

2016 ACTIVITY REPORT

Create your next move



EUROVIA
VINCI

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**As a local partner, Eurovia,
a subsidiary of VINCI,
develops mobility solutions
to enhance economic competitiveness
and strengthen social bonds
by designing, building
and maintaining transport
infrastructure and fostering urban
development.**

Every day, we put people in motion.
Every day, we put communities in motion.
Every day, their future is set in motion.

**Designing, building, and maintaining roads, metros,
tramways, high-speed rail lines, bicycle paths, streets,
public spaces all over the world and useful for everybody...
this is how we give everyone the best means to move forward.**

By making transport infrastructure safer and smarter.
By making mobility solutions accessible to everyone.
By preserving spaces and our environment more effectively.
By saving resources.
By enhancing the quality of life.
By contributing to the vitality and consistent development
of communities and regions.
We move forward to enable you to move forward.

President's Message

Pierre Anjolras

President & CEO of Eurovia



“Management’s strong involvement has enabled Eurovia to reduce its workplace-accident rate to an all-time low.”

Moving,

forging ahead, taking initiative, working together... this is what drove Eurovia’s teams in 2016 to achieve, to the benefit of our clients and the users of the transport infrastructure and urban developments we build and reconstruct, operate and maintain. Thanks to its international network, Eurovia experienced only a slight decline in revenue in 2016 but the vitality of the Company’s managerial model led to improved performance despite difficult economic conditions.

In France, roadworks stabilised to the level of 2015 after several years of sharp decline. Following the completion of the major Sud Europe Atlantique high-speed rail project in France, our rail activities have started to focus on renovating existing lines as part of multi-year contracts. Internationally, revenue has remained stable overall, excluding currency effects. There was increased activity in Germany, the United Kingdom and Chile as well as a strong upturn in the United States, which offset the decline in Central Europe, Spain,

and Canada. With a 4.2% increase in the order book at the end of 2016 and with our capacity to exploit growing markets, we look forward to a return to growth in our activity in 2017 as well as better results.

To that end, Eurovia is deploying its corporate plan,

Building Together,

which was launched in 2015 around the world. This Groupwide initiative, facilitated by a management approach that is at the same time integrated and decentralised, enables Eurovia to sustain its competitive advantage. Our drive for operational excellence also strongly emphasises

safety, our top priority,

by involving management and all of our teams, including temporary staff and subcontractors, in a comprehensive and stringent approach to safety, particularly for work carried out adjacent to live traffic. These efforts have enabled Eurovia to reduce its working-accident rate to an all-time low.

At the same time, Eurovia continues to pursue

innovation

in all of its business lines. Circular-economy solutions developed by Eurovia’s quarry and industry network foster local production and transport cycles while helping to preserve natural mineral resources. Our positive energy road solutions promote the development of new roadway capabilities through enhanced performance and life cycles. Finally, in the areas of road and rail infrastructure maintenance, we are developing Smart and connected devices. All of these innovations enhance the performance of Eurovia’s products, processes, and practices and allow us to provide our clients and users with better service.

Governance

Executive committee





1

Pierre Anjolas
President & CEO

2

Ludovic Demierre
Human Resources and Sustainable
Development Director

3

Patrick Jutier
Chief Financial Officer

4

Xavier Neuschwander
CEO Europe, Rail and Specialities

5

Jean-Pierre Paseri
CEO Eurovia France

6

Patrick Sulliot
CEO Americas and United Kingdom

Steering committee

This committee includes Executive Committee members as well as the following members*:

Uwe Arand Executive Director Eurovia GmbH (Germany)
Robert Bello Delegate Director, Île-de-France - Normandie Region (France) **Luc Bodson** Delegate Director **Martin Borovka** Chief Executive Officer, Eurovia CS (Czech Republic and Slovakia)
Alan Cahill President, Hubbard Group (United States)
Philippe Cazes Delegate Director, Specialized Subsidiaries
Jean-Marie Dayre Chairman of the Supervisory Board, Eurovia GmbH (Germany) **Didier Deschanel** Chief Innovation & Digital Transformation Officer of Eurovia **Keith James** President of Carmacks (Alberta, Canada) **Christophe Jozon** Delegate Director, Materials and Industries (France and Belgium) **Chadi Khaled** Managing Director, Eurovia Infra **Tanguy Le Blay** Delegate Director, Ouest/Antilles Region (France) **Christophe Minier** Delegate Director, Nord-Est/Belgique Region (France, Belgium) **Pierre Monlucq** Delegate Director, Centre-Est Region (France) **Miguel Musalem** Executive Director, Bitumix (Chile) **Maxence Naouri** Director of Communications
Carlos Ortiz Quintana Chairman and Chief Executive Officer, Eurovia Spain (Spain) **Kim Percy** President of BA Blacktop (British Columbia, Canada) **Philippe Princet** Director of International Development **Jean-Marc Reibell** Delegate Director, Major Road Schemes and Centre-Aquitaine Region (France)
Eric Rouffet President of the managing Board, Eurovia Polska (Poland)
Jean-Noel Velly President of ETF and Deputy CEO of Eurovia, overseeing ETF and Eurovia Infra **Christophe Verweirde** Delegate Director, Sud Region (France) **Scott Wardrop** Chief Executive of Eurovia UK (United Kingdom)

*On May 1st, 2017

Occupational health and safety



For a shared culture

Where health and safety are concerned, what is at stake for an international group like Eurovia is to share a common standard. Steadfast in its priorities and committed to their deployment, the Company achieved record performances in 2016.



An international organisation

Around 200 health and safety experts are active within Eurovia. In each country, the subject is led by a dedicated manager. The Health & Safety Committee meets three times a year to share results and coordinate priority actions.



Safety Day

International Safety Day mobilises all operations personnel at all sites every two years. Awareness videos, workshops and video messages from Eurovia President Pierre Anjolras are presented on the day.



Partnerships

Eurovia works across the world with players in the public healthcare sector. In France, Eurovia collaborates with the CHU de Grenoble hospital to monitor employees' exposure to bitumen fumes. The Group is also an Institut National de Recherche et de Sécurité (INRS) and Caisses d'Assurance Retraite et de Santé au Travail (CARSAT) partner. A research and development project is under way with the CNRS on connected work clothes.



Performance

For the first time in 2016, Eurovia achieved three key milestones:

- frequency rate with work stoppage **below 7**
- frequency rate with and without work stoppage **below 20**
- severity rate **below 0.6**

A priority for the whole Group



Ethics and compliance

**Responsibility
and Accountability
are key values for Eurovia.**

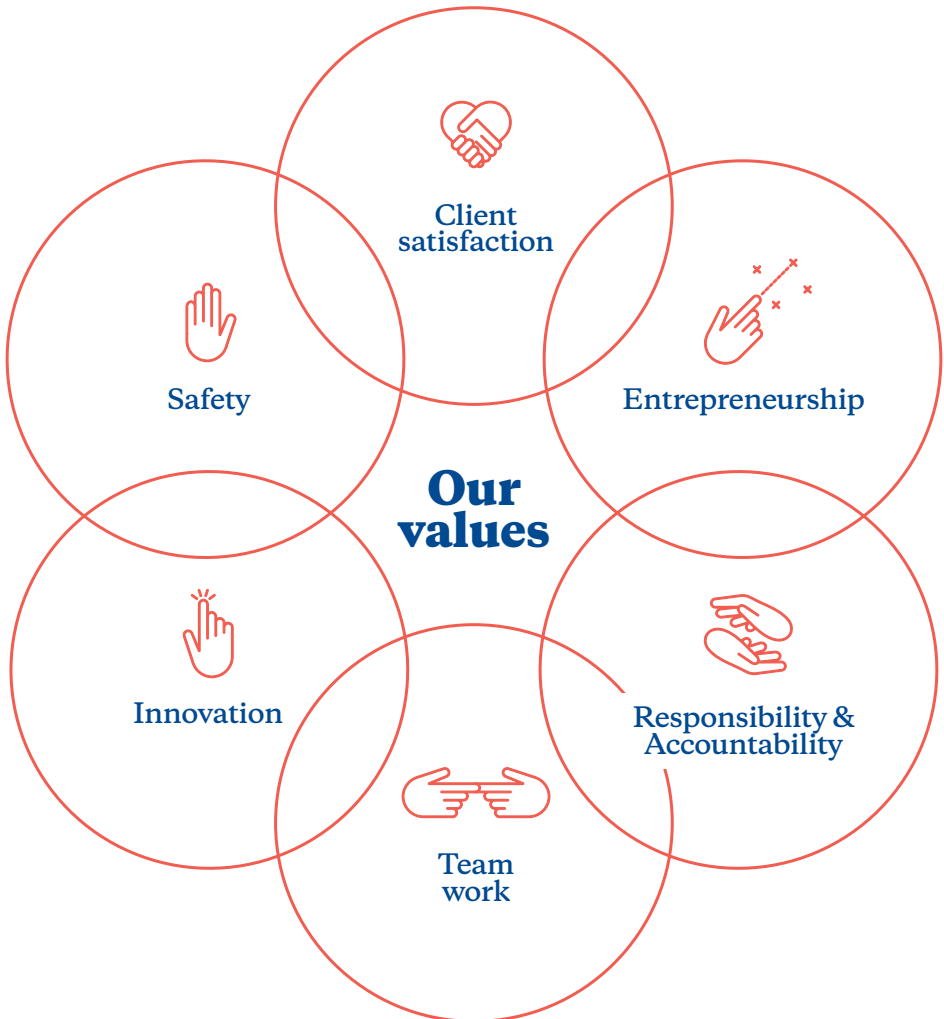
Wherever we operate around the world, we are driven by the same will to conduct ourselves in an exemplary manner with respect to all our stakeholders.

I am calling on all Eurovia employees to act in compliance with all applicable regulations, reinforced by the requirements set out in the VINCI Code of Ethics and Conduct which defines our best practices.

The success, development and sustainability of Eurovia require strict compliance with these best practices by everyone, without exception.

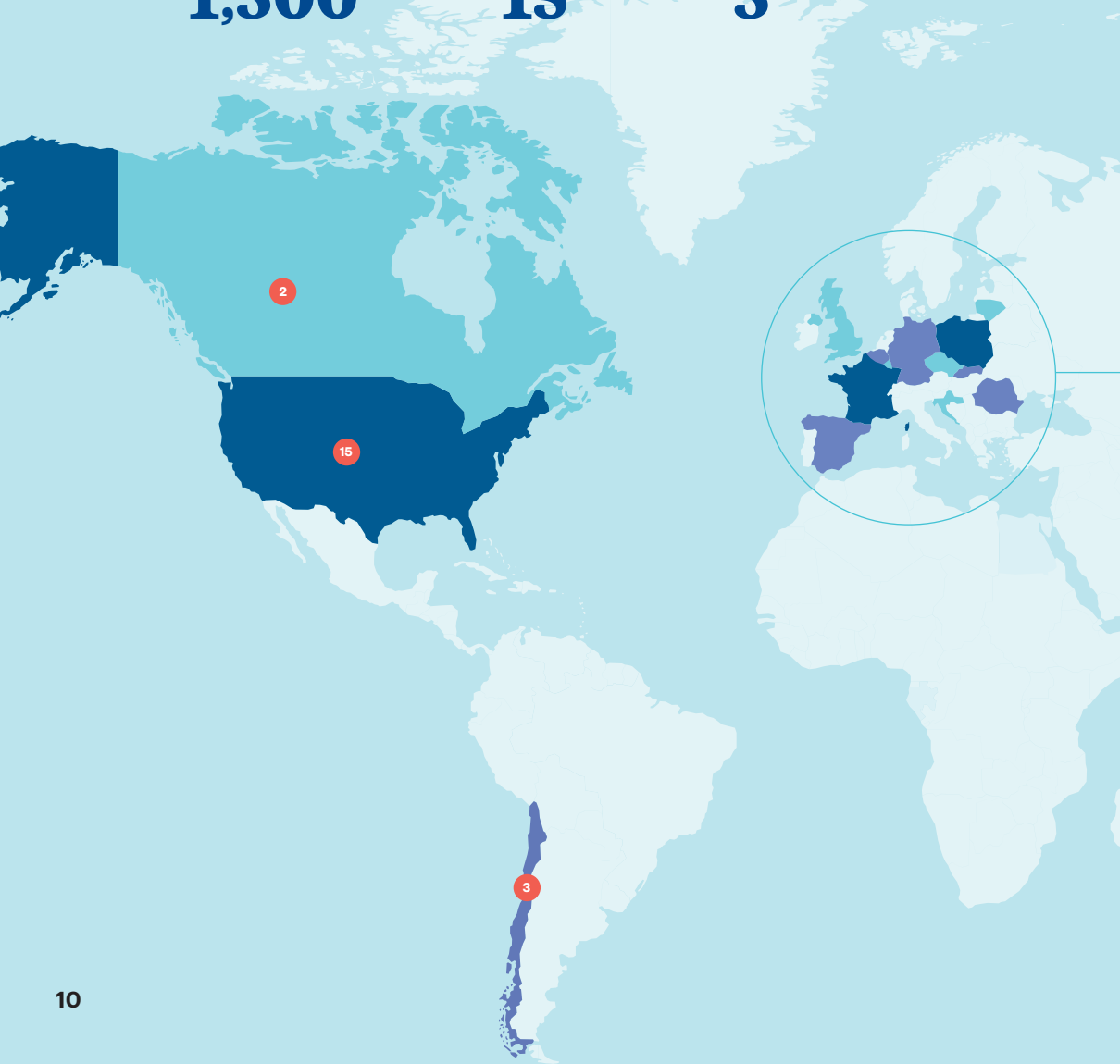
Pierre ANJOLRAS — **President & CEO**

A handwritten signature in white ink, appearing to read 'P. Anjolas', is centered below the text.



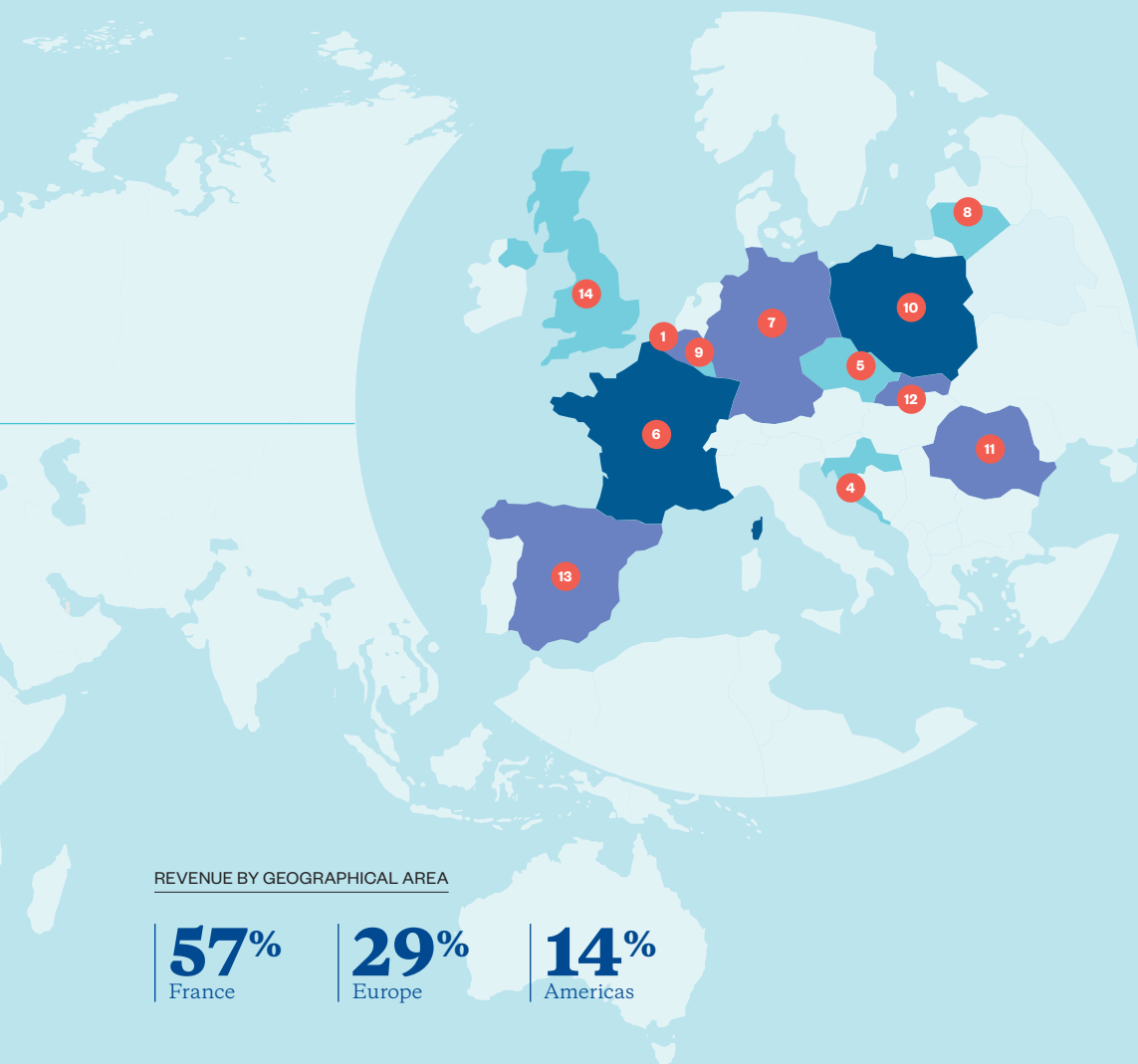
Eurovia around the World

1,300 entities **15** countries **3** zones



EUROVIA'S GEOGRAPHICAL PRESENCE

- | | | |
|-------------------------|---------------------|--------------------------|
| 1 Belgium | 6 France | 11 Romania |
| 2 Canada | 7 Germany | 12 Slovakia |
| 3 Chile | 8 Lithuania | 13 Spain |
| 4 Croatia | 9 Luxembourg | 14 United Kingdom |
| 5 Czech Republic | 10 Poland | 15 United States |



REVENUE BY GEOGRAPHICAL AREA

57%
France

29%
Europe

14%
Americas

Overview of the Group

€7,600 m

revenue

350 — 400

quarries

divisions

€243 m — €416 m

operating income
from ordinary activities

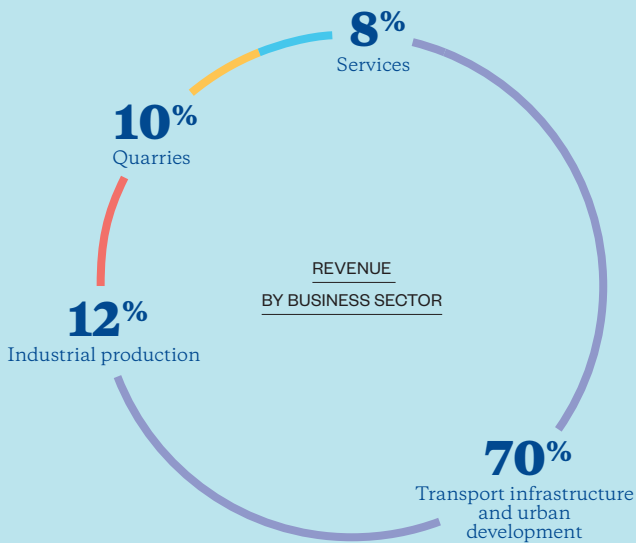
cash flow

38,000

employees

42,000

worksites



**...arriving
on time
for her
daughter's
dance
recital**



p.14
Julia

p.24
Leo



**...developing
his business**

p.34
David



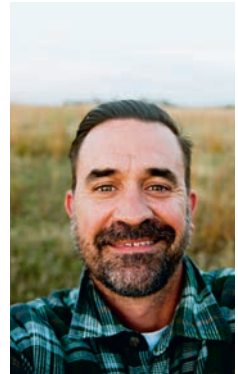
**...getting
the most out
of his city**

Create your next move, means

...

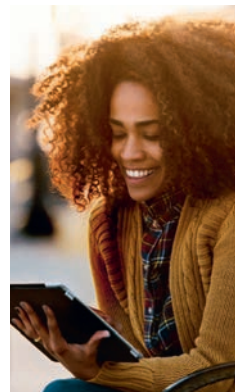
We all have goals...
we all have dreams...
We have not yet
all found the roads
to get there...
Eurovia is building
these roads.

**...living
in a more
environmentally
friendly
society**



p.44
Tom

p.54
Emily



**...building
one's life while
building
for others**

A woman with short blonde hair, wearing a green and black camouflage military jacket and black rubber boots, stands in the center of a paved road. She is smiling and looking off to the side, with her hands clasped in front of her. The road has white painted arrows pointing away from her. The background shows a field of tall grass and trees under a clear sky.

**The important
thing for Julia
is to arrive
on time for
her daughter's
dance recital**

Julia will finally go home after eight days of being away. She is a chief flight attendant for a major airline who is raising her two daughters with Markus, her partner, who manages an electric bike store. Julia's job schedule changes constantly, and there are times when she's found herself on the other side of the world at Christmas or on her daughters' birthdays. So when she comes home, her time is valuable. This evening, Julia plans to attend her younger daughter Lise's dance recital. She promised she would be there, sitting in the front row, next to Markus. After her crew debriefing, Julia had just enough time to change her clothes and get her car from the parking lot. She has just 30 minutes to get from the airport to the show. Her traffic app assures her that she will be on time and that the road is safe since roadworks were carried out. Julia knows the road well since she has been taking it for seven years now. And this evening, the weather is pleasant and mild. The shadow of the trees dances along the stretch of road in front of her. Julia slows down a bit since brand-new variable message signs inform her that she will be driving through a construction zone where new sensors are being installed in the roadway. But no worries... she will get there on time. Lise will be really happy.

**For Julia, and for all of us,
Eurovia designs safe
and smart roads that make
our short and long drives
as safe and fluid as possible.**

Eurovia is an international, multiple-expertise player in the mobility sector that manages transport infrastructure from design to maintenance.



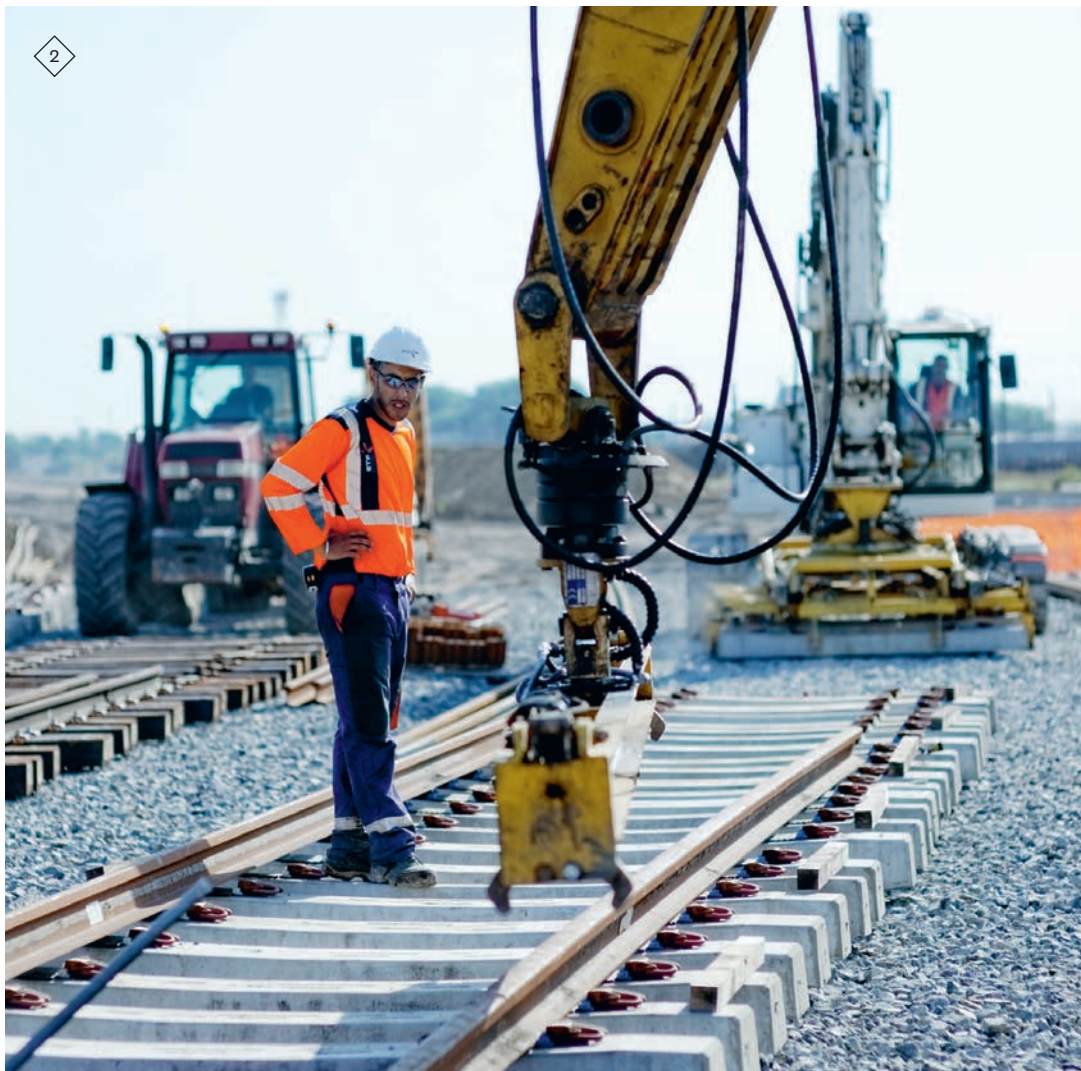
CREATE YOUR NEXT MOVE BY

supporting all types of mobility




Deploying its expertise

Roads, pavements, metros, tramways, railways and also airport runways or port piers... Eurovia handles all types of transport infrastructure, from design to construction as well as maintenance and upkeep. In 2016, in France, the Group worked on relocating motorway A9, renovating and securing the RN4 trunk road in La Meuse and rebuilding the Rennes Saint-Jacques airport car parks. In Canada, Eurovia made its presence felt in the railway industry by acquiring the Canadian company Rail Cantech, which is involved in the engineering, construction, and maintenance of national rail networks, urban transport networks and industrial spurs in the provinces of Quebec and Ontario.



Integrating competencies

As a multiple-expertise group with 1,300 industrial and business entities, Eurovia brings together many competencies, from design to construction, which it knows how to combine and associate to support ambitious and often complex projects. This competence once again came to the forefront in 2016 with the Chelles and Vaires-sur-Marne  railway work base in Greater Paris. The goal of this project for SNCF Réseau: remove the old group of 31 sidings to build a new one associated with storage areas adapted to the sites and the heavy

machinery specific to this type of work base. It is a 100% Eurovia Group venture, representative of the multiple competencies of the Group, which has taken charge of all the construction work, from pyrotechnic testing of the site to traffic management for local residents living near the site. Eurovia's expert subsidiaries also carried out the removal of the tracks and wires, earthworks, new railway installations, lighting and signage. The outcome of this project is a gigantic 17 ha railway base created to repair the tracks at the earliest possible time.



Renovating without compromising use

Supporting all types of mobility is also knowing how to work on all structures to restore them without compromising their use. In the case of road repairs in particular, it involves adapting to traffic flow to progressively renovate a damaged roadway while maintaining traffic. There are also as many challenges when reconstructing or renovating an urban zone.

In this respect, the Dedicated Bus Lanes (DBL) project in Nîmes in France involves heavy work in a high-density urban zone with many businesses and vehicles.

To limit the impact of the project on the normal functioning of the city, Eurovia has put in place an organisation which allows to operate at around 9 to 10 points simultaneously.

42,000

projects per year

Adapting to constraints

Often, the major issue with a project is space management or how not to cut off traffic to work in complete safety. For instance, this was the case in Canada in the province of Quebec on the Dubuc Bridge. On this project for the redesign of slip roads over a 1 km stretch, four out of five traffic lanes were open during the roadworks. So, Eurovia employees operated in a restricted but completely protected environment. In Germany, in the middle of the Black Forest, the teams took charge of repairing the B500 road surface between Zuflucht and Ruhestein over a 10.5 km stretch at a height of nearly 1,000 m. There, the narrow right-of-way of the site, with a maximum rollout width of 4.70 m, was coupled with difficult weather conditions.



Bugatti Circuit
in Le Mans ♦:
18 days to achieve
excellence

In 18 days, Eurovia teams
milled 3.5 cm of road
surface on 4 km of the
track and then coated
it with a 4 cm layer
of bitumen specially
developed to provide
advanced mechanical
properties.



Innovating for safety

Safety is not an issue just for Eurovia teams. It is also an issue for infrastructure users. In 2016, Eurovia used Modulovia® 4X, the high-modulus asphalt, on the Regina (Saskatchewan, Canada) bypass project, given its high resistance to extremely cold temperatures. And also the multi-dot technology visible at night and in the rain ♦ applied for the first time by Signature on the A16 (France) motorway. The railway is not to be outdone thanks to the Smartvia® Track device which monitors the behaviour of new infrastructure such as the high-speed rail line Sud Europe Atlantique between Tours and Bordeaux in France.

300

works divisions

€4.5M

R&D budget

> 70%

of the R&D budget dedicated
to sustainable development

Case studies

Slovakia

A 21st century tramway for Košice

Since 2015, Košice, the second-largest city in Slovakia with a population of nearly 250,000, has been modernising its tramway network. Eurovia was awarded two contracts calling for the rehabilitation of tram infrastructure for a network exceeding 33 km. As a result of this project, which affects 449 structures, targeted networks will be re-routed and tracks completely replaced. Electrical equipment, light signals, and tram and bus platforms will be upgraded. The works schedule was devised so as to minimise the impact of the project on traffic conditions.





France

Renovations to the main runway at Paris-Orly Airport

France's Paris-Orly Airport has 10 kilometres of runways, and maintaining them in first class condition is essential to regular and safe air traffic at this facility that serves more than 30 million passengers every year. In an effort to support the airport's growing activity (up 5.3% in 2016), Eurovia was entrusted with the task of renovating runway 06/24, which is 3.5 km long. Major works had to be carried out in a short time frame, mobilising extensive human and material resources to minimise disruption to airport operations. To that end, two work shifts, from 6 AM to 10 PM, were implemented. Effective coordination of the many project participants – given the presence of up to 500 people at the worksite – was key to the project's success. The establishment of two mobile asphalt-production units at the worksite allowed teams to implement 90,000 square metres of surfacing in only five weeks.

United States

A large-scale project in South Carolina

Eurovia was awarded a project to renovate and widen highway I-85 over a 32 km stretch. Several counties in South Carolina (a leading state in terms of demographic growth) are affected by this project that calls for the construction of two additional highway lanes. For Blythe, a U.S.-based subsidiary of Eurovia, this is the fifth major project undertaken in 15 years in the I-85 corridor in South Carolina and North Carolina. Work will begin in spring 2018 and employ up to 350 people. The project also calls for the construction of 6 bridges and a rail viaduct above the highway.



Toward the mobility of the future

Carlo Ratti is an architect and engineer. He is the Director of the Senseable City Lab at the Massachusetts Institute of Technology (MIT), a leading research centre on cities and new technologies.



You have developed the concept of the “augmented city”. What is it exactly?

With the emergence of the “Internet of Things” (IoT), the built environment is turning into an instantiation of Mark Weiser’s idea of ‘ubiquitous computing’ whereby technology becomes so widespread and seamless that it “recedes to the background of our lives”. Many innovators are working in this new space, developing tools that change our usage of buildings (think about the Nest thermostat, among many) and cities (from the way we move thanks to Uber to the way we lodge on AirBNB). These changes will affect many dimensions of urban life – including mobility.

How can data help us to improve mobility?

They’re already doing it! This is about the present revolution with traditional car sharing a-la-ZipCar – which is enabled by Big Data. Or about something like Uber Pool, that uses Big Data to match different trips. The same trend will continue in the foreseeable future with driverless technologies, based on real-time data sensing, will transform our mobility systems.

Speaking of future mobility, can you describe it?

I think that self-driving will transform our mobility systems. Over the past few years at MIT we have been studying the mobility demand of a city such as Singapore – host this year to one of the world’s first publicly-accessible fleet of self-driving cars – and we found that its mobility demand could be met with 30% of the vehicles currently in circulation. Furthermore, other research suggest that this number could be cut by another 40% if passengers traveling similar routes at the same time were willing to share a vehicle. This implies a city in which we could travel on demand with just a fraction of the number of cars in use today. I say “could” as this is a possible future. We can also imagine the self-driving vehicles to usher in a dystopian scenario, whereby car transportation becomes so cheap that it will drain customers from subways and buses, effectively turning our streets into a giant gridlock. As always, the choices will be with us as citizens.

Can we integrate these changes into the way we create, implement, and maintain transport infrastructure today?

Self-driving cars will change urban design and the way streets and highways are laid out. The infrastructure we build today must take into account this new mode of transport. This is why it’s important to study emerging transport modes as a means of furthering urban design and our cities’ transport infrastructure.

A man with a beard and glasses, wearing a denim shirt, is shown from the chest up. He is looking off to the side with a thoughtful expression. The background is a bright, out-of-focus outdoor setting.

**The important
thing for Leo
is to develop
his business**

Three years ago, Leo left everything. He traded in his small apartment in the heart of the city where he was born for a farmhouse in the country. He quit his job as a digital consultant to set off on an entrepreneurial adventure... Today, Leo believes he is fortunate to be able to pursue his dual passions: gastronomy and digital technology. And to make a living from them. His online grocery store offers a selection of local specialities: cold cuts, cheese, wines... His customers appreciate the care he puts into his packaging: attractive wicker boxes, hay to protect the jars and a small bouquet of dried flowers for decoration. Leo knows that outstanding service will make his customers even more loyal. So he made a commitment: all packages must be delivered three days following the order. If not, Leo will reimburse 30% of the amount... and wave goodbye to his profit margin! It's a risk, but a calculated one, since Leo knows that his packages most likely will arrive on time by either rail or road. The local government is committed in this, and will invest in transport infrastructure as it has always done. This challenge has been met for the past three years. Today, after the departure of the electric trucks to the logistics platform, Leo also decided to celebrate with his ten employees at his small business! Cold cuts, cheese, and wine... but this time it will be to spend some time together.

**For Leo, and for all of us,
Eurovia develops infrastructures
that improve access to communities
and regions, bolstering local
networking capacity and vitality.**

As a valued local partner, Eurovia provides support to clients and users around the world by meeting their expectations as closely as possible thanks to its local base. Goals: open up and revitalise communities and enhance quality of life.



CREATE YOUR NEXT MOVE BY

opening up & revitalising regions

Local partner

Through its projects, Eurovia responds to key challenges for communities and regions and their residents: better regional networking, rebalancing of movements, traffic optimisation... Eurovia is committed to communities to help them revitalise their locations by supporting their transformations – economic, social, urban – and can also be a partner in financing and the qualitative management of infrastructure.





Improving networks

Transport infrastructure plays a key role in sustaining the accessibility, vitality and attractiveness of any location. An example is the tiny commune of Échiré (79), located to the north of the city of Niort in France, which has started an investment program to improve its public transport service. What's at stake: revitalising its economic fabric by creating a commercial hub and also facilitating and securing access to the city centre while diverting traffic away from a residential zone. To achieve this, Eurovia has developed an interchange and carried out earthworks as well as road and public works.

In Germany, also to improve transport service to Chemnitz, the third-largest city in Saxony, Eurovia worked on grouping together tram and rail lines to create direct links between Chemnitz and other cities in the region. Eurovia's work will improve connections between the city centre, technical university, and southern suburbs.

In Slovakia, Eurovia has completed a very large section of the D1 motorway which will eventually run across the country from east to west, connecting Austria and Ukraine. The Group is also building a large section of the D3 motorway, an important link in the junction that leads to the Polish border and allows access to Hungary and Austria. The improvement of the road network will offer the best conditions for driving across Central Europe in terms of time and safety.





Developing the accessibility and attractiveness of city centres

Opening up and revitalising also means working on the extension of existing infrastructure to support urban growth. This is the case, for example, in Nice, with the extension of the tramway , whose first line already carries 10,000 commuters a day. Encouraged by this success, the municipality wanted to develop two new interconnected tram lines that Eurovia is building with its VINCI partners. They will be launched in 2018, connecting the historic centre of the city with major activity hubs (port, airport, convention centre, exhibition hall, Allianz Riviera stadium, shopping centres) and developing neighbourhoods (Eco-Valley).

260,000
Nice residents, this is two-thirds
of the city's population, will be able
to use new tram lines 2 and 3

Connecting isolated neighbourhoods

La Grande Borne is a working-class neighbourhood with more than 3,600 housing units in Grigny, a suburb of Paris. Located on the outskirts of the cities of Viry-Châtillon and Grigny, the neighbourhood is isolated and not very connected to city centres. A "Shuttle" project should fix this problem: it involves a bus route that will connect the Grigny city centre and this neighbourhood, thereby encouraging social cohesion.

Also from the viewpoint of openness and accessibility, the city of Santiago in Chile has started construction work on two new automatic metro lines. This is a major infrastructure project that Eurovia has been supporting since 2013 by building tracks and catenaries for these 37 km of lines. Upon completion, these two lines should enable more than one million additional commuters to use this network.

37 km

of new automatic
metro lines
in Santiago, Chile

70,000 km

of roads under Eurovia's
maintenance contract

300

design offices to develop
your projects

Long-term support

Infrastructure projects are long-term. Once built, they must be maintained to ensure their safe use over time. This is why Eurovia enters into long-term agreements in the form of call-off contracts, design-build-operate-maintain (DBOM) contracts or public-private partnerships (PPP) for a period of 25 to 30 years. In the United Kingdom, the Group supports communities on multi-year contracts, such as the Wiltshire and Swindon communities where Eurovia has won a five-year contract, renewable for two additional years, for the operation

and maintenance of road networks as well as public lighting. Eurovia, through its Ringway subsidiary, has been able to earn the trust of the community because it already had these two contracts from 1998 to 2012. It is also a partner of Highways England, a public organisation in charge of road network management, for four years. Contract objectives: design, maintenance of 180 km of motorways and 520 km of trunk roads around cities such as Nottingham, Leicester, Northampton, and Milton Keynes.



Case studies

France

Supporting continued development

In Saran, near Orléans, Eurovia has expanded the first logistics platform developed in France by its client Goodman for a world leader in e-commerce. This logistics facility was launched in 2007; it was expanded in 2016 with the addition of a new, 13,000 square-metre package-processing centre. This development will create between 250 and 300 new jobs. On this busy site, Eurovia built a platform consisting of a building, car parks, and new entryways for HGVs and made alterations to the existing car park.





The Czech Republic

A final motorway segment places Dresden an hour from Prague

In 2016, Eurovia completed the construction of the last segment of motorway D8, which places the capital cities of the Czech Republic and the Free State of Saxony in Germany one hour by road from each other. Construction of this border-crossing motorway began 25 years ago; now the motorway plays a key role in north-south connections for Europe as a whole. The new and final segment is 16.5 kilometres long. It includes 28 bridges, three intersections, and 11 noise-attenuation barriers. For Eurovia, this achievement marks the end of a ten-year project.

Canada

Renovating the country's largest container transit centre

Eurovia is leading the project to redevelop the intermodal rail yard at GCT Deltaport, the largest container transit centre in the port of Vancouver. The site remains fully operational during this year-long project that calls for the demolition and reconstruction of the intermodal rail yard and the installation of a semi-automatic gantry crane to be used for container-loading and unloading operations. BA Blacktop (Eurovia's subsidiary in British Columbia) benefited from the expertise of ETF (Eurovia's rail works subsidiary) in establishing project scheduling.



High-speed rail line Sud Europe Atlantique:

Bringing 20 million travellers closer together

This is a gigantic project. Huge stakes, scale, and duration. Also, a huge opportunity for 20 million travellers who will be able to zoom from Bordeaux to Paris in two hours – as against the current three-and-a-quarter-hour travel time. This project is the Sud-Europe-Atlantique (SEA) high-speed rail line, on which Eurovia has been active from the consultation phase to the installation of catenaries.



Efforts to communicate and educate have been central to this project. Maintaining close contact with elected officials, providing local residents with worksite tours, deploying measures to protect the environment, and addressing the concerns of land owners and farmers at the very earliest stages of the project enabled the development of high-quality relationships with the stakeholders. From start to finish, the issue of resource management – both human and material – has been critical to the project's success. Eurovia mobilised as many as 1,600 employees on this mandate. In addition to its just-in-time logistics – an absolute requirement in order to manage the daily choreography of 160 trucks delivering, say, ballast to the worksite – the project also provided opportunities to innovate at all phases of the mandate. Innovations included the use of a new road-base asphalt formulation that meets the needs of the infrastructure, implementation of a new pre-ballasting technique, and the large-scale deployment of a track-laying method using ETF's "pusher" wagon for continuous welded rails, which is an extremely precise, rapid, safe, and unique process in Europe.

3,000,000
tons of ballast

300 km
tracks laid
in each direction

14,000
catenary masts

A man with wavy brown hair, a beard, and glasses is smiling and holding a baby. He is wearing a dark jacket and a grey scarf. The baby is wearing a light blue hat and a grey coat. They are outdoors, with a brick building in the background.

**The important
thing for David
is to get the most
out of his city**

Gabriel has barely finished his feeding bottle when David straps him into his stroller and sets off down the pavement with his computer and files slung over his shoulder. David takes him to the nursery every second day. This Wednesday, it is his wife Anna's turn to have time to herself. On these mornings, David has a little ritual: he takes the footpath along the river, gets a takeaway coffee and some carrot cake for Gabriel, zigzags on the new pedestrian esplanade, and stops at the brand new playground, also designed with parents in mind, and located right in front of the nursery, to share the cake with his son. He takes the time to point out the pink and blue sky, punctuated with a few clouds floating by. He arrives slightly early with Gabriel at the nursery. After a few words with the director, and giving Gabriel a hug, David heads toward the self-service electric bikes that will take him to the tramway. It's going to be a good day.

For David, and for all of us,
Eurovia strives daily
to improve accessibility
and enhance quality of life.


Through its activities in the service of urban developers, Eurovia beautifies cities. It renovates, preserves, and adds value to their heritage, supports their development, and enhances residents' quality of life.

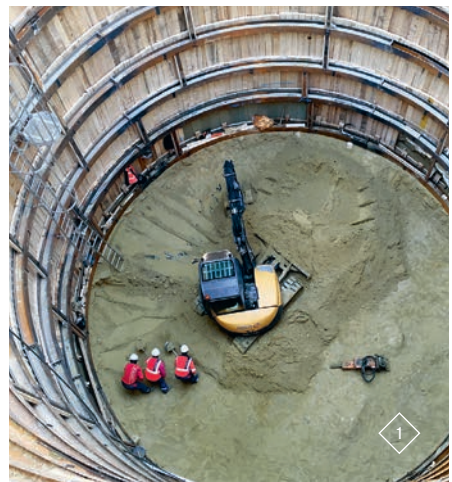


CREATE YOUR NEXT MOVE BY

developing pleasant living environments


Developing and maintaining the city

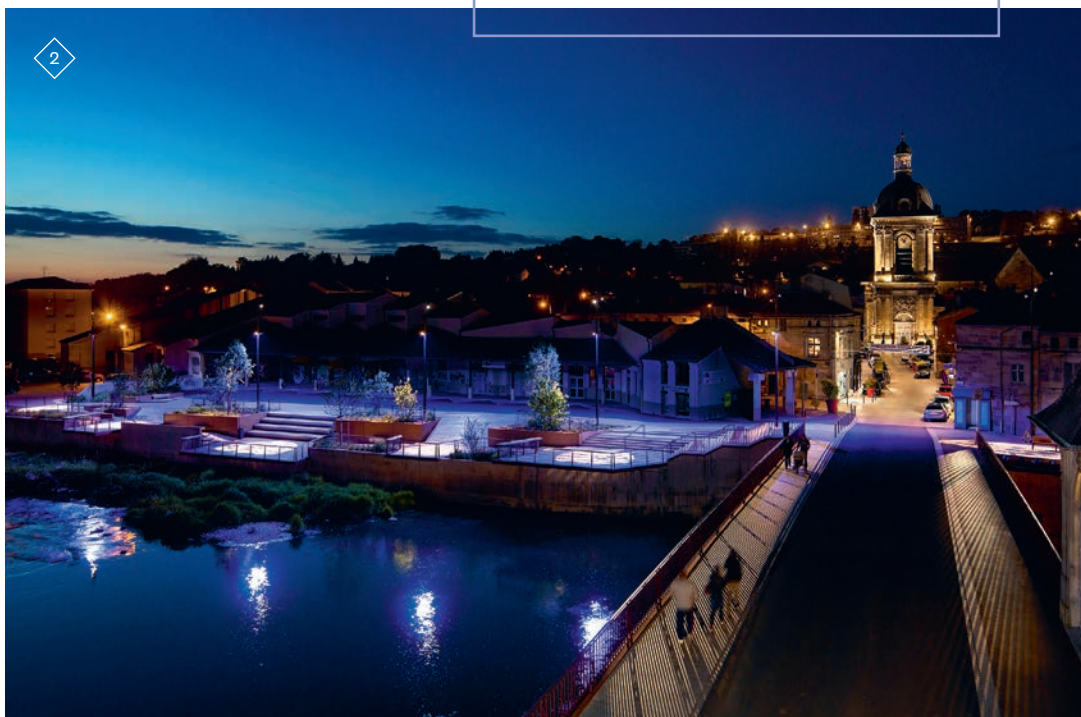
As an urban-development specialist, Eurovia works on all components of the city: from basements to the street and its furniture, the demolition of buildings to transport infrastructure to major industrial, logistics or energy equipment. This overall development expertise can lead Eurovia to work by the side of many communities on extended service contracts. These can encompass the management of roadways and public lighting, including the design, construction, maintenance and upkeep of transport infrastructure and urban developments. Eurovia has mastered certain indispensable techniques for the urban environment, such as microtunnelling . Gas, water, sanitation, hydrocarbons...: the use of microtunnel-boring machines with embedded cutting-edge technology is an asset for tunnelling under existing infrastructure, as evidenced by a number of projects in 2016 in Marseille, Calais, Lille, Cannes, Nantes, Bordeaux, and Greater Paris in France, where, with the advent of the Grand Paris project, this type of work is going to increase.



Adding value to urban heritage

— The Signature Group's new Empreinte signage range offers new customisation and integration options to make signs blend into all environments, which is an asset for cities, particularly for protected sites.

Cities are expanding and constantly changing. Transport infrastructure and urban developments must be integrated into them harmoniously. Eurovia supports many cities across the world in these projects. In 2016, Eurovia completed seven years of requalification work in Bar-le-Duc , which won the title of “Lauréat d’or” in the French Victoires du paysage competition.



27

In the United Kingdom, Eurovia is a long-term partner of 27 communities that have placed their trust in the Company to manage their residents' quality of life every day on the basis of four-year contracts.



Breathing new life into old industrial sites


— Eurovia, through its Cardem subsidiary, is a player in the urban renewal sector. So, near Lyon, in Pontcharra, Cardem is redeveloping a brownfield, the former site of the Moulin-Vieux paper factory. It involves demolishing eight buildings and their foundations, restoring an administrative building, and redeveloping the whole site to accommodate a business incubator.

Working in rhythm with the city and its businesses

— Working in a dense and busy city requires perfect planning and organisation of construction sites so that the daily lives of residents or business activities are disrupted to a minimum. In Spain, teams in Probisa's southwest branch find ways during public meetings to maintain access to shops. In France, Eurovia is working on the 30,000 m² expansion of the Carré-Sénart  shopping centre in Greater Paris – while it is open for business during the whole duration of the project – and on the redevelopment of the RD19 road in Ivry-sur-Seine, where a reference service has been set up for merchants to check delivery hours in advance so that the construction does not disrupt their business activity.



Supporting all types of mobility

— In the urban environment, the goal of Eurovia's projects may be to give mobility in the city a new face. This is the case in Leicester  in the United Kingdom. Eurovia is engaged in work to make traffic more fluid through the expansion of two roundabouts providing access to the city, the expansion of a junction and the installation of signage. New pedestrian lanes, cycle lanes, larger pavements and redesigned bus stops have also been added.

Both in city as well as rural areas, alternative transport modes are favoured and necessitate adapted infrastructure to enable their development. In Krakow, Poland, Eurovia has built an integrated 67 km-long network of cycle lanes in the Lesser Poland Voivodeship (province). In Germany, Eurovia has developed a cycle lane for the town of Calbe as part of a bypass project. In France, near Chartres, Eurovia has built a real "green course" . It will connect the recreational centres Barjouville and Luisant through alternative transport on foot or by bicycle, which will also help preserve the area's natural spaces.



Case studies

France

2,000 new-generation bus shelters in Paris

Beautifying cities is one of Eurovia's missions. Accordingly, in Paris, Eurovia has installed new bus shelters – a familiar feature in the urban landscape – as well as related equipment. Since 2014, Eurovia has installed 2,000 new bus shelters designed by JCDecaux and connected them to the power grid; in addition, the company has refurbished the road surfacing around the shelters. The new bus shelters are more streamlined and feature a leaf-shaped – or Île Saint-Louis-shaped – roof. They also feature numerous functionalities for users, including real-time information such as wait times. They also include outlets for recharging mobile phones.



Poland

Preserving heritage structures in Gdańsk

Gdańsk, Poland's sixth-largest city and leading port, entrusted two key renovation and modernisation projects to Eurovia. The first mandate, set in the city's historic centre dating from the Middle Ages, was to upgrade the sanitation system and refurbish pavements and roadways. The need to preserve the district's historic character dictated the choice of building materials, including paving stones and natural stone; in addition, the project was carried out under the watchful eye of an archaeologist. The second mandate, set in the city's port, made use of Salviacim® technology. This is a high-quality industrial flooring solution designed to withstand very heavy loads. And its implementation in Gdańsk marks the first time it has been used in Pomerania.



Chile

Renovating a major street in Santiago's historic centre

Eurovia contributed to the renovation of Calle Compañía, a major thoroughfare in Santiago. The street is located in the city's historic centre: it is where the former national congress building and the courthouse can be found. To ease traffic conditions in the historic centre, Eurovia's teams restored 10 kilometres of roadway with asphalt and 1.7 kilometre using paving stones. They also extended pavements for pedestrians and installed bicycle paths, bus-only lanes, and 65 lamp posts.



A long-term local partner

Sébastien Meurant is the mayor of Saint-Leu-la-Forêt, a municipality located in the Val d'Oise region, 20 kilometres from Paris (France). He is also his departmental region's representative on the Grand Paris project and hopes that this major development initiative for the Île-de-France region will also help to revitalize his municipality.



What are your expectations, as an elected official, of a group such as Eurovia?

from Eurovia is true partnership and high-quality work at the best price.

Concretely, what are the benefits of such a partnership model?

this partnership model allows us to maintain uniform infrastructure across the region as a whole, that is, the same surfacing solutions, the same colours, and the same traffic lights. This question of aesthetics is important in maintaining the city's visual appeal and attractiveness.

In 2012, we established a partnership to develop and maintain our infrastructure as part of an 18 year public-private partnership agreement. What I expect

It gives us access to extensive and specific expertise that we wouldn't be able to build internally. It also guarantees investments and their renewal over time. Another point:

Why is infrastructure so important for your region?

First, it creates life! The flow of traffic is our region's lifeblood. Infrastructure is also important for the quality of life in our region, because it's part of the public space. What's the first thing you see when you leave the house? The street, the roadway, the pavements, and so on. Well-built and well-maintained infrastructure has a positive impact on daily life.

What are your next projects in terms of transport infrastructure and innovation?

Several major projects are under way in our municipality, including a public underground car park, sanitation works, and the relocation of public facilities. Despite the collapse of our allocations, I am confident that this partnership has enabled us to be more productive.

Will the "Grand Paris Express" project also benefit your region's development?

In our department, the project will not have a dramatic impact because our position is not the most advantageous. Still, we're rate-payers, and that means we're helping to fund the initiative. Clearly, the project will boost growth in the Île-de-France region. It's a major undertaking that will mobilise robust and leading players in the field of infrastructure development, including Eurovia, a VINCI Group subsidiary. Past experience has shown us that public-private partnerships are an effective model for achieving major infrastructure projects.

**The important
thing for Tom
is to live in an
environmentally
friendly society**



Tom feels a slight twinge in his back this morning. He spent the entire weekend organising his old shed at the back of the garden. He cleaned his tools, stripped and oiled those that had rusted over the winter. He got out his garden furniture and sanded everything for the better weather that was coming. And he put aside his old paint cans to bring them to the landfill. Along the way, he will stop by Michel's to share the first strawberries from his garden. Reduce, re-use, recycle: this is second nature to Tom.

At his home, there is very little, if any, waste. Fruits and vegetables that he does not eat are exchanged. His furniture was bought second hand and has been carefully maintained, as were his old household appliances. Tom appreciates things that last. By taking this path, Tom meets up with teenagers who are on their way to a nearby pond. Twenty years ago, it did not even exist. It was a former sand and gravel quarry, which was converted. Now people swim here, have picnics, play ping pong... in the shade of the trees... New species of birds have also settled into the surroundings: kingfishers, common herons and mallards. This is indeed another form of recycling, Tom tells himself.

**For Tom, and for all of us,
Eurovia innovates
in efforts to optimise natural
resources and protect
the environment.**

Eurovia is committed to reconciling its activities with the protection of natural resources and the environment. From the production of granular materials to their recycling and reuse, the Group promotes the careful use of resources and the reduction of carbon emissions.



CREATE YOUR NEXT MOVE BY

innovating for sustainable processes



The Group's strategic commitment

Eurovia's strategic commitment to the environment is at the heart of its business venture. For the Group, economic value must be created while respecting environmental concerns. Its approach is structured along two lines. First, actions for the preservation of the environment – fighting against climate change, promoting the circular economy, and preserving biodiversity. Second, green development through offers that reduce the ecological footprint or consume less energy. And new activities, such as, for instance, environmental engineering .

50%

of roads built by Eurovia may contain up to 50% of recycled materials

8%

of recycled materials in our total production in 2016


5.4 Mt

of recycled materials in 2016



Recycling for communities

Wherever the Group works, it needs aggregates to build and maintain infrastructure. To have easier access to this resource and reduce its ecological footprint, Eurovia tries to produce these granular materials as close as possible to its worksite. However, to economise its reserves and offer alternative solutions in regions without extraction sites, the Group is also committed to collecting and processing these materials from the deconstruction process: this is the Granulat* initiative. Once sorted and crushed, they have the same properties as quarried granular materials.

Materials that do not have the necessary qualities to be processed are used to redevelop quarries. Eurovia has developed its own recycling branch as on the Saturargues  quarry in Hérault in France, which, for the past 15 years, has added more equipment (screen, sorting conveyor, wind tunnel, flotation separator...) to better exploit the value of materials from deconstruction and produce optimal quality recycled granular materials.

Results: an excellent product for clients in the region, which helps save on hundreds of kilometres of trips and appreciable amounts of carbon emissions.

Understanding and preserving biodiversity more effectively

Preserving the biodiversity around its activity sites is a major concern for Eurovia. But for better preservation, there must first be better understanding. To this end, in 2012 the Group established a partnership with the Muséum national d'Histoire naturelle (national museum of natural history) and deployed the IQE ecological quality index on its quarries.

Local partners, who are trained in the method, are responsible for implementing this initiative. In 2017, the sites already assessed will undergo a second assessment to identify the progress made and the points on which Eurovia has to take stronger action.



52%

of French quarries have created a local joint action and monitoring committee

25%

of French quarries have entered into partnerships with local naturalists

8


quarries where the IQE index has been deployed



Saving energy: a global and ambitious plan

— All the industries and countries in which Eurovia works are involved in energy-saving initiatives. All the technologies and best practices that can contribute to reaching the goal of a ratio of 70 kWh per tonne of asphalt produced by 2020 have been mobilised. In France, the Quimper division, for instance, has inaugurated its new asphalt plant, which will allow energy savings of around 15% and introduce up to 50% of recycled asphalt aggregates – as opposed to 20% before. To increase control over consumption, data collection from plants and machinery on site is one of the keys selected. It enables action to be taken to reduce energy consumption in asphalt installations and even optimise the distances travelled by site equipment and vehicles. The eco-operator training for site supervisors and machine operators can also help reach the goal of 70 kWh/ tonne by 2020 and save up to 10% of fuel.

An environmental excellence label for projects

— All these actions for environmental preservation and ecological transition also have a very concrete dimension for teams working on the ground and their clients. This commitment is seen at the operational level through the creation of an Environmental Excellence label  (see p. 53).

70 kWh/tonne
of asphalt produced:
Eurovia's goal
for 2020

Case studies

Poland

A new asphalt plant in Myślenice

Inaugurated in 2016 in the south of Poland, this new facility complies with current environmental standards. Special attention was paid to its integration because 260 trees were planted when it was built. Among the actions put in place to protect this plant's environment was the storage of materials on a sealed platform with a steep slope, which enables run-off water to be collected in a retention basin equipped with a hydrocarbon separator and a sedimentation tank before discharge into the environment. In addition, the construction of a sand and aggregate shed limits airborne dust and the water content of materials, which also contributes to controlling energy consumption. Finally, the binder stock (with reinforced insulation) is equipped with a platform and an unloading container to collect what drips out.



An aerial night photograph of a city street intersection. The scene is illuminated by warm, yellow light from streetlights, creating a soft glow on the pavement and buildings. The street curves around a central building, and several cars are visible on the road. The overall atmosphere is urban and modern.

United Kingdom

With LEDs, light better, consume less

Public lighting is a key component in a city's quality of life. Beyond the comfort it provides, it plays a strategic role in road safety and incident detection. However, conventional public lighting consumes a great deal of energy. This is why in the London Borough of Hounslow (population 250,000), all 16,000 public-lighting bulbs are gradually being replaced with LED by Eurovia as part of a global urban infrastructure maintenance contract, resulting in a 40% energy saving. This new lighting method was also designed to enhance the comfort of residents by emitting softer light.

France

From Nice to Fos-sur-Mer: exemplary recovery of materials

In Fos-sur-Mer, Eurovia manages an unloading and recovery platform that handles approximately 450,000 tonnes of construction materials per year, in particular waste from the Nice tramway site (located 230 km away) thanks to... maritime transport! Two ships travel six days out of seven between Nice and Fos-sur-Mer to carry waste from the landfill to the platform where it is treated and used in the embankments for the Greater Maritime Port of Marseille. This arrangement has made the Fos-sur-Mer site a virtual quarry that the region needed for the future of its sites. Obviously, this means these materials are not sent to inert waste storage facilities; maritime transport (in the Mediterranean and the Rhone corridor), for its part, helps reduce noise pollution as well as CO₂ waste by almost 40% versus road transport. This platform perfectly illustrates the Granulat[®] offer, namely, a complete range of services, reduced costs, reduced noise pollution and the preservation of a natural resource.



In France, the Environmental Excellence label enhances project management

Mastering environmental risks is always a major issue at our worksites, and is now part of a structured process known as the Environmental Excellence label.



7
sites
recognised
in 2016

5
special
mentions

Eurovia's Environment Excellence program is based on 42 actions that form the common values to which the Group and its teams are committed. The specificity of each worksite is also taken into account through the selection of additional criteria adapted to local needs and means. Eurovia displays its environmental commitment at worksites through the use of flags and information panels. An Environmental Excellence award ceremony is held, with clients and partners in attendance. The program is also an opportunity to share good practices and provide better training for divisions with respect to the existing environmental solutions.

Among the projects recognised in 2016, the worksite at Fréjus in France was honoured for its management of water resources and soil; it earned this distinction by developing a rest area for HGVs on motorway A8. The rest area helps to reduce the risk of soil and water pollution and preserve biodiversity. Another site was recognised for its contribution to biodiversity – that of RCEA, a group of departmental and national roads crossing France from east to west. The project, also designed to help young people enter the labour market, is part of a comprehensive approach, with a strong commitment from all employees, to limit the impact of work on the environment.

**The important
thing for Emily
is to build
her life while
building
for others**



Today is a crucial day for Emily. This morning, along with fellow members of her association, she took part in a municipal council meeting in her city. To the elected officials in attendance, she presented the integration project that she has been working on for the past year. This is part of what makes Emily who she is... she likes useful projects that help people. She was a bit nervous. But everything went very well. She had specific answers for each question. She was confident about what was going to happen. One minute she hastily eats her sandwich and the next she is at the other end of the city, right in the middle of a major trade show. Looking to become an engineer in the future, Emily can see herself working on one of these large bridge, road or rail projects that could really make a difference to her city. She made sure to make appointments with HR experts at the trade show. Of course, she had prepared for recruiting interviews: career path, experience, skills, aspirations... She is in full control of her subject. But she also had questions to ask her future employers. How do they regard the integration of new hires? What training do they offer? And what is their company's involvement in the community? Because commitment only works when it is reciprocal.

**For Emily, and for all of us,
Eurovia values its partners' human
qualities and promotes proximity
and dialogue with communities
to foster harmonious relationships
and shared development.**

Eurovia's 38,000 employees around the world benefit from a management policy whose aim is to provide them with dynamic and sustainable career paths.




CREATE YOUR NEXT MOVE BY

providing everyone with the means for success

Training for sustainable career paths

Joining Eurovia is choosing a Group in which men and women have an essential role to play. The Eurovia Academy, with its cross-cutting programs, helps develop the Group's common culture based on its main concerns such as occupational health and safety. Country "academies," for their part, develop training courses specific to trades, equipment, and local regulations. In France, for instance, the company invests 4% of its payroll on training its employees. Eurovia is the only company in the sector to have two campuses, including one in Gevrey, near Dijon, which is truly a tool for the transfer of our project workers' skills. This campus, which among other things offers

qualifying training courses, has its own integrated field laboratory to build life-size structures.

In Germany, there are a number of initiatives to promote training, such as the "learning heroes" contest . In the United Kingdom, the program for the development of site supervisors won an internal innovation prize in 2016. This is a training course which was 100% designed by Eurovia employees to better equip site supervisors who act as operational, managerial, and business chiefs at the same time. As many as 150 employees have already benefited from this training program, to which new modules will be added as needed.

26,000

trainees welcomed
in 2016

€30 M

invested per year
for employee-training

584,000

hours of training
delivered in 2016



68%
of the staff take a training
course each year

Sharing the Group culture

— Around the world, Eurovia hires locally, whether for associate or supervisory positions. And to share a common vision, values, and culture, Eurovia offers many opportunities for exchange and resource-sharing. In 2016, a video and interactive digital integration module called "Welcome to Eurovia" was launched.

Designed for new recruits and available in the Group's nine languages, it offers a roundup of Eurovia using an employee's workday as a starting point.

The "BuildingTogether" internal information smartphone application was also developed in 2016 for the Group's 38,000 employees.

95%
of managers
who hold a position
in the Company started
their careers with us



Driven to develop our workforce

Well-integrated from their induction into the Group, employees are also supported throughout their professional career. For instance, in France, a journeyman can become a team leader or site supervisor. A site supervisor, after internal training, can become a foreman, which is the level of an engineer. A foreman is groomed to occupy a sector manager's position, even a division manager's position. So, this person will have the responsibility for an organisational structure with about 120 employees and annual revenue of €25 million.

More women on staff

Eurovia is trying, along with the VINCI Group, to attract women to our professional positions. In France, for instance, where the percentage of women working for Eurovia is only 16%, by reaching out to secondary school girls with the Capital Filles association and mobilising female ambassadors in engineering schools, our actions are gradually bearing fruit.



In the United Kingdom, the Eurovia Contracting North team working on the redevelopment of Hull's city centre organised a fun day to meet residents and raise money for local charities.

A Foundation to favour the pursuit of education

For more than two decades now, the Eurovia Foundation's mission has been to help its employees' children pursue their education. The foundation awards means-tested scholarships to employees' children as well as orphans. In France, 369 scholarships were awarded in 2016.



In Chile, Bitumix has, for the fourth consecutive year, supported end-of-year activities held in Las Bandurrias, a neighbourhood near its Puente Verde site.

Close to our communities

As a local partner, Eurovia carries out its activities responsibly so that they are integrated into the economic and social life of the communities in which they take place. Our will for dialogue translates into a systematic effort to listen and create consensus around our projects. In 2016, an inventory allowed us to identify remarkable initiatives in this respect in all countries: use of social networks to communicate in real time with users, identification of a "point person" to interface with local residents, participation in information meetings and municipal committees... So, all these best practices can be capitalised and bettered. Our close ties with local communities also translate into sponsorship activities: construction of a cross-country cycling track for youth in Canada, educational aid for school projects in Chile, preparation of students for their job interviews in the United Kingdom... Our actions are always closely related to the needs of local communities.

Case studies

Germany

Eurovia Academy | Deutschland: targeted training

Traditionally, companies in Germany invest heavily in training, including initial training (work-study programs) or ongoing professional development. Accordingly, in 2015, Eurovia Germany launched a training program for all, with a focus on modules for promising new recruits. The training program is structured into four modules, each module covering a specific training issue: awareness of the Group culture (Eurovia Start), acquisition of cross-functional skills, improving skills for various career paths or training specific to local issues or specific trades. These modules are used locally via two-person teams made up of a Eurovia partner and an expert partner.



France

More effective dialogue with local residents thanks to digital technology

Ahmed El Amri, who has been a division manager for the past eight years, first at Montauban and later at Puy-L'Évêque, relies on digital technology to communicate with the people who live or work near his project sites. "With the emergence of social networks, we need to use these new modes of communication to inform and explain our role and activities," he says. For instance, to keep local residents abreast of developments in a project designed to expand the wastewater treatment network in Verdun-sur-Garonne, Ahmed created a Facebook page. In his view, digital technology provides three benefits. It shows that Eurovia: (1) stays current with evolving practices; (2) cares about keeping local residents informed of its projects; and (3) tracks stakeholder reactions in an effort to respond quickly and appropriately. His use of digital technology, however, does not mean that he neglects other communication resources. A case in point, as part of a project to refurbish the historic centre in the city of Cahors, he deployed flyers, signs, satisfaction surveys, and two "point persons" assigned to interface with local residents. As a result of its handling of communications with the local population, this project earned the "Environmental Excellence" label.



Chile



Cover story

Restoring the river to the residents of Santiago

Part of the banks of the Mapocho River, which crosses the city of Santiago, was closed to the public for a long time due to the risk of flooding. In 2016, initial renovation works were undertaken at this insalubrious location with the aim of making it accessible to pedestrians and cyclists. The Pedaleable association sought to mandate a private company to carry out the works and sponsor the "Mapocho Pedaleable 2016" event. Bitumix, a subsidiary of Eurovia, volunteered for the task. The company repaired the most damaged sections along the river and sponsored the event, which was hugely successful with nearly 46,000 bike trips in a single week. In all likelihood, a permanent bike path will be built along the river in the years ahead.



When worksites interact

Eurovia launches its business accelerator for the harmonious integration of worksites in urban settings and gets involved with 3 startups

Arforia

is a Parisian startup specialised in producing 3D photo-realistic solutions to develop virtual reality modules and high-quality augmented reality.

Twistengine

is also a Parisian startup that creates interactive real-time digital mockups via its TEDi Web service.

Led's Chat

is a startup created in Marseille that develops smart LED tiles that are connected to create modular dynamic displays.



Public works projects disrupt the daily lives of local residents. While many resources are already employed to provide information about such disruptions or to reduce them, we need to improve our knowledge of local residents and stakeholders and enhance our interaction with them. This is why, in September 2016, Eurovia launched a business accelerator for integrating work projects into the city through its partnership with the Open Innovation Institute. In December 2016, following a call for proposals for **"When worksites interact! Imagine the innovative solutions for integrating work projects into the city,"** aimed at young innovative companies, Eurovia selected three startups out of over 20 candidacies received (see side column). Eurovia mentors have been assisting these startups since November 2016. These companies will also have the opportunity to try out their innovative products and services under real-world conditions on a Eurovia worksite with a view to future deployment in the company.



Developing multiple uses

Since tomorrow's city will be denser, each of its spaces will carry out several functions. The street will be more transparent within the urban network, its use can vary according to the day of the week and time of day, and objects, buildings, and infrastructure will be interconnected. Within its research centres and laboratories or in partnership with startups, institutions, and universities, Eurovia is already working on tomorrow's solutions.

Create your next move, and tomorrow?

Our means of getting around are changing and becoming more sophisticated... more collective... more connected... safer... and more respectful of the environment. This new mobility calls for new solutions that Eurovia is helping to develop.



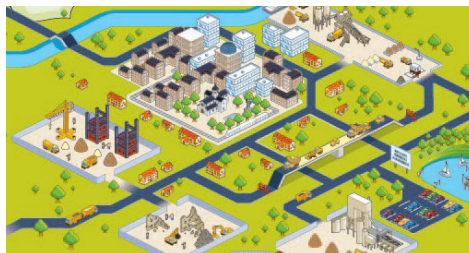
Getting traffic ready for self-driving vehicles

In order to prepare for the advent of self-driving vehicles, the Signature Group, a subsidiary of Eurovia, has launched V2X, an innovative collaborative project to reinforce the decision-making ability of driverless vehicles. This involves positioning roadside units (radar, camera, etc.) at strategic locations to transmit information to the vehicles.



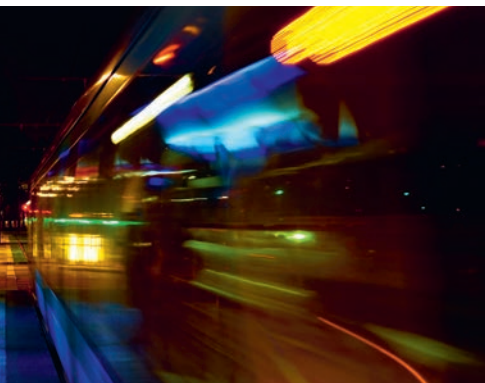
Encouraging local mobility along with other means

In both the city and country, our means of getting around and designing the urban landscape are changing. Communities and regions are focusing more and more on balancing multimodal and local mobility. Eurovia is actively working on all new forms of mobility.



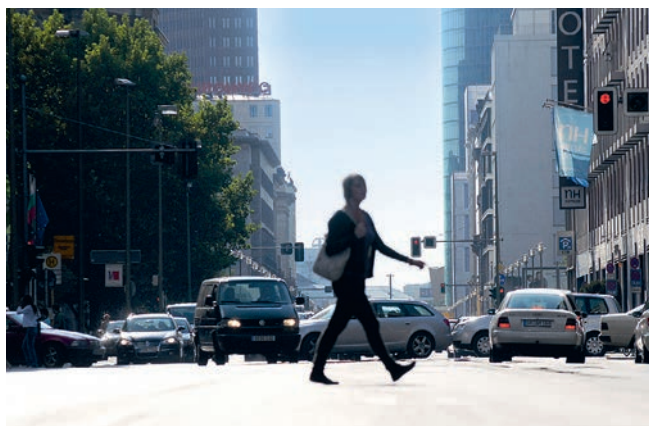
Saving resources

Eurovia is already using recycled materials from road construction to create new infrastructure. Resources from recycling now represent 20% of its annual needs. However, only half of these resources are used. This is why Eurovia has increased efforts to recover worksite waste, thereby creating genuine virtual quarries, and is taking part in a road-building project, supported by ADEME in France, that uses 100% recycled materials.



Using expertise to build the city of tomorrow

Major metropolitan areas are changing to respond to demographic, economic, weather-related, and social issues. Faced with these ever-more complex questions, Eurovia supports cities in their urban construction and renovation programs (Cardem) as well as their railway projects (ETF). The Group is active in busy settings, deploying rare expertise, such as microtunnelling, lining or network tests and inspections... these activities that can be conducted under the supervision of subsidiaries specialised in environmental engineering when the environment requires it.



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