

The California High-Speed Rail Authority
770 'L' Street, suite 620 MS 2
Sacramento, CA 95814
U.S.A.

September 28th, 2015

Ms Rebecca Harnagel
< deliveryapproach@hsr.ca.gov >

Re.: CAHSR Project - Submittal for the RFEI No.: HSR15-02

BOUYGUES TRAVAUX PUBLICS S.A. (Bouygues TP) is pleased to submit its statement of interest with respect to the development of a "High-Speed Rail" System in the State of California and the RFEI No. HSR15-02 issued on June 22nd 2015.

Bouygues TP is a construction company specialized in heavy civil works, underground and tunneling works, earthworks, port infrastructures, rail linear projects and public transportation works. Since 1952, Bouygues TP has provided cutting edge civil engineering and construction expertise on complex, large-scale infrastructure projects around the world. It is a wholly owned subsidiary of Bouygues Construction S.A. based in Paris, France.

Bouygues TP has established a web of regional subsidiaries worldwide and multinational teams capable of reacting rapidly to provide its customers with solutions that combine innovation, a respect for schedules and a commitment to the principles of sustainable development. Thanks to its technical skills, it is often able to propose technical design variants for its customers' projects.

Bouygues TP is renowned all over the world for delivering complex engineering projects such as high-speed rail lines, subway lines and LRT/tram systems. Over the years, Bouygues TP has delivered more than 30 at-grade & elevated railway stations, more than 40 underground metro stations and nearly 300 miles of large diameter tunnel.

Over the years Bouygues TP has accumulated a wealth of experience through numerous projects related to rail transit, "High Speed Rail" or "Very High Speed Rail" in various countries and under different forms of procurement such as D/B and D/B/F/O/M (P3). They vary from small overpasses to large diameter bored rail tunnels to miles of full turn-key systems as follows:

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- **Gautrain Rapid Rail Link** in Johannesburg (South Africa) which is a major “turnkey” project delivered in 2010. As a concession project the consortium led by Bouygues TP delivered a full P3 (D/B/F/O/M) over a total alignment corridor of 50 miles including 6,5 miles of viaduct, 50 underpasses and overpasses, 10 miles of bored and traditionally excavated tunnel work. (seen here below):



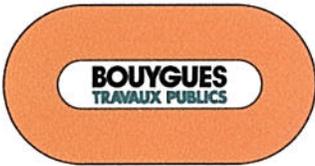
- **Nîmes-Montpellier Bypass Rail ‘HSR’** project in France which is currently being delivered under full P3 procurement involving D/B/F/M of approximately 50 miles of Greenfield rail alignment;
- Several other HSR project segments in France such as:
 - Mediterranean Line: 5 different projects between 1990 and 1998 ;
 - East Line: 9 different projects between 2003 and 2006;
 - Atlantique Line with one project between 1985 and 1987;
 - North Line with one project between 1989 and 1991;

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- HSR stations (2) and interconnection segments (3);
- France Light Rail Tramway under concession contract for a 30 year D/B/F/O/M in the city of Reims. It consists of 22 stations of which one is shared with a HSR Line; (shown here below)



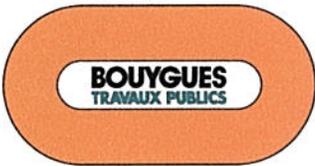
- France Light Rail Tramway in the city of Strasbourg including an underground station with over 1 mile of bored tunnel and several sections of cut-and-cover;
- France subway tunnel including 6 stations in the city of Toulouse
- **Channel Tunnel** project linking U.K. to continental Europe between 1986 and 1993 where Bouygues TP was technical leader for its consortium and responsible for the procurement of all 5 TBM's;
- **Groene Hart HSR Tunnel** in the Netherland for the line connecting Belgium (Brussels) and Germany (Köln) with 5 projects between 1997 and 2005 including a large diameter (50 feet)

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tunnel of over 5 mile alignment under seawater where 2 HSR lines were combined in the same tunnel. Special facilities were integrated to allow two trains to meet in the tunnel at speeds approaching 200 miles/hr.; (shown here below)



- **Cairo Metro (Egypt)** with repetitive tunneling orders ongoing from 1993 to this date on lines 1, 2 & 3, representing 40 miles of tunnel work. (shown here below)

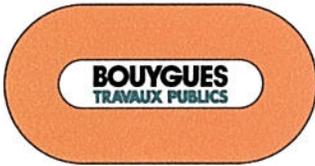


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- **Hong-Kong KCRC** with 2 transit tunnel contracts (D/B) between 1998 and 2003;
- **Ferden and Zurich tunnel drives** (Switzerland) with 2 rail transit tunnels between 1997 and 2005;
- **Sydney Australia Airport Link** with more than 6 miles of large diameter (nearly 40 feet) tunnel and one underground station;

Bouygues TP's experience with P3 projects goes back to 1989 and it participates as a design-builder but also as an investor. It concurs that P3 procurement is likely the best way to generate innovation, maximize value for money and minimize whole-life project costs.

Bouygues TP is therefore at ease with this concept and generally promotes it for this type of project although some challenges must not be underestimated such as:

- Complex project management issues
- Raising the necessary financing
- Generating bidding competition which can be limited when capital costs reaches unfamiliarly high figures in the \$10 billion range;

In such cases, Bouygues TP favors an approach which has gained traction lately. It consists in packaging infrastructure scopes of work into several D/B procurements for the first phase. Once delivered, the second phase consists in integrating these packages into an all-wrapped P3 operation and maintenance contract that can even be tailored to include the rolling stock component.

Official procurement Authorities may be better positioned to expand on the particularities of such procurement strategy. In any case, Bouygues TP will be happy to participate to a one-on-one meeting after submittal of this EOI for further discussion.

For the purpose of this RFEI, Bouygues TP is considered the respondent and its physical coordinates are shown as per this correspondence's letter head. The contact person will be the undersigned, Mr. JF.Lalonde.

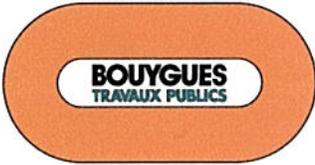
Bouygues TP is not submitting this statement as part of a team (nor JV, nor consortium) as it chose to remain independent of any types of partnership at this early stage of project development. For the same reason and due to earliness in the procurement process, Bouygues TP is interested in both proposed scopes (IOS-South and IOS-North).

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Finally, Bouygues TP wishes to congratulate the Authority for having secured important sources of funding through its actions of the past several years. Should the Authority wish to seek more detailed information from the private sector in the near future, Bouygues TP will be pleased to provide it accordingly.

Sincerely,



J. François LALONDE
International Business Development

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