

Negotiable Commercial Paper

(Negotiable European Commercial Paper - NEU CP)¹

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

Not guaranteed programme

INFORMATION MEMORANDUM	
Name of the programme	ILE DE FRANCE MOBILITES, Green NEU CP (ID Programme 3667)
Name of the issuer	ILE DE FRANCE MOBILITES
Type of programme	NEU CP
Writing language	English
Programme size	1 500 000 000 EUR
Guarantor(s)	Not applicable
Rating(s) of the programme	Rated by Fitch Ratings
Arranger(s)	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK
Introduction advisor	None
Legal advisor	Gide Loyrette Nouel A.A.R.P.I
Issuing and paying agent(s) (IPA)	SOCIETE GENERALE
Dealer(s)	ILE DE FRANCE MOBILITES BNP PARIBAS BRED BANQUE POPULAIRE CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK ING BANK N.V. LA BANQUE POSTALE NATIXIS NOMURA FINANCIAL PRODUCTS EUROPE GmbH SOCIETE GENERALE
Date of the information memorandum (dd/mm/yyyy)	18/12/2023
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...)	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"). 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. The Second-Party Opinion relating to the Framework is available on the Ile de France Mobilités’ website 1 Trade name of the notes defined in article D.213-1 of the French monetary and financial code 2 <u>Second Opinion (iledefrance-mobilites.fr)</u>
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

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/politique-monetaire/surveillance-et-developpement-des-financements-de-marche-marche-neu-cp-neu-mtn/le-marche-des-titres-negociables-court-et-moyen-terme-neu-cp-neu-mtn>

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	Name of the programme	ILE DE FRANCE MOBILITES, Green NEU CP (Programme ID 3667)
1.2	Type of programme	NEU CP
1.3	Name of the issuer	ILE DE FRANCE MOBILITES
1.4	Type of issuer	Local authority and group of local authorities (Article L 213-3.8 of the French Monetary and Financial Code)
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)	1 500 000 000 EUR Un milliard cinq cent millions EUR 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 program securities are negotiable debt securities, issued in bearer form and are registered in an account with authorized intermediaries in accordance with current French legislation and regulations.
1.8	Yield basis	<p>Compensation type(s) :</p> <p>Fixed Variable / adjustable</p> <p>Benchmark indice(s) :</p> <p>The variable/adjustable rates are indexed to the usual rates of the money and bonds markets.</p> <p>Compensation rules(s) :</p> <p>Type of remuneration: Fixed Floating rate</p> <p>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 Bond).</p> <p>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</p>

		<p>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.</p> <p>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.</p>
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, will always be 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 EUR or any other amount above the stated value (or equivalent amount in the relevant foreign currency)
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	Senior Unsecured
1.14	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 issuance of the NEU CP shall be governed and construed according to French Law.
1.15	Listing of the notes/Admission to trading	Not Applicable

	on a regulated market	
1.16	Settlement system	The notes will be issued through Euroclear France
1.17	Rating(s) of the programme	<p>Fitch Ratings : fitchratings.com/entity/ile-de-france-mobilites-96607975#securities-and-obligations</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 applicable
1.19	Issuing and Paying Agent(s) (IPA) - exhaustive list -	SOCIETE GENERALE
1.20	Arranger	CREDIT AGRICOLE CORPORATE AND INVESTMENT BANK
1.21	Placement method	<p>Direct placement</p> <p>The Issuer may subsequently elect 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</p> <p>Additional information regarding the placement :</p> <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</p>

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

		<p>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;</p> <p>(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</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	Contact(s)	<p>Direction Finances, Achats, Contrats Département Finances et Contrôle de Gestion</p> <p>Emails: Celine.MOYON@iledefrance-mobilites.fr Thomas.STOUF@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

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 MOBILITES
2.2	Legal form/status, governing law of the issuer and competent courts	<p>Legal form/status :</p> <p>Public administrative institution under French law</p> <p>Governing law of the issuer :</p> <p>Local authority and group of local authorities (Article L 213-3.8 of the French Monetary and Financial Code)</p> <p>Additional information regarding the governing law :</p> <p>Legal form: French Law public administrative establishment (Etablissement Public Administratif)</p> <p>Relevant legislation:</p> <p>Groupement de collectivités locales in accordance with Article L. 213-3 of the French Monetary and Financial Code</p> <p>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</p> <p>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)</p> <p>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.</p> <p>Governing law: French law</p> <p>Competent courts: French courts</p> <p>Competent courts :</p> <p>tribunaux français</p>
2.3	Date of incorporation	01/07/2005
2.4	Registered office or equivalent (legal address) and main administrative office	<p>Registered office :</p> <p>39 rue de chateaudun 75009 PARIS FRANCE</p>

2.5	Registration number, place of registration and LEI	Registration number : 287500078 LEI : 969500A5KNK9VZQKNQ79
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 (€ 9.96 billion in 2022): operation of public transport throughout the territory (metro, trains, trams, buses in the inner and outer suburbs: €9.4 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 56% of real investment expenditure, i.e. €1.5 billion in 2022), including the costs of the energy transition begun on buses, and quality of service (€271 million in 2022 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. <p>To finance its expenditure, the Issuer has the following main revenues at its disposal:</p> <ul style="list-style-type: none"> - The mobility payment (le versement mobilité) (€5.3 billion in 2022): 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 2022). - Operating subsidies from France and Île-de-France local authorities. Total public contributions: €258 million in 2022. 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): €90 million in 2022. - A share of the region's parking fine revenue: €148 million in 2022. <p>The 2022 management period continued to be marked by the consequences of the health crisis, both in terms of revenue and operating expenses. At the express request of</p>

the State, Ile-de-France Mobilités integrated the repayable advances granted by the State and previously included in its current income into its balance sheet in February.

1,975 million, an increase of 36% compared with the amount outstanding at December 31, 2021. In addition, fare revenues will have landed at 89.8% of 2019 revenues by the end of 2022, which shows that the effects of the crisis on revenues are still very significant. The operating budget is 100% executed in revenue and 99% in expenditure. Self-financing returns to the levels observed between 2017 and 2019, but with a higher investment structure and debt level. The investment effort in 2022 is part of the multi-year program of acquisitions and project management up to 2030. A total of €2,547 million was spent on investment (excluding debt), representing an implementation rate of 91% (excluding debt and the allocation of prior year income) of budgeted appropriations. This rate can be explained by the outbreak of war in Ukraine, which rekindled already existing tensions over raw materials and provisions, hampering the execution of certain works and the delivery schedule for rolling stock and engineering structures. These factors demonstrate the sound management of Île-de-France Mobilités, as close as possible to its needs, while 2022 remains a year of uncertainty, with the persistence of health measures in January and February, the emergence of the energy crisis and the sharp rise in inflation.

The self-financing generated by the 2022 fiscal year (including carryover from previous years) in the operating section amounts to €660.2 million. This covers the cumulative financing requirement of the investment section of €458.2 million after taking into account the remaining funds to be carried forward. The 2022 financial year closes with a net surplus of €202.0 million for all sections combined, representing a landing of only 1.3% of Île-de-France Mobilités' total budget, which is particularly low.

which is particularly low. This result is €98 million lower than that of fiscal year 2021. This result was essential to keep the debt reduction capacity below 15 years

Despite various negative factors for 2023, such as the inflationary context and the rise in energy costs, the increase in operating costs linked to the Grand Paris Express project and a level of tariff revenue still lower than the level before crisis, Île-de-France Mobilités was able to draw up a balanced 2023 modificative budget n°2 with a debt-reduction capacity of less than 10 years.

With regard to operating revenue, an increase of €95m in mobility payments compared with the budget for 2023 has been taken into account due to the very good momentum observed since the beginning of the year. With regard to operating expenditure, a provision has been made for the 2024 Olympic Games.

In this second modificative decision, capital expenditure has been revised downwards by €-440m, as a result of the time

		<p>lag between the completion and payment of capital projects. At the same time, borrowing has been reduced by €-426m. .</p> <p>The 2024 budget was approved by the Board of Directors on 7 December. It takes into account the memorandum of understanding signed with the French government on 26 September 2023, which provides for substantial increases in revenue for the 2024 budget compared with the 2023 budget.</p> <p>Revenues from taxation have been revised upwards by €+551 million for the mobility payment, while Île-de-France Mobilités has benefited from new tax revenue from the tourist tax, estimated at €200 million for 2024.</p> <p>The contribution from the Ile-de-France region and départements has also been revised upwards by €65m, while the increase in fare revenue is estimated at €+339m. Borrowing to finance investment is estimated at €2.7 billion in 2024.</p> <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 (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 31/12/2021" et "Synthèse du compte administratif N-1 de l'exercice clos le 31/12/2022").</p>
2.8	Capital	Decomposition of the capital : As an EPA, no social capital
2.8.1	Amount of capital subscribed and fully paid	0 EUR

2.8.2	Amount of capital subscribed and not fully paid	0 EUR
2.9	List of main shareholders	References to the relevant pages of the annual report or reference document : Non applicable
2.10	Regulated markets on which the shares or debt securities of the issuer are listed	Regulated markets on which the debt securities are listed : Souche N°11 du programme EMTN coté sur Euronext Paris Longest-Last Maturity Date for debt securities listed on the Regulated Market : 23/02/2052
2.11	Composition of governing bodies and supervisory bodies	Valérie Péresse , Présidente Stéphane Beudet, Vice-président représentant la Région Ile-de-France Isabelle Béressi, Représentant du Conseil régional d'Ile-de-France Marianne Duranton, Représentant du Conseil régional d'Ile-de-France François Paradol, Représentant du Conseil régional d'Ile-de-France Fabien Guillaud-Bataille, Représentant du Conseil régional d'Ile-de-France Delphine Bürkli, Représentant du Conseil régional d'Ile-de-France Grégoire de Lasteyrie, Représentant du Conseil régional d'Ile-de-France Philippe Juraver, Représentant du Conseil régional d'Ile-de-France Pierre Deniziot, Représentant du Conseil régional d'Ile-de-France Stéphanie Von Euw, Représentant du Conseil régional d'Ile-de-France Romain Maria, Représentant du Conseil régional d'Ile-de-France Sandrine Berno Dos Santos, Représentant du Conseil régional d'Ile-de-France Florence de Pampelone , Représentant du Conseil régional d'Ile-de-France

		<p>Pierre-Jean Baty, Représentant du Conseil régional d'Ile-de-France</p> <p>Jean-Baptiste Pegeon, Représentant du Conseil régional d'Ile-de-France</p> <p>Christophe Najdovski, Vice-président représentant la ville de Paris</p> <p>Rémi Feraud, 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>Dominique Restino, Représentant de la Chambre de Commerce et d'Industrie de Paris</p> <p>Pascal Doll, 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)	Not 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)	20/04/2023

	thereof) which has ruled on the last financial year accounts	
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	Holder(s) : Chambre régionale des comptes 13 rue Cambon 75001 PARIS
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 (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). <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 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	As of today, no program of the same nature abroad
2.17	Rating of the issuer	<p>Moody's : moodys.com/credit-ratings/Ile-de-France-Mobilites-credit-rating-830416683</p> <p>Fitch Ratings : fitchratings.com/entity/ile-de-france-mobilites-96607975#securities-and-obligations</p>
2.18	Additional information on the issuer	<p>Characteristics of financing raised at the beginning of 2023</p> <p>Green bonds and loans:</p> <p>Given the large volume of debt to be raised, it was decided to cover a large part of the 2023 financing needs from the first half of the year and to potentially a bank loan for the residual need at the end of the year.</p> <p>In detail, our financing needs were covered in the first half of 2023 by:</p> <ul style="list-style-type: none"> - a bank loan cashed in January for 85 million euros - two green bonds issues in February and June for respectively 1 billion and 500 million euros.

		<p>- a loan with EIB for 200 million euros.</p> <p>Treasury :</p> <p>The management of the NEU CP program take place in 2 stages in 2023:</p> <ul style="list-style-type: none">- repayment in February / March / April of €837 million of NEU CP issued in 2022- depending on the cash flow at the end of the year, a potential issuance of Green NeUCP for an amount still to be determined. <p>For other informations : https://www.iledefrance-mobilites.fr/decouvrir/investisseurs</p>
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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 <p>Please find here the Green NeuCP report 2023 : https://portail-idfm.cdn.prismic.io/portail-idfm/eb70c2ff-f57d-4798-bd6c-018db52c7e19_IDFM_GreenNeuCP_juillet2023_hd.pdf</p>

<p>4.7</p>	<p>Information relating to the issuer's CSR strategy</p>	<p>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).</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

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

<p>Appendix 1</p>	<p>Documents available to the shareholders annual general meeting or the equivalent²</p>	<p><u>Annual general meeting 2023</u> Deliberation concerning the approval of the administrative account of the year Y-1 for the financial year ended 31/12/2022 Executive summary of the Y-1 administrative account for the financial year ended 31/12/2022 Primitif budget Y detailed in PDF version for the financial year ended 31/12/2022 GISSLER Charter for the financial year ended 31/12/2022 Executive summary of the Y-2 administrative account for the financial year ended 31/12/2022 Deliberation concerning the approval of the administrative account of year Y-2 for the financial year ended 31/12/2022 Synthesis of ATR ratios (Article R4313-1 of the CGCT) for the financial year ended 31/12/2022 Deliberation on the approval of the original budget for year Y for the financial year ended 31/12/2022 Certificate of control of accounts of the last 2 financial years by the public accountant for the financial year ended 31/12/2022 Deliberation on the approval of the original budget for year Y for the financial year ended 31/12/2022 Summary of the original budget Y for the financial year ended 31/12/2022 Projected table of the extinction profile of the debt for the financial year ended 31/12/2022</p> <p><u>Annual general meeting 2022</u></p>
<p>Appendix 2</p>	<p>Certificate of control of accounts of the last 2 financial years by the public accountant</p> <p>Year 2023</p>	<p>https://eucpmtn.banque-france.fr/neusgate/api/public/document/13792</p>
<p>Appendix 3</p>	<p>Deliberation concerning the approval of the administrative account of the year Y-1</p> <p>Year 2023</p>	<p>https://portail-idfm.cdn.prismic.io/portail-idfm/ea410f66-c81c-4882-bcfa-a91faeec7ba5_d%C3%A9lib+CA+2022.pdf</p>
<p>Appendix 4</p>	<p>Deliberation concerning the approval of the administrative account of year Y-2</p> <p>Year 2023</p>	<p>https://eucpmtn.banque-france.fr/neusgate/api/public/document/15716</p>
<p>Appendix 5</p>	<p>Deliberation on the approval of the original budget for year Y</p> <p>Year 2023</p>	<p>https://portail-idfm.cdn.prismic.io/portail-idfm/27efa73d-5df4-45b6-b28a-8e0f7ef27416_D%C3%A9lib+CA+2022.pdf</p>
<p>Appendix 6</p>	<p>Deliberation on the approval of the original budget for year Y</p> <p>Year 2023</p>	<p>https://eucpmtn.banque-france.fr/neusgate/api/public/document/13690</p>
<p>Appendix 7</p>	<p>Executive summary of the Y-1 administrative account</p> <p>Year 2023</p>	<p>https://portail-idfm.cdn.prismic.io/portail-idfm/08de9446-eaae-4805-91cb-685e8464add9_rapport+CA+2022.pdf</p>
<p>Appendix 8</p>	<p>Executive summary of the Y-2 administrative account</p> <p>Year 2023</p>	<p>https://portail-idfm.cdn.prismic.io/portail-idfm/8175ed45-3ed7-43f8-9440-edb94f57cee0_rapport_ca2021.pdf</p>

²Trade name of the notes defined in article D.213-1 of the French monetary and financial code

Appendix 9	GISSLER Charter Year 2023	https://eucpmtn.banque-france.fr/neusgate/api/public/document/13746
Appendix 10	Other document Year 2023	Reporting Green NeuCP 2023 https://eucpmtn.banque-france.fr/neusgate/api/public/document/15707
Appendix 11	Other document Year 2022	https://www.iledefrance-mobilites.fr/medias/portail-idfm/f98c1948-363b-491c-8a4d-c0d4f0de049f_maquette_BP2023_vote_VF.pdf
Appendix 12	Primitive budget Y detailed in PDF version Year 2023	https://portail-idfm.cdn.prismic.io/portail-idfm/f45725d0-260d-4b58-bca6-264f86b5b2b0_Maquette+DM1.pdf
Appendix 13	Projected table of the extinction profile of the debt Year 2023	https://eucpmtn.banque-france.fr/neusgate/api/public/document/15717
Appendix 14	Summary of the original budget Y Year 2023	https://portail-idfm.cdn.prismic.io/portail-idfm/0fb3ce22-4986-4a03-b0c0-500bec31c2e1_rapport+DM1.pdf
Appendix 15	Synthesis of ATR ratios (Article R4313-1 of the CGCT) Year 2023	https://eucpmtn.banque-france.fr/neusgate/api/public/document/15718