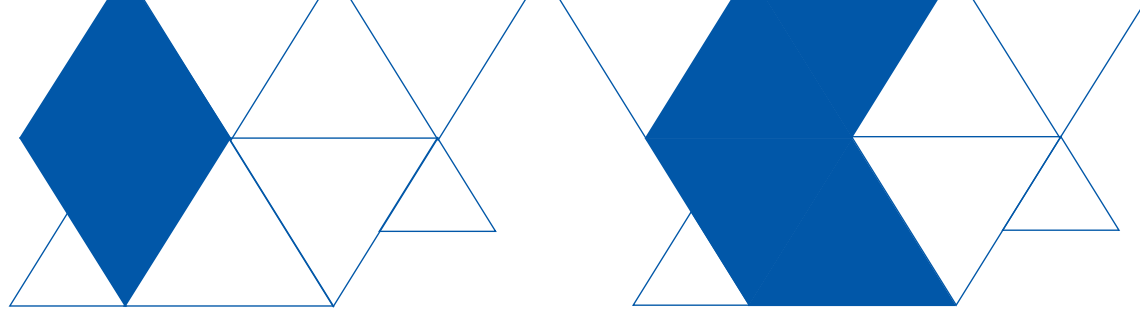


PRESS RELEASE
Voreppe, June 15, 2020

POMA IS BUILDING WESTERN EUROPE'S VERY FIRST MULTIMODAL URBAN CABLE CAR IN GRENOBLE, FRANCE



French ropeways company POMA, and its consortium partners Egis engineering and Groupe-6 architects, have won the tender launched to build the cable transportation link between 3 tramway lines connecting 4 municipalities of the northwestern part of Grenoble. The contract was signed on May 14, 2020 with the Syndicat Mixte des Mobilités de l'Aire Grenobloise (SMMAG).



Aerial cable transport systems can be adapted to all uses and challenges of urban mobility and is recognised worldwide for its performance and environmental virtues.

In Grenoble, “la Bastille cable car” has been a famous tourist attraction since 1934 and has become the city’s emblem. While cable transport for urban mobility is only just beginning to take hold in France and indeed in Europe, Grenoble and its neighbouring municipalities were keen to welcome this sustainable solution meeting collective transport capacities.

Known as France’s Silicon Valley, the Grenoble region is a vibrant dynamic environment. The “capital of the French Alps” is breaking new ground with a 3.7 km long aerial line connecting the transport network through 6 stations from Fontaine, Sassenage, Grenoble and Saint-Martin-le-Vinoux. By 2024, “T1” line that will allow mobility for commuting, while comfortably floating in the sky surrounded by mountains, overcrossing in 15 minutes roads, and railways, rivers, and all ground obstacles, every day, on time.

POMA’s proposal was selected as the only relevant mobility solution for part of the Grenoble conurbation, which is preparing to welcome more than 6,000 new inhabitants and more than 5,000 jobs within the next 10 years. This large-scale urban planning project with business hubs and several housing programs in the area, will contribute to raising the sector’s mobility requirements, some 80,000 trips per day, by 2030.

In order to preserve the life of the residents, the fauna and the surroun-

ding flora, and to showcase living spaces, the T1 urban gondola line will incorporate a 360° design. With regard to materials, visual harmony and sound comfort are primordial, as are a number of energy-saving features. Modern and modular cabins, combined with a light and airy architecture looking onto the surrounding mountains, will be the aesthetic signature behind this first French Metrocable cablecar built in the Grenoble area.





► **POMA'S NEW URBAN OVERHEAD LINE IN GRENOBLE CARRIES HIGH ECOLOGICAL AND ECONOMIC STAKES**

The major advantages of the future ropeways transport systems

- **It flies over obstacles and reinforces the links** between the existing transport lines.

Aerial line T1 is part of a constrained movement scheme:

It connects Fontaine to Saint Martin-le-Vinoux by flying over the Presqu'île Scientifique, natural obstacles (the

Isère and Drac rivers), urban networks (A480 and N481 roads, railway bundle) and very high voltage lines.

It is connected to the existing tram (A, B and E lines) and bus public transport network.

- **It is reliable because it runs on an exclusive right-of-way.**

Its service is interrupted only in the event of very high winds.

- **It is ecological and economical**

Including specific optimizing technologies, this carbon-free mode of transport has a much lower cost per kilometre than a tram. It will help ease road traffic congestion

- **It is aesthetic and comfortable**

Its modular cabins are comfortable and quiet.

Its compact stations take up very little public space and offer a 360° view. They are made of glass, metal, wooden cladding and have green roofs, blending into the landscape.

- **It is open to all**

Perfectly integrated in the local public network operated by Semitag, T1 is open to everyone in possession of a single ticket. Its cabins are accessible to people with reduced mobility and can accommodate bicycles.

► THREE LOCAL PLAYERS FOR AN AMBITIOUS PROJECT

The design, construction and maintenance of the T1 aerial line have been entrusted to three local companies over a 6-year period:

POMA Group: leader in cable transportation

POMA is a leading name in cable transport for cities and mountains, tourism and industry, with 8,000 installations built worldwide over the past 84 years. 450 million euros in sales (2018) 1,300 employees, including 750 in France at its industrial sites in Auvergne-Rhône-Alpes.

Group-6: famous French architectural agency

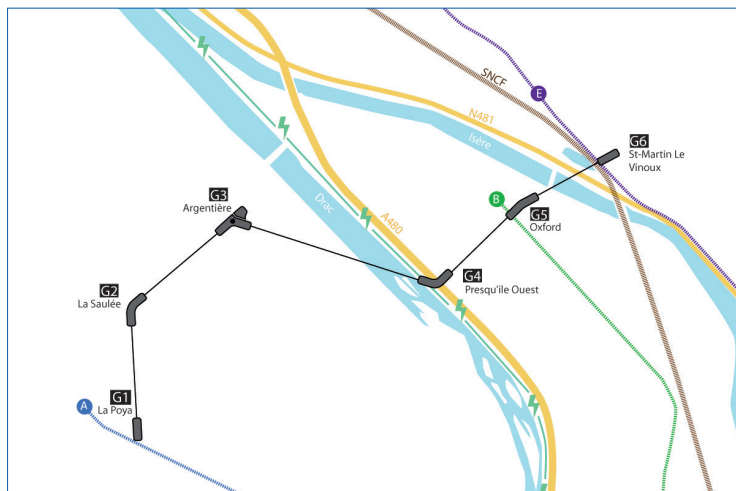
Group-6 has played a major role in the urban development of Grenoble

for 50 years, with many remarkable projects such as the Grenoble Museum and the future headquarters of Schneider Electric.

Egis: an international player in construction engineering and mobility services

Egis deploys recognized know-how in consulting, engineering and operation of infrastructures in transport and mobility, sustainable cities, buildings, water, environment and energy. Project manager for tram lines in Grenoble since 1987.

This consortium has already worked on other joint projects. It brings together complementary skills and relies on third-party partners such as Léon Grosse and Eiffage for civil engineering.



KEY FIGURES

- 3 years of work commissioning: 2024
- 6 stations including 4 for passengers and 2 technical stations: La Poya, La Saulée, Argentière, Presqu'île Ouest, Oxford, Saint Martin-le-Vinoux
- Operation: from 5 am to 9 pm
- Number of cabins (12 seats): 24 when commissioned > 66 at term
- Travel time: 3.6 km in 15 minutes
- Frequency: 71 seconds at start-up 28 to 29 seconds at completion.
- Speed: 19 km/h on average
- Number of travelers : 1200 people/ hour > 3000 at term
- 2030: 80,000 trips per day

About POMA

Having built more than 8,000 installations worldwide over an 83 year period, French company POMA is a leading provider of cable transportation solutions. POMA innovates throughout the world, lending its cable transportation knowledge and expertise to the urban transport, snow, tourism, and industrial sectors. POMA has a turnover of €345 million. POMA employs 1,113 people (including 680 in France) across its different industrial sites, all based in Auvergne-Rhône-Alpes.

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