Region Ile-de-France

Reporting on the projects financed by the green and sustainability bonds issued in 2015

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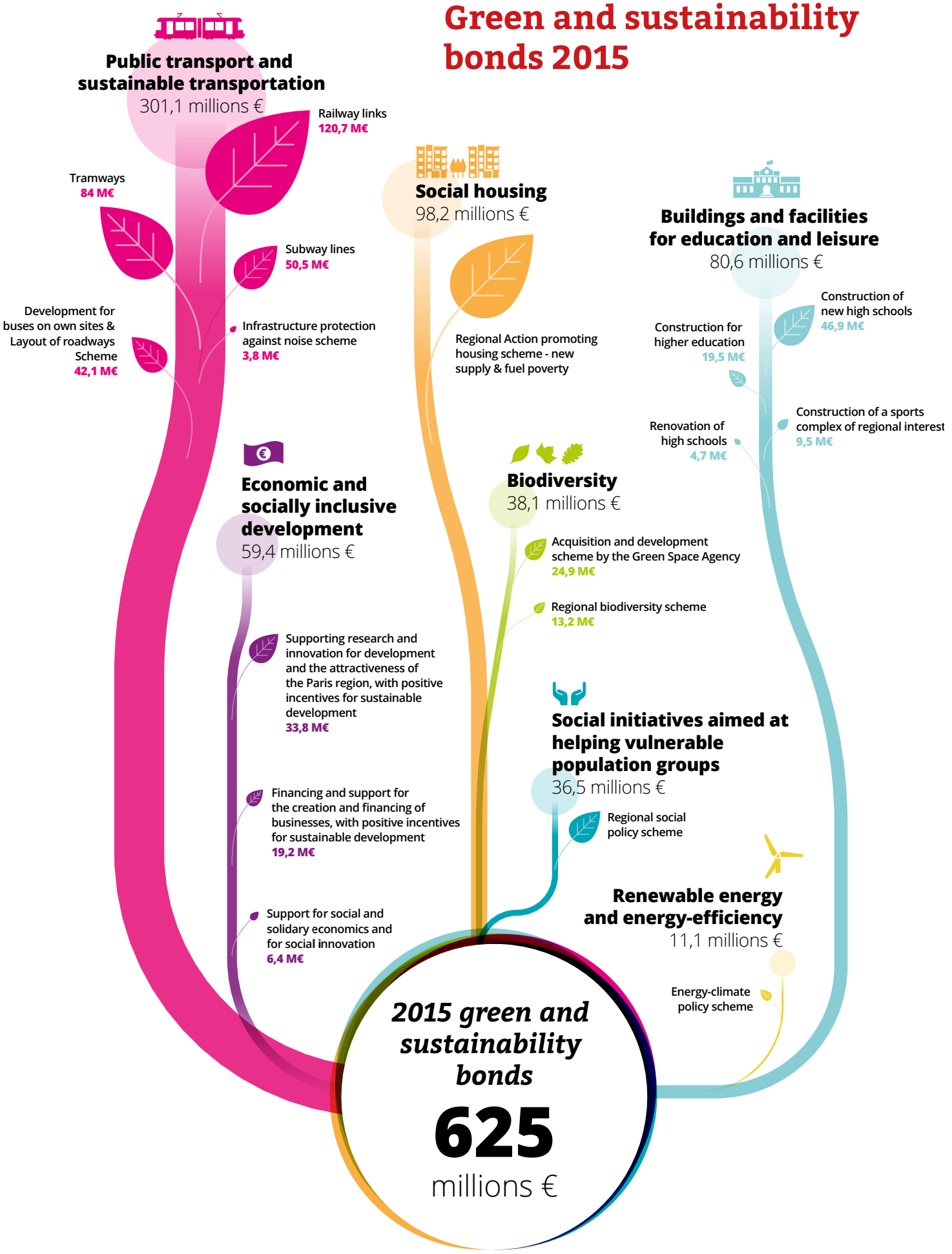
Summary

Green and sustainability bonds 2015



Use of proceeds

	Green and sustainability bonds 2015		Public issue 14/04/2015		Private placement issued on 23/07/2015		2012-2024 tap issued on 15/10/2015	
	Amount	Share	Amount	Share	Amount	Share	Amount	Share
TOTAL (€ million)	**625.0**		**500.0**		**100.0**		**25.0**	
Buildings and facilities for education and leisure	**80.6**	12.9%	**64.4**	12.9%	**12.9**	12.9%	**3.3**	13.2%
Construction of new high schools								
Saint-Denis - Plaine commune high school	10.0		8.0		1.6		0.4	
International high school - Noisy-le-Grand	22.5		18.0		3.6		0.9	
Alexandre Denis - Cerny high school	4.9		3.9		0.8		0.2	
Galilée - Genevilliers high school	7.0		5.6		1.1		0.3	
Boulogne-Billancourt high school	2.5		2.0		0.4		0.1	
Renovation of high schools								
Léonard de Vinci high school - St Germain en Laye	4.7		3.7		0.8		0.2	
Construction for higher education								
Higher international education building - Campus Jourdan	14.6		11.7		2.3		0.6	
Maison des Sciences de l'Environnement - Université Paris Est Créteil	2.4		1.9		0.4		0.1	
Maison de l'Ile-de-France - Cité Internationale Universitaire de Paris	2.5		2.0		0.4		0.1	
Construction of a sports complex of regional interest								
Leisure and sport island - Vaires-Torcy	9.5		7.6		1.5		0.4	
Public transport and sustainable transportation	**301.1**	48.2%	**240.8**	48.2%	**48.2**	48.2%	**12.1**	48.4%
Subway lines								
Subway line 4	8.5		6.8		1.4		0.3	
Subway line 12	18.9		15.1		3.0		0.8	
Subway line 14	23.1		18.5		3.7		0.9	
Tramways								
Tramway T3	25.4		20.3		4.1		1.0	
Tramway T6	21.9		17.5		3.5		0.9	
Tramway T7	3.8		3.0		0.6		0.2	
Tramway T8	32.9		26.3		5.3		1.3	
Railway links								
Tram-train North Tangential	120.7		96.6		19.3		4.8	
Development for buses on own sites & Layout of roadways Scheme	42.1		33.7		6.7		1.7	
e.g.: Bus on own sites - Massy-Saclay								
Infrastructure protection against noise scheme	3.8		3.0		0.6		0.2	
e.g.: Phonic protections at St-Maurice/Maison Alfort/Créteil (anti-noise walls)								
Renewable energy and energy-efficiency	**11.1**	1.8%	**8.9**	1.8%	**1.8**	1.8%	**0.4**	1.6%
Energy-climate policy scheme	11.1		8.9		1.8		0.4	
e.g.: Geothermal Energy - Chelles								
Biodiversity	**38.1**	6.1%	**30.5**	6.1%	**6.1**	6.1%	**1.5**	6.0%
Acquisition and development scheme by the Green Space Agency	24.9		19.9		4.0		1.0	
e.g.: Fitting out of Buttes de Parisis - crest trail								
Regional biodiversity scheme	13.2		10.6		2.1		0.5	
e.g.: Restoration of the river Bièvre								
Social initiatives aimed at helping vulnerable population groups	**36.5**	5.8%	**29.2**	5.8%	**5.8**	5.8%	**1.5**	6.0%
Regional social policy scheme	36.5		29.2		5.8		1.5	
e.g.: Soubiran Medico-Educational Institute at Villepinte								
Social housing	**98.2**	15.7%	**78.6**	15.7%	**15.7**	15.7%	**3.9**	15.6%
Regional Action promoting housing scheme - new supply & fuel poverty	98.2		78.6		15.7		3.9	
e.g.: Construction of 98 housing units at Choisy le Roi								
e.g.: Thermal rehabilitation of 327 housing units at Villeneuve la Garenne								
Economic and socially inclusive development	**59.4**	9.5%	**47.6**	9.5%	**9.5**	9.5%	**2.3**	9.2%
Financing and support for the creation and financing of businesses, with positive incentives for sustainable development	19.2		15.3		3.1		0.8	
e.g.: PM'UP scheme subjected to a CSR approach								
Supporting research and innovation for development and the attractiveness of the Paris region, with positive incentives for sustainable development	33.8		27.2		5.4		1.2	
e.g.: AIR scheme - Assistance to Responsible Innovation								
e.g.: Supporting the Paris region competitiveness clusters								
Support for social and solidary economics and for social innovation	6.4		5.1		1.0		0.3	
e.g.: Supporting the microcredits of Adie and l'Affile 77								

Presentation of the Ile-de-France Region

The Ile-de-France Region's territorial authority is the leading French region, both in terms of budget, GDP and even population. It operates in the territory as part of a broad range of skills defined by law. As part of its core competencies, several texts provided by law are defined by the Region and structure its action in favour of the territory. For example :

- **the Master Plan for the Region (SDRIF)** which sets the medium- and long-term objectives in terms of land-use planning,
- **the Regional Plan for climate, air and energy (SRCAE),** which is jointly coordinated by the President of the Regional Council and the Regional Prefect and sets the strategic goals and orientations for the territory particularly in matters of reducing energy consumption and greenhouse gas emissions and adapting to the effects of climate change,
- **the Urban Transportation Plan for the Ile-de-France (PDUIF),** which is developed by the STIF (Syndicate of Transport in Ile-de-France) but approved by the Regional Council and which sets targets to achieve a sustainable balance between the mobility needs for people and goods, on the one hand, the protection of the environment and health and preserving the quality of life, on the other hand,
- **the new Regional Plan for Economic Development, Innovation and Internationalization (SRDEII),** which is prescriptive and defines the guidelines in matters of assistance to businesses, support for internationalization and assistance to real estate investment and business innovation.

Beyond these required skills (transportation, high schools, planning, economic development, vocational training, etc.), the Region takes action in a proactive manner to work in favour of the entire territory. For example:

- **Fight against sub-standard housing,** by restarting the construction, promoting social diversity and targeting the middle classes,
- **Actions in favour of vulnerable populations** such as the availability of housing for women victims of domestic violence,
- **Promotion of the employment of persons with disabled status,** which was established as a major regional cause in 2016, by undertaking their training and their employment support in particular, and by developing the sectoral actions identified in the Regional Agenda 22.

In its actions, the Region provides the impetus for its guidelines, taking care to include the development of the territory over the long term. This is, for example, a positive and pragmatic environmental policy, which creates wealth and well-being, and enhances energy conservation, which nourishes all the regional policies.

The social responsibility of the Ile-de-France Region manifests itself in its policies as well as in its practices: environmental management in construction, responsible public procurement, taking into account the needs and expectations of its stakeholders.

A commitment that is confirmed by external evaluations

The Region enjoys excellent credit quality that allows it to intervene in the long term on its territory under the best conditions. It is currently rated AA negative persp. by Standard & Poor's and AA stable persp. by Fitch.
The non-financial performance of the Ile-de-France in environmental, social and governance matters (ESG) are recognized. Evaluated by the VIGEO Agency since 2009, the Region's overall performance in these areas is classified in 2015 as "advanced", with an overall rating of 64/100. The Region is thus classified as being at an "advanced" stage, the highest rating, in all the areas evaluated by the agency: Human Resources, Environment, Public Procurement, Governance, Territorial Development and Solidarity, Human Rights.

The Region has, moreover, been assessed on its societal responsibility according to the international standard ISO 26,000, thus affirming its improvement and transparency approach. It was classified by AFNOR at the "confirmed" stage corresponding to the 3rd level out of the 4 existing in January 2015.

Introduction

The Ile-de-France Region is a recognized player in the green bond market, with € 1.6 billion raised through the green and sustainability bonds issued since 2012 (five transactions), i.e. 56% of the total amount of the debts mobilized by the Region since this date. Between 2012 and 2015, green and sustainability bonds amounted for an ever-greater portion of financing in the Region: 54% in 2012, 82% in 2014 and 88% in 2015.

The green and sustainability transactions launched by the Region are in line with the broad principles of the Green Bond Principles, and they are intended to implement the best practices , e.g. through the use of a second opinion on the eligibility criteria in 2014, or even by requesting a third opinion this year on this reporting
The Ile-de-France Region's bond issues are distinguished in particular by:

• **The funding of projects** that are both green and sustainable, which is to say that incorporate all the concerns in matters of economic, but also environmental and social responsibility,

• **The purpose of financing projects** that are emblematic of the entirety of the regional action, in matters of high schools, transportation, energy efficiency, biodiversity, social actions, social housing and economic development,

• **A strong commitment** to developing the market for green bonds, as evidenced by its regular presence in this market,

• **Detailed reporting** of the commitments made to each transaction (allocation of funds, compliance with the eligibility criteria, impact indicators and methodologies), which aims to illustrate the progress approach driven within the same Region due to the respect for these commitments.

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Green and sustainability bonds and their reporting contribute the Region's overall performance approach

The Region's green and sustainability loans are a powerful leverage for the modernization of the Region's practices. It thus involves:

- better accountability to the residents of the Ile-de-France (citizens / taxpayers / users) for the use of public funds by developing a culture of transparency, public policy evaluation and measurement of the projects' impact,
- capitalizing on the momentum created by the reporting to industrialize the production of indicators, develop a systemic performance approach and to upgrade the management control,
- informing the decision-making process to ensure that public money (scarce resource today) goes primarily to projects with the most positive economic, but also environmental and social impact.

Preparation of the reporting this year took place within the context of the objectives identified in 2015, in order to improve the quality of the environmental and social impact indicators in terms of relevance, readability, reliability and sensitivity, and to ultimately enhance the clarity and transparency of the information communicated. The presented reporting seeks to illustrate this approach with :

- Precise identification and selection of the impact indicators for the reporting:
  - 3 transversal impact indicators: creation of jobs supported by the project (on the worksite and during the project's operation), CO_2 savings provided by the project, and number of beneficiaries of the project,
  - 2 additional impact indicators specific to certain projects:
- The number of integration jobs on the worksite supported by the project,
- The project's internal rate of return, illustrating the project's financial relevance available for the transportation projects,
- The inclusion of a methodology notice presenting each methodology used to calculate the impact indicators for each project presented in this reporting; it involves work of a magnitude that has required, according to the projects, retrieving the necessary information from the contracting authorities who themselves eventually turned towards the prime contractors.
- One summary table concern the impact indicators: it presents the expected impacts on the entire project , and the expected impacts consecutive to the financing for the year by the green and sustainability bonds of 2015,
- A summary table for each project, illustrating with the help of a selection of probative elements how each project indeed meets every eligibility criteria,
- Sheds light on the eligibility criteria grid, specifying the definitions for each criterion and giving illustrations of the items expected to meet the criteria (see Appendix 2),
- A description of the project lifecycle during the year in order for example to illustrate its progress during the year, a change in the underlying mechanism.

The preparation of this reporting has enabled an itemized statement of inventory of the existing information for each project, which is rich and varied, but that needs to be better capitalized. It has also identified the information feedback networks and their possible improvements, as well as the respective qualities of the qualitative information systems directed within each of the Region's directorates. Most importantly, it now offers an overview of the methodologies used for the impact indicators, which contains in our view sometimes a significant degree of dispersion but also a high level of reliability.

Based on this reporting, an external opinion has been commissioned to carry out a certification at two levels in accordance with the commitment made last year, concerning on one hand the suitability of the projects funded under each eligibility criterion and the relevance of the information provided in the reporting, and also on the verification of the relevance of methodologies used to calculate the impact indicators selected in the reporting.

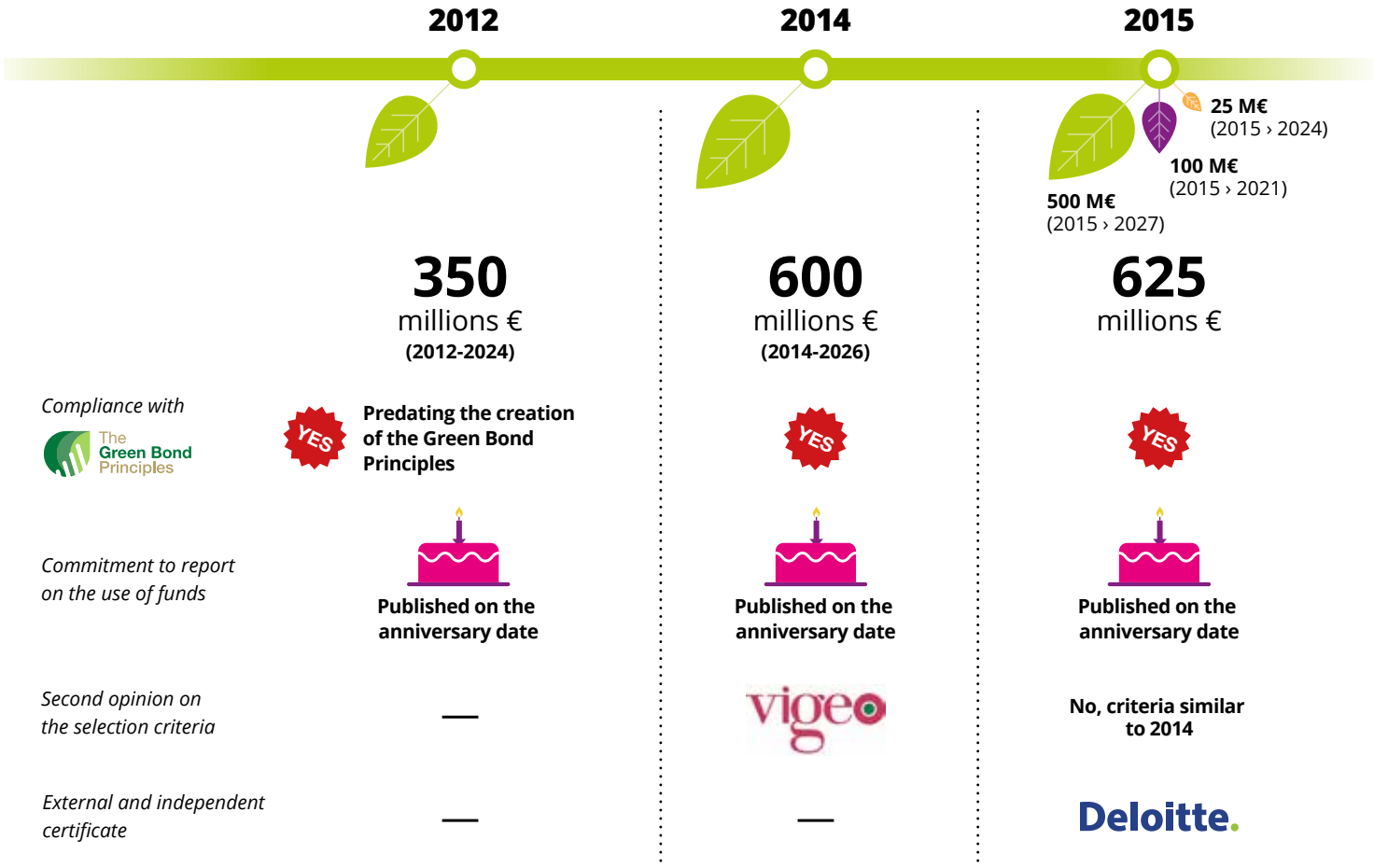
The Deloitte firm was selected in 2015 at the end of a bidding process to perform this certification. The Region will pay particular attention to Deloitte's observations for its future reporting.

Elements of the Region's financial strategy and its commitment in favour of green and sustainability loans

First French local authority to have established an EMTN program in 2001, the Ile-de-France Region has been a recurrent issuer on the financial markets for many years..

History of green and sustainability bonds completed by the Region and of commitments made

Public issue ***Private placement*** ***Tap***



(1) Public issue of € 500 million: launch date on 14/04/2015, maturity on 23/04/2027, ISIN FR0012685691
(2) Private placement of € 100 million: launch date on 23/07/2015, maturity on 31/07/2021, ISIN FR0012880409
(3) Tap of € 25 million: launch date on 15/10/2015, maturity on 27/03/2024, subscription of the green and sustainable counterfoil ISIN FR0011225325 (2012-2024), with initial notional amount of € 350 million increased to € 375 million with the subscription

Key highlights since 2015

2015: the Region became a member or the Green Bond Principles
2016: the Climate Bond Initiative organization has assigned to the Region the prize for "First Green Municipal Bond" on the occasion of the Green Bond Awards 2016, which recognizes the overall strategy pursued by the Region in terms of green and sustainability bonds.

Description of the internal process of Region Ile-de-France regarding project selection and fund allocation

Region Ile-de-France has been a regular issuer on the green bond market since 2012. This reporting seeks to describe the allocation of the funds raised by the three green and sustainability bonds launched by the Region in 2015, to illustrate each project's compliance with the eligibility criteria introduced upstream of the financing transactions, and to showcase transverse impact indicators for each project by describing the underlying methodologies used. This reporting is made public on 14 April 2016, at anniversary date of the first green and sustainability transaction carried out by the Region in 2015.

In accordance with the accounting and budgetary principles applicable to French local authorities, the debt mobilized a year can only fund the capital expenditures of the same year. The proceeds of the loan are subject in this regard to an entry for investment earnings. If the proceeds of the loan are fungible in the regional treasury, this accounting principle offers the assurance to each investor that the funds raised by the green and sustainability loans will be used in full in the year of the loan's mobilization for the financing of the Region's investment projects. Given the fact that the loans can only finance the capital expenditures for the year, they can only finance in the same way yearly tranches of projects, which sometimes run over several years. By completing a green and responsible financing transaction every year, the Region can select the same projects from one year to the next, thus ensuring the project's continuity and monitoring. This principle also implies that the Region's green and sustainability loans finance projects that have been decided prior to the loan, sometimes 10 years before the first expenditures concerning the construction site, for example in the case of major transportation projects.

The allocation and project selection process begins late in the year of mobilization of the bonds concerned, when the Region has a perfect view of the level of investment expenditures on each project. The expenses related to the investment section are indeed usually closed in late November. The Finance Directorate, which directs the preparation of the reporting, asks each of the Region's directorates to select a number of investment projects. First, the directorates must identify projects that correspond to an amount of expenses recorded in 2015, and that meet the eligibility criteria for the green and sustainability loan, among those that are most exemplary in this regard. Indeed, in view of the policies implemented by the Region, which seek to integrate environmental and social concerns in both the project's purpose as well as its management, the range of projects that could be included in the reporting is wider than those actually selected. The Region's directorates that support the projects are in the best position to select the most emblematic projects in their portfolio. Second, the Finance Directorate defines the allocation breakdown based on project proposed.

Once this first stage is completed, the management control and information system department verifies the expenditures on each project. At the same time, each respective department prepares the reporting on projects it wishes to present, illustrating how each project meets each eligibility criteria, and by completing an impact indicators grid, showing particularly the information relating on the methodology used.

The impact indicators presented are ex-ante estimates, based on the project's theoretical contribution using a methodology defined and presented in the methodological notice.

Footprint of the bonds: summary of weighted impacts

			Impacts of the projects and schemes presented			***Footprint of the bonds*** *(impacts weighted by the amount of green and sustainability bonds allocated to the project (a))*				
	Total project cost (1)	Share of total project financing	FTEs supported by the project	CO2 avoided (teq/year) by the project	Number of beneficiaries of the project	Allocated amount (2)	Weight (2)/(1) (a)	Perimeter covered by impact indicators	**FTEs supported**	**CO_2 avoided (teq/ year)**
Buildings and facilities for education and leisure										
Saint-Denis - Plaine commune high school	60.0	94.7%	30.0	114.0	1,200	10.0	17%	100%	**5.0**	**19.0**
International high school - Noisy-le-Grand	56.4	95.0%	36.2	39.0	1,215	22.5	40%	100%	**14.4**	**15.6**
Alexandre Denis - Cerny high school	18.1	75.1%	7.0	47.7	240	4.9	27%	100%	**1.9**	**12.9**
Galilée - Genevilliers high school	11.7	100.0%	4.0	33.0	125	7.0	60%	100%	**2.4**	**19.7**
Boulogne-Billancourt high school	39.0	100.0%	na	84.0	800	2.5	6%	100%	**na**	**5.4**
Léonard de Vinci high school - St Germain en Laye	48.9	100.0%	16.0	41.0	600	4.7	10%	100%	**1.5**	**3.9**
Higher international education building - Campus Jourdan	49.0	64.3%	104.5	na	1,900	14.6	30%	100%	**31.1**	**na**
Maison des Sciences de l'Environnement - Université Paris Est Créteil (94)	15.0	100.0%	49.0	na	379	2.4	16%	100%	**7.8**	**na**
Maison de l'Ile-de-France sur le site de la Cité Internationale Universitaire de Paris	21.6	100.0%	75.3	12.8	1,442	2.5	12%	100%	**8.7**	**1.5**
Leisure and sport island - Vaires-Torcy	75.0	85.3%	133.3	na	564,000	9.5	13%	100%	**16.9**	**na**
Public transport and sustainable transportation										
Subway line 4	307.1	60.0%	2,180.4	570.0	755,800	8.5	3%	100%	**60.3**	**15.8**
Subway line 12	269.5	64.1%	1,913.5	555.0	280,000	18.9	7%	100%	**134.2**	**38.9**
Subway line 14	1,380.0	12.8%	9,798.0	7,310.0	176,000	23.1	2%	100%	**164.0**	**122.4**
Tramway T3	618.8	33.5%	4,393.5	5,884.0	280,000	25.4	4%	100%	**180.3**	**241.5**
Tramway T6	384.1	49.6%	2,727.1	7,685.0	82,000	21.9	6%	100%	**155.5**	**438.2**
Tramway T7	318.4	73.6%	2,260.6	3,030.0	36,000	3.8	1%	100%	**27.0**	**36.2**
Tramway T8	244.0	91.3%	1,732.4	2,920.0	55,000	32.9	13%	100%	**233.6**	**393.7**
Tram-train North Tangential	610.9	49.6%	4,337.0	20,700.0	65,800	120.7	20%	100%	**857.0**	**4,089.9**
e.g.: Bus on own sites - Massy-Saclay	58.0	41.0%	411.8	na	10,000	11.0	19%	26%	**78.1**	**na**
e.g.: Phonic protections at St-Maurice/Maison Alfort/Créteil (anti-noise walls)	35.0	56.6%	248.5	na	19,738	2.0	6%	53%	**14.2**	**na**
Renewable energy and energy-efficiency										
e.g.: Geothermal Energy – Chelles	15.2	10.4%	na	11,157.0	17,206	0.9	6%	8%	**na**	**660.6**
Biodiversity										
e.g.: Fitting out of Buttes de Parisis - crest trail	0.4	100.0%	na	na	Na	0.4	100%	2%	**na**	**na**
e.g.: Restoration of the river Bièvre	6.9	40.0%	na	na	Na	2.0	29%	2%	**na**	**na**
Social initiatives aimed at helping vulnerable population groups										
e.g.: Soubiran Medico-Educational Institute at Villepinte	5.0	11.8%	78.4	9.0	42	0.04	1%	>1%	**0.6**	**0.1**
Social housing										
e.g.: Construction of 98 housing units at Choisy le Roi	16.4	4.1%	144.0	na	228	0.4	2%	>1%	**3.5**	**na**
e.g.: Thermal rehabilitation of 327 housing units at Villeneuve la Garenne	26.3	2.5%	347.0	1,037.0	762	0.5	2%	>1%	**6.6**	**19.7**
Economic and socially inclusive development										
e.g.: PM'UP scheme subjected to a CSR approach	10.7	100.0%	na	not relevant	170	10.7	100%	56%	**na**	**not relevant**
e.g.: AIR scheme - Assistance to Responsible Innovation	3.2	100.0%	na	not relevant	32	3.2	100%	10%	**na**	**not relevant**
e.g.: Supporting the Paris region competitiveness clusters	19.5	100.0%	na	not relevant	128	19.5	100%	58%	**na**	**not relevant**
e.g.: Supporting the micro-credits of Adie and l'Affile 77	1.4	100.0%	na	not relevant	1,274	1.4	100%	22%	**na**	**not relevant**

Presentation of the projects

Buildings and facilities for education and leisure

Construction and renovation of buildings according to a sustainable development approach, contributing to respect for the environment and accessibility to persons with reduced mobility. Development by the Region of a new provisional investment program in 2016 for high schools, in cooperation with the academies and the local Ile-de-France authorities to reflect the demographic changes and the new educational dynamics.

The regions are now the "leaders" in the field of higher education and research, with a new mission of developing a regional plan for higher education, research and innovation

•Projects based on the Sustainable Construction Development repositories for high schools, higher education and leisure islands, which are regional guides to include concerns in matters of sustainable development in the projects

• Region's jurisdiction: mandatory for the high schools and higher education

• Forms of intervention:
  - High schools: procurement contracts for contracting authority / contracting authority representation
  - Higher education: subsidy or direct contracting work
  - Leisure islands: direct contracting work (regional properties)

• Target audience: pupils, students, teachers, researchers / amateur and professional athletes.

*Impact indicators presented with an * have been externally verified, see Deloitte report.*

Saint-Denis high school

Category	Buildings and facilities for education and leisure
Title	Saint-Denis high school
Purpose	Construction of a new high school with boarding facilities
Location	Plaine Commune (93)
Key dates	Competitive tender for project management, 2012, worksite in progress, opening September 2017
Total project cost	€ 60 million
Financing by the Region in the total amount of the project	94.7%
2015 financing by green and sustainability bonds	€ 10.0 million

Qualitative presentation of the project

• Creating a new high school with a capacity of 1,200 students and a 170-bed boarding.
• A key skill for the Region, which manages the Ile-de-France high schools and as such a exercises vital responsibility for the Ile-de-France youth and their families.
• Environmental requirements as part of an HQE® certification approach and a "Zero Energy" target, with local production of photovoltaic electricity.
• Inclusion of the project in the changing Plaine Commune territory, with connection to the urban heating network and served by soft transportation options.
• Project benefiting from co-financing with the ANRU.

Project lifecycle

• This year: construction of the foundations and structural work.
• End of structural work and finishing work over the end of 2016 to early 2017, delivery 1st quarter 2017.

Impact indicators for the project

Indicator	Impact	Methodological note
Integration FTEs supported by the project	**12 FTEs**	B
Operation FTEs consecutive to the project	**18 FTEs**	C-1
Number of beneficiaries of the project	**1,200**	D-1
CO_2 avoided by the project	**114 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• HQE® certification approach • Specifications defining the environmental requirements for investment in high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant
Combating climate change, and promoting the Region's environmental transition	• "Zero Energy" target: energy production on site will provide the equivalent of the needs related to regulatory uses not covered by renewable energy • Photovoltaic electricity production with the installation of Heating roof panels provided by an extension of the local heating network 50% supplied by biomass following the creation of a new collective boiler • Heat recovery from grey water from boarding schools, given the high number of lavatories
Sustainable regional planning and improving quality of life	• Creation of building facades and transparencies on the parcel to contribute to the urban composition • Green roofing to enhance the site's permeability, delay the releases into the system, and to fight against the heat island effect
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Provision of general courses and specialist training in the field of personal service and care • Consideration of some students' family and social circumstances in the allocation of internal spaces • Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Provision of diversified and quality training in the territory (professional and technological fields) • Reduction of post-baccalaureate territorial imbalances • Integration into the development of the heart of the urban block close to the next tramway, consistent with the proposed extension of the Montjoie development zone (whose licensing authority is Plaine Commune)
Regional economic development	• Training providing high level of employability • Work-linked training in occupational settings for practical application and connections with businesses • Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources...)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Noisy International high school

Category	Buildings and facilities for education and leisure
Title	Noisy International high school
Purpose	Construction of a new high school with boarding facilities
Location	Noisy le Grand (93) and Bry sur Marne (94)
Key dates	Competitive tender for project management 2011, worksite in progress, opening for back to school in 2016
Total project cost	€ 56.4 million
Financing by the Region in the total amount of the project	95.0%
2015 financing by green and sustainability bonds	€ 22.5 million

Qualitative presentation of the project

- Creation of a new high school with a capacity of 1,215 places and 150-bed boarding.
- A key competence of the Region, which manages the Ile-de-France high schools and as such exercises a vital responsibility with regards to Ile-de-France youth and their families.
- First international high school of the Créteil Academy and the second in Ile-de-France, which will promote the economic development and the international positioning of the eastern Paris area.
- Environmental requirements in the framework of an HQE® certification process and a "Zero Energy" goal, with heating by heat pump on geothermal aquifer.
- Harnessing of the site's topography and natural resources: green roofs facing the view and development of a wetland.
- Project benefiting from co- financing with the ANRU.

Project lifecycle

- This year : Construction of foundations and start of the structural work
- Finishing work until spring, acceptance phases before the summer for opening to students in September 2016

Impact indicators for the project

Indicator	Impact	Methodological note
*Integration FTEs supported by the project	**16.2 FTEs**	B
*Operation FTEs consecutive to the project	**20 FTEs**	C-1
*Number of beneficiaries of the project	**1,215**	D-1
*CO_2 avoided by the project	**39 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• HQE® certification approach • Specifications defining the environmental requirements for investment in high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant
Combating climate change, and promoting the Region's environmental transition	• "Zero Energy" target: energy production on site will provide the equivalent of the needs related to regulatory uses not covered by renewable energy • Production of photovoltaic electricity with the installation of panels (1,500 m²) on the roof of the high school and the boarding school, with 210 kWp power (peak) • Heating and hot water by heat pump on geothermal aquifer • Alternative water management throughout the site and a rainwater recovery for the lavatories
Sustainable regional planning and improving quality of life	• Intensive green roofs for the high school • Preservation of a wetland's biodiversity assets • Landscaping that harnesses the topography of a steeply sloped site
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Taking into account certain students' family and social situation for the residents • Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Creation of the first international high school in eastern Ile-de-France, which will participate in the territory's revitalization: General education high school with international sections for the study of English, Spanish, Portuguese and Chinese
Regional economic development	• Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources…)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Alexandre Denis high school

Category	Buildings and facilities for education and leisure
Title	Alexandre Denis high school
Purpose	Construction of a boarding school
Location	Cerny (91)
Key dates	Competitive tender for project management 2009, work-site in progress, opening for back to school in 2016
Total project cost	€ 18.1 million
Financing by the Region in the total amount of the project	75.1%
2015 financing by green and sustainability bonds	€ 4.9 million

Qualitative presentation of the project

- Creation of a new boarding school with a capacity of 240 beds, of which 100 spaces are new and 140 are displaced.
- A key competence of the Region, which manages the Ile-de-France high schools and as such exercises a vital responsibility for Ile-de-France youth and their families.
- A wooden structure and a low energy consumption target, inserted into a rural site marked by water management.
- Atypical professional sectors connected to aerospace, requiring the hosting of students from throughout the Ile-de-France.
- Project benefiting from co- financing with the ANRU.

Project lifecycle

- This year : Development of wooden structure façade prototypes.
- Finalizing the finishing work and outdoor spaces in the first half of 2016, delivery in summer 2016.

Impact indicators for the project

Indicator	Impact	Methodological note
*Integration FTEs supported by the project	**5 FTEs**	B
*Operation FTEs consecutive to the project	**2 FTEs**	C-1
*Number of beneficiaries of the project	**240**	D-1
*CO_2 avoided by the project	**47.7 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• Specifications defining the environmental requirements for investment in the high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant
Combating climate change, and promoting the Region's environmental transition	• Low energy consumption target for the 5 contractual uses of the thermal regulation: theoretical calculation in design and verification phase at the end of construction • Heat recovery from grey waters from the boarding school, given the significant number of lavatories
Sustainable regional planning and improving quality of life	• Qualitative implementation limited to a body of water and facing a wooded area • Alternative rainwater management by landscaped gardens in agreement with the site • Broad use of wood in construction, for facades, framing, and siding
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Taking into account certain students' family and social situation for internal residents • Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Regional hub for aircraft maintenance training, accredited since 2001 "School of Aeronautics and Logistics Trades". • Reduction of the post-baccalaureate territorial imbalances
Regional economic development	• Training providing high level of employability • Work-linked training in occupational settings for practical application and connections with businesses • Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources...)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Galilée high school

Category	Buildings and facilities for education and leisure
Title	Galilée high school
Purpose	Construction of a boarding school
Location	Gennevilliers (92)
Key dates	Competitive tender for project management 2012, work-site in progress, opening for back to school 2016
Total project cost	€ 11.7 million
Financing by the Region in the total amount of the project	100.0%
2015 financing by green and sustainability bonds	€ 7.0 million

Qualitative presentation of the project

- Construction of a new boarding school with a capacity of 125 beds.
- A key competence of the Region, which manages the Ile-de-France high schools and as such exercises a vital responsibility for Ile-de-France youth and their families.
- Low energy consumption goal and development of an urban block core near a landscaped mall and sports fields.
- Atypical professional sectors related to plastics and chemicals, with the hosting of students from throughout the Ile-de-France.

Project lifecycle

- This year : End of enclosed and covered and start of secondary trades.
- Finalizing of the secondary work in the 1st half of 2016, and outdoor spaces in the summer of 2016, to ensure the hosting of students at the start of the 2016-2017 school year.

Impact indicators for the project

Indicator	Impact	Methodological note
Integration FTEs supported by the project	**2 FTEs**	B
Operation FTEs consecutive to the project	**2 FTEs**	C-1
Number of beneficiaries of the project	**125**	D-1
CO_2 avoided by the project	**33 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Specifications defining the environmental requirements for investment in the high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant
Combating climate change, and promoting the Region's environmental transition	• Low energy consumption target for the 5 contractual uses of the thermal regulations (theoretical calculation in design and verification phase at the end of construction) • Solar panels for the preheating of domestic hot water for boarding school-related housing
Sustainable regional planning and improving quality of life	• Creation of a living space dedicated to students in the heart of the urban block, in keeping with a green corridor and sports fields • Creation of a landscaped basin and planted valleys that will allow an alternative storm water management
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Taking into account certain students' family and social situation for the boarding school students • Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Regional Hub for Plastics Processing with rare training that hosts young people from across the Ile-de-France region and is also one of the Regional Hubs for Chemistry. It has been labelled since 2001 "High Schools for the Chemistry and Plastics Trades." This vocational high school includes general education courses at the baccalaureate level, and scientific and technological training. • Reduction of the post- baccalaureate territorial imbalances
Regional economic development	• Training providing a high level of employability • Work-linked training in occupational settings for practical application and connections with businesses • Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources...)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Boulogne-Billancourt high school

Category	Buildings and facilities for education and leisure
Title	Boulogne-Billancourt high school
Purpose	Construction of a new high school
Location	Boulogne-Billancourt (92)
Key dates	Competitive tender for project management 2015, on-going studies, opening at start of school year in 2018
Total project cost	€ 39.0 million
Financing by the Region in the total amount of the project	100.0%
2015 financing by green and sustainability bonds	€ 2.5 million

Qualitative presentation of the project

- Construction of a new high school with a capacity of 800 students.
- A key competence of the Region, which manages the Ile-de-France high schools and as such exercises a vital responsibility for Ile-de-France youth and their families.
- HQE® certification process and "Zero Energy" objective, with connection to the local network favourable to renewable energy.
- Equipment in an urban area undergoing transformation: Eco-neighbourhood on the emblematic site of former Renault factories, linking up between the Seine and the urban core.

Project lifecycle

- This year : Start of design project management.
- Launch of work procurement contract mid-2016.

Impact indicators for the project

Indicator	Impact	Methodological note
Number of beneficiaries of the project	**800**	D-1
CO_2 avoided by the project	**84 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• HQE® certification approach • Specifications defining the environmental requirements for investment in the high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant
Combating climate change, and promoting the Region's environmental transition	• "Zero Energy" target: energy production on site will provide the equivalent of the needs related to regulatory uses not covered by renewable energy • Installation of photovoltaic panels on the roof • Alternative rainwater management with green roofing, a rainwater collection, and discharge towards the urban valley of the ZAC (development zone)
Sustainable regional planning and improving quality of life	• Strong compactness ensuring the inertia of the building and its integration into a dense environment • Maintenance of the pediment of the Renault factories as urban signal at the access site
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Provision of general and technological education • Reduction of the post-baccalaureate territorial imbalances
Regional economic development	• Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources…)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Léonard de Vinci high school

Category	Buildings and facilities for education and leisure
Title	Léonard de Vinci high school
Purpose	Reconstruction on the site
Location	Saint-Germain en Laye(78)
Key dates	Competitive tender for project management 2012, work-site in progress, delivery by tranches of 2015 to 2017.
Total project cost	€ 48.9 million
Financing by the Region in the total amount of the project	100.0%
2015 financing by green and sustainability bonds	€ 4.7 million

Qualitative presentation of the project

- Demolition and reconstruction of the facility on its plot.
- A key competence of the Region, which manages the Ile-de-France high schools and as such exercises a vital responsibility for Ile-de-France youth and their families.
- HQE® certification process and a goal of BBC energy label, with connection to a heating network promoting renewable energy.
- Compact design for frame around a landscaped patio, facilitating the operation's onsite phasing to maintain the high school activity during construction.

Project lifecycle

- This year : Completion of the 1st tranche.
- Completion of the 2nd tranche end of 2017.

Impact indicators for the project

Indicator	Impact	Methodological note
Integration FTEs supported by the project	**16 FTEs**	B
Number of beneficiaries of the project	**600**	D-1
CO_2 avoided by the project	**41 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• HQE® certification approach • Specifications defining the environmental requirements for investment in the high schools • "Worksite with minimal environmental disturbances" charter with all waste traceability objectives and a minimum recovery requirement of 70% • Environmental monitoring of each phase by a specialist contracting authority assistant • Phasing of work in several tranches to ensure the continuity of the institution's activities conducted during construction on an occupied site
Combating climate change, and promoting the Region's environmental transition	• Low energy consumption target for the regulatory thermal calculations of the 5 contractual uses of the thermal regulations (theoretical calculation during design and verification phase at the end of construction) • Feed for heating and hot water from the local heating network primarily supplied by biomass • Recovery of rainwater, drainage trenches and roadway reservoir providing alternative storm water management and good permeability for the land parcel
Sustainable regional planning and improving quality of life	• Green roofs • Compact design of frame around a landscaped patio • Contributes to improving the quality of life, with modernization of the workshops and half-board, and to overcoming the current lack of space for relaxation and school life
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Access to all public buildings for disabled people
Respect for fundamental rights	• Combating social, educational and regional inequalities
Responsible regional development	• Provision of diversified quality training in the territory (professional and technological sectors): - CAP (preparation and construction of electrical works) - BAC (Life and Earth Sciences (SVT)) - Technology Bac (Technological Innovation and Eco-Design (STI2D), energy and environment (STI2D)) - Bac Pro (Electrical Energy Communicating Equipment (ELEEC), maintenance of industrial equipment) - BTS (Electrical Engineering, Design and Implementation of Automatic System) • Reducing the post-baccalaureate territorial imbalances
Regional economic development	• Supporting employment during construction, supporting integration employment and recruiting welcoming, maintenance, catering and accommodation staff within the school
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources...)
Consultation with stakeholders	• Information and consultation procedure extended to the entire school community • Public meetings during the major phases of the operation

Restructuring and extension of the Jourdan campus, Paris 14th

Category	Buildings and facilities for education and leisure
Title	Campus Jourdan
Purpose	Restructuring and expansion of the site
Location	Paris 14th arrondissement
Key dates	Construction site in progress, projected delivery: October 2016
Total project cost	€ 49.0 million
Financing by the Region in the total amount of the project	64.3%
2015 financing by green and sustainability bonds	€ 14.6 million

Qualitative presentation of the project

- Construction of a housing complex of 12,438 m² of floor space for the benefit of the Ecole Normale Supérieure and the Paris School of Economics.
- Objectives of strengthening the international reputation of the Ecole Normale Supérieure and the Paris School of Economics, by promoting the development of research and innovation, and providing better conditions for receiving students and researchers.
- French NF certification standards for non-domestic buildings - HQE® approach.
- Project co-financed with the State (€ 14.5 million) and the City of Paris (€ 3 million).
- A competitive tender for project management on 5 October 2011 chose Thierry Van de Wyngaert and Véronique Feigel, as the winning architects.
- Quality of the architectural and spatial proposal: the building shall comprise 6 levels above ground made of 3 stacked horizontal structures, all covered with an exterior trim of vertical wooden and metal slats. A set of "swaying hips" of the facades identifies functional areas, brings light and a spatial quality to the traffic. The project offers many convivial interior spaces that are involved in the search for convergence and dialogue between the two schools of economics that will occupy the site.

Project lifecycle

- Permit for construction obtained in August 2013, and then preliminary work to strengthen the basement since December 2013.
- On 31/12/2015: Mid-term construction site with completed structural work and core and shell partially completed.
- Delivery target: October 2016; Public opening target: January 2017.
- Audit of construction to be conducted to achieve the certification to be scheduled at +6 months from commissioning.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**104.5 FTEs**	A-1
*Integration FTEs supported by the project	**5.2 FTEs**	B
*Number of beneficiaries of the project	**1900**	D-2

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• Establishment of an environmental program • NF Tertiary Buildings Certification process - HQE® process (scheduling phase certification obtained on 23/11/2012 and design phase certification obtained on 17/1/2014) • Target very high performance (TP) "low environmental impact site" and green construction charter; the worksite has been described as exemplary and has been awarded the "Environmental Attitude" by the DUMEZ Company on 26/06/2015
Combating climate change, and promoting the Region's environmental transition	• Consumption target 65kwep/m²sdp/year • Use of renewable energy by connecting to the city's urban heating for domestic heating and hot water • Architectural design seeking to reduce the energy demand (exterior insulation and one semi-underground floor out of 6) • Certification including a high-performance energy management, connection to the Paris urban heating network (CPCU) a food safety and optimal light interior spaces, as well as demanding water management by creating a garden and greening the roof
Sustainable regional planning and improving quality of life	• Green roofs (59% of roof surfaces) • Creation of a 560 m² garden in order to limit the waterproofing of the plot, with plants that are adapted to the climate and terrain, and that are non-invasive and non-allergenic, and that require limited watering and maintenance • Qualitative choice of facade coatings comprising removable vertical blinds of wood and metal to enhance the architectural quality of the building • Upgrading of a poorly maintained site • Pooling and sharing within the same building of the study spaces of two well-known schools (ENS and PSE) to improve their accessibility
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Access to all public buildings for disabled people • Establishment of a fire safety plan, like with any building
Respect for fundamental rights	• Participates in the development and dissemination of science, and in the development of cooperation and international contacts
Responsible regional development	• Creation of a centre of excellence in economics and the social sciences to facilitate and improve the networking of the players involved in research
Regional economic development	• Creation of 104.5 FTEs and 17,000 hours of integration for the construction phase
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the contracting authority as a whole • Requirements as to the choice of construction products (traceability and efficient use of natural resources), as provided by the environmental manual included in the specifications
Consultation with stakeholders	• Keeping of the operational summary sheet intended for the Regional Executive • Holding of user meetings every two months • Holding of regular public meetings • Awareness-raising for the future users and operators on the responsible daily practices at the installation (management of natural light, artificial lighting and water). The communication channels are as follows: meetings every 2 months on base camp; exchange of emails and letters, worksite visits and presentation of test spaces. • Holding of monthly "environmental quality" meetings on site with shared objectives and control of corrective actions if necessary with all of the site's stakeholders

Construction of an Environmental Sciences House on the Créteil campus

Category	Buildings and facilities for education and leisure
Title	Maison des Sciences de l'Environnement
Purpose	New construction on the campus
Location	Créteil campus (94)
Key dates	Construction site ongoing, projected delivery: December 2016
Total project cost	€ 15.0 million
Financing by the Region in the total amount of the project	100.0%
2015 financing by green and sustainability bonds	€ 2.4 million

Qualitative presentation of the project

- Construction of a building complex with 3,751 m² of floor space.
- Equipment that will support university research, by accommodating research laboratories working on the theme of the environment within the main campus of the University Paris-East Créteil-Val-de-Marne.
- Certification process NF Tertiary Buildings - HQE® approach to controlled energy management. The building also features bioclimatic design (based on the north-south orientation of a compact building).

Project lifecycle

- Work kicked off mid-2015.
- Work in progress at mid-term on 31/12/2015: frame assembly in progress (R+1 completed), incorporation of fluids in progress.
- Delivery target: December 2016.
- Public opening target: January 2017.
- Audit of performance to be carried out in order to achieve the certification to be scheduled for + 6 months from commissioning.

Impact indicators

Indicator	**Impact**	Methodological note
Worksite FTEs supported by the project	**49 FTEs**	A-1
Integration FTEs supported by the project	**2.5 FTEs**	B
Number of beneficiaries of the project	**379**	D-11

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Establishment of an environmental program • Certification process NF Tertiary Buildings - HQE® Approach (scheduling phase certification obtained on 22/06/2011 and design phase certification obtained 11/12/2012) • "Worksite with minimal environmental disturbances" charter
Combating climate change, and promoting the Region's environmental transition	• Consumption target PEC = 0.85 max PEC (PEC = Primary Energy Consumption) • Connection to the urban heating network with use of renewable energy, of which 30% geothermal and 30% from waste incineration • Bioclimatic design and north/south orientation of the proposed building • High performance exterior insulation, natural ventilation and night-time over-ventilation • Outer envelopes optimized with appropriate general exterior solar protection
Sustainable regional planning and improving quality of life	• Preservation of tree-shaded border of the campus in the vicinity of the new building • Very strong compactness of the building • No solar screen generated by the building's construction • Landscaped outdoor spaces with vegetation and infiltration device • Creation of a green plaza in the southern part • Rate of 72% waterproofing of the plot
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Access to all public buildings for disabled people
Respect for fundamental rights	• Participates in supporting higher education, research and development and the dissemination of science
Responsible regional development	• Construction of an Environmental House for the purpose of giving visibility to the environmental research sector • Consolidation of research laboratories and of a science of the universe observatory forming a clearly identified centre in the Ile-de-France dedicated to the environment • Strengthening of research in the Ile-de-France by networking the players
Regional economic development	• Creation of 49 FTEs and 5,480 hours of integration for the construction phase • Support the development of scientific employment through the creation of a "hard" science research cluster specific to the Ile-de-France
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the contracting authority as a whole • Requirements on the choice of construction products (traceability and to save on natural resources...)
Consultation with stakeholders	• Keep the fact sheets for the operation that are intended for the regional executive • Holding of user meetings every month • Participation of the researchers in the implementation of the installation's scientific equipment through specific meetings • Very regular discussions with the future users - researchers involved in the implementation of technical and security equipment over time. Monthly meeting is provided with the operators throughout the entire worksite. • Holding of monthly "environmental quality" meetings on site with shared objectives and control of the corrective actions if necessary with all the worksite stakeholders

Maison de l'Île-de-France at the CIUP

Category	Buildings and facilities for education and leisure
Title	Maison de l'Île-de-France
Purpose	New construction
Location	Cité Internationale Universitaire de Paris (CIUP)
Key dates	Work in progress – Projected delivery in December 2016
Total project cost	€ 21.6 million
Financing by the Region in the total amount of the project	100.0%
2015 financing by green and sustainability bonds	€ 2.5 million

Qualitative presentation of the project

- Creation of 142 student accommodations in the Cité Internationale Universitaire de Paris.
- Positive energy building that goes beyond the regulatory purposes, in anticipation of the 2020 thermal regulations.
- Operation is part of the State-Region Project Agreement 2007-2014 and funded entirely by the Region, which is responsible for the contracting authority.
- The architecture firm ANMA - Nicolas Michelin was named as prime contractor representative for performing the studies and monitoring of this operation. The building, with a surface area of 5,200 m², is developed on eight levels. It presents a unique geometry, with a large south wall that captures solar energy. In its centre two energy storage tanks can be glimpsed.

Project lifecycle

- Start of the construction site on 1 April 2015 for an expected duration of 20 months.
- At this stage : filling phase for the old limestone quarries and start of the structural work. The tree felling phase projected in the building permit and that are intended to be replaced has been the subject of special precautions, in connection with a specialist from the National Museum of Natural History and NaturParif, given the potential presence of a protected species of bat.
- To come : installation of two tanks for the inter-seasonal storage of energy and the installation of 142 prefabricated bathrooms Projected delivery in December 2016.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**71 FTEs**	A-1
Integration FTEs supported by the project	**3 FTEs**	B
Operation FTEs consecutive to the project	**4.3 FTEs**	C-4
Number of beneficiaries of the project	**1,442**	D-11
CO_2 avoided by the project	**12.8 CO_2 teq/year**	E-2

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Assistance to the contracting authority for the development and monitoring of the environmental program since the scheduling until 2 years after the building's delivery • Extended environmental commitment: grey energy, indoor air quality, autonomy in natural lighting, bio-sourced materials • Green worksite charter limiting the nuisances
Combating climate change, and promoting the Region's environmental transition	• Positive energy building, awarded in 2014 as part of the call for "BEPOS" projects organized by the ADEME (34kWhep/m^2 without renewable energy, exceeding 6 kWhep/m^2 with renewable energy) • Release of 12.8 tons of CO_2 avoided via renewable energy: photovoltaic sensors on roof of the building and solar thermal energy with energy storage in two tanks of 110 m3 of water • Environmentally friendly materials used, taking the grey energy into account for the technical choices, recovery of rainwater, energy recovery from waste water from showers • Facades highly insulated
Sustainable regional planning and improving quality of life	• Additional supply of housing intended for students in a highly deficient context within the Ile-de-France • Landscaping project in support of the building with a strong focus on biodiversity, planting 25 new trees • High comfort levels for the housing: ventilation, quality of materials … The thermal comfort in the summer is ensured by limiting solar heat gain by managing the blinds depending on the sunshine and by ceiling fans located in each bedroom • • The building also includes a multipurpose room whose purpose is to host events focused around sustainable development (conferences, projections), a library, a hall, community kitchens
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Completion of 8,300 hours of integration (i.e. full-time equivalent to 3 jobs) equal to 5% of the total number of hours • All the accommodations are accessible for people with disabilities
Respect for fundamental rights	• The building is intended in part to house scholarship recipients from the Ile-de-France ("masters-scholarships" mechanism helping foreign students to stay in France) • Improves the living and study conditions for youth engaging in higher education
Responsible regional development	• Implementation of integration jobs
Regional economic development	• The operation represents 71 jobs for the construction phase. For the operational phase, it represents 4 jobs
Fair practices, responsible purchasing and responsible supplier relations	• Requirements on the choice of construction products (to save on natural resources, on CO_2 emissions…) • Requirements concerning the origin of materials (limitation on grey energy)
Consultation with stakeholders	• Constant dialogue with the future operator (Cité Internationale Universitaire de Paris) as part of a convention on the Ile-de-France House, which defines in particular the actions to be taken to ensure compliance with the project's environmental goals once the building is completed • Information for the neighbouring houses (Cambodia House and Lebanon House) • Awareness-raising of the future occupants on sustainable development: partnership with the IRCAM, the School of Fine Arts of Le Mans and the ENSCI in the context of the Master Sound Design in order to develop mechanisms to educate the future residents as to energy management

Cité Internationale Universitaire de Paris, current news on the operation: http://www.ciup.fr/maison-ile-de-france/
ANMA architecture firm – Nicolas Michelin, presentation of the project: http://www.anma.fr/fr/projets/maison-de-lile-de-france/
DEERNS design firm – presentation of the technical aspects of the project: https://www.deerns.fr/references/batiments-publics/maison-de-lile-de-france-paris
TRIBU design firm – presentation of the environmental aspects of the project:
http://www.tribu-concevoirdurable.fr/references/logement/maison-de-lile-de-france-a-la-ciup-75.html

Fitting out of the Vaires-Torcy leisure island

Category	Buildings and facilities for education and leisure
Title	Vaires-Torcy Leisure Island
Purpose	New construction, renovation and development of the site
Location	Vaires-Torcy (77)
Key dates	Commencement of work in 2016; end of the work planned in 2018
Total project cost	€ 75.0 million
Financing by the Region in the total amount of the project	85.3%
2015 financing by green and sustainability bonds	€ 9.5 million

Qualitative presentation of the project

- Development of a set of facilities focused on high-level sports and leisure, as well as the corresponding infrastructure (white water stadium for canoeing, construction of a high level sports centre, improved amenities for the general public, upgrading of access approaches and public areas). 14 ha of outdoor facilities (creation of a new entry, creation of landscaped parks, creation of an ecological corridor and a meadow, creation of new landscaped areas and of a new pedestrian and cycling path along the lake shore.

- Construction of more than 19,000 m^2 of usable surface area, of which 15,000 m^2 are new and 4,000 m^2 of an existing renovated building.
- 564,000 visitors affected each year by the project according to the attendance study and an evaluation of 54,000 beneficiaries for the whitewater portion.
- Participate in the rebalancing to the east - by offering new quality infrastructure and by enhancing the quality of the public services provided by the Region to the east of its territory.
- Project is part of the Paris bid for the Olympic and Paralympic Games in 2024.
- Organization in the future of national and international events on the site planned as of summer 2018, participating in the influence of the Seine-et-Marne and therefore of the Ile-de-France.
- Co-financing with the State (Ministry of Sports, Youth, and Popular Education).

Project lifecycle

- 2015: design phase completed and awarding of procurement contracts. Commencement of work in December.
- The project has been officially incorporated into the Paris bid for the Olympic and Paralympic Games in 2024 while aiming to ensure the post-event legacy.
- Completion of work scheduled for spring 2018.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**104.3 FTEs**	A-5
*Integration FTEs supported by the project	**9.4 FTEs**	B
*Operation FTEs consecutive to the project	**29 FTEs**	C-2
*Number of beneficiaries of the project	**564,000**	D-3

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• Signing of a "Worksite with Minimal Environmental Disturbances Charter" with the contractors service providers undertaking waste recovery commitment (excluding earthmoving waste) ≥ 50%, of which at least 20% in materials recovery, and seeking to limit the visual disturbance for the site users by ensuring the site's internal cleanliness • Worksite monitored by an HQE design firm that will ensure the commitments of the signatory contractors • Composting onsite and differentiated waste management during the operating phase • Use of wood for construction, which should have a PEFC or FSC label
Combating climate change, and promoting the Region's environmental transition	• Renewable energy with ground water geothermal and solar thermal system for hot water in order to limit emissions of CO_2 • Optimization of the energy performance of the building shell and choice of materials promoting thermal inertia (maintaining of the temperature) • Green roofs to absorb sunlight and to thus limit the temperature rise on the roof, and windows that can be opened to enhance natural ventilation (30% of all the window bays for a location at minimum) • Maintenance and restoration of the ecosystems with the creation of two ponds to recreate the habitats of amphibians and newts in compensatory measures, and preservation of the existing vegetation • Water management in connection with the watershed, to favour sloped pathways that allow water drainage
Sustainable regional planning and improving quality of life	• Project promoting access by alternative soft modes (pedestrians, bicycles, non-motorized boats), and providing a significant number of bicycle parking spaces • New landscaping over 15 ha: creation of a cone of vision towards the body of water and the Menier chocolate factory classified as historic building; creation of flower meadows and new plantings • Maintenance of green shorelines to the south and north of the site
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Improved site accessibility for people with disabilities • The hosting centre includes a number of accessible rooms with higher specifications than the norm, and sufficient to allow the reception of groups, particularly athletes affiliated to disability or adapted sports federations • 30,000 hours of insertion are provided over the two years of work • Prevention of health risks for site personnel, who will be equipped with adequate protective clothing (auditory and visual protection, helmets, gloves, protective pants and shoes...) listed in the PPSPS for the contractor • Pricing adjusted to promote access to the site for the greatest number of people.
Respect for fundamental rights	• Promotes access to sports for everyone, recognized as a means to promote education, health, and social inclusion, which is a public interest objective (Art.100-1 of the Sports Code)
Responsible regional development	• Strengthens the attractiveness and the development of tourism in the region • Hosts international events, thus contributing to the image of the region • Rebalancing of the geography of major infrastructures in the east of the Ile-de-France
Regional economic development	• The work on site will require 104,3 FTEs • The permanent jobs are evaluated at 29 people and indirect jobs will also be created related to the equipment maintenance and cleaning • Projected doubling of the current business turnover of the Leisure Island
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code • Allocation of the work procurement contract to promote competition and the SMEs' access to the procurement contracts • Use of materials that are economic in natural resources • Subcontractors approved by the Contracting Authority subject to the same rules as the contract holder
Consultation with stakeholders	• Consultation of all the stakeholders of the project (sports movement, associations, communities, businesses) on the various phases of defining the development project • Implementation of a Project House on site to ensure the continuous proximity of information throughout the duration of the work • Creation of work groups to mobilize the territorial players around the definition of the future development project for the site

Public transport and sustainable transportation

Development of the public transport supply as an alternative to using the automobile, contributing to sustainable mobility, to the fight against climate change, and projects to improve the comfort, accessibility and safety of public transport users and of people living nearby the infrastructures.

Leading transport policies in Ile-de-France, Region Ile-de-France participates in defining the transport organisation schemes with the STIF, which is the authority that organises public transport in the Île-de-France, and in which the region holds 51% of the voting rights. It co-finances large investment projects with its partners (such as State and General Councils).

The extension of a line 14 to the north towards Saint-Ouen, financed by the green and sustainability bonds, is part of the network Greater Paris Express project.

Region's jurisdiction: mandatory
Form of intervention: subsidies to the contracting authorities (STIF, RATP, SNCF, General Councils)
Target: all of the Ile-de-France inhabitants

*Impact indicators presented with an * have been externally verified, see Deloitte report.*

Extension of line 4 to Bagneux (phase 2)

Category	Public transport and sustainable transportation
Title	Subway line 4
Purpose	Extension of line 4 to Bagneux (phase 2)
Location	Hauts-de-Seine (Montrouge and Bagneux)
Key dates	Commencement of civil engineering work: 8 July 2015; Projected commissioning: 2020
Total project cost	€ 307.1 million (phase 2)
Financing by the Region in the total amount of the project	60.0%
2015 financing by green and sustainability bonds	€ 8.5 million

Qualitative presentation of the project

- The extension of line 4 to Bagneux is a major issue for the mobility of Ile-de-France inhabitants to the south of Paris: it involves the second busiest Paris metro line in terms of ridership, used daily by 674,000 passengers, with 27 stations and a length of 10.6 km. It connects with all the other metro and RER [suburban train] lines (except 3bis and 7bis).
- Project that is part of an overall vision for development of the territories served by allowing the modal shift, the opening up of the territories and better access to mobility.
- Eco-design of the project when choosing the construction materials and techniques, and construction of new metro stations with a particular emphasis on energy management and savings (low consumption, recovery, renewables), the management and consumption of drinking water and the recovery of seepage water.
- Project falls within the State-Region Plan Contract (CPER).
- Partners involved: the contracting authority (RATP) and the other financing partners (State and the Department of Hauts-de-Seine).

Project lifecycle

- Extension to the Town Hall of Montrouge completed in phase 1, commissioning on 23 March 2013.
- 2015 : launching of civil engineering work on phase 2 in July.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**2,180.4 FTEs**	A-2
Number of beneficiaries of the project	**755,800**	D-4
CO_2 avoided by the project	**570 CO_2 teq/year**	E-3
Internal project profitability rate	**10.8%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Preference for sustainable equipment and materials and for low energy consumption systems or that optimizes them: low consumption technologies, rainwater recovery • Objective of using devices that can support subsequent adjustments • Provisions that limit waste production during the work phase and optimize their management for reuse and recycling: The contractors working on the site will follow the specifications establishing the rules for the collection, storage, recycling and disposal of construction waste. They will raise their staff's awareness concerning proper waste management and the cleanliness of the site and its surroundings
Combating climate change, and promoting the Region's environmental transition	• An expected carryover from users of private cars to the subway, of about 4.5 million fewer vehicle-kilometres • Project that will reduce the costs related to the effects of pollution and the greenhouse gases of about 570 CO_2teq/year (CO_2 ton equivalents) • Use of electrical energy for the project that will not contribute to air pollution and the greenhouse gases effect
Sustainable regional planning and improving quality of life	• 81,800 trips will be made on the extension of line 4 to the South of Paris (including 37,600 in phase 1), representing 22 million annual trips (10 million in phase 1) • 41,400 inhabitants and jobs less than 600 meters from the future extension of which 85% weren't previously served by any heavy mode of transit • The current users of public transportation will gain 10 minutes on average, and the carryover for cars will be 5 minutes • The ridership will be made up of : - 89 % of riders who previously used public transit; - 6 % of riders who previously used private cars (modal carryover); - 5 % of new trips or riders previously making their trip on foot (induced ridership).
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Accessibility of stations for persons with reduced mobility (PRM) from the roadways to the platforms by widened motorized passages or equivalent equipment as the future New Validation Passage (NPV) 90; elevators serving the roadway level, the platform level and, where appropriate, an intermediate level called "mezzanine" • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• The municipality of Bagneux wishes to implement a high-quality urban planning project throughout the site to rehabilitate the entrance to the city, reinvigorate the economic and commercial functions and meet the needs of the inhabitants for equipment, housing and improvements to the living environment. The extension of line 4 to Bagneux (at the location called "the Subway Island") will also strongly reinforce the site's attractiveness.
Regional economic development	• Based on current estimates, the project is expected to create 2,180.4 FTEs on the worksite for phase 2 of the extension of line 4
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region granted to the contracting authorities that are themselves subject to the Public Procurement Code (Approval in financing agreement - Law No. 85-704 of 12 July 1985 as amended on the public contracting authority and its relationship with the private prime contractor)
Consultation with stakeholders	• Prior consultation held in June/July 2001; public survey from 9 January to 10 February 2012. • Establishment of information tools for neighbouring residents, shopkeepers and to monitor the work: brochures and information flyers, dedicated website. • A community representative dedicated to dialogue with shopkeepers and residents during the construction phase

Dedicated website: http://www.prolongement-m4.fr/

Extension of line 12 phase 1

Category	Public transport and sustainable transportation
Title	Subway line 12
Purpose	Extension of line 12 (phase 1)
Location	Paris and Seine-Saint-Denis (Aubervilliers)
Key dates	Commencement of work: September 2007; Inauguration of phase 1: 18 December 2012; Inauguration of phase 2: end of 2019
Total project cost	€ 269.5 million (phase 1)
Financing by the Region in the total amount of the project	64.1%
2015 financing by green and sustainability bonds	€ 18.9 million

Qualitative presentation of the project

- First phase that has ensured service to sector under development of Plaine Saint-Denis, at the interface of the towns of Saint-Denis and Aubervilliers, with the Popular Front station.
- Second phase of the project (commissioning scheduled end of 2019) provides for two new stations (Aimé Césaire and Mairie d'Aubervilliers).
- Goal of reducing 520,000 trips per year by private car by the carryover to public transit and consequently the associated pollution.
- Project that promotes the dynamic element of an area in full economic expansion, bearer of many construction and development projects, coordinating housing (particularly new neighbourhoods created as part of the urban renewal program), shops, economic activities (site of the General Stores, the new Millennium shopping centre) and facilities (Condorcet campus).
- Will provide over time serving the town of Aubervilliers, the last major city in the first ring, which was not connected by the metro, and the economic, social and urban development of Aubervilliers and the Plaine Saint-Denis.
- Partners involved: contracting authority (RATP) and other financing partners, (State and Department of Seine-Saint-Denis)

Project lifecycle

- Commissioning of the Phase 1 section in December 2012
- Continuation of the work on phase 2, whose MES is scheduled for late 2019 (this phase is not funded by the Region as part of a withdrawal agreement with the State).

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**1,913.5 FTEs**	A-2
Number of beneficiaries of the project	**280,000**	D-4
CO_2 avoided by the project	**555 CO_2 teq/year**	E-3
Internal project profitability rate	**8.4%**	F

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• Project worksite implemented with an eco-design logic: removal of rubble and delivery of materials, including the archstones, by river (near the Canal Saint-Denis)
Combating climate change, and promoting the Region's environmental transition	• 13% of trips made by metro come from the carryover from car traffic with the commissioning of the extension phase of Line 12, i.e. an estimated daily reduction of 750 private vehicles • Reduction of 554.8 T of CO_2 per year
Sustainable regional planning and improving quality of life	• Average general time saving on phase 1 for a former user of public transportation reached 9.6 minutes per trip. For all users of the extension, the annual time savings amounted to 0.56 million hours
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Passenger areas accessible to people with reduced mobility (PRM) from the roadway and all the way to the platform via the ticket hall • Dimensioning of the ridership taking into account the safety regulations and requirements • Dimensioning of the access to evacuate passengers in the station in less than 10 minutes (ERP Regulation) • The "Popular Front" station is equipped with safety and ventilation devices in force, smoke removal systems and two Mechanized Ventilation Bays (BAM) • Several devices provided for passenger safety in the tunnel: safety recesses, fire equipment, ventilation-smoke removal, paths for evacuation (with a width of 0.70 m and a height of 2.00 m, located at 0.25 m from the trains' running surface, free of any obstacle, equipped with handrails and illuminated by a permanent lighting (called normal) of signalling and markings) • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• The project has helped open up a territory not served in any structured way and thus to meet the users' transportation needs, encouraging travel by TC in a rapidly changing sector • Respect for the fundamental rights of workers who have worked on the construction site by ensuring their safety and by complying with the legislation on health protection
Responsible regional development	• Response to the users' transportation needs, by serving a rapidly changing territory devoid of structuring public transportation • Project will allow new neighbourhoods to be served as part of the urban renewal program, shops, business activities (site of the General Stores, the new Millennium shopping centre) and facilities (Condorcet campus) • Supports the attractiveness of north-eastern Paris, with + 4,950 additional inhabitants expected and + 10,050 jobs located within 600 meters as the crow flies from the Popular Front station
Regional economic development	• Estimates the creation for Phase 1 of 1,913.5 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region granted to the contracting authorities themselves subject to the Public Procurement Code (referred to in the financing agreements)
Consultation with stakeholders	• Prior consultation which took place from 12 February to 9 March 2001 was in Saint-Denis and Aubervilliers then from 17 April to 17 May 2011 in Paris. Public meetings and exhibits in the town hall were also held in these municipalities • Public survey from 10 June to 11 July 2003 (DUP on 8 June 2004) • The communication of documents, in the form of leaflets available to the public at the exhibit venues and in the transportation serving the sector concerned

Dedicated website: www.prolongement-metro12.fr

Extension of line 14 to mairie de Saint-Ouen

Category	Public transport and sustainable transportation
Title	Subway line 14
Purpose	Extension of line 14 to mairie de Saint-Ouen
Location	Paris, Hauts-de-Seine (Clichy) and Seine-Saint-Denis (Saint-Ouen)
Key dates	Commencement of work: July 2013; Projected commissioning: mid-2019
Total project cost	€ 1,380.0 million
Financing by the Region in the total amount of the project	12.8%
2015 financing by green and sustainability bonds	€ 23.1 million

Qualitative presentation of the project

- First link in the Grand Paris Express network.
- Project integrated into a comprehensive vision of the development of the territories served.
- Goal of desaturating line 13: the ridership studies have shown that the rate of discharge from line 13 thanks to the extension of Line 14 is greater than 23% on the common core and more than 19% on the branches, which will improve the riding conditions for users of public transportation.
- The completion of project for the extension of Line 14 will induce a carryover of users of cars or motorcycles to public transportation of 33,686,400 veh.km/year. This carryover will reduce the production of GHG induced by transportation by indivi dual cars.
- Project falls under the State-Region Plan Contract (CPER), contractual document, a list of operations for which it is a question of starting the work.
- Partners involved: joint contracting authorities (RATP and STIF) and the other financers (State, Greater Paris Company, City of Paris and Departments of Hauts-de-Seine and Seine-Saint-Denis).

Project lifecycle

- Introduction in December 2015 of the first tunnel boring machine, "Magaly". At this stage, it is digging towards the Saint-Lazare station. In a 2nd stage, the tunnel boring machine will create the section between the Pont Cardinet station and the Clichy-Saint-Ouen station.
- During 2016, a second tunnel boring machine will be introduced and will create the section located between the Mairie de Saint-Ouen back station and the Clichy-Saint-Ouen RER station, as well as part of the access track to the maintenance and storage site.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**9,798.0 FTEs**	A-2
*Number of beneficiaries of the project	**176,000**	D-4
*CO_2 avoided by the project	**7,310 CO_2 teq/year**	E-3
*Internal project profitability rate	**10%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• The RATP is mobilizing its sustainable development policy around commitment No.4 "exemplary professional practices" by the management of the environmental risks from its industrial sites (e.g. on the future maintenance and storage site: treatment of polluted soil (asbestos, hydrocarbons, etc.) And of the infrastructure that it operates, through the eco-design of the infrastructure, systems, equipment, which it specifies or designs, by the purchases that it makes. • Since 2001, the RATP has been using a continuous improvement approach by controlling and anticipating all the aspects that are within its responsibilities in terms of resource use or impact on the natural environment and on the local residents. This initiative has resulted in the ISO 14001 certification of several metro lines (ex. 1, 8, 14) and various maintenance workshops.
Combating climate change, and promoting the Region's environmental transition	• Expected modal shift by the users of cars or motorcycles towards public transit of 33,686,400 veh.km/year • Expected reduction in greenhouse gas emissions of 7,310 t eq.CO_2/year
Sustainable regional planning and improving quality of life	• Average general time saving for current users of public transportation is estimated at 6 minutes per trip due to the extension of Line 14, which for a total of 162,000 trips per day, corresponds to a total time savings of 4.7 million hours per year • The time savings for current car users who will now use line 14 is considered equal to half of the gain for the former users of public transportation, i.e. 3 minutes per trip • Improved comfort for the users of line 13, the project provides an estimated discharge rate from line 13 greater than 23% on the core and over 19% on the branches (according to the ridership studies)
Socially inclusive development, combating inequality, and promoting the safety of individuals	• New stations accessible to People with Reduced Mobility (PRM): the pathways in the station between the roadway and platforms accessible by elevators to the main access route; the platforms will always be in a straight line to allow easy access to the trains • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• Positive economic impact by facilitating access to industry and jobs for residents from the stations to facilitate access to jobs and study locations in the Ile-de-France: the project will ultimately serve 96,100 residents and 72,000 jobs • Project accompanying the development of the sector under development (ZAC des Docks, ZAC Victor Hugo, etc. in Saint-Ouen; ZAC Morel-Sanzillon, etc. in Clichy; Batignolles sector, ZAC Clichy-Batignolles, etc. in Paris)
Regional economic development	• Estimated creation of 9,798 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region granted to the contracting authorities that are themselves subject to the Public Procurement Code (Approval in financing agreement - Law No. 85-704 of 12 July 1985 as amended on the public contracting authority and its relationship with the private prime contractor)
Consultation with stakeholders	• Public survey from January to February 2012 and DUP in October 2012 • Information provided regularly to nearby residents on the progress of the stages of the project, holding of public information meetings, signage and targeted information letters • Community representatives to liaise between the residents, elected officials and contractors, with hotlines in a dedicated location near the worksite are provided by the community representative. It can also be reached on a "site info" phone number • A special internet portal will be set up • Municipalities and related developers throughout the development and implementation of the metro project in the context of specific meetings (technical committee, monitoring commissions, etc.)

Dedicated website: http://www.ratp.fr/fr/ratp/c_11634/carte-d-identite-prolongement-de-la-ligne-14-a-mairie-de-saint-ouen/

Tramway T3 at Porte de la Chapelle

Category	Public transport and sustainable transportation
Title	Tramway T3
Purpose	Extension of the tramway line at Porte de la Chapelle
Location	Paris: 13e, 12e, 20e, 19e and 18e arrondissements
Key dates	Commencement of work: 2010; Commissioning: 15 December 2012
Total project cost	€ 618.8 million
Financing by the Region in the total amount of the project	33.5%
2015 financing by green and sustainability bonds	€ 25.4 million

Qualitative presentation of the project

- Project that facilitates the travel of 267,000 inhabitants and jobs located in a 400 meter strip on either side of the tramway extension project.
- The project is in line with a general view of the development of the territories concerned, promotes the use of collective transport, which is more environmentally-friendly, and upgrades the image of soft modes (pedestrians, bicycles) in public space.
- Partners involved: contracting authorities (the City of Paris and the RATP).

Project lifecycle

- Commissioned on 15 December 2012.
- Strengthen the availability of service since September 1st, 2015 (23 additional trips on Saturday and 55 on Sunday. During the short school holidays, 49 trips on Saturday and 73 on Sunday).
- Work in progress since 2014 relating to a new extension of T3 to the Porte d'Asnieres. This section will be commissioned end-2018.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**4,393.5 FTEs**	A-2
Number of beneficiaries of the project	**280,000**	D-5
CO_2 avoided by the project	**5,884 CO_2 teq/year**	E-4
Internal project profitability rate	**8%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Goal of optimizing the construction period and reducing disturbance for residents • RATP Trophy 2013 for most exemplary project in its eco-design approach to the maintenance and storage site at Ladoumègue for T3
Combating climate change, and promoting the Region's environmental transition	• Estimated savings of about 5,884 teq CO_2 per year due to the expected modal shift from private car to the new tramline
Sustainable regional planning and improving quality of life	• The average time saving for a public transport user is estimated at 2.48 million hours per year • Complete redevelopment of the public spaces through which the tram travels (reworking of the frontage road from facade to facade, redevelopment of the space for soft modes of transportation, secure pedestrian crossings...) • Improvement in the living conditions for the residents of the Boulevards des Marechaux and the gates of Paris while respecting and valuing the characteristics of the cultural heritage and plantings in the areas crossed • Increase the number of trees along the perimeter of the project, with a diversification of species, and more than 6 hectares of "planted strip" to dress up the tramway platform.
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The tramway stations meet safety and accessibility criteria for all categories of users. Finally each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment • Insertion of social clauses in the procurement contracts for the work in order to promote the local employment of people in difficulty • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• The project strengthens the attractiveness of the territory in an area marked by a high density of population and jobs • It meets the new needs for transportation generated by the many urban projects in the sector (Olympiads sector - Villa d'Este, Joseph Bedier-Porte d'Ivry sector and Paris-Rive-Gauche to the south (13th), development of the Porte de Vincennes (12th-20th), development of the ZAC Porte des Lilas (19th-20th) to the east following the covering of the beltway, ZAC Claude Bernard, Macdonald sector, development of the Eole-Evangile cluster, the sectors of the Porte de la Chapelle and the Gare des Mines station, the Porte de Montreuil and the Saint-Blaise sector to the east)
Regional economic development	• Creation of an estimated 4,393.5 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Prior consultation from 30 January to 15 May 2006 • Public survey from 28 April to 7 June 2008 • Statement of Public Utility published on 28 November 2008 • Establishment of information tools for the local residents, inhabitants and shopkeepers to monitor the work: brochures and information flyers, dedicated website • Holding each month of a meeting of the Advisory Committee on the Tramway Work, which includes the general coordinator of the work, the contracting authorities of the work, and the representatives of the city councils of neighbouring municipalities, and large public institutions lining the route in order to keep them informed of the progress of the work and gather their questions, comments and requests

Dedicated website: http://www.tramway.paris.fr/

Tramway T6

Category	Public transport and sustainable transportation
Title	Tramway T6
Purpose	New tramway line (Châtillon – Viroflay)
Location	Malakoff, Montrouge, Châtillon, Clamart, Fontenay-aux-Roses, Meudon, Vélizy-Villacoublay and Viroflay
Key dates	Commencement of work: July 2010; Inauguration of phase 1: December 2014; Inauguration of phase 2: May 2016
Total project cost	€ 384.1 million
Financing by the Region in the total amount of the project	49.6%
2015 financing by green and sustainability bonds	€ 21.9 million

Qualitative presentation of the project

- Project that facilitates the travel of 150,000 Ile-de-France inhabitants living or working less than 500 m from a T6 station, in an area which up until now lacked structured public transport.
- 12.1 km track on phase 1 (from Châtillon to Velizy) and 1.6 km on phase 2 (from Velizy to Viroflay) with an underground section
- The project is in line with a general view of the development of the territories concerned, promotes the use of collective transport, which is more environmentally-friendly, and upgrades the image of soft modes (pedestrians, bicycles) in public space.
- Partners involved: the Project Contracting Authority (the Department of Hauts-de-Seine, the Yvelines Department and the RATP) and the State who is co-financing this project.

Project lifecycle

- 2015 : on the underground section, completion of structural work and exterior finishes, implementation of tram systems installation and rolling stock qualification testing (verification of traction performance and train braking).
- Early 2016: completion of second phase work and implementation of dynamic tests, to demonstrate safety and performance of technical facilities (control of energy uptake, signalling and on-board equipment). Then station trials will take place, in order to test safety and accessibility. Finally, a "pre-commercial" trial period of trains will be carried out.
- Commissioning of the underground section of the T6 line scheduled for June 2016.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**2,727.1 FTEs**	A-2
Number of beneficiaries of the project	**82,000**	D-5
CO_2 avoided by the project	**7,685 CO_2 teq/year**	E-3
Internal project profitability rate	**10%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Implementation of the construction site with an eco-design logic: disposal of dredged material (about 70,000 m3) by lorry, then boat; waste sorting; waters, mud and dredged material evacuated separately; waste water was treated before being discharged, by means of a temporary on-site treatment plant...
Combating climate change, and promoting the Region's environmental transition	• Modal shift ratio from the private car to the new tramway line estimated at 9% • Reduction of pollution with savings estimated at 7,685 CO_2teq per year
Sustainable regional planning and improving quality of life	• The average time saving for a user of public transport is estimated at 7 minutes per journey, amounting to an annual total saving of 2.4 million hours • Full redevelopment of public spaces crossed by the tramway (reprise of road networks from facade to facade, development of space for soft modes, etc.) • Specific attention applied to landscape, plant and environmental processing of the project: nearly 2/3 of the existing trees have been preserved. The project also provides for the planting over 450 additional trees, an increase of more than 50% of current tree heritage around the tram route.
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The tramway stations meet safety and accessibility criteria for all categories of users. Finally each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment. • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport.
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• The project enhances the attractiveness of the territory in an area where the transport infrastructure needs are significant and growing, servicing large employment hubs such as the business hubs around Vélizy-Villacoublay. Thus, the number of jobs in the study area was estimated at 147,000, and the population at 268,600 inhabitants. • The new tramway will thus serve 150,000 inhabitants and jobs, within 500 metres of the line.
Regional economic development	• Creation of 2,727.1 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Pre-consultation from June 15 2001 to July 6 2001 • Public survey in 2005 and DUP published in 2006 • Information packs for residents, inhabitants and traders were made available for monitoring the work: brochures and information flyers, dedicated website. In addition, a dedicated point of contact was established to liaise with shopkeepers about disturbances the excavation phase may have on their businesses. Compensation protocols were established and negotiated. Compensation commissions were constituted to consider requests based on this protocol before any litigation phase was reached.

Dedicated website: http://www.tramway-chatillon-viroflay.fr/

Tramway T7 phase 1

Category	Public transport and sustainable transportation
Title	Tramway T7
Purpose	New tramway line (Phase 1 Villejuif - Athis-Mons)
Location	Villejuif, Vitry-sur-Seine, L'Haÿ-les-Roses, Chevilly-Larue, Thiais, Rungis, Orly, Villeneuve-le-Roi, Paray Vieille-Poste and Athis-Mons
Key dates	Commencement of work: 2009; Commissioning: 16 November 2013
Total project cost	€ 318.4 million (phase 1)
Financing by the Region in the total amount of the project	73.6%
2015 financing by green and sustainability bonds	€ 3.8 million

Qualitative presentation of the project

- Project that facilitates the relocation of 136,000 jobs and 283,000 inhabitants located in the T7 study territory, an area that up until now lacked a structured public transport system.
- 11.2 km track on phase 1 between Villejuif and Athis-Mons, across 10 municipalities spread over two departments; phase 2 will extend the line to Juvisy-sur-Orge, on a track of 3.7 km including 900 metres underground.
- The project is in line with a general view of the development of the territories concerned, promotes the use of collective transport, which is more environmentally-friendly, and upgrades the image of soft modes (pedestrians, bicycles) in public space.
- Partners involved: Project contracting authority (RATP, the Val-de-Marne Department and STIF) and funders (State, the Essonne Department, and Les Portes de l'Essonne).

Project lifecycle

- 2015: signing of the financing agreement of the initial work on phase 2 of the tramway, which will be extended to the Juvisy-sur-Orge station.
- Further detailed studies (project study level) of phase 2 of the tramway will continue in 2016.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**2,260.6 FTEs**	A-2
Number of beneficiaries of the project	**36,000**	D-4
CO_2 avoided by the project	**3,030 CO_2 teq/year**	E-3
Internal project profitability rate	**8.2%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Worksite design with an eco-design logic: sorting of waste, organization of dredged material evacuation to minimize road traffic; use of materials from recycling schemes; 12,000 tonnes of polluted dredged material were sent by river to be treated according to a biological process uprated to 100% in order to be reused in construction materials. • The maintenance and storage site (SMR) of T7 has been designed according to the HQE standards in force
Combating climate change, and promoting the Region's environmental transition	• Modal shift ratio from the private car to the new tramway line estimated at 12% • Pollution reduction of 3,030 CO_2teq per year
Sustainable regional planning and improving quality of life	• The average time saving for a public transport user is estimated at 6 minutes per journey • Full redevelopment of public spaces crossed by the tramway (roadwork development from façade to façade, development of space for soft modes, etc.)
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The tramway stations meet safety and accessibility criteria for all categories of users. In particular, each includes emergency call terminals, signalling equipment and video surveillance cameras. • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• The project reinforces the attractiveness of the territory in an area where transport infrastructure needs are significant and growing. The project is at the heart of a catchment area of 2 million inhabitants and the study area around the track counts 136,000 jobs and 283,000 inhabitants. • Serving the employment hub of Orly-Rungis, second employment hub in the region, which has 63,000 jobs and 5,500 businesses distributed between Aéroports de Paris, MIN of Rungis, the tertiary Silic business park with headquarters such as Danone, Senia, the Belle-Epine commercial centre area and the Sogaris logistics platform.
Regional economic development	• Estimated creation of 2,260.6 FTES on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Organized pre-consultation from November 2000 to January 2001 (phase 1) and 2008 (phase 2) • Public survey on phase 1 from December 2003 to February 2004, and phase 2 from 21 May to 22 June 2013 • Statement of public interest regarding phase 1 was made by the Prefect in February 2005 and in November 2013 for phase 2

Dedicated website link : http://www.tramway-t7.fr/

Tramway T8

Category	Public transport and sustainable transportation
Title	Tramway T8
Purpose	New line (Saint-Denis - Epinay / Villetaneuse)
Location	Saint-Denis, Epinay and Villetaneuse
Key dates	Commencement of work: 2010; Commissioning: 16 December 2014
Total project cost	€ 244.0 million
Financing by the Region in the total amount of the project	91.3%
2015 financing by green and sustainability bonds	€ 32.9 million

Qualitative presentation of the project

- Project that facilitates the travel of 56,300 Ile-de-France inhabitants living or working less than 400 m from a T8 station, in an area which up until now lacked structured public transport.
- 8.45 km track in total, with a section between the Porte de Paris and La Poterie (2.65 km), and then two separate sections: one to Epinay-Orgemont (4.2 km), the other to Villetaneuse (1.6 km).
- The project is in line with a general view of the development of the territories concerned, promotes the use of collective transport, which is more environmentally-friendly, and upgrades the image of soft modes (pedestrians, bicycles) in public space.
- Partners involved: Project contracting authority (RATP, the Department of Seine-Saint-Denis, the Communauté d'agglomération Plaine Commune and the EPA Plaine de France) and co-financed with the State.

Project lifecycle

- 2015 : upstream preliminary studies of the new extension project of the T8 southward to Rosa Parks station in Paris.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**1,732.4 FTEs**	A-2
Number of beneficiaries of the project	**55,000**	D-5
CO_2 avoided by the project	**2,920 CO_2 teq/year**	E-3
Internal project profitability rate	**9.3%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• The construction site of the project was implemented with an eco-design logic: management of building waste, the pollutant discharge, protection of existing trees, etc. • The storage and maintenance site (SMR) for tramways was built in an HQE approach: roof covered with thermal solar panels (251 m²) and green roof performance (1,600 m²), recycling of wastewater from the site, Canadian wells
Combating climate change, and promoting the Region's environmental transition	• Modal shift ratio from the private car to the new tramway line estimated at 6% • Reduction of pollution with savings estimated at 2,290 CO_2 teq per year
Sustainable regional planning and improving quality of life	• The average time saving for a public transport user is estimated at 4.5 minutes per journey, with a total time saving of 1.14 million hours • Full redevelopment of public spaces crossed by the tramway (roadwork development from façade to façade, development of space for soft modes, etc.)
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The tramway stations meet safety and accessibility criteria for all categories of users. Finally each new station is equipped with emergency communication points, surveillance cameras and remote signalling equipment. • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport.
Respect for fundamental rights	• In the framework of the Maintenance and Storage Site (SMR) of the T8 line, the RATP has integrated social integration clauses in contracts with service providers. These contractual requirements aimed to facilitate the access or the return to employment of persons facing social difficulties and/or specific professionals, by reserving a minimum volume of hours to these communities. There are therefore 6,678 hours supporting 16 beneficiaries including 14 from the Plaine municipality. • Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• A project that enhances the attractiveness of the area in a zone where transport infrastructure needs are high and where social housing is prevalent: 56,300 inhabitants located within 400 m of the line, as well as an area of significant employment (68,000 jobs).
Regional economic development	• Estimated creation of 1,732.4 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Pre-consultation held in the months of June and July 2011 • Public survey from November 2006 to January 2007 • Statement of public interest in December 2007 • Information packs for residents, inhabitants and traders were made available for monitoring the work: brochures and information flyers, dedicated website

Dedicated website: http://www.tram-y.fr/

North Tangential phase 1

Category	Public transport and sustainable transportation
Title	North tangential
Purpose	New tramway-train line
Location	Epinay-sur-Seine, Deuil-la-Barre, Montmagny, Villetaneuse, Pierrefitte, Stains, La Courneuve, Le Bourget
Key dates	Commencement of work: 2009; Commissioning: July 2017
Total project cost	€ 610.9 million
Financing by the Region in the total amount of the project	49.6%
2015 financing by green and sustainability bonds	€ 120.7 million

Qualitative presentation of the project

- Project that will serve the Northwest of the Seine-Saint-Denis, sector particularly affected by issues of economic redeployment, transfer or requalification (Epinay-sur-Seine, Villetaneuse, Pierrefitte and Stains) to accompany more closely the already initiated economic development and actively revitalize these territories of Ile-de-France.
- Will enable the strengthening of the supply of transport on ring roads on Northern Territory Ile-de-France, in connection with the existing network (RER B, C and D, the Transilien H tram line) and future network (greater Paris) without transiting Paris.
- A very attractive alternative to the private car with eventually 18.42 million users expected annually, of which 3.5 million users deferred from the road.
- 11 km track on phase 1 Epinay-le Bourget, with a later extension in phase 2 for 12 km to the West (up to Sartrouville) and 5 km to the East (up to Noisy-le-Sec).
- Partners involved: Project contracting authorities (SNCF, SNCF mobility network), STIF, organising transport authority and other financers (The State, Department of the Seine-Saint-Denis and Department of Val-d'Oise).

Project lifecycle

- 2015: laying of the railway completed in September.
- Planned for 2016: commissioning of signalling equipment, completion of station design work, commissioning of the maintenance workshop and delivery of trains.
- Commissioning of the phase 1 section expected mid-2017.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**4,337 FTEs**	A-2
*Number of beneficiaries of the project	**65,800**	D-5
*CO_2 avoided by the project	**20,700 CO_2 teq/year**	E-3
*Internal project profitability rate	**11%**	F

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Maintenance site of trains under construction at Noisy-le-Sec, which will include a green roof, photovoltaic panels and a rainwater recovery system • HQE approach to railway station construction (notably eco-responsible materials)
Combating climate change, and promoting the Region's environmental transition	• Modal shift ratio from the private car to the new tram-train line estimated at 19% • Reduction of pollution with savings estimated at 22,700 teqCO_2 per year (phase 1 and 2)
Sustainable regional planning and improving quality of life	• The average time saving for a public transport user is estimated at 8.7 minutes per journey • Implementation of acoustic screens on 13 km of the route, to reduce the noise associated with the project, as well as noise of freight trains which are already circulating on the great railway belt • Goal of optimal integration of railway stations in sites: buildings designed to blend into the landscape without creating a visual rupture (industrial metal frame of the kind used in horticultural greenhouses) and in a framework of strong integration to the city or to the existing street network
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The project will participate in the fight against territorial inequalities. It is indeed listed in the Plan Espoir Banlieues, initiative aimed specifically at opening up problem neighbourhoods by improving their access to public transport • The project is in line with the fare structure in force for Ile-de-France, which is fixed by the STIF (Ile-de-France Transport Association) and which incorporates social fares financed by the Region to ensure universal access to mobility and public transport
Respect for fundamental rights	• Respect for fundamental rights of workers who worked on the construction site by addressing their safety and complying with health protection laws and regulations
Responsible regional development	• The project reinforces the attractiveness of an area where transport infrastructure needs are significant: serving 2.2 million inhabitants and 0.8 million jobs located on the project study area. • Will enable to connect Ile-de-France activity hubs and universities to each other, without crossing Paris (Université Paris-Villetaneuse, La Plaine Saint-Denis et Le Bourget)
Regional economic development	• Estimated creation of 4,337 FTEs on the construction site
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Pre-consultation in 1999, then in 2003 on a new variant corresponding to the current project • Public survey from 6 November to 16 December, 2006 and the Decision of Public Service, on the entire project, was made by Decree of the Prime Minister and published in the Official Journal on 29 May 2008 • Information packs for residents, inhabitants and traders were made available for monitoring the work: brochures and information flyers, dedicated website.

Dedicated website: http://www.tangentiellenord.fr/

Development of buses on own sites scheme: TCSP Massy-Saclay-ST Quentin en Yvelines

Category	Public transport and sustainable transportation
Title	Development of buses on own sites scheme
Purpose	e.g.: TCSP Massy-Saclay-ST Quentin en Yvelines ; Section of the Ecole Polytechnique at Christ de Saclay
Location	Palaiseau, Orsay, Gif sur Yvette, St Aubin, Saclay
Key dates	Projected commissioning: 2016
Total project cost	€ 58.0 million
Financing by the Region in the total amount of the project	41.0%
2015 financing by green and sustainability bonds	€ 11.0 million

Qualitative presentation of the project

- Specific Site Public Transport Project (TCSP) to serve the Plateau of Saclay, centre of excellence regrouping schools and research centres, and which will foster its economic growth. The project participates in the aim to establish a global innovation hub, which will be based on ongoing exchanges between higher education, research and businesses dedicated to the creation of employment and growth.
- Section that extends about 6.5 km and serves 11 stations with a frequency of 5 minutes during rush hours.
- This project has set itself the objectives to meet the agricultural vocation and landscaped equilibria of the Saclay Plateau with implementation of appropriate resources in order to preserve the diversity and balance of the natural environment on which teams must intervene (e.g.: restoration of 12,000 m^2 of wetlands).
- Partners involved: Project contracting authority STIF and other financers (State and Department of Essonne).

Project lifecycle

- 2015: 3 of the 11 stations of the new site were already completed in July 2015. The acceptance tests for the TCSP platform (bus route, bicycle paths, pavements) began in December 2015 between the East district of Polytechnique and the crossroads of Saint-Aubin. On completion of these works, reservations will be lifted early 2016.
- Delivery of the work will be final in the course of 2016 but no inauguration date has yet been fixed.

Impact indicator

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**411.8 FTEs**	A-2
Integration FTEs supported by the project	**4 FTEs**	B
Number of beneficiaries of the project	**10,000**	na

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Consideration for environmental issues (noise, air, water, biodiversity) • Construction was carried out taking measures to preserve the environment, especially with the commitment of the contracting authority to compensate for construction impact on wetlands • The construction site schedule was designed to limit, as much as possible, inconvenience for residents, farmers and motorists in the area
Combating climate change, and promoting the Region's environmental transition	• Project promoting continuity of soft traffic and liberating traffic congestion constraints, responsible for significant irregularity problems, to offer a real alternative to the use of the car • Objective not to impair the natural environment made up of wetlands during the construction and beyond, and to preserve to the maximum the ecological areas present (limitation of impacts and restoration of access and agricultural features) • Tree felling outside of nesting periods and new animal habitats built. As many trees have been planted in the framework of the project as trees cut to allow for this achievement • Restoration of 12,000 m² of wetlands on a site near the future own bus lanes
Sustainable regional planning and improving quality of life	• Neat urban settings favouring soft modes and bicycle paths . The contracting authority has chosen quality materials for surface coating and the bus line stations in the bus lanes, and in order to physically mark the separation of the track, the hues of bitumen of roadways, cycling paths and pavements will be different.
Socially inclusive development, combating inequality, and promoting the safety of individuals	• This project thus promotes the opening up of the territory and fully subscribes to an effort to fight against inequalities between territories • Integration clause by economic activity, with 8,600 hours on all of the construction being the equivalent of 4 jobs
Respect for fundamental rights	• By promoting intermodality and a better coverage of the territory, this project promotes the right to come and go
Responsible regional development	• The enhancement of the attractiveness of this sector has promoted its economic development • Offers fast connection on the sections of RER B and C to Massy and Saint-Quentin-en-Yvelines and the future tram-train Massy - Evry, as well as to transport infrastructures of national or international importance, current (gare TGV Massy, Aéroport D'orly) or future (automatic metro bypass project)
Regional economic development	• Improves access to the Plateau de Saclay identified as a strategic sector for economic development, research and advanced training at international level • Work-related employment support
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Public consultation from 10 May to 11 June 2010, which enabled choosing one of two variants of proposed track • Public survey from 6 January to 6 February 2012 • Statement of public interest on 3 August 2012 • Partnership with the Public Institution Paris-Saclay, which participates actively on the one hand in the TCDP development from the cluster viewpoint, and, on the other hand, with the municipalities of Plateau de Sarclay and the Agglomeration du Plateau de Saclay in the context of project management.

Infrastructure protection against noise scheme: Phonic protectors of A4/A86 motorways

Category	Public transport and sustainable transportation
Title	Infrastructure protection against noise scheme
Purpose	e.g.: Phonic protectors of A4/A86 motorways
Location	Maisons Alfort Saint-Maurice, Créteil
Key dates	1st section completed, 2nd section at the end of 2018
Total project cost	€ 35.0 million
Financing by the Region in the total amount of the project	56.6%
2015 financing by green and sustainability bonds	€ 2.0 million

Qualitative presentation of the project

- Widescale operation to ensure all the inhabitants of the municipalities concerned benefit from a level of phonic protection to which they are entitled to under the Act.
- Throughout the project, 9,421 linear metres (approximately 32,800 m^2) of screens shall be installed or enhanced and 785 facade insulations must be placed.
- Operation which is involved in absorbing the Noise Black Spot (GNP) in Ile-de-France and which is explained by the search for solutions most adapted to tackle nuisance experienced by residents of the road infrastructure concerned in order to ensure a lasting improvement in their quality of life.
- Partners involved: Direction des Routes Île-de-France (DiRIF) is the contracting authority of the project.

Project lifecycle

- Work on the 1st section was completed in 2013.
- Landscaping on the residents' side was carried out in 2015.
- The work on the 2nd phase has begun. Completion of the last phases of the operation programme will take place between 2015 and 2019.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**248.5 FTEs**	A-2
Number of beneficiaries of the project	**19,738**	D-6

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Project involved in diminishing 10 main Noise Black Spots (NBP) in national road areas that can be addressed through the implementation of safeguards at source, such as screens or anti-noise mounds: on the area concerned by this project, it was noted in 2009 about 240,000 vehicles per day and 205,000 vehicles per day in 2005
Combating climate change, and promoting the Region's environmental transition	• Facilities participate in the reduction of pollution due to the regulation of traffic induced by the types of facilities
Sustainable regional planning and improving quality of life	• Reduction of noise pollution with the objective of the project is to reduce noise levels to less than 64dB (A) by day (6 h - 22 h) and 60dB (A) at night (10 pm - 6 am) using protections at the source supplemented by insulation of facades (currently levels exceed 70 dB (A) in certain dwellings) • In total, 19,738 people benefit from these measures, significantly improving their quality of life
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Involved in improving the health of persons concerned • Project enabling the fight against noise, source of inequalities between local residents since the highly exposed housing is subject to a significant devaluation
Respect for fundamental rights	• This type of measure militates in favour of the right to good health because it is proven that beyond the perceived discomfort, noise is now a public health problem. Noise contributes to affecting health, particularly on an auditory level
Responsible regional development	• Action which contributes to making these areas more attractive
Regional economic development	• Enhancement of the attractiveness of the sector which participates in its economic development • Work-related employment support
Fair practices, responsible purchasing and responsible supplier relations	• Subsidies from the Region to the contracting authorities that are subject to the Public Contracts Code
Consultation with stakeholders	• Definition of work involving elected officials and residents of the municipalities concerned under the general programme • During the construction work, the DIRIF informs users and residents of the route modifications required by all the works

Renewable energy and energy-efficiency

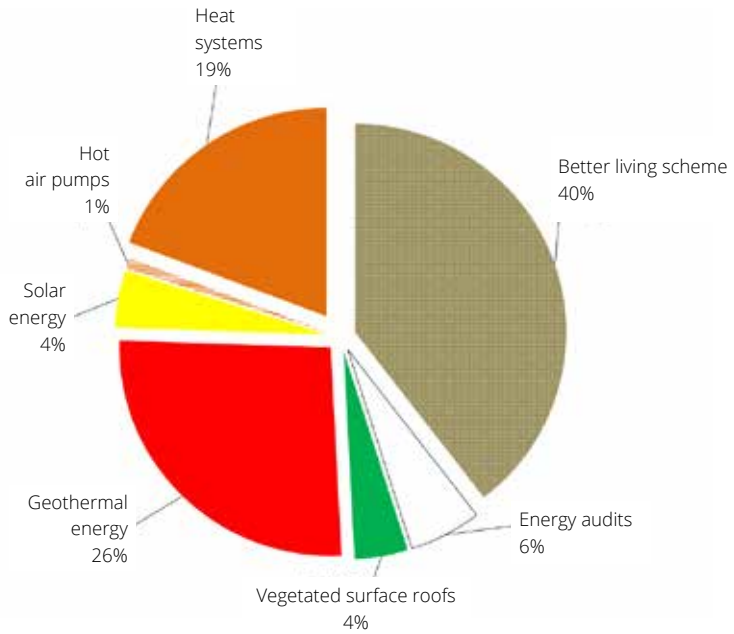
Projects contributing to the development of renewable energy and energy efficiency.

Region's jurisdiction: shared with all public players in the territory
Forms of intervention: grants to the local communities submitting the projects
Target audience: all residents of the Paris area

Indicative information on the action conducted in 2015 :

- Number of photovoltaic facilities assisted in 2015/surface of installed solar panels and additional electricity production
  - 1 station; 50 m²; 25 MWh/year
- Number of photovoltaic facilities assisted in 2015/surface of installed solar panels and additional electricity production
  - 3 stations / 1,343 m²
- Number of geothermal projects assisted in 2015:
  - 2 geothermal heat pump projects (shallow geothermal)
  - 4 deep geothermal energy projects
- Number of users affected by assisted geothermal projects and connecting to the heating network in 2015
  - 53,775 equivalents dwellings benefitting from heat from 4 assisted deep geothermal projects in 2015
- Surface of green roofs installed in 2015
  - 9,270 m²

Breakdown of subsidies paid in 2015



Geothermal doublet at Chelles

Category	Renewable energy and energy-efficiency
Title	Energy-climate scheme
Purpose	e.g.: Geothermal doublet at Chelles
Location	Chelles (77)
Key dates	Drilling completed
Total project cost	€ 15.2 million
Financing by the Region in the total amount of the project	10.4%
2015 financing by green and sustainability bonds	€ 0.9 million

Qualitative presentation of the project

- Project to resize the means of geothermal production on the Chelles site.
- Consists of a double drilling production and reinjection, to maintain reservoir pressure. On the environmental front, re-injection solves the problem of salty water and gas discharges, all is returned to the aquifer source.
- The existing heat network is currently fed from a geothermal production plant of a cogeneration plant with a gas engine and an auxiliary natural gas central heating. It is composed of 53 substations, equivalent to 4,297 dwelling-equivalents.
- Project that will enable increasing the number of substations from 53 to 95, and increasing the number of dwelling equivalents connected to the heat network from 4,297 to 7,481.
- Predictive thermal power expected from the new Chelles doublet of 14.3 MW.
- Contracting authority: Syndicat Mixte de la Géothermie de Chelles (SMGC) and Chelles Chaleur.

Project lifecycle

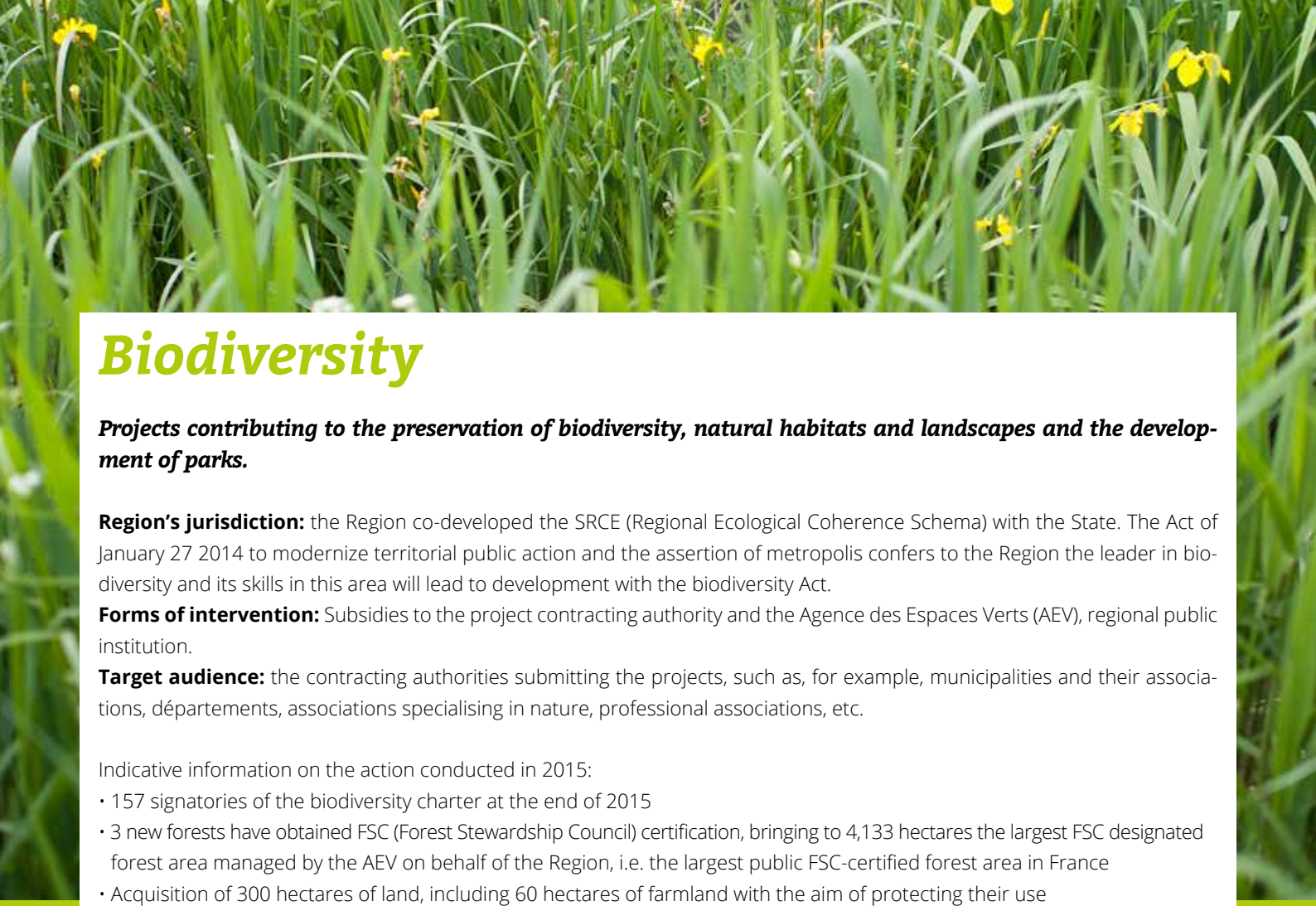
- Drilling now completed.

Impact indicators

Indicator	Impact	Methodological note
Number of beneficiaries of the project	**17,206**	D-7
CO_2 avoided by the project	**11,157 CO_2 teq/year**	E-5

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Drilled mud recycled in ad hoc networks • Maximum use of products which are recyclable or non-toxic for the environment • Drilling water treated for treatment via conventional sewerage
Combating climate change, and promoting the Region's environmental transition	• Use of geothermal energy sourced from the Dogger (~ 1,800 m depth, temperature of 69°C), which will allow residents to use a local renewable energy to cover a portion of their energy needs • estimated savings of 11,157 tons of CO_2 per year
Sustainable regional planning and improving quality of life	• 7,481 dwelling-equivalents will benefit from geothermal energy • Use of an abandoned highway
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Risk prevention with a team of geologists who ensure constant monitoring of drilling and analysis of sludge.
Respect for fundamental rights	• Promotes access to renewable energy, participating in support of the standard of living of households for constant improvement of their living conditions
Responsible regional development	• Project contributing to strengthening the weight of renewable energies in Ile-de-France, and geothermal energy in particular, which is a speciality of Ile-de-France: 36 active geothermal doublets in Ile-de-France in 2014, with 180,000 dwellings benefitting (source ADEME 2014)
Regional economic development	• Tariff less dependent on fossil fuel price variations • Reduction in energy bills for subscribers to the heating network • Worksite-related employment support
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer
Consultation with stakeholders	• Information and consultation procedure extended to all subscribers • Public survey at the time of filing the research permit • Setting up of a master blueprint, medium and long term network management tool • Multipartner Steering Committee with the financiers • Association of subscribers to the monitoring of the project operation

Dedicated website:
http://www.chelles.fr/Cadre-de-vie/Geothermie/Le-doublet-geothermique-de-Chelles
http://www.chelleschaleur.fr/



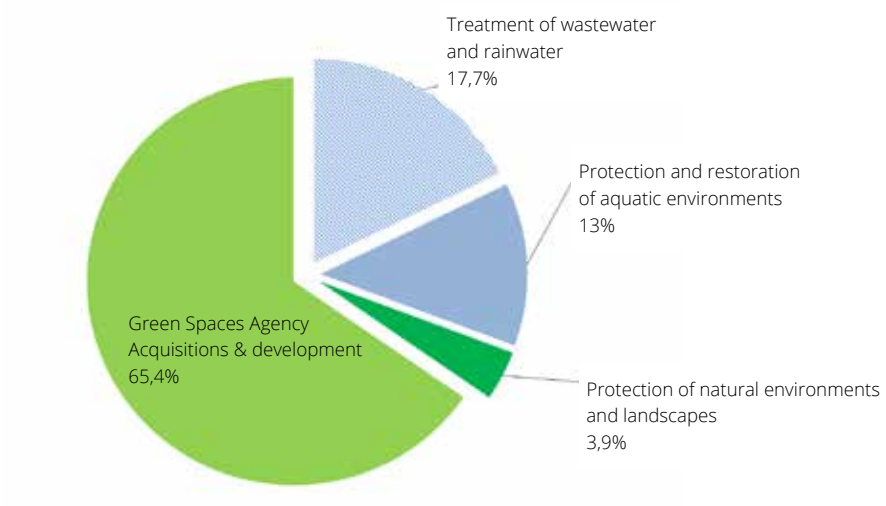
Biodiversity

Projects contributing to the preservation of biodiversity, natural habitats and landscapes and the development of parks.

Region's jurisdiction: the Region co-developed the SRCE (Regional Ecological Coherence Schema) with the State. The Act of January 27 2014 to modernize territorial public action and the assertion of metropolis confers to the Region the leader in biodiversity and its skills in this area will lead to development with the biodiversity Act.
Forms of intervention: Subsidies to the project contracting authority and the Agence des Espaces Verts (AEV), regional public institution.
Target audience: the contracting authorities submitting the projects, such as, for example, municipalities and their associations, départements, associations specialising in nature, professional associations, etc.

Indicative information on the action conducted in 2015:
- 157 signatories of the biodiversity charter at the end of 2015
- 3 new forests have obtained FSC (Forest Stewardship Council) certification, bringing to 4,133 hectares the largest FSC designated forest area managed by the AEV on behalf of the Region, i.e. the largest public FSC-certified forest area in France
- Acquisition of 300 hectares of land, including 60 hectares of farmland with the aim of protecting their use

Breakdown of subsidies paid in 2015



Acquisition and fitting out of buttes du Parisis: fitting out of the crest trail

Category	Biodiversity
Title	Acquisition and development scheme by the Green Space Agency
Purpose	e.g.: Fitting out of Buttes de Parisis - crest trail
Location	Argenteuil and Cormeilles en Parisis
Key dates	see below
Total project cost	€ 0.4 m (expenses for the year only)
Financing by the Region in the total amount of the project	100%
2015 financing by green and sustainability bonds	€ 0.4 million

Qualitative presentation of the project

- Project of planning and acquisition of du Parisis mounds that will be used in the long term :
  - 1983: creation of the PRIF (regional perimeter of land acquisition) of the Parisis mounds.
  - 1990: landscape study of du Parisis mounds; agreement with the company that exploits the mounds for the rehabilitation of the Cormeilles en Parisis quarry.
  - 1991: launch of the DUP on the Butte of Cormeilles in Parisis.
  - 2011: extension of the PRIF.
  - 2012-2014: fitting out of Butte des Châtaigniers.
  - 2014: acquisition of 12 ha, including 10 ha of the Chabrand-Thibault property.
  - 2015: inauguration of the Crest Trail.
- Long-term objective to acquire a total area of 620 hectares, half of which have so far been acquired by the Region, in order to preserve the lands they compose and which are today more or less abandoned and subject to a progressive degradation.
- Natural and landscape relevance of the project in an urban area About 15 km from the centre of Paris, the Buttes du Parisis stretch over a length of more than 8 kilometres, between the Seine Valley and the plain of Montmorency.
- Partners: project carried out by the Agence des Espaces Verts, associated organization of the Ile-de-France Region and which participates in the implementation of its environmental policy.

Project lifecycle

- 31 March 2015: inauguration of the crest trail and reception desk.
- The crest trail (1 km) supplements a secure 7 km path for walkers and cyclists, but also an ecological corridor and enables crossing through the Cormeilles mound from East to West.
- In 2016 work will commence on improvements of the pathways as well as security sites on the newly acquired lots.

Impact indicators

na

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Commitment of the AEV to take into account biodiversity when carrying out work and execute projects with low nuisance (signing of the Biodiversity Charter). • Objectives to limit soil compaction; To recuperate, store and re-use on excavated land sites; to respect soil horizons in order to retain the existing seed bank; to limit noise pollution and maintain cleanliness in the vicinity of the construction site. • Strong penalties applied in the event of damage to the natural heritage of the site during work: the contractor must not destroy fauna, flora or dwellings, refrain from any collection to preserve flora and report to the Supervisor any anomaly or discovered concerning the flora and fauna of the site • The crest trail made partly from demolition of a construction site located less than 2 km away, which helped to avoid a dozen trucks on the roads thus limiting traffic problems and the production of carbon compared to a more conventional construction
Combating climate change, and promoting the Region's environmental transition	• Aims at protecting and improving the natural environment, with environment restoration (woodlands, grassland, shrubland, and aquatic). The history of the site has resulted in a strong anthropization of the environment and nearby urbanization brings its share of pollution. Natural environments are experiencing an advanced state of degradation; the forest could, nonetheless, potentially harbour important habitats and heritage species. • Attention is also paid to the fauna and the flora present on the site by protecting trees during the work and by phasing in function of the animal species life cycle (birds, insects, amphibians, etc.). • Objective to preserve the existing forest and operate environmentally friendly maintenance of this environment (cf label FSC – Forest Stewardship Council), as well as reforestation of the mounds..
Sustainable regional planning and improving quality of life	• The quality of landscape will be preserved and improved by appropriately managing the large landscape features visible from outside the site and by the attention paid to internal landscaping. • Along with land acquisitions, as development advances, the area open to the public will be extended: Fresh air and leisure space, with equipment (playground, picnic area, benches), equestrian centre nearby, gathering, hiking trail, heritage buildings
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The site represents a green lung the municipality of Argenteuil, second most populous commune in the heart of town, which also hosts a number of social housing districts. • In terms of health policy, site management is carried out without the use of pesticides, • Crest Trail accessible to many, by notably reducing the unevenness of the path.
Respect for fundamental rights	Reopening of green spaces to the public which contributes to the continuous improvement of people's living conditions
Responsible regional development	• The project contributes to sustainable and equitable development of the area, providing a break in the urban landscape between Argenteuil and Cormeilles-en-Parisis, within a highly built up environment.
Regional economic development	• Development of the Buttes du Parisis also covering forestry (maintenance of forest seeding, clearings, forest renewal), and economically supporting the timber industry.
Fair practices, responsible purchasing and responsible supplier relations	• All launched operations comply with the code of public contracts.
Consultation with stakeholders	• The project has been carried out based on a coordinated approach. A regional land acquisition zone (PRIF), a Regional mechanism, was defined in consultation with all local stakeholders. As a result, local urbanisation documents are consistent with its guidelines.

http://www.aev-iledefrance.fr/l-aev/le-patrimoine-nature-regional/le-patrimoine-nature-regional/prif-buttes-du-parisis-

Reopening and renaturation of the Bièvre

Category	Biodiversity
Title	Regional biodiversity scheme
Purpose	e.g.: Reopening and renaturation of the Bièvre
Location	L'Hay les Roses (94)
Key dates	Project started in 2014, completion in 2016
Total project cost	€ 6.9 million
Financing by the Region in the total amount of the project	40.0%
2015 financing by green and sustainability bonds	€ 2.0 million

Qualitative presentation of the project

- This project in the context of the Bièvre Valley, is part of the efforts for an overall winback of a ducted and buried river, to recreate an environment conducive to biodiversity.
- Objective to open to the exterior a ducted and buried river, to once again raise a living river conducive to biodiversity and recreate a natural preserved and accessible area for a re-appropriation of the river by the population.
- Reopening in the municipality of l'Haÿ-les-Roses, along Avenue Flouquet (RD 127), between rue Victor Hugo and the Lafontaine junior high school. Its upstream side extends along the family gardens, and along its downstream side, the SIAAP (Interdepartmental syndicate for the sanitation of the Parisienne agglomeration) impoundment of stormwater.
- First achievement of this magnitude in Ile-de-France, the project has been made possible due to a marked improvement in the quality of the waters of the Bièvre.
- The intervention includes demolishing the current network (3mx2m) and creating a linear open-air watercourse of 648 metres. Ecological rehabilitation techniques will be used for restoration of banks while reconciling and developing uses..
- Partners involved: Department Val-de-Marne is the project contracting authority; co-financing with the AESN (Seine Normandy Water Authority).

Project lifecycle

- Project completion and inauguration planned for 2016.
- An initial experience will be useful for the development of these future projects: technical inputs, impact assessment on floods, attendance and public appreciation, management costs.

Impact indicators

na

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Rehabilitation techniques in accordance with environmental issues related to the restoration of the banksides: future river bed with regular courses, consisting of a minor bed always water sized to ensure a speed-sufficient flow, and a major bed with sufficient capacity to deal with the risk of flooding • Project carried out taking into account many complex urban problems: that of rainwater collection with management of raw risk - flood, effluents arising from overflow of saturated unit collectors, non-compliant connections
Combating climate change, and promoting the Region's environmental transition	• Management of ecological and landscape issues integrated in the definition of the project - Reconstruction on the downstream stretch of a sinuous dam in order to promote diversification of the riparian facies and ecological diversity - Reedy wetlands open space ambiance or shrub wetland zones on the left bank
Sustainable regional planning and improving quality of life	• Objective of restoring clarity to a stream of water still very present in the collective memory • Completion of a soft connection as a privileged relaxation itinerary and enhancement of the river
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Contributing to individuals' safety, the design of the project aims to prevent the risk of flash flooding with the establishment of a rain water collector and the structuring of the river bed • Accessibility for persons with disabilities for the promenade in corbelled construction
Respect for fundamental rights	• Contributes to constant improvement of people's living conditions
Responsible regional development	• Development which enables recreating a natural conservation and accessible area permitting re-appropriation of the river by its inhabitants
Regional economic development	• Participates in supporting employment within the framework of the construction work and management of completed developments
Fair practices, responsible purchasing and responsible supplier relations	• Application of the Public Procurement Code by the project officer • Requirements on the choice of construction products (to save on natural resources...)
Consultation with stakeholders	• This project is the result of a convergence of actions from strong and ancient claims brought by associations and a favourable regulatory framework since Bièvre regained its waterway status in 2007 • Information and consultation procedure extended to the entire population • Public meetings during the major phases of the operation • The operation was included in the Downstream Bièvre Basin Contract comprising the Project Contracting Authority, the VSSU and the Region

Social initiatives aimed at helping vulnerable population groups

Development of the home offers and projects to improve the accessibility of buildings and infrastructure for vulnerable populations (people with limited mobility, elderly people, people in economic difficulty).

A priority for regional action notably favouring the most vulnerable public, specifically through support of shelters for homeless people, establishments and services for women in difficulties, and actions taking into account handicap in a transversal manner over all regional policies.

Region's jurisdiction: optional
Forms of intervention: subsidies for the contracting authorities
Target audience: the most vulnerable public

Indicative information on the action conducted in 2015:
• 901 places created
• 1,133 places rehabilitated

*Impact indicators presented with an * have been externally verified, see Deloitte report.*

Construction of a new soubiran medico-educational institute

Category	Social initiatives aimed at helping vulnerable population groups
Title	Regional social policy scheme
Purpose	e.g.: Construction of a new Soubiran Medico-Educational Institute
Location	Villepinte (93)
Key dates	Work began in Spring 2015, opening planned for Autumn 2016
Total project cost	€ 5.0 million
Financing by the Region in the total amount of the project	11.8%
2015 financing by green and sustainability bonds	€ 0.04 million

Qualitative presentation of the project

- A project offering an adapted response for children and adolescents with autism and their families in the territory, combining architectural and environmental quality.
- 42 places to accommodate children, adolescents and young adults (3 to 20 years) with autism and pervasive development disorders (PDD), including 30 semi-residential places and 12 weekly boarding places (10 boarding places and 2 sequential boarding places, used to relieve family caregivers).
- Located northeast of the Seine-Saint-Denis, an area whose level of equipment is lacking for the child sector.
- Subscribes to the regional social policy whose specific aim is to increase the hosting capacity of vulnerable populations in the territory and reduce territorial inequalities.
- Integration of the latest building recommendations suitable for autism: spatial development, choice of equipment, acoustic and visual comfort for future occupants has been taken into account in the architectural aspect of the project.
- An innovative offer for toddlers, research having shown the usefulness of early adapted accompaniment from the youngest age for children with autism. It may therefore be prepared to take children from the age of 2 years.

Project lifecycle

- Launch of construction work in 2015, for an opening of the EMI in Autumn 2016.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**21 FTEs**	A-4
*Integration FTEs supported by the project	**2 FTEs**	A-4
*Operation FTEs consecutive to the project	**57.4 FTEs**	C-3
*Number of beneficiaries of the project	**42**	D-8
*CO_2 avoided by the project	**9 CO_2 teq/year**	E-1

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Certification process NF High Environmental Quality (HQE) tertiary buildings which applies to the totality of building nine (2,030 m²) • Support of an Assistant to Project Contracting Authority HQE who has developed the project environmental programme and has retained a project management ethos highly sensitive to environmental issues • Signing of a Charter "low noise construction" with a goal of all waste traceability, and an expected global waste recovery of 70% minimum including a minimum 50% waste material recovery • Reduction of pollution related to the site near occupied dwellings, businesses having been required to limit their noise sources as far as possible using processes and machines to reduce it. No complaint was identified, even during the construction phase which had commenced
Combating climate change, and promoting the Region's environmental transition	• Objective of reducing energy consumption by 12%, beyond the regulatory requirements of RT 2012. The new building will consume 175 kWhEP/m^2 against 197 kWhEP/m^2 previously. Also note a reduction in emissions of CO_2 (passage from 14 KgeqCO_2 / m^2 to 9 KgeqCO_2 / m^2). • Reduction of the embodied energy of the building, with a part of the building in timber framing • Zero rainwater discharge in public networks, the water being infiltrated • Site was previously occupied by a building, so it does not encroach on farmland
Sustainable regional planning and improving quality of life	• Integration in a green setting, on the edge of a vast woodland space • Pooling of means due to the existence of a set of services and facilities in the immediate environment of the future IME (production of meals in the central kitchen of Hôpital Sainte-Marie, administrative services Home/Mas Saint Louis, multi-functional rooms and sports halls, balneotherapy of Saint-Louis)
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Commitment of the Project Contracting Authority with the Region to bring into operation a minimum target of 6% of insertion hours reserved for people facing specific difficulties for access to employment, i.e., 2,750 hours on the whole project. The town of Villepinte supports companies to facilitate their recruitment • Objective to avoid the remoteness of certain children who sometimes go as far as Belgium to find a hosting solution • Land transfer for the construction of social housing
Respect for fundamental rights	• Support for equal rights and opportunities, participation and civic rights of handicapped persons and promoting the development of children and adolescents with autism
Responsible regional development	• Response to high regional inequality in this area of Seine-Saint-Denis which is deprived of specialized establishments for autistic children (0.36 places per 1000 resident under 20 years of age compared to 0.56 places for all of the Ile-de-France Region) • Participates in the redevelopment of the downtown area of Villepinte: The IME is considered as the cornerstone of a larger project creating connections and dialogue with the city
Regional economic development	• Recruitment, largely local, of 57.4 permanent full time equivalent (FTE) positions for the operation of the establishment • 21 FTEs working on the site
Fair practices, responsible purchasing and responsible supplier relations	• The contracting authority launched a call for tenders with publicity to select the contracting companies, in compliance with the obligations of the contracting authority. It ensures that deadlines with providers are satisfied in a timely manner, and is committed to a goal with respect to hours regarding social integration
Consultation with stakeholders	• Partnership projects with Villepinte, the Ministry of National Education and the Centre Hospitalier Robert Ballanger • Consultation with representatives of users, notably by submitting the project to parents of autistic children and in consultation with the mayor's office in Villepinte to respond to the challenges of diversity, integration of handicapped persons in the heart of the city, and transportation and urbanization • Communications about the site: information meetings with residents at the start of construction, putting up a large notice board or passers-by, setting up a mailbox for any complaints from residents

Social housing

Projects for the development and renovation of the social housing stock, addressing environmental and social requirements, and contributing to access to housing and improved comfort.

Support for the new social housing supply (creation and renovation) and the fight against energy poverty in social housing Redesign of the 2016 regional policy, in particular to focus efforts in the Region towards re-launching the creation of transitional housing for the middle class, in response to difficulties of the middle class to find housing in Ile-de-France and to promote social diversity.

Region's jurisdiction: optional
Form of intervention: subsidies to social contracting authorities, mixed economy building companies, associations and organizations approved for the integration contracting authority, local communities and their groups, as well as local government-controlled companies
Target audiences: households with a level of income which makes them eligible to apply for transitional or social housing

Indicative information on the action conducted in 2015 :
- 7,614 housing units supported under the new offer.
- 5,038 housing units supported with respect to energy vulnerability.

*Impact indicators presented with an * have been externally verified, see Deloitte report.*

New construction in the Hautes Bornes development zone

Category	Social housing
Title	New offer scheme
Purpose	e.g.: Construction of 98 new social housing units
Location	Choisy-le-Roi – ZAC des Hautes Bornes (development zone)
Key dates	Building permit issued on 23/11/2012; project delivered on 03/11/2015
Total project cost	€ 16.4 million
Financing by the Region in the total amount of the project	4.1%
2015 financing by green and sustainability bonds	€ 0.4 million

Qualitative presentation of the project

- Intervention to build 98 new social housing units.
- Implementation of a certified sustainable development process with an ambitious energy rating superior to the legal minimum.
- Program to promote the implementation of renewable energy and for planting vegetation on part of the roofs.
- Exemplary integration of the project into its nearby environment, providing a smooth liaison with the neighbouring low density housing extending into the interior of the islets and to a public garden.
- Integration of the project within a development zone, which is involved in the re-development of the southern districts of the commune by developing housing in addition to small and medium enterprises (SMEs), small and medium industry (SMI) and shops.
- By 2020, the area will be transformed into a High Environmental Quality neighbourhood: connection to geothermal heating, bioclimatic building design, rainwater recovery in public spaces, underground parking for all housing, a landscape charter, and proximity to public transportation.
- Contracting authority: OPH Valophis habitat.

Project lifecycle

- Work begins at end 2013, project delivered end 2015.

Impact indicators

Indicator	Impact	Methodological note
Worksite FTEs supported by the project	**144 FTEs**	A-3
Integration FTEs supported by the project	**4 FTEs**	B
Number of beneficiaries of the project	**228**	D-7

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• A-class Habitat and Environmental profile (environmental management, clean site ...)
Combating climate change, and promoting the Region's environmental transition	• "Label Effinergie+" with a targeted 20% decrease in maximum energy usage linked to 5 regulation-related building uses (heating, hot water, lighting...) compared to the level in the 2012 RT • Implementing renewable energy (geothermal, solar)
Sustainable regional planning and improving quality of life	• Planting vegetation on participant roofs: Storm water retention, urban cooling through evapotranspiration, reducing radiation of thermal or solar radiation, reducing dust levels. These roofs also have insulating effects and promote biodiversity • 162 housing units / hectare is a density consistent with the recommendations of the SDRIF (Schema directeur de la région Île-de-France) aiming to promote land-efficient living and residential densification
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Increase the supply of new social housing for persons in a situation with limited resources • 5% of housing units are directly suitable for persons living with a handicap
Respect for fundamental rights	• Right to adequate housing
Responsible regional development	• Registered with the Urban Renewal Program (projet de rénovation urbaine - PRU) of Choisy-le-Roi, which notably has the objective of reducing geographic imbalances within the city and to offer a better quality of life to residents • Development of a geothermic urban heating system
Regional economic development	• The project supports and creates employment in construction
Fair practices, responsible purchasing and responsible supplier relations	• Implementation of clauses for professional integration into markets, to the tune of 6% • Process for training for the subsidy request is transparent, based on eligibility criteria clearly stated in a framework which is accessible by all • Contracting authority subject to the guidelines for public contracts
Consultation with stakeholders	• Program implemented as part of the PRU of the city of Choisy-le-Roi which was developed in direct consultation with the municipality, social housing landlords and the National Agency for Urban Renewal (L'Agence nationale pour la rénovation urbaine – ANRU) • Consultation implemented upstream from residents affected by the project partners with regard to the overall urban renewal program • Presentation of the file and allocation proposal in a thematic committee, vote by the standing committee

La Banane

Category	Social housing
Title	Scheme for Fight against energy precariousness in social housing
Purpose	Energy retrofit for 327 housing units in the "La Banane" building
Location	Villeneuve-la-Garenne
Key dates	Building permit obtained on 30/06/2010; Projected delivery in May 2016
Total project cost	€ 26.3 million
Financing by the Region in the total amount of the project	2.5%
2015 financing by green and sustainability bonds	€ 0.5 million

Qualitative presentation of the project

- Operation for energy retrofitting of 327 rental social housing units with the goal of significantly improving the energy performance of the building.
- An ambitious component to improve housing comfort, with an extension of the surface area of 294 of 327 housing units.
- A restructuring of the building which will enable the creation of 8 additional new units.
- The project is part of a comprehensive program of improvements and renovations of all real estate in the area of Haut de la Noue – Jaurès à Villeneuve-la-Garenne which includes 5 buildings situated in a 5.6 hectare landscaped park.
- The operation undertaken by the region concerns the most symbolic building on the site. This is an arched building, which earned it the name "La Banane", built in the 1960s by the architect Jean Le Couteur. This building with 327 housing units has more than half of all units in the housing complex.
- Contracting authority: HLM Coopération et famille SA.

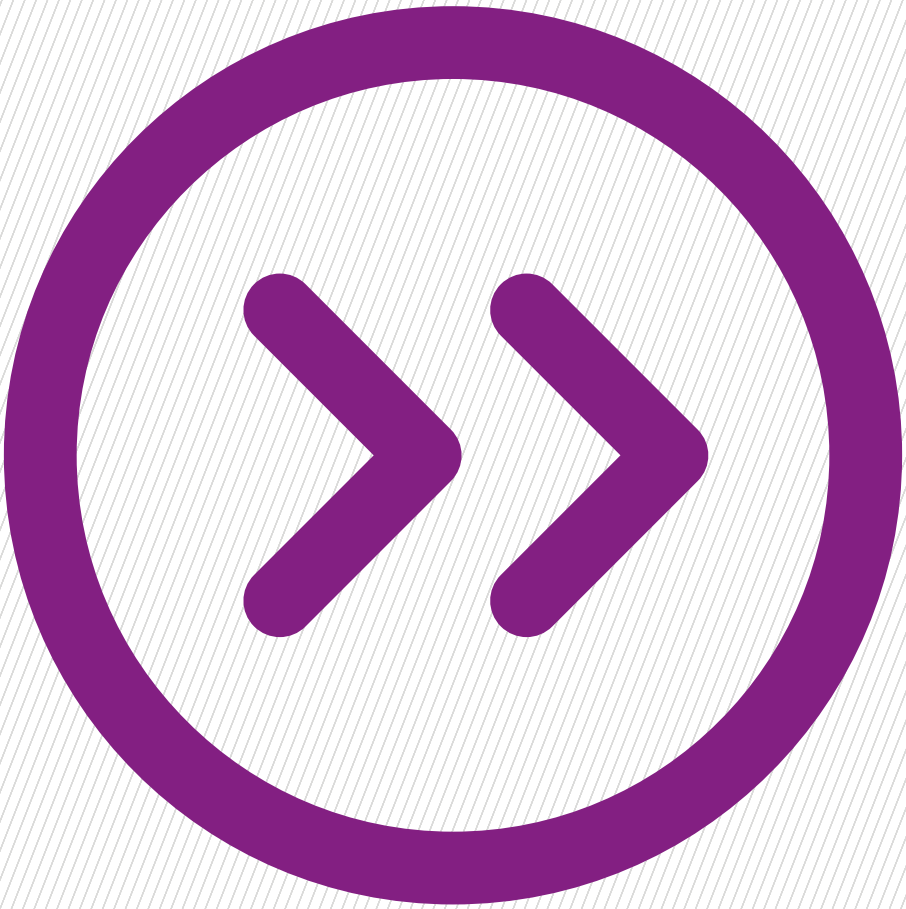
Project lifecycle

- Work kicked off end 2013.
- The first housing expansion was completed in May 2014.
- The operation will be completed in May 2016.

Impact indicators

Indicator	Impact	Methodological note
*Worksite FTEs supported by the project	**347 FTEs**	A-3
*Number of beneficiaries of the project	**762**	D-7
*CO_2 avoided by the project	**1,037 CO_2 teq/year**	E-6

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Process for Patrimoine Habitat certification: quality of life (functionality of locations, hygrothermal and acoustic comfort, quality of water and indoor air ...), environmental quality (energy performance, reduced water consumption), reduced maintenance costs and budget sustainability
Combating climate change, and promoting the Region's environmental transition	• "Label BBC Effinergie" renovation with a maximum consumption of 104 kWhep/m² shon/year) (where KWHep is KWH of primary energy used for the final transmission, calculated at 1 kWh electricity = 2.58 kWhep, and shon is "surface hors œuvre nette", or Net habitable surface area) • Objective to reduce the energy consumption of the building by 61.20% and greenhouse gas emissions by 62.96% • eliminating individual production of hot water and putting in place a common hot water source • Creation of space to sort recycling
Sustainable regional planning and improving quality of life	• Improved thermal and air quality comfort of the housing unit (insulation, replacing outdoor joinery, putting in place a ventilation system, modernizing heating, etc.) • Enlargement of 294 of 327 housing units from the outside by expanding outwards the front face by 1.80m, enabling to double the size of kitchens, to create loggia or terraces for upstairs apartments and verandas for 20 housing units of the ground floor • Replacement of the lifts
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Participates in the fight against energy precariousness • Improvement of housing which is for members of the public under the resource threshold • Participates in cost control and reducing the energy bills of households: Impact of costs for tenants is estimated at €242 annually on average per housing unit • Upgrading of technical standards (fire safety, electricity, gas, etc.)
Respect for fundamental rights	• Right to adequate housing
Responsible regional development	• The operation is part of the urban renewal project in Villeneuve-la-Garenne supported by the ANRU
Regional economic development	• The project contributes to supporting and creating employment in construction
Fair practices, responsible purchasing and responsible supplier relations	• Process for training for the subsidy request is transparent, based on eligibility criteria clearly stated in a framework which is accessible by all • Contracts completed by the beneficiary of the subsidy are subject to the public procurement directives
Consultation with stakeholders	• The project (the work program, effects on rents and expenses) is subject to a consultation with renters and a vote with renters • The project, which is part of the urban renewal project, is done in consultation between renters, the city and services of the ANRU



Economic and socially inclusive development

Projects contributing to the creation or maintenance of local employment through support to SMEs in the region and the projects of the social and solidary economy. Assistance to research and innovation by SMEs for the ecological and social transition and the region's attractiveness.

Strengthening of the role of regions in terms of economic development, innovation and internationalization of SMEs in relation to the 7 August 2015 law dealing with the New Territorial Organization of the Republic (Nouvelle Organisation Territoriale de la République - NOTRe).
A new SRDEII (Stratégie Régionale Développement Economique Innovation et Internationalisation) economic scheme should be developed ; This scheme will be prescriptive and the law confers to the Region exclusive jurisdiction over economic aid.

Region's jurisdiction: Mandatory
Forms of intervention: grants, endowments, equity participation
Target audience: SOHOs and SMEs, competitiveness clusters, investment funds for SMEs, funds for interest-free loans, associations of social and inclusive economy

Three axes of the project financed in 2015 by green and sustainability bonds:

- Funding and support for the creation and financing of businesses, with positive incentives for sustainable development:
  - € 19 million financed in 2015 by the green and sustainability bonds.
  - Example presented: PM'UP scheme (€ 11 million).
- Supporting research and innovation for development and the attractiveness of the Paris region, with positive incentives for sustainable development:
  - € 34 million financed in 2015 by the green and sustainability bonds.
  - Examples presented: Scheme for Aid for Responsible Innovation (Aide à l'Innovation Responsable – AIR) (€ 3 million) ..... and measure to support competitiveness clusters (€ 20 million).
- Support for social and solidary economics and for social innovation:
  - € 6 million financed in 2015 by the green and sustainability bonds.

  Example presented: Scheme to support the micro-credit activity of ADIE (€ 1 million).

*Impact indicators presented with an * have been externally verified, see Deloitte report.*

PM'up scheme

Category	Economic and socially inclusive development
Title	Priority nr. 1: Financing and support for the creation and financing of businesses, with positive incentives for sustainable development
Purpose	e.g.: PM'UP scheme
Targeted economic players	Paris area SMEs
Total amount for the scheme	€ 10.7 million (expenditures of the year on the scheme)
2015 financing by green and sustainability bonds	€ 10.7 million

Qualitative presentation of the project

- Scheme to support SMEs-SMIs with strong potential for growth in France and internationally, with the aim of enabling them to reach the critical size needed to innovate and export, and, ultimately, to create value and employment in the Ile-de-France Region.
- Help of up to € 250,000, but only towards investment capital, such as acquiring new production tools, were applied for financing as a part of green and responsible loans
- Scheme incorporating conditionality to support for implementation of a CSR (corporate social responsibility) improvement program as a part of their project. Concretely this conditionality occurs at three points in time :
  - Submission of the application: a CRS self-diagnosis must be performed by the business
  - Diagnostic : the advisor engaged to produce the financial diagnostics and str ategy of the business, supports them in developing their CSR progress approach.
  - Project monitoring: each year during the 4 years of regional support, the "PM'up" winners account for the progress in their CSR approach.
- Promotion of a CSR approach as a creation of value: innovation, reduction of hidden costs, internal performance through better mobilization of personnel on the project of the business, improved image to end customers and ordering parties.

Project lifecycle

Example of a winning project in 2015: The Blacksmith's Union is the 1000th "PM'up" winner :
www.creersaboite.fr/lemag/actualite/lunion-des-forgerons-1000e-laureat-pmup

- Rewarding the winners list of the "Films and Companies" festival for a video featuring the testimonials of 5 "PM'up" winners : www.iledefrance.fr/video-presentation-pm ; www.filmsandcompanies.com/edition_2015.php
- Overhaul of the present 2016 scheme with the aim of simplifying, improving readability, improving flexibility and responsiveness of aid in addition to its overall effectiveness.

Impact indicators

Indicator	Impact	Methodological note
*Number of beneficiaries of the project	**170**	D-9

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• 86% of winning firms in 2015 were involved in a Reduction of consumption, resources and waste and reduction of pollution • 66% of winning firms in 2015 were involved in Environmental and social responsibility of products/services • 72% of businesses consider that the CSR process enabled them to reduce their ecological footprint
Combating climate change, and promoting the Region's environmental transition	• Two calls for proposals for projects in the eco-activities sector in 2015, and 15 businesses supported under this framework, or 9% of beneficiaries. • Rule for the scheme specifying that projects in the arms sector, extraction of fossil fuels or nuclear are automatically excluded.
Sustainable regional planning and improving quality of life	• 60% of winning businesses are committed to a Transport and housing component Some examples of commitments in the transportation and housing component: Acquisition of a bicycle for short trips, search for greener transport; Raise employee awareness about carpooling
Socially inclusive development, combating inequality, and promoting the safety of individuals	• 89% include a Health and personnel security component • 78% of winning businesses are committed to a component for Professional equality and the fight against discrimination
Respect for fundamental rights	• Projects that support free enterprise • All beneficiary businesses undertake to comply with regulations. In the course of their interactions with these businesses, Regional services have conducted a review of the principal legal obligations to which they are subjected
Responsible regional development	• 63% of successful businesses have committed to a programme to reduce territorial inequalities and promote territorial balance • Examples: Participate in local job forums; Establish privileged partnerships with one or two schools in Ile-de-France; enable many students to benefit from our experience, notably in terms of buying a business
Regional economic development	• At the time of filing their applications, the beneficiary businesses employed 4697 workers, an average of 28 workers per business • An estimated net job creation of 13.8 positions per beneficiary business 5 years after their designation
Fair practices, responsible purchasing and responsible supplier relations	• All beneficiary businesses undertake to comply with regulations. In the course of their interactions with these businesses, Regional services have conducted a review of the principal legal obligations to which they are subjected 72% of businesses are committed to a component for Behaviour in Markets and social commitments of the business
Consultation with stakeholders	• 86% or businesses are committed to a component for Governance and social dialogue • Example: promote wage transparency by establishing a salary scale to be shared with all workers in the business • Designation of firms which win calls for projects under "PM'up" bring together a jury of experts composed of qualified individuals representing the main institutional actors in the support of development of Ile-de-France businesses(BPI, regional investment funds, CCI, BusinessFrance, competitiveness clusters)

Regional scheme: Innovation Support Manager (Aide à l'Innovation Responsable - AIR)

Category	Economic and socially inclusive development
Title	Priority nr. 2: Supporting research and innovation for development and the attractiveness of the Paris region, with positive incentives for sustainable development
Purpose	e.g.: AIR scheme
Targeted economic players	Paris area SMEs
Total amount for the scheme	€ 3.2 million (expenditures of the year on the scheme)
2015 financing by green and sustainability bonds	€ 3.2 million

Qualitative presentation of the scheme

- Aid to the development program for RDI (Research, Development and Innovation), supporting projects which promote sustainable development around themes of the environment, society and governance.
- Objective for businesses to response to problems resulting from past practices and known environmental and/or economic issues (e.g.: curative and preventative solutions for pollution and waste of natural resources), or respond to new needs (for example in terms of handicaps, aging, shared transportation).
- Projects are ineligible if they relate to arms, the nuclear industry (except medical civilian nuclear), advertising, marketing, those which compromise standards relating to ethics, the environment or individual freedoms.
- The AIR scheme is one of 3 schemes within the Fonds Régional pour l'Innovation et la Conversion Ecologique et Sociale (FRICES) fund, led by the Région Ile-de-France and Bpifrance. A three-year contract governs the running of FRICES, resulting in regular apposite adjustments to improve access to such funding and ensure it functions as efficiently as possible. It should be noted that AIR is fully funded by the Region, unlike the two other schemes (AIMA and Aixpé) which are co-financed in partnership with Bpifrance.

Project lifecycle

- 32 winning projects in 2015: 31% are related to health themes, 12% to the environment, the fight against pollution; 19% to building and materials, 6% to IT, big data; 16% to services for business and public authorities and 16% to energy, transportation for mobility.
- 4 AIR commissions between January and June 2015, from which date responsibility for evaluation of aid was transferred from Paris Région Entreprises to BPI France.
- Award decisions are now made on an ongoing basis by electronic means.

Impact indicators

Indicator	Impact	Methodological note
Number of beneficiaries of the project	**32**	D-9

Justification of the eligibility of the project for each criteria	
Environmental management and eco-design	• Design of the scheme to support projects which are sensitive to environmental concerns: projects may involve resource management (water, materials, energy), air, water and soil pollution control, or even biodiversity or waste management
Combating climate change, and promoting the Region's environmental transition	• 12% of new projects in 2015 fall under the theme of environment • Example of a winning project in 2015: project for SMEs in Ile-de-France, DULO, to develop a "construction kit" which makes it possible to choose a future home using a 3D configurator, as well as an expert service in construction site supervision. A configurator makes it possible to manage all technical and administrative aspects in order to ensure the feasibility of the construction, and to undertake the construction using materials which are referenced and deemed superior to the 2012 RT energy standard
Sustainable regional planning and improving quality of life	• Scheme supporting projects for improving the quality of life and work • Example of a winning project in 2015: project for Ile-de-France SMEs, SMART AUTOSTOP, which aims to provide a mobile application to promote participatory modes of local transportation, with a new form of hitchhiking through an exchange without prior booking, in real time "on the road" between a pedestrian and motorist in the vicinity and going in the same direction
Socially inclusive development, combating inequality, and promoting the safety of individuals	• Scheme promoting projects for the improvement of health, security, and the fight against exclusion • Example of a winning project in 2015: project for Ile-de-France SMEs, AENITIS TECHNOLOGIE, which aims to develop a new disposable medical device for blood fractionation which is safer, faster and less costly than current practices. It will enable reduced energy consumption and production of uncontaminated blood components
Respect for fundamental rights	• The project supports freedom of enterprise
Responsible regional development	• This project improves the profile of the region by supporting a network of dynamic SMEs, which bring in projects of high added environmental, economic, social or governance value. These SMEs must, moreover, be located in Ile-de-France
Regional economic development	• According to a study of the AIR scheme between 2009 and 2013, 60% of businesses which benefited from funding went on to market their innovation, and 67% of entered a new market. Moreover, AIR statistical studies show that the aid had a strong positive effect on staff numbers: their innovation projects enabled 72% of recipient businesses to maintain jobs, and created jobs for 70% of recipients. Moreover, statistical regression analysis conducted as part of this study suggests that businesses which received aid showed significantly higher salaries and wages than those which did not receive any aid
Fair practices, responsible purchasing and responsible supplier relations	• Be registered within the n° SA.40391 regime which frames the modalities of aid to support the RDI in the local region • Transparent selection process: requests for funding come from the SME on the basis of a clearly identified project. The expertise is now provided by BPI France which ensures the eligibility of the request with regard to the solicited scheme. Aid request documentation must contain all the information required to enable a full assessment of the business and the proposed project in accordance with the relevant criteria. Eligible expenditure is only considered after acceptance of the project by the Region, the official date for which being that on which full documentation is submitted • This scheme supports RDI programs for SMEs and therefore operates upstream of the production/marketing phase
Consultation with stakeholders	• Information meetings on the scheme with businesses are organized at least twice a year, and at trade shows (especially trade shows for entrepreneurs)

Interest free loans and regional grants coupled to the ADIE micro-credit

Category	Economic and socially inclusive development
Title	Priority nr. 3: Support for social and solidary economics and for social innovation
Purpose	e.g.: Interest free loans and regional grants coupled to the ADIE micro-credit
Targeted economic players	Public very distant from employment
Total amount for the scheme	€ 1.4 million (expenditures of the year on the scheme)
2015 financing by green and sustainability bonds	€ 1.4 million

Qualitative presentation of the project

- Support to the micro-credit activity of ADIE in order to promote sustainable social inclusion of the public which is very distant from employment: the funding proposed by ADIE facilitates the entrepreneurial activities of members of the public which are overwhelmingly beneficiaries of the minimum socially guaranteed income and have great difficulty accessing bank credit.
- Accompaniment of more than 1,200 business creators each year, with a 70% survival rate of new businesses 2 years after creation.
- In addition to co-financing partners (departmental councils in particular, private actors) the ADIE functions in conjunction with other actors in accompaniment or financing of business creation along with 160 volunteers, former heads of businesses that invest in skills. This accompaniment network contributes to the fight against exclusion, reduction of inequalities, prevention of risks relating to health, improvement of living and working conditions.

Project lifecycle

- Stability of business in 2015.

Impact indicators

Indicator	Impact	Methodological note
Number of beneficiaries of the project	**1,274**	D-9

Justification of the eligibility of the project for each criteria

Environmental management and eco-design	• Scheme that does not include an environmental approach
Combating climate change, and promoting the Region's environmental transition	• Scheme that does not include an environmental approach
Sustainable regional planning and improving quality of life	• 866 regional grants attributed in 2015 to beneficiaries of ADIE microcredits of which 330 were creators residing in the districts of the city • Projects which create wealth and social linkages: support for commercial activities, whether mobile or fixed location, and thus participate in maintaining small local firms or the development of new services for the population and businesses
Socially inclusive development, combating inequality, (and promoting the safety of individuals)	• 1,274 businesses created (and as many jobs created), of which 70% by beneficiaries of the social minimum income • Sustainable economic integration: 84% of creators are still active 3 years after obtaining financing: 63% still direct their businesses, 21% are employees (majority of which short-term contracts (Contrat à durée indéterminée -CDI) or have created a new business • 42% are no longer eligible for social minimum income
Respect for fundamental rights	• Right to entrepreneurial initiative for all, equality of opportunity • Combating social and regional inequalities • Fight against exclusion from banking services • Fight against discrimination (equality between males/females, origins, skills: 5% of beneficiaries are illiterate, 18% just know how to read/write/do basic calculations)
Responsible regional development	• 37% of beneficiaries are from the districts in the city, of which 57% from the Seine-Saint-Denis department • 5% are homeless • 57% reside in an urban zone (reflecting the concentration of activities in Ile-de-France)
Regional economic development	• Each creator financed by ADIE created an average of 1.2 jobs, for about 1500 total jobs created in 2015 (and as many job seekers) • The survival rate of businesses is 70% after 2 years, comparable to the national average
Fair practices, (Responsible purchasing and responsible supplier relations)	• A credit committee meets each week in each department • Credit decisions are given on an as-you-go basis and guarantee fair treatment to applicants • All the counsellors are trained in the fight against discrimination (gender, geographic origins)
Consultation with stakeholders	• An annual steering committee gathers all the partners and sponsors • An Annual General Meeting with presentation of the balance sheet and future outlook

Supporting the collaborative R&D projects of the competitiveness clusters

Category	Economic and socially inclusive development
Title	Priority nr. 2: Supporting research and innovation for development and the attractiveness of the Paris region, with positive incentives for sustainable development
Purpose	e.g.: Supporting the collaborative R&D projects of the competitiveness clusters
Targeted economic players	Members of competitiveness clusters in Ile-de-France (SMEs, research laboratories)
Total amount for the scheme	€ 19.5 million (expenditures of the year on the scheme)
2015 financing by green and sustainability bonds	€ 19.5 million

Qualitative presentation of the project

Île-de-France has 7 main clusters, 1901 law on associations: Advancity Paris Region (sustainable city and mobility); Astech Paris Region (aerospace); Cap Digital Paris Region (digital and uses); Finance Innovation (finance); Medicen Paris Region (healthcare innovation); Movéo (automobile and public transport); Systematic Paris Region (software and complex systems). In addition, four competitiveness clusters have expanded their area of activity into Ile-de-France: Elastopôle (rubber), Novalog (logistics), Vitagora (nutrition) and Cosmetic Valley (cosmetics).

- Regional scheme to support collaborative projects for RDI (research, development and innovation) brought forward by members of the Ile-de-France competitiveness clusters (SMEs, research laboratories), to support the main activity of competitiveness clusters, which involves the emergence of public/private RDI collaborations and assisting its members in making these projects happen
- The Ile-de-France clusters have between 230 members (Advancity, Medicen, Astech) à and nearly 1,000 members (Systematic, Cap Digital).
- All projects financed by the Region must be labelled by at least Ile-de-France competitiveness cluster. For this, they must respond to a certain number of criteria, notably their involvement in certain strategic activities of the cluster.
  The regional scheme anticipates, among other things, to support projects which promote environmentally and socially sustainable approaches.
- A large share of research and development projects labelled by these clusters and more specifically by Advancity, Mov'éo, or Astech have the objective of bringing to market innovative services or products which are part of a sustainable development approach (sobriety of drivers in aerospace or vehicles, social and collaborative approaches in the digital realm, intelligent systems for software, etc.).
- These innovative projects aim to improve the quality of life, reduce inequalities, and propose new solutions to improve everyday life in a sustainable manner. In this, they address the priority themes set by agenda 21 of Ile-de-France: food and health (Medicen et Vitagora), energy and climate (Advancity, Mov'éo, Astech, Systematic), eco-construction (Advancity), biodiversity and water (Advancity), waste (Advancity), sustainable mobility (Mov'éo, Astech, Advancity, Cap Digital, Systematic).
- The solutions, services and products which will soon arrive on the market from these innovative projects will make Ile-de-France into an important area for eco-innovations.
- The projects of the competitiveness poles are collaborative in nature. The main selection criterion is participation in at least one academic research laboratory and two businesses. Funding for these projects is shared between the Region, the State, and certain Departments and Communities. All partners are linked by a consortium agreement which identifies the role and commitments of each.

Project lifecycle

- The event of the year, the COP 21, brought together many competiveness clusters and was an opportunity to demonstrate the value of the projects of the competitiveness cluster at Region's stand. Advancity had its own stand to showcase its expertise and that of its members.
- 2015 saw the end of the PETplus project which involved Transway, Playsoft and the ESIEE (École Supérieure d'Ingénieurs en Électrotechnique et Électronique). It enabled the development of a web and mobile platform (GoToo: http://www.gotoo.eu) to incentivize sustainable transportation, developed for businesses, communities, , individuals and under the framework of the tem porary license (Autorisation d'Occupation Temporaire- AOT) of the public domain. The objective is to encourage a modal shift via information, compensation, and the community of the traveller. In addition to the available information, GoToo rewards users for ethical trips via the Soleillos loyalty program. These points can then be exchanged for sustainable locally-sourced gifts. The Region supported this project via funding for the ESIEE.

  Examples of new projects financed in 2015:

  "Reptile", an innovative solution to strengthen underground pressured water pipes from the inside, uses a thermoplastic compo site which was used to make more durable the stock of water transport pipes and reduce losses.

  "WASTEFORECASTER": development of a platform dedicated to the regions, to communities, and their service providers in order to optimize economic and environmental performance of activities relating to the collection and treatment of waste.

Impact indicators

Indicator	Impact	Methodological note
*Number of beneficiaries of the project	**128**	D-10

Justification of the eligibility of the project for each criteria

The practice of determining eligibility is shown below for the example of the case of project from the Advancity and Medicen clusters:

Environmental management and eco-design	• Funded projects deal themes based on the labelling of projects by the Advancity cluster • ECOVILLE or eco-organization of the city: a quality city which is resilient, dynamic, diverse and in internal and external harmony • ECOMOBILITY: an efficient driver for people to meet and for accessibility • ECOCONSTRUCTION: a well-structured and efficient framework • ECOTECHNOLOGIES: Knowledge of environments and ethical exploitation of resources • Advancity is leading the network of eco-activities of Île-de-France
Combating climate change, and promoting the Region's environmental transition	• As evidenced by the thematic priorities of the cluster, the projects emerging from the pole actually contribute to these commitments. The targeted applicable market are, for example: intelligent management of the city, new buildings and efficient islets, energy retrofits and renovation of old parks, or also monitoring of the quality of the urban environment
Sustainable regional planning and improving quality of life	• One of the themes highlighted by Advancity is simple urban logistics, another is green transportation. With respect to the latter, projects of alternative transportation which are less polluting and collaborative are being developed
Socially inclusive development, combating inequality, and promoting the safety of individuals	• The projects of the Advancity cluster are not the most pertinent for this criterion; we can cite the projects of Medicen (health) where the objective is to improve the quality of life and health of ill persons
Respect for fundamental rights	• All the activities are conducted in the Paris area. Therefore, they are governed by French law.
Responsible regional development	• The project supports high-level research and innovation, and thus participates directly in the development and dynamization of the region from a long-term perspective
Regional economic development	• The funded projects are those of a "risky" nature where the feasibility and maturation to a final product or service is not assured • If successful, the project will contribute to the creation of start-ups (coming from public research laboratories involved) or very innovative products with high value added. These products will enhance the product portfolio of the businesses involved in the project which will generate revenues in success cases, open new markets, etc. • Scheme to support employment of researchers and engineers in the research phase
Fair practices, responsible purchasing and responsible supplier relations	• The number of submissions is done via a call for projects with evaluation of the riles by experts from the clusters (signature of a code of ethics) then by sectoral experts from the State and Region • The selection of projects is based on criteria define by the cluster (Advancity is ISO 9001 certified), and the final selection is based on transparent criteria which can be will in the call for projects published on a dedicated website (competitivite.gouv.fr) • No purchase is made by the Region and no relations with suppliers
Consultation with stakeholders	• All projects are subject to signing of an agreement with the consortium between these partners. Only internal project stakeholders are involved

Appendices

Appendix 1 : Methodological note

1) Amounts displayed in the reporting (€ million)

a: Total project cost

For operations of construction, renovation, infrastructure, the amount is calculated by the contracting authority(ies) of the project or its delegate(s), after a projected cost estimate to perform the entirety of the operation.
For the scheme presented, the amount represents the totality of 2015 expenditures which took place for each of the schemes (cf. b below for the methodology).

b: 2015 financing by green and sustainability bonds

The amount showed corresponds with total 2015 expenditures related to the corresponding project/scheme. The only exception, an amount less than € 9.3 million for the totality of expenditures in 2015 was set aside for the project relating to the construction of the "Tangentielle Nord" (railway station).
The amount of expenditures attributable to each project/scheme was controlled by the Control of Management and Systems service, within the Unit of Finances, Auditing and Control of the Ile-de-France Region.
To do this, the CGSI recovered credits from payouts related to each project/scheme, in the fiscal year corresponding with the reporting year. The identification of the credit payments in question are done through data retrieval tables in the software tool IRIS. The development of these tables requires selecting a search specific to the project/scheme at the level of: a chapter; a function; a program or budget code; an operation; a scheme; a file; a project.
Once the tables are filled they are cross-checked with the CORIOLIS financial management tool, and then checked with all the departments related to the reporting, to ensure consistency with the amounts financed by each project.

c: Allocation of the financing between the 3 green and sustainability bonds achieved in 2015

The allocation of financing was performed with the objective of giving a similar weight to each category of projects for each related loan operation.

2) Methodologies relative to the impact indicators presented

A: Worksite FTEs supported by the project

A-1: Value of Call for Tenders Excluding Taxes x 43% (BT01 TCE Index) / number of hours worked throughout the construction period.
With 1 hour worked = €30 excl. tax and 1,650 hours worked per year

A-2: Method of the National Federation of Public Works: € 1 million invested in the public works sector generates 7.1 direct jobs. This ratio is applied to the total amount of the project and thus concerns the entire duration of the project.

A-3: Usage of the employment impact ratio of the Ministry of Sustainable Development (11.6 FTE for € 1 million for works for new construction; 14.2 FTE for € 1 million for renovation works) applied to the cost of the project as a share of the construction works

A-4: Data provided by the contracting authority

A-5: The amount for construction works of € 47,000,000, multiplied by the labour share (25%), divided by the average hourly cost (€ 35) over two years of works (with 230 working days per year over two years and 7 hours of work per day). Amount of works communicated by the Company for the Development and Equipment of the Paris Region (Société d'Aménagement et d'Équipement de la Région Parisienne - SAERP). This is equal to the sum of the amount of contracts for works awarded by the Tender Commission and the estimated amount for the joinery work contract.

B: Integration FTEs supported by the project

This is the objective for the hours of integration in the specifications of contracts with businesses.
Number of hours of integration =
[Size of market Excluding Taxes X share of workers from the State (from 25% to 60%) X Integration rate (from 5% to 7% depending on the facilitator)] / average hourly cost
The number of hours of integration is then converted into Full Time Equivalents (FTEs) based on the number of days worked in the last year (230 days) and the duration of the works.
When the Region is involved in the project as the contracting authority, the monitoring of following these integration clauses is led by the unit of legal affairs and public markets of the Region. The Ile-de-France Region has been supported by facilitators to calculate the hours of integration up to 31/12/2014. Since 1 January 2015, the Region has included in its performing the calculation of hours of integration upstream of the operation in order to have consistency of the calculation across Ile-de-France. The theoretical calculation done by the Region is adjusted with the local facilitator in order to account for the offer of integration across the region. The facilitator effectively follows the implementation of the integration clauses.
When the Region is involved in the project by providing a subsidy, the contracting authority is responsible for calculating the integration clauses and following their proper application in accordance with the specifications made with the contracting authorities.

C: Operation FTEs consecutive to the project

C-1: Estimation done by the human resources service of the Region, based on an organisation chart specifying the breakdown of the number of technical staff from high schools needed for the proper functioning of the project (maintenance workers, customer service, general upkeep workers, managers for general upkeep and maintenance, food services, stock-keeper workshop, etc.)

C-2: Estimation of the annual quantity of hours of work for the functioning of the new parts of the project. This estimation is based on the cost of the total wages needed for the functioning of the new parts of the projects, with a total average gross salary of € 45 k (average weighted cost of personnel).

C-3: Estimation performed by the contracting authority based on the provisional organisation chart of the future establishment

C-4: Estimation of the annual quantity of labour for maintenance, regulatory control and cleaning.

D: Number of beneficiaries of the project

D-1: Number of students who will entirely benefit from the project (capacities).

D-2: Capacity in cumulative totals according to the Fire Safety Notice – TVAA Thierry Van de Wyngaert - Véronique Feigel Architectes & Associés

D-3: Number of annual visits to the site counted – Source: Study of number of visits (MICA Research)

D-4: Estimation of the number of visits using the traffic modelling (GLOBAL model for RATP and ANTONIN 2 for STIF)

D-5: Estimation of usage by the traffic forecasting model of the Stif (Syndicat des transports d'Île-de-France – STIF): ANTONIN 2 (Analysis of Transport and Organization of New Infrastructure, based on transportation behaviour observed by the General Transportation Survey carried out in 2001-2002 with 10,500 Ile-de-France households.

D-6: Data provided by the project lead, methodology not specified.

D-7: Number of housing units or equivalent-units supported by the project, multiplied by the average household size in Ile-de-France (2.33 per housing unit, source INSEE)

D-8: Number of places provided under Decree n°2014-21 dealing with authorization of creation of the IME.

D-9: Number of winning businesses for the scheme in 2015

D-10: Number of businesses and public research establishments having benefitted from a credit allocation in 2015

D-11: Capacity in cumulated totals

E: CO_2 avoided (teq/year) by the project

E-1: Implementation of the methodology of the THCE rules on French thermal regulations. The method consists in simulating, in the design stage, the energy consumption of the construction accounting for its performance characteristics, and comparing to a reference scenario. To do this, the final maximum energy is specified for each regulatory item (heating, cooling, hot water, lighting, auxiliaries), prorated for the primary real energy consumption of each project. They are then converted into final energy, following the regulatory conversion ratios, as a function of the type of energy used (Decree of 8 February 2012 modifying the Decree of 15 September 2006). As high school projects, the calculation is contractually performed in two stages: on the one hand a forecast of the design study performed by the contracting authority, on the other a final figure produced at the end of the construction by the businesses.

E-2: This is the savings in tonnes of CO_2 avoided on an annual basis due to the use of renewable energies for this construction. For the calculation, the kWh produced by renewable energies used in the construction are 71,057 kWh which includes production of 103,704 kWh of solar thermic for photovoltaics. (Source: Study of overall cost - PRO File - ANMA/CPR/October 2013)

E-3: Subtraction between the emissions of CO_2 forecast in the sector in the reference scenario and emissions of CO_2 forecast in the scenario with implementation of a project for public transportation.

E-4: Average calculated from the CO_2Teq saved in other Ile-de-France tramway projects

E-5: Comparison between the project that was done (geothermal + hot water pump + gas) and a 100% natural gas solution. Using coefficients of emissions of different sources of energy, the quantity of CO_2 averted is the difference between the 2 solutions.

E-6: Theoretical emissions linked to heating, hot water, electricity, ventilation and lighting in the present state of buildings reduced by the theoretical provisional emissions from calculations on the thermic study based on the plan of the construction project. The savings is 34 kg CO_2/m²/year, or 1,037 CO_2 teq/year accounting for the surface area of the project of 30,512.28 m² SHON

F: Internal project profitability rate

This rate is used to calculate the value of the project for the community, by subtracting the costs (investment cots in infrastructure and rotating materials stocks, operating costs) from the benefits (gains in time for users of public transportation; advantages associated with the modal transfer from using an individual car to public transportation: savings from reduced usage of cars, road maintenance and construction of parking spots; savings from externalities: pollution, noise greenhouse gases, accidents).
These costs and advantages are quantified and transformed using a monetary equivalent, in order to calculate the internal rate of return of the project using the following method:

The internal rate of return r' which cancels out the discounted benefits
The discounted benefits B for the community:

$$B = -I - \sum_{t=1}^{T} \frac{\Delta I_{to+t}}{(1+r)^t} + \sum_{t=1}^{T} \frac{a_{to+t}}{(1+r)^t} + \frac{R}{(1+r)^T}$$

With :

ΔI_{to+t} the changes in investment (major upkeep) with respect to the reference situation

a_{to+t} The economic benefit in the year is calculated by aggregating the changes in utility of different actors with respect to the reference scenario

R the discount rate (price index for construction)
I the envisaged project cost
R the residual value of the investment at the end of the period

Appendix 2: Additional definitions and possible illustrations of the eligibility criteria

Environmental management and eco-design	
Vigeo 2014 definition	"The project is implemented in accordance with an eco-design (or eco-construction) approach, and/or an approach aimed at managing its environmental impact (pollution, nuisance, resources, and biodiversity, etc.)"
Additional definition	The eco-design consists of accounting for the environment from the design of a product or service through all stages of its life cycle. In the context of operations financed by the Region, the eco-design can be understood as accounting for the environment in the scheme falling within the scope of the project, as well as in the operations of the construction when it is an eco-construction. The environmental management designates the policy and/or methods of management put in places in order to account for the environmental impact resulting from implementation of the project, to evaluate this impact and also to reduce this impact and to also reduce it in relation to the project construction as well as during its operations.
Possible illustrations	- Process for environmental certifications (BEPOS, HQE, ISO, etc.) - Accounting for environmental impacts in the management of the construction site (e.g.: charters, low nuisance sites, green sites, etc.) - Integration of environmental concerns in the specifications, - Recourse to support for the contracting authority devoted to environmental management of the project - Explanation of accounting for environmental aspects within the scheme relating to the project

Combating climate change, and promoting the Region's environmental transition	
Vigeo 2014 definition	"The project contributes to reducing greenhouse gas emissions, in compliance with the Region's Climate Plan, and/or to the regional environmental transition process, as part of the Regional Economic Development and Innovation Strategy".
Additional definition	The project promotes the ecologically-friendly transition of the region by enabling, for example, a reduction in CO_2 emissions, savings in natural resources (energy, water, waste, etc.), by promoting the adaptations in consideration of future climate change, by participating in the protection of biodiversity.
Possible illustrations	- Expected objective to reduce CO_2 enabled by the project (with respect to an initial situation observed in the case of renovation or with respect to a reference scenario in the case of a newly constructed building) - Use of renewable energies - Recovery of rainwater and/or grey water - Project design respectful of neighbouring biodiversity

Sustainable regional planning and improving quality of life	
Vigeo 2014 definition	"The project is in keeping with the regional sustainable planning strategy, and contributes to improving the quality of life for its users and/or staff".
Additional definition	Sustainable planning: the project was conceived with an interest to be qualitatively involved in the region, for example by looking out for good integration of landscaping, balanced density of housing, respect for urban fronts... It can also promote the continuity of quiet modes of transportation and incorporate corrective measures linked to nuisances even of the project. Happy Lifestyle: the project makes it possible to propose a service/product that was not accessible or easily available, or to facilitate the usage of this service/product by residents/users. The project can also be involved in directly improving the well-being of residents/users.
Possible illustrations	- Integration of the project in the region (planting greenery, presence of green spaces, integration of the building into the urban fabric, etc.) - Improvement of quality of life targeted by the project: gains in transportation time, reduction of local nuisances (pollution, noise...), well-being (quality of landscaping, dignified housing...) - Accessibility of a population to a new service - Opening a service to a new population (which did not previously have access)

Socially inclusive development, combating inequality, and promoting the safety of individuals	
Vigeo 2014 definition	"The project contributes to combating social exclusion, to reducing inequality, or to preventing risks relating to health, working conditions, and/or individuals' safety (users, neighbouring residents, and staff)".
Additional definition	The project may promote: • accessibility of places to all of the public (deaf, blind, handicapped, etc.), • Integration of disadvantaged persons (distant from employment, schooling, access to new information and communications technologies, etc.), • personal security on the site (video surveillance, security personnel, fire safety measures, etc.), • participation in development of leisure tourism for all.
Possible illustrations	- Equipment planned to promote accessibility and/or security - Integration of the project in the renovation/opening up of a district - Health benefits of the project for the persons concerned - Taking into account of social criteria (different rates, fight against exclusion, etc...) - Definition of a pedagogical program working towards better social integration

Respect for fundamental rights	
Vigeo 2014 definition	"The project is implemented in a way that respects fundamental rights".
Additional definition	Projects in the Region are carried out in compliance with fundamental rights and existing legislation. Each project can participate in improving practices with regard to one or many fundamental rights in respect of the objectives of generalized interests set by the law or the following texts: • Universal Declaration of Human Rights (1948), • Covenant on Civil and Political Rights (1969), • Covenant on Economic, Social and Cultural Rights (1969), • The fundamental rights at work as identified by the International Labour Organization.
Possible illustrations	- Security and health of persons, workers on construction sites - Right to come and go - Right to education - Equal rights and opportunities

Responsible regional development	
Vigeo 2014 definition	"The project increases the Region's attractiveness in keeping with sustainable and balanced economic development".
Additional definition	The project participates in the development of dynamization of the region from a long-term perspective, responding to a need, or anticipating the creation of new needs, or accompanying the urban development of a sector.
Possible illustrations	- Needs in terms of transportation, employment, the supply of tourism, green spaces, etc. - Integration into a development zone - Innovative projects participating in the dynamization of the territory - Projects directly supporting economic activity in disadvantaged areas

Regional economic development	
Vigeo 2014 definition	"The project contributes to creating or maintaining jobs and/or sustainable business activities in the Region".
Additional definition	The project may sustain employment, on a construction site and in operational phase, or accompanying SME projects with growth prospects, or by supporting innovative processes and research, a source of dynamism and potential long-term job prospects, or also by maintaining an economic activity in certain areas.
Possible illustrations	- Creation / support to FTEs

Fair practices, responsible purchasing and responsible supplier relations	
Vigeo 2014 definition	"The project is implemented in compliance with fair practice principles (combating corruption, fair competition, respect for labour laws, and equal treatment, etc.). Environmental and social factors are included in the purchase of products and services relating to the project. The purchasing practices relating to the project enable the interests of suppliers and sub-contractors to be respected (payment terms, managing dependency, and equality of access to orders, etc.)".
Additional definition	The different service providers acting on the project have been selected in the framework of a transparent procedure, in respect of the principle of equal treatment and of competition. Environmental and/or social requirements are provided for in the specifications and regulations of the subsidy.
Possible illustrations	- Application of the Public Procurement Code, transparency of the investigation process in the context of subsidies - Elements of the "Responsible public procurement" of the Region applicable to the project - Choice of materials which are respectful of the environment, hours of social integration

Consultation with stakeholders	
Vigeo 2014 definition	"The project is subject to an appropriate consultation process, both internally and/or with the external stakeholders concerned (information meetings, steering committee, meetings with voluntary organisations, and representation of elected officials, etc.), whose expressed requirements are taken into account".
Additional definition	The project was implemented in a context of consultation aiming to account for the needs of stakeholders without distorting the object of the project.
Possible illustrations	- Dialogue and consultation with the stakeholders - Description of public surveys - Description of the consultation of the process of evaluating subsidies and/or financial sheets on the project

Appendix 3: Detailed calculation of the FTEs supported by the project

	FTEs created by the project (b and b')	FTE on work sites created by the project	FTE for social integration created by the project	FTE operations following the project (a)
Buildings and facilities for education and leisure				
Saint-Denis - Plaine commune high school	30.0	Na	12.0	18.0
International high school - Noisy-le-Grand	36.2	Na	16.2	20.0
Alexandre Denis - Cerny high school	7.0	Na	5.0	2.0
Galilée - Genevilliers high school	4.0	Na	2.0	2.0
Boulogne-Billancourt high school	Na	Na	Na	Na
Léonard de Vinci high school - St Germain en Laye	16.0	Na	16.0	Na
Higher international education building - Campus Jourdan	104.5	104.5	5.2	Na
Maison des Sciences de l'Environnement - Université Paris Est Créteil (94)	49.0	49.0	2.5	Na
Maison de l'Ile-de-France sur le site de la Cité Internationale Universitaire de Paris	75.3	71.0	3.0	4.3
Leisure and sport island - Vaires-Torcy	133.3	104.3	9.4	29.0
Public transport and sustainable transportation				
Subway line 4	2,180.4	2,180.4	Na	Na
Subway line 12	1,913.5	1,913.5	Na	Na
Subway line 14	9,798.0	9,798.0	Na	Na
Tramway T3	4,393.5	4,393.5	Na	Na
Tramway T6	2,727.1	2,727.1	Na	Na
Tramway T7	2,260.6	2,260.6	Na	Na
Tramway T8	1,732.4	1,732.4	Na	Na
Tram-train North Tangential	4,337.0	4,337.0	Na	Na
e.g.: Bus on own sites - Massy-Saclay	411.8	411.8	4.0	Na
e.g.: Phonic protections at St-Maurice/Maison Alfort/Créteil (anti-noise walls)	248.5	248.5	Na	Na
Renewable energy and energy-efficiency				
e.g.: Geothermal Energy - Chelles	Na	Na	Na	Na
Biodiversity				
e.g.: Fitting out of Buttes de Parisis - crest trail	Na	Na	Na	Na
e.g.: Restoration of the river Bièvre	Na	Na	Na	Na
Social initiatives aimed at helping vulnerable population groups				
e.g.: Soubiran Medico-Educational Institute at Villepinte	78.4	21	2	57.4
Social housing				
e.g.: Construction of 98 housing units at Choisy-le-Roi	144	144	4	Na
e.g.: Thermal rehabilitation of 327 housing units at Villeneuve-la-Garenne	347	347	Na	Na
Economic and socially inclusive development				
e.g.: PM'UP scheme subjected to a CSR approach	Na	not relevant	not relevant	Na
e.g.: AIR scheme - Assistance to Responsible Innovation	Na	not relevant	not relevant	Na
e.g.: Supporting the Paris region competitiveness clusters	Na	not relevant	not relevant	Na
e.g.: Supporting the micro-credits of Adie and l'Affile 77	Na	not relevant	not relevant	Na

(a) In the case of projects relating to economic development, this is the estimated creation of FTEs following the new subsidies granted in 2015
(b) Sum of work site FTEs and operations FTEs, included integration FTEs if applicable
(b') Indicator in bold and italics when it could be entered in all these dimensions (work site FTEs and operations FTEs)

Glossary

ANRU: National Agency for Urban Renewal

Patrimoine Habitat certification: values a rehabilitation program committed to by a contracting authority by setting the level of performance to achieve. It accounts for the quality of the budget and the community parties, the comfort and performance of housing, fire safety and health of occupants.

Certification NF High Environmental Quality (HQE) Tertiary Buildings: enables to discern between buildings where the environmental and energy performance corresponds with best existing practices. It concerns the phases of the programming, the conception and delivery for new and renovated housing units.

Competitiveness clusters: Created in 2005 in the framework of the launch of a new industrial policy in France, the competitiveness clusters are defined as the combination in the same territory of businesses, higher education establishments, and public or private research organizations which have the vocation to work in synergy to implement economic development projects for innovation. Competitiveness clusters promote the development of relationships between businesses/research laboratories, or SMEs/Large groups in Ile-de-France but also internationally with partner clusters and with the knowledge of their ecosystem to assist a business, a laboratory to identify the skills/know-how needed to complete their project. They accompany the businesses, and primarily SMEs to improve their project by calling upon a network of experts among their members.

State-Region Contract Plan (Contrat de Plan Etat-Région - CPER): document of contractualization between the State and Region establishing a list of project to be carried out over several years.

Bioclimatic design : architecture for the project adapted as a function of characteristics and specificities of the area where the project takes place, in order to draw benefits and advantages and to protect against disadvantages and constraints. The main objective is to obtain the comfort of the desired ambiance as naturally as possible by using architectural means, the available renewable energies and using as little as possible mechanical technical means and external energy on the site.

DUP: statement qualifying the public utility of the project

Eco-activities in the sense of the "PM'up" scheme: Projects relating to the sector of eco-activities when they address an energy challenge or deal with the measurement, prevention or reparation of environmental pollution

Grey energy: corresponds to the total consumed energy expenditure throughout the life cycle of a material, its extraction and recycling, and including its transformation

"Label Effinergie +": this label aims to go further than the BBC label in terms of the construction of new buildings. It plan to go from 50 to 40 kWhep/m²/year for housing with an intermediate level of 45 kWhep/m²/year until 2014. "Effinergie" + also requires a Bbio (bioclimatic needs)) 20% lower than the BBio set by the 2012 french thermal regulation. The requirement in terms of air permeability are also higher than the BBC label.

"Label BBC Effinergie" for renovation: this label concerns renovated residential buildings, with an objective of a maximum primary fixed energy consumption of 80 kWh/m².year, adjusted for the climatic zone and altitude. In Ile-de-France, a coefficient of 1.3 must be applied to this objective.

Modal shift: allows users to benefit from an alternative to a car by choosing a mode of collective transportation which is more environmentally-friendly.

TCSP: public transport on own site

ZAC: joint development zone

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