

Press kit

Egis Rail



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Press contact:

Head of communication Department  
Isabelle Bourguet

Phone : 01 30 48 44 12

Fax : 01 30 48 44 19

Mail : [isabelle.bourguet@egis.fr](mailto:isabelle.bourguet@egis.fr)

[www.egis.fr](http://www.egis.fr)



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# Egis meets challenges in Morocco

Egis Rail has just moved into its new office in Rabat and also has an office in Casablanca. The partnership Egis Rail and Novec\* is responsible for the civil engineering of the Northern section for the high-speed railway line between Kenitra and Tanger.

\*Novec came from the merger in 2009 between two design offices - Ingéma and Scet-com - and will work in collaboration with Egis Rail on this high-speed railway line project.

## A long-term involvement in high speed railway lines

The Kenitra-Tanger line is part of the large development plan of Moroccan rail infrastructures which was initiated by Mohamed VI. At the instigation of the project was Nicolas Sarkozy when he went to Morocco in 2007 for an official visit. The project began to take shape on February, 11<sup>th</sup>, 2010 with the signing of a contract between ONCF and the Morocco state.



The project represents a global investment of around 20 billion dirham or 1.8 billion euro. Thanks to a speed of nearly 300 kph, Casablanca and Tanger will be linked in 2 hours and 10 minutes instead of 5 hours and 45 minutes.

Thus Morocco is going to be the first African country to be equipped with a high-speed railway line.

With an increase of more than 80% of the number of passengers between 2002 and 2008, the Kenitra-Tanger section is a key stake in the project.

## Several difficulties are to be overcome...

The civil engineering design and construction management may be complicated. The construction of Kenitra-Tanger line will involve not only the usual vegetation and sound difficulties but also significant topographical and geological constraints. The alignment requires control of water resources, the respect of archaeological sites, the necessity of linearity in spite of the unlevel terrain...

The high-speed railway will pass over natural obstacles using 8 viaducts and hundreds of structures and hydraulic works.

The compressible nature of the ground in some areas involves the use of the latest techniques in track bed stabilization.

Crossing residential areas, in particular in the South of Tangiers, will entail the installation of sound protections. These sound precautions are used for the very first time in Morocco.

## A plan which also includes conventional lines, train freight and urban services

The Kenitra-Tanger high-speed railway line precedes the step-by-step modernization of the whole rail network. The budget for 2010 to 2015 reaches around 13 billion dirham just for the conventional network. The aim is in particular to bring up to the required standards the main Kenitra-Casablanca and Settat-Marakech roads, to electrify the Fès-Oujda line, to keep on modernizing stations and to create interchange stations.

# Egis future prospects

Moroccan ambitions do not stop there: this lays the foundation stone to the creation of an Euro-Moroccan corridor via the Straits of Gibraltar.

To meet with an increasing demand in private individual transport, the target is also to increase competitiveness of the rail offer. The improvement of the Moroccan railway represents a key stake for the Moroccan economy.

Egis Rail could play a leading role in the ambitions of the Moroccan kingdom.

# Egis Rail, a recognized experience

Egis Rail's ability to lead large projects in transport is recognized by contractors and industrial consortiums. In the high-speed sector, Egis Rail has gained a significant experience.

The company now has the potential to meet with sustainable city planning during each stage of the project: from the beginning with preliminary studies, public debates, participation of the inhabitants to the end with the assessment of impact on urban and city planning, with the optimization of the infrastructure use. Egis Rail's wide experience now enables it to propose global solutions, encompassing all transport means, including environmental aspects, urban and landscape design thus improving the quality of life of town inhabitants and re-enforcing links between territories.

## The number of high-speed contracts prove the clients' confidence in Egis Rail

After the Eastern Europe (Paris-Strasbourg) and Rhine-Rhône high-speed projects, Egis Rail is working on more than 200Km of high-speed railway line in China. Egis Rail is also the consultant for landmark projects in France : Nîmes-Montpellier, Lyon-Turin, Montpellier-Perpignan, Bretagne-Pays de la Loire, PACA... and in Morocco, in Tunisia, in Poland...

In Poland, Egis Rail is working on the modernization of the railway line between Warsaw, Katowice and Cracovie and the line in the South of Katowice. This study is divided in 4 sections and 3 scenarios (200kph, 250 kph and 300kph).

Egis Rail has been put in charge of the supervision of the Rail Auvergne Plan operations by RFF, including the contractual engineering, the environmental and sustainable development expertise and the rail engineering. This plan concerns the updating of railway lines, civil engineering structures and land works for approximately 400Km of line. The end of construction is planned for 2014.

Also in France, Egis Rail is assisting the Provence-Alpes-Côte d'Azur region for an assignment which includes rolling stock studies, manufacture supervision, safety case and the inspection of rolling stock for the line between Nice and Digne-Les-Bains. The dynamic testing took place in spring 2010 for commissioning in the summer.

Egis Rail continues until 2012 its assistance to the Collectivité Territoriale de Corse for the modernisation of the railway by the implementation of a new signalling system and the study of installations of maintenance sites. The centralised control for the single track between Bastia and Casamozza was commissioned in November 2008.

## Permanent collaboration with Morocco...

Recently, Egis Rail took part in the project for the development of the Bouregreg Valley led by the Agency for the Development of the Bourregreg Valley.

The company was awarded in 2007 the design and construction management of the first two LRT lines. In total the project represents 20 km of lines and 31 stations. The Rabat-Salé LRT is the country's first LRT. After the track laying in 2008, the Alstom trainsets took to the rails for the first time the 30<sup>th</sup> March 2010.

Commissioning and revenue service are planned for beginning of 2011.

### *Other Egis Rail projects in Morocco*

- ✓ Study for increasing the capacity for the whole of the rail network 2010 – 2020
- ✓ Electrification studies for the Settat-Marrakech line.
- ✓ Studies for the Zenata railway station
- ✓ Studies for the reorganisation and modernisation of Oudja station
- ✓ Preliminary design for the Casablanca regional railway
- ✓ Studies for laying of track on flagstones at Nador station
- ✓ Tangiers – Ras Rmel port railway
- ✓ Post evaluation studies for railway investment projects
- ✓ Technical assistance for the modernisation and increasing of capacity of the rail network : programme 2010- 2015
- ✓ Design and construction management for the civil engineering for High Speed Line Tangiers – Kenitra
- ✓ Design and construction management for the Rabat-Salé LRT (2 lines, 18 km)
- ✓ Technical assistance for the Casablanca LRT (preliminary design)