

Negotiable commercial paper

(Negotiable European Commercial Paper - NEU CP)¹

Green Not guaranteed programme

Information Memorandum (IM)	
Name of the programme	ILE-DE-FRANCE MOBILITES, Green NEU CP (ID 3667)
Name of the issuer	ILE-DE-FRANCE MOBILITES
Type of programme	NEU CP
Program size (in euro)	1,500,000,000 euros
Guarantor	Not relevant
Rating of the programme	Rated by MOODY'S
Arranger	CRÉDIT AGRICOLE CORPORATE AND INVESTMENT BANK
Introduction advisor	None
Legal advisor	Gide Loyrette Nouel A.A.R.P.I
Issuing and paying agent (IPA)	SOCIETE GENERALE
Dealers	BNP PARIBAS BRED BANQUE POPULAIRE CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK LA BANQUE POSTALE ING BANK N.V. NATIXIS NOMURA FINANCIAL PRODUCTS EUROPE GMBH SOCIETE GENERALE
Date of the information memorandum	06/07/2022
Update by amendment (if appropriate)	Not relevant
Issuer's extra-financial rating	Not Rated
Standard followed	Not Applicable
Granting of a label	Not Applicable
2nd opinion by an independent expert (on the compliance of the framework with regulations/standards/principles and/or with the issuer's strategy...)	<p>Although Île-de-France Mobilités has not obtained a proper Second-Party Opinion ("SPO") on the Green NEU CP Program, the Eligible Green Expenditures of the Green NEU CP program refer to the operating of Eligible Green Projects as stated in Île-de-France Mobilités' Green Bond Framework dated in May 2021 (the "Framework").</p> <p>The Framework has obtained a "Dark Green" SPO from Cicero, confirming its alignment with the ICMA Green Bond Principles (2018), as well as the alignment with the Technical Screening Criteria and "Do No Significant Harm" criteria included in the Annex 1 (climate change mitigation) of the EU Taxonomy delegated act published in April 2021, and the respect of the minimum social safeguards.</p> <p>The Second-Party Opinion relating to the Framework is available on the Ile de France Mobilités' website</p>

¹ Trade name of the notes defined in article D.213-1 of the French monetary and financial code

	https://www.iledefrance-mobilites.fr/medias/portail-idfm/5e675181-5707-4713-8a06-d7a169cf8e33_Second+Opinion+CICERO+GREEN+-+IDFM+-11052021.pdf
3rd opinion by an independent expert (on the allocation of funds and/or on the allocation reporting of funds...)	The Accounting Officer of the Regional Public Finance Department will be in charge of verifying the allocation report and its consistency with the Green NEU CP Program
For securities whose performance is indexed to key indicators, verification of the valuation consistency (or of the key indicators used)	Not Applicable

Presentation and content in accordance with the ACI France, AFTE and AFG recommendation

Drawn up pursuant to articles L 213-1 A to L 213-4-1 of the French monetary and financial code

A copy of the information memorandum is sent to :

BANQUE DE FRANCE
Direction générale de la stabilité financière et des opérations (DGSO)
Direction de la mise en œuvre de la politique monétaire (DMPM)
S2B-1134 Service des Titres de Créances Négociables (STCN)
39, rue Croix des Petits Champs
75049 PARIS CEDEX 01

Avertissement : cette documentation financière étant rédigée dans une langue usuelle en matière financière autre que le français, l'émetteur invite l'investisseur, le cas échéant, à recourir à une traduction en français de cette documentation.

The Banque de France invites investors to read the general terms and conditions for the use of information related to negotiable debt securities:

<https://www.banque-france.fr/en/monetary-policy/market-financing/commercial-paper-and-medium-term-note-market-neu-cp-neu-mtn>

1. DESCRIPTION OF THE ISSUANCE PROGRAMME		
Articles D. 213-9, 1° and D 213-11 of the French monetary and financial code and Article 6 of the Order of 30 May 2016 and subsequent amendments		
1.1	Name of the programme	ILE-DE-FRANCE MOBILITES, Green NEU CP (ID 3667)
1.2	Type of programme	NEU CP
1.3	Name of the issuer	ILE-DE-FRANCE MOBILITES
1.4	Type of issuer	Group of local authorities (Groupement de collectivités locales) in accordance with Article L 213-3 of the French monetary and financial code organized in the form of a Etablissement Public Administratif
1.5	Purpose of the programme	Green NEU CP, see section 4 All securities issued within the Green NEU CP program will be compliant with eligibility criteria of the Eligible Green Expenditures as described in the Section 4.1
1.6	Programme size (maximum outstanding amount) in Euro	1,500,000,000 euros or any other currency authorized by applicable laws and regulations in force in France at the time of the issue
1.7	Form of the notes	The notes are issued in bearer form and recorded in the books of authorized intermediaries (book entry system) in accordance with French laws and regulations
1.8	Yield basis	Type of remuneration: Fixed Floating rate The remuneration of the NEU CPs may only be at a fixed rate or at a pre-computed or post-computed variable rate. In the case of NEU CPs issued at a floating rate, the Issuer will only issue NEU CPs whose remuneration is linked to a customary index of the interbank market, the money market (Euribor, €ster, TAM, TAG or T4M), the bond market (in particular OAT, TME, TMO, TEC), the French or European inflation or the CMS rate (Constant Maturity Swap). At their maturity date, the principal of the NEU CPs must always be equal to par. NEU CP rates may be negative depending on the fixed rates or the evolution of the usual money market indexes used to calculate their remuneration. In this case, the amounts effectively reimbursed to the holders of the NEU CP after with the negative interest flows may be lower than the par value. In the case of an issue of NEU CP embedding an option of repurchase or redemption, as defined above, the conditions of remuneration of such NEU CP will be set at when the said NEU CP will be initially issued and shall not be further modified, including when such an embedded option of repurchase or redemption will be exercised.
1.9	Currencies of issue	Euro or any other currency authorized by applicable laws and regulations in force in France at the time of the issue

1.10	Maturity	<p>The NEU CPs may be redeemed prior to maturity (at the option of the Issuer, or the holder, or based on an event (or events) independent of the Issuer and/or the holder).</p> <p>The NEU CPs issued under this program may also include one or more redemption options by the Issuer (at the option of the Issuer, or the holder, or based on an event (or events) independent of the Issuer and/or the holder).</p> <p>The option to redeem or repurchase NEU CPs, if any, must be explicitly stated in the confirmation form of any relevant issue.</p> <p>In any case, the term of any NEU CP with one or more of these or more of these clauses, will always be, all options of early redemption or repurchase options, in accordance with the regulations in force at the time of issue of the said NEU CP.</p> <p>The term (maturity date) of the commercial paper shall be determined in accordance with laws and regulations applicable in France, which implies that, at the date hereof, the term of the commercial paper shall not be longer than one year (365 days or 366 days in a leap year), from the issue date</p>
1.11	Minimum issuance amount	200,000 euros or the stated value or equivalent amount in the currencies selected at the time of issuance
1.12	Minimum denomination of the notes	By virtue of regulation (Article D 213-11 of the French monetary and financial code), the legal minimum face value of the commercial paper within the framework of this program is 200,000 euros or the equivalent in the currencies selected at the time of issuance
1.13	Status of the notes	<p>Senior Unsecured</p> <p>The NEU CPs shall constitute direct, unsecured and unsubordinated obligations of the Issuer and ranking at least <i>pari passu</i> with all other present or future direct unsecured and unsubordinated obligations of the Issuer, subject to any exceptions provided by law</p>
1.14	Governing law that applies to the programme	French law
1.15	Listing of the notes/Admission to trading on a regulated market	No
1.16	Settlement system	The notes will be issued through Euroclear France
1.17	Financial rating of the programme	<p>Rated by MOODY'S</p> <p>https://www.moodys.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683</p> <p>Ratings can be reviewed at any time by the rating agencies. Investors are invited to refer to the websites of the agencies concerned for the current rating.</p>

1.18	Guarantor	Not relevant
1.19	Issuing and Paying Agent(s) (IPA) - exhaustive list -	SOCIETE GENERALE
1.20	Arranger	CRÉDIT AGRICOLE CORPORATE AND INVESTMENT BANK
1.21	Placement method	<p>Placement through dealers: BNP PARIBAS BRED BANQUE POPULAIRE CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK LA BANQUE POSTALE ING BANK N.V. NATIXIS NOMURA FINANCIAL PRODUCTS EUROPE GMBH SOCIETE GENERALE</p> <p>The Issuer may subsequently elect to replace any dealer, proceed to direct placement, or appoint other dealers; an updated list of such dealers shall be disclosed to investors upon request to the Issuer.</p>
1.22	Selling restrictions	<p>General selling</p> <p>No action has been taken or will be taken by the Issuer, each Dealer, any initial subscriber and any further holder of the NEU CP issued under this Program that would or is intended to permit a public offering of the NEU CP or the possession or distribution of the Information Memorandum or any other document relating to the NEU CP in any country or jurisdiction where action for that purpose is required.</p> <p>The Issuer, each Dealer, any initial subscriber and any further holder of the NEU CP issued under this program has undertaken to comply with all applicable laws and regulations in force in any country or jurisdiction in which it offers or sells the NEU CP or possesses or distributes the Information Memorandum and to obtain any consent, approval or permission required by it for the purchase, offer or sale of NEU CP under the laws and regulations in force in any jurisdiction in which it will make such offers or sales. Neither the Issuer, nor any Dealer nor any initial subscriber nor any further holder shall have responsibility therefore.</p> <p>France</p> <p>The Issuer, each Dealer, any initial subscriber and any further holder of the NEU CP, if applicable, represent and agree and will be deemed to have represented and agreed to comply with applicable laws and regulations in force regarding the offer, the placement or the re-sale of the NEU CP or the distribution of the documents with respect thereto, in France.</p>

		<p>United States of America</p> <p>The NEU CP have not been and will not be registered under the Securities Act of 1933, as amended (the "Securities Act"). The NEU CP may not be offered or sold within the United States of America except in certain transactions exempt from the registration requirements of the Securities Act.</p> <p>The Issuer, each Dealer, any initial subscriber and any further holder of the NEU CP represent and agree, that they have not offered, sold or delivered, and will not offer, sell or deliver any NEU CP within the United States of America. In addition, until a 40-day period after the NEU CP are offered, an offer or sale of NEU CP within the United States of America by the Issuer, any Dealer, any initial subscriber or any further holder of the NEU CP, whether or not participating in the offering, may violate the registration requirements of the Securities Act if such offer or sale is made otherwise than in accordance with an exemption from the registration requirements of the Securities Act.</p> <p>Terms used in the preceding paragraphs have the meanings given to them in Regulation S under the Securities Act.</p> <p>United Kingdom</p> <p>The Issuer, each Dealer, any initial subscriber has represented and agreed and any further holder of the NEU CP will be required to represent and agree, that:</p> <ul style="list-style-type: none"> (i) (a) it is a person whose ordinary activities involve it in acquiring, holding, managing or disposing of investments (as principal or agent) for the purposes of its business, and (b) it has not offered or sold and will not offer or sell any NEU CP other than to persons whose ordinary activities involve them in acquiring, holding, managing or disposing of investments (as principal or agent) for the purposes of their businesses or who it is reasonable to expect will acquire, hold, manage or dispose of investments (as principal or agent) for the purposes of their businesses where the issue of the NEU CP would otherwise constitute a contravention of section 19 of the Financial Services and Markets Act 2000 (FSMA) by the Issuer, the Dealer or the subscriber; (ii) It has only communicated or caused to be communicated and will only communicate or cause to be communicated any invitation or
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		<p>inducement to engage in investment activity (within the meaning of section 21 of the FSMA) received by it in connection with the issue or sale of any NEU CP in circumstances in which section 21(1) of the FSMA does not apply to the Issuer; and</p> <p>(iii) it has complied and will comply with all applicable provisions of the FSMA with respect to anything done by it in relation to such NEU CP in, from or otherwise involving the United Kingdom.</p> <p>Other restrictions may apply in other countries or territories.</p>
1.23	Taxation	The Issuer is not bound to indemnify any holder of the NEU CP in case of imposition of fiscal or other nature (e.g.: social) which are payable under French law or any other foreign law in respect of all amounts in respect of the NEU CP, except for any stamp or registration taxes payable by the Issuer under French law.
1.24	Involvement of national authorities	Banque de France
1.25	Contacts	<p>Direction Finances et Commande Publique Département Finances et Contrôle de Gestion</p> <p>Emails:</p> <p>Geraldine.Meunier@iledefrance-mobilites.fr Thomas.STOUF@iledefrance-mobilites.fr Caroline.HENRY-BIABAUD@iledefrance-mobilites.fr</p> <p>Tel.: 01 47 53 29 04 Fax: 01 47 53 29 47</p>
1.26	Additional information on the programme	Green
1.27	Language of the information memorandum which prevails	English. The French version of the Information Memorandum is only for information purpose.
1.28	Extra financial rating(s) of the programme	Not Rated

2. DESCRIPTION OF THE ISSUER		
Article D. 213-9, 2° of the French monetary and financial code and Article 7 of the Order of 30 May 2016 and subsequent amendments		
2.1	Legal name	ILE-DE-FRANCE MOBILITÉS
2.2	Legal form/status, governing law of the issuer and competent courts	<p>Legal form: French Law public administrative establishment (<i>Etablissement Public Administratif</i>)</p> <p>Relevant legislation:</p> <p><i>Groupement de collectivités locales</i> in accordance with Article L. 213-3 of the French Monetary and Financial Code</p> <p><i>Etablissement Public Administratif</i> governed by the French Transport Code, the French Ordinance 59-151 dated 7 January 1959 as modified, the French Decree 2015-748 dated 27 June 2015 and Article R1241-1 of the French General Local Authorities Code</p> <p>Relating to financial matters, the Issuer is governed by the law applicable to the French local authorities (<i>Collectivités locales françaises</i>) (Art. L.1612-1 et seq. of the French General Local Authorities Code)</p> <p>The Issuer is a Mobility Organizing Authority (<i>Autorité Organisatrice des Mobilités</i>), within the meaning of Article 52 of Law dated 27 January 2014 (<i>Loi MAMTAM</i>). Cf. the Article 21 2° of such Law.</p> <p>Governing law: French law</p> <p>Competent courts: French courts</p>
2.3	Date of incorporation	01/07/2005
2.4	Registered office or equivalent (legal address) and main administrative office	39, rue de Châteaudun 75009 Paris FRANCE
2.5	Registration number, place of registration and LEI	<p>Registration number (<i>N° SIREN</i>): 287500078 Place of Registration: Paris, FRANCE</p> <p>LEI: 969500A5KNK9VZQKNQ79</p>
2.6	Issuer's mission summary	The Issuer manages, organizes and finances public transportation over the Île-de-France
2.7	Brief description of current activities	<p>As the Île-de-France Mobility Organizing Authority, the Issuer decides on changes to fares, new services and existing public transport services.</p> <p>Within the framework of its missions, two types of expenditure concern the Issuer:</p> <ul style="list-style-type: none"> - Real Operating expenses (€ 9.7 billion in 2021): operation of public transport throughout the territory (metro, trains, trams, buses in the inner and outer suburbs: €9.1 billion), and to a lesser extent other forms of mobility, such as school transport in the territory or long-term rental of electrically assisted bicycles. The operation of rail infrastructure is the responsibility of the historical operators (SNCF Réseau and RATP Gestionnaire d'Infrastructures).

- Investment expenditure: the main investments for which the Issuer is responsible concern rail and bus rolling stock (almost 59% of real investment expenditure, i.e. €1.76 billion in 2021), including the costs of the energy transition begun on buses, and **quality of service** (€309.8 million in 2021 relating to station accessibility, passenger information and safety, etc.). New infrastructure is financed by other parties (France, the Île-de-France Region, SGP, SNCF Réseau or RATP, as the case may be), although the Issuer may be entrusted with the project management.

To finance its expenditure, the Issuer has the following main revenues at its disposal:

- The mobility payment (*le versement mobilité*) (€4.9 billion in 2021): a tax on the payroll of employers in the Île-de-France Region with more than 11 employees.
- Contributions from the Issuer's member authorities (€1.3 billion in 2021).
- Operating subsidies from France and Île-de-France local authorities. Total public contributions: €370.5 million in 2021. The State subsidy compensates for the transfer of responsibility for school transport to the Issuer, while the local authorities compensate for the loss of traffic revenue linked to any social pricing measures they may introduce.
- A share of the Domestic Tax on the Consumption of Energy Products (*Taxe Intérieure sur la Consommation des Produits Énergétiques*): €88.6 million in 2021.
- A share of the region's parking fine revenue: €129 million in 2021.

In 2021, the amount of Île-de-France Mobilités' resources has been (heavily) impacted with a **total reduction of €1.3 billion** of revenue reduction including a reduction in fare revenue of €1.097 billion and a €0.190 billion reduction in the mobility payment.

However, pursuant to the signature of the protocol concluded in September 2020 between France and Île-de-France Mobilités on the financing of the losses of the Île-de-France transport system linked to the COVID 19 crisis, the State paid the Issuer a second aid in 2021 consisting in a **repayable advance of €800 million at zero interest rate**, with a substantial deferment of repayment, the first due date being set for 2029.

In total, the support from the State included **3 components for a total of €2,4 billion** from 2020 to 2021:

- An exceptional subsidy covering part of the loss of mobility payments provided for in the 2020 Amending

		<p>Finance Act No. 3 (<i>Loi de Finance Rectificative n° 3</i>). An advance of €425 million was paid to Île-de-France Mobilités in September 2020. The amount will be corrected in 2021 after verification of the amounts actually received by Île-de-France Mobilités for 2020.</p> <ul style="list-style-type: none"> - A repayable advance at zero interest voted as part of the Amending Finance Act No. 4 (<i>Loi de Finance Rectificative n° 4</i>) in December 2020. A provisional amount of €1.175 billion was paid to Île-de-France Mobilités in December 2020. The advance will be repaid from 2023 onwards, taking into account the Issuer's financial flexibility. - A second repayable advance of €800 million at zero interest rate, with a substantial deferment of repayment (the first due date being set for 2029), that was paid to the Issuer on December 2021. <p>The Issuer's financial structure has two particularities compared with other Mobility Organizing Authorities:</p> <ul style="list-style-type: none"> - Although the Issuer decides on the fares charged in the territory, traffic revenue has historically been collected by the operators (RATP, SNCF Mobilités and Optile bus operators) and does not appear in the Issuer's accounts. However, with the changes in the contractual arrangements (public service contract and new contract signed in 2020 with SNCF to convert to a public service), Île-de-France Mobilités will gradually receive traffic revenue directly. - The Issuer finances 100% of the rolling stock under various contractual mechanisms. However, it does not have full ownership of the equipment purchased via the operators, which is why it does not appear in the Issuer's assets. <p>However, as this equipment is dedicated to a public service mission, the terms and conditions for the takeover of this equipment are set out for each tender: from 2021 for the outer suburbs bus operators, 2025 for the RATP bus perimeter, and 2023 - 2040 for the SNCF Mobilités network and the rest of the RATP network.</p> <p>As a public administrative establishment (<i>Etablissement Public Administratif</i>), the Issuer does not generate any revenue. The Issuer's Board of Directors votes each year on the financial accounts, a summary of which for the last two financial years is presented below, the full accounts being available on the Issuer's website (see appendices "Synthèse du compte administratif N-2 de l'exercice clos le 31/12/2020" et "Synthèse du compte administratif N-1 de l'exercice clos le 31/12/2021").</p>
2.8	Capital	Not Applicable given the status of the Issuer
2.8.1	Amount of capital subscribed and fully paid	Not Applicable

2.8.2	Amount of capital subscribed and not fully paid	Not Applicable
2.9	List of main shareholders	Not Applicable
2.10	Regulated markets on which the shares or debt securities of the issuer are listed	Debt securities are admitted to trading on the regulated market of Euronext Paris. https://live.euronext.com/fr/markets/paris/fixed-income/list
2.11	Composition of governing bodies	Valérie Péresse, Présidente Stéphane Beudet, Vice-président représentant la Région Ile-de France Isabelle Béressi, Représentant du Conseil régional d'Île-de-France Marianne Duranton, Représentant du Conseil régional d'Île-de-France Audrey Guibert, Représentant du Conseil régional d'Île-de-France Fabien Guillaud-Bataille, Représentant du Conseil régional d'Île-de-France Delphine Bürkli, Représentant du Conseil régional d'Île-de-France Grégoire de Lasteyrie, Représentant du Conseil régional d'Île-de-France Philippe Juraver, Représentant du Conseil régional d'Île-de-France Pierre Deniziot, Représentant du Conseil régional d'Île-de-France Stéphanie Von Euw, Représentant du Conseil régional d'Île-de-France Romain Maria, Représentant du Conseil régional d'Île-de-France Sandrine Berno Dos Santos, Représentant du Conseil régional d'Île-de-France Sébastien Guérin, Représentant du Conseil régional d'Île-de-France Jean-Noël Barrot, Représentant du Conseil régional d'Île-de-France Jean-Baptiste Pegeon, Représentant du Conseil régional d'Île-de-France Christophe Najdovski, Vice-président représentant la ville de Paris

		<p>Audrey Pulvar, Représentant du conseil de la ville de Paris</p> <p>Jacques Baudrier, Représentant du conseil de la ville de Paris</p> <p>Marie-Claire Carrere-Gee, Représentant du conseil de la ville de Paris</p> <p>David Belliard, Représentant du conseil de la ville de Paris</p> <p>Eric Berdoati, Représentant conseil départemental Hauts-de-Seine</p> <p>Brice Rabaste, Représentant conseil départemental Seine-et-Marne</p> <p>Patrick Stefanini, Représentant conseil départemental Yvelines</p> <p>Philippe Rouleau, Représentant conseil départemental Val d'Oise</p> <p>François Durovray, Représentant conseil départemental Essonne</p> <p>Olivier Capitanio, Représentant conseil départemental Val-de-Marne</p> <p>Corentin Duprey, Représentant conseil départemental Seine Saint Denis</p> <p>Didier Kling, Représentant de la Chambre de Commerce et d'Industrie de Paris</p> <p>Isabelle Perigault, Représentant des Etablissements Publics de Coopération Intercommunales franciliens</p> <p>Bernard Gobitz, Représentant de l'association des usagers</p> <p>Laurent Probst, Directeur Général</p>
2.12	Accounting method for consolidated accounts (or failing that, for the annual accounts)	Accounting method for the annual accounts: Considering its status, the Issuer is governed by the public accounting regulation. The "M57" budgetary and accounting instruction is applicable.
2.13	Accounting year	Starting on 01/01, ending on 31/12
2.13.1	Date of the last general annual meeting of shareholders (or equivalent thereof) which has ruled on the last financial year accounts	25/05/2022
2.14	Fiscal year	Starting on 01/01, ending on 31/12

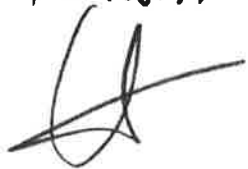
2.15	Auditors of the issuer, who have audited the issuer's annual accounts	
2.15.1	Auditors	Chambre Régionale des Comptes d'Ile de France 6, cours des Roches Noisiel B.P. 187 77315 Marne-la-Vallée Cedex 2 France
2.15.2	Auditors report on the accuracy of the accounting and financial information	<p>Given its status, the Issuer is not subject to approval of its accounts by an auditor. It is nevertheless subject to legality control by the State services, in several respects:</p> <ul style="list-style-type: none"> - Throughout the year, via the separation between the authorising officer (the Issuer) and the payer (the accountant), the latter being a representative of the State, responsible for the legality of the expenditure and revenue ordered on his personal funds. This principle of separation between the authorising officer and the payer (<i>principe de séparation entre l'ordonnateur et le payeur</i>) stems from the texts governing the rules of French public accounting, in particular the French Decree of 29 December 1962 on the general regulations of public accounting. In parallel with the administrative account drawn up by the Issuer, the public accountant draws up a management account each year, which sets out the Issuer's accounting balance sheet and is approved each year by the Board of Directors, at the same time as the vote on the administrative account. - After each deliberation of the Board of Directors, via the visa of the Île-de-France Regional Prefecture (representative of the State), including the adoption of the primary budget (which provides for the revenue and expenditure of the financial year) and the administrative account (which closes the accounts on 31/12). - The <i>a posteriori</i> financial control is exercised by the Chambre Régionale des Comptes ("CRC") of Ile de France. The interval between two audits varies greatly (between 4 and 7 years on average). <p>The payment of expenditure and the collection of revenue are carried out by a public accountant: Mr Philippe Rommelaere, who exercises his powers as public accountant at 41 rue de Châteaudun, 75009 Paris.</p> <p>This method of operation, which results from the principle of separation of authorising officers and accountants resulting from the general texts governing the rules of public accounting in France (in particular the French Decree of 7 November 2012 on the General Rules of Public Accounting) has the effect of reserving the handling of public funds to the public accountant and of organizing an external control of the validity of each of the payment mandates issued each year. The role thus</p>

		<p>assigned to the public accountant constitutes a guarantee for the financial security of the community.</p> <p>In parallel with the administrative account produced by the local authority, the public accountant keeps a management account which retraces all the accounting entries made and validated by the accountant. For each financial year, for a region, the Regional Council takes a decision to adopt the management account. This account is then analysed by the CRC, which checks whether the revenue has been collected and the expenditure paid in accordance with the rules in force. It analyses the accounts and supporting documents and examines the balance of the accounts. It then gives discharge to the accounting officer if the accounts are in order. The accounts of public accountants are generally examined at an average frequency of four years over a period covering the accounts since the last audit by the CRC.</p> <p>In addition, the CRC may carry out an audit on the quality and regularity of management, on the use of resources and on the effectiveness of the actions carried out by a local authority. At the end of a contradictory procedure, the CRC adopts a final observations report which, together with the authorizing officer's replies, is sent to the deliberative assembly. This examination covers the entire period since the previous audit. This report may be obtained from the Issuer or consulted on the website:</p> <p>https://www.ccomptes.fr/fr/publications/syndicat-des-transports-dile-de-france-stif-ile-de-france-mobilites</p>
2.16	Other equivalent programmes of the issuer	Negotiable European Commercial Paper Not Guaranteed Programme having a maximum outstanding amount of EUR 1,500,000,000.
2.17	Financial rating of the issuer	Rated by MOODY'S: https://www.moody's.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683
2.18	Additional information on the issuer	<p>In 2021, the Issuer raised €2.2 billion of debt of which:</p> <ul style="list-style-type: none"> - EUR 155 million of private placement, the first for an amount of EUR 30 million with a fixed rate of 0.29% and the second for an amount of EUR 125 million with a fixed rate of 1.00%. - EUR €1.5 billion green bond issue which is an innovation for Ile-de-France Mobilités. The first emission in May 2021 for an amount of €1 billion was divided into 2 tranches. The coverage of the transaction was more than 100% of the amount allocated. The first tranche has a fixed rate of 0.40% maturing in 2031 while the second tranche has a fixed rate of 0.95% maturing in 2041. The second emission in November 2021 for an amount of €500 million has a fixed rate of 0.675% maturing in 2036. - EUR 75 million from the Banque Postale at a fixed rate of 0.48% (duration of 11 years) -EUR 150 million from Caisse d'Epargne at a fixed rate of 0.48% (duration of 11 years)

		<p>-EUR 100 million from CDC at a fixed rate of 0.45% (duration of 10 years)</p> <p>In 2021, the variable rate debt accounts for about 10% of the debt of the issuer:</p> <p>-EUR 125 million from BNP at a floating rate: EURIBOR 3M + 0.55% and non-floated rate (duration of 10 years)</p> <p>-EUR 100 million from BRED at a floating rate: EURIBOR 6M + 0.47% and non-floated rate (duration of 7 years)</p> <p>For 2022 and 2023, a EUR 240 Million envelope from the EIB is still available.</p> <p>Information to date on the impact of the Covid 19 health crisis on the issuer:</p> <p>1 - Impact of the crisis - estimate to June 2022</p> <p>The Covid-19 crisis has caused financial imbalances for all public transport systems in the world's major metropolises, on the one hand, through the lockdown and then the progressive decontamination accompanied by strict distancing obligations in transport, decided by the Government, and on the other hand, through the macroeconomic consequences that followed.</p> <p>The loss of revenue on the Ile-de-France public transport system (fare revenue and mobility payment) has reached, for the year 2020, 1.3 billion euros excluding taxes for Île-de-France Mobilités.</p> <p>In 2021, the resources of Île-de-France Mobilités were strongly affected, with a cost of the crisis estimated at €1.3 billion excluding tax.</p> <p>In the 2022 budget, the gradual end of the current health crisis is assumed, linked to satisfactory vaccination coverage and mandatory health measures before entry into French territory. However, in 2022, the resources of Île-de-France Mobilités should be more than €700 million below their projected level before the onset of the crisis</p> <p>These losses are due to the sharp drop in the two main operating resources, namely the mobility payment, which is based on the Île-de-France payroll, and passenger revenue.</p> <p>Losses related to the mobility payment:</p> <p>Before the crisis, the estimation of the mobility payment for 2021 amounted to €5.1 billion. The impact of the health crisis in 2021 is therefore €190 million.</p>
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		<p>These losses are incurred by Île-de-France Mobilités ("IDFM").</p> <p>Passenger revenue losses:</p> <p>Passenger revenue losses reached, for the year 2021, 1.097 billion including all taxes for all actors in 2021.</p> <ul style="list-style-type: none"> - losses due to a drop in traffic, - and to a lesser extent, modal shifts. <p>2 - Status of discussions with the State and public transport operators</p> <p>Various actions have been taken to manage the consequences of this crisis:</p> <p style="text-align: center;">- State support in 2020 and 2021</p> <p>Following the signature of the protocol concluded in September 2020 between the State and Île-de-France Mobilités concerning the financing of the losses of the Île-de-France transport system linked to the COVID 19 crisis, the State paid the Issuer an aid consisting of 3 components for a total of €2.4 billion from 2020 to 2021:</p> <ul style="list-style-type: none"> - An exceptional subsidy partially covering the losses in mobility payments provided for in the Amending Finance Act No. 3 for 2020. An advance of €425 million was paid to Île-de-France Mobilités in September 2020. - A repayable advance at zero interest was included in the amended finance law no. 4 for 2020. A provisional amount of €1.175 billion was received by Ile-de-France Mobilités on December 16, 2020. The repayment of this advance will be made from 2023 and will take into account the Issuer's financial leeway. - Pursuant to this protocol, in 2021 the Government paid a repayable advance of €800 million at zero interest rate, with a substantial deferment of repayment, the first due date being set for 2029. <p>As the financial impact of the crisis was less than initially expected in 2020, Île-de-France Mobilités will repay the State an overpayment of approximately €270 million in respect of the subsidy for loss of mobility payments.</p> <p>For information, at the international level, the States have compensated public transport authorities for losses related to this crisis: the United States (\$24 billion to the organizing authorities, including \$4 billion for the MTA in New York), the United Kingdom (£1.9 billion for TFL for 2020), Germany (€5 billion), the Netherlands (€1.5 billion, with 93% coverage of revenue losses), Sweden (3 billion</p>
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		<p>Swedish kronor), Denmark and Spain, with sums of several billion euros.</p> <p>- Revising financial terms with public transport operators, whose shareholder is the state</p> <p>As part of the negotiations with the French government regarding this financial aid, Île-de-France Mobilités has decided to suspend the payment of advance payments to the public transport operators, RATP and SNCF, in which the French government is a shareholder. As soon as the funds were received from the State, the advance payments for July and August 2020 were regularized at the end of 2020 and the suspension of the September 2021 advance payment was regularized at the end of 2021.</p> <p>Île-de-France Mobilités has fulfilled all of its other commitments to its other service providers in a timely manner.</p>
2.19	Issuer's extra-financial rating	Not rated

CERTIFICATION OF ALL INFORMATION INCLUDING APPENDICES AND SECTION 4		
Article D. 213-9, 4 of the French monetary and financial code and subsequent amendments		
CERTIFICATION OF INFORMATION FOR THE ISSUER		
3.1	Person(s) responsible for the information memorandum concerning the green NEU CP programme	Madame Carole Anselin Directrice des Finances et de la commande Publique Île-de-France Mobilités
3.2	Declaration of the person(s) responsible for the information memorandum concerning the green NEU CP programme	To the best of my knowledge, the information provided by the issuer in the financial documentation, including the French summary (if relevant) is accurate, precise and does not contain any omissions likely to affect its scope or any false or misleading information
3.3	Date, place of signature, signature	06/07/2022, à Paris. 

4. Programme Green		
Presentation and contents in accordance with the ACI France, AFTE and AFG recommendation		
4.1	Object of the Green NEU CP programme	<p>The Use of Proceeds will be dedicated to the working capital expenditures related to the operating and investment contract with SNCF ("<i>Voyageurs et SNCF Gares et connexions</i>")¹, including the Eligible Green Expenditures of the following Eligible Green projects categories:</p> <ul style="list-style-type: none"> • Renovation and renewal of public rail transport rolling stock (train, tram train, tramway) <ul style="list-style-type: none"> ✓ Eligibility criteria: the direct tailpipe CO₂ emissions of the vehicles are zero • Renovation and renewal of infrastructure enabling low-carbon public rail <ul style="list-style-type: none"> ✓ Eligibility criteria: the infrastructure is dedicated to low-carbon public transport <p>Although Île-de-France Mobilités' Green Bond Framework does not include the Green NEU CP Programme, the Eligible Green Expenditures related to the Green NEU CP Programme are related to the operating expenditures of the Eligible Green Projects as stated on page 14 et seq. in the Green Bond Framework dated in May 2021. In this respect, for the avoidance of doubt, the criteria set out above for the Eligible Green Expenditures are aligned with Île-de-France Mobilités' Green Bond Framework and the EU Taxonomy's Technical Screening Criteria of the paragraphs 6.1. "Passenger interurban rail transport" and 6.15. "Infrastructure enabling low-carbon road transport". The Green Bond Framework is available on the Ile de France Mobilités website</p> <p>(https://www.iledefrance-mobilites.fr/medias/portail-idfm/403255b5-fdcc-4744-a42c-1e28a8276546_FrameworkGreenbund_EN-110521.pdf)</p>

¹ Fret activities are excluded and only travelers living in the Ile-de-France Framework are considered.

4.2	Following of standards	This Green NEU CP Programme is established in accordance with the requirements of the ICMA Green Bond Principles (GBP) 2021. Île-de-France Mobilités' Green NEU CP Programme will be in line with the four pillars of the GBP 2021: 1. Use of Proceeds 2. Process for Project Evaluation and Selection 3. Management of Proceeds 4. Reporting
4.3	Use of Funds	As described in Section 4.1
4.4	Granting of a label	Not Applicable
4.5	Remuneration relating to the Green NEU CP objectives of the programme	Please see Section 1.8.
4.6	Reporting of the Green NEU CP programme	<p>Île-de-France Mobilités commits to provide on a yearly basis an allocation report and an impact report on its Green NEU CP issues. These reports will be updated annually until the net funds raised by all green issues are fully allocated, or until Île-de-France Mobilités' green NEU CP are no longer on the market. These reports will be available on Île-de-France Mobilités website (https://www.iledefrance-mobilites.fr/decouvrir/investisseurs) and might be found in a dedicated section of the annual Green Bond report.</p> <p>1. Allocation reporting</p> <p>Île-de-France Mobilités will provide reporting on relevant potential allocation indicators, which may include some of the following metrics</p> <ul style="list-style-type: none"> • The list of all the Green NEU CP issued over the period, value and maturity date; • The average issuance amount and total amount of proceeds allocated to the Eligible Green Expenditures; • The maximum outstanding amount of Green NEU CP issuances over the period; • The Total Eligible Green Expenditures' portfolio; • Breakdown of allocation by eligible project sub-category; • The balance of unallocated proceeds. <p>2. Impact reporting</p> <p>Where feasible, Île-de-France Mobilités will provide reporting on relevant potential impact metrics for the eligible Green expenditures which may include some of the following metrics:</p> <ul style="list-style-type: none"> • GHG emissions per passenger km travelled (gCO₂eq /pass.km) • % recyclability of material purchased

4.7	Information relating to the issuer's CSR strategy	<p>Île-de-France Mobilités is the Organising Authority for Mobilities (AOM) in Île-de-France. It is in charge of organizing and developing the public passenger transport service and coordinating all policies related to mobility at the regional level. It is a 100% local public entity with EPA Status (Etablissement Public à caractère Administratif).</p> <p>To operate all of these lines every day, Île-de-France Mobilités has operating and investment contracts with transport companies such as RATP, SNCF, Transdev, Keolis, and RATP Dev.</p> <p>Île-de-France has made it a priority to foster sustainable mobility. The action of Île-de-France Mobilités is organized around 4 strategic axes:</p> <p>1. <u>Fighting climate change</u></p> <p>As the organizing authority for mobility, Île-de-France Mobilités has oversight over reducing Greenhouse Gas Emissions linked to travel. The Organism aims at developing public transport offer and quality with clean trains, clean tramways, clean buses and by encouraging cycling, carpooling and car sharing.</p> <p>In order turn words into action, Île-de-France Mobilités aims at:</p> <ul style="list-style-type: none"> • Developing public transport offer and quality: renewal of rail rolling stock, development and quality of the offer of the existing bus network, development of the supply and quality of public transport of the developing network, development of passenger services such as information or ticketing; • Operating the renewal of rail rolling stock: a rail rolling stock Master Plan (SDMR) was adopted in 2009 to define the development trajectories of the stock by 2030; <p>As part of this Plan, the adaptation of the storing/maintenance facilities is key. The programme covers 3 areas: the adaptation and modernization of existing infrastructures, the creation of new facilities in existing techni-centers that will strengthen the capacities, the creation of a MSOG (Maintenance site and online garage) to consolidate the robustness of the operating.</p> <p>2. <u>Preserving biodiversity, environments and resources:</u></p> <ul style="list-style-type: none"> • Development of a reference framework for the environmental quality of bus operations centers and trams maintenance and storage sites. The sites are undergoing the HQE Infrastructures certification: • Implementation of the ERC (Avoid, Reduce and Compensate)
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		<p>methodology and environmental procedures;</p> <ul style="list-style-type: none"> • Transition towards a circular economy: Objective of having 75% of Île-de-France buses run on bio methane by 2030; <p>3. <u>Ensuring social cohesion and solidarity between territories and generations:</u></p> <ul style="list-style-type: none"> • Implementation of new trams fostering inclusion and openness; • Making the public transport network accessible to everyone; • Developing carpooling and offering mobility solutions in lower density population territories (on-demand transportation); <p>4. <u>Fostering quality of service for passengers:</u></p> <ul style="list-style-type: none"> • Improving quality of transport conditions (safety, inclusiveness, etc); • Safety and solidarity measures in light of the Covid crisis; • Enhancing mobility conditions through the renewal of the rolling stock. <p>The Green NEU CP Programme will allow Île-de-France Mobilités to meet its specific commitments towards the maintenance of the rail rolling stock and infrastructures which are part of the Île-de-France Mobilités' CSR Strategy.</p>
4.8	Governance of the Green NEU CP program	<p>The Green NEU CP Programme is part of a larger scale financing strategy of Île-de-France Mobilités aiming at further aligning its sustainability commitments with its funding. As a result, Île-de-France Mobilités was one of the first player in the mobility sector to published a Green Bond Framework aligned with the EU Taxonomy in 1 May 2021.</p> <p>The governance of the Green NEU CP Programme is built upon the project evaluation and selection process defined on page 16 et seq. in the Framework to ensure that they meet the eligible criteria mentioned in Section 4.1.</p> <p>For that purpose, Île-de-France Mobilités has established a Green Bond Working Group ("GBWG") made up of representatives from the following departments:</p> <ul style="list-style-type: none"> • Finance and Public procurement; • Foresight and Studies; • Infrastructure; • Rail; • Surface Mobility; • Intermodality, Services and Marketing.

		<p>The GBWG will be chaired by the Finance and Public Procurement Department and will meet at least once year, after the closing of the accounts for the relevant year corresponding to the year of the Green NEU CP issue.</p> <p>Île-de-France Mobilités will ensure that, prior to each Green NEU CP issuance, the total outstanding amount will be lower than the total eligible Green expenditures portfolio.</p>
4.9	<p>2nd opinion by an independent expert (on the compliance of the framework with regulations/standards/principles and/or with the issuer's strategy...)</p>	<p>Although Île-de-France Mobilités has not obtained a proper Second-Party Opinion ("SPO") on the Green NEU CP Programme, the Eligible Green Expenditures of the Green NEU CP Programme refer to the operating of eligible green projects as stated in Île-de-France Mobilités' Green Bond Framework dated in May 2021. The Green Bond Framework has obtained a "Dark Green" SPO from Cicero, confirming its alignment with the ICMA Green Bond Principles (2018), as well as the alignment with the Technical Screening Criteria and "Do No Significant Harm" criteria included in the Annex 1 (climate change mitigation) of the EU Taxonomy delegated act published in April 2021, and the respect of the minimum social safeguards.</p> <p>Île-de-France Mobilités commits to include Green NEU CP as part of the financial instruments covered by the Green Bond Framework at the upcoming update of the Framework, in line with the financial documentation of the Green NEU CP Programme.</p> <p>The Second Opinion relating to the Framework is available on the Ile de France Mobilités website (https://www.iledefrance-mobilites.fr/medias/portail-idfm/5e675181-5707-4713-8a06-d7a169cf8e33_Second+Opinion+CICERO+GREEN+-+IDFM+-11052021.pdf)</p>
4.10	<p>3rd opinion by an independent expert (on the allocation of funds and/or on the allocation reporting of funds...)</p>	<p>The Accounting Officer of the Regional Public Finance Department will be in charge of verifying the allocation report, and its consistency with the Green NEU CP Programme.</p>
4.11	<p>For securities whose performance is indexed to key indicator(s), verification of the valuation consistency (or of the key indicator(s) used)</p>	<p>Not Applicable</p>
4.12	<p>Extra-financial rating (s) of the programme</p>	<p>Not Rated</p>
4.13	<p>Issuer's extra-financial rating (s)</p>	<p>Not Rated</p>

APPENDICES		
Appendix I		
A.1.1	Financial rating of the programme	https://www.moody.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683
A.1.2	Extra-financial rating of the Programme	Not rated
Appendix II	Documents available to the shareholders annual general meeting or the equivalent body²	<p>2022 shareholders annual general meeting</p> <p>Audit certificate for the accounts of the financial year ending on 31 Dec. 2022 by the Public Accountant (Cf. page 72) :</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/bb23e3f5-d73c-4e32-9dbb-f36906cc50e4_comptedegrestion_2021.pdf</p> <p>Deliberation of the Regional Council on the implementation of the Green NEU CP program: Document published on the public website of the Banque de France.</p> <p>Deliberation relating to the approval of the administrative account for the year ending on 31 Dec. 2021:</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/d7a4f353-94c7-4975-8b1c-9600ef98123d_deliberation_CA2021.pdf</p> <p>Summary of the administrative account for the year ending on 31 Dec. 2021:</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/72443345-696a-49e7-81e0-15b8aa5be38d_rapport_ca2021.pdf</p> <p>Deliberation relating to the approval of the Primary Budget for the year ending on 31 Dec. 2021:</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/eaecb0bc-9128-4705-8d58-0c5a9a66b024_deliberation+2020636+budget+primitif+2021.pdf</p> <p>Summary of the Primary Budget for the year ending on 31 Dec. 2021:</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/395fa495-fa3c-450c-a7a8-171bc00a47b2_Rapport+financier+BP+2022.pdf</p> <p>Deliberation concerning the approval of the Amending Decision No. 1 of the 2022 Primary Budget:</p>

² The information set out in Article D. 213-9 of the Monetary and Financial Code, including documents made available to the General Meeting of Shareholders or the body acting in its stead, shall be communicated to any person who so requests, in accordance with Article D. 213-13 of the French monetary and financial code.

		<p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/818e0c11-9a51-49f1-b713-cbbf259fd54e_D%C3%A9lib%C3%A9ration.pdf</p> <p>Projected debt maturity forecast for the financial year ending on 31 Dec. 2021 (Cf. table on page 30) :</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/72443345-696a-49e7-81e0-15b8aa5be38d_rapport_ca2021.pdf</p> <p>ATR ratios overview (Article R. 4313-1 of the French General Local Authorities Code) for the financial year ending on 31 Dec. 2021 (Cf. page 33) :</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/72443345-696a-49e7-81e0-15b8aa5be38d_rapport_ca2021.pdf</p> <p>GISSLER Charter (<i>Charte GISSLER</i>) for the financial year ending on 31 Dec. 2021: Document published on the public website of the Banque de France.</p> <p>2021 shareholders annual general meeting</p> <p>Audit certificate for the last 2 financial years accounts by the Public Accountant</p> <p>Deliberation relating to the approval of the Primary Budget for the year ending 31 Dec. 2020</p> <p>Deliberation relating to the approval of the administrative account for the financial year ending 31 Dec. 2020</p> <p>Summary of the administrative account for the financial year ending on 31 Dec. 2020</p> <p>Summary of the Primary Budget for the year ending on 31 Dec. 2020</p> <p>Projected debt maturity forecast for the financial year ending on 31 Dec. 2020</p> <p>ATR ratios overview (Article R. 4313-1 of the French General Local Authorities Code) for the financial year ending on 31 Dec. 2020</p> <p>GISSLER Charter (<i>Charte GISSLER</i>) for the financial year ending on 31 Dec. 2020</p>
<p>Appendix II bis</p>	<p>Documents presented to the annual general meeting of shareholders or to the dedicated body in charge of</p>	<p><u>Green NEU CP programme autorisation :</u></p> <p>Délibération n°20220217-008 du Conseil d'administration dated 17 February 2022</p> <p>https://www.iledefrance-mobilites.fr/medias/portail-idfm/7db4fedb-a1d2-434b-aa7f-7ba293fff5f9_D%C3%A9lib%C3%A9ration+Green+NeuCP.pdf</p>

	topics related to the Green aspects of the issuance programme, completed with other related documents	https://www.iledefrance-mobilites.fr/medias/portail-idfm/403255b5-fdcc-4744-a42c-1e28a8276546_FrameworkGreenbund_EN-110521.pdf
Appendix III	Amendment, if appropriate, under electronic and paper form (signed)	Not relevant
Appendix III	French translation of the Information Memorandum	This document is published on the public website of the Banque de France.