



CHAMBER OF DEPUTIES
PARLIAMENT OF THE
CZECH REPUBLIC



International Forum | June 9, 2023 | Prague
High-Speed Rail in Europe & Private Capital
Contracting & Financing Options for the Czech HSR

High-Speed Railway in France

Benefits, challenges & lessons learnt

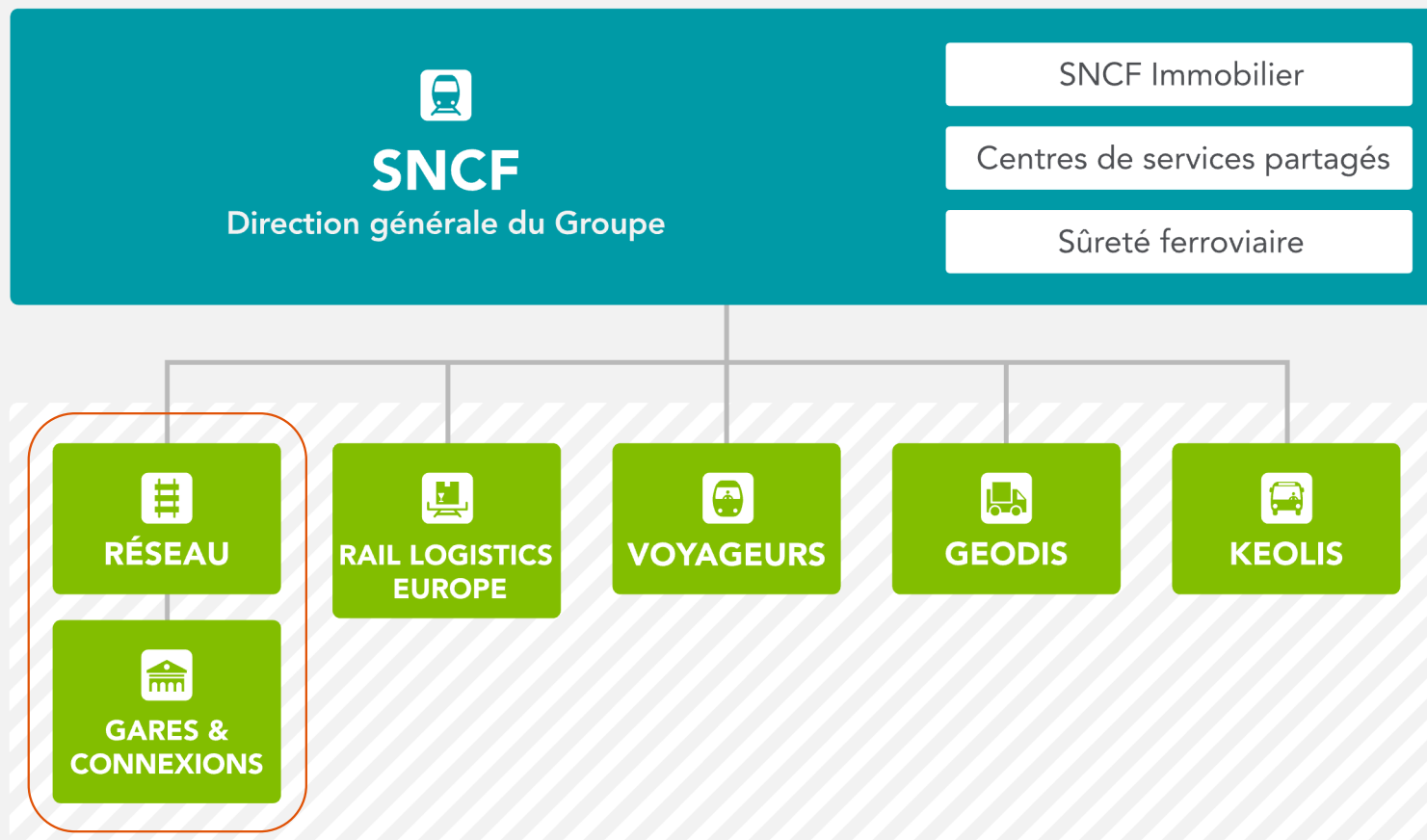


Mona Bercaud

Head of International Affairs | SNCF Réseau International



▶ SNCF GROUP



The French high speed network

2737 km of high speed lines on the French network

- 2137 kms managed by SNCF Réseau
- 600 kms of lines managed by other IMs

SPEED: 300/320kmh
(depending on signaling)

99 billion passengers/km
pre covid (2019)



LINES IN SERVICE

- LGV Sud-Est (1981-1983)
- LGV Atlantique (1989-1990)
- LGV Rhône-Alpes (1992-1994)
- LGV Nord (1993-1996)
- LGV Interconnexion Est (1994-1996)
- LGV Méditerranée (2001)
- LGV Est européenne (2007-2016)
- LGV Perpignan - Figueras (2009-2012)
- LGV Rhin-Rhône (2011)
- LGV Sud Europe Atlantique (2017)
- LGV Bretagne-Pays de la Loire (2017)
- Bypass Nîmes Montpellier (2017-2018)

**40 YEARS
OF
EXPERIENCE
IN
HIGH-SPEED**

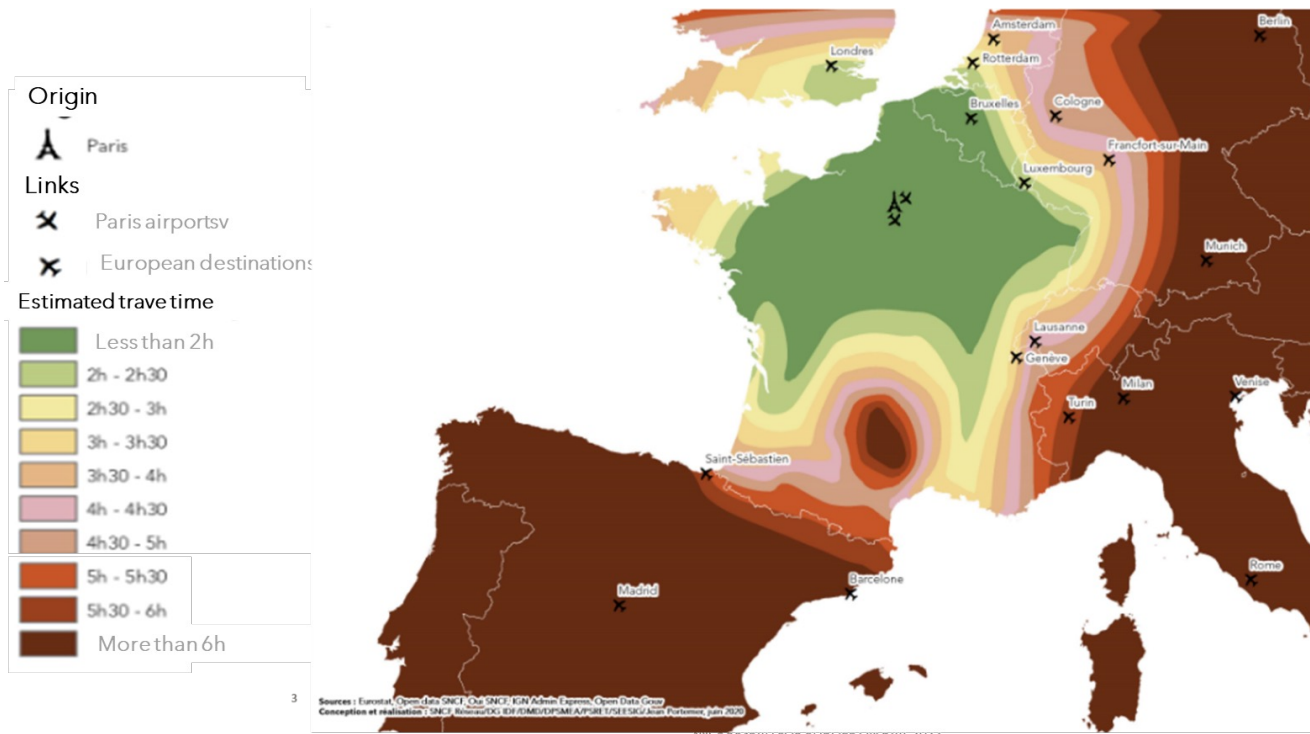
and a lot more to come (GPSO, LNMP, ...)

The French high speed network

Benefits, challenges and lessons learned



A different geography When traveling by HS train



- ➡ **1h 36 minutes**
From CDG Airport to Brussels
- ➡ **1h 58 minutes**
From Paris to Lyon
- ➡ **2h 00 minutes**
From Brussels to London
- ➡ **2h 03 minutes**
From Paris to Bordeaux
- ➡ **2h 55 minutes**
From Strasbourg to Lille

A different territory When welcoming a HS station

Association with the region /the collectivities
for the socio-economic development of territories

BEFORE

Territorial developments associated with infrastructure

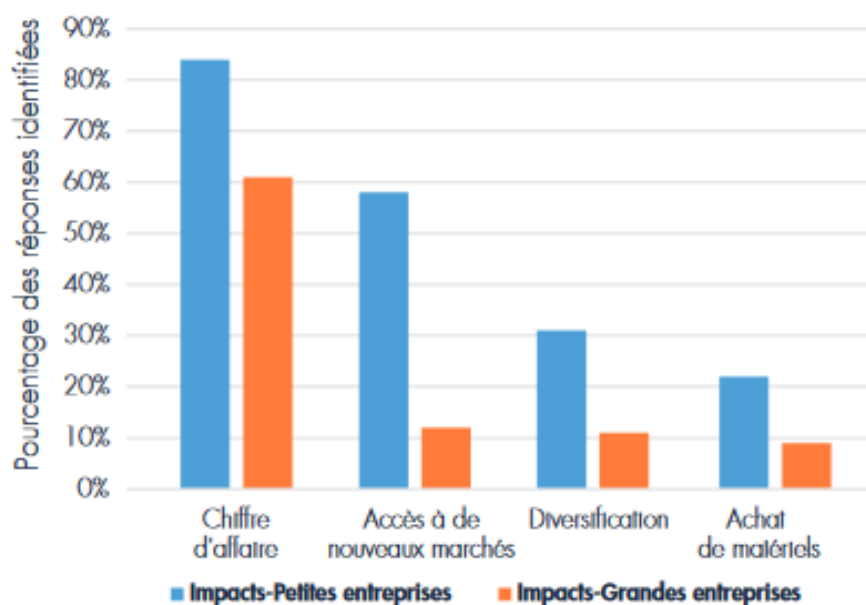
AFTER



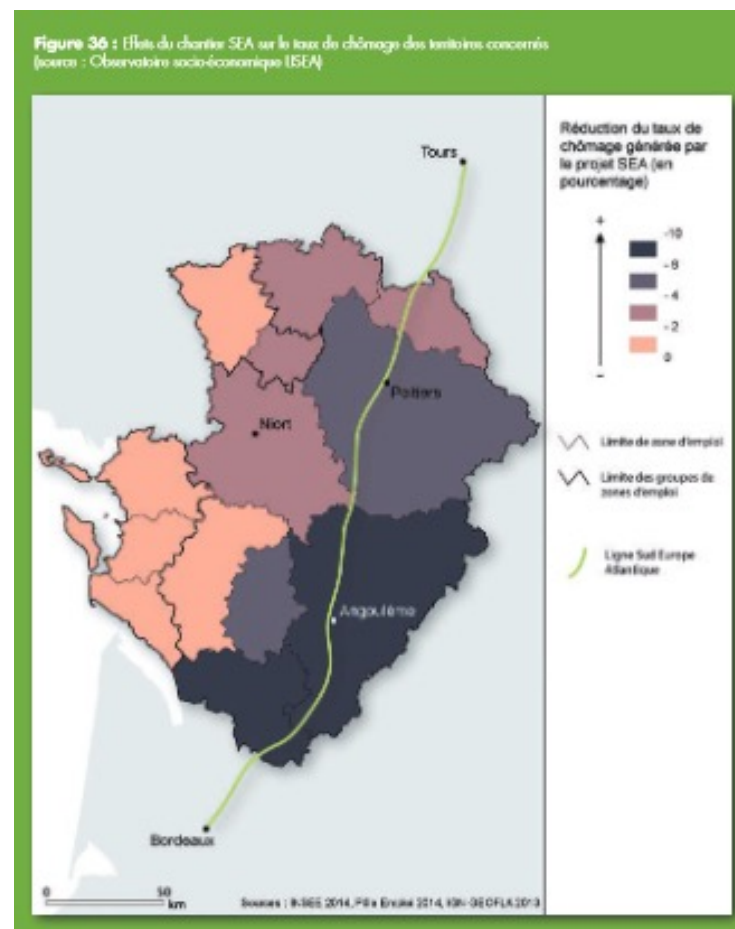
An increase in jobs and skills SEA Example:

+763M € for the Territory
+ 13 799 Jobs
+ Tourism

Figure 37 : Les effets « chantier » du projet de IGV SEA sur les entreprises locales dans les régions traversées (Source : Observatoire socio-économique ISEA)



Skills enhancement/continuing education/....
Less unemployment in deprived territories.



DIRECT EFFECT OF SEA ON LAND AND URBANISM

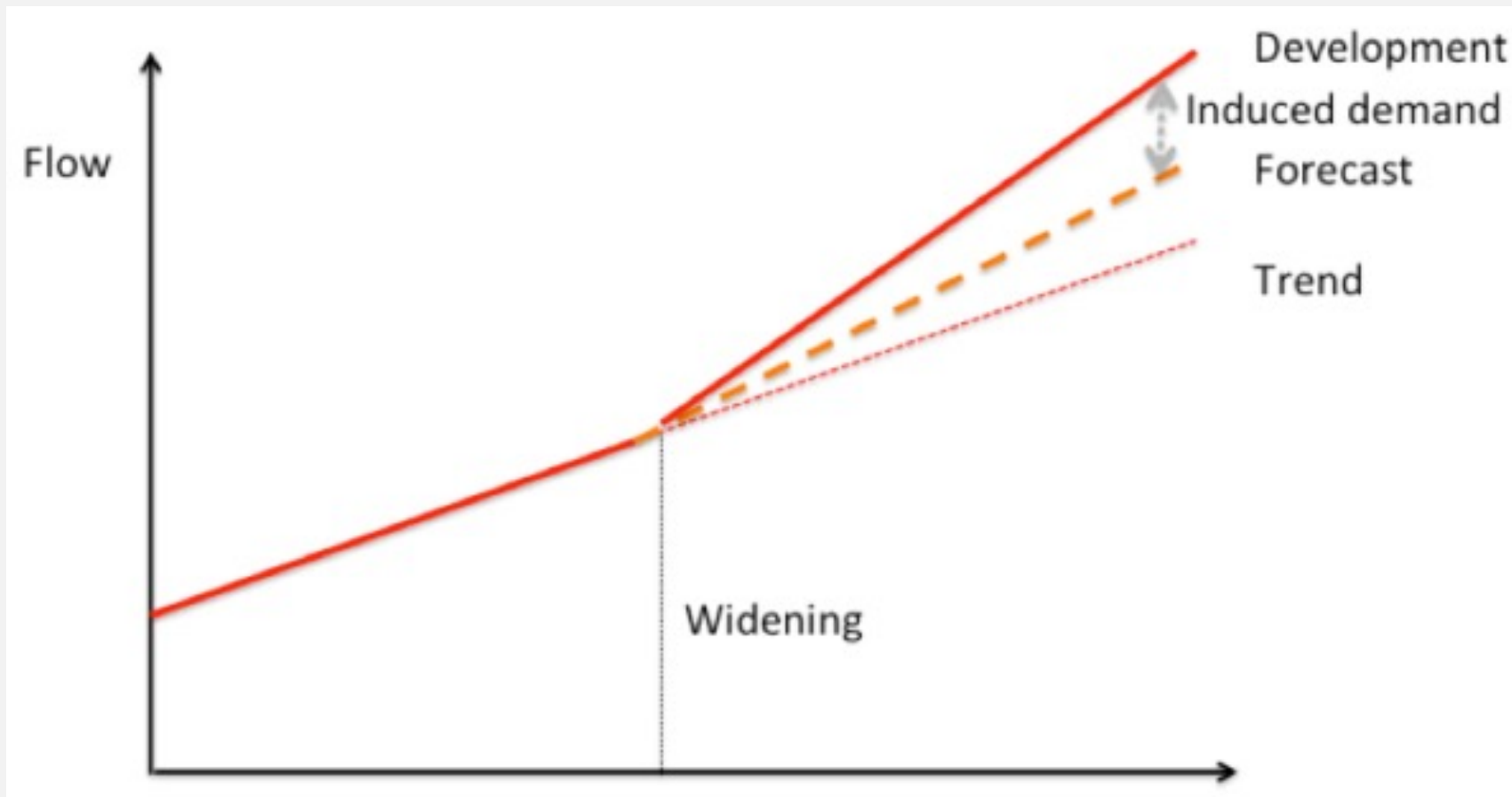
- 15 000 housing
- 480 000 m² offices
- 50 000 m² shops

PRICE OF LAND



INDUCED TRAFFIC

Elasticity of demand in relation to the new service proposed



Experience of a high-speed line :The case of the Paris – Lyon HSL



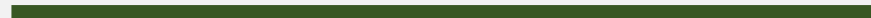
**+ 3 million
passengers**



**+ 2 million
passengers**

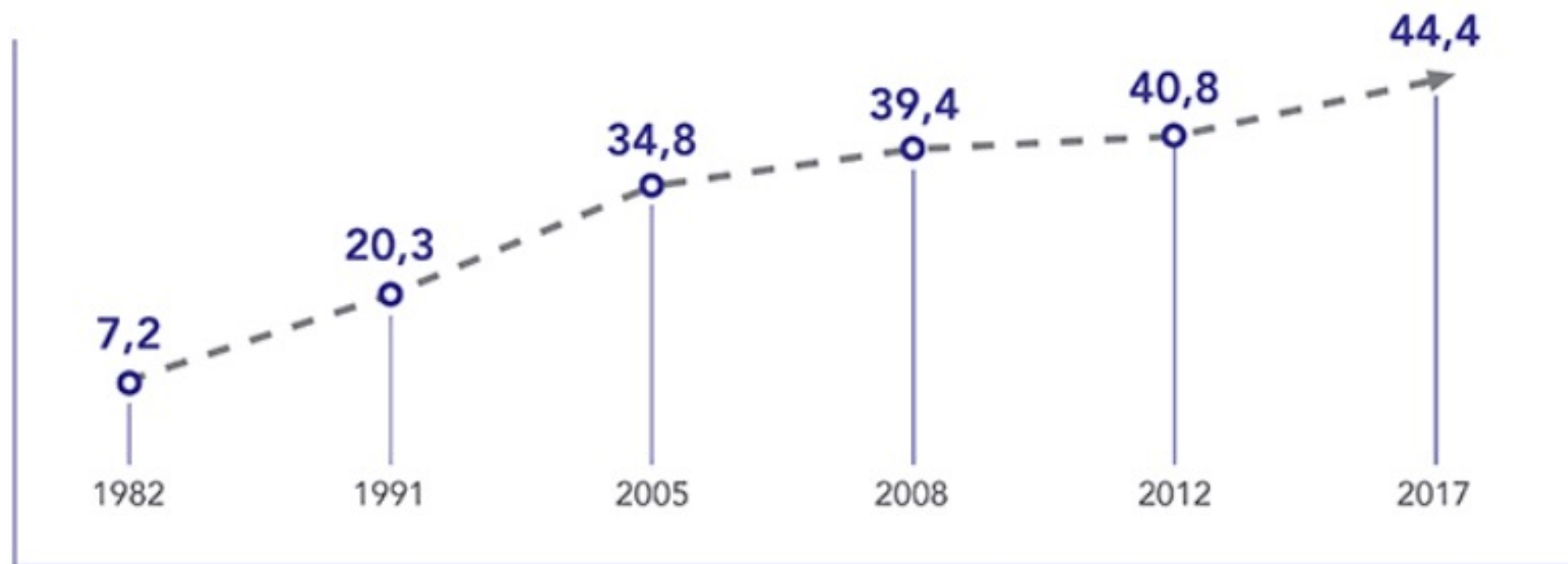


**+ 2 million
passengers**



**+ 7 million
passengers in 1982**

ÉVOLUTION DE LA FRÉQUENTATION ENTRE 1982 ET 2017 EN MILLIONS DE VOYAGEURS PAR AN



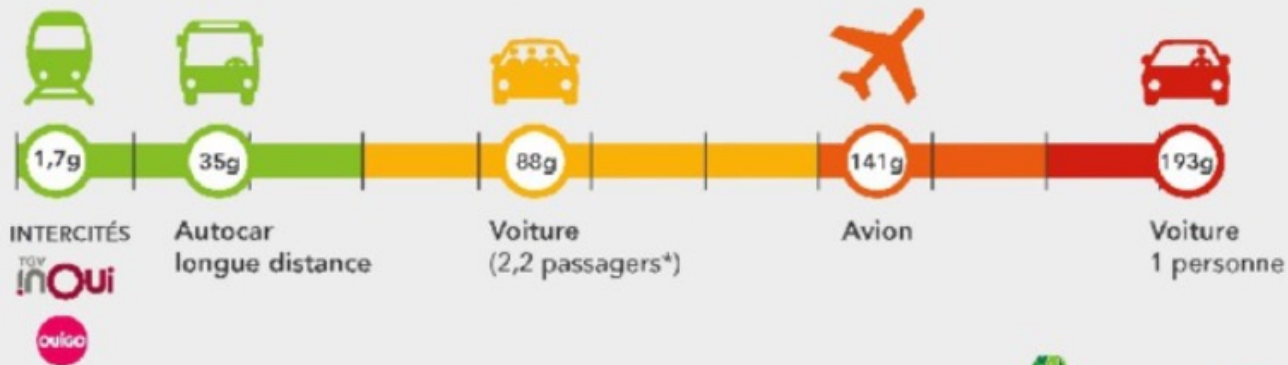
Source SNCF Réseau

CLIMATE CHANGE

Train is good for planet

CHOISIR LE TRAIN, C'EST AGIR POUR LA PLANÈTE

ÉMISSIONS DE CO₂, PAR VOYAGEUR POUR 1KM PARCOURU



10.9 million

tonnes of greenhouse gas emissions avoided as a result of preference for transport by rail

A high-speed train with green and white livery is shown in motion. The train features environmental graphics, including a large green leaf and the text 'GRAN VIT' and 'SISTEMI'. The background is a blurred city street.

CLIMATE CHANGE

Train is good for planet

CLIMATE GAINS

Are linked to modal shift

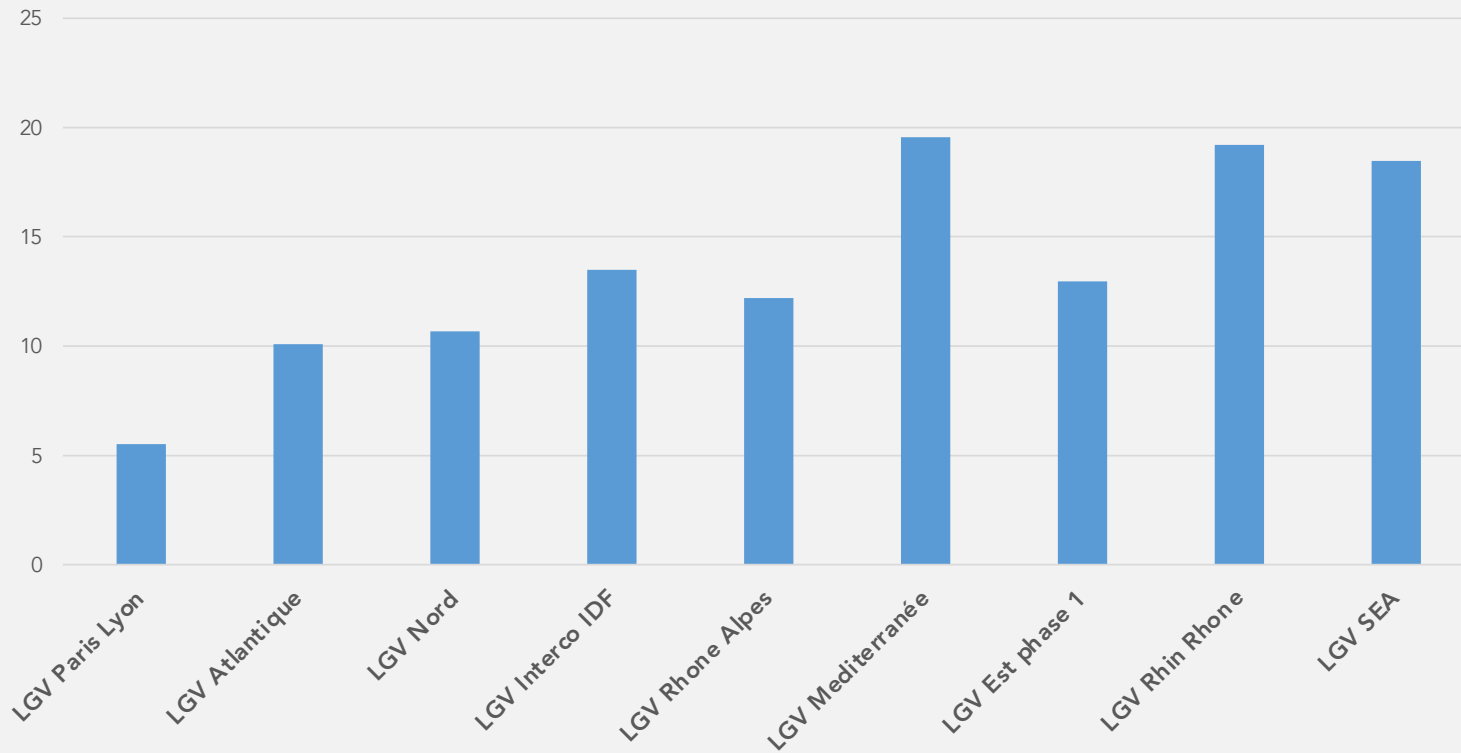
Are strong if other modes' unitary emissions do not decrease in time

A COSTLY ENTERPRISE

As you move on in time



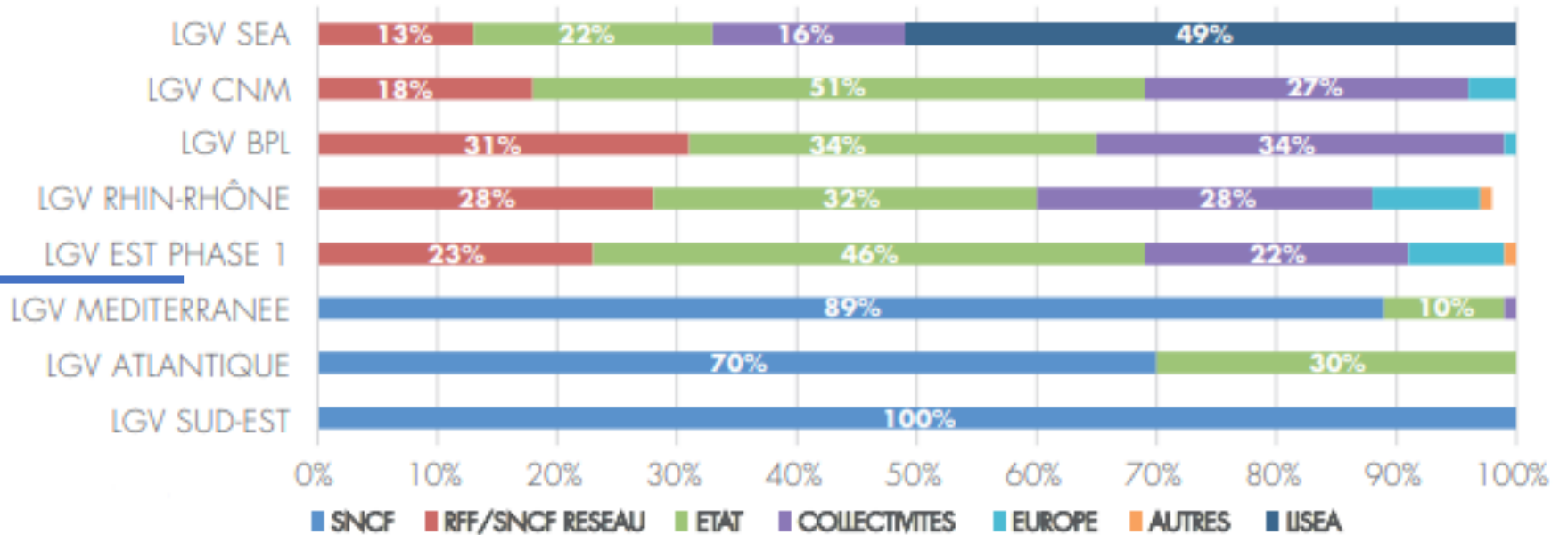
The increasing cost of high speed lines
(M€ 2010/km)



HSR FUNDING AT SNCF RESEAU

- Changes in methods of financing high-speed rail projects in France
- Less self-funding and state contribution...
- more contribution from local authorities and private companies

Date of separation between infrastructure and rail operator



Financing

A set of
options

IN CONCLUSION

High-Speed Lines bring:

- Climate benefit
- Customer satisfaction
- Territory welfare
- Employment & skills increase



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Thank you your attention.

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