



Maritime trade is booming. Ports are therefore key infrastructures and major economic resources.

Construction and development projects for maritime structures are multiplying on every continent: creation of new terminals, quay extensions, deepening of docks, etc.

For SHORE supports its customers in their port infrastructure projects with a strong geotechnical component.

We mobilize the best of Soletanche Bachy's port and maritime expertise to guarantee maximum control of the risks associated with the soil-infrastructure interaction.

And because today's structures must meet tomorrow's environmental challenges, ForSHORE designs ports capable of withstanding the consequences of climate change, and implements solutions that reduce the carbon footprint of projects.

To build resilient structures that last.

O

OUR VALUES

Reliability

ForSHORE continually strives for excellence, ensuring reliability and durability of its constructions.

Agility

ForSHORE demonstrates its agility through its adaptation to each situation and proposes different solutions depending on its clients' needs.

Entrepreneurship

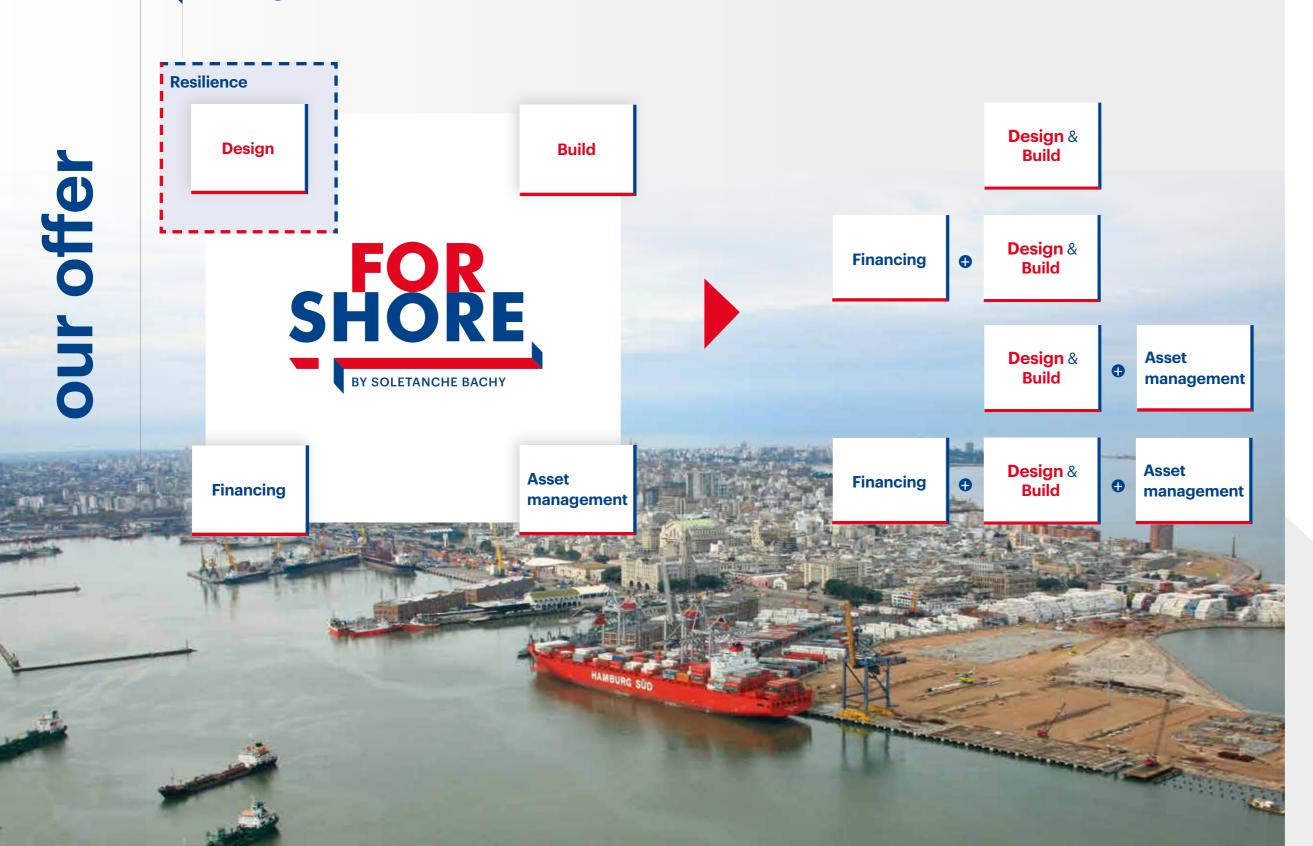
For SHORE works with its clients as a dedicated partner, taking a joint approach to achieve a shared objective.

Innovation

ForSHORE can draw on Soletanche Bachy's R&D capabilities, equipment, and innovative digital solutions.



ForSHORE operates as a General Contractor to deliver all four stages in the development of port infrastructure projects: financing, design, build, and asset management.



THE ADVANTAGES OF FORSHORE

Expertise

Soletanche Bachy's geotechnical expertise and quality standards.

Vision

A global vision of your marine works project.

International

ForSHORE relies on the presence of Soletanche Bachy's presence in over 60 countries.

Innovation

Access to Soletanche Bachy's R&D, machinery and digital solutions.

Environment

A commitment and technical solutions to reduce the carbon footprint of your projects.

Financing

For those leading large-scale port projects, raising financing for works on existing or new infrastructure can be a difficult process.

ForSHORE brings you the support you need to facilitate this key step in your project. We draw on our international contacts to help you source the financing.

For SHORE is neither a bank nor an investor, but does offer two services:

Identification of investors who might take a share in port infrastructure

We put our clients in contact with:

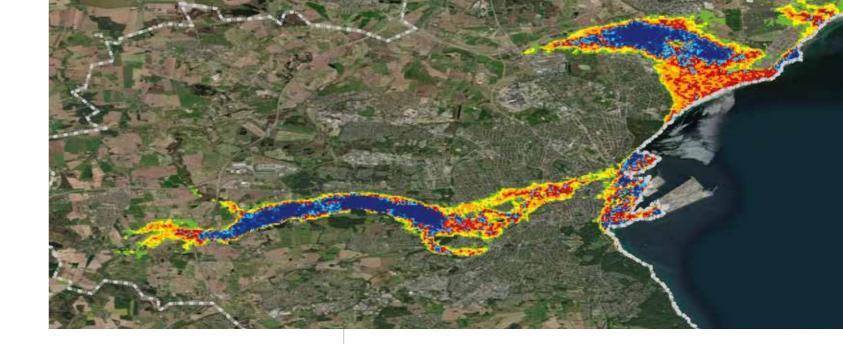
- Investment funds
- Venture capitalists
- Sovereign wealth funds

Sourcing of credit solutions

We can solicit:

- Financing on the markets, through bonds to finance infrastructure projects or corporate bonds
- Financial institutions (banks)





During the design phase of a port project, it is imperative to take into account the preservation of the site's immediate environment and to anticipate the effects of climate change on the structure.

Anticipating climate change

For SHORE and its partner **RESALLIENCE** provide you with a team of experts around the world to support you at various key stages:

Consulting

- Technical and financial assessment
- Training
- Audits

Diagnostics

Assessment of:

- · Climatic resilience,
- Resistance to natural phenomena,
- Environmental performance

Project coordination

- Integrated technical solutions
- Project management
- Collaborative engineering

Modeling

- Predictive maintenance and monitoring
- Sensitivity studies

Resilience



Design

The choices made during the design phase have a direct impact not only on the carbon footprint and climate resilience of a maritime structure, but also on its use, lifespan and ability to evolve.

Owners of port infrastructure projects therefore need to surround themselves with specialists who can help them anticipate and make the right decisions from the outset.

Our approach

With ForSHORE, you are in direct contact with Soletanche Bachy's design offices, present within the Group's subsidiaries worldwide, to build port facilities adapted to your needs and constraints.

To offer you the best geotechnical processes and solutions that correspond to your project, ForSHORE takes on board a range of parameters from the design stage:

Environmental factors

• Soil conditions • Climate • Tides • Sedimentation • Wind

SHORE BY SOLETANCHE BACHY

Purpose of the port

• Oil & gas • Ores •
Containers • Cruise liners • Roro
• Bulk and Goods

The specifics of the port structure

- Vessel size Life expectancy Handling equipment Services
 - Storage facilities
 - Mooring

Thanks to Soletanche Bachy's expertise, ForSHORE optimizes the design of your structures to reduce their environmental impact:

- Design variants to use fewer materials,
- Technical processes with environmental benefits,
- Less carbon-intensive materials.







ForSHORE acts as a General Contractor for the construction of your new port infrastructure, or to remediate, adapt or upgrade existing facilities. This means you can rely on one company to handle your port project from A to Z.

ForSHORE can assist you with the construction

Quays

- Decks on piles
- Bulkhead walls: diaphragm walls, prefabricated walls, sheet piling, or combiwalls

of all types of maritime structure:

 Gravity walls: closed or open cells, concrete caissons or concrete blocks

Jetties

Related facilities

• Sea water intakes/outfalls

- Dry docks
- Locks
- Breakwaters
- Bridges
 Foundate
- Foundations for storage platforms, buildings and tanks

Build and upgrade





Asset Management

Port infrastructures represent major financial investments and are often sources of economic activity for entire regions. Ensuring their correct day-to-day operation and optimising their lifespan are key challenges. ForSHORE proposes asset management services for all types of port infrastructure, through the following three stages:

Step 1 • Inspection

Our teams can carry out all types of inspection:

- visual (safety, routine, detailed, special) aerial
- underwater radar endoscopy bathymetry
- physical controls coating measurements etc...

Our added value

Thanks to our tailor-made inspections, you benefit from a detailed description of the general condition of your existing infrastructures, and a mapping of their weaknesses and areas for improvement.

Step 2 · Analysis

To help you optimize your maintenance strategy, ForSHORE provides you with experts and a wide range of tools to analyze your infrastructures in real time and predict deterioration.

Maintenance calculations and recommendations

- Non-destructive testing
- Laboratory testing
- Corrosion analysis
- Ageing prediction
- Maintenance modeling and optimization

Real-time monitoring of your assets with our dedicated software

Beyond Asset

Control the operation of your infrastructures by leveraging their data.

Centralize and track:

- infrastructure visits
- asset status
- maintenance operations

Atlas InSAR

Monitor ground movements and infrastructure stability from space.

Carapace



Monitor and manage carapace prefabricated block



Step 3 · Maintenance

Depending on the lifespan of the elements making up the port infrastructure, ForSHORE replaces them at the predicted date:

- cathodic protection
- paint on moorings
- protective coating on piles
- road surfaces

ForSHORE carries out the necessary repair work depending on the Step 1 Inspection and Step 2 Analysis.



Environment

We are strongly committed to reducing the environmental footprint of our activities. This is reflected in the implementation of an Environmental Action Plan applied to ForSHORE's maritime and port worksites.

This action plan targets 3 pillars:



Waste

Minimize our waste and maximize its recycling and recovery (destruction, storage, recycling).



Energy

Reduce our carbon footprint by 40% by 2030 by cutting our fuel and electricity consumption (scopes 1 and 2).



Cement

Reduce our indirect CO2 emissions by 20% by 2030 (scope 3) by reducing our cement consumption, using less concrete and employing cements with a reduced carbon footprint and alternative binders.



ForSHORE also implements numerous measures to reduce the environmental impact of port infrastructure construction:



Biodiversity preservation

- Conservation plans (Muelle IPM, Mexico)
- Monitoring (Hong Kong airport)
- Schedule adaptations (Port 2000 Le Havre, France)
- Bubble curtains (Port-la-Nouvelle, France)



Water quality control

- Suspended matter barriers (Port-la-Nouvelle, France)
- Controls
- Anti-pollution kits



Energy savings

- Solar panels on barges (Brady Marine & Civil, Australia) • Equipment with electric
- Modular generators
- Eco-mode on machines
- power pack (Hydrofraise®)



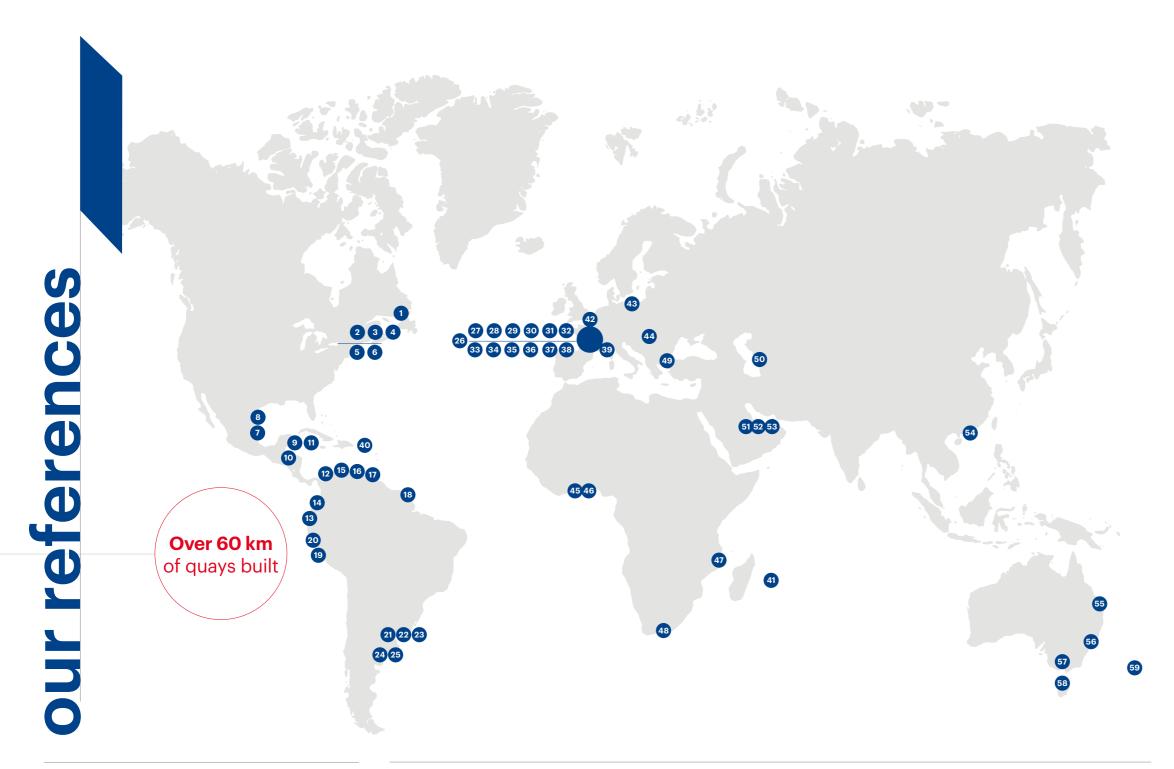
Resource management

- Alternative designs to reduce steel quantities (Puerto Bolivar, Ecuador)
- Low-carbon concrete and grout (Port 2000 Le Havre, France)



With EXEGY, ForSHORE offers a package of materials and services to provide the most suitable Low Carbon / Very Low Carbon / Ultra Low Carbon concrete and grout for each project. Our aim is to help you reduce the environmental footprint of your projects.





Central & North America

- 1 Port of Sept-Îles, Canada
- 2 Eireann Quay, Toronto, Canada
- 3 East Bayfront, Toronto, Canada
- 4 Cherry St. Stormwater & Lakefilling, Toronto, Canada
- 5 Port of Oshawa, Canada
- 6 Randle Reef, Hamilton, Canada
- 7 Tampico, Mexico
- 8 Port of Altamira, terminal McDermott IPM + DPH, Mexico
- 9 Terminal Carnival Cruise, Roatan, Honduras
- 10 Puerto Cortes, Honduras
- 11 Roatan, Honduras

16

South America

- 12 Puerto Brisa, Colombia
- 13 Port of Buenaventura, SPIA, Boscoal, Colombia
- 14 Puerto Colombia, Colombia
- 15 Port of Tolú, Colombia
- 16 Barranquilla, Colombia
- 17 Port of Brighton, quay n°2, Trinidad-and-Tobago
- 18 Larivot Bridge, French Guyana
- 19 Puerto Bolivar, Ecuador
- 20 Guayaquil CGSA Berth 1, Ecuador
- 21 Port of Montevideo, Muelle C and D, Uruguay

- 22 Terminal Cuenca del Plata, Uruguay
- 23 Terminal Mbopicua, Uruguay
- Port of Bahia Blanca, Guillermo Brown jetty, Argentina
- 25 Port of Belgrano, dique de carena, Argentina

Europe

- 26 Port 2000, Le Havre, France
- 27 Rollet Quay, Rouen, France

- 28 Hautot-sur-Seine turning basin, France
- 29 Port of Honfleur, France
- **30** Port of Cherbourg, quai des Flamands, France
- 31 EPR Flamanville, France
- 32 Port of Concarneau, dry dock, France
- **Quai de La Rotule**, Fos-sur-Mer, France
- 34 Quai Grand Aulnay, Rouen, France
- 35 Port of la Vigne, France
- 36 Langon Quay, France
- 37 Port of Sète, quay H, France
- 38 Port-Saint-Louis-du-Rhône, quay Gloria, France
- 39 Port-la-Nouvelle, France
- 40 Fort-de-France cruise ship terminal, France
- 41 Port Réunion, France
- 42 Port of Zeebrugge, Belgium
- 43 Debicki Canal, Poland
- 44 Kalocsa-Paks Bridge, Hungary

Africa

- 45 Port of Lomé, Togo
- 46 Port of Cotonou, Benin
- 47 Moma Sands Jetty, Mozambique
- 48 Port of Ngqura, South Africa

Middle-East

- 49 ICDAS Biga shipyard dry dock, Turkey
- **50 Port of Turkmenbashi**, Turkmenistan
- 51 Port Jebel Ali, terminal 3, Dubai, United Arab Emirates
- **52 Drydocks World, Safina project**, Dubai, United Arab Emirates
- 63 Ocean View, Dubai, United Arab Emirates

Asia & Oceania

- Maritime works for the international airport extension, Hong-Kong, China
- **Brisbane International Cruise Terminal**, Brisbane, Australia
- 66 Garden Island cruise ship wharf, Sydney, Australia
- 57 Geelong Point Wilson, Australia
- 58 Devonport Terminal 3, Tasmania, Australia
- 59 Downtown infrastructure Development Programme, Auckland, New Zealand



Port of Aguadulce Colombia

Buenaventura, home to the port of Aguadulce, Colombia's main port on the Pacific coast, is a strategic city. Most of the Andean country's exports and imports pass through the port, which was recently upgraded in a project that sets a standard for the entire region. Soletanche Bachy helped achieve the modernisation by working within the SBCC joint venture and designed and built a 600-metre container terminal (SPIA). This was followed by a 250-metre bulk terminal (Boscoal), where the first cargo ship docked in December 2016 carrying maize loaded at the Louis Dreyfus terminal in the Argentinian port of Bahía Blanca. In Buenaventura, several innovations were introduced to boost the efficiency and quality of the onshore and offshore works, optimise costs and accelerate the construction process.

- Owner Sociedad Puerto Industrial Aguadulce pour SPIA, Compas pour Boscoal
- Main contractor Consortium SBCC (Soletanche Bachy Cimas - Soletanche Bachy International - Conconcreto)





The COMPAS terminal at Tolu, south of Cartagena, is the Colombian deep-water port closest to the Panama Canal. Its activities are growing and diversifying, which is why the COMPAS Group, owner and operator, has invested in transforming the existing quay to accommodate larger vessels and to add a berth. The project included a new 150 m x 30 m platform aligned with the existing quay to serve two Super Panamax vessels simultaneously.

This platform features independent access to the coast via a 270-meter-long, 8-meter-wide viaduct for two-way truck traffic. The quay consists of a concrete slab on vertical steel piles, and is suitable for dredging to a depth of 13 meters. The design was carried out by the American company WSP under the coordination of the technical office of Soletanche Bachy Cimas (Soletanche Bachy's Colombian subsidiary).

- Owner Compañía de puertos asociados S.A.S. Compas S.A.
- Main contractor Soletanche Bachy Cimas

20



Muelle C + D, Montevideo Uruguay

The design-build project involved the construction of a new 383 m long, 33 m wide, 14 m draught port terminal at the end of the port of Montevideo, together with an adjoining 36,000 m2 esplanade for container storage. The future multi-purpose quay was designed to accommodate both gantry cranes and mobile cranes. It is of the Danish quay type, consisting of prefabricated superstructure elements and a cast-in-place concrete slab, all supported by 256 bored concrete piles from a mobile platform and a pontoon.

This project called on a wide range of techniques used by the Group: sheet piles, bored piles, precast elements, vibrofracturing, vibrocompaction and civil engineering work. A few years later, this quay was extended by the same consortium, including a connecting structure between the 2 quays, a 180 m long quay, a 6,700 m2 esplanade and the necessary modifications to accommodate 330 m long ships.

- Owner Administración Nacional de Puertos de Uruguay (ANP)
- Main contractor Consortium Soletanche
 Bachy (France); SACEEM (Uruguay), Dredging
 International (Belgium)

Guillermo Brown Jetty Argentina

Built to keep pace with the country's growing energy requirements, the Guillermo Brown thermoelectric power plant needed facilities to receive liquid fuel supplies. These are located at the Puerto Galván site and include a 17-km pipeline and an unloading quay. In November 2013, Siemens awarded the design-build

contract for the jetty and associated berthing and mooring facilities to the SBA – JML UTE joint venture. The work consisted in building an offshore trestle with a length of about 800 metres and a quay comprising four berths, an operating platform and four moorings.

- Owner Siemens
- Main contractor Consortium SBA JML UTE (Soletanche Bachy Argentina – Soletanche Bachy International – Juan M. Lavigne y Cía)



Drydocks WorldDubai, United Arab Emirates

Dubai, one of the world's leading ports, is also a shipbuilding hub. Dubai Drydocks, which long specialised in ship repair, branched out into construction with the Safina project in 2005. A new dry dock for ship being built and repaired was commissioned in the summer of 2006. The lift, built on a general contracting basis by the Soletanche Bachy – NSCC joint venture, enables

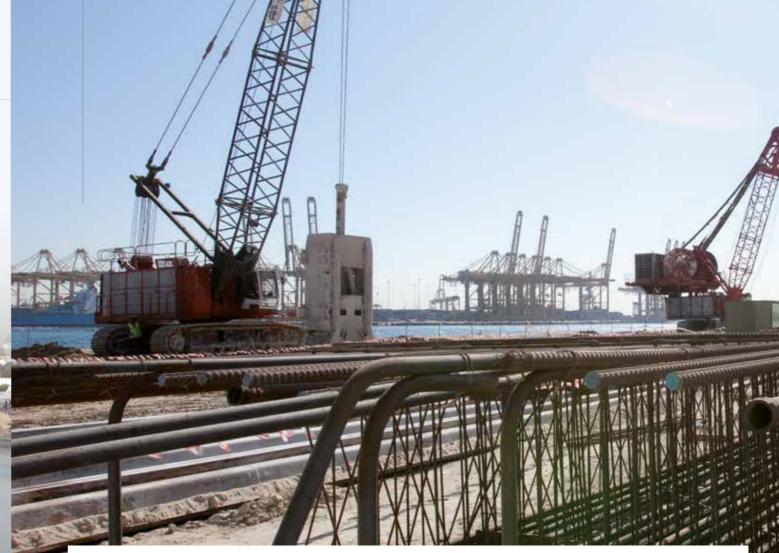
the vessel to be moved vertically and horizontally and operates like a slipway but incorporates a reverse hydraulic process.

The structure is made up of a transfer platform set above sea level, an adjacent basin that opens to the sea, two abutments and a sill, a quay platform, two gates and two mooring dolphins.

- Owner Dubai Drydocks
- Main contractor Consortium Soletanche Bachy –
 NSCC







commission and equip the terminal infrastructure. In addition to building the diaphragm wall and barrettes,

Soletanche Bachy undertook ground improvement works to support temporary and permanent backfill for the quay wall and supplied and installed ground

Main contractor Consortium TOA Corporation -

Soletanche Bachy International

anchors.

Owner DP World

Jebel Ali Port

Dubai, United Arab Emirates

The Jebel Ali Port, the region's main container port,

accommodate the next generation of Post-Panamax

container ships. DP World awarded the contract to the

TOA - Soletanche Bachy joint venture to design, build,

increased its capacity to 19 million TEU in 2014 by adding a third terminal. The 1,860-metre long, 17-metre deep quay with a 70-hectare storage yard can

Port of Lomé Togo

The port of Lomé, which has undergone substantial upgrades in recent years, is now one of West Africa's most efficient and modern ports. To enable the port to handle container ships with a capacity of up to 7,000 TEU, Togo Terminal awarded in 2012 a contract to a joint venture led by Soletanche Bachy to design and build a new quay. The project included the construction of a 450-metre quay wall and the port's turning basin and access channel. The combi-wall quay was built with 30-metre long largediameter (1,412 mm) metal piles and sheet piling. The access channel was dredged to a depth of 15 metres and the turning basin was built. More than a million hours of work were required to complete the project and it featured very strong involvement of Togolese and other African workers and supervisory staff.

SHORE

- Owner Bolloré Africa Logistics subsidiary Togo Terminal
- Main contractor Consortium
 Soletanche Bachy Sogea-Satom EMCC

Port of Cotonou Benin

The capacity of the port of Cotonou, often described as the "economic lungs of Benin", was increased under programme designed to boost access to the country's market. As part of the extension project, Soletanche Bachy was awarded a contract in August 2009 to design and build a 660-metre long quay with a draft of 15 metres. Carried out by a joint venture that also included

Sogea-Satom and Dredging International, work on the south quay, like that on the north quay, consisted in building two parallel diaphragm walls connected by a layer of tie rods, followed by general earthworks, civil engineering, quay equipment (apart from rolling stock) and dredging.

- Owner Port Autonome de Cotonou
- Main contractor Consortium Soletanche Bachy International – Sogea-Satom – Dredging International





As part of its ongoing program to improve maritime access, the Port of Rouen, located on the strategic Seine axis between Paris and Le Havre, has launched a project to modernize the Grand Aulnay wharf operated

liquids. As part of this project, Balineau was awarded the contract to build six new mono-tubular dolphins, metal tubes anchored in the ground, for berthing and mooring ships.

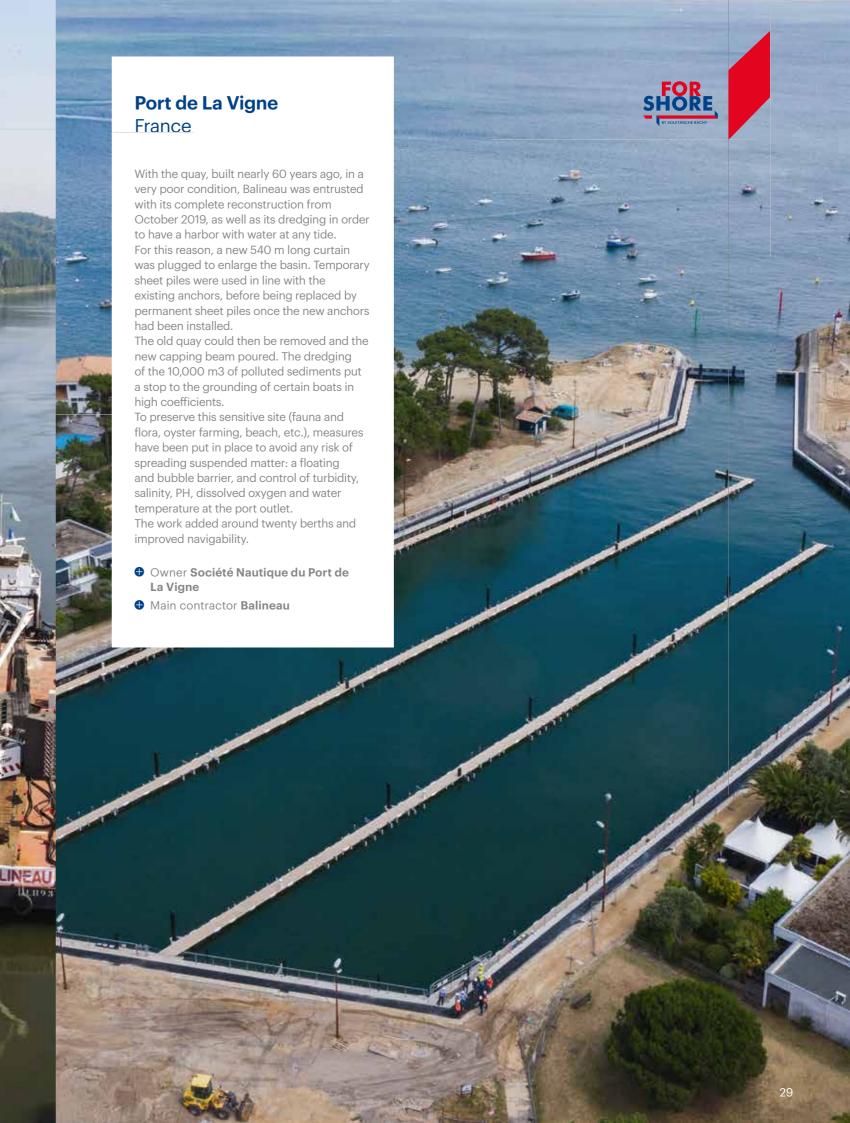
by Rubis Terminal, a European leader in the distribution

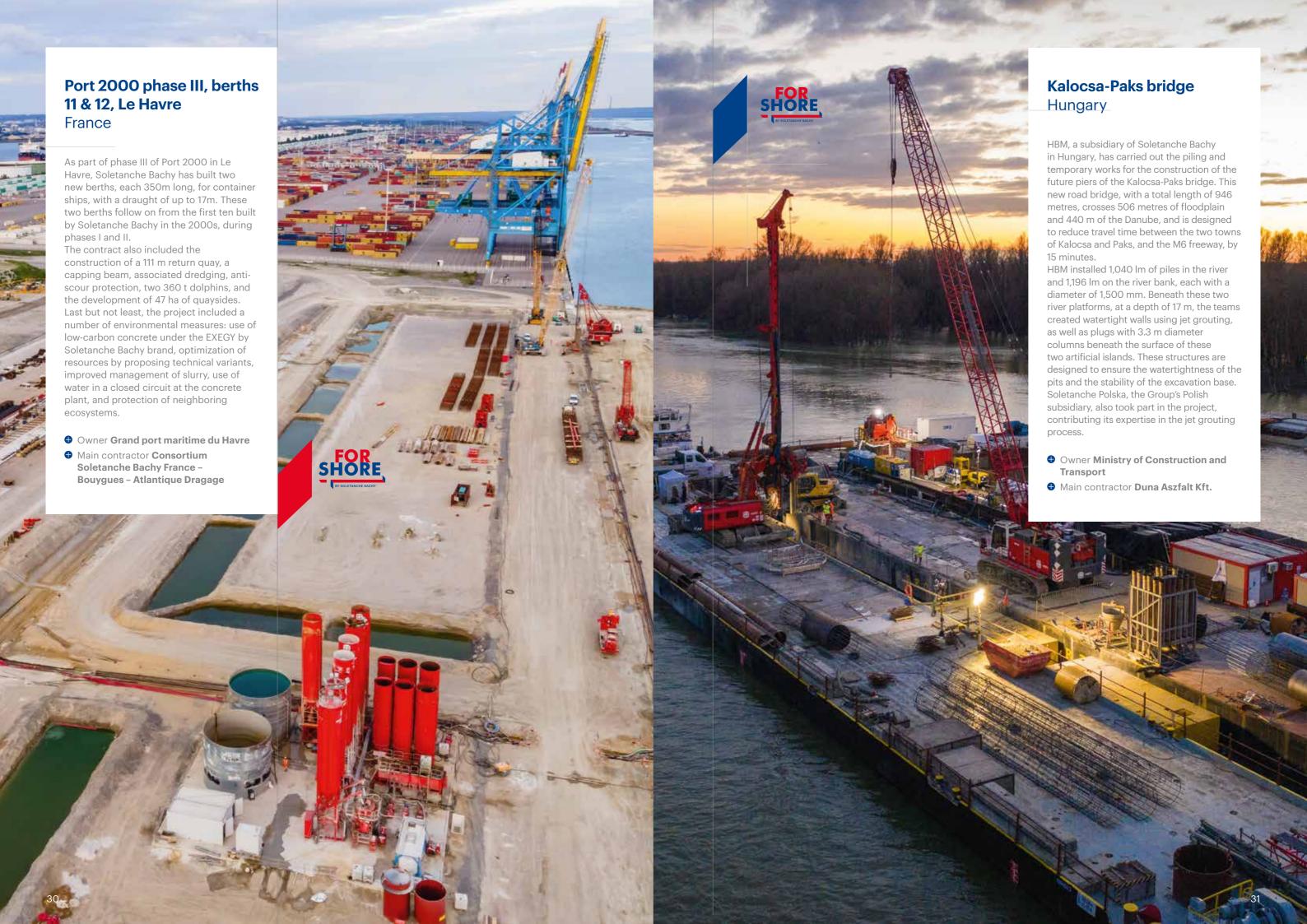
of liquid energy products and the storage of bulk

ramming equipment. The tubes, weighing 82 tonnes, using a crane barge and an IHC S250 hydraulic hammer capable of mobilizing energy up to 250 kJ.

These new dolphins will increase the berthing and loading/unloading capacities of the berth. From now on, "long range" ships including tankers and chemical tankers of 230 m in length and a loading capacity of around 53,500 tonnes, will be able to be accommodated.

- Owner **HAROPA** Port de Rouen
- Main contractor Balineau







To increase container traffic, the Grand Port Maritime de Marseille has entrusted the consortium led by Soletanche Bachy France with the construction of a new 240 m long quay with a 17 m draught at Fos-sur-Mer. Work began in April 2018 with the construction of a breakwater, which was then consolidated by vibrocompaction by Soletanche Bachy's sister company Menard. Soletanche Bachy then started on the diaphragm walls, followed by the civil engineering works, with the installation of a 240m-long quay girder after dewatering. Operations then continued: anchoring, earthworks, construction of the piles supporting the beam, reinforcement, concreting and installation of equipment. The platform was successfully delivered in September 2020.

Numerous environmental measures have been implemented to protect the shellfish farms, including the installation of a suspended matter barrier and daily turbidimeter measurements.

Owner

Grand port maritime de Marseille

Main contractor Consortium
 Soletanche Bachy France/Buesa
 Menard/Eurovia

Port-la-Nouvelle France

As part of the modernization of the port of Port-la-Nouvelle, the Occitanie Region launched the rehabilitation of sections C and D of the East II quay. The aim was to secure 175 m of quay by restoring reception conditions, while increasing storage capacity on the rear platform to 15 t/m2. The consortium's variant using a wall of grout-reinforced barrettes was particularly appealing. The idea was to build a discontinuous structure behind the existing curtain wall, while maintaining the anchors, in order to take up the thrust forces through the vault effect between the bars.

The same consortium was then commissioned to build a 200 m long heavy-duty quay (quay no. 2) with an 11.50 m draught, earthworks and dredging.

Part of the quay was dimensioned at 30 t/m2 to support future offshore wind turbines. For this sensitive site, located on the edge of a channel linking the sea to a pond, our teams implemented numerous environmental measures (water and air quality controls, regular inventory of marine species).

- Owner Région Occitanie
- Main contractor Consortium Soletanche Bachy France/Buesa/Menard/VCMF/SDI/GTM



International airport (3rd runway) Hong-Kong, China

To cope with exponential traffic growth, the airport hub wanted to build a third runway, reclaiming 650 ha from the sea. A project on an unprecedented scale, it faced a number of challenges.

Firstly, an environmental challenge: it was impossible to use the dredge-and-fill method, which would have re-suspended the sometimes polluted marine deposits in the soil and threatened the ecosystem.

The project was therefore carried out using Deep soil mixing, the only solution capable of treating the soil in place without manipulating it, and thus protecting the endemic dolphin species. Soletanche Bachy's expertise in this field is unrivalled. A low-carbon binder was also used.

Secondly, a technical challenge: the immediate proximity of the airport meant that teams had to work

at limited heights, without the airport's activity ever coming to a halt. In addition, most of the work was carried out from barges, by sea, using CSM workshops specially designed by all the parties involved in the project, and thanks to the decisive know-how of Soletanche Bachy's Material Department, Eurofrance's Material Department, TEC System and the Korean experts from Sambo E&C.

A total of 16 workshops were mobilized 24 hours a day, at every stage of the project.

This CSM operation was the largest ever carried out not only by BSGL, but also by the Soletanche Bachy Group. It involved laying 92,000 2.8 x 1.2 m panels at depths of between 15 and 20 m, through marine deposits and loose alluvium. These operations required extensive testing, drilling and sampling.

- Owner Hong Kong International Airport
- Main contractor Bachy Soletanche Group Limited (BSGL), Sambo E&C





Downtown infrastructure Development Programme, Auckland New Zealand

To host international events, the city of Auckland launched the Downtown Infrastructure Development Programme (DIDP). The aim was to make the waterfront more earthquake-resistant, pleasant and functional. The works include the seismic reinforcement of the road and networks behind the existing quay wall, the modification of the existing pier with the creation of 6 berths for ferries and the creation of a public space along the quay, as well as the redevelopment of Quay Street.

The special works mainly concern reinforcement behind the existing quay wall. As part of the "Early Contractor Involvement", Soletanche Bachy International developed an alternative solution combining bored piles, anchors and jet grouting, in order to optimize planning and adapt to the dense urban environment and different geological conditions of the waterfront.

- Owner Auckland Transport
- Main contractor Consortium Soletanche Bachy
 International/Downer/HEB



Brisbane International Cruise Terminal Wharf Australia

To provide southeast Queensland with a facility capable of accommodating the world's largest cruise ships, and to give the region a tourism boost, Port of Brisbane Pty Ltd (PBPL) commissioned Brady Marine and Civil to build a new 200 m long quay and access bridges. The contract also included the installation of a temporary loading jetty, the driving of over 100 steel marine piles, the supply and installation of a precast

concrete quay deck and access bridges, and the design, supply and installation of four single-pile mooring dolphins. A design-build variant proposed by Brady replaced the traditional inclined dolphin piles with single 4.3 m diameter piles, resulting in cost savings for the client.

The close collaboration between Brady Marine and Civil and the Port of Brisbane enabled the project to be delivered safely, on time and on budget.

- Owner Port of Brisbane Pty Ltd
- Main contractor Brady Marine & Civil





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Soletanche Bachy International Egypt

Morocco

Solsif Maroc SA

North America

Canada

Soletanche Bachy Canada

United States

Nicholson Construction Company, Inc Soletanche Bachy International Inc.

Latin America

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Soletanche Bachy Argentina SA

Chile

Soletanche Bachy Chile SpA

Colombia

Bessac Andina Soletanche Bachy Cimas S.A. Geofundaciones S.A.S. Soletanche Bachy Prefa

Costa Rica

Rodio - Swissboring Costa Rica, S.A.

Guatemala

Rodio - Swissboring Centroamérica, S.A.

Honduras

Rodio - Swissboring Honduras, S.A.

Mexico

Cimentaciones Mexicanas S.A. de C.V. (Cimesa)

Nicaragua

Rodio - Swissboring Nicaragua, S.A

Panama

Rodio - Swissboring Panamá, S.A.

Paraguay

Soletanche Bachy Paraguay

Peru

Soletanche Bachy Perú

Salvador

Rodio - Swissboring El Salvador, S.A.

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Malaysia

Geotechnical Alliance

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Hungary

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Ireland

McDonnell

Monaco

Soletanche SAM

Poland

Soletanche Polska Sp. z.o.o.

Romania

SBR Soletanche Bachy Fundatii s.r.l.

Slovakia

Soletanche Bachy Slovensko

Spain

Rodio Kronsa

Turkey

Zetaş Zemin Teknolojisi A.Ş.

United Kingdom

Bachy Soletanche Limited Roger Bullivant Ltd Soil Engineering Geoservices Limited

Middle-East

Oman

Soletanche Bachy LLC

Qatar

Soletanche Bachy Qatar WLL Zemin teknolojisi Uluslararası A.Ş. -Doha Branch (Zetaş Qatar WLL)

United Arab Emirates

Soletanche Bachy Dubai Branch

Oceania

Australia

GFWA Pty Ltd Brady Marine & Civil Rob Carr Pty. Limited

New Zealand

March Construction Ltd



39

38



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Soletanche Bachy is a world leader in foundations and soil technologies, operating in 60 countries via a network of 80 subsidiaries and branches.

Through its subsidiaries, Soletanche Bachy operates as a general contractor and a specialist subcontractor to design, build, rehabilitate and maintain ports, dams, car parks, metros, tunnels, energy facilities, buildings, etc.

The Group provides environmental solutions by participating in the construction of structures with a positive impact, by implementing optimised technical solutions and by carrying out daily actions on our worksites.

