



## **PRESS KIT**

**UITP SUMMIT 2025 - HAMBURG, JUNE 15-18, 2025**

**TRANSDEV: WORLD EXPERT IN PUBLIC TRANSPORT  
HEAVY MODES**

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**PRESS KIT - TRANSDEV**  
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**TRANSDEV: WORLD EXPERT IN "HEAVY MODE" PUBLIC TRANSPORT**

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## **In brief**

Transdev is a global player in daily mobility and the leading independent private mobility group. Present in 19 countries on four continents, Transdev transports nearly 13 million passengers daily, thanks to the commitment of more than 105,000 employees, including 70,000 drivers.

Transdev works with transit authorities to design, operate and maintain public transport vehicles in bus, coach, train, light-rail, metro, ferry and alternative modes, with a strong commitment to service quality. As a delegate of public service missions, Transdev's core business is to bring people and regions closer together.

For the 2025 edition of the **UITP World Summit**, the Group is highlighting its expertise in the "heavy modes" of public transport: regional trains, light-rail, metros and urban cable cars. These structuring infrastructures are at the heart of the major challenges facing public transport: social cohesion, sustainable mobility and regional development.

With over 150 heavy-mode lines operated worldwide, Transdev is an international leader in these segments. As such, the company is:

- The world's **leading** light-rail operator, with 62 lines in 9 countries
- Germany's **leading** private rail operator since 1998
- A **major rail operator in Sweden** for over 25 years
- The **very first private operator** to operate, in the Région Sud from the end of June 2025, the very first regional rail line opened to competition in France since 1937.
- Operator of the world's **largest light-rail network**, Yarra Trams in Melbourne, Australia
- The future operator of Île-de-France's **first urban cable car**, Câble C1, due to enter operation at the end of 2025.

**Transdev's international model** is important and interesting. It enables the Group to pass on to all its customers the local benefits of the experience it has acquired around the world.

Transdev is now a major rail player in Germany, where its activities account for almost one third of the trains operated in three French regions. Transdev also has rail operations in Sweden and New Zealand.

Transdev is bringing this great expertise back to France on **the Marseille-Toulon-Nice line**. Quite simply, a new page in French rail history will open on June 29, 2025, with this renewed link between three major Mediterranean cities. It precedes another chapter with the reopening of the Nancy-Contrexéville line by 2027. These upcoming operations will draw on Transdev's long-standing expertise in several countries around the world.



## Transdev and regional trains around the world

### France - A historic first: the Marseille-Toulon-Nice line

It's a revolution in the French railway landscape. From June 29, 2025, Transdev will operate the Marseille-Toulon-Nice regional line on behalf of the Southern Region, becoming the first private operator to run a regional train since the nationalization of the railways in 1937.

On May 19, the Provence-Alpes-Côte d'Azur region officially received its first Omneo trainset, manufactured by Alstom and operated by Transdev. It is the first of a fleet of 16 new-generation trains that will run from Sunday June 29, 2025<sup>1</sup> between Marseille, Toulon and Nice.<sup>2</sup>

#### Doubling the number of trains, renewing the experience

Supported by the Southern Region, this opening to competition will double the offer on the coastal route:

- 1 train every hour on weekdays (14 round trips, 16 at weekends)
- Rates unchanged for subscribers
- A transformed onboard experience.

Alstom's new Omneo Premium trainsets offer:

- 1<sup>st</sup> and 2<sup>nd</sup> class, with luggage space
- New features: Wi-Fi, entertainment portal, local light catering and bike areas (up to 12 bicycles)
- Train with level access for people with reduced mobility (PRM),
- Increased human presence on board: passenger relations agents and private security guards, equipped with cameras, to complement the video surveillance system on the trains.

#### A train 'made in France' and eco-responsible

The fleet of 16 trainsets is manufactured by Alstom at its Crespin site in Hauts-de-France. Each 110-meter trainset can accommodate 400 seated passengers, and up to 730 in double-set configuration. These trains are designed to run at speeds of up to 200 km/h (160 km/h on the current line). The trains are powered 100% by green electricity. They will replace the line's current trains, which are reaching their age limit.

These new trainsets are compatible with the new ERTMS (European Rail Traffic Management System) signalling system to be deployed on this route from 2028. They will also be compatible with the new infrastructure created by the various phases of the LNPCA project (Ligne Nouvelle Provence Côte d'Azur, which involves reconfiguring the network and offering more trains to the region).

#### In-house maintenance

To ensure their maintenance, a 2,000 m<sup>2</sup> site has been built in Nice, as part of an eco-responsible approach. It will enable high-quality maintenance and maximum availability of rolling stock, essential to the promised 97.5% regularity. This new maintenance and storage site in Nice, built by our partner NGE, will ensure a high level of safety, controlled and optimized maintenance and total availability of trains, particularly during peak periods.

The entire operation will be powered 100% by green, renewable traction energy of French origin, via the purchase of green certificates from the electricity supplier chosen by Transdev. Transdev has also introduced eco-responsible driving to reduce energy consumption.

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<sup>1</sup> First train Nice-Marseille: 05:34 | First train Marseille-Nice: 05:57.

<sup>2</sup> Stations served: Marseille Saint-Charles, Toulon, Carnoules, Les Arcs Draguignan, Saint-Raphaël Valescure, Cannes, Antibes, Nice Saint-Augustin, Nice-Ville.

## France - Reopening of the Nancy-Contrexéville line

The consortium comprising NGE, Transdev and Banque des Territoires (Groupe Caisse des Dépôts) has been awarded the public service concession for the Nancy-Contrexéville railway line by the Région Grand Est.

It's a first in two respects: it's the **first rail contract** awarded by the **Grand Est Region** since the opening of the market to competition, and the **first contract in France to be operated under a new model**, enabling a single service provider to operate the rail service and manage the infrastructure.

Closed since 2016, this essential regional line will be brought back to life thanks to a 22-year partnership between NGE Concessions, Transdev and Banque des Territoires (Groupe Caisse des Dépôts). This reopening represents a crucial step in the opening up of the line to competition, as well as a powerful symbol for the attractiveness of the western Vosges and the southern part of the département of Meurthe-et-Moselle. Then, in 2027, there will be 30 daily round trips between Nancy and Contrexéville.

## Germany - Confirmed leadership since 1998

Transdev is **Germany's leading private rail operator**, active since the opening to competition in **1998**. Through its many subsidiaries (NordWestBahn, Bayerische Regiobahn, Mitteldeutsche Regiobahn, etc.), the Group operates a total of **58 regional lines** in Germany, covering more than 3,500 kilometers of network. Every year, over 141 million passengers use these trains, served by 222 electric trains and 280 railcars.

The networks are spread across **most of Germany's Länder**, including Bavaria, Baden-Württemberg, North Rhine-Westphalia, Saxony and Lower Saxony. Transdev embodies a model of regional contract operation, combining operational excellence and adaptation to local needs.

From long-distance regional lines (such as the international München-Salzburg connection), to regional S-Bahn lines (with six Bremen S-Bahn lines and 10 Hanover S-Bahn lines), local lines and even short lines (four in Baden-Württemberg), Transdev serves all regions of Germany, both for daily mobility and for tourism (München to the Bavarian Alps connection).

### A few examples of rail lines operated by Transdev in Germany

#### Bremen S-Bahn

Transdev has been operating S-Bahn regional trains around Bremen since December 2010, and until 2036. These have been extended to serve new destinations (one in the south to Rotenburg and the other in the north to Wilhelmshaven) and to increase frequencies, particularly at peak times. With a 35% increase in service, this extension confirms the growing appeal of regional rail as a mode of daily transport in Germany. The network extends over 270 km.

The contract represents around 6.5 million annual train kilometers to carry over 20 million passengers. Commissioning took place in December 2021, while the 15-year operating contract runs until December 2036.

The current fleet of 35 trains has received a complete overhaul, with modernized interiors, Wi-Fi on board all trains, a new passenger information system and an energy-saving system. In addition, Transdev Germany has purchased 16 new Stadler FLIRT trains to bring the fleet up to 51 trains, starting service in December 2021.

#### Hannover S-Bahn

The contract, which represents around 9.3 million train kilometers a year for over 30 million passengers carried, includes the operation of 10 regional S-Bahn lines around Hanover, the regional capital of Lower Saxony, and covers connections with Nienburg to the north, and Minden, Hildesheim and Paderborn to the south. The network is 385 km long.

Commissioning took place in December 2021, while the 12.5-year operating contract runs until June 2034.

The rolling stock fleet comprises 13 existing trains and 64 new Stadler FLIRT 160 trains. The latter offer a total capacity of 397 passengers, including 180 seated and 217 standing, at a maximum speed of 160 km/h.

### MittelrheinBahn

Trans Regio, a Transdev subsidiary, operates its Rhine Valley rail lines linking Mainz, Koblenz, Bonn and Cologne under the MittelrheinBahn brand until December 2033.

Trans Regio also operates the MittelrheinBahn line to Koblenz. The new rail contract on the left bank of the Rhine linking Mainz, Koblenz, Bonn and Cologne took effect in December 2023 for ten years, with a three-year extension option until 2036. The contract represents 14 million annual passengers and 3.2 million train kilometers. The fleet of 23 Siemens Mireo and Desiro Mainline trains will continue to operate on this line. The Desiro Mainline trains have undergone a complete overhaul, with numerous improvements for passengers.

In addition to improving passenger comfort on board the trains, Transdev has also invested in the expansion of its own depot in Koblenz. Trans Regio has already been operating this railway line in the Upper Rhine Valley, a UNESCO World Heritage Site, under the MittelrheinBahn brand since 2008.

### Bayerische Regiobahn

In summer 2024, the state of Bavaria awarded Transdev the "Oberland 2027+" rail contract. Transdev, which has operated the Oberland network since 1998 under the BRB brand, will continue to provide passenger transport beyond 2026 and at least until December 2032. The contract covers three lines totaling 120 km in length, serving the Bavarian Alps to the south from Munich, in the direction of Lenggries, Tegernsee and Bayrischzell. The contract takes effect in December 2026. On average, 6.4 million passengers a year travel on this network, which has a good frequency and employs 260 people.

### Four short lines around Stuttgart

Württembergische Eisenbahn Gesellschaft (WEG), a subsidiary of Transdev Germany, is a privately-owned railway company that has been successfully operating regional rail passenger services for over 100 years. It carries around 4.4 million passengers a year on its lines around Stuttgart. The various lines are located to the south, northwest, southeast and east of Stuttgart. The Tälesbahn and the Strohgäubahn, on the Korntal-Weissach section, are rail lines belonging to WEG. Here, regional rail passenger services are provided using our own infrastructure and vehicles. On the Schönbuchbahn and Wieslaufalbahn, WEG acts on behalf of the intermunicipal associations that own them.

#### Schönbuchbahn

After a break of almost 30 years, the Schönbuchbahn was reactivated by the Zweckverband Schönbuchbahn in collaboration with WEG, and reopened to passenger traffic on December 1, 1996. It runs between Dettenhausen and Böblingen, covering the 17 km in just 24 minutes. It is also considered a prime example of the successful reactivation of a branch line. This is impressively demonstrated by the ridership figures. Forecasts were far exceeded on the very first working day. Today, they are more than 2.5 times higher than forecast.

- Strohgäubahn

The Strohgäubahn has been running between Weissach and Korntal since August 14, 1906. This makes it WEG's second oldest passenger line. From the outset, commuter traffic to Stuttgart played a major role. This has remained the case to this day. The main offer is an attractive half-hourly service between Hemmingen and Korntal, with direct connections to the S-Bahn in Korntal. The journey takes 22 minutes.

- Tälesbahn

The Tälesbahn went into service on June 1, 1900. It is WEG's oldest line. It was completely renovated to mark its centenary. Today, modern Regio-Shuttle trains cover the 8.9 km between Neuffen and Nürtingen in just 12 minutes.

- Wieslaufalbahn

The Wieslaufalbahn (also known as the Wiesel) resumed service on January 1, 1995. This is another branch line whose planned closure neither the Rems-Murr district nor the neighboring communities wanted to accept. They founded the Verkehrsverband Wieslaufalbahn intercommunal association and commissioned WEG to renovate and resume rail operations. It has been a great success ever since. The Wieslaufalbahn has been running between Rudersberg-Oberndorf and Schorndorf since June 15, 2008. It connects with the S-Bahn in the Stuttgart region. It covers the approximately 11 km in 20 minutes.

## Sweden - A wide range of rail services

In Sweden, Transdev has been operating several types of rail services since 1999:

- **Mälartåg**, a regional rail line to the west of Stockholm, operated by Transdev since June 2024.  
Mälartåg's 1,060 km, 5-line regional express network carries around 12.5 million passengers a year. The initial two-year contract includes an option to extend the contract by up to two years. After winning the contract to operate regional rail lines in the province of Östergötland, Transdev Sweden is now strengthening its position in the greater Stockholm area, which is home to over 40% of Sweden's population, and where Transdev already operates train, ferry and bus networks. The contract also includes maintenance of the 62 electric trains (53 Stadler double-decker Dosto and 9 Bombardier), which can travel at speeds of up to 200 km/h, serve 44 stations from Stockholm and link the cities of Uppsala, Gävle, Hallsberg, Örebro and Linköping.
- Transdev has won the contract to operate **the Östgötapendeln** regional train line between Norrköping and Linköping, starting June 1, 2025. The Östgötapendeln, a regional express network linking Norrköping with Tranås and Motala, carries around four million passengers a year. The initial eight-year contract includes a four-year extension option. The contract covers traffic planning, maintenance of the electric trains (18 Alstom Coradia Nordic X61 trainsets) and long-term strategic development of the line, which today serves eleven stations and links public transport in Östergötland with that of Småland.
- Transdev operates the **Roslagsbanan** lines to the north of Stockholm. These are suburban lines operated under a long-term contract. The Roslagen rail lines are a network of three commuter train lines (65 km, 38 stations) running from Stockholm East station to the towns of Kårsta, Österskär and Näsbyark. Over 50 million journeys are made every year in these three service areas, which are operated by a team of 1,200 employees.
- **Snälltåget**, a brand of long-distance trains, linking three European capitals by night: Stockholm, Copenhagen via Malmö, and Berlin.  
Stockholm and Copenhagen, Scandinavia's two largest capital cities, are now directly linked to Berlin by night train, which was not the case before. It's the first scheduled night train service to link Sweden, Denmark and Germany since the 1990s, more than thirty years ago. Snälltåget is a Transdev Group rail company. Snälltåget's long-distance rail services aim to offer customers a pleasant and affordable journey. All year round, Transdev operates daytime train services between Malmö and Stockholm. In winter and summer, Snälltåget provides night train services to Malmö and the ski and hiking areas of Jämtland, via Stockholm, twice a week. The Snälltåget train uses exclusively green energy from hydro, wind and solar sources.

## New Zealand - The Capital Rail Experience

It was in 2016 that Transdev Wellington (TDW) began operating the passenger rail network on behalf of the Greater Wellington Regional Council (GWRC), under the Metlink brand. Transdev operates five regional lines around the capital, on a network of 154 km of track with 49 stations. TDW provides over 2,000 weekly services, with 1.3 million journeys and 3.22 million km covered per year. From the outset, Transdev had set up a control center to monitor service and track control in direct contact with the safety team. The contract includes maintenance, driving, traffic control (ROC) and customer service. Transdev's contract has been renewed until 2031.

## United States - Maintenance expertise

In Florida, Transdev is providing its expertise in rail infrastructure maintenance and signalling for the 129 km **Tri-Rail** line linking Miami to Fort Lauderdale and West Palm Beach, managed by the South Florida Regional Transportation Authority. This contract illustrates the Group's technical capacity to maintain complex rail lines.

## Transdev and light-rail around the world

Transdev is the **world leader in light-rail**, operating 18 networks comprising 62 light-rail lines in 9 countries. Every day, Transdev operates more than 1,000 light-rails, carrying 480 million passengers a year, on more than 500 km of track.

Transdev plans to launch a new light-rail line in Toronto (Ontario, Canada), with the Hazel McCallion line serving the downtown core of Ontario's capital city.

### Australia - Melbourne, the world's largest light-rail network

Since December 1, 2024, Transdev has been operating **Melbourne's Yarra Trams** network. This is **the world's largest light-rail network**, with 25 lines and over 500 trams on more than 250 km of track, covering the capital of the state of Victoria, Australia's second most populous city with 5.3 million inhabitants.

Yarra Trams carries around 180 million passengers a year. It's an emblematic network of the city, both heritage and essential to the day-to-day running of the metropolis.

Transdev's ambitions are manifold: to improve network punctuality and reliability, enhance stop safety and accessibility, modernize infrastructure and implement innovative environmental initiatives, such as the use of electricity from renewable sources.

This contract reinforces the Group's position as **world leader in light-rail operations**. Transdev relies on a collaborative approach with local authorities and communities, guaranteeing sustainable and inclusive management of the network.

In **Sydney**, Transdev operates the Australian megalopolis' 4 light-rail lines, including the new **Parramatta** line (L4), which went into service on December 20, 2024.

The first stage of Sydney's L4 light-rail links Westmead to Carlingford in Sydney's west, via the central business district (CBD) of Parramatta and Camellia, on a complete double track covering 12 kilometers. This first stage includes 16 stops, an integrated ticketing system and 13 modern, comfortable, air-conditioned vehicles, each able to accommodate up to 300 passengers. The L4 line serves the Westmead health hub, CommBank stadium, Rosehill Gardens racecourse and three campuses of the University of Western Sydney.

Services on the L4 line are provided by CAF URBOS 100 light-rails comprising seven modules, enabling high-frequency "turn-up-and-go" departures seven days a week, every 7.5 minutes during peak hours (7 a.m. to 7 p.m.) and every 15 minutes outside these periods. These low-floor, fully accessible vehicles offer generous space for wheelchairs and racks for up to four bicycles per vehicle. Passengers will also benefit from real-time information at stops and on board.

By 2026, around 28,000 people are expected to use the new L4 light-rail every day, with an estimated 130,000 living within walking distance of the line's 16 stops.

### France - Historical expertise

Transdev operates **six light-rail networks** in France.

#### Le Havre - LiA network

Transdev Le Havre manages the LiA network, which includes two light-rail lines, main bus routes and transport-on-demand services. The company is supporting the transit authority in the energy transition of the fleet, with the gradual introduction of electric and bio-GNV buses.

#### Mulhouse - Réseau Soléa

In Mulhouse, Transdev operates the Soléa network, including three light-rail lines and a tram-train linking the city to the Thur valley. The rolling stock comprises 22 Alstom Citadis trainsets and 12 Siemens Avanto light-rails for the tram-train.

#### Nantes - Naolib network

Transdev is involved in the operation of the Naolib network in Nantes, which comprises three light-rail lines with a total of 84 stations. The network is currently being modernized with the introduction of new Alstom Citadis X05 trains, aimed at improving comfort and energy efficiency.



#### Reims - Grand Reims Mobilités network

Transdev Reims operates the Grand Reims Mobilités network, comprising two 11.2-km light-rail lines with 24 stations. The network was launched in 2011 as part of a public-private partnership aimed at significantly increasing public transport ridership in the urban area.

#### Rouen - Réseau Astuce

In Rouen, Transdev is involved in the operation of the Astuce network, which includes a light-rail line with two branches and a Bus Rapid Transit (BRT) system. The network serves the greater Rouen area, offering an efficient alternative to the private car.

#### Saint-Étienne - STAS network

Transdev Saint-Étienne manages the STAS network, comprising three light-rail lines. The network is constantly evolving, with extension projects to serve new districts and strengthen the public transport offer.

Through these networks, Transdev demonstrates its commitment to sustainable, accessible and innovative mobility, at the service of local authorities and users alike.

### **Ireland - The light-rail in the capital Dublin**

Transdev Dublin Light Rail Limited has operated **Dublin's** Luas light-rail network since 2004, successfully renewing contracts over the years, and ensuring over 50 million journeys by 2024 on an expanding network.

This network comprises two lines serving the Irish capital. The red east-west line, 20 km long with 32 stops, links The Point - Connolly to Tallaght - Saggart. The north-south green line, 22 km long with 35 stops, links Broombridge to Brides Glen. Every day, the Luas network carries an average of 110,000 passengers.

Transdev operates and maintains 42 km of track, three depots and 73 light-rails, with a workforce of 350.

### **Spain - The light-rail in and around the Catalan capital**

In Catalonia, Transdev is present through **TRAM Barcelona**, co-operated with Moventia. The network comprises two distinct systems: **Trambaix** (lines T1 to T3) and **Trambesòs** (lines T4 to T6), linking outlying municipalities to the city center.

The network handles over 30 million passengers a year. TRAM Barcelona also stands out for its policy of universal accessibility, gender equality in management, and environmental performance (recycling rate, optimized energy consumption).

### **Sweden - A historic network**

#### **Transdev operates Norrköping's historic light-rail network**

Transdev has been managing and operating **Norrköping's** light-rail network since 2004, making an active contribution to the city's sustainable urban mobility dynamic. Founded in 1904, Norrköping's light-rail network is one of the oldest in Europe still in service, symbolizing a successful alliance between historical heritage and modernity.

Today, Transdev operates two light-rail lines on this network, totaling 25 stations and covering a total distance of 18 kilometers. These light-rails provide daily mobility for more than 25,000 passengers every day, facilitating daily travel and reducing the carbon footprint by limiting the use of individual vehicles.

### **Morocco-Rabat-Salé - Efficiency closer to the capital**

Since 2011, Transdev has been operating the **Rabat-Salé light-rail network** on behalf of the AAVB agency, comprising two lines (T1 and T2) with 27 km of track. Owned by Rabat Région Mobilité (RRM), this network is an essential component of the public transport infrastructure in the capital of the Kingdom of Morocco.

The service is renowned for its regularity and efficiency. Transdev operates a fleet of 66 Alstom Citadis trains, each capable of carrying up to 600 passengers. These modern trains offer reliable, comfortable service, with an 8-minute service frequency during rush hour.

More than 45 million passengers are carried every year. Transdev has succeeded in adapting its operating standards to local cultural and climatic specificities, while maintaining a high level of punctuality and customer satisfaction. Line extensions are planned for 2026.

### **Netherlands - 3 light-rail lines in Utrecht awarded by tender**

In the Netherlands, Transdev will operate the 3 light-rail lines in **Utrecht** from December 2025, the only one of the four largest cities in the Netherlands - including Amsterdam, The Hague and Rotterdam - where public transport is awarded by tender. With 54 CAF trainsets, Utrecht's light-rail network comprises three lines with a total length of 18.3 km and carried 10 million passengers in 2024.

### **Canada (under construction)**

Transdev is involved in the **Hazel McCallion** light-rail project, in partnership with Metrolinx. This network, which will link Brampton to Mississauga (Ontario), is designed to respond to the urban growth of Canada's major metropolises with modern technologies and a high quality of service.

Infrastructure Ontario and Metrolinx have awarded the Mobilinx consortium, of which Transdev is a member, a contract worth 3.15 billion euros (4.6 billion Canadian dollars). The Mobilinx team will be responsible for the design, construction, financing, operation and maintenance of this rail system for a period of 30 years. **Transdev will operate and maintain the light-rail** once construction is complete.

The Hazel McCallion light-rail is an 18-kilometre, 19-stop light rail system running along Hurontario Street from Port Credit in Mississauga to the Gateway Terminal south of Brampton. The light-rail will be operated in exclusive right-of-way, with traffic priority along most of its route.

Throughout the construction and mobilization phase, which is still underway, Transdev is supporting its partners and advising them on aspects relating to the system's operability.

### **United States - Light-rail in Wisconsin and Ohio**

In the United States, Transdev operates two light-rail lines under public contracts in **Milwaukee** (Wisconsin) **and Cincinnati** (Ohio). Transdev's operating capabilities, combined with its strong maintenance expertise, are at the heart of these contracts.

In Cincinnati, Transdev helped restart the **Cincinnati Bell Connector** service, which has been entirely free to passengers since 2020, helping to boost ridership.

## Transdev and metros around the world

Transdev develops and operates automatic and conventional metro systems in major cities around the world, often in complex technical contexts or in closed environments such as airports. The company operates both on existing networks and on projects under construction, confirming its ability to manage large-scale projects, from design to maintenance.

### France - CDGVAL and Lisa (Charles-de-Gaulle Airport)

At Paris-Charles-de-Gaulle international airport, Transdev operates two automatic metro lines: **CDGVAL**, in service since 2007, and **Lisa**, in service since 2023.

- The **CDGVAL** serves five stations on a 3.6 km line linking terminals, parking lots and stations.
- **Lisa**, a driverless automatic shuttle, links Terminal 1 to the CDGVAL station via a closed shuttle system (2 cabins, frequency every 2 minutes).

These lines operate in a constrained environment with high demands for punctuality and reliability, with a 24/7 service carrying several **tens of thousands of passengers a day**. Transdev is responsible for operation, maintenance and passenger service.

### Ecuador - Quito Metro

In **Quito**, the capital of Ecuador, Transdev was chosen in 2020 to ensure the start-up and operation of the city's metro, **the world's highest metro at 2,850 meters above sea level**. With 22 km of underground track, the line will serve 15 stations with 18 6-car trains (CAF brand), with a target capacity of 400,000 passengers per day.

The Quito metro represents a **historic milestone**: it is the **first heavy metro in Latin America** to be operated by a European group. Transdev is committed to ensuring a transfer of skills to local teams, with the aim of gradually ramping up traffic. It is operated by Transdev in partnership with Metro Medellín (Colombia). The service has been operational since December 2023, with a first year marked by high user satisfaction and annual ridership of around 55 million passengers.

### Canada - Ontario Line, Toronto (under construction)

In North America, Transdev is involved in one of Canada's most emblematic projects: the future **Ontario Line** in Toronto.

- Length: 15.6 km
- Number of stations: 15
- Frequency: every 90 seconds during rush hour
- Capacity: 388,000 passengers per day (est.)

The project is being carried out as a PPP (public-private partnership) with Metrolinx. Transdev has been selected as the **future operator of** the line, alongside a consortium including major players in the construction and rail systems sectors (Hitachi Rail, etc.).

The Ontario Line is a **strong response to the saturation** of Toronto's **existing network**, by partially doubling the historic metro line 1 and connecting neighborhoods that were previously poorly served. Transdev will contribute its expertise in automation, driverless operation and dense urban environments.

### Brazil - São Paulo, new line 6 (under construction)

In Brazil, Transdev do Brasil has signed an eight-year technical assistance contract with the Concessionária Linha Universidade consortium, led by Acciona, for the future line 6 (automatic "GoA4") of the São Paulo metro (the Orange line), due to enter service at the end of 2026 (foreseeable). This includes design, commercial studies and the first three years of operation. **The Orange Line is currently the largest public-private partnership infrastructure project under development in Latin America**. The line is designed to carry up to 600,000 passengers a day (est.).

## Transdev and cable cars

### France - Cable C1, Île-de-France (under construction)

Câble C1 is the **very first urban cable car in the Paris region**. By the end of 2025, it will link the towns of Villeneuve-Saint-Georges, Limeil-Brévannes and Valenton to metro line 8 at Créteil - Pointe du Lac. With a length of 4.5 km, the line will comprise 5 stations and carry around 20,000 passengers a day.

**Transdev will operate it on behalf of Île-de-France Mobilités**, the transit authority. The Île-de-France transport network for which it is responsible is the second densest and busiest in the world. This project meets a major challenge in terms of opening up dense, hilly neighborhoods, where the road infrastructure does not allow for traditional heavy lines. Cable C1 will offer :

- 30-second frequency during rush hour
- A total journey time of 17 minutes
- Universal accessibility (PRM, bicycles).

Fares are integrated with the Ile-de-France network, making them easy to use for everyday commuters. The project is also exemplary in terms of public consultation, local acceptability and innovative urban planning.

The design, construction and maintenance of Cable C1 are being carried out by the Doppelmayr France / Spie Batignolles / France Travaux / Egis Rail / Atelier Schall consortium, under the supervision of Ile-De-France Mobilités. The infrastructure is 49% financed by the Ile-de-France region, 30% by the Val de Marne département and 21% by the French government. It will be operated by Transdev.

### Colombia - TransMiCable in Bogotá (2019-2023)

For 5 years (2019-2023), Transdev has operated the **TransMiCable**, the first urban cable car in Bogotá, the capital of Colombia. This cable transport system linked the working-class Ciudad Bolívar districts, located in the hills, to the TransMilenio rapid bus network.

With 3.4 km of line, 4 stations, 163 cabins and a capacity of 7,200 passengers per hour per direction, TransMiCable carries over 25,000 passengers daily.

The cable car was an integral part of an urban regeneration program. Transdev implemented high standards in terms of safety, operator training, user relations and maintenance. This feedback strengthens the Group's expertise in cable systems, and serves as a reference for future European projects such as Cable C1.



## Transdev and 'heavy' modes in facts & figures

Through its **"heavy" modes of transport** - regional trains, light-rails, metros and urban cable cars - Transdev is asserting its position as world leader in sustainable mobility.

In 2025, the Group will be marked by three major milestones:

- **June 29, 2025:** launch of the **Marseille-Toulon-Nice** line, the first regional rail line to be opened to competition in France since the reopening of the market.
- **In December 2025,** in **Utrecht** (Netherlands) where it will take over operation of its urban network, comprising three light-rail lines.
- **At the end of 2025,** the opening of **Cable C1** in the Paris region, a symbol of innovative, inclusive and integrated mobility.

Transdev's expertise in **heavy modes of transport** (rail, metro, light-rail, cable car) goes back more than 40 years (Nantes light-rail), including 27 years in rail (since the opening to competition in Germany in 1998).

Transdev is :

- **Germany's leading private rail operator** since 1998
- **The first private operator** to operate a regional rail line open to competition in **France** (Marseille-Toulon-Nice from June 29, 2025)
- **World leader in light-rail networks**
- **Operator of the world's largest light-rail network** in **Melbourne**, Australia
- **The operator of the world's highest metro line** in **Quito**, Ecuador, at an altitude of 2,850 meters.
- **The operator** (end 2025) **of the first urban cable car in the Paris region**, the second densest and busiest public transport network in the world.

### Transdev and trains around the world

- **6 countries:** Germany (1<sup>st</sup> private regional rail operator, after DB), Sweden, France, USA (rail maintenance), Canada (subway line in Toronto from 2031), New Zealand.
- **80 rail lines**, including 58 in Germany (since 1998), 14 in Sweden (since 1999), 5 lines in New Zealand, 1 in the USA for maintenance only, 2 in France (Carhaix-Guingamp-Paimpol & Panoramique des Dômes - before the Marseille-Toulon-Nice line went into operation).

Worldwide, Transdev operates 900 trains/day, carrying 300 million passengers/year, on 8,000 km of tracks.

### Transdev and light-rail around the world – World leader

- **9 countries:** Australia (Melbourne, Sydney), France, United States, Sweden, Netherlands (Utrecht from 12/2025), Ireland, Morocco, Canada (future light-rail in Ontario), Spain.
- **62 lines**, including 29 in Australia, 15 in France, 6 in Spain, 2 in Morocco, 2 in the USA, 2 in Ireland, 2 in Sweden, 3 in the Netherlands (from Dec. 2025), 1 in Canada (in preparation).
- **1,000 light-rails** in operation worldwide
- **480 million passengers** a year
- 536 km of track and over 50 million kilometers travelled per year.

### Transdev and metros around the world

- **4 countries:** Ecuador, France, Brazil (in preparation), Canada (in preparation)
- **5 metro lines.**

### Transdev and the urban cable car

- France: **Cable C1**, start of operations: end 2025, first in the Greater Paris region, the second densest and busiest public transport network in the world.
- Colombia: experience of operating the **TransMiCable** urban cable car in Bogota for 5 years (2019-2023), carrying 25,000 passengers a day.