



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

PPP High-Speed Line Nimes-Montpellier (CNM)



David Delgado Romero
Partner & Director for CEE | MERIDIAM

Meridiam
for people and the planet

Mission company

Meridiam's sustainable development strategy is based on **5 pillars** (in line with the UN's Sustainable Development Goals)



Long-term investor

French investor and developer of public infrastructure for the long-term (a 25-year horizon, or more), aligning interests with public counterparties and creating genuine long-term partnerships.

Key figures*



MORE THAN

120 PROJECTS AND ASSETS

UNDER DEVELOPMENT AND CONSTRUCTION,
OR IN OPERATION WITHIN **55 COUNTRIES**



+USD 20 BILLION

OF ASSETS UNDER MANAGEMENT



380

EMPLOYEES



18 YEARS

FOUNDED IN 2005

+USD 80 BILLION

OF INVESTMENT



48

NATIONALITIES

11 OFFICES

PARIS (Headquarters) • NEW YORK • ISTANBUL • DAKAR • LUXEMBOURG • ADDIS-ABEBA • VIENNE • AMMAN • LIBREVILLE • JOHANNESBURG • WASHINGTON



* As at April 2023

For the people and the planet

Key sectors



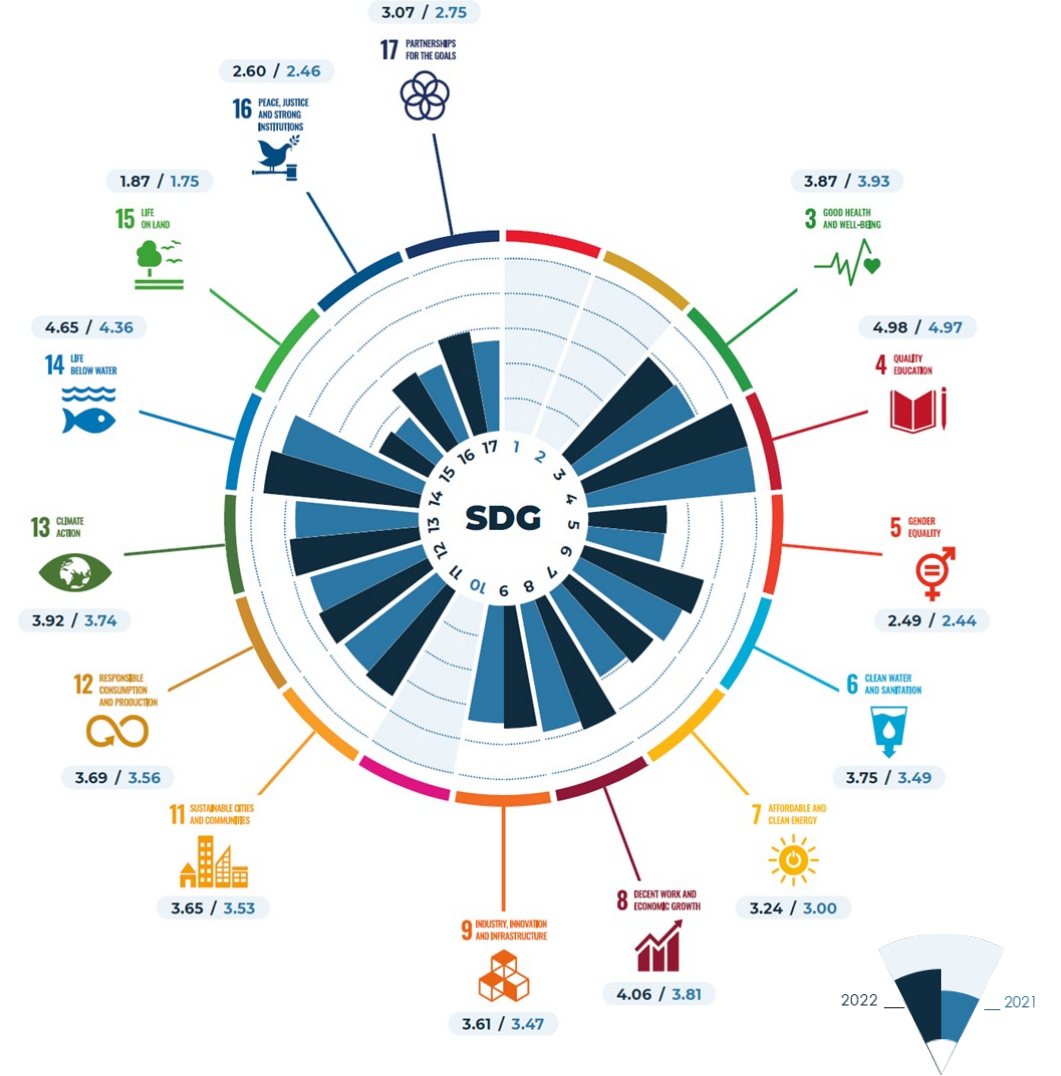
SUSATINABLE MOBILITY
Moving of people and goods



INNOVATIVE LOW CARBON SOLUTIONS
Contributing to the low-carbon economy



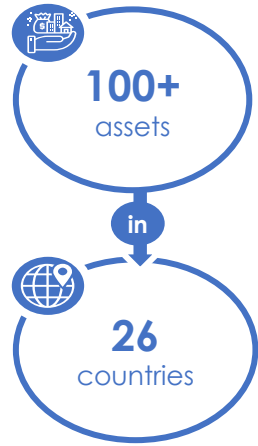
CRITICAL PUBLIC SERVICES
Meeting communities' public infrastructure needs



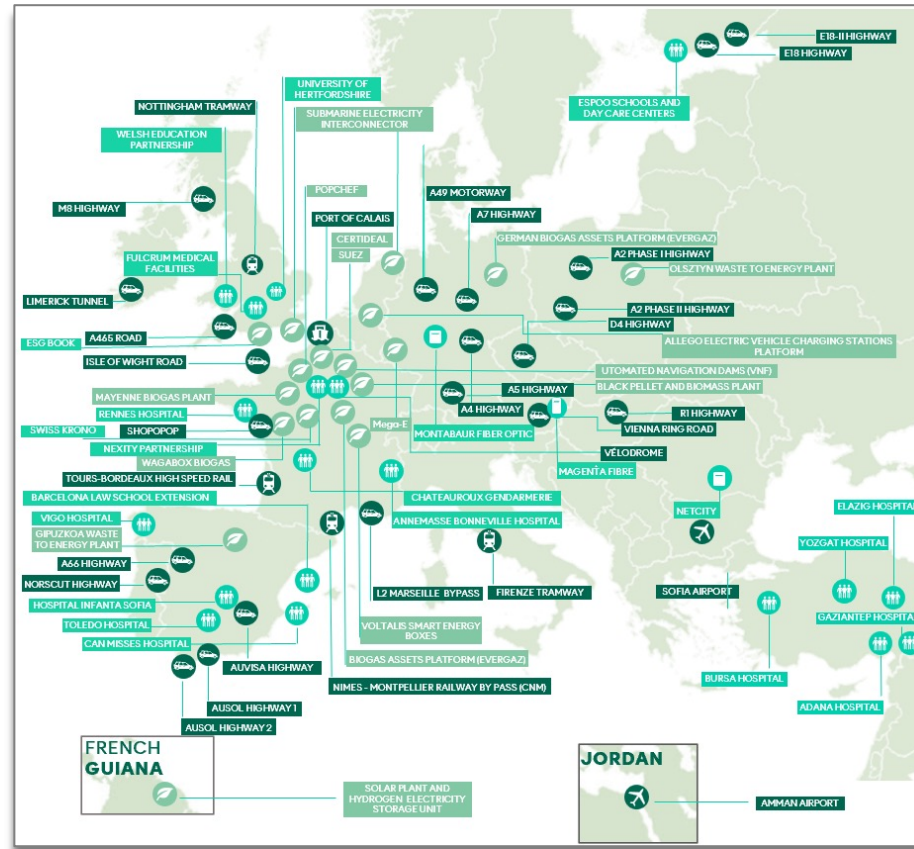
Meridiam Global SDG : valuation and opportunities for non-financial value creation

A global portfolio of over 120 assets

including 37 assets making a significant contribution to impact and sustainability



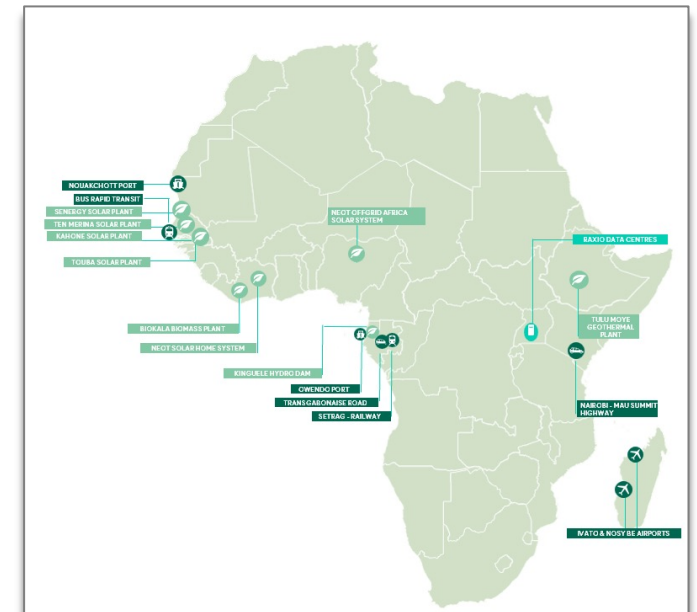
EUROPE



AMERICA



AFRICA



Key information

HSL Nimes-Montpellier (CNM)

Country	France
Between cities	Nimes – Montpellier
Lenght	80 km in total 60 km (high-speed line) 20 km (conventional & freight)
Max. speed	220 km/h for TGV trains 120 km/h for freight trains
Total funding	1,76 bln. EUR
Subsidies received	594 mil. EUR of 1,76 bln.EUR was covered by subsidies
Construction phase	6/2012 – 9/2017 (5 years)
Operating phase	10/2017 – 2037 (20 years)
Revenues	Availability Payments



Background & Highlights

HSL Nimes-Montpellier (CNM)

- CNM (the “Project”) is an extension of the Mediterranean high-speed link which was commissioned in July 2001.
- The Project is part of the development of Corridor D (Valencia-Lyon-Turin-Budapest) for European freight.
- The traffic on the existing line reached levels that preclude further growth, therefore it has been decided to build new lines.
- Project helps to **save 20 minutes** of the journey time between Paris and Montpellier.
- The first in France railway line subject to penalties for non-compliance with **stringent performance standards**.
- **Innovative techniques** are deployed to guarantee high level of service in terms of line availability, reliability, client’s comfort etc., such as e.g.:
 - use of inspection wagons dedicated to infrastructure monitoring
 - use of sensors to provide in-depth knowledge of the condition and behaviour of the assets.
- The Concessionaire was committed to **sustainable construction** and maintains its strong commitment to the UN’s SDGs also in the operation.
- The Construction was delivered **on time** and **within the budget!**



Scope

HSL Nimes-Montpellier (CNM)

OC'VIA responsibilities

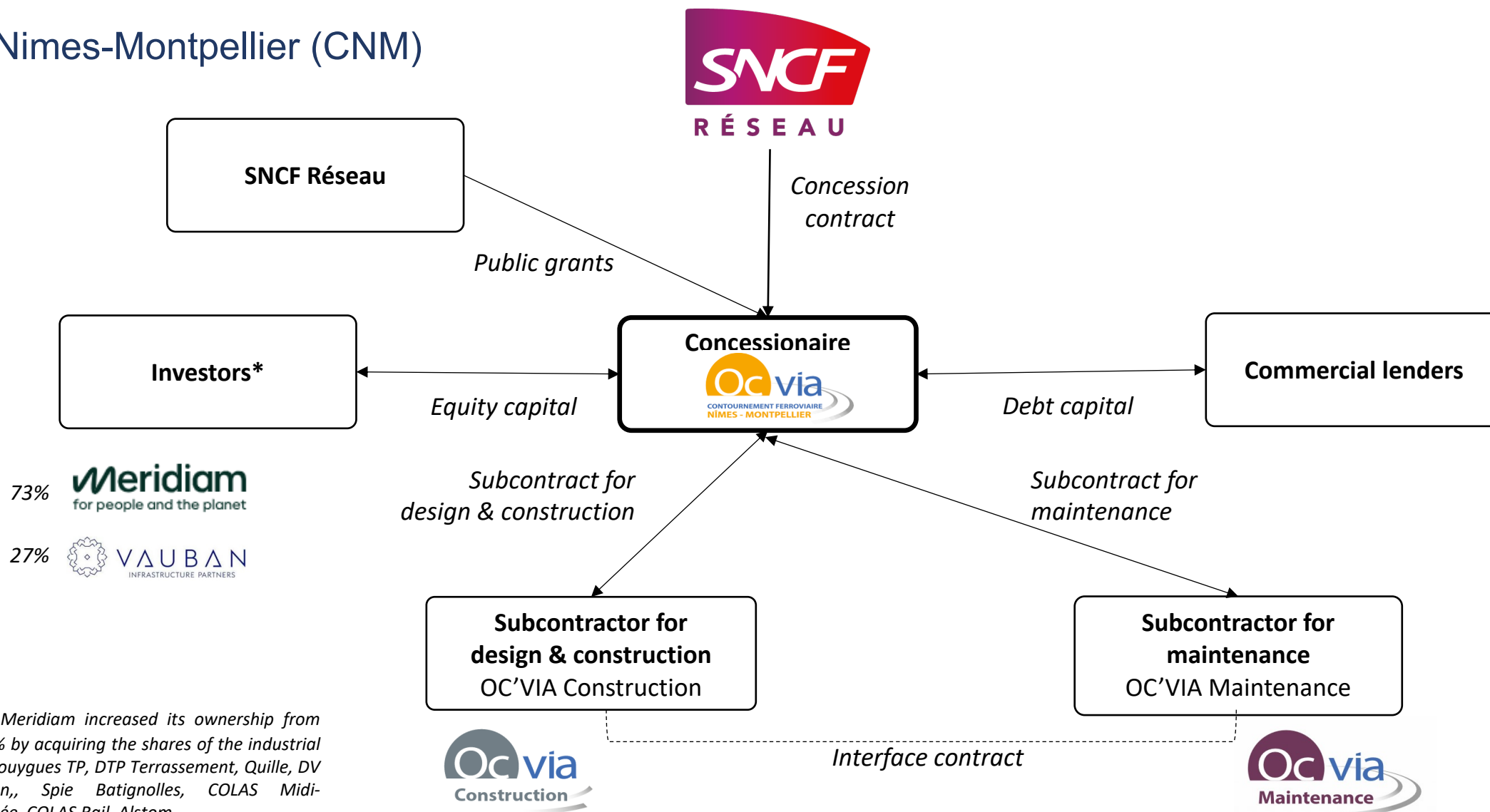
- Land acquisition
- Obtaining the required authorizations and permits
- Design, preparation and construction incl.:
 - earthworks,
 - engineering structures,
 - railway equipment,
 - testing
- Railway maintenance & renewals

SNCF Réseau responsibilities

- Traffic management
- Maintenance of the GSM-R equipment
- Electric traction power management
- Substations
- New stations (Montpellier Sud de France, GNPG)

Structure

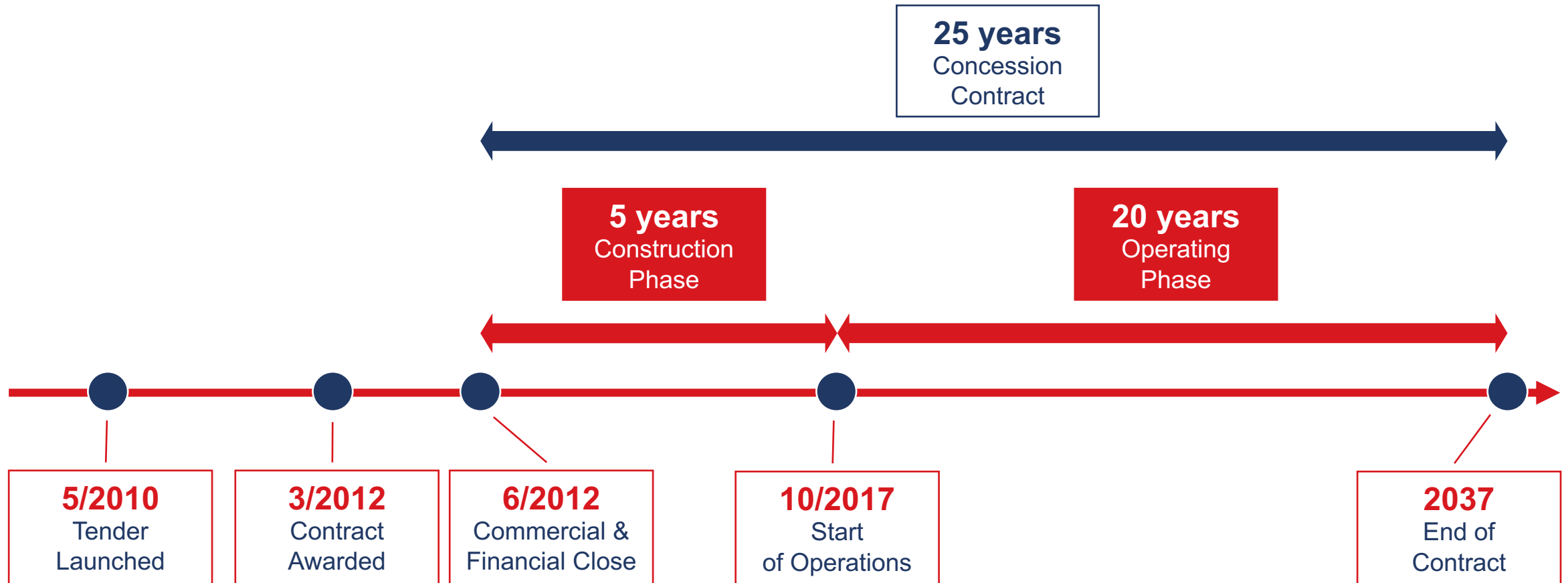
HSL Nimes-Montpellier (CNM)



*In 2019, Meridiam increased its ownership from 53% to 73% by acquiring the shares of the industrial partners: Bouygues TP, DTP Terrassement, Quille, DV Construction,, Spie Batignolles, COLAS Midi-Méditerranée, COLAS Rail, Alstom

Timeline

HSL Nimes-Montpellier (CNM)



Technical challenges

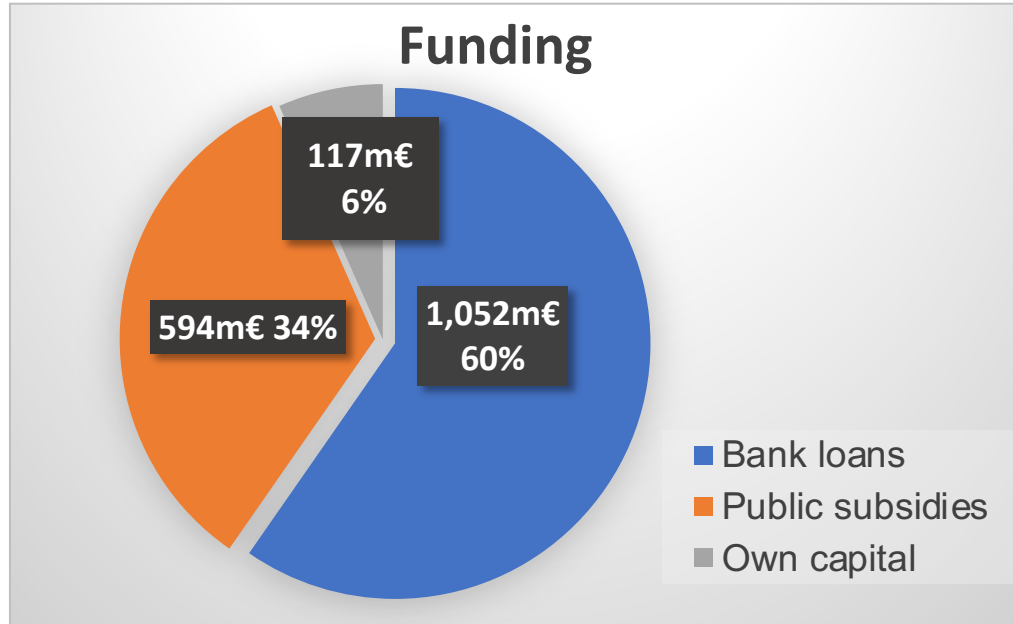
HSL Nimes-Montpellier (CNM)

- The first in France combined railway link accommodated to:
 - i. simultaneous use by freight trains and passenger highspeed trains,
 - ii. transition to 300 km/h speed of passenger trains circulation – need for installations such as signalling equipment.
- Specific hydrological and drainage requirements to avoid flood risks called for:
 - i. construction upon an elevated embankment
 - ii. robust drainage system to ensure the safety of the neighbourhood, the passengers, and the infrastructure
- Coordinated actions with the Concessionaire on A9 motorway which was concurrently being implemented
- Reestablishment of existing connections via hundreds of network diversions



Financing

HSL Nimes-Montpellier (CNM)



- The current shareholders of OC'VIA SA are:
73 %: Meridiam (after the post-construction increase)
27 %: Vauban Infrastructure Partners – FIDEPPP



Payment mechanism

- Availability payments (AP) are made on a quarterly basis from the start of the Operation Period and are comprised of the below 3 components:
 - i. Loyer Immobilier – a portion of AVP which remains constant over the life of the PPP Contract structured to cover the initial investment costs and taxes
 - ii. Loyer Maintenance – a portion of AVP structured to cover the SPC costs (incl. insurance) as well as the light maintenance costs paid to the O&M Contractor
 - iii. Loyer Renouvellement – a portion of AVP aimed at covering the lifecycle costs.
- Inflation: long-term inflation risk is assumed by the Grantor
- Deductions: performance objectives are based on 5 indicators:
 1. Availability
 2. Reliability (quality of maintenance service)
 3. Regularity
 4. Client's comfort
 5. Heritage preservation

Thank you your attention.

More information > www.ceskainfrastruktura.cz



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