

## BREAKING NEWS

# Inauguration of a section of the **Gebze-Izmir** motorway in Turkey



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On 22nd April 2016, the President Recep Tayyip Erdoğan inaugurated the laying of the last segment of the Izmit Bay Bridge, the first section of the Gebze-Orhangazi-Izmir toll road. The section adjacent to the bridge (40 km between the bridge and Orhangazi) was also inaugurated and opened to toll paying traffic.

The operator for the full project is Gebze Izmir İşletme ve Bakım (GIIB), a 50%-owned subsidiary of Egis, in partnership with the project concessionaire Otoyol (50%).

The Izmit Bridge, renamed for the opening Osman Gazi Bridge, after the founder of the Ottoman Empire, is a 3.3 kilometre suspended bridge with a central span of 1,550 metres, the fourth longest span in the world for this type of bridge. It is scheduled to open to traffic in June 2016.

The 40 km section open to the public includes management of the Orhangazi Samanlı Tunnel (3,591 metres) which is today the longest tunnel in operation in Turkey. The opened section also includes 3 toll plazas and an operations centre in Altinova.

In 2018 the Gebze-Izmir motorway will include the operation by GIIB of 420 kilometres of motorway, 33 viaducts, 3 bi directional tunnels, 17 rest/service areas and 187 overhead bridges. This project is the largest motorway operation managed by a subsidiary of the Egis Group and confirms Egis' position as a world leader in the operation of motorways and tolled motorway structures. Egis has a strong presence in Turkey, operating the Duplex toll tunnel under the Bosphorus, the 3rd bridge over the Bosphorus and the adjacent motorway network.



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## Jordan: **Egis signs strategic agreement** in water supply sector

Nicolas Jachiet, Chairman and CEO of Egis, has signed an agreement with the Jordanian government for the improvement of drinking water supply in the governorates of the North of Jordan.



© SERGEI GORSHKOV

**T**his project in which Egis will provide technical assistance to the Yarmouk Water Company (YWC) will address problems relating to drinking water shortages in Jordan.

The Yarmouk Water Company manages 80 million m<sup>3</sup> of water per year. Between

now and 2030, a further 30 million m<sup>3</sup> will be necessary to meet drinking water requirements in the governorates of the North of Jordan (Irbid, Mafraq, Jerash and Ajloun).

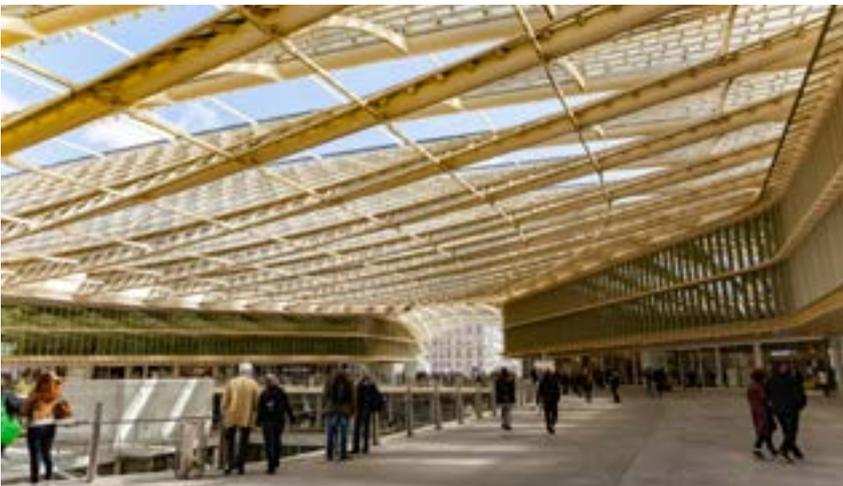
Since the beginning of the armed conflict in Syria in 2011, the arrival of refugees has

compounded the problems facing the supply of drinking water, which was already under considerable strain due to growing demand for water, limited resources and a high ratio of water loss on the main network, otherwise known as non-revenue water (NRW). Over a period of 14 months, teams of Egis specialised in water in association with VINCI Construction Grands Projets will contribute their extensive technical skills to assist the YWC in the delivery of this vast project. This will involve performing work on existing networks (diagnosis, prioritisation, replacement and renovation) but also introducing operational and asset management tools, collecting data (taking measurements on the network) and analysing findings through the use of indicators.

### **A project with many issues at stake**

The project implemented under the auspices of the FASEP, an aid fund backed by the French Ministry of Finance, will run pilot schemes on a rural and an urban zone.

## France: Opening of the **Forum des Halles** “Canopy” in Paris



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**O**n Tuesday 5th April the Forum des Halles “Canopy” was inaugurated by the Mayor of Paris Anne Hidalgo.

After 6 years of work the redevelopment of Les Halles reached a high point with delivery of the 7,000 m<sup>2</sup> of public buildings and 6,200 m<sup>2</sup> of retail under the cover of a gigantic 15 metres high glass roof.

The project owner for the redevelopment project was awarded to the SemPariSeine/Egis partnership. A team of 3 people has been active on the project full time since 2010.

The building, now renamed “Canopée des Halles”, is the second largest shopping centre in France and will welcome some 40 million visitors each year.

# Egypt: **Line 3** of Cairo city metro

Egis deploys its heavy urban metro system engineering capabilities for phase 3 of Cairo metro line 3, within a Franco-Egyptian consortium

**A consortium\* in which Egis is involved, together with the Egyptian design consultancies ACE and EHAF, has been awarded an assignment as General Consultant for phase 3 of the third line of the Cairo metro system, comprising final design review and construction supervision up to handover.**

**W**ith a population likely to grow to 20 million inhabitants between now and 2022, Cairo is one of the largest cities in the world. The Egyptian government recognised the strategic importance of developing an efficient transport network covering the metropolitan region.

Line 3 was commenced in 2007, adding to Cairo's transport service offer (previously with two metro lines in operation), and giving fresh impetus to the metro network. The new line will connect the two banks of the Nile and will provide relief to one of the most congested thoroughfares of the city.

Featuring two branches (splitting apart on the west bank side of the city), the completed

line will run a total of 43.5 km from Cairo Airport in the north east to Rod El-Faraq in the north and the University in the south. It will travel through the city centre and beneath the Nile, and 23 of its 33 stations will be built underground.

## **A metro line built in 4 phases**

The construction of line 3 of the metro has been scheduled in 4 phases.

**Phase 1**, on which service commenced in 2012, is the central stretch, running underground and calling at 5 stations between Attaba and Abbasia.

**Phase 2** runs 7.8 km between Abbasia station and Haround El Rashied, including 4 km underground.

**Phase 3** (to which the contract relates) extends line 3 westwards from Abbassa. This phase comprises 15 stations and is a total of 18 km long. Most of it will run underground (10 km) with some elevated sections (6 km).

**Phase 4** will extend the line from Haround El Rashied to Cairo Airport.



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## **Acknowledgement of metro expertise**

The contract entails the review of shop drawings and the supervision of construction work.

This General Consultant assignment will be carried out by a multi-disciplinary team proficient in Civil Engineering and Plant and Equipment issues.

Scheduled to last 8 years, this phase 3 will draw on the work of Egis teams specialising in metro Systems.

*\* Consortium between Egis and the French engineering firm Systra (lead contractor)*

# Madagascar: Launch of the first telecommunication tower integrating vertical **wind turbines**

Wind-it® is an innovative renewable energy generation solution developed since 2007 by Elioth, a specialist subsidiary of Egis. The company, whose purpose is to provide energy supply solutions for off-grid or poor-grid sites, and Towerco of Madagascar (TOM), leader in telecommunication infrastructure in Madagascar, launch the first commercial pilot of Wind-it®, a built-to-energy telecommunication tower integrating vertical axis wind turbines.

**T**hanks to its patented structure, this tower can integrate one or several vertical axis wind turbines into a tower of significant height (50 m in the case of the model pictured opposite) while co-locating several mobile operators.

It can produce energy independently and, combined with a solar-powered unit, helps to considerably reduce and possibly dispense with the traditional use of costly and polluting fuel oil-driven generators.

The Wind-it® tower, which is totally modular, can also be scaled to produce excess energy and thereby contribute to local electricity needs.

An agreement for a commercial pilot has been signed with TOM within the framework of the rural extension of TOMnetwork, an extension which promotes autonomous and renewable power generation solutions.

The expansion of mobile networks, the pooling of stations and growing concerns about global warming are all factors which should contribute to the development of Wind-it®. The initial target is the African market, where the potential for new base stations to be built between now and 2020 amounts to tens of thousands.



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**TAKE A LOOK**  
at the presentation video of the project at <http://www.wind-it.fr>

## Egis and Projacs, creating value together in the Middle East

A new chapter is being written in the history of Egis with the recent acquisition of Projacs, a leading Middle Eastern project management company. This move comes just at the right time for the two firms, both firmly intent on uniting their forces to win new international contracts.



© AL-ESAYI

**E**stablished in 1984, Projacs has forged a solid reputation in the Middle East through a wide and varied range of project management and works supervision services in the field of building projects. Featuring in the world's top 15 firms in its speciality, the company generates sales of some 70 million dollars and employs 700 people. With around 20 offices across the MENA\* region and its own training institute, the company benefits from extensive geographical coverage across the region. It works for the programmes of government bodies such as the National Guard in Saudi Arabia, the Ministry of Education and the Public Authority for Applied Education in

Kuwait and the Qatar Olympic Committee, as well as for private sector clients such as on the development of nine Accor hotels in Saudi Arabia, the new National Bank of Kuwait landmark head office or the Citystars hotel development in Sharm el-Sheikh, Egypt.

With an estimated USD 2,500 billion worth of projects under planning, bidding or execution across the MENA\* region, Egis and Projacs have begun sharing resources and developing joint approaches for business development. "This strategic partnership will help to increase the value of our two firms more substantially than they would otherwise have



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**JEAN-MICHEL RISTORI,**  
Deputy CEO of Projacs in charge  
of development.

**Between Egis and Projacs, there exists a quite obvious complementarity in terms of both services and in strategies.**

done separately," says Ashraf Al Garf, CEO of Projacs. "We pursue the same objectives and we both wish to develop our activity in

the Middle East by mutually enhancing our service ranges." Egis can thus expect to take advantage of Projacs' regional influence whilst adding new capabilities to its scope of action. Similarly, Projacs can offer its services in areas it previously did not cover and can hope to extend into other regions of the world in which Egis is active.

**"Making synergies pay off"**

"From our very first contacts, we noted that our two firms were very complementary to one another, in terms of both teams and our lines of business and strategies, adds Ashraf. By uniting our respective strengths and assets, we will be able to become more competitive on our market."

Nasser Kanaan, Deputy CEO of Projacs, adds that "this merger will enable Projacs to continue to develop organically in the Middle East" through a four-pronged strategy:



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**By uniting our respective strengths and assets, we will be able to become more competitive on our market**

**ASHRAF AL GARF,**  
CEO of Projacs

leveraging existing resources and client base, organising regional expansion, making the synergies generated by the partnership pay off and finally promoting new hubs and services. "Our client base is solid enough to

provide us with a continuous flow of business, but to increase our market share as far as countries such as Oman or Iran, we need to combine our forces with those of Egis and it is necessary for us to lean on its resources, in order to offer a wider range of services." These are true challenges for Projacs, which can thereby establish strategies and action plans for each market targeted.

**A host of development targets**

Today the two firms have arrived at a degree of maturity sufficient to take their development a stage further and become natural allies. "Between Egis and Projacs there exists a quite obvious complementarity, in terms of both services and strategies. One has engineering science as its DNA, and the other has project management. This builds the foundations for perfect synergies on which we can build new pillars of business," explains Jean-Michel Ristori, Deputy CEO of Projacs in charge of development.

In addition to building projects, Projacs is thus also keen to provide its services in infrastructure, water, energy, industry, urban planning, ... in short, sectors that offer high potential in the Gulf countries\*\* and in which Egis has particularly strong skills. With experience going back ten years in the Middle East, Egis already employs more than 500 people in the region. Involved in a number of transport networks in Saudi Arabia (Riyadh, Jeddah, Medina, etc.) and in Qatar (Doha), the Group also recently won a contract for the construction supervision of the Umm Al Houl Special Economic Zone (QEZ3) south of Doha and two sizeable contracts in water treatment and the waste water network in the Qatari capital. "Together, Egis and Projacs

are a highly credible proposition in a host of sectors, thanks to their detailed knowledge of local stakeholders, continues Jean-Michel. It is quite simply unique, on the Middle Eastern construction market, to see one single entity capable of providing both engineering and project management services at the same time and to the highest international standards. Whatever the nature, size or location of the project, the Egis-Projacs alliance is a natural, rational and high value-added response. The union of our forces gives the Group such a position and such a force of attraction that it will clearly be able to win new contracts in all sectors."

Very recently, a first contract was won by the Group in Saudi Arabia. Egis-Projacs was awarded a contract by the General Authority of Civil Aviation of the Kingdom of Saudi Arabia to carry out Value Engineering studies for five domestic airports. "This project is an excellent chance to leverage the complementary skills and know-how of both entities within one team."

\*Middle East and North Africa  
\*\* Saudi Arabia, Bahrain, Oman, Qatar, United Arab Emirates, Kuwait.



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**This merger will allow Projacs to continue its organic growth in the Middle East**

**NASSER KANAAN,**  
Deputy CEO of Projacs

**Projacs Academy®, high-quality training courses all over the world**

Internationally acknowledged for the quality of its teaching, Projacs Academy® is one of the premier vocational training centres for Building project management in the Middle East. Since it was founded in 1984, the organisation has run more than 16,000 training courses and seminars aimed at 300,000 professionals all over the world.

No fewer than 750 training programmes are conducted each year, led by experts and highly-qualified trainers in more than thirty countries. Content matter taught at the training centre or inside companies cover specialities as wide and varied as project management, BIM (Building Information Modelling), value engineering, contract management services, human resources, sales and marketing management, etc.



Projacs Academy® works in association with a great many prestigious universities and professional institutions such as the University of Colorado, the University of Waterloo (Canada), the Project Management Institute (USA) and the Society of American Value Engineers (SAVE International®).

## PUBLIC TRANSPORT



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## Mexico: A new metro line for Guadalajara

In its quest for major international development projects, Egis recently set its sights on Mexico where it will be involved in its first metro-building project in Guadalajara.

**G**uadalajara is Mexico's second biggest city with a population of 4 million and a two-line light rail system. Under the twin pressures of a growing population and greater mobility requirements, *Secretaría de Telecomunicaciones y Transportes (SCT)*, the ministry in charge of transport and telecommunications, has entrusted a consortium comprising Egis and Transconsult<sup>1</sup> with overseeing the construction of a third line, including all of the systems and rolling stock. "The new line is expected to open in mid-2018."



© EGISMEX

**NADÈGE BRAURE,**  
*business development, Egismex*

says Nadège Braure, in charge of business development at Egismex, Egis' new Mexican subsidiary set up in May 2015 to look after all of the Group's business in Mexico.

Hervé Cugnet took over the project in September 2015 and he tells us that "around 20 engineers are already working in Guadalajara and this number will increase to over 40 once building work begins."

The project is part of the national Development Plan for 2013-2018 which has a special focus on enhancing mobility in major cities, notably by developing various different types of rail transport. This represents a perfect strategic fit for

“  
**The new line will stretch nearly 21 km and should open in mid-2018**  
”

Egis with its renowned rail expertise and it is a fantastic opportunity to gain a foothold on the other side of the Atlantic in a country three times the size of France. "This ambitious project will be Egis' first major rail building reference in Mexico and it offers very promising growth opportunities in a country with enormous infrastructure requirements," explains **Fabrice Christen, CEO of Egismex.**



© EGIS

**HERVE CUGNET,**  
*project director at Egis Rail*

The 21 km route (15 km elevated and 5.5 km underground) will link the downtown area to the south-eastern periphery and 18 stations will serve Guadalajara, Tlaquepaque and Zapopan,"

“  
**Around 20 engineers are already working in Guadalajara**  
”



© EGISMEX

**FABRICE CHRISTEN,**  
*CEO of Egismex*

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**This ambitious project will be Egis' first major rail building reference in Mexico.**  
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<sup>1</sup> Transconsult is one of Mexico's leading engineering services firms

## STADIUM

# Egis and Populous chosen to support the Paris 2024 Olympic and Paralympic Games Candidature

Following of an extensive consultation undertaken by the Paris 2024 Bid Committee, Egis and its partner Populous, in association with the consulting agency ISC, have been selected to provide technical assistance in the development of plans for 38 Olympic and Paralympic venues for the Paris 2024 bid.



© PARIS2024/KVSP

The scope of this partnership will include ensuring existing venues are ready for the scale and needs of Olympic and Paralympic events; as well as designing both new and temporary venues and facilities, allowing Paris 2024 to deliver successful and truly memorable Olympic and Paralympic Games.

Egis' consulting teams will enthusiastically contribute all their expertise and know-how in project management to bring the Olympics to Paris in 2024.

Egis has an extensive experience in designing major sports complexes and sports events for many years. Thanks to the multiplicity of its skills and its cross specialization process, Egis is now recognized as a major player in the engineering of stadia.

Egis teams have been mobilized on major projects such as the construction or renovation of most of the stadia that are hosting the matches of the UEFA Euro 2016 Championship: the Matmut-Atlantique stadium in Bordeaux, the Saint-Etienne stadium, the Allianz Riviera stadium in Nice, the Velodrome stadium in Marseille, and the Pierre-Mauroy stadium in Lille.

Outside France, Egis is also involved in several sports facilities such as the Stade du 5-Juillet and the Baraki stadium in Algiers, Algeria; the Olympic stadium in Istanbul, Turkey; and stadia in Marrakech and Tangier in Morocco.

Egis is proud to participate in this Olympic Bid adventure with its partner Populous. With unique major events experience

comprising involvement in 13 Olympic and 7 Paralympic Games, including London 2012, Rio 2016 and Sydney 2000, Populous are also the only firm to have designed 3 main Olympic Stadia.

Populous' event and overlay designs support cities from all around the world to host successful major international events. Their long-term design relationships include the NFL Super Bowl, the FIFA World Cup, Cricket and Rugby World Cups, as well as the inaugural 2015 European Games in Baku, Azerbaijan.



**Our consulting teams will enthusiastically contribute all their expertise and know-how in project management to bring the Olympics to Paris in 2024**



© JEAN CHESANO

**Our Group is proud to participate in this Olympic Bid adventure**

**NICOLAS JACHIE**,  
Chairman and CEO of Egis

## Tracking down **drones**

Drones are capable of providing a whole host of services but if their use is to be authorised and made more widespread, we first need to be able to detect them in the vast, highly-regulated skies above. By fitting drones with miniaturised ADS-B<sup>1</sup> transceivers, Egis and Airborne Concept are enhancing the future prospects of these flying objects by ensuring that they are properly identified.



© AIRBORNE CONCEPT

**D**rones could easily become a common feature in the skies of the future and indeed, what has long been a cherished dream of numerous firms and industrialists could become reality thanks to the combined efforts of the Toulouse-based teams of Egis and Airborne Concept (a manufacturer of drones for both civil and commercial use). By pooling their aeronautical engineering expertise, the two firms have managed to patent a surveillance system that involves fitting a multi-rotor drone with an ADS-B transceiver. "This technology is widely used by airliners and is compatible with various different air traffic control systems. The technological feat achieved here is to have succeeded in mounting the transceiver onto a

tiny drone. It is a means of getting the current aviation sector to cooperate with the emerging drone phenomenon and it represents a fantastic opportunity for the future of aviation!" explains **Éric Denele**, Aviation senior project manager at Egis Avia.

### Safer skies...

Drones are already being used in a number of areas such as the audiovisual industry, infrastructure and networks, civil engineering and even agriculture. However, according to Arnaud Le Maout, Chairman of Airborne Concept, "drones have emerged without any concerted effort to incorporate security and safety-related issues." We have come up with a solution that allows air traffic

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**Fortunately, French legislation is among the most conducive to aeronautical experimentation – provided that it is properly managed – and this is a huge boon for innovation!**



© EGIS

**ERIC DENELE**,  
Aviation senior project manager  
at Egis Avia

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controllers, aircraft and law enforcement agencies to locate drones in real time and to detect any drones that appear to be used for malicious purposes or as a threat to safety." Therefore, the partnership between Egis and Airborne Concept is a first step towards more secure and safer use of drones. It represents an "aeronautical" – and undoubtedly essential – solution insofar as drone manufacturers do not wish to clash with the other historical airspace users and they also need to be able to reassure public authorities who are increasingly worried about illegal flights or incursions into the controlled airspace used by airliners on a daily basis. As **Cédric Barbier, Executive Director Aviation**, Egis points out, "this cooperation gives Egis an opportunity to partner development in an area where innovation is of critical importance in designing new services adapted to the current aeronautical landscape." "Fortunately, French legislation is among the most conducive to aeronautical experimentation – provided that it is properly managed – and this is a huge boon for innovation!" adds **Éric Denèle**.

#### Scale model engineering

In September of last year, Airborne Concept and Egis unveiled their efforts before a delegation from the French civil aviation

authority (DGAC) gathered at Toulouse Franzacal Airport. The technological challenge was two-fold: enabling most air traffic control systems to identify the drone and making the technology as tiny



**ADS-B is an international cooperative surveillance technology used to provide essential data on any aircraft or vehicle, including identification, position, direction, speed, and altitude**



**ERIC VALLAURI,**  
surveillance services manager at Egis Avia

as possible so that it can be installed on board. In practical terms, Airborne Concept successfully fitted the module onto its very latest octocopter while Egis used its expertise to define and validate the operational concept for detection by air traffic control

systems. "In technological terms, we opted for a tiny ADS-B transceiver mounted onto a mini-drone weighing less than 10 kg. ADS-B is an international cooperative surveillance technology used to provide essential data on any aircraft or vehicle, including identification, position, direction, speed, and altitude. This transceiver looks like a piece of miniature aircraft equipment that emits a signal allowing the objects in question to be displayed on the radar screens of air traffic controllers. It is about the size of a credit card and weighs 100 grams so it can be mounted on civilian drones," explains **Éric Vallauri, surveillance services manager at Egis Avia and recipient of the prestigious RTCA Achievement Award<sup>2</sup>**. "This system will make us pioneers in the sector," according to **Julien Pratz, Head of Avia Development at Egis Avia**. "It is no surprise that this invention was developed by our Toulouse-based teams given that we transposed a solution from aeronautics – the industry that is our daily reality – to the field of drones."

<sup>1</sup> Automatic Dependent Surveillance-Broadcast

<sup>2</sup> The highest honour awarded by the American RTCA (Radio Technical Commission for Aeronautics).



© MURIEL PREUX

## Our customers are talking about us...

### MURIEL PREUX,

RPAS (Remotely Piloted Aircraft Systems) program director for the French Civil Aviation Authority

#### ■ To what extent is the solution developed by Egis and Airborne Concept essential for airspace security?

By fitting drones with miniaturised transponders and ADS-B transceivers, we can track their flight paths in real time and visualise them on a radar screen or an airliner's TCAS\*. Law enforcement agencies can also use transceivers to identify both the drone and its operator, so this is a big step in the process of integrating drones into controlled airspace.

\* Traffic alert and Collision Avoidance

#### ■ What are your expectations regarding this development?

Drones are evolving extremely rapidly both in technological terms and in the range of commercial applications being envisaged. We are witnessing innovation in a number of areas, not just in the drones themselves, but in sensors, information processing systems, etc.

It is crucial that we are able to reap the benefits in terms of airspace safety and this initiative is a very encouraging first step.

The French civil aviation authority (DGAC) did everything possible to facilitate this experiment and it will be taking a keen interest in the subsequent phases. Naturally, studies will need to be conducted to validate the use of this technology on drones.



## Ireland: economic revival at the heart of Europe

Following a long spell of harsh economic conditions, Ireland seems to be back on the road to growth once again. Active in the country for around a decade, Egis has continued to lay the foundations for its achievements, primarily resulting from its expertise in the roads sector. We take a closer look at the Group's successes and ambitions on the Emerald Isle.

**W**ith a total of 4.8 million inhabitants unevenly distributed across its 85,000 sq.km of territory, Ireland is one of the least densely-populated countries in Europe. This sparsity and the relatively low level of urbanisation (half of Ireland's population still lives in a rural environment) explains the importance of the road network to the country and also its geographical extent.

Since the beginning of the 2000s, Egis has taken to modernising Irish roads through wide-scale activity in the areas of road operation and maintenance. The Group is involved in a dozen projects in Ireland, the most iconic among them undoubtedly being the operation of the Dublin Tunnel, a contract which was recently extended to include the operation of Cork's Jack Lynch Tunnel. The management of these items of infrastructure comes in addition to the 450 km of motorway already under Egis management in the Republic.

### Egis hits the road in Ireland

In spite of the economic recession that the country has recently suffered, Egis has gradually forged itself a solid reputation in Ireland, earning the trust of large public sector authorities. The Group has displayed its merits in the field of engineering, carrying out preliminary design studies for an eastern bypass motorway around Dublin, as well as several design, engineering and works supervision assignments for the construction of a dual carriageway between Nenagh and Limerick. At the same time,



© EGIS

**STEVE PREECE,**  
CEO of Egis Projects Ireland

Egis has reinforced its operating activities by acquiring majority shares of three Irish operating companies: Northlink (M1 motorway to Dundalk – 56 km), Midlink (M7/M8 motorways to Portlaoise – 43 km) and Southlink (the N25 Waterford bypass – 23 km). Egis additionally bought 100% of the First Route Management Company, which provides assistance services to the three abovementioned companies and to the Eastlink operator based in Dublin. "The Irish motorway network is one of the most recent in Europe and is still expanding," states **Steve Preece, CEO of Egis Projects Ireland.** "Egis very quickly became an essential figure in motorway operations in Ireland, offering services in the management of both motorways and national roads, whose development and maintenance are a strategically important issue for the country."

As a result of its operating activities, Egis is a step ahead on the market of services to road users, which are becoming increasingly popular in the Emerald Isle. "Since 2006, under our brand Easytrip, we have developed

**Egis has very quickly become an essential figure in road operation in Ireland**

electronic tolling, automatic car park access and vehicle fleet management solutions, to make life easier for road users," explains Steve Preece. "With more than 195,000 customers today, we enjoy a unique position on the market to the point of becoming the leading supplier of services for the payment of electronic tolls and parking charges using a single customer account."

Capitalising on these achievements, Egis has since then extended its offering to other types of projects, such as the maintenance of intelligent transport system (ITS) equipment, the Irish national safety camera service and the resurfacing works on 5 km of motorway in the south of Ireland. "We won this contract as part of the operation of 330 km of motorways, the largest section of road network ever contracted out by the Government. This is our flagship reference in the field of engineering works and a crucial step in our journey towards turnkey projects in which the Group wishes to become involved."



© BOERS-YVAN DASSIE

**MATTHIEU LOUSSIER,**  
director for the Europe  
and Central Asia region of Egis

**Egis has decided to become involved once again in the engineering sector in Ireland and the UK, in particular in roads and railways**



### A well-established recovery

Today, the Irish economy is recovering at a brisk pace, aided by a gradual upturn in foreign and domestic investment. In the transport sector, 850 million euros are to be invested in the upgrading of the motorway and national road network, in accordance with the priorities set out in the Irish capital investment programme in infrastructure. "Considering this encouraging economic trend, Egis is starting to take another look at opportunities for getting involved in the engineering sector in Ireland and also in the UK,

in particular in roads and railways," explains **Matthieu Loussier, director for the Europe and Central Asia region of Egis**. Public bodies such as Transport Infrastructure Ireland have put forward plans for approval on a 10 billion euro spent over the next 20 years, covering all aspects of travel from roads to light rail with a projected increase in movement of 25%. "In the area of transport, Ireland's new priority is to reduce road congestion via mobility, without infrastructure expansion. Egis naturally possesses all of the necessary expertise to contribute to these plans, if they

happened to come to fruition in the near future," adds Matthieu Loussier.

At the same time, ports are continuing to grow, and the port of Dublin has announced expansion plans which are likely to require the improvement and rationalisation of its entire road network. Similarly, the air travel sector is looking promising, linking in with the emergence of new technologies such as remote towers for air traffic control, or the continuous improvement of management and safety systems. "Egis has had its own aviation consultancy business since 2013

(Helios) which for example assisted the Irish Aviation Authority (IAA) in drawing up a business case for the modernisation of air traffic management systems, and helped Dublin airport in its work to come into compliance with the new regulatory standards of the European Aviation Safety Agency (EASA). In the longer term, Egis and the IAA are considering working increasingly closely on a range of projects outside Ireland, just as they are currently doing for the review of air traffic management system safety in Thailand."

## Headline projects

### From Dublin Tunnel to the Cork Jack Lynch Tunnel



A total of 4.5 km in length, the Dublin Tunnel is a major piece of infrastructure in the Irish road network, connecting the M1 motorway (Belfast-Dublin) to the Port of Dublin without going through the city centre. It is a twin-tube tunnel comprising one-way dual carriageways and is equipped with a control centre.

Following an operating and maintenance contract awarded in 2006 for the Dublin Tunnel, Egis recently had the contract renewed and extended by Transport Infrastructure Ireland for a minimum period of 6 years. In addition to the toll collection, traffic and safety management and routine maintenance of the Dublin Tunnel, Egis is also tasked with the

operation and maintenance of the Jack Lynch tunnel in Cork (600 m long).

"This contract renewal is further proof of the trust that Egis has earned, consolidating its leadership on the Irish road operation and maintenance market," comments **Steve Preece CEO of Egis Projects Ireland**.

### Egis resurfaces 5 km of motorways in the south of Ireland

Egis has carried out its first road resurfacing works in Ireland, near Cork.

The project was part of a contract signed at the end of 2013 by Egis Lagan Services Ltd\* together with the Irish National Roads Authority for the operation, maintenance and renewal services on 330 km of motorways in the south of Ireland.

The works consisted of resurfacing 5 km on the 3-lane N40 and its interchange with the N28 at

Cork, in the south of the country. Work was carried out during the night with lane closures at midnight and the road was fully reopened every morning to avoid traffic disruption.

\* Joint venture formed by Egis and the Northern Irish firm Lagan.



### Egis operates the Irish national speed control service



Since 2010, Egis has been operating the Irish national safety camera service via its company GoSafe\*. It includes all of the services required for van-operated speed detection, from the deployment of vehicles and staff needed for the operation of speed cameras, to the processing of data collected in a central back office.

For Egis, this project is a key reference in the field of enforcement which is developing all over the world, on speed control applications or on free flow toll projects.

\* The shareholders of GoSafe are Egis Projects (42%, an Egis company), Spectra (42%, an Irish image processing specialist) and Redflex (16%, an Australian supplier of mobile safety cameras).

### Services for road users

Under the Easytrip brand, Egis has since 2006 continued to market and develop a wide range of services for road users, such as electronic tolling and parking management or vehicle fleet control, through a partnership with the market leader Celtrak Ltd.

Easytrip develops its own electronic payment solutions for car park operators in Ireland and manages the distribution of electronic tolling passes as well as taking care of customer relations for the Dublin Tunnel.

More recently, the firm designed a free mobile app, Easytrip SOS App, on which driver can send out an emergency call on their mobile phone in the event of a breakdown or an accident, allowing them to be immediately located and assisted.



# CONGRATS

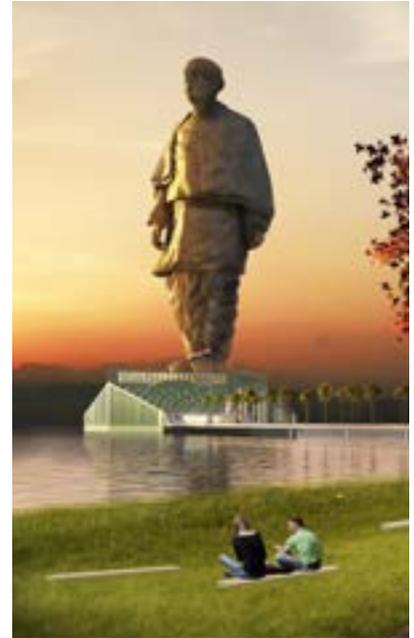
## Egis celebrates 20 years in India!

**E**gis organised a leadership Summit in January 2016 in New Delhi, India to celebrate 20 years of doing successful business in India. The event brought together nearly 120 eminent industry representatives and leaders, including Jean-René Cougard, Head of the Trade Mission at the French Embassy. Many current and prospective customers, partners and representatives from key sectors of Indian industry joined the celebrations. This event came close on the heels of the official visit by the French President as guest of honour at the 67th Republic Day Celebrations on 26 January. This was the second visit of Mr Hollande during his five-year term and was marked by the signature of contracts between the government-owned firm, Engineering Projects India Ltd, and nine major French firms – among them Egis – signalling a new era in Franco-Indian cooperation.

Egis employs around 1,900 people in India where it is recognised as one of the leading engineering consultants in the transport, water distribution, building and urban development sectors. **Ashish Tandon, MD, Egis in India**, said *“These last 20 years have been very beneficial for the Group which has become one of India’s top three Engineering Solution providers in the*

*field of comprehensive infrastructure engineering and project management.”* In a similar vein, **François Richier, France’s Ambassador to India**, congratulated Egis on this milestone and commented *“I see more and more opportunities for France and India to collaborate, especially in Infrastructure. France has the experience & expertise to enable India to develop its own world-class infrastructure – especially in smart cities, water management, cleaning up the Ganges, modern mass transportation sustainable infrastructure development, interlinking of rivers & trading, etc. Egis has been one of the key French players in the country, partnering Indian stakeholders and French delegations. I congratulate the Egis team for an eventful twenty years in India and many more glorious years to come.”*

Egis is currently involved in a number of major projects that include the Mumbai master plan, Chennai, Kolkata and Kochi metros, Mumbai metro line 3, supplying water to Rajasthan, operating the India-Myanmar-Thailand trilateral highway, Dholera smart city, the Shivaji statue (proposal to build the tallest statue in the world), JNPT (Jawaharlal Nehru Port Trust), inland water transport project and many more.



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