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ÎLE-DE-FRANCE MOBILITÉS

Limited assurance report on selected information published in the Allocation Report Green Bond for fiscal year 2021 related to the Green Bond issuance on May 2021 by Île-de-France Mobilités

This is a free English translation of the Assurance Report issued in French and is provided solely for the convenience of English-speaking readers. This report should be read in conjunction with, and construed in accordance with, French law and professional standards applicable in France.

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This report is made of 6 pages.



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To the President,

In response to the request of the Group Île-de-France Mobilités (the **Group**), we have conducted our diligences so as to provide a limited assurance conclusion on whether the information detailed hereinafter (the **Verified information**), in the fund allocation tables entitled “Tableau d’allocation par catégorie” and “Tableau d’allocation par projet” published in the Allocation Report Green Bond for fiscal year 2021 related to the Green Bond issuance on May 2021 (the **Document**), attached to this report, has been presented, in all material respects, in accordance with the **Guidelines** defined below.

The **Guidelines** comprise the “Green Bond Framework” prepared by Île-de-France Mobilités for the Green Bond issuance and included in the Second Party Opinion provided by Cicero prior to the Green Bond issuance, available on the Group’s website¹.

Verified Information	Part of the Guidelines
The selected projects in accordance with the eligibility criteria specified in the Green Bond Framework	Framework § II.1 Use of Proceeds
The allocation of the net proceeds to the selected eligible projects for fiscal year 2021	Framework § II.2 Project Evaluation and Selection Process Framework § II.3 Management of Proceeds

Management’s responsibility with regard to the Verified information

The Group’s Management is responsible for preparing the Document, including the Verified information presented, in accordance with the methods and processes described in the Guidelines, based on the internal controls it deems necessary to ensure that the information is free from material misstatement, whether due to fraud or error.

Management is also responsible for:

¹ <https://www.iledefrance-mobilites.fr/decouvrir/investisseurs>

- preventing and detecting fraud, as well as for identifying and ensuring that the Group complies with laws and regulations applicable to its activities;
- ensuring that the staff involved in the preparation and presentation of the Document are properly trained and that information systems are properly updated for all Île-de-France Mobilités entities and activities.

Independence and quality control

We apply International Standard on Quality Control 1² and accordingly maintain a comprehensive system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

We have complied with the independence and other ethical requirements of the Code of Ethics for Professional Accountants issued by the International Ethics Standards Board for Accountants.

KPMG's responsibility

Our responsibility is to carry out a limited assurance engagement and to express a conclusion on the Verified Information, based on the work performed. We conducted our engagement in accordance with International Standard on Assurance Engagements (ISAE) 3000. The Standard requires that we plan and perform our work to obtain limited assurance about whether the information has been prepared, in all material respects, in accordance with the Guidelines, based on the accounting records used to prepare the Group's Financial statements.

² Quality control of firms conducting audit or review engagements, as well as other assurance and related services

It is not our responsibility to provide an opinion on:

- the eligibility criteria specified in the Framework on which an opinion was expressed by the Second Party Opinion provided by Cicero prior to the issuance, and, in particular, to give an interpretation of the terms and conditions of the Framework;
- the management of proceeds once they have been allocated;
- the reporting or impact indicators presented in the Document.

Nature and scope of our work

We used our professional judgement to select procedures for our limited assurance engagement, and to assess the risk of material misstatement in the Verified information, whether due to fraud or error.

To assess risk, we took into account the Group's internal controls on the preparation of the Verified information in order to design appropriate assurance procedures, and not to express a conclusion as to the effectiveness of the Group's internal control system.

We conducted several interviews with the persons responsible for preparing the Verified information, with those in charge of collecting the information, and, with those responsible for internal control and risk management procedures.

Our work entailed:

- identifying the people responsible for the preparation of the Verified information disclosed in the Document within the Group, those in charge for the data collection regarding the Verified information, and the people responsible for the internal control and risk management procedures implemented;
- assessing the appropriateness of the reporting procedures in terms of their relevance, completeness, reliability, neutrality and understandability;
- verifying the existence of internal control and risk management procedures implemented by the Group;
- verifying the concordance of the information disclosed in the Document, with the accounting and the underlying accounting data;
- examining the processes used for data collection, compilation, processing and control, particularly the procedures relating to the allocation of funds as at December 31, 2021;
- based on a representative sample of selected eligible expenses:
 - verifying the compliance of the selected eligible expenses with the eligibility criteria as specified in the Framework;
 - verifying the concordance of the allocation of the net proceeds to the selected eligible expenses with the accounting and the underlying accounting data, as at for the year ended December 31, 2021;
- verifying the compliance of the projects financed with the eligibility criteria as

specified in the Framework;

- verifying the amount of the allocated funds to eligible projects is lower or equal to the outstanding amount of these loans as at December 31, 2021.

We believe that the sampling methods and sample sizes we have used, based on our professional judgement, are sufficient to provide a basis for our limited assurance conclusion; a higher level of assurance would have required us to carry out more extensive procedures. Due to the use of sampling techniques and other limitations inherent to information and internal control systems, the risk of not detecting a material misstatement in the Verified information cannot be eliminated.

Conclusion

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion.

Based on the procedures performed, nothing has come to our attention that causes us to believe that the Verified information is not presented fairly in the Document, in all material respects, in accordance with the Guidelines.

Paris-La Défense, June 7th, 2022

KPMG S.A.

Anne Garans
Partner
Sustainability Services

APPENDIX

Rapport d'allocation des fonds

Tableau d'allocation par catégorie

	Montant alloué en 2021 en millions d'euros	Montant alloué en 2021 en pourcentage
Catégorie 1 : Rénovation et renouvellement du matériel roulant de transport public de surface*	35,6	2 %
Catégorie 2 : Rénovation et renouvellement du matériel roulant de transport public ferré (train, métro, tram-train, tramway)	1 092,9	73 %
Catégorie 3 : Rénovation et renouvellement des infrastructures permettant le transport public bas carbone	-	0 %
Catégorie 4 : Amélioration de la qualité du service pour la mobilité	371,4	25 %
TOTAL	1 500	100 %

Tableau d'allocation par projet

	Montant alloué en 2021 en millions d'euros	Montant alloué en 2021 en pourcentage
Achat de 68 bus électriques	35,6	2 %
Acquisition de 71 trains électriques Réseaux Express Régional Nouvelle	382,1	25 %
Renouvellement de 83 trains électriques de la ligne N et du Réseaux Express Régional D (RERD)	710,8	47 %
Schéma Directeur d'Accessibilité du réseau routier et ferré (SDA)	320,3	21 %
Diapositif d'aide à l'achat pour différents types de vélo y compris à assistance électrique (VAE)	51,2	3 %
TOTAL	1 500	100 %