FRENCH RAIL EXCELLENCE

KEY INFO IN

10

POINTS

1 WORLD-CLASS INFRASTRUCTURE

France is ranked eighth in the world by the Global Competitiveness Report for the overall quality of its transport infrastructure, standing out in particular for the quality of its railways, for which it is ranked fifth. (World Economic Forum, 2017-2018)

2 EUROPE'S #2 RAIL NETWORK

With 28,364 km (17,625 miles) of railway lines in 2017, France's rail network is the second largest in Europe, after Germany (41,300 km / 25,660 miles) but ahead of Poland (19,132 km / 11,888 miles). (Eurostat)

3 COMMITTED KEY PLAYERS

Transport-related associations, company networks and innovation clusters in France include Mecateamcluster, Neopolia Rail, AIF (Association of Railway Industries), Mipirail, FIF (Federation of Railway Industries), Fer de France, Railenium, and I-Trans, which has carried out more than a hundred projects since 2005 to develop rail transport.

4 LOCAL GOVERNMENT IN THE DRIVING SEAT

In 2015, the NOTRe Act transferred various transport-related decision-making powers from central to local government, while others, including those associated with rail travel, were passed up from the French *départements* to the regions.

5 FRANCE INVESTS IN ITS RAILWAYS

With €8.6 billion invested in 2015, France is ranked second in Europe for investment in rail transport infrastructure after the United Kingdom (€14 billion) (OECD). In Lyon, more than one €1 billion will have been spent by 2020 on developing the city's public transport network. Meanwhile, in Ile de France, the Grand Paris Express project plans to create an extra 200 km (125 miles) of metro tracks and 57 new stations.

6 #1 FORM OF PUBLIC TRANSPORT

Train, metro and RER travel are the most popular forms of domestic public transport in France (11.3%), ahead of buses and coaches (7.7%). Since 2005, passenger numbers have risen 7%, mostly due to strong rail traffic growth in Ile de France (up 25%). (French government, Key figures for transport, 2017)

7 TGV OF THE FUTURE: FAST, ECONOMICAL AND CONNECTED

With a cruising speed of 300 km/h (186 mph) and a record speed of 574.8 km/h (357 mph), TGV high-speed trains connect France's major cities in record time: Paris to Marseille in 3 hrs 10 mins, Paris to Lyon in 1 hr 57 mins, and as of 2017, Paris to Bordeaux in 2 hrs 4 mins (SNCF). Together, Alstom and SNCF are developing the fifth generation of French high-speed trains. They are 20% cheaper to acquire, 25% more energy efficient, and come with 700 passenger seats, power sockets and on-board Wi-Fi.

8 FRENCH EXPERTISE WINNING OVER THE WORLD

In 2010, US firm Virginia Railway Express (VRE) gave over the operation and maintenance of Northern Virginia's suburban train network to SNCF subsidiary Keolis through an agreement that was recently extended until 2020.
In late 2017, French group Alstom received orders worth €1.68 billion, including 100 new PRASA trains for South Africa, as well as Pendolino trains for Italian high-speed train operator Nuovo Trasporto Viaggiatori, with the latter contract also including maintenance.

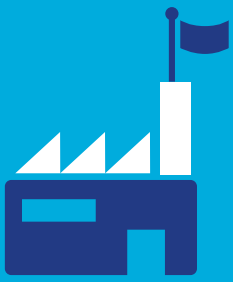
9 RATP AND SNCF JOIN FORCES WITH QATAR

In late 2017, Qatar awarded a 20-year operations and maintenance contract, worth an estimated €3 billion, for the Doha automated metro and Lusail light rail networks to RKH Qitarat, a Franco-Qatari joint-venture between RATP Dev/Keolis (49%) and Hamad Group (51%).

10 HYPERLOOP COMES TO FRANCE

In 2016, SNCF took part in an US$80 million fundraising effort by Hyperloop Transportation Technologies (HTT), which is currently developing a train system to bring airplane speeds to the ground. In 2017, the California startup chose Toulouse as the location for its European R&D center. Its aim is to build trains reaching speeds of up to 1,000 km/h (620 mph), which may one day cut Paris to Lyon journey times to just 20 minutes.

For further information, please visit:
www.businessfrance.fr

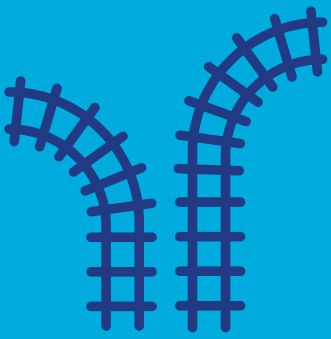


FRANCE: EUROPE'S

#1

DESTINATION
FOR FOREIGN INVESTMENT
IN INDUSTRY

(EY, 2017)



EUROPE'S

#2

RAIL NETWORK

(EUROSTAT, 2017)

ACCESS TO A MARKET OF
67
MILLION CONSUMERS
AND GATEWAY TO THE EMEA

(INSEE, 2018)

TGV HIGH-SPEED TRAINS
CRUISING SPEED OF MORE THAN

300 km/h
(185 mph)

(SNCF, 2018)

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