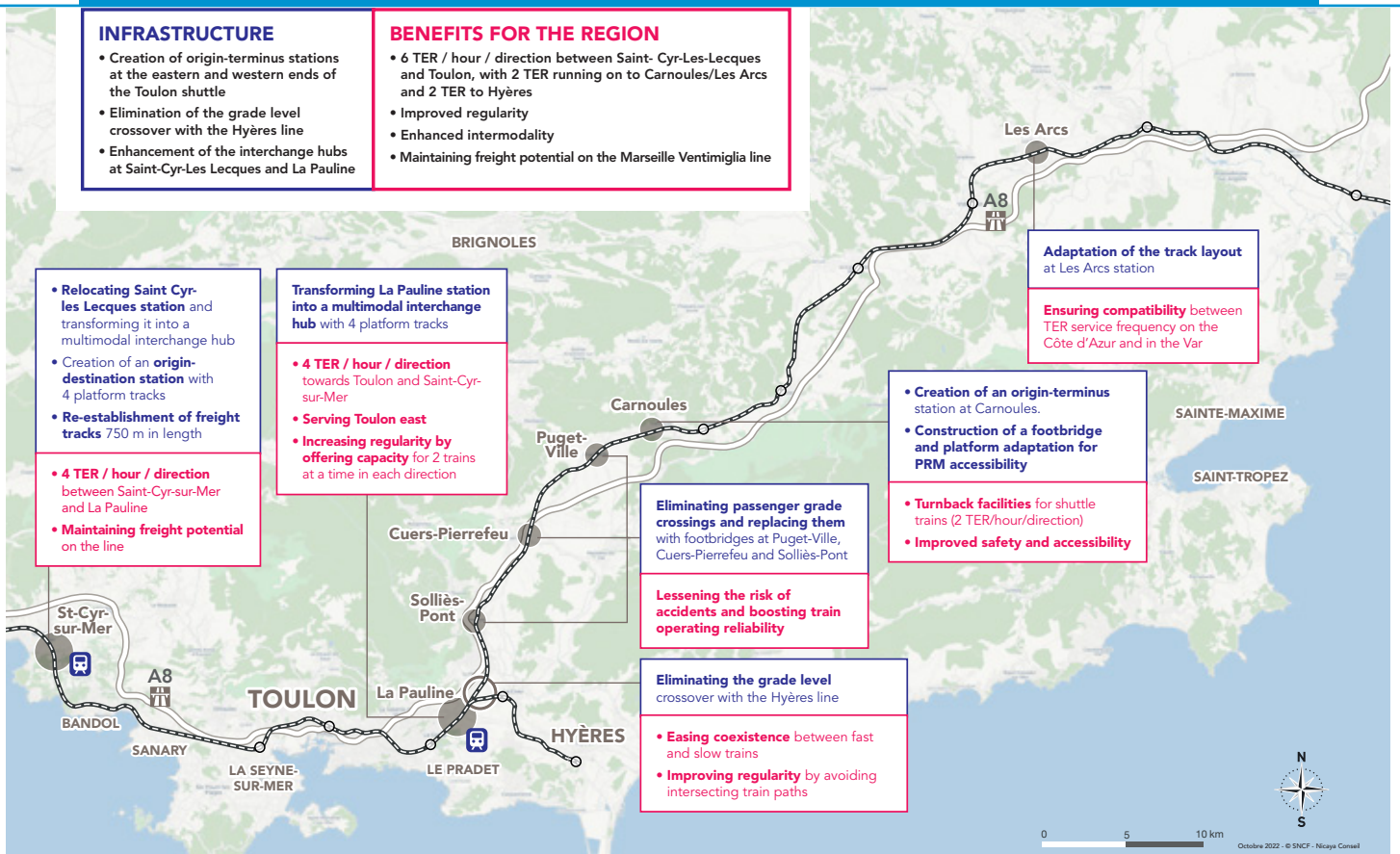
## Operations planned in the Var

### INFRASTRUCTURE

- Creation of origin-terminus stations at the eastern and western ends of the Toulon shuttle
- Elimination of the grade level crossover with the Hyères line
- Enhancement of the interchange hubs at Saint-Cyr-Les Lecques and La Pauline

### BENEFITS FOR THE REGION

- 6 TER / hour / direction between Saint-Cyr-Les-Lecques and Toulon, with 2 TER running on to Carnoules/Les Arcs and 2 TER to Hyères
- Improved regularity
- Enhanced intermodality
- Maintaining freight potential on the Marseille Ventimiglia line



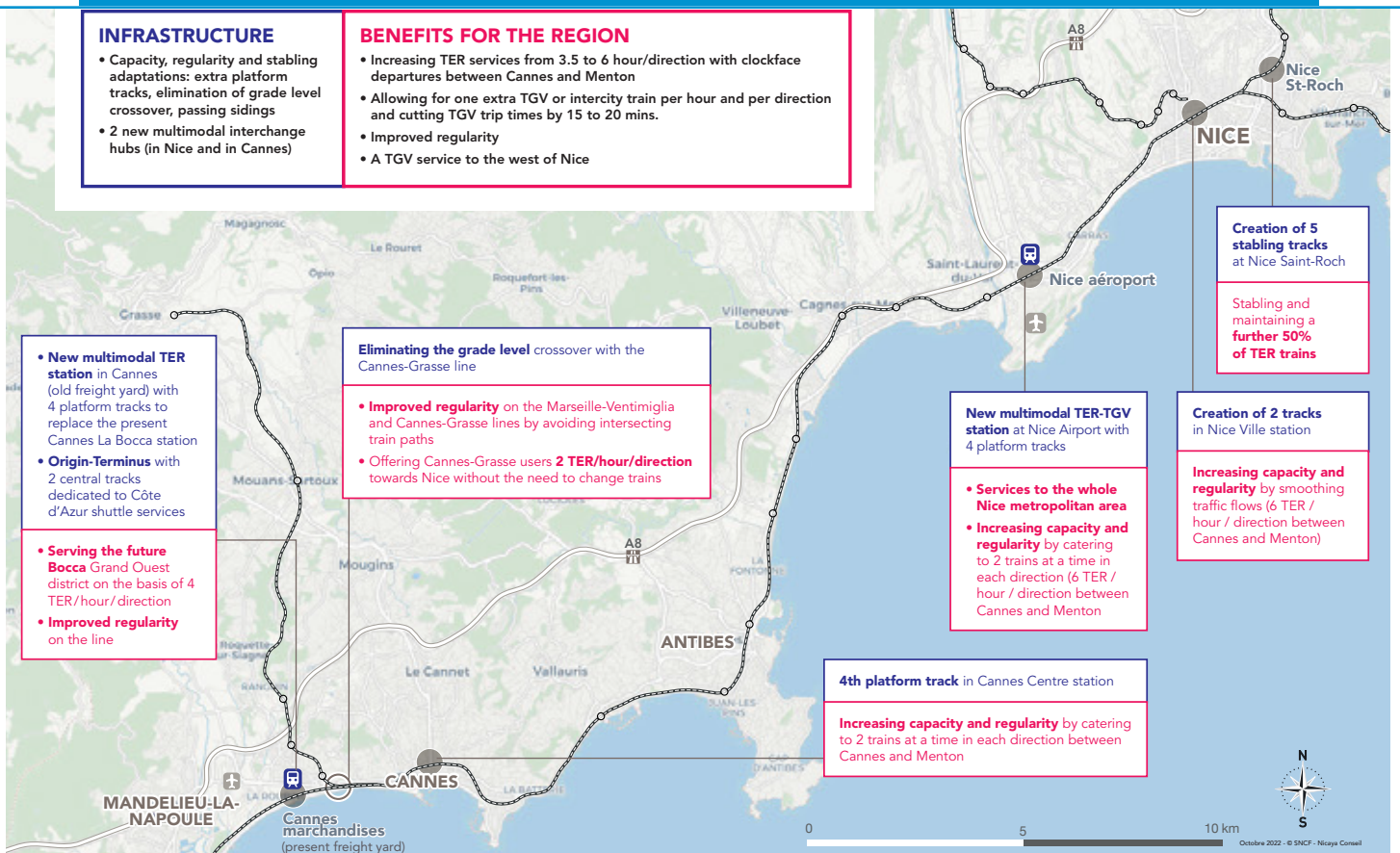
## Operations planned in the Alpes-Maritimes

### INFRASTRUCTURE

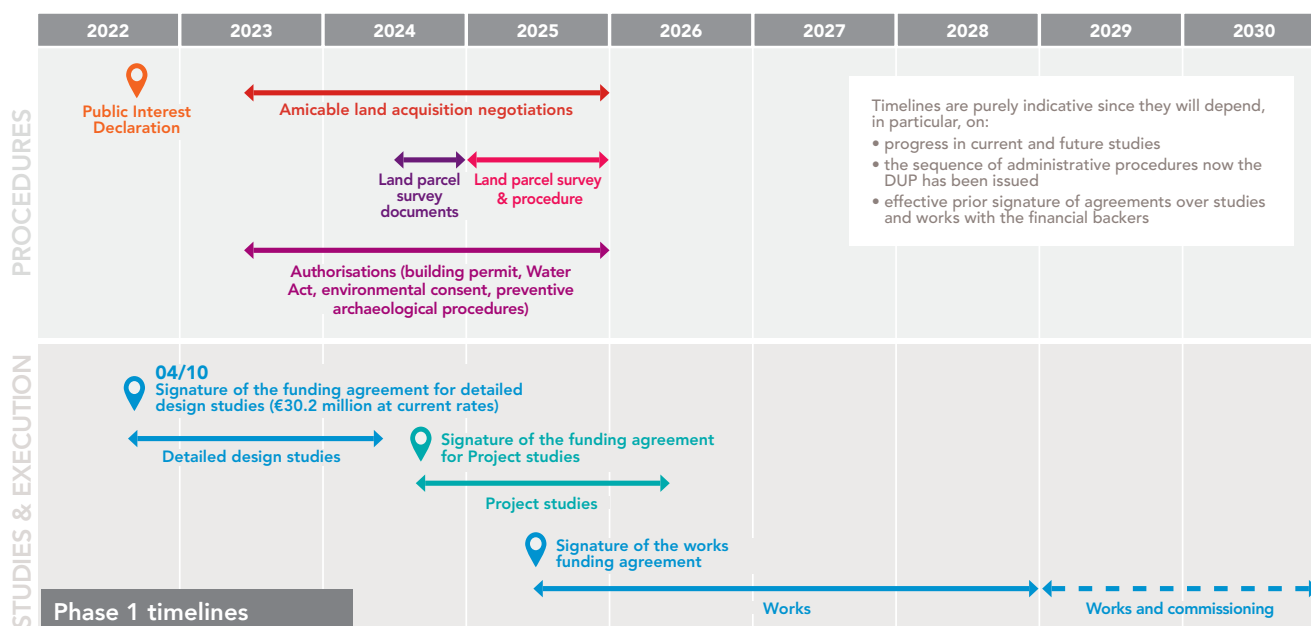
- Capacity, regularity and stabling adaptations: extra platform tracks, elimination of grade level crossover, passing sidings
- 2 new multimodal interchange hubs (in Nice and in Cannes)

### BENEFITS FOR THE REGION

- Increasing TER services from 3.5 to 6 hour/direction with clockface departures between Cannes and Menton
- Allowing for one extra TGV or intercity train per hour and per direction and cutting TGV trip times by 15 to 20 mins.
- Improved regularity
- A TGV service to the west of Nice



# PHASE 1: STAGES BEFORE COMMISSIONING



**Detailed design studies (AVP)**, are expected to take 24 months over the 2022 – 2024 period and will be the occasion:

- to take into account the opinions and recommendations of the commission of enquiry at the end of the public enquiry procedures;
- to examine different ways of optimising the technical and environmental programme for phase 1. The conditions for performing the various operations could change in the light of these studies;
- to establish the conditions and timelines for the works operations;
- to determine the land required for each operation in order to be able to complete the land parcel survey<sup>1</sup> documents required before land and property acquisition can begin.

**Project (PRO)** and/or design-build studies are scheduled for the 2024 to 2026 period and will involve finalising the characteristics and scale of the different operations to be used as a basis for producing the works tender documents.

**First work** on phase 1 operations should start at the 2025 time horizon. The operations concerned will be basically preparatory in nature (diversion of networks<sup>2</sup>, release of land, creation of accesses, etc.) for a target commissioning date for phase 1 operations of 2030 at the latest. The main work mostly likely to impact on users should start in about 2026.

**Land acquisition procedures**, essentially on an amicable basis (95% of cases) or, failing that, via expropriations will start once the sites needed for the different operations have been clearly identified and the financial arrangements consigned to written ad hoc agreements.

<sup>1</sup> The purpose of land parcel surveys is to identify the sites required and their owners, in order to inform these owners of the proposed expropriations and offer them the chance to challenge these decisions, for all or part of their property.

<sup>2</sup> For the work to be done, it will be necessary to re-route some existing telecoms, gas, electricity, rainwater and waste water drainage networks, etc.



# LNPCA PROJECT PHASES 1 & 2: INTERACTION WITH THE PUBLIC BEFORE THE START OF WORK

## DURING THE STUDY PHASES

Once detailed design studies have reached a sufficiently advanced stage, project owners SNCF Réseau and SNCF Gares & Connexions are planning to maintain their exchanges with stakeholders in the field to consult them about any improvements made during studies and expected timelines.

In this connection:

- the website for LNPCA Project phases 1 & 2 will be regularly updated (<https://www.lignenouvelle-provencecotedazur.fr>);
- a FAQ page will be created so that those who seeking information can find a quick response to the questions most frequently raised;
- further meetings will be held with the local and regional authorities concerned by the proposed railway and station construction or reconversion operations to ensure compatibility with urban and mobility projects in the pipeline.

Methods for keeping local residents informed about project developments and exchanging with them with regard to their hopes and concerns (hotlines, workshops, etc.) will be agreed and applied.

## PREPARING FOR LAND ACQUISITION PROCEDURES

In the months following issuance of the DUP and for phase 1 operations, the project owners will contact each of the landowners, whether companies or private individuals, whose property is concerned by the acquisition process (depending on progress in detailed design studies and as soon as the likelihood of expropriation is confirmed).

These contacts will be the opportunity to explain to the landowners concerned exactly how the acquisition process will operate and the schedule of events. Each of these landowners will then be allocated a specific contact person at SNCF Réseau or SNCF Gares & Connexions.

## IN PREPARATION FOR THE START OF WORK

To make due allowance for the particular challenges and sensitive issues of each works sector and ensure that worksites are organised to cater to the needs and express wishes of individual local residents, train users and local officials as best possible, the project owners will put suitably adapted local consultation and information arrangements in place.

By communicating regularly with local elected officials during the preparatory phase, they will be able to agree on the best possible arrangements for consultations and/or for providing information before and during work.

The following are some of the potential arrangements:

- project “surgeries” for LNPCA phases 1 & 2, in other words offices that the public can visit for explanations about the project and where local residents and users can raise their questions and express their concerns;
- workshops for local residents, representatives of the local authorities and users on subjects relating to the works phases and their organisation (working hours, movement of works vehicles, location of works bases, etc.) to discuss ways of avoiding, lessening or mitigating the resulting noise and other inconveniences.

Local residents, associations and users intervening during the consultation phases and/or the public enquiry will be informed about the arrangements made by email.

Those who so wish will be able to sign up on the project website to receive all future information: <https://www.lignenouvelle-provencecotedazur.fr/form/contactez-le-maitre-d-ouvrage>.

# COST AND FUNDING ARRANGEMENTS FOR LNPCA PROJECT PHASES 1 & 2

## COST OF PROJECT PHASES 1 & 2

Project phases 1 & 2 come with a price tag of approximately €3,640 million under July 2020 economic conditions. This figure does not allow for inflation between 2020 and project commissioning. A first funding agreement for the sum of €30 million was signed on 4 October 2022 to cover the cost of the detailed design studies for phase 1. A second agreement was approved on 30 November to enable phase 2 studies to begin in spring 2023.

## JOINT FINANCIAL BACKERS AND FUNDING ARRANGEMENTS FOR PROJECT PHASES 1 & 2

In the memorandum concerning the complete funding arrangements for project phases 1 & 2 dated 21 December 2021, all the cosignatory partners set out their intentions with regard to their respective contributions. The final funding arrangements will be officially consigned to funding agreements to be applied by all project stakeholders.

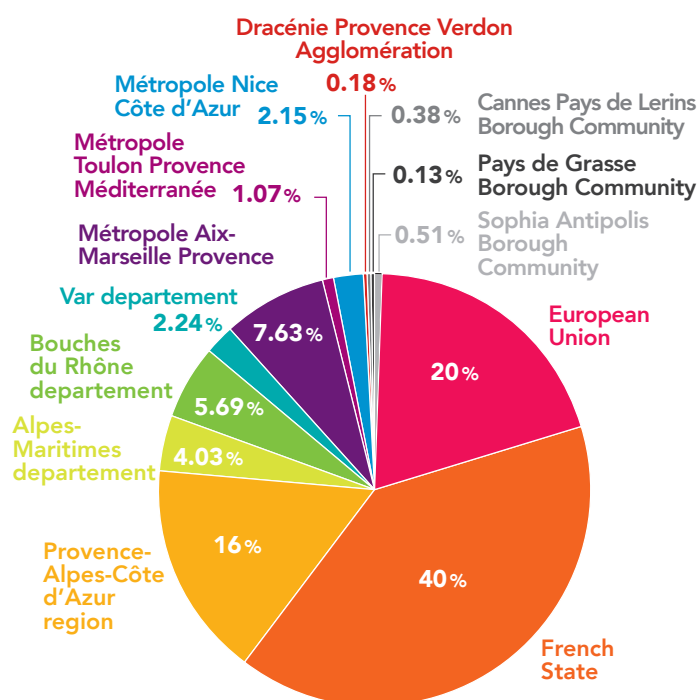
Overall, the various partners are to contribute in the following proportions:

- French State: 40 %
- Local communities: 40 %
- European Union: 20 %

The pie chart opposite shows the respective contributions of all the different partners, including the European Union.

The local authorities intend to contribute to the cost of project Phases 1 & 2 by dipping into their own resources and setting up a local Special Purpose Vehicle in accordance with the possibilities offered by the Mobility Orientation Law (LOM) approved in December 2019.

The **Société de la Ligne Nouvelle Provence Côte d'Azur** (SLNPCA) has therefore already been established by means of an official order dated 2 March 2022 and a decree dated 22 April 2022. In this SPV are represented all the local authorities contributing to project funding. The SPV held its first Board meeting on 6 July 2022 and elected Renaud Muselier, President of the Provence-Alpes-Côte d'Azur Region, as its chairman. The taxes serving to finance the LNPCA project are set out in detail in the 2023 Finance Act.







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Detailed design studies for phases 1 & 2 of the Provence Côte d'Azur new line project have the financial support of:

