

Genoa, 28<sup>th</sup> November 2008

## **Ansaldo STS has signed a new contract in Turkish market**

- **The contract is worth EUR 107 million**

Ansaldo STS (STS. MI), through its subsidiary Ansaldo Segnalamento Ferroviario in consortium with the Turkish firm Alsim Alarko Sanayi Tesisleri Ve Ticaret, has been appointed as preferred bidder by the General Directorate of Municipality of Ankara (EGO) to design, supply, test and commission the signalling system on 4 lines of Ankara Underground (M1, M2, M3 and M4) and other electro-mechanical works (E&M) on lines M1 and M3.

The contract has been signed today in Ankara, according to the tender procedures, being present the Major, the Head of Commercial Dept. of Italian Embassy, and other Turkish authorities. The contract is worth EUR 175 millions (out of them EUR 107 millions related to Ansaldo scope of work) and it is one among the biggest for value worldwide.

By succeeding in this tender, which follows the recent contract awarding with the General Directorate of Turkish State Railways (TCDD), Ansaldo STS increase its presence in a strategic market such as the Turkish one and enters the Turkish booming Mass-Transit sector.

The length of the four lines is around 55 km.

The scope of work for Ansaldo STS is to provide a complete radio based CBTC (Communications-Based Train Control) way-side and on-board signalling system, the most up-to-date technology in Mass-Transit signalling market, including Interlocking and CTC.

The project foresees also, for the lines M1 and M3, the supply of other E&M (Telecommunications, etc.) and civil works to be performed by the Turkish partner.

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The success in this tender, which follows recent similar awarding in France and in China, further confirms Ansaldo STS's leadership in the cutting-edge radio-signalling technology for Mass-Transit applications CBTC.

**Note for editors**

*The traffic management system "CBTC" (Communications-Based Train Control) for Mass-Transit applications, has been developed to increase performances and efficiency of the underground railway systems worldwide.*

*Despite of the similar radio-based traffic management system for railway applications (ERTMS lev. 2 and 3), CBTC is not a standard and every provider has developed its own technology.*

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