Negotiable Commercial Paper
(Negotiable European Commercial Paper - NEU CP)
Trade name of the notes defined in article D.213-1 of the French monetary and financial code

Not guaranteed ESG programme

INFORMATION MEMORANDUM (IM)	
Name of the programme	ILE DE FRANCE MOBILITES, NEU CP Senior Unsecured Noté (ID 4026) NEU CP (ID 4027) Green NEU CP (ID 4028)
Name of the issuer	ILE DE FRANCE MOBILITES
Type of programme	NEU CP
Programme size	one billion eight hundred million EUR 1,800,000,000 EUR or the equivalent value of such amount in any other authorized currency. composed of: NEU CP (ID 4027) Eight hundred million EUR 800,000,000 EUR Green NEU CP (ID 4028) One Billion EUR 1,000,000,000 EUR
Rating(s) of the programme	Rated by: Fitch Ratings Moody’s
Guarantor	Not applicable
Issuing and paying agent(s) (IPA)	SOCIETE GENERALE
Arranger(s), Introduction advisor(s), Legal(s) advisor(s)	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK (Arranger)

Dealer(s)	ILE DE FRANCE MOBILITES BARCLAYS BANK PLC BNP PARIBAS BRED BANQUE POPULAIRE CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK CREDIT INDUSTRIEL ET COMMERCIAL ING BANK N.V. LA BANQUE POSTALE NATIXIS NOMURA FINANCIAL PRODUCTS EUROPE GmbH SOCIETE GENERALE
Date of signing the information memorandum (dd/mm/yyyy)	17/07/2026

ESG PROGRAMME CHARACTERISTICS (Summary)	
Standard followed	This Green NEU CP compartment is established in accordance with the requirements of the ICMA Green Bond Principles (GBP) 2021. Île-de-France Mobilités' Green NEU CP compartment 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
Granting of a label	Not applicable
Second opinion by an independent expert on the compliance of the framework	The SPO's opinion published in February 2024 by Standart & Poors, said IDFM is fully aligned with the EU taxonomy. • The EU taxonomy's economic activity urban and suburban transport, and road passenger transport, is aligned with the TSC's substantial contribution criteria and aligned with the TSC's do no significant harm (DNSH) criteria of the EU taxonomy. • The EU taxonomy's economic activity passenger interurban rail transport is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • The EU taxonomy's economic activity infrastructure enabling low-carbon road transport and public transport is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • The EU taxonomy's economic activity, operation of personal mobility devices, is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • IDFM's procedures are aligned with the EU taxonomy requirements for minimum safeguards. The Second Party Opinion relating to the Green Financing Framework is available on the Ile de France Mobilités website : https://portail-idfm.cdn.prismic.io/portail-idfm/c1fc1211-a539-4bbb-9a4d-a0f3d316d222_SPO+S%26P.pdf
Third opinion by an independent expert	An allocation review is carried out once a year by KPMG. The moderate insurance report relating to the allocation review is available on the lie de France Mobilités website: (https://www.iledefrance-mobilites.fr/medias/portail-idfm/aOzJK55xUNkB14LE_Rapport_d%27assurance_Green_Bonds_IDFM_KPMGFR.pdf)

For securities whose performance is indexed to key indicators, verification of the valuation consistency	Not applicable
Issuer's extra-financial rating (s)	Not rated
Extra-financial rating(s) of the programme	Not rated

Drawn up pursuant to articles L. 213-0-1 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-strategy/markets/marketable-debt-securities/acess-the-market-and-information-memorandum

Information marked "Optional" may not be provided by the issuer because French regulations do not require it.

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	**Language of the information memorandum which prevails**	English
1.2	**Name of the programme**	ILE DE FRANCE MOBILITES, NEU CP Senior Unsecured Noté (ID 4026) NEU CP (ID 4027) Green NEU CP (ID 4028)
1.3	**Type of programme**	NEU CP
1.4	**Name of the issuer**	ILE DE FRANCE MOBILITES
1.5	**Type of the issuer**	Local authority and group of local authorities (Article L 213-3.8 of the French Monetary and Financial Code)
1.6	**Purpose of the programme**	Financing general needs
1.7	**Programme size**	one billion eight hundred million EUR 1,800,000,000 EUR or the equivalent value of such amount in any other authorized currency. composed of: NEU CP (ID 4027) Eight hundred million EUR 800,000,000 EUR Green NEU CP (ID 4028) One Billion EUR 1,000,000,000 EUR
1.8	**Status of the notes**	Senior Unsecured Information about the status of the notes: The NEU CPs will constitute direct, unsecured and unsubordinated obligations of the Issuer ranking at least pari passu with all other present and future direct, unsecured and unsubordinated obligations of the Issuer, except those which may be mandatorily preferred by law.
1.9	**Rating(s) of the programme**	Fitch Ratings https://www.fitchratings.com/entity/ile-de-france-mobilites-96607975#securities-and-obligations Moody's https://www.moodys.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683 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.
1.10	**Guarantee**	Not applicable
1.11	**Currencies of issue**	Euro or any other currency authorized by applicable laws and regulations in force in France at the time of the issue

1.12	**Yield basis**	Compensation type(s): Fixed Variable / adjustable Benchmark index(es): The remuneration rates are indexed to the usual rates of the monetary markets. Compensation rules: The securities rates may be negative depending on the fixed rates or changes in the usual money market indices used to calculate their remuneration. At their maturity date, the principal of the securities must always equal par. Although the securities are redeemed unconditionally at par, the presence of negative interest flows may result with a net amount received by the holder being less than par. In the case of an issue with an early redemption or repurchase option, the terms of remuneration of the securities will be fixed at the time of the initial issue and may not be changed subsequently, in particular when the early redemption or repurchase option is exercised.
1.13	**Maturity**	The maturity of the NEU CP will be set in accordance with French laws and regulations, which implies that, as at the date hereof, the duration of the issues of such securities may not exceed 1 year (365 days or 366 days in leap years). The securities may be redeemed prior to maturity in accordance with the laws and regulations applicable in France. The securities issued under the programme may also include one or more options for redemption by the issuer (at the option of the Issuer, or the holder, or depending on one (or more) event(s) independent of the Issuer and/or the holder). The option of early redemption or repurchase of securities, if applicable, must be explicitly specified in the confirmation form of any relevant issue. In all cases, the maturity of any securities with one or more of these clauses, including any early redemption or repurchase options, will always comply with the regulations in force at the time of issue of the said securities.
1.14	**Minimum issuance amount**	200,000 EUR or any other amount above the stated value (or equivalent amount in the relevant foreign currency).
1.15	**Minimum legal amount of the notes**	By virtue of regulation (Article D 213-11 of the French monetary and financial code), the minimum legal amount of the notes is 200,000 EUR or the equivalent in the currencies selected at the time of issuance.
1.16	**Issuing and Paying Agent (s) (IPA) (exhaustive list)**	SOCIETE GENERALE
1.17	**Arranger(s)**	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK (Arranger)

1.18	**Placement method**	Direct placement Dealer(s): BARCLAYS BANK PLC BNP PARIBAS BRED BANQUE POPULAIRE CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK CREDIT INDUSTRIEL ET COMMERCIAL ING BANK N.V. LA BANQUE POSTALE NATIXIS NOMURA FINANCIAL PRODUCTS EUROPE GmbH SOCIETE GENERALE The issuer may subsequently select to replace any dealer, insure the placement himself, or appoint other dealers; an updated list of such dealers shall be disclosed to investors upon request to the issuer.
1.19	**Form of the notes**	The program securities are negociate debt securities issued in bearer form and are an account with authorized intermediaries in accordance with current French legislation and regulations.
1.20	**Listing of the notes/Admission to trading on a regulated market**	Not applicable
1.21	**Settlement system**	The notes will be issued through Euroclear France
1.22	**Governing law that applies to the programme**	Any NEU CP under the Programme will be governed by French law. All potential disputes related to the issuanceof the NEU CP shall be governed and construed according to French Law.
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	**Selling restrictions**	**General selling** 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. 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.

France

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.

United States of America

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.

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.

Terms used in the preceding paragraphs have the meanings given to them in Regulation S under the Securities Act.

United Kingdom

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:

(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 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 (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. Other restrictions may apply in other countries or territories.
1.26	**Contact(s)**	Direction Finances et Commande Publique Département Finances et Contrôle de Gestion eMail : investors@iledefrance-mobilites.fr Pôle Financements
1.27	**Additional information on the programme**	Optional

1.28 INFORMATION CONCERNING THE ISSUER'S REQUEST OF THE STEP LABEL
Not applicable

Additional information on the ESG programme features		
Presentation and content in accordance with the ACI France, AFTE and AFG recommendation		
1.29	**Object of the programme**	capital expenditures related to the operating and **investment contract with SNCF ("Voyageurs et SNCF** **Gares et connexions)1 including the Eligible Green categories:** **• Renovation and renewal of public rail transport rolling stock (train, tram train, tramway)** **Eligibility criteria: the direct tailpipe COC emissions of the vehicles are zero** **• Renovation and renewal of infrastructure enabling low-carbon public rail** **Eligibility criteria: the infrastructure is dedicated to low-carbon public transport** **Île-de-France Mobilités' financing framework includes the NEU CP compartment. Eligible green expenditure linked to the NEU CP green compartment is linked to the operating expenditure of eligible green projects, as indicated on page 26 of the green financing framework. In this respect, for the avoidance of doubt, the criteria set out above for eligible green expenditure are aligned with the Île-de-France Mobilités green bonds framework and the technical selection criteria of the EU taxonomy in paragraphs 6.1. 'Interurban passenger rail transport' and 6.15. 'Infrastructure supporting low carbon road and public transport'.** **The green financing framework is available on the Ile de France Mobilités website.** **(https://portail-idfm.cdn.prismic.io/portail-idfm/ZoZzah5LeNNTwyWQ_IDFM-FRAMEWORK-2024-NUM-UK.pdf)**
1.30	**Following of standard(s)**	This Green NEU CP compartment is established in accordance with the requirements of the ICMA Green Bond Principles (GBP) 2021. Île-de-France Mobilités' Green NEU CP compartment 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
1.31	**Use of funds**	As described in Section 1.29. The use of funds is fully aligned with European taxonomy.
1.32	**Granting of a label**	Not applicable

1.33	**Remuneration relating to objectives of the programme**	Please see Section 1.12.
1.34	**Reporting of the programme**	Ile-de-France Mobilités commits to provide a green financing report on a yearly basis. This report is 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. This report is available on Île-de-France Mobilités website (https://www.iledefrance-mobilites.fr/decouvrir/investisseurs). 1. Allocation reporting Ile-de-France Mobilités will provide reporting on relevant potential allocation indicators, which may include some of the following metrics • 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. 2. Impact reporting 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: • GHG emissions per passenger km travelled (gCO2eq /pass.km) • % recyclability of material purchased Please find here the Green Financing report 2025 https://www.iledefrance-mobilites.fr/medias/portail-idfm/aOzISJ5xUNkB14K1_IDFM-GREEN-BOND-2025-EN-VF.pdf
1.35	**Information relating to the issuer's CSR strategy**	Ile-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).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. 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: 1. Fighting climate change 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. In order turn words into action, Île-de-France Mobilités aims at: • 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; 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. 2. Preserving biodiversity, environments and resources: • 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) methodology and environmental procedures; • Transition towards a circular economy: Objective of having 75% of)Ie-de- France” buses run on bio methane by 2030; 3. Ensuring social cohesion and solidarity between territories and oenerations • 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); 4. Fostering quality of service for passenqers: • 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. 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.

1.36	**Governance of the programme**	The Green NEU CP compartment 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 May 2021. In March 2024, the framework was updated with a new second partly opinion confirming full alignment with the taxonomy. The governance of the Green NEU CP compartment is built upon the project evaluation and selection process defined on page 22 et seq. in the Framework to ensure that they meet the eligible criteria mentioned in Section 1.29. For that purpose,)le-de-France Mobilités has established a Green Bond Working Group ("GBWG") made up of representatives from the following departments: • Finance and Public procurement; • Foresight and Studies; • Infrastructure; • Rail; • Surface Mobility; • Intermodality, Services and Marketing. 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. 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.

1.37	**Second opinion by an independent expert on the compliance of the framework**	The SPO's opinion published in February 2024 by Standart & Poors, said IDFM is fully aligned with the EU taxonomy. • The EU taxonomy's economic activity urban and suburban transport, and road passenger transport, is aligned with the TSC's substantial contribution criteria and aligned with the TSC's do no significant harm (DNSH) criteria of the EU taxonomy. • The EU taxonomy's economic activity passenger interurban rail transport is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • The EU taxonomy's economic activity infrastructure enabling low-carbon road transport and public transport is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • The EU taxonomy's economic activity, operation of personal mobility devices, is aligned with the TSC's substantial contribution criteria and aligned with the TSC's DNSH criteria of the EU taxonomy. • IDFM's procedures are aligned with the EU taxonomy requirements for minimum safeguards. The Second Party Opinion relating to the Green Financing Framework is available on the Ile de France Mobilités website : https://portail-idfm.cdn.prismic.io/portail-idfm/c1fc1211-a539-4bbb-9a4d-a0f3d316d222_SPO+S%26P.pdf
1.38	**Third opinion by an independent expert**	An allocation review is carried out once a year by KPMG. The moderate insurance report relating to the allocation review is available on the lie de France Mobilités website: (https://www.iledefrance-mobilites.fr/medias/portail-idfm/aOzJK55xUNkB14LE_Rapport_d%27assurance_Green_Bonds_IDFM_KPMGFR.pdf)
1.39	**For securities whose performance is indexed to key indicators, verification of the valuation consistency**	Not applicable
1.40	**Extra-financial rating(s) of the programme**	Not rated

<table>
<tr><th colspan="3">2 DESCRIPTION OF THE ISSUER</th></tr>
<tr><td colspan="3">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</td></tr>
<tr><td>2.1</td><td>Name of the issuer</td><td>ILE DE FRANCE MOBILITES</td></tr>
<tr><td>2.2</td><td>Registered office or equivalent (legal address) and main administrative office (if different)</td><td>Registered office:
39 rue de chateaudun
75009
PARIS
FRANCE</td></tr>
<tr><td>2.3</td><td>Registration number and LEI</td><td>Registration number: 287500078
LEI: 969500A5KNK9VZQKNQ79</td></tr>
<tr><td>2.4</td><td>Legal form/status, governing law of the issuer and competent courts</td><td>Legal form/status:
Public administrative institution under French law

Governing law of the issuer:
Local authority and group of local authorities (Article L 213 -3.8 of the French Monetary and Financial Code)

Additional information regarding the governing law:
Legal form: French Law public administrative establishment (Etablissement Public Administratif)
Relevant legislation:
Public sector company
Etablissement Public Administratif 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
Relating to financial matters, the Issuer is governed by the law applicable to the French local authorities (Collectivités locales françaises) (Art. L.1612-1 et seq. of the French General Local Authorities Code)
The Issuer is a Mobility Organizing Authority (Autorité Organisatrice des Mobilités), within the meaning of Article 52 of Law dated 27 January 2014 (Loi MAPTAM). Cf. the Article 21 2° of such Law.
Governing law: French law
Competent courts: Tribunal administratif de Paris, Paris

Competent courts:
Tribunal administratif de Paris</td></tr>
<tr><td>2.5</td><td>Date of incorporation</td><td>01/07/2005</td></tr>
<tr><td>2.6</td><td>Issuer’s mission summary</td><td>The Issuer manages, organizes and finances public transportation over the Île-de-France</td></tr>
<tr><td>2.7</td><td>Composition of governing bodies and supervisory bodies</td><td>Valérie Pécresse , President
Grégoire De Lasteyrie, Vice President Région Ile-de-France
Isabelle Béressi, Representative of the Île-de-France Regional Council
Marianne Duranton, Representative of the Île-de-France Regional Council
François Paradol, Representative of the Île-de-France Regional Council
Fabien Guillaud-Bataille, Representative of the Île-de-France Regional Council</td></tr>
</table>

		Delphine Bürkli, Representative of the Île-de-France Regional Council Philippe Juraver, Representative of the Île-de-France Regional Council Pierre Deniziot, Representative of the Île-de-France Regional Council Stéphane Beaudet, Representative of the Île-de-France Regional Council Romain Maria, Representative of the Île-de-France Regional Council Jean-louis Durand, Representative of the Île-de-France Regional Council Florence De Pampelone , Representative of the Île-de-France Regional Council Pierre-Jean Baty, Representative of the Île-de-France Regional Council Jean-Baptiste Pegeon, Representative of the Île-de-France Regional Council Paul Simondon, Vice President representing the City of Paris Christophe Najdovski, Representative of the City Council of Paris Jacques Baudrier, Representative of the City Council of Paris Jean-Philippe Luce, Representative of the Île-de-France Regional Council David Belliard, Representative of the City Council of Paris Eric Berdoati, Representative of the Hauts-de-Seine Departmental Council Brice Rabaste, Representative of the Seine-et-Marne Departmental Council Patrick Stefanini, Representative of the Yvelines Departmental Council Philippe Rouleau, Representative of the Val d'Oise Departmental Council Sophie Rigault, Representative of the Essonne Departmental Council Olivier Capitanio, Representative of the Val de Marne Departmental Council Corentin Duprey, Representative of the Seine Saint Denis Departmental Council Dominique Restino, Representative of the Paris Chamber of Commerce and Industry Pascal Doll, Representative of the Île-de-France Public Intermunicipal Cooperation Agencies Bernard Gobitz, Representative of the user association Jacques-yves Bohbot, Representative of the City Council of Paris Daniel Weizmann, Representative of the employer association Xavier Melki, Representative of the Île-de-France Regional Council
2.8	**Brief description of current activities of the issuer**	As the Île-de-France Mobility Organizing Authority, the Issuer decides on changes to fares, new services and existing public transport services.Within the framework of its missions, two types of expenditure concern the Issuer:- Real Operating expenses (€12,1 billion in 2025): operation

of public transport throughout the territory (metro, trains, trams, buses in the inner and outer suburbs: €11 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 47% of real investment expenditure, i.e. €1,8 billion in 2025), including the costs of the energy transition begun on buses, and quality of service (€241 million in 2025/ 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) (€6,5 billion in 2025, up 5% on 2024): a tax on the payroll of employers in the Île-de-France Region with more than 11 employees.- Revenue from the sale of transport tickets (€4,4 billion in 2025, up 3% on 2024).- Contributions from the Issuer's member authorities (€1,6 billion in 2025).- Operating subsidies from France and Île-de-France local authorities. Total public contributions: €306 million in 2025. 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 Energétiques): €88 million in 2025.- A share of the region's parking fine revenue: €139 million in 2025.- A new additional part to the tourist tax : €433 million in 2025Throughout 2025, Île-de-France Mobilités has taken care to ensure that the extension of the transport network, the development of new mobility systems (car-sharing, assistance with cycling and Veligo, regionalisation of the PAM, transport on demand centre, etc.) and the continuation of the ticketing modernisation programme result in a slower increase in expenditure than in revenue. The presentation of the 2025 financial statements highlights the good results from Île-de-France Mobilités.Real operating revenues amounted to €13,5 billion in 2025 (up 6,4% on 2024).The self-financing generated by the 2025 financial year (including carryovers from previous years) from the operating section amounts to €987,9 million. This will cover the cumulative financing requirement for the investment section of €834,3 million (out of €4,1 billion of investment expenditure) after taking into account the commitments outstanding.The 2025 financial year closes with a net surplus of €153,6 million, all sections combined, representing a landing limited to 0,9% of the total Île-de-France Mobilités budget.The budget for 2026 was approved by the Board of Directors on 15 December.Revenues from taxation have been

		revised upwards by €144 million (compared with the DM2 forecast in the 2025 budget) for the mobility payment, while Île-de-France Mobilités has benefited from new tax revenue from the tourist tax, estimated at €325 million for 2026.The contribution from the region and the Ile-de-France départements has also been revised upwards by €51m, while the increase in fare revenue is estimated at €228 million. Borrowing to finance investment is estimated at €3,1 billion in 2026.The Issuer's financial structure has two particularities compared with other Mobility Organizing Authorities:- 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.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.As a public administrative establishment (Etablissement Public Administratif), 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 31/12/2023” et “Synthèse du compte administratif N-1 de l'exercice clos le 31/12/2024").
2.9	**Capital**	Euro Decomposition of the capital: As an EPA, no social capital
2.9.1	**Amount of capital subscribed and fully paid**	0.00 EUR
2.9.2	**Amount of capital subscribed and not fully paid**	0.00 EUR
2.10	**List of main shareholders**	References to the relevant pages of the annual report or reference document: Non applicable

2.11	**Regulated markets on which the shares or debt securities of the issuer are listed**	Regulated markets on which the debt securities are listed: Euronext Paris Longest-term debt instrument : FR0014008NY0. Maturity 02/23/2052 https://live.euronext.com/fr/product/bonds/FR0014008NY0-XPAR Longest-last maturity date for debt securities listed on the regulated market: 23/02/2052
2.12	**Accounting methods for consolidated accounts (or failing that, for the individual accounts)**	
2.13	**Accounting year**	Starting on 01/01 ending 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**	12/06/2026
2.14	**Fiscal year**	Starting on 01/01 ending 31/12
2.15	**Auditors of the issuer, who have audited the issuer's annual accounts**	
2.15.1	**Auditors**	Holder(s): Chambre régionale des comptes 13 rue Cambon 75001 PARIS FRANCE
2.15.2	**Auditors report on the accuracy of the accounting and financial information**	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: - 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 (principe de séparation entre l'ordonnateur et le payeur) 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 a posteriori 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). 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. 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 assigned to the public accountant constitutes a guarantee for the financial security of the community. 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. 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: https://www.ccomptes.fr/fr/publications/syndicat-des-transports-dile-de-france-stif-ile-de-france-mobilites
2.16	**Other equivalent programmes of the issuer**	As of today, no program of the same nature abroad

2.17	**Rating of the issuer**	Fitch Ratings https://www.fitchratings.com/entity/ile-de-france-mobilites-96607975#ratings Moody's https://www.moodys.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683
2.18	**Additional information on the issuer**	Green bonds and loans: In order to meet the financing requirement initially estimated at €2,2 billion (originally provided for in the 2025 budget), it was decided to raise the funds in three stages:- € 140 million in bank loans in January and July - € 1 250 billion of a Green Bond issued in February and October- € 450 million in bank loans in December from CDC and EIBAt the end of 2025, Île-de-France Mobilités also had €200m of available financing that could be mobilised over the coming years from the EIB.Treasury : The management of the NEU CP program take place in 2025 with the repayment in january of €300 million of Green NEU CP issued in 2024. For other informations : https://www.iledefrance-mobilites.fr/decouvrir/investisseurs
2.19	**Issuer's extra-financial rating(s)**	Not rated

3.CERTIFICATION OF INFORMATION INCLUDING APPENDICES
Articles D. 213-5 et D. 213-9, 4° of the French monetary and financial code and subsequent amendments

Certification of information concerning the programme ILE DE FRANCE MOBILITES, NEU CP Senior Unsecured Noté (ID 4026) for the issuer ILE DE FRANCE MOBILITES		
3.1	**Name(s) and function(s) of the signatory (signatories)**	Monsieur Thomas STOUF, Responsable du pôle Financements, Ile-de-France Mobilités
3.2	**Declaration of each signatory**	To the best of my knowledge, the information provided by the issuer in the financial documentation, which includes the appendices below and 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**	17/07/2026

APPENDICES Further to articles D.213-9 of the French monetary and financial code and L.232-23 of the French commercial code, financial information mentioned in Article D213-9 of the French monetary and financial code should be made available to any person upon request

Documents available to the shareholders annual general meeting or the equivalent body		
Appendix 1	**Certificate of accounts audit of the last 2 financial years by the public accountant Year 2026**	Attestation du contrôle des comptes des 2 derniers exercices par le Comptable Public https://eucpmtn.banque-france.fr/neusgate/api/public/document/24673
Appendix 2	**Deliberation concerning the approval of the administrative account of the year Y-1 Year 2026**	Délibération relative à l'approbation du compte administratif de l'année N-1 https://eucpmtn.banque-france.fr/neusgate/api/public/document/24674
Appendix 3	**Deliberation concerning the approval of the administrative account of year Y-2 Year 2026**	Délibération relative à l'approbation du compte administratif de l'année N-2 https://eucpmtn.banque-france.fr/neusgate/api/public/document/24675
Appendix 4	**Deliberation of the general,regional or city council concerning the implementation of the program Year 2026**	Délibération du Conseil Régional, Général ou municipal relative à la mise en place du programme https://eucpmtn.banque-france.fr/neusgate/api/public/document/24688
Appendix 5	**Deliberation on the approval of the original budget for year Y Year 2026**	Délibération relative à l'approbation du Budget Primitif de l'année N https://eucpmtn.banque-france.fr/neusgate/api/public/document/24676
Appendix 6	**Forecast table of the debt extinction profile Year 2026**	Tableau prévisionnel du profil d'extinction de la dette https://eucpmtn.banque-france.fr/neusgate/api/public/document/24689
Appendix 7	**GISSLER Charter Year 2026**	Charte GISSLER https://eucpmtn.banque-france.fr/neusgate/api/public/document/24683
Appendix 8	**Summary of ATR ratios (Article R4313-1 of the CGCT) Year 2026**	Synthèse des ratios ATR (Article R4313-1 du CGCT) https://eucpmtn.banque-france.fr/neusgate/api/public/document/24685
Appendix 9	**Summary of the primitive budget Y Year 2026**	Synthèse du budget primitif N https://eucpmtn.banque-france.fr/neusgate/api/public/document/24679
Appendix 10	**Summary of the Y-1 administrative account Year 2026**	Synthèse du compte administratif N-1 https://eucpmtn.banque-france.fr/neusgate/api/public/document/24677
Appendix 11	**Summary of the Y-2 administrative account Year 2026**	Synthèse du compte administratif N-2 https://eucpmtn.banque-france.fr/neusgate/api/public/document/24678