

PROJECT
PRESENTATION
DOCUMENT

The New South-West Line project: more sustainable mobility

The New South-West Line or LNSO project is moving forward. Funded by the French government, local authorities and the European Union, this large-scale project is part of a national drive to reduce carbon emissions. It will also facilitate and develop mobility between Bordeaux, Toulouse and Dax, while strengthening national and European links.

The LNSO project will complete the European trade and mobility corridors, connecting the north and south of the continent.

Work has been underway since 2024 on the rail developments north of Toulouse and south of Bordeaux and investigations are continuing on the route of the new lines to fine-tune the project and prepare the future infrastructure.

The LNSO project is responding to the challenges of today and tomorrow by offering the most carbon-free mobility for south-western France. Thanks to modernised infrastructure and enhanced rail services, it will reduce journey times between major cities and improve everyday travel.



Christophe HUAU
Director of
the GPSO Agency

OUR COMMITMENTS

PEOPLE

ENVIRONMENT

TERRITORIES

INNOVATION

SUSTAINABLE
MOBILITY AND
CONNECTING
REGIONS





A project serving Southwestern France and Europe

The aim of the New South-West Line project is to modernise rail services in south-western France.

This strategic national and European project meets the growing mobility needs of a dynamic region.

To increase the capacity of the rail network, the New South-West Line project is building new lines and connections on the following routes: Bordeaux-Toulouse, Toulouse-Dax, Bordeaux-Dax and Dax-Spain.

Major developments to the south of Bordeaux and north of Toulouse will modernise infrastructure to facilitate the development of daily train services: an increase in the number of local TER and Intercités services and the introduction of regional metropolitan express services.

By making travel faster, more frequent and more sustainable, the New South-West Line project is helping make south-western France more attractive.

It is connecting it to major European rail networks, while supporting ecological transition with cleaner mobility and a gradual transfer of air and freight traffic to rail.

The New South-West Line project (LNSO) is:

- improving commuting and facilitating the roll-out of regional metropolitan express train services;
- encouraging the modal shift to North-South and Atlantic-Mediterranean connections;
- strengthening the network at local, national and European level;
- developing rail freight;
- encouraging more sustainable mobility as part of the ecological transition.

A KEENLY-AWAITED PROJECT

Nearly
8/10
FRENCH PEOPLE*

More than
8/10
PEOPLE LIVING
IN THE SOUTH-
WEST OF
FRANCE*

More than
9/10
SPANIARDS*



APPROVE OF THE
NEW SOUTH-WEST
LINE PROJECT

*Survey by Odoxa in March-April 2024 for SNCF Réseau and the Société GPSO. The representativeness of the sample is ensured by the quota method applied to the variables: gender, age, profession and region.

327 KM

of new line for
Bordeaux-Toulouse and
Sud-Gironde-Dax
(phase 1) and 91 km
for Dax-Spain (phase 2)

5

French départements
served

111

villages and
towns involved

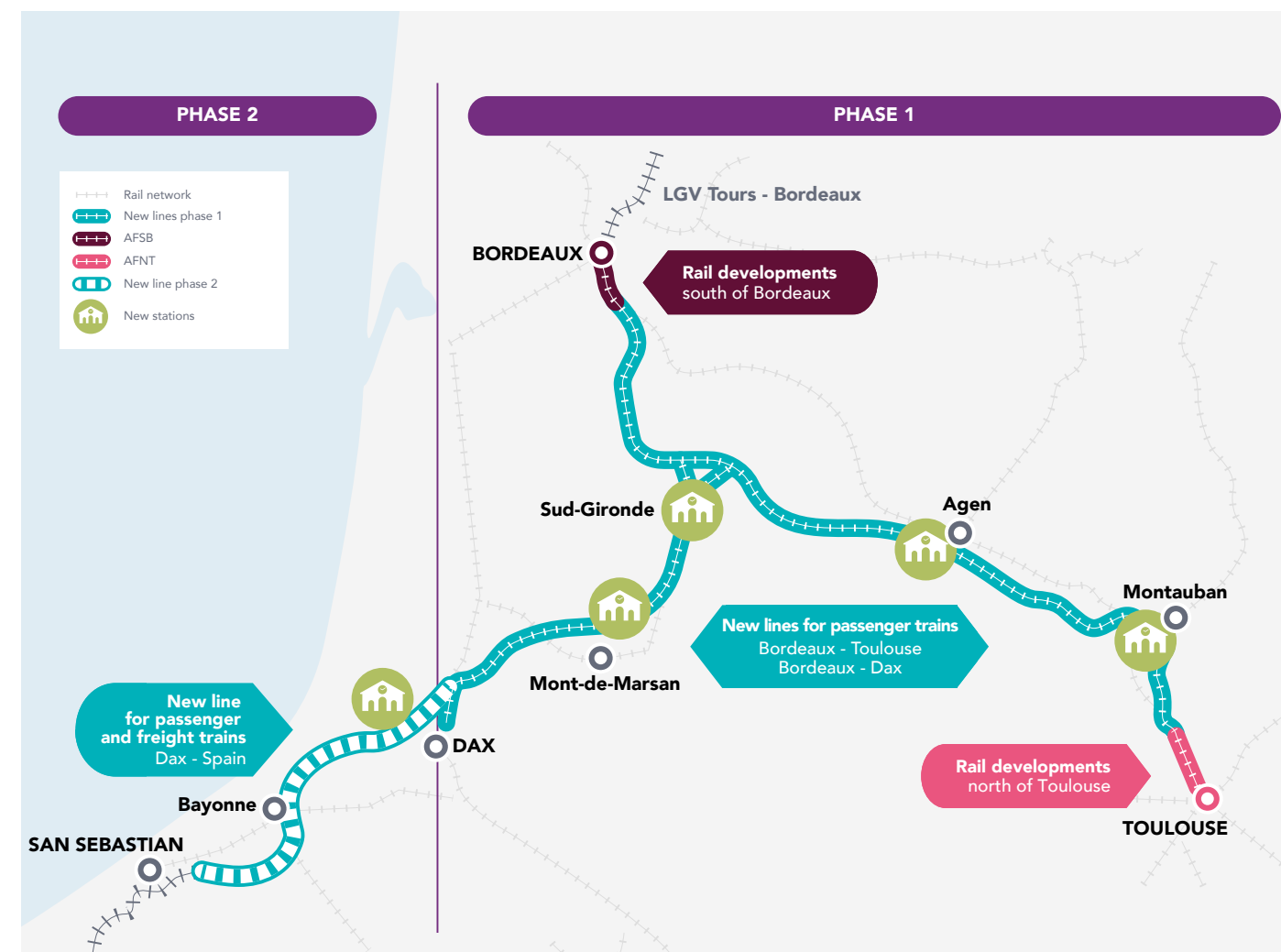
OVER

10,000

jobs created in phase 1

5,000

additional jobs
for phase 2



Two phases* to connect the South-West and Europe's major cities

1

**PHASE 1
ALREADY UNDERWAY**

Phase 1 involves the creation of new high-speed lines (Bordeaux-Toulouse and Sud-Gironde-Dax), 4 new stations and upgrades to the existing line north of Toulouse and south of Bordeaux.

55 km of common section between the south of Bordeaux and Sud-Gironde.

167 km between Sud-Gironde and the north of Toulouse.

105 km between Sud-Gironde and the north of Dax.

15 km connections to the existing network.

31 km of rail developments (19 km north of Toulouse and 12 km south of Bordeaux).

A South-South link to facilitate connections between the south of Nouvelle-Aquitaine and Toulouse without travelling through Bordeaux.

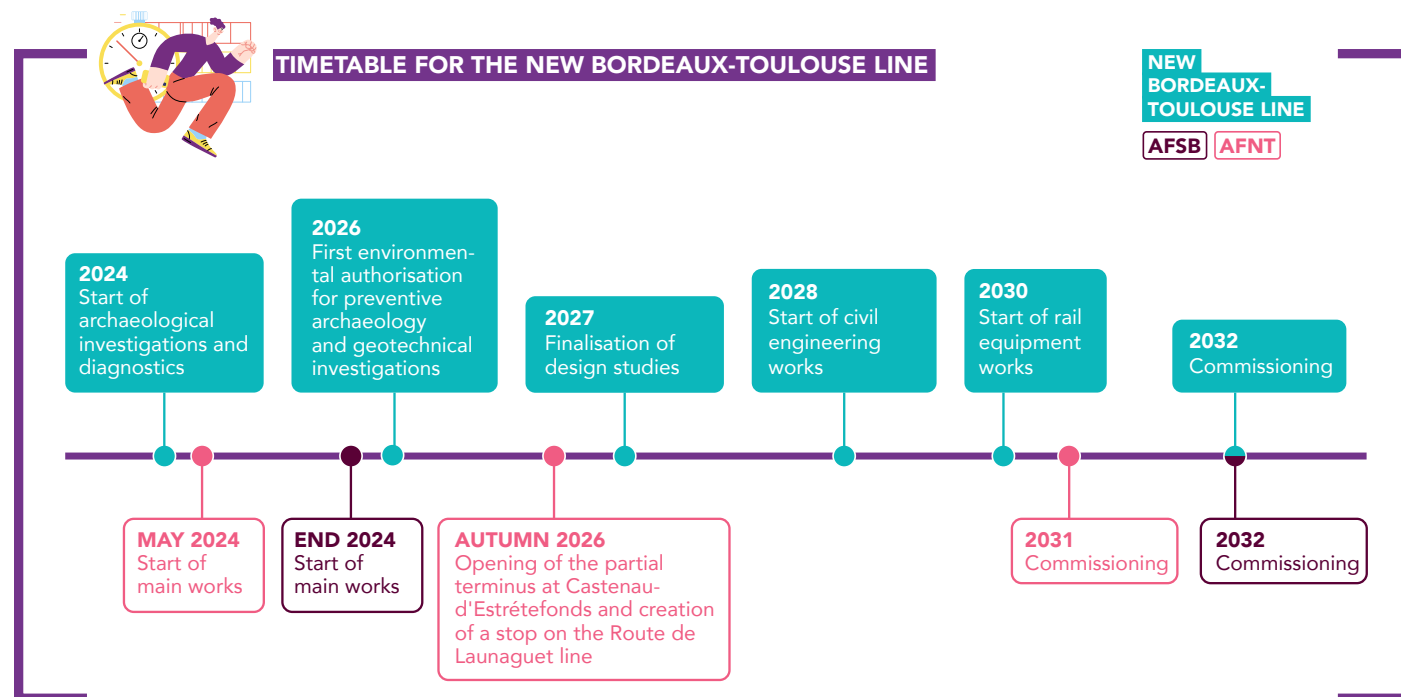
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**PHASE 2 CONTINUING
ON TO SPAIN**

91 km between Dax and Spain.

The Dax-Spain section will be mixed, allowing both passenger and freight trains to run.

*Following the ministerial decision in 2013, the construction schedule for the new line has been phased.



The LNSO is moving forward...



Preparing FOR HIGH-SPEED LINES

Preparatory works for the new South-West line are continuing on the ground. These are essential steps in designing an infrastructure that combines performance with respect for the environment.

Regular updating of project reference data

After initial studies covering the entire route in 2014, data on the natural environment - defining its condition pre-project - is regularly updated. This data helps identify local integration issues and avoid environmental impacts, mitigate those that are unavoidable and compensate for residual effects on the natural environment.



Three types of investigation

► **Ecological inventories** to identify fauna, flora and sensitive areas.

► **Geotechnical investigations** to characterise the subsoil, to adapt the foundations of the structures and the materials that can be reused.

► **Archaeological diagnostics** to preserve any remains before work begins.

NEW LINES: HIGHLIGHTS 2025

Since early 2025, ecological inventories have been underway in Gironde and Landes. The first phase of geotechnical investigations on the Bordeaux-Toulouse route has been completed following more than 1,300 soil investigations were carried out in Haute-Garonne, Tarn-et-Garonne and Lot-et-Garonne. In the coming months, the results of the first archaeological diagnostics should be known.

A request for environmental authorisation has been sent to the French government so that preventive archaeological and soil surveys can continue in sensitive areas of the Bordeaux-Toulouse high-speed line footprint. In accordance with regulations, this process will include online public participation, enabling everyone to obtain information and have their say.

To find out more about the surveys, investigations and diagnostics:
WWW.LN-SO.FR

THE SOUTH OF BORDEAUX PROJECT and THE NORTH OF TOULOUSE PROJECT: two essential links for commuter transport and the new line



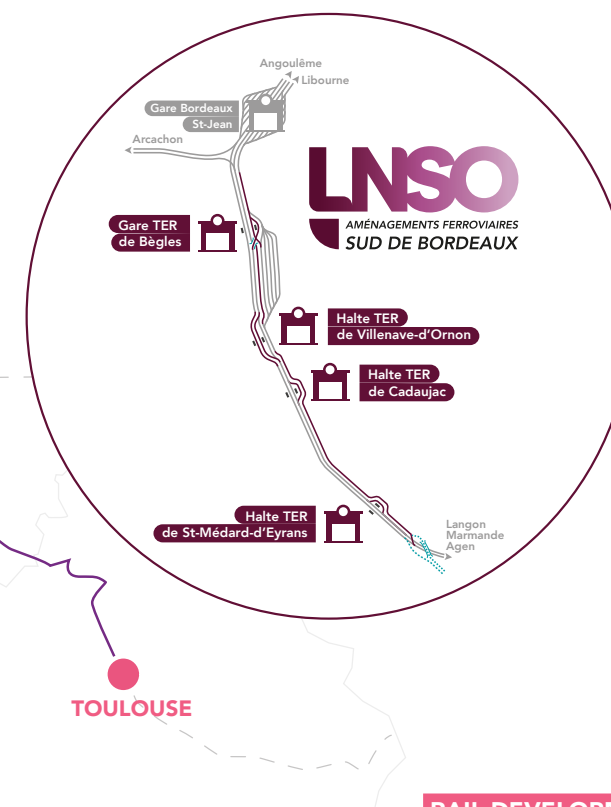
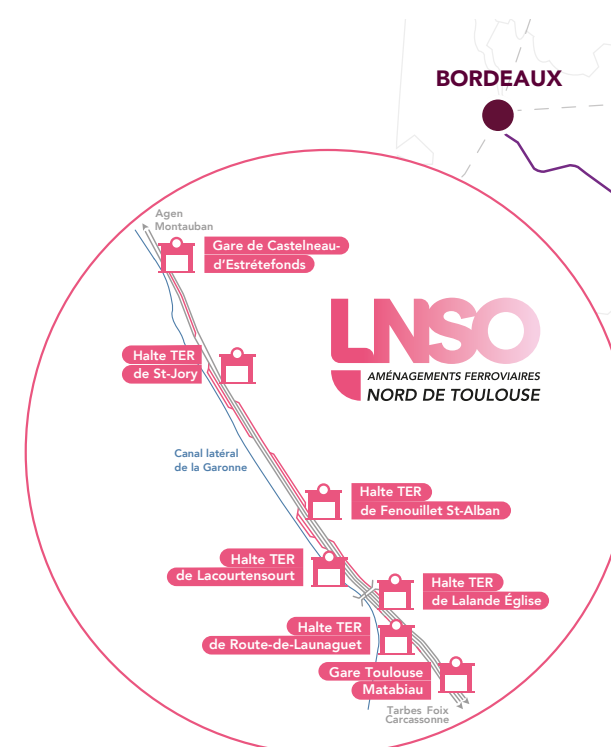
As a precursor to the roll-out of the new metropolitan regional express services for the Bordeaux and Toulouse conurbations, these rail projects will provide local services to cope with the challenging increase in passenger and freight traffic, while also ensuring a connection with the future high-speed line. In particular, they are designed to ensure that the increased frequency of local TER trains can be accommodated under the right conditions.

PROJECT HIGHLIGHTS IN 2025

On the ground, work has now reached cruising speed along the entire route with the mobilisation of various trades: earthworks, civil engineering, catenary systems, etc. In particular, engineering structures are under construction at Cadaujac (South of Bordeaux project) and Lespinasse (North Toulouse project). To reduce their impact, targeted works are carried out at weekends.

RAIL DEVELOPMENTS TO THE SOUTH OF BORDEAUX

- 12 KM OF NEW TRACK BETWEEN BEGLES AND SAINT-MEDARD-D'EYRANS
- 4 STATIONS UPGRADED TO MULTIMODAL HUBS
- 6 LEVEL CROSSINGS REMOVED
- 9,6 KM OF NOISE DAMPENING
- 6,8 KM OF CYCLE PATHS OR WALKING PATHS



RAIL DEVELOPMENTS NORTH OF TOULOUSE

- 19 KM OF NEW TRACK FROM TOULOUSE TO SAINT-JORY
- 6 STATIONS UPGRADED TO MULTIMODAL HUBS
- 7,7 KM OF NOISE DAMPENING

A European project connecting the Atlantic and Mediterranean corridors



The New South-West Line project includes the creation of a 91 km line between Dax and the Spanish border, a national and European priority. Designed to accommodate passenger and freight trains, this infrastructure will strengthen cross-border links and support the development of more sustainable mobility on a European scale.

Connected to the "Basque Y" network in Spain, it will create a high-performance rail corridor between the Iberian Peninsula and Northern Europe.

A traffic observatory is already monitoring the increase in traffic flows to inform planning decisions.

PASSENGERS

Shorter journey times, bringing Europe together

This new section will:

- improve links between Northern Europe and the Iberian Peninsula, as well as between the Atlantic and Mediterranean coasts;
- promote more sustainable and accessible cross-border and regional mobility;
- strengthen the French and European networks, with Paris-Toulouse journey times comparable to those of Paris-Marseille.

New stations will structure this network: Mont-de-Marsan, Agen, Montauban, Sud-Gironde and Dax, for better intermodal transport.

GOODS

Large-scale rail freight

The New South-West Line project will also help:

- develop freight on the Atlantic seaboard;
- rebalance traffic flows across the Pyrenees, which are currently largely dominated by road transport;
- contribute to the national objective of 25% share of freight transported by rail by 2050.

SHORTER EUROPEAN JOURNEYS

- 1H for Bordeaux-Barcelona

- 1H20 for Paris-Spain, Bordeaux-Madrid

- 1H40 for Toulouse-Bilbao

The environment at the heart of the New South-West Line project

AN AMBITIOUS CARBON STRATEGY

The New South-West Line project embraces the decarbonisation objectives set out in the National Low-Carbon Strategy and the Paris Climate Agreement. By shortening journey times, it will encourage a massive shift from air travel to rail, which emits far fewer greenhouse gases. But building a high-speed line also generates significant emissions: around 2.4 million tonnes of CO2 equivalent (CO2eq: standardised unit of measurement for all greenhouse gases) are estimated for the new lines, i.e. each year, on average, less than 0.1% of French emissions in 2024.

To meet this challenge, a specific carbon strategy is being developed in conjunction with the Carbone 4 Cabinet.

It is divided into three parts:

- 01 | [set concrete targets for reduced emissions;](#)
- 02 | [incorporate these requirements into design-build contracts;](#)
- 03 | [implement a rigorous carbon footprint monitoring system throughout the project.](#)

This is an unprecedented approach in the rail industry. The New South-West Line project is low-carbon from design to delivery.

WHAT IS ECO-DESIGN?



EXPLANATIONS

Today, eco-design is one of the essential features in the development of major infrastructure projects. It serves as a roadmap, analysing all components to reduce environmental impact: consumption of non-renewable resources, environmental hazards, energy expenditure, impermeabilisation of natural areas, circular economy, etc. The entire project life cycle is covered: from extraction of raw materials to deconstruction, operation and maintenance.

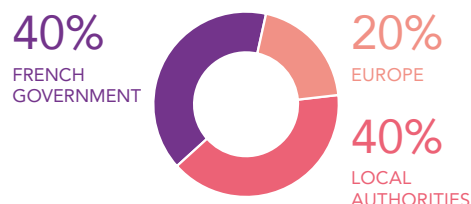
The aim is to meet the highest standards in terms of sustainable development. Updated ecological inventories and local partnerships identify the most appropriate measures, with the aim of achieving a net gain in biodiversity, particularly in sensitive areas such as the Ciron Valley.

Project partners

- Founded in April 2023, the GPSO Agency is the organisation responsible for the project's management. Its main mission is to manage the entire project with a keen eye on optimisation. By bringing together all the necessary resources and expertise, it conveys the commitments of the funding organisations and the contractors to deliver exemplary results.

In the coming months, design-build contracts will be awarded to consortia of companies that will finalise the detailed design studies for the project and then start work on the new line. They will be subject to specifications imposing the quality expected and use of the local workforce, which will be monitored by the agency and committees.

14 BILLION EUROS



For more information



- INTERACTIVE MAPPING
- 3D MODELLING



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