

France

Tours-Bordeaux project



TYPE OF TOOL
Project



MAIN SECTOR
Transport



THEME
Green



INFRASTRUCTURE GOVERNANCE PILLARS
Transparent, systematic and effective stakeholder participation

In a nutshell



OBJECTIVE: The Tours-Bordeaux project is part of a broad regional development scheme and is aimed at enabling economic development in the southwestern regions of France.



Agency in charge
SNCF Réseau; LISEA (Vinci group)



Levels of government
National and sub-national



Year of implementation
2011



Current status
Operation



Value
€7.8 billion

Overview

The high-speed train line covering Tours-Bordeaux was financed by PPP between SNCF Réseau and LISEA (Vinci group). Signed in 2011, this was the first railway concession contract in France. A 303-kilometre HSR line connecting Tours and Bordeaux, the LGV Sud Europe Atlantique (SEA) was the largest Greenfield HSR project in Europe, with an estimated cost of EUR 7.8 billion, reducing the travel time between Paris and Bordeaux from 3 hours to 2h05. The line was delivered ahead of schedule in 2017. In France, stakeholder engagement is mandatory for any transport infrastructure project with a budget from EUR 300 million or a length of more than 40 km. Stakeholder engagement tends to add one year to project completion, but the ownership and quality of the projects is improved. The Tours-Bordeaux project involved 150 public meetings to provide information on the project from its very earliest stages and 2,000 stakeholder consultations. 500 visits to four construction sites were organised, principally for local residents, with nearly 20,000 people attending over a period of three years. Consultations resulted in modifications to the route of the line and improvements to roads in the neighbourhood of the line. They also resulted in 10% of the construction jobs on the project being reserved to local people on job creation programs and 10% of the value of construction contracts being sub-contracted to local suppliers. Stakeholder consultations also resulted in agreements on environmental protection, avoiding sensitive sites, and creating natural environments close to the line in compensation for comparable sites disturbed or destroyed. Local elected politicians have a strong role in promoting the strategic case for the project.

Challenges: The environmental and social acceptability of the project was a major challenge given its significant potential effects.

Lessons learned: The integration of environmental issues at a very early stage of the project and stakeholder engagement were important factors for strengthening the trust and transparency required to achieve environmental and social acceptability.

REFERENCES:

- VINCI Construction, *Sud Europe Atlantique high-speed rail line: Tours-Bordeaux*, <https://www.vinci-construction-projets.com/en/realisations/sea-high-speed-rail-line/>
- Lorinquer, C. (2016), *Management of measures to reduce and compensate for the environmental impact of the LGV Sud Europe Atlantique Tours-Bordeaux high-speed rail line project*, Field Actions Science Reports, Special Issue 14, <https://journals.openedition.org/factsreports/4032>