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ALSTOM
Form 6-K
September 04, 2002

SECURITIES AND EXCHANGE COMMISSION
WASHINGTON, DC 20549

FORM 6-K

REPORT OF FOREIGN PRIVATE ISSUER
PURSUANT TO RULE 13a-16 OR 15d-16 OF
THE SECURITIES EXCHANGE ACT OF 1934

For the month of August 2002

ALSTOM

(Exact Name of Registrant as Specified in its Charter)

25, AVENUE KLÉBER, 75116 PARIS, FRANCE

(Address of Registrant's Principal Executive Office)

(Indicate by check mark whether the Registrant files or will file annual reports under cover of Form 20-F or Form 40-F)

Form 20-F X

Form 40-F

(Indicate by check mark whether the Registrant, by furnishing the information contained in this Form, is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934)

Yes

No X

(If "Yes" is marked, indicate below the file number assigned to the Registrant in connection with Rule 12g3-2(b): _____)

20 August 2002

CHARTER AND FORWARD SALE AGREEMENTS CONCLUDED
FOR TWO FURTHER RENAISSANCE SHIPS

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ALSTOM confirmed that the respective owners of the cruise-ships R THREE and R FOUR have concluded charter and forward sale agreements with members of the P&O Princess Cruises group for these vessels. The agreements consist of a charter through to the end of 2004 and a firm commitment to purchase in January 2005.

After this agreement, ALSTOM's credit exposure of 432 million euros as well as the provision of 144 million euros included in the 2001/02 accounts remain unchanged.

R THREE and R FOUR are two of the eight sister cruise-ships built by ALSTOM for Renaissance. After the failure of Renaissance, the owners of R THREE and R FOUR took control of the two vessels, which have been laid up in French Polynesia since late September 2001, and are expected to start commercial operations before the end of this year after a scheduled dry dock.

Among the six other sister-ships, R EIGHT has been chartered for up to 7 years with P&O Princess with a call option which, if exercised, will cover the credit exposure of ALSTOM. Another ship, R FIVE, is operating in the Mediterranean on a short-term charter.

Negotiations are continuing regarding the remaining ships in a combination of charter and sale contracts with other parties.

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27 August 2002

AIRPORT RAILWAY LINK CONTRACTS FOR ALSTOM IN GREECE AND IN KOREA

THESE CONTRACTS HAVE A COMBINED VALUE OF 289 MILLION EUROS FOR ALSTOM

IN GREECE, ALSTOM, as a member of a consortium, has won a new order to supply and construct the electrical and mechanical elements of a new suburban line between the city centre of Athens, and the new airport at Spata. The consortium includes Greek companies J&P - AVAX SA, ETETH and GNOMON SA who are responsible for the civil works. The contract, awarded by ERGOSE, subsidiary of the National Greek Railways, has an overall value of 326 million euros, of which ALSTOM's share will be 134 million euros.

ALSTOM will be responsible for the turnkey project management and the design engineering, and will supply the substations, the signaling, the catenary and the track.

An important part of this contract is the supply of a European Rail Traffic

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Management System - ERTMS* which incorporates ALSTOM's ATLAS system for signaling, train control and traffic management. ALSTOM will provide the on-board equipment, the interlocking, the track-side products, the control centre and SCADA. This landmark project is one of the largest orders to date for this proven, next-generation technology, which will greatly improve rail network performance in Greece.

The 30-kilometre link will comprise an existing 10-kilometre section between the city centre and city limits, which will be renovated, and a new line linking the city limits and the airport.

Passenger service will commence on this line in time for the Olympic Games in the summer of 2004.

* ERTMS: European Rail Traffic Management System is the initiative by the European Union to create a unique control/command system for railways to enable interoperability throughout the European rail network. ALSTOM has been involved in the ERTMS project from the start. Today, due to significant testing throughout Europe, ALSTOM has already achieved great success in the

29 August 2002

ALSTOM AWARDED MAJOR CONTRACT TO SUPPLY GT13E2 GAS TURBINE TECHNOLOGY TO IRAN

GT13E2 TECHNOLOGY WILL HELP TO MEET THE GROWING DEMAND FOR ELECTRICAL POWER IN IRAN

ALSTOM has been awarded a contract to supply gas turbine equipment and services to provide 900 MW of electric power to the Bandar Abase region. The Hormozgan power plant will be located approximately 50 km north of Bandar Abbas.

The contract, worth around 200 million euros, was placed by MAPNA Investment Co., Iran and Napna International Co., a company recently formed in the UAE to act as financier of and investor on IPP projects. As part of the government's privatisation policy, IPP projects have been stipulated in the 2nd Five-year Development Plan of Iran. MAPNA is a pioneer in this field, but already enjoys good business relationships with local and international companies who are acting as sub-contractors and suppliers in its contracts.

ALSTOM will supply six GT13E2 gas turbines, including the generators, and will supervise the erection and commissioning work. In addition, ALSTOM will provide spare parts for a five-year operation period. The first GT13E2 unit will be delivered in March 2003 and the last unit in October 2003.

The Hormozgan plant will be operational in December 2004 and will strongly compensate the projected shortage of power in the region. In the future, the power plant can be extended by conversion into a combined-cycle power plant with an output of approximately 1400 MW.

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This order brings the total of GT13E2 machines sold to 83 units. The fleet has accumulated more than 1,300,000 operating hours.

2 September 2002

ALSTOM JOINT VENTURE CHOSEN FOR CHANNEL TUNNEL RAIL LINK INFRASTRUCTURE CONTRACT

An integrated Joint Venture led by ALSTOM, with Carillion and Travaux du Sud-Ouest, has been chosen as the contractor for the track and overhead catenary system for section 2 of the Channel Tunnel Rail Link in the UK. Section 2 of this link, between Ebbsfleet and St Pancras, covers 40 kilometres. The total value of the contract is around 190 million euros (120 million pounds).

The Channel Tunnel Rail Link (CTRL), managed by Union Railways North, is a new high speed link opening in 2007 which will halve journey times from central London to the Channel Tunnel. Paris will be 2 hours 20 minutes and Brussels just 2 hours from St Pancras station by non-stop Eurostar.

In order to fulfil the contract, ALSTOM will deploy its design, procurement, project management and commissioning expertise, gained as a major player in the railway infrastructure market world-wide.

Michel Moreau, President of ALSTOM's Transport Sector said: "This is a very exciting project for ALSTOM. Building on our experience of high-speed line projects, we now lead a JV which will lay the track, install the catenary, undertake the commissioning, thereby supporting our customer in the completion of an historic project that started with the construction of the Channel Tunnel in the late 1980s."

ALSTOM IS THE GLOBAL SPECIALIST IN ENERGY AND TRANSPORT INFRASTRUCTURE. THE COMPANY SERVES THE ENERGY MARKET THROUGH ITS ACTIVITIES IN THE FIELDS OF POWER GENERATION AND POWER TRANSMISSION AND DISTRIBUTION, AND THE TRANSPORT MARKET THROUGH ITS ACTIVITIES IN RAIL AND MARINE. IN FISCAL YEAR 2001/02, ALSTOM HAD ANNUAL SALES IN EXCESS OF 23 BILLION AND EMPLOYED 118,000 PEOPLE IN OVER 70 COUNTRIES.

ALSTOM IS LISTED ON THE PARIS, LONDON AND NEW YORK STOCK EXCHANGES.

ALSTOM'S TRANSPORT SECTOR, WITH ANNUAL SALES OF 4.4 BILLION, IS AN INTERNATIONALLY LEADING SUPPLIER OF ROLLING STOCK, INFORMATION SYSTEMS, SERVICES AND COMPLETE TURNKEY SYSTEMS TO THE RAIL INDUSTRY.

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