Île-de-France Mobilités
EUROPEAN GREEN BOND FACTSHEET

1. General Information

Date of publication: 21 January 2026, updated on 17 September 2026[1]
Issuer legal name: Île-de-France Mobilités (IDFM)
Status: Etablissement public à caractère administratif
LEI: 969500A5KNK9VZQKNQ79
Website link: https://www.iledefrance-mobilites.fr/en/about-us/investors-relations
Name of the bonds: the "**EU Green Bonds**"
EU Green Bonds ISIN codes: FR0014015XO5
FR001401AO54
Planned issuance date or period: This Factsheet will cover issuances of European green bonds from January 2026 onwards
External reviewer name and contact details: KPMG S.A., Tour Eqho, 2 avenue Gambetta, 92400 Courbevoie
Competent Authority: Autorité des marchés financiers ("AMF")

2. Important information

The EU Green Bonds use the designation "European Green Bond" or "EuGB" in accordance with Regulation (EU) 2023/2631 of the European Parliament and of the Council (the "**EuGB Regulation**").

3. Environmental strategy and rationale

Île-de-France Mobilités will, after the full allocation of an equivalent amount to the proceeds of the EU Green Bonds, and at least once during the lifetime of the EU Green Bonds, issue an impact report on the environmental impact of the use of the EU Green Bonds proceeds, in accordance with Article 12(1) of the EuGB Regulation. Île-de-France Mobilités intends to have such impact report(s) reviewed by an external reviewer, in accordance with Article 12(3) of the EuGB Regulation.

Overview

Île-de-France Mobilités is the Organising Authority for Mobility (*Autorité Organisatrice des Mobilités*) in the Île-de-France region and is responsible for developing public passenger transport services throughout the region.

The environmental strategy of Île-de-France Mobilités and the environmental objectives pursued in issuing the EU Green Bonds, are consistent with the objective of climate change mitigation set out in Article 9(a) of Regulation (EU) 2020/852 of the European Parliament and of the Council (the "**Taxonomy Regulation**").

Public transport is essential to sustainable development, playing a key role in the global climate change mitigation effort by facilitating decreased usage of individual cars in favour of low-carbon public transportation. The central strategy of Île-de-France Mobilités is to develop a wide range of low-carbon public transport services in order to contribute to the overarching objective set out in

[1] The sole purpose of this update is to include the ISIN codes of the issued EuGBs, which became known following issuance. No other information contained in the Factsheet published on 21 January 2026 has been amended. The external reviewer's report dated 22 January 2026 is available on our Investor Information webpage.

the regional mobility plan to reduce GHG emissions from transport in the region by 25-30% by 2030 compared to 2019. This target is aligned with the national target set for the transport sector in the National Low Carbon Strategy (2020) and the transport component of the National Ecological Planning (2023).

Meeting this target will require substantial investments in the modernisation and expansion of electrified rail with renewed electric rolling stock (trains, metros, tram-trains, tramways), low-emission buses, electric bicycles and related infrastructure, alongside enhancements to station accessibility for passengers with limited mobility and improvements to the ticketing system, passenger information and intermodality.

To refresh the existing rail fleet, Île-de-France Mobilités has adopted two Master Plans for Railway and Metro Rolling Stock. For the replacement of the electric train rolling stock, more than €10bn will be invested by 2040 for 1,100 new or renovated electric trains, notably for replacements on the RER B, E, D and Transilien lines. For the metro, more than €5bn will be invested, enabling the replacement and renovation of the rubber-tyred rolling stock for metro lines. Île-de-France Mobilités will in parallel invest in the renovation, adaptation and construction of the facilities and infrastructures required to accommodate new rolling stock. Another essential pillar of Île-de-France Mobilités' climate strategy is to convert the overall 11,000 bus and coach fleet of the region into low-emissions vehicles with the objective of having 100% clean buses by 2029 (30% of electric buses and 70% of buses running on biomethane). Île-de-France Mobilités also plans to double the number of bicycles made available to Ile-de-France residents, bringing the total to 40,000 bicycles. Finally, in order to facilitate and encourage the use of public transport, Île-de-France Mobilités will invest in the accessibility and intermodality of stations, the improvement of the ticketing system, etc.

As part of its environmental strategy, Île-de-France Mobilités intends to issue EU Green Bonds to contribute to a low carbon economy.

<u>Link with the assets, turnover, CapEx, and OpEx KPIs</u>: N/A – Île-de-France Mobilités is not subject to Article 8 of the Taxonomy Regulation.

<u>Link to the transition plans</u>: [N/A] – Île-de-France Mobilités is not required to publish plans pursuant to Article 19a(2), point (a)(iii) or Article 29a(2), point (a)(iii), of Directive 2013/34/EU. Moreover, Île-de-France Mobilités has not published a transition plan.

Securitisation: N/A

4. Intended allocation of EU Green Bonds proceeds

<u>Intended allocation to Taxonomy-aligned economic activities:</u>

- Île-de-France Mobilités is allocating an amount equivalent to the EU Green Bonds proceeds to fixed assets and/or capital expenditures according to the gradual approach, in accordance with Article 4(1) of the EuGB Regulation that defines in particular the categories of assets and expenditures for the use of proceeds of EU Green Bonds.
- The factsheet relates to senior unsecured bonds. The EU Green Bonds are not securitization bonds.
- 100% of an amount equivalent to the EU Green Bonds proceeds will be used on activities that are environmentally sustainable under Article 3 of the Taxonomy Regulation, according to the methodology set out in the allocation report that will be drawn up annually by Île-de-France

Mobilités until the full allocation of the EU Green Bonds proceeds, in accordance with Article 11 of the EuGB Regulation.

Indication of the estimated share of the EU Green Bonds proceeds to be used for financing (in the year of issuance or after the year of issuance) and refinancing: Information regarding the allocation of proceeds of the European Green Bond, as well as the percentage of proceeds that will be used for financing and refinancing, will be disclosed in the post-issuance allocation report.

Where the issuer is a sovereign, and bonds proceeds are planned to be allocated to tax relief as set out in Article 4(3) of the EuGB Regulation, an estimate of the expected volume of revenue loss associated with eligible tax relief: N/A

The targeted environmental objective of the EU Green Bonds, as referred to in Article 9 of the Taxonomy Regulation, is climate change mitigation.

An amount equivalent to the EU Green Bonds proceeds will be allocated to the following economic activities, in accordance with Delegated Regulation (EU) 2021/2139 and the provisions of the Taxonomy Regulation for the climate change mitigation objective, with their respective NACE codes, set out by the statistical classification of economic activities established by Regulation (EC) 1893/2006:

- 6.1. Passenger interurban rail transport (NACE code: H49.10)
- 6.3. Urban and suburban transport, road passenger transport (NACE code: H49.31)
- 6.4. Operation of personal mobility devices, cycle logistics (NACE code: 77.21)
- 6.14. Infrastructure for rail transport (NACE code: F52.21 / F42.12)
- 6.15. Infrastructure enabling low-carbon road transport and public transport (NACE code: F52.21 / F42.12)

All economic activities described above are related to clean transportation and have been classified by Île-de-France Mobilités into four categories:

1. **Renovation and renewal of urban, suburban and road passenger transport with 0 direct (tailpipe) CO2 emissions such as electric bus or aerial cableways** – *(EU Taxonomy activity 6.3., as described above)*
2. **Renovation and renewal of public electric rail transport rolling stock with 0 direct (tailpipe) CO2 emissions (train, metro, tram train, tramway)** – *(EU Taxonomy activities 6.1. and 6.3., as described above)*
3. **Renovation and renewal of infrastructure enabling low-carbon public transport** – *(EU Taxonomy activity 6.15., as described above)*
4. **Improving the quality of service for mobility** – *(EU Taxonomy activities 6.1., 6.3, 6.4., 6.14 and 6.15., as described above)*

<u>Intended allocation to specific Taxonomy-aligned economic activities:</u>

Île-de-France Mobilités does not plan to allocate the EU Green Bonds proceeds to transitional activities: while activities *6.1 Passenger interurban rail transport* and 6*.3 Urban and suburban transport, road passenger transport* can include transitional activities for bi-mode trains and non-zero direct tailpipe emissions road vehicles, Île-de-France Mobilités only allocates proceeds to zero direct tailpipe emissions rolling stock with Green Bonds, and will have the same approach for EU Green Bonds.

Île-de-France Mobilités finances the following enabling activities: *6.14. Infrastructure for rail transport* & *6.15. Infrastructure enabling low-carbon road transport and public transport*. Enabling activity is expected to represent around 25% of the allocated proceeds.

Where applicable, the amount and proportion of proceeds intended to be allocated to taxonomy-aligned activities related to nuclear energy and fossil gas in accordance with Articles 10(2) and 11(3) of the Taxonomy Regulation: N/A

Intended allocation to economic activities not aligned with the technical screening criteria: N/A

Process and timeline for allocation:

The full allocation of EU Green Bonds proceeds is expected to be completed within one (1) year, and no later than two (2) years, from the issuance date.

Île-de-France Mobilités has identified and put in place the required processes to ensure that the projects selected are aligned with the requirements of the EU Taxonomy Delegated Acts on climate change mitigation (in particular, the Commission Delegated Regulation (EU) 2021/2139), including:

- the eligibility of the activity to EU Taxonomy Delegated Acts on climate change mitigation,
- the Substantial Contribution Criteria ('SCC'),
- the Do No Significant Harm criteria ('DNSH'),
- and the Minimum Social Safeguards ('MS').

This analysis is first based on:

1) European, national and regional regulations or plans with which financed projects need to comply
2) Île-de-France Mobilités' own policies, processes, for example, clauses in tenders or contracts or charters (green charter, worksite charter)
3) When Île-de-France Mobilités is not the project manager of the project, the alignment with the EU Taxonomy is also validated by the information shared by operators, which may already have been reviewed by an independent auditor in the context of the EU Taxonomy disclosure regulation.

The first step of the analysis is the pre-selection of potential eligible expenditures carried out by the Finance and Public Procurement Department who will first carry out a pre-selection of project expenditures:

- Based on its financial management software, Île-de-France Mobilités identifies expenditures that are part of an internal classification of four activities that contribute to the mitigation of climate change and which are described in the factsheet.
- A project expense identified as being part of one of these four categories is confirmed eligible for one of the activities in the EU Taxonomy. Each category covers one or more activities of the EU Taxonomy, as presented above in the factsheet.

Then the Finance and Public Procurement Department earmarks each of the identified expenditures to the corresponding economic activity of the EU Taxonomy Delegated Acts on climate change mitigation.

The second step consists in the assessment of the alignment of the pre-selected expenditures with the corresponding **Substantial Contribution Criteria of the EU Taxonomy.** This process is overseen by the Finance and Public Procurement Department with the input of the operational departments, based on both qualitative and quantitative data.

For the alignment with the **Do No Significant Harm ("DNSH") principles** of the EU Taxonomy, Île-de-France Mobilités has developed an internal mapping of the DNSH criteria corresponding to European and / or French legislation with which Île-de-France Mobilités complies. The remaining criteria are addressed by regional plans, internal policies of Île-de-France Mobilités or commitment from the operators.

In addition, for the **Minimum Social Safeguards**, Île-de-France Mobilités has processes in place covering both its own operations and that of operators, for example under procurement procedures in public contracts French law stipulates that public contracts may not be awarded to economic operators that have been found guilty of fraud, corruption, or the trafficking or exploitation of human beings. Specifically for operators that comply with the EU taxonomy, Île-de-France Mobilités checks the compliance with Minimum Social Safeguards in their annual report. In addition, due to its status as a public-sector entity, Île-de-France Mobilités is subject to local regulations to ensure the respect of human and labor rights and compliance with national corruption, taxation, and fair competition requirements. In addition, Île-de-France Mobilités has measures in place to ensure good working conditions, tax compliance, and the fight against bribery and corruption.

The Finance and Public Procurement Department oversees the gathering of all the information required to assess the compliance of the pre-selected expenditures with all the DNSH and Minimum Safeguards. Only expenditures assessed from this process as in compliance with all the criteria are considered eligible for EU Green Bond(s).

As part of the pre-issuance review process, Île-de-France Mobilités appointed an external reviewer to issue a pre-issuance assurance report in order to assess whether the factsheet complies, in all material respects, with articles 4 to 8 and Annex I of Regulation (EU) 2023/2631, as well as whether the requirements of the same Regulation relating to the use of proceeds are met. The pre-issuance assurance report is available on the Île-de-France Mobilités[2] investor page and on the external reviewer's website[3].

<u>Issuance costs</u>

Île-de-France Mobilités will allocate the gross proceeds from the issuance of EU Green Bonds, without deduction of costs, to environmentally sustainable economic activities.

5. Environmental impact of EU Green Bonds proceeds

Île-de-France Mobilités will, after the full allocation of an amount equivalent to the proceeds of the EU Green Bonds, and at least once during the lifetime of the EU Green Bonds, issue an impact report on the environmental impact of the use of the EU Green Bonds proceeds.

In each impact report, Île-de-France Mobilités will endeavor to use a relevant methodological approach to provide the environmental impact of the projects, and will disclose the key underlying assumptions and sources used in the computation of the impact reporting metrics.

[2] https://www.iledefrance-mobilites.fr/en/about-us/investors-relations

[3] https://kpmg.com/fr/fr.html

Listed in the table below are the qualitative environmental benefits identified by Île-de-France Mobilités for each of the 4 project categories of allocation listed above, as well as examples of impact metrics.

Île-de-France Mobilités has defined a methodology for calculating the reduction in GHG emissions, which was verified by KPMG in the context of the review of Île-de-France Mobilités' 2023 Green Bond Report and 2024 Green Financing Report. Île-de-France Mobilités expects to use the same methodology for calculating the reduction in GHG emissions for reporting on the environmental impact of EU Green Bonds proceeds.

Category	**Examples of Project(s) funded**	**Estimated environmental benefit**	**Examples of impact metrics for each type of project**
1. Renovation and renewal of surface public transport rolling stock	Acquisition of aerial cableways	In comparison with other modes of transportation, electric rail rolling stock like metro and aerial cableways rolling stock entails reduced CO2 emission.	Reduction of GHG emissions (tCO_2 eq.).
2. Renovation and renewal of public rail transport rolling stock (train, metro, tram train, tram	Acquisition and renewal of different types of electric rolling stock for train, tram-train and tram (RER-NG, Regio 2N, MI20, etc.)	In comparison with other modes of transportation, electric rail rolling stock allows a diminution of CO_2 emission. New generations of rolling stocks also have enhanced energy efficiency. Contracts and tenders include requirement concerning circular economy and end-of-life treatment requirements.	Reduction of GHG emissions (tCO_2 eq.).
3. Renovation and renewal of infrastructure enabling low-carbon public transport	Modernisation of Workshops and Fixed Installations (AIF)	Infrastructure project such as the modernisation of Workshops and Fixed Installations are essential to the maintenance of rolling stock and only dedicated to electric ones. Specific environmental requirements are put in place during construction phase, and a focus is made on environmental impact during the operational phase of the buildings.	• Reduction of GHG emissions (tCO2 eq.). • Area of solar panels installed on the building
4. Improving the quality of service for mobility	• Subsidy scheme for the purchase of various types of bikes • Improvement of passenger information • Improvement and replacement of the ticketing system • Accessibility Master Plan for the road and rail network (SDA)	<u>Subsidy scheme for the purchase of various types of bikes</u>: the increased use of bikes has a positive environmental impact due to modal shift. <u>Improvement of passenger information, Replacement of the ticketing system and SDA</u>: the projects contribute to more sustainable mobility by making public transport more attractive, efficient, and accessible. They encourage a shift away from private car use, thereby reducing	<u>Subsidy scheme for the purchase of various types of bikes:</u> reduction of GHG emissions (tCO2 eq.). The direct quantification of environmental parameters will prove challenging for the examples of funded projects listed below. Alternative indicators will be established to

	• Improvement of the intermodality of stations	GHG emissions and waste associated with physical ticketing system. Improvement of the intermodality of stations: this project facilitates connections between different modes of transport and strengthens bicycle parking near stations, thereby contributing to the reduction of CO_2 emissions by promoting soft mobility and public transport.	highlight the project's role in advancing clean mobility for all, ultimately promoting environmental benefits. Improvement of passenger information: Number of display panels replaced on the rail network. Improvement and replacement of the ticketing system: Number of active Navigo customers SDA: Number of stations made accessible for passengers with reduced mobility. Improvement of the intermodality of stations: number of bicycle parking spaces created.

6. Information on reporting

Link to relevant reports / disclosures required by Article 15(1) of the EuGB Regulation:

https://www.iledefrance-mobilites.fr/en/about-us/investors-relations

Link to sustainability report:

https://www.iledefrance-mobilites.fr/en/about-us/investors-relations

The allocation reports, to be issued by Île-de-France Mobilités in accordance with Article 11 of the EuGB Regulation, will include project-by-project information on amounts allocated and the expected environmental impacts.

7. Capex plan

N/A – Île-de-France Mobilités will only allocate an amount equivalent to the proceeds of EU Green Bonds to fixed assets and / or aligned with the EU Taxonomy. Therefore, the CapEx plan referred to in Article 7 of the EuGB Regulation is not applicable.

8. Other information

In March 2024, Île-de-France Mobilités published an updated Green Financing Framework to align with the more recent Green Bond market practices and to cover under the same framework both Green Bonds and Green NeuCP. Investors can find detailed information in this document on Île-de-France Mobilités' environmental strategy and other topics (technological innovations on the rolling stock in favor of sustainable development; requirements regarding the end-of-life of rolling stock, etc.).

In particular, Île-de-France Mobilités has established rigorous processes to ensure that the eligibility criteria of its Green Financing Framework are fully aligned with the requirements of the EU Taxonomy Delegated Acts on climate change mitigation (Commission Delegated Regulation (EU) 2021/2139 of 4 June 2021).

For the purpose of providing clarification to investors, Île-de-France Mobilités also commits to the following additional criteria for the EU Green Bonds covered in this Factsheet:

- A contribution to some social objectives that are central to Île-de-France Mobilités' sustainability strategy
- A detailed exclusion list on the clean transportation sector and controversial sectors:
    - Île-de-France Mobilités has established a list of excluded projects which may not be financed or re-financed:
        - The purchase of any vehicle linked to fossil fuels (including hybrid and bio-methane vehicles);
        - The purchase of any hydrogen-powered vehicles;
        - The purchase/development of any operational centres of bio-methane buses;
        - The development of any transport infrastructures dedicated to the transport of fossil fuel.
    - Additionally, and for the avoidance of doubt, even though these activities are not in the scope of activity of Île-de-France Mobilités, projects financed or re-financed will not include activities related to nuclear energy, controversial weapons, alcohol, mining and quarrying, defence activities, gambling and betting activities, distilling, rectifying and blending of spirits, palm oil, tobacco or any related controversial activities.
- A commitment not to invest unallocated proceeds in controversial activities.

These criteria are also included in the Green Financing Framework of Île-de-France Mobilités, published in March 2024 and aligned with the ICMA Green Bond Principles, (2021 version with June 2022 appendix) administrated by the International Capital Market Association (ICMA) and its four core components.

Île-de-France Mobilités' Green Financing Framework published in March 2024 and further information on Île-de-France Mobilités' environmental and social commitments:

https://www.iledefrance-mobilites.fr/en/about-us/investors-relations