PRESS RELEASE

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The Nancy-Contrexéville line is reborn: works officially under way in Mirecourt

Announced by the Grand Est Region in June 2024, the project to reopen the Nancy-Mirecourt-Vittel-Contrexéville railway line has now entered a decisive operational phase with the official launch of the works. This milestone gives practical effect to the Region's commitment to improving accessibility and connectivity across local communities while strengthening their attractiveness. By restoring rail to a central role in mobility and local development, the project will also provide a major boost to the economy and tourism, particularly the spa sector and the profile of Vittel and Contrexéville.

In Mirecourt on 22 January 2026, Franck Leroy, President of the Grand Est Region, and Thierry Bodard, President of Nova 14 and NGE Concessions - the project company's largest shareholder - officially launched this major scheme supporting sustainable mobility, improved regional connectivity and economic development across southern Lorraine.

Eighteen months after the concession agreement awarded by the Grand Est Region to the Nova 14 consortium came into force, this milestone marks the transition from planning to delivery. The objective remains unchanged: to reopen the line and resume rail services once the works have been completed.

A historic investment connecting local communities

Partially closed since 2016, the line is benefiting from an overall investment of EUR 150 million funded by the Grand Est Region under a concession agreement awarded to the Nova 14 project company, comprising NGE Concessions (50%), Transdev (20%) and Banque des Territoires (30%).

This pioneering scheme is based on an integrated concession model - the first of its kind in France for a railway line of this nature - bringing together financing, design, works, maintenance and operations. Presented in 2024, this strategic approach is now moving into delivery with the start of construction.

Once completed, the upgraded line will offer 30 return services per day, serve 12 stations along 75 kilometres of renewed track and connect Nancy with Contrexéville in 1 hour 10 minutes. Nearly 500,000 passengers are expected to use the line each year.

The works began on 17 December 2025, following receipt of all administrative approvals, and are being delivered by an all-NGE consortium led by TSO, the Group's rail subsidiary. The programme includes the comprehensive renewal of the railway infrastructure, modernisation of equipment, improvements to level-crossing safety, and the adaptation of stations and stops to meet passengers' future needs.

(Technical details of the works are provided in the appendices.)

As part of the reopening programme, 21 level crossings will be closed and 43 will be upgraded and automated, including facilities for walking and cycling.

NGE is deploying its multi-expertise model to provide an integrated solution for a scheme that will play a major role in mobility across the region.

Grand Est Region press contact
Caroline Sobolewski
caroline.sobolewski@grandest.fr
+33 (0)6 70 60 66 40

NGE Concessions press contact
Eloi Fouquoire
eloi.fouquoire@gmail.com
+33 (0)6 76 77 11 56

An exemplary environmental approach

The renewal of the line is firmly aligned with the ecological transition, material reuse and support for regional industrial supply chains. Nearly 18,000 tonnes of material recovered from the former infrastructure will be recycled or recovered, reducing the environmental footprint of the works while supporting the local economy. A detailed list of the supply chains and production sites is provided in the appendices.

Mirecourt: the future operational heart of the line

The project also includes the construction in Mirecourt of a modern maintenance and stabling facility designed by JFS Architectes.

This 16,500 sq m facility will become a strategic hub for the future operation of the line. It will accommodate technical installations and operational teams and will incorporate 300 sq m of photovoltaic panels, contributing to the project's overall environmental performance.

A major driver of employment and regional attractiveness

Beyond the infrastructure itself, the project will provide a major boost to employment and local attractiveness. Up to 300 people will be mobilised during the works phase, with 10% of working hours allocated to employment-inclusion schemes, generating significant economic benefits for the communities concerned.

Mirecourt will also host the line's operational teams, with around 65 permanent employees. Recruitment linked directly to operations will represent approximately 60 jobs, including train driving, maintenance and operations roles.

Working with France Travail, the Grand Est Region launched an ambitious training and employment-support programme in 2025 for people entering or returning to work. The initiative is intended to anticipate skills needs, secure career pathways and ensure that the jobs created remain firmly rooted in the local area.

This pioneering project demonstrates that innovation, ecological transition and regional development can advance together, making the Nancy-Contrexéville line a model for railway revival in support of local communities.

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Caroline Sobolewski
caroline.sobolewski@grandest.fr
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APPENDIX 1: 3D visualisations and key data for the Mirecourt maintenance and stabling facility





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Located in Mirecourt, the maintenance and stabling facility will form the operational heart of the future Nancy-Contrexéville service.

Main features

- Total area: approximately 16,500 sq m.
- Maintenance and stabling hall for trainsets.
- Refuelling station.
- Rolling-stock washing area.
- Centralised control centre.
- Operational and technical premises.
- Approximately 300 sq m of photovoltaic panels.
- A design focused on energy efficiency and the long-term sustainability of the installations.

Designed by JFS Architectes, the facility is sized to support the long-term operation of the line and accommodate the operational teams.

APPENDIX 2: Detailed renewal and modernisation works

The renewal of the Nancy-Mirecourt-Vittel-Contrexéville railway line covers every component of the infrastructure in order to ensure the long-term safety, performance and reliability of services.

The programme includes:

- Comprehensive track renewal, including replacement of rails, sleepers and ballast using continuously welded rail.
- Rehabilitation and strengthening of the trackbed to secure the long-term durability of the infrastructure.
- Renovation of civil engineering and drainage structures, including bridges, aqueducts, culverts and crossings.
- Modernisation and safety improvements at level crossings, including the closure of 21 crossings and the upgrade and automation of 43 crossings, with facilities for pedestrians and cyclists.
- Installation of automated and centralised railway signalling to optimise operation of the line.
- Modernisation of stations and stops to improve accessibility, comfort and passenger information.
- Construction of the maintenance and stabling facility in Mirecourt, which is essential to the future operation of the line.

All works will be carried out in accordance with current railway standards and under a phased programme designed to optimise delivery times and cost control ahead of reopening for the 2028 annual timetable.

APPENDIX 3: Industrial supply chains and material recovery

The line renewal programme forms part of an ambitious approach to the ecological transition and to supporting regional and national industrial supply chains.

Nearly 18,000 tonnes of material recovered from the former railway infrastructure will be recycled or recovered in accordance with circular-economy principles.

The principal supply chains involved are:

- Rails: sourced from the Saarstahl Rail plant in Hayange, supporting the recycling and recovery of railway steel.
- Recovered timber sleepers: transported to the Novawood biomass plant in Nancy for energy generation.
- New concrete sleepers: manufactured at the Sateba plant in Charmes.
- Ballast: supplied from the Raon-l'Étape quarry.
- Points and crossings: supplied by the Vossloh plant in Reichshoffen.

This organisation will limit long-distance transport, reduce the carbon footprint of the works and support local industrial expertise.

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APPENDIX 4: From low-carbon mobility to regional development - action by the Grand Est Region

Vittel Horizon 2030 is a major development programme bringing together public- and private-sector partners to establish Vittel as a distinctive spa and tourism destination within an exceptional natural setting.

By making the Vosges plain easier to reach through the reopening of Line 14, the project will offer visitors a lower-stress, lower-carbon and more authentic experience: no traffic jams or search for parking, low-carbon travel for nature breaks, and direct arrival by rail at the heart of the destination.

Launched in 2020, Vittel Horizon 2030 is supported by public bodies - Banque des Territoires, the Grand Est Region, the Vosges Department and the Town of Vittel - and is organised around two strands:

- Private-sector strand: Banque des Territoires and Crédit Agricole Alsace Vosges joined forces to acquire and renovate three emblematic Vittel buildings - the Ermitage hotel, the Grand Hôtel and the Palmarium pools and wellbeing complex - before entrusting their operation to leading commercial partners. The Region is supporting this strand with a EUR 9.6 million grant. The Ermitage hotel, operated by Club Med, reopened in July 2024. The programme was delivered on schedule, with a high-quality renovation that preserved and enhanced the heritage while ensuring efficient operation of the site. It now protects 130 seasonal jobs each year.
- Public-sector strand: the Grand Est Region, the Vosges Department and the Town of Vittel jointly acquired two further landmark properties, the Vittel Palace hotel and the Espaces Garnier casino-theatre complex. The Espaces Charles Garnier have been available for hire again since April 2025 and hosted seven corporate seminars from nationally based organisations during 2025. The three co-owners have also unanimously approved renovation of the roof to preserve this listed architectural heritage. Restoration works are scheduled for 2027 at an estimated cost of EUR 1.53 million including tax.

Seasonal workers, tourists and conference delegates are all potential passengers for the TER regional rail service.

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