



KAYSON
Railway Development

Building a Better World for Future Generations



Introduction of Kayson

Founded in 1975 by Mr. Mohammadreza Ansari, Kayson is an international public-limited general contractor, providing premier management, engineering, procurement, construction, financing and investment services worldwide.

Kayson was among the first Iranian general contractors to receive quality management certificate, ISO 9001:2008.

Kayson has also played a pioneering role in introducing advanced project delivery systems such as DB & EPC to the Iranian construction industry.

Since its inception, Kayson has endeavored to maintain a reputation for excellence in performance by providing a high quality services, based on technical competence, efficiency, cost effectiveness and adherence to contract programs.

To complete its value chain, achieve quantitative and qualitative growth, and diversify its activities, Kayson

Holding has expanded its operations by establishing, partnering with, or acquiring stakes in leading companies across various sectors, including engineering, contracting, manufacturing, commerce, services, and investment.

Vision

To Create Value and Provide World- Class Construction Services through People and Organizational Development to Improve the Quality of Life

Mission

To Build a Better World for Present and Future Generations with Observing Values Focusing on Engineering and Construction Services, Investment and Supply Chain Capacity Development

Values

- Respecting People, Their Values & Rights
- Observing Professional Ethics and Adhering to all Obligations
- Observing Safety and Preserving Health and Environment
- Providing Desired Quality
- Cherishing Creativity, Initiative and Innovation Culture
- Promoting Continual Individual and Organizational Development
- Win-Win-Win Relationship

Services

- Project Development
- Project Management
- Engineering
- Procurement
- Construction
- Financing
- Investment
- Operation and Maintenance



Our Work

A meaningful life is dependent on inner serenity, self-honesty, and engaging with the world with genuine enthusiasm; And enthusiasm flourishes when is combined with creativity, and creativity finds its pure meaning when it offers a provision of services, takes a burden and solves a problem.

Man is valuable, but not because of the blessings and advantages he has in life, but because of the greatness of his dreams and desires for human welfare and wellbeing, as well as the extent to which he enthusiastically strives in this way.

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Reliable service comes with humility and continuous efforts to untangle difficult and complex knots and obstacles, and in the same way, the hardships of life are removed with a smile and kindness; Reliable service is a continuous proof of committed love for «life» and «development» along with commitment to country, which is pleasant to sow the seeds of life aiming to grow again; To flourish and create goodness and kindness from the life force for the people we love and for generations to come.

People's trust is our most valuable asset and our aim is to adhere to quality and honesty; And all this comes to the fore with the power of belief, planning and the work of «Man»; And thus, all the efforts and fatigue that we have endured in this way are treated to the joy of friendship, and we are happy to see the satisfied smiles of those who benefit from our creations...

Our path and ultimate goal are described as «development» and «excellence», full of zest and the taste of making and being made, to better take advantage of the opportunities we have in order to improve the quality of people's lives; Working with commitment and honesty, «To Build A Better World For Future Generations».



DIVISIONS

Railway Transportation Systems



Urban Trains & Trams
Monorails
Railways
Metro

Oil, Gas and Industry



Refineries & Petrochemical Plants
Pumping & Compressor Stations
Power Generation Plants, Power Transmission & Substations
Industrial Manufacturing Plants
Pipelines & Tank Farms
Gas Injection Projects
Upstream – Exploration and Production

Water and Environment



Desalination and water and wastewater treatment facilities
Hybrid Cooling Towers
Dams
Water Transfer and Diversion Tunnels
Irrigation and Drainage Networks
Water and Wastewater Treatment Plants
Water Transmission Lines
Sewerage Collection and Transmission Lines (Pipejacking Method)

Housing and Buildings



Mass Housing
Residential Complexes
Townships
Infrastructure Facilities & Landscaping
Commercial & Office Building Complexes
Sports, Recreational, Cultural & Medical Facilities

Civil



Ports & Harbors
Airports
Roads, Elevated Highways & Tunnels
Bridges











Power and Power Plant











Power Plants
Power substations and Transmission Lines
Renewable Energy Plants

Subsidiaries

Contracting (engineering, procurement, construction)

-  Kayson Water and Environment Co.
-  Kayson Power and Power Plant Co.
-  Kayson Petro Industry Co.
-  Kayson Railway Development Co.
-  Kayson Construction Co.
-  Omran Kayson Co.
-  Kayson Urban Development Co.
-  Kayson International1- Co.
-  Darya Khak Pay Co.
-  Kayson Oil, Gas and Energy Co. (KOGC)

Manufacturing, Trading & Services

-  Kayson IT Co. (KITCO)
-  Middel East Omran Machine Co.
-  Kayson Tamin Kala Co.
-  Kayson Concrete Industries Co.
-  Kayson Nezam Gostar Co.
-  Peshang Novin LLC
-  Kayson Insurance Co.
-  Polymer Concrete Pipe LLC

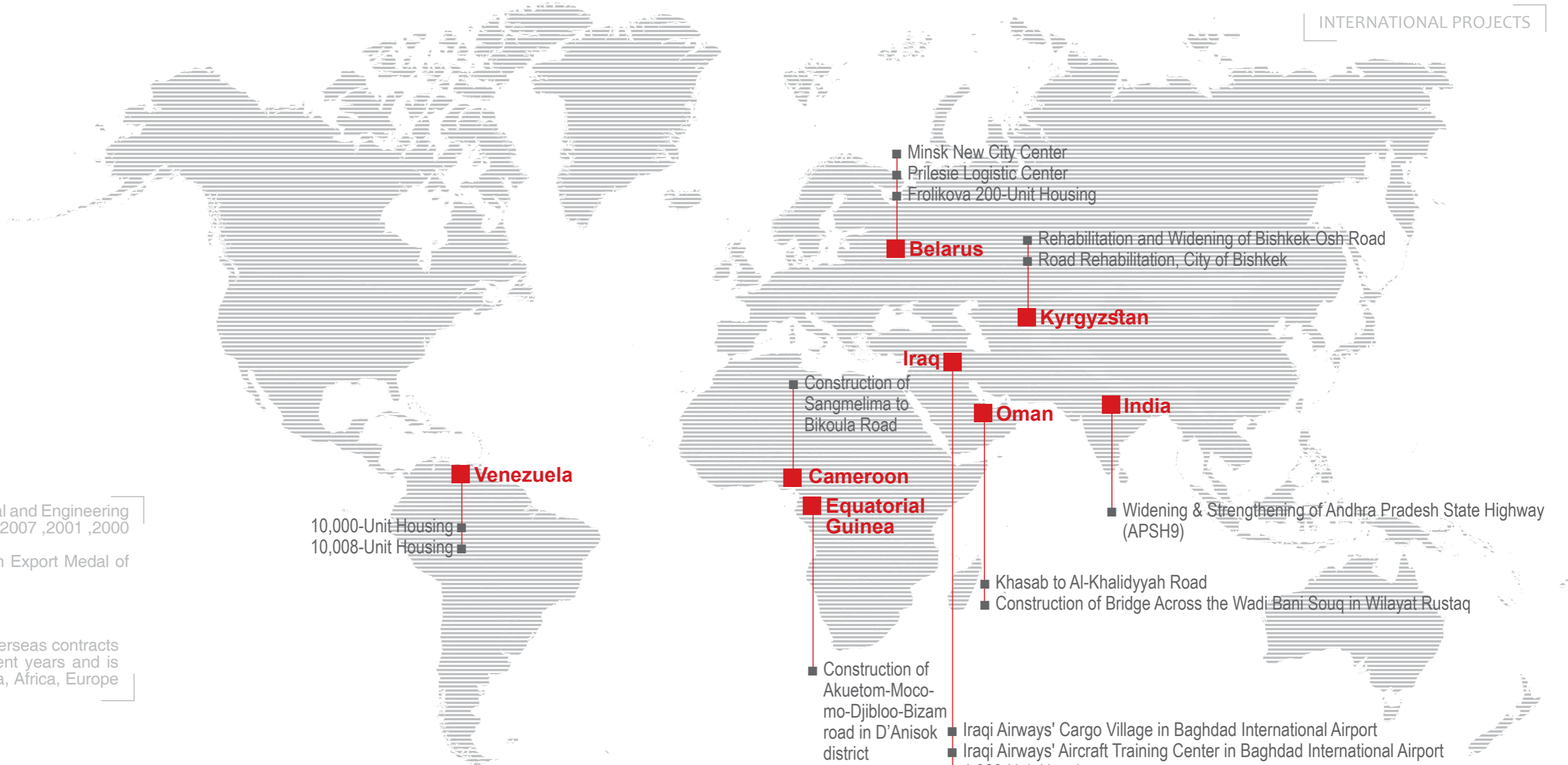
Development, investment and financing

-  Farasar Co.
-  Kayson Engineering Development Co.
-  Kayson Abfa Industry Co.
-  Sirjan Power Plant Development Co.
-  West Energy Development Co.
-  Kayson Innovators Co.
-  Kayson East Energy Co.
-  Belpars Foreign Company LLC
-  Kayson Belarus LLC
-  Prilesie Foreign Company LLC
-  Kayson Mana Energy Co.
-  Taban Energy Development Co.

Affiliated companies

-  Sana Gostar Sabz Group
-  Radis Industrial Group
-  Farasat Inc.
-  Iran Investment Co.
-  Kayson Construction Development Co.
-  Builds Up Co.





Venezuela
 10,000-Unit Housing
 10,008-Unit Housing

Belarus
 Minsk New City Center
 Prilesie Logistic Center
 Frolikova 200-Unit Housing

Kyrgyzstan
 Rehabilitation and Widening of Bishkek-Osh Road
 Road Rehabilitation, City of Bishkek

Iraq
 Construction of Sangmelima to Bikoula Road

Oman

India

Widening & Strengthening of Andhra Pradesh State Highway (APSH9)

Cameroon
Equatorial Guinea

Khasab to Al-Khalidyyah Road
 Construction of Bridge Across the Wadi Bani Souq in Wilayat Rustaq

Construction of Akuetom-Mocomo-Djibloo-Bizam road in D'Anisok district

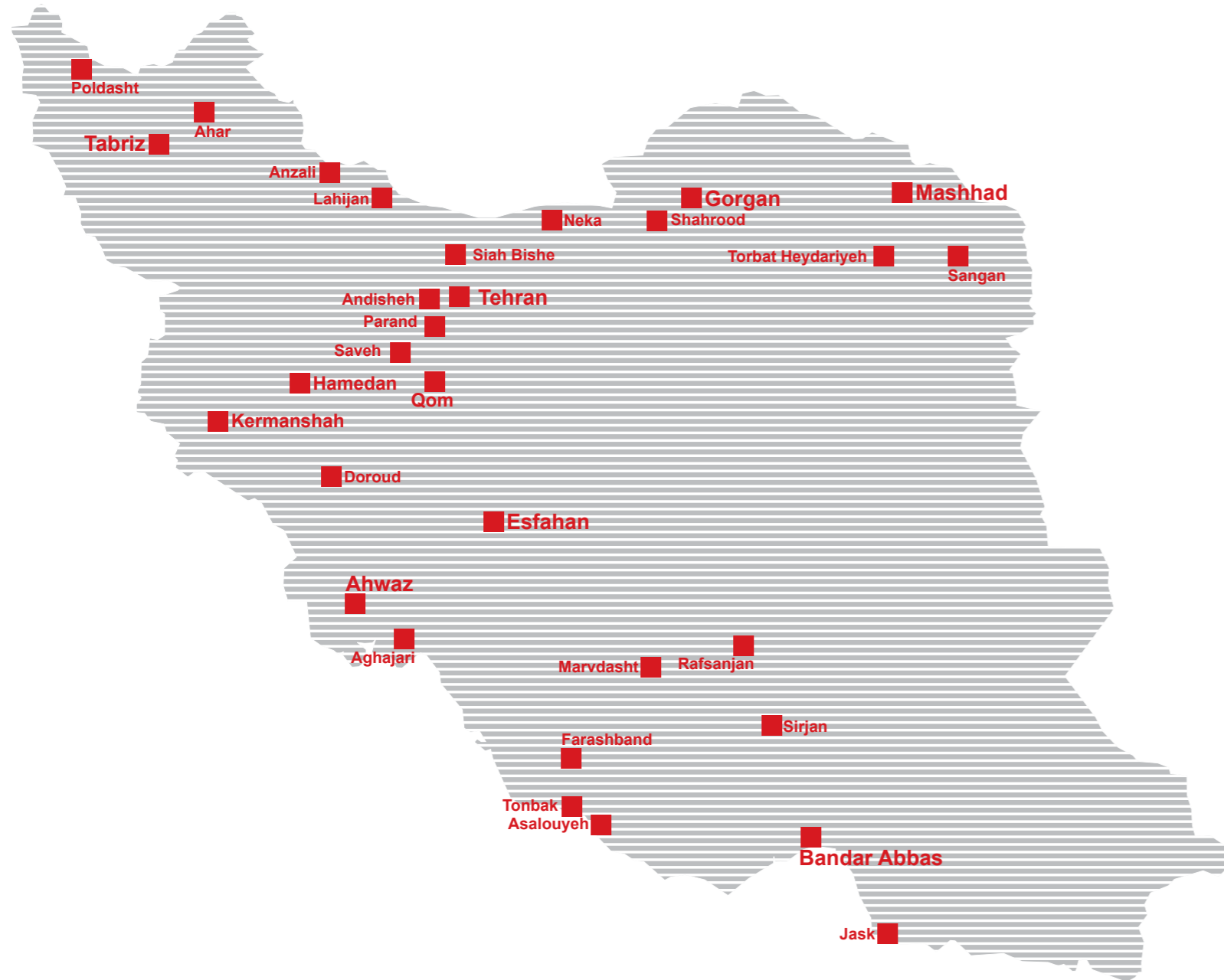
Iraqi Airways' Cargo Village in Baghdad International Airport
 Iraqi Airways' Aircraft Training Center in Baghdad International Airport
 1,920-Unit Housing
 Al-Kifil Water Treatment Plant and Transmission Lines
 Al-Nasseriya Water Treatment Plant and Transmission Lines

Exemplary Exporter of Technical and Engineering Services in ,2010 ,2009 ,2008 ,2007 ,2001 ,2000 2014 & 2013 ,2012 ,2011. KAYSON has Received Iranian Export Medal of Honor in 2015.

The volume of the Kayson's overseas contracts has increased manifold in recent years and is involved in **four continents** (Asia, Africa, Europe and the Americas).

Experience in **more than 10 countries** including Bolivarian Republic of Venezuela, Oman, Belarus, Kyrgyzstan, India, Equatorial Guinea, Iraq, Tajikistan, Qatar and Cameroon.

DOMESTIC PROJECTS



- Aghajari**
 - Aghajari Gas Injection
- Ahwaz**
 - East Ahwaz Wastewater Treatment Plant
 - Ahwaz Urban Railway
 - 1,505-Unit Ahwaz Teachers' Residential Complex
 - Hamidieh-Qods Plain Irrigation & Drainage Network
 - Shirin Shahr Township Civil Works & Infrastructural Installations
 - Ahwaz Sewage by Pipejacking Method
- Ahar**
 - Sattarkhan (Ahar) Clay Core Earth Dam & Related Facilities
- Andisheh**
 - Office Building of Construction Engineers Organization
- Anzali**
 - East Anzali Wastewater Treatment Plant
- Arak**
 - 2,392-Unit Housing
 - Golpouneh Pars 1.6 MW Solar Power Plant
- Ardakan**
 - Construction of Chadormaloo Ferroallory Factory
- Arvandan**
 - Oil Well Drilling Operations in Arvand Field
- Asalouyeh**
 - South Pars Gas Field Development, Phase 12 (EPC2)
 - Industrial Buildings & Installation of Dena Petrochemical Equipment
 - Asaluyeh Centralized Storage Tanks
 - Sabalan Methanol
 - 4th Aromatic Plant, Process Site
 - Site Preparation for South Pars Gas Field Development, Phases 5 & 4 and 3 & 2
 - Civil operations of the South Pars Gas Field Development, Phase 1 Refinery
 - Earthworks for Arghavan Petrochemical
- Bafgh**
 - Shed Foundation & Mega module Unit Equipment
 - Mineral assembly foundation & steel iron industry
- Bandar Abbas**
 - Bandar Abbas Water Desalination Plant
 - Almahdi Aluminum Complex
- Bushehr**
 - Civil and Underground Piping Works for Olefin Unit, Bushehr Petrochemical Co.
 - Building Complex of Phase 2, Bushehr Nuclear Power Plant
 - Turbine Building of Phase 2, Bushehr Nuclear Power Plant
 - Export Pipelines for Northern & Southern Routes, Phase 2, Bushehr Petrochemical Complex
 - Utility & Offsite Facilities, Site 1, Bushehr Petrochemical Complex
- Chabahar**
 - Chabahar Bitumen Storage Complex
 - Chabahar Water Desalination Plant
 - Shahid Beheshti Port Oil Lines
- Cheshmekhosh**
 - Crude Oil Production in Cheshmekhosh, Dalpari, and Paydar-e- Shargh Oil Fields
- Doroud**
 - 400-Unit Cement Factory Workers Residential Complex
- Farashband**
 - Gas Refinery Processing Unit Development Plan
- Gachsaran**
 - 3D Seismic Data Acquisition in Gachsaran, Chelengar and Garanqan Fields
- Gorgan**
 - Qarasu-Zarin-Gol Irrigation and Drainage Network
- Hamedan**
 - Hamedan Sewerage via Pipejacking Method
- Isfahan**
 - Shahin Shahr and Isfahan-Foolad Shahr Highways
 - Dualization of Shabnam-Moshk and Arjang-Sasan Railways
 - Power Transmission Lines of Isfahan Province
 - Isfahan Research Structure
 - Isfahan Mobarakeh Hot-Rolled Steel II
 - Isfahan Northern Hybrid Refinery Cooling Building
 - Shahid Haj-Mirzaei -206Unit Housing
- Kermanshah**
 - Kermanshah -4,920Unit Housing
- Khaf**
 - 50 MW Wind Power Plant
 - Land Preparation of 41-Hectare Residential Township
- Khosf**
 - 50 MW Khaf Solar Power Plant
- Lahijan**
 - Foomanat (D1) Irrigation and Drainage Network
- Maku**
 - 12 MW Solar Renewable Power Plants
- Marvdasht**
 - Goyom-Marvdasht 27 Km, 16" Gas Pipeline
- Mashhad**
 - Jahan Mall Concrete Structure
 - Al-Teymour Wastewater Treatment Plant
 - Jomhuri Islami Pray Hall in the Razavi Holy Shrine
- Naeen**
 - 2 MW Solar Power Plant
- Neka**
 - Neka-Ray Crude-Oil Pipeline Pumping Stations & Related Installations
- Nehbandan**
 - Section 11 of the Zahedan-Mashhad Railway
 - 110 MW Solar Power Plant
- Parand**
 - Parand New City 16,080-Unit Housing
 - Parand -552Unit Residential Complex
- Pardis**
 - 264-Unit Housing
 - Boiler House & Electrical Substations at Khatam University
- Parsian**
 - Earthworks for Site Preparation and Land Improvement of Pasargad Petrochemical
- Poldasht**
 - Poldasht Irrigation & Drainage Network
- Qom**
 - Qom Monorail
 - Salafchegan Railway
- Rafsanjan**
 - Rafsanjan Sports & Cultural Complex
 - Isfahan-Rafsanjan 232 Km, 16" Oil Pipeline
 - Bandar Abbas-Rafsanjan 104 Km, 26" Oil Pipeline
- Sanandaj**
 - Expansion of Kordenstan Barez Tire Factory
- Sangan**
 - Sangan Iron Ore Concentration Plan
 - Sangan Dry Waste Stockpile
 - East Kaveh Steel Concentrate Loading Station
- Saveh**
 - Saveh Grey Cement Plant
- Shahrood**
 - Aliabad Katoul-Shahrood 70 km, 16" Gas Pipeline
- Shiraz**
 - Concrete Structure of Shar Sadra
- Siah Bishe**
 - Siah Bishe Pumped Storage Project Upper & Lower Dams
- Sirjan**
 - Golgohar Pelletizing Plant
 - Golgohar Complex Rail Terminal for Stacking, Reclaiming and Loading
 - Golgohar Water Storage Basin
 - Pre-processing of Golgohar's 4th Concentrate Production Line
 - Roads and Pathways in Golgohar Tourist Village Site
 - Island Restaurant in Golgohar Tourist Park
 - 20,000 m³ Storage Tank at Golgohar Complex
- Tabriz**
 - Ray-Ideloo 364 Km, 16" Oil Pipeline
- Tehran**
 - Tehran Chamber of Commerce Building
 - Parking of Iran Chamber of Commerce Building
 - Atlas Plaza Commercial Complex
 - Honar Lake
 - Iran Mall
 - Tehran Sewerage Pipeline via Pipejacking Method
 - Tehran Book Garden
 - Sattarkhan Great Mall
 - Planning System & Project Control of Tehran Metro
 - Amir Kabir Commercial Complex
 - Amir Kabir Underground Motorway
 - Imam Khomeini International Airport
 - Navab Residential Complex
 - Yadegar Imam Flyover
 - Central Fruit & Vegetable Market of Tehran (Phase 2)
 - Afsarieh Interchange
 - Sorkhe-Hessar & Valfajr Water Canals
 - Drilling & Grouting Operations of Tehran Metro Tunnel
 - Transfer Canals of Tehran's Subsurface Waters to Varamin and Rey Plain
 - Structural Retrofitting of and Floor Addition to the Administrative Court of Justice Building
 - Structural Framework of Behesht-e-Niatous Tower
 - Central Bank of Islamic Republic of Iran Museum Garden
- Torbat Heydariyeh**
 - Petroleum Tanks of Torbat Heydariyeh City

Quality Policy

In Concern with our Mission and to Achieve our Vision and Objectives, with Observing Values and Adhering to all Specifications and Requirements Agreed upon in Contracts, National and International Regulations and Standards, with all Staff Involvement, Kayson is committed to:

- Continual Monitoring and Improvement in Quality of Design and Construction of Projects
- Continual Improvement of Efficiency and Effectiveness of Processes based on Results of Audits, Evaluations and Performance Measurements and Organizational Improvement Management Feedbacks
- Ensuring Efficient Provision and Allocation of Resources to Execute Processes Effectively
- Empowering, Developing and Enhancing Knowledge of Employees and Increasing their Involvement in the Effective Development and Implementation of Management Systems and Knowledge and Experience Transference
- Understanding and Meeting Stakeholders' Requirements and Expectations based on Sustainable Development and Mutual Benefit



Health, Safety and Environment Policy

As a general contractor, Kayson is committed to safeguarding the health and safety of its staff and other stakeholders (such as a subcontractors, partners, neighbors, visitors, etc.) and protecting the environment.

- To achieve these goals, all levels of the organization and subcontractors shall adhere to the following commitments:
- Creating a safe and healthy workplace
- Minimizing the impact on the environment
- Minimizing disruption in the daily life of people and society
- Complying with legal requirements (local, national and international), and clients' HSE requirements
- Formulating, updating, and implementing suitable and creditable models for the Company's HSE management system
- Providing training for managers and supervisors and securing their active participation in the implementation of basic HSE principles
- Training and encouraging personnel at all levels of the organization and obliging them to abide by basic HSE principles
- Providing training for subcontractors and obliging them to comply with basic HSE principles
- Recording, investigating, researching near misses, accidents and hazards and their causes in order to eliminate them, and, if not possible, minimize the possibility of their recurrence
- Continually improving the performance of the company's HSE management system



Code of Business Ethics

Core values of KAYSON Inc. are based on serving the country and people, therefore we strive to realize our dedication to these goals and values in action, and in professional relations by adhering to the following principles:

- Creating value and national self-belief in line with promoting Kayson's brand.
- Collaborating toward excellence and increasing welfare in our surrounding community (employees and their families, projects stakeholders, society and people).
- Avoiding any act against public interest.
- Providing a healthy, peaceful and secure workplace for personnel while promoting healthy relationships with all stakeholders.
- Sustainable natural resources utilizing, protecting the environment, observing safety and occupational health in our activities.
- Observing relevant national and international laws and regulations.
- Maintaining fairness, justice, honesty and transparency in relations.
- Taking responsibility, guaranteeing fulfillment of job commitments, adhering to plans and schedules and improving quality and disciplines.
- Considering interests of stakeholders and general public in a free, healthy and competitive environment.
- Respecting intellectual properties of others.
- Providing equal opportunities based on competency; regardless of age, gender or race.
- Valuing teamwork and preferring organizational interests to individual's.
- Preserving and using tangible and intangible assets and resources of the company effectively.

The essence of all above which has to be observed is the win-win-win relationship; which means not only both parties of a business deal should consider each other's interests but also their agreement must preserve the interests of the country, people and other parties.



Kayson Railway Development Company

Kayson Railway Development Company operates in the fields of design, consulting, planning, supervision, procurement, execution, installation, commissioning, and management of projects within the following frameworks:

- Railway transportation projects, including railways, electric railways, urban train systems (metro), trams, light rail systems, monorails, and electric buses — encompassing all civil, electrical, and mechanical works.
- Drilling and tunneling operations, including tunneling and grouting, engineering geology, various soil reinforcement and stabilization methods, different types of concrete lining, structural stabilization, pile driving, shield driving, reinforced soil structures, and other related activities.



Formation of Kayson Railway Development Company

Kayson Railway Development Company (Private Joint Stock Company) was registered in 2024 at the Department for Registration of Companies and Non-Commercial Institutes of Tehran. Kayson's involvement in rail projects dates back to the 1980s. With the increasing number of projects undertaken by Kayson in various specialized fields, the Railway Transportation Division was established in August 2011 in line with the company's vision and macro strategies. Its primary aim was to focus on and expand activities in the field of railway projects. Since its establishment, the Division has successfully executed numerous metro, monorail, and intercity railway projects, all with the purpose of developing the country's rail infrastructure through the

effective utilization of local engineering expertise and knowledge in Iran's transportation industry.

In 2017, as part of Kayson Company's general policy to enhance agility and specialization, the company decided to transform its divisions into independent companies within their respective fields. Accordingly, the Railway Transportation Division, which had been responsible for rail projects from the outset with a dedicated team of experts, began operating as a subsidiary of Kayson Holding under the name Kayson Railway Development Company.



Work History in Railway Projects

Kayson Railway Division, which has now become an independent company and operates under the name «Kayson Railway Development Company (Private Joint Stock)», has a long history of providing comprehensive management and implementation services in various rail projects in the form of Engineering, Procurement and Construction (EPC) and Project Management Consulting (PC).

Our expertise spans the full spectrum of rail infrastructure, including Metro and Monorail Systems and Intercity Railways as well as successfully management and execution of projects involving Infrastructure & Superstructure such as bridges and tunnels (utilizing both mechanized and non-mechanized construction methods), facilities such as stations, depots, and parking facilities, systems such as control and command centers, as well as building electrical and mechanical (E&M) equipment.

Kayson Railway Transportation Development Company has specialized in the following key areas, with our completed or in hand projects including:

- Ahwaz Urban Railway Project Line 1 (EPC)
- Qom Monorail Project (EPC)
- Tehran Metro Project (Planning and Project Control Services of Lines 2 & 1)
- Tehran Metro Project (Tunnel Excavation and Injection of Lines 2 & 1)
- Dualization of Shabnam-Mashk Railway Track (Non-Industrial EPC) Isfahan to Yazd
- Dualization of Arjang-Sasan Railway Track (Non-Industrial EPC), Isfahan to Yazd
- Salafchegan Railway Project (PC) - Between Savarian Station and Salafchegan Special Economic Zone
- Section 11 of Zahedan-Zabol-Birjand-Mashhad Railway Project (PC)



Managing Director and Board Members

Giti Seyfollahi Moghaddam
Chairwoman of the Board
of Directors

Mohammadreza Barari
CEO
& Vice Chairman of the
Board of Directors

Zohreh Keshmiri
Member of the Board
of Directors

Alireza Homayounfar
Member of the Board of
Directors

Saeed Keyhanpoor
Member of the Board
of Directors



Ahwaz Urban Railway Project

Client: Ahwaz Municipality, Ahwaz Urban Railway Organization

Partner: Norinco of China

Type of Contract: EPC (Engineering, Procurement & Construction)

Location: Ahwaz, Iran

Project Overview

Given the growth of Ahwaz's population and its transformation into a metropolis, developing the metro and strengthening public transportation infrastructure was considered a basic need. Furthermore, as a significant hub for industry, agriculture, and higher education, Ahwaz has a critical requirement for modern rail transportation systems. Upon the project's completion, the quality of life for citizens will be substantially improved by mitigating urban traffic congestion, reducing air pollution, decreasing the cost of intra-city travel, and providing the safest mode of urban transportation.

The comprehensive transportation and traffic study for Ahwaz has outlined a plan for four metro lines, with one line projected to handle the majority of passenger volume. On this primary line, the peak hourly demand is estimated to be 17,000 passengers per hour in each direction. This line is planned to run entirely underground, extending from the city's northeast quadrant to the southwest, traversing the central and most densely populated areas. The route length is approximately 23 kilometers, with 23 stations strategically planned to connect with key urban centers. The total travel time for a one-way journey, including station dwell times, is calculated to be 44 minutes. During peak travel periods, the headway (time interval between trains) will be 3 minutes and 30 seconds, and the maximum operational speed of the trains will reach 80 kilometers per hour.

Scope of Work

Engineering and design services, supply of materials and equipment, and construction works, installation, commissioning, and training in the following areas: tunnel, stations and related accesses, depot buildings, train parking, central control and administrative building, emergency exits, rail laying, complete electrical and mechanical equipment.

Particular Features of the Project

- High groundwater level at the project site
- Passing the tunnel under the Karun River bed
- Passing under commercial centers and buildings in several urban areas
- Existence of huge infrastructure facilities along the tunnel boring route, including passing under oil corridors
- Diversity and complexity of the geological structure along the route
- passing under oil corridors

Project Statistics

Tunnel	Approx. 23X2 Km
Railing	About 23 km on two lanes and 13 km in the depot and parking lot
Number of stations	23 Station
Depot and parking buildings	Approx. 45,500 m ²
Central control buildings	5,000 m ²
Drilling and excavation operations	4,000,000 m ³
Reinforcement	80,000 tons
Concrete works	950,000 m ³
Formwork	600,000 m ²
Segmentation	31,000 rings



Qom Monorail Project

Client: Qom Urban Railway Organization

Partner: MAPNA Group

Type of Contract: EPC (Engineering, Procurement & Construction)

Location: Qom, Iran

Project Overview

The Qom Monorail System, which is being implemented for the first time in the country as an EPC and with MAPNA - Kayson joint venture, is being executed with the aim of significantly improving public transportation infrastructure. Its primary objectives include: reducing traffic congestion and environmental pollution, fostering tourism by connecting to one of the region's most important transport hubs, saving travel time and fuel consumption, and providing essential services to pilgrims and local residents visiting the shrine.

Phase One of the Qom Monorail System covers approximately 18 kilometers, with 6.8 kilometers of track and 8 stations planned for initial operation. The system is designed with an average operating speed of 40 km/h and a maximum design speed of 80 km/h, maintaining a headway (time interval) of 4 minutes

Scope of Work

- Basic and detailed design of monorail track structures, including foundations, piles and pile caps, columns, column heads, rolling-stock load-carrying beams, stations, depot

complex, terminals, and switches, along with the supply of all required materials and the execution of the above works.

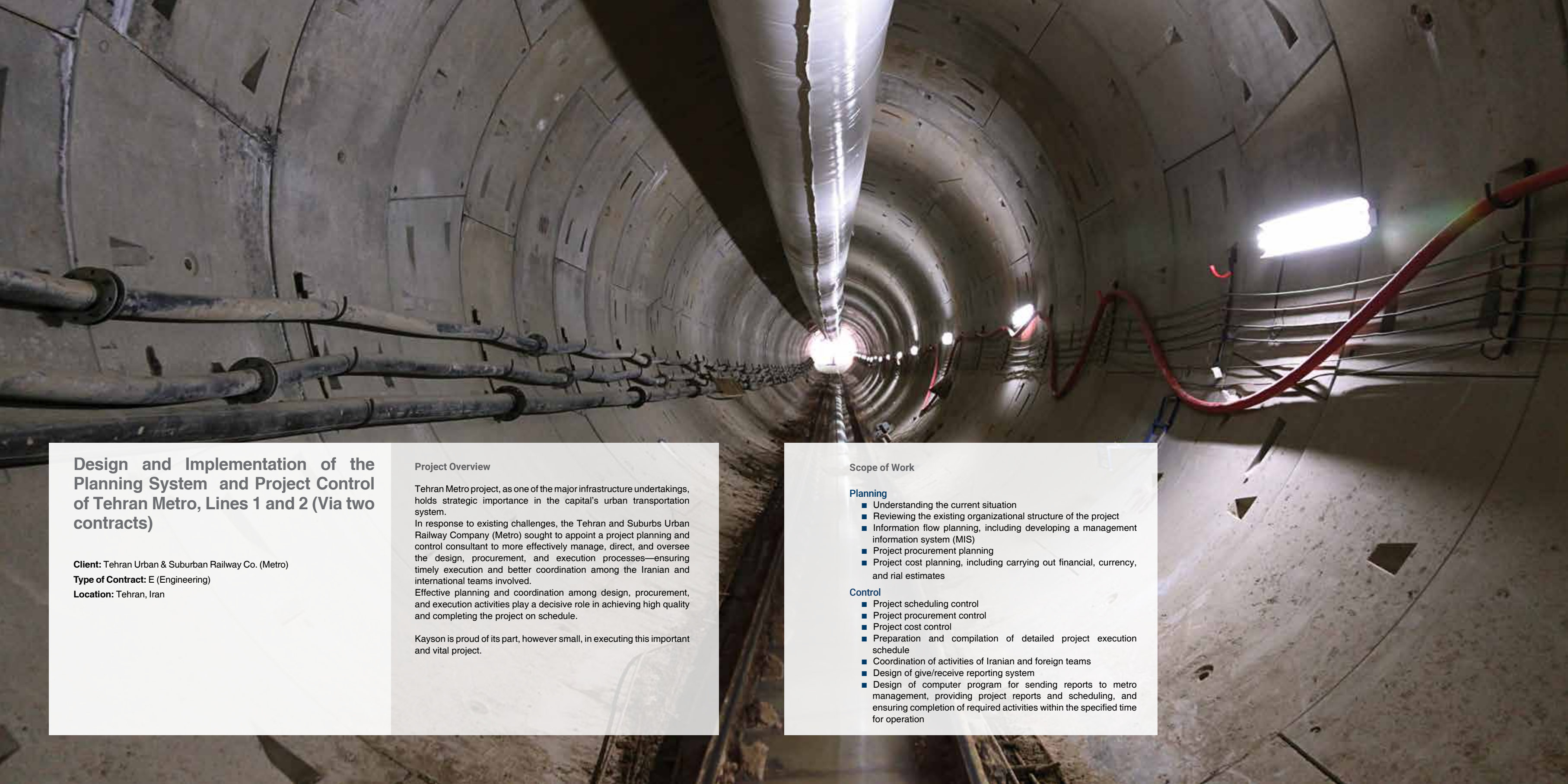
- Basic and detailed design of the equipment section, including the Fleet, electrical and mechanical installations, signaling, control and communication systems, electronic ticketing system, power and energy supply systems, depot and related equipment, as well as the supply, installation, commissioning, and implementation of all related items.

Particular features of the project

- Design and construction of the first monorail project in the country using local knowledge and expertise.
- Construction of concrete track beams with special technical considerations, utilizing the latest global technologies (without employing foreign experts).
- Achievement of very high precision (within 2 millimeters) in installing track beams at height, considering the significant dimensions and weight of the beams, through the use of specialized installation methods.

Project Statistics

Approximate area of stations (8 stations on two Floors)	3500 m ² / Each Station
Approximate area of parking, repair and maintenance buildings	22,500 m ²
Area of control center building and ancillary and support buildings	6,800 m ²
Earth excavation and earthworks	730,000 m ³
Dynamic reinforcement	55,000 m ²
Formwork	200,000 m ²
Reinforcement	18,000 tons
Concrete casting	110,000 m ³
Metal and skeleton works	3,000 tons
Sandwich panel cladding	27,000 m ²
3D panel cladding	25,000 m ²
Construction of precast concrete beams using steam-accelerated curing method	16,600 m



Design and Implementation of the Planning System and Project Control of Tehran Metro, Lines 1 and 2 (Via two contracts)

Client: Tehran Urban & Suburban Railway Co. (Metro)

Type of Contract: E (Engineering)

Location: Tehran, Iran

Project Overview

Tehran Metro project, as one of the major infrastructure undertakings, holds strategic importance in the capital's urban transportation system.

In response to existing challenges, the Tehran and Suburbs Urban Railway Company (Metro) sought to appoint a project planning and control consultant to more effectively manage, direct, and oversee the design, procurement, and execution processes—ensuring timely execution and better coordination among the Iranian and international teams involved.

Effective planning and coordination among design, procurement, and execution activities play a decisive role in achieving high quality and completing the project on schedule.

Kayson is proud of its part, however small, in executing this important and vital project.

Scope of Work

Planning

- Understanding the current situation
- Reviewing the existing organizational structure of the project
- Information flow planning, including developing a management information system (MIS)
- Project procurement planning
- Project cost planning, including carrying out financial, currency, and rial estimates

Control

- Project scheduling control
- Project procurement control
- Project cost control
- Preparation and compilation of detailed project execution schedule
- Coordination of activities of Iranian and foreign teams
- Design of give/receive reporting system
- Design of computer program for sending reports to metro management, providing project reports and scheduling, and ensuring completion of required activities within the specified time for operation

Drilling and Grouting Operations of Tehran Metro Tunnel Lines 2&1

Client: Tehran Urban and Suburban Railway Company (Metro)

Type of Contract: PC (Procurement & Construction)

Location: Tehran, Iran

Project Overview

The triple drilling and grouting project for Tehran Metro Line 1 and 2 tunnels, including joint grouting, infiltration grouting, and filler grouting operations, along with continuous coordinate control during construction, covering 5 kilometers of the metro tunnel.

The purpose of this project is to grout behind the installed segments in order to create the necessary reinforcement, proper connection between the segment parts and the contact surface with the segments, as well as the water in the tunnel bed at this distance.

Scope of Work

- Drilling operations and Contact Grouting to create a contact layer behind the segments
- Drilling operations and Infiltration Grouting to a thickness of about 40 cm with a view to waterlogging
- Drilling operations and Consolidation Grouting to a depth of at least 150 to a maximum of 420 cm in a non-consolidated environment with a view to permeable (especially in the tunnel's crown)



Dualization of Shabnam-Moshk Railway Track

Client: IRI Railways

Partners: Hexa Co., Darya Khakpey Co.

Type of Contract: Non-industrial EPC

Location: Isfahan, Iran

Project Overview

Shabnam-Moshk railway track is a section with an approximate length of 47 kilometers from the main line of the Bafgh-Zarrinshahr axis. The aim of this project is to increase the railway capacity of this axis by its dualization and constructing a new track next to the first track for a speed of 160 kilometers per hour. The project area includes three blocks, each approximately 15 kilometers long and three stations, given that all the necessary measures in the design of the subbase, superstructure and route buildings for carrying extremely heavy loads.

Considering the successful execution of the Shabnam-Meshk Project operations with high quality and the full satisfaction of the employer with the implementation of the Shabnam-Meshk railway corridor, an additional 45-kilometer railway section from Meshk to Sistan, as well as the rehabilitation of Firoozeh Station, were subsequently awarded to this company within the framework of the Shabnam-Meshk Project. These works have been completed and are currently in operation.

Furthermore, due to the employer's selection, the overhaul of approximately 7 kilometers of the existing railway subbase on the railway axis from kilometer 45 to kilometer 52 was also assigned to Kayvan Railway Development Company.

Scope of Work

- Design and studies of the railway track, subbase and surface construction, buildings and special components, taking into account the geological and hydrological conditions for drainage of runoff on the surface and along the line
- Providing all subbase materials, technical buildings and surface construction of the track, including rails, sleepers, tools and switches
- Implementing all infrastructure, technical buildings and surface construction of the track

Project Statistics

Earthwork	975,000 m ³
Sub-ballast	83,600 m ³
Ballast	450,000 tons
Rail	199,440 m
Railroad switch	44 sets
Travers	164,200 sets
Tools	164,200 sets
Formwork	18,880 m ²
Reinforcement	700 tons
Concrete work	11,400 m ³

Dualization of Arjang-Sasan Railway Track

Client: IRI Railways

Partners: Hexa Co., Darya Khakpey Co.

Type of Contract: Non-industrial EPC

Location: Yazd Province, Iran

Project Overview

Arzhang-Sasan railway track constitutes a section approximately 42 kilometers in length, branching from the main Bafgh-Zarrinshahr line. The objective of this project is to enhance the railway capacity of this axis by dividing it into five lines and constructing an additional line parallel to the first one, designed for a speed of 160 kilometers per hour.

Scope of Work

- Conducting studies and designing the railway track, base, superstructure, buildings, and special components, while considering geological and hydrological conditions to ensure proper drainage of surface and the side track runoff.
- Supplying all required infrastructure materials, technical buildings, and superstructure elements of the track, including rails, sleepers, switches, and other track components.
- Executing all phases related to the construction of base, technical buildings, and superstructure of the railway track.

Project Statistics

Earthwork	3,000,000 m ³
Sub-ballast	126,000 m ³
Ballast	112,000 m ³
Rail	51,880 m
Railroad switch	42 sets
Travers	86,466 sets
Tools	86,466 sets
Formwork	62,000 m ²
Reinforcement	2,000 tons
Concrete work	28,000 m ³

Salafchegan Railway Track

Client: IRI Railways
Type of Contract: PC (Procurement & Construction)
Location: Qom Province, Iran

Project Overview

Salafchegan Railway Track, concerning the execution of works to complete the railway connection between the Salafchegan Special Economic Zone and other railway lines in the Qom region, spans approximately 14 kilometers.

It begins at Savarian Station, which is part of the national railway network, and passes through the Dasht-e-Tepéh-e-Mahour area and the Qom-Arak Freeway. After about 5.8 kilometers, the alignment enters the Salafchegan Special Economic Zone, located downstream of the Qom-Arak Freeway.

The railway alignment, designed primarily for cargo transportation, is engineered to support an axle load of 25 tons and a design speed of 60 kilometers per hour.

Scope of Work

- The main operations of this contract include:
- Completion of the railroad track infrastructure operations
- Completion of the technical buildings, construction of technical structures protecting the energy transmission lines, and construction of two large river bridges and a freeway intersection bridge

Project Statistics

Ballast	64,000 tons
Rail	28,000 m
Railroad switch	16 sets
Traverse	23,500 sets
Tools	23,500 sets
Reinforcement	350 tons





Section 11 of Zahedan-Mashhad railway

Client: Construction & Development of Transportation Infrastructures Company

Type of Contract: Procurement & Construction (PC)

Location: South Khorasan Province, Iran

Project Overview

This project represents the eleventh section of the Zahedan–Zabol–Birjand–Mashhad railway. It extends from kilometer 366 + 000 to 400+800, covering a total length of approximately 34.8 kilometers. The section begins in the southeast of South Khorasan Province and continues east of Islamabad village (not reaching Nehbandan County), following an east–west alignment within South Khorasan Province.

The railway route is single-track and includes the implementation of infrastructure up to the ballast stage, as well as the construction of stations and technical structures.

Scope of Work

The main operations of this contract include:

- Carrying out infrastructure operations along the route
- Construction of a -1200meter-long Grade 3 station
- Construction of 9 special bridges
- Construction of 9 special canals

Project Statistics

Excavation	1,190,507 m ³
Embankment	2,118,795 m ³
Framework	60,376 m ²
Reinforcement	1,141 tons
Concrete work	61,957 m ³
Sub-base	39,122 m ³
Sub-ballast	39,828 m ³

Sustainable Human Development

Sustainable human development is an attitude that relies on the deep human emotion and values of the people of Iran and the earth, and it moves profit-oriented processes to human-oriented ones.

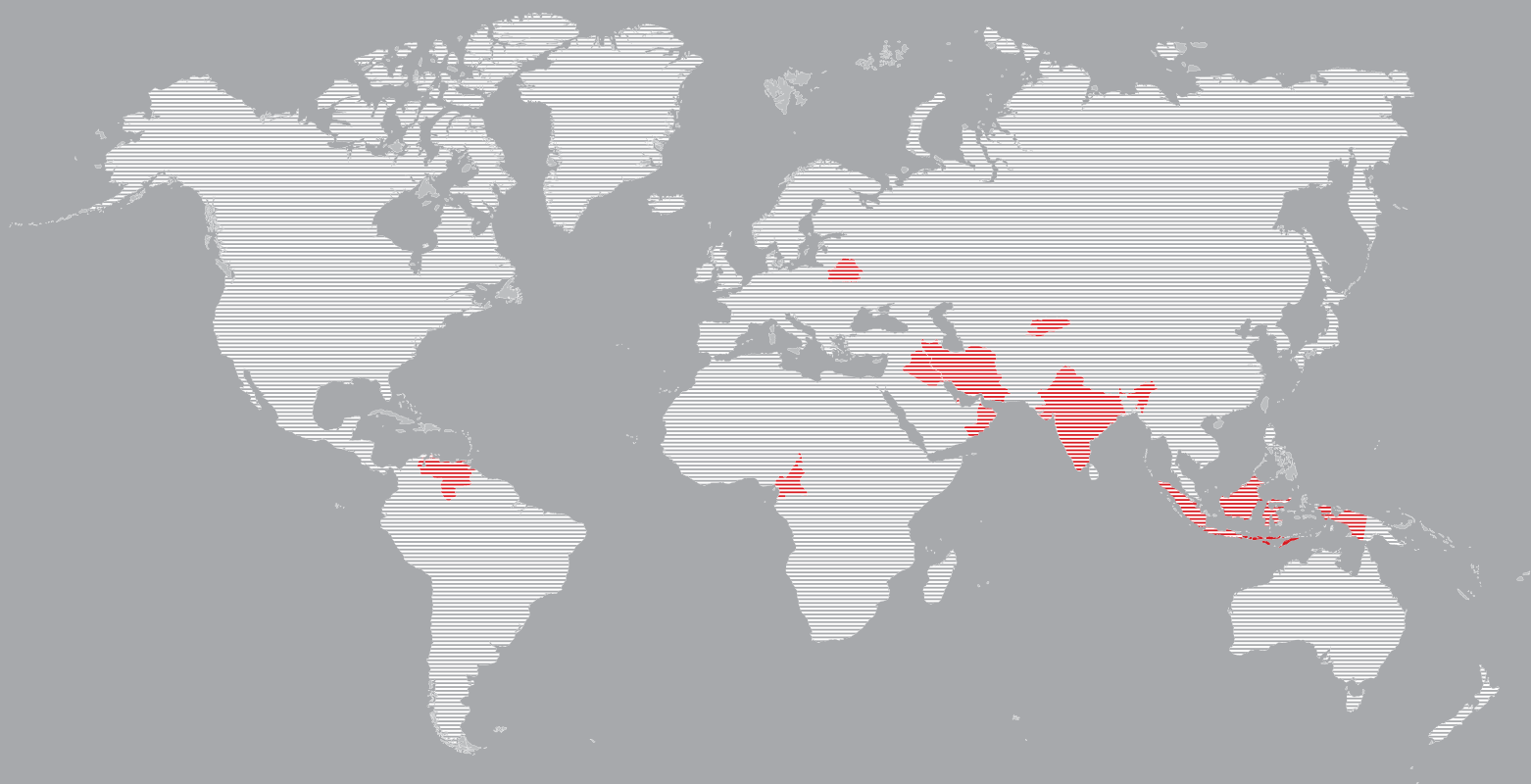
Sustainable human development is a task lost in the dark dust of income and economy; A duty that has been expressed in the historical morals and emotions of the Iranian people; People who love each other and in it, a person relies on the affection of the group and avoids sinking into loneliness. Sustainable human development, which started in 2018 in Kayson, aimed to fulfill this lost task, and until today, with the cooperation and sincerity of project managers and employees, and in an atmosphere filled with the fragrance of friendship, important steps have been taken in this way. By creating working groups in the fields of building cultural-sports complexes, donating blood and stem cells,

sports and health, travel and tourism, and environmental sustainability, he has implemented numerous projects inside and outside the country, the statistics of the total activities in the project and headquarters and sub-groups of caisson reach more than two thousand items.

Attention to sustainable human development, a sense of responsibility and duty towards those who work for you and towards the people where you work, is of particular importance. It is very important to create suitable living conditions and pleasant working environment for the employees and to empower the local people and to train and employ them during the project. Also, the quality of the equipment of the workshop, from offices to dormitories, shows real respect for people.

Building a Better World for Future Generations





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