

A79

COMMISSIONING IN FRANCE OF THE FIRST FREE-FLOW TOLL MOTORWAY ON A STRATEGIC EAST-WEST ROUTE

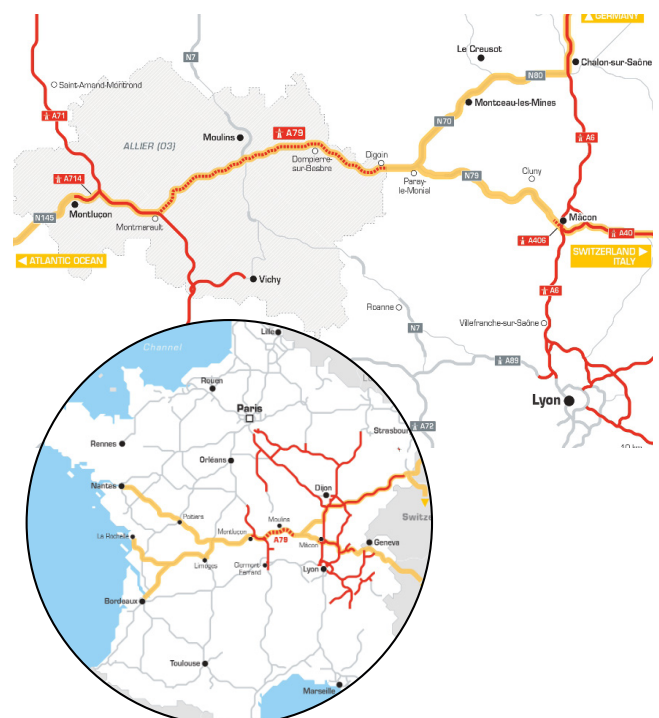
From this coming November, road hauliers and travellers from neighbouring countries of France wanting to travel from east to west will be able to take the A79, the first motorway in France to use free-flow toll technology. The section crosses the Allier department from east to west, allowing drivers to safely and conveniently join the A6 and A71 motorways over an 88 km toll section. The A79 is the first motorway in France to offer price modulation according to environmental criteria.

THE A79, A STRATEGIC TRANSVERSAL AXIS

The A79 is the motorway section between Sazeret (Allier) and Digoin (Saône-et-Loire) of the RCEA (Central Europe Atlantic Route), a strategic transversal axis for long-haul journeys linking the French Atlantic coast with Germany, Switzerland and Italy via central France.

Each day, the route is used by 10,000 to 15,000 vehicles, around 40% of which are heavy goods vehicles. This very high level of HGVs, combined with a road configuration that is now obsolete, has made this one of the most accident-prone road routes in France: 124 people lost their lives between Montmarault and Mâcon between 2008 and 2017.

This is why the State decided to construct the A79, entrusting it to ALIAÉ in 2017.



THE A79, A MOTORWAY REIMAGINED IN ALLIER



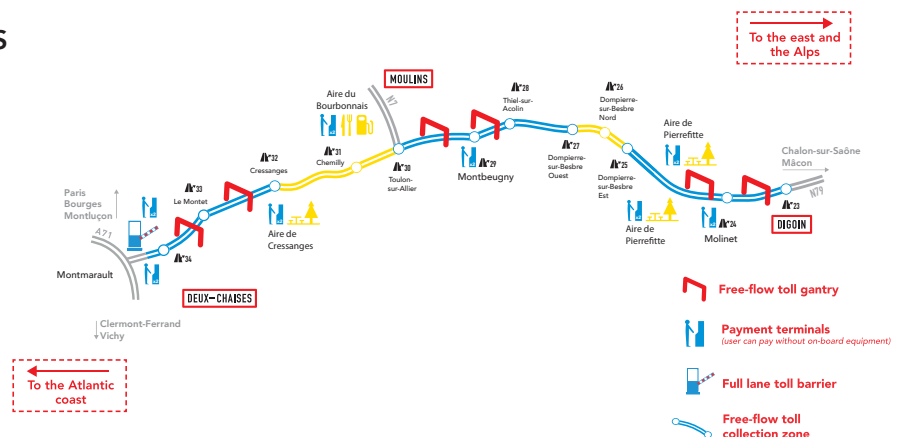
The A79, decreed to be of public interest by the State, offers users a reimagined motorway thanks to the free-flow payment system authorised by the Mobility Orientation Law (LOM) of December 2019. Already in use in Austria, Spain, Portugal and the United States, free-flow technology does away with physical toll barriers, thereby helping to modernise France's motorway network.

Removing physical barriers brings a number of advantages for both users and the community:

- smoother traffic flow with less risk of traffic jams plus savings in journey times.
- reduced fuel consumption and CO₂ emissions. Each time it stops at a toll barrier, a heavy goods vehicle consumes one litre of ordinary diesel, which represents CO₂ emissions of 3.1 kg (source: ASFA - Association of French Motorway Companies).
- elimination of stress when approaching tolls, resulting in greater safety and comfort.
- less soil artificialisation. The estimated surface area required for a toll barrier is 16 ha.

FREE-FLOW, HOW IT WORKS

Over the 88 km section of the A79, 6 gantries equipped with infrared cameras are able to identify the registration plate and type of vehicle, whatever the weather, automatically triggering the billing process.



DATA PROTECTION: A GDPR-COMPLIANT SYSTEM










The software systems for payment on the internet and at "foot terminals" are developed and published in France by ALIAÉ. All the data is hosted in France.

- The free-flow identification system is GDPR-compliant and reads registration plates for toll collection and billing purposes only.
- Personal data is deleted once the transaction has been settled and paid. ALIAÉ only retains the data relating to the transactions, dissociating it from the registration plates.
- All customers have the right to access and rectify their personal data.
- A rigorous personal data protection process has been put in place, guaranteed by a DPO (Data Protection Office) and a GDPR contact ALIAÉ.

EASIER PAYMENT AND PRICE MODULATION ACCORDING TO ENVIRONMENTAL CRITERIA

Everything has been designed to facilitate remote payment: by badge, by "registration plate" subscription, or on a dedicated website (option of paying before or after using the A79).

4 PAYMENT SOLUTIONS FOR CUSTOMERS

 <p>Toll badge light vehicles or heavy goods vehicles</p>	<p>→ the badge is detected each time the vehicle passes under the gantries and billing is at the month-end</p> <p>→ valid on all motorways in France</p>	<p>According to estimations, the toll badge should concern 90% of heavy goods drivers and 55 to 60% of light vehicle drivers.</p>	 <p>Payment online at www.aliae.com</p>	<p>→ After using the toll section, the customer has 72 hours to pay by entering their registration plate number</p>	 <p>Bank card</p>  <p>Charge card: DKV, Shell, Total</p>
 <p>Plate registration (IBAN ou bank card)</p>	<p>→ The customer simply registers their registration plate number and bank details on the website www.aliae.com</p> <p>→ The plate is detected on each journey and the toll is collected weekly.</p>		 <p>Payment at payment terminal or « foot terminal »</p>	<p>→ 16 payment terminals available at the rest and service areas of the A79 motorway</p> <p>→ Customers can pay their toll when they stop for a break on their journey.</p>	 <p>Bank card</p>  <p>Charge card: DKV, Shell, Total</p>  <p>Cash</p>

Self-financing the project with an investment of 548 M€, the Eiffage group has used all its know-how to design, construct and operate the first free-flow motorway:

- ALIAÉ is the contracting authority and concessionaire of the A79 for a period of 48 years;
- Eiffage Génie Civil is the representative of the CLEA economic-interest group (EIG), which is responsible for the design and construction of the A79;
- APRR, entrusted by ALIAÉ with the operation and maintenance of the A79 for the duration of the concession.

Key figures:

- 88 km: length of the A79;
- €548 M€: amount of Eiffage's self-funded investment;
- 23.5 months: construction leadtime;
- 48 years: duration of the concession



Press contacts

Rumeur Publique Agency

Thierry Del Jésus

+336 60 47 90 38

thierrydeljesus@rumeurpublique.fr

Jérôme Saczewski

+336 09 93 03 44

jerome.saczewski@rumeurpublique.fr

ALIAÉ

Nadège Sparhubert

Tél. +33 (0)4 26 68 45 59 - Mobile +33 (0)7 60 58 52 85

nadege.sparhubert@aprr.fr