Keolis is a wholly owned creature of the French national rail system and thus a unit of the French State. But it increasingly conducts for-profit rail operations in other countries, including Germany, Britain and the U.S. Keolis now contracts with state owned rail operations in Virginia (Virginia Rail Express) and Boston (MBTA), that had once contracted with Amtrak to provide the service. In all these operations, Keolis is driven by SNCF business interests for profit. In doing so it is developing expertise at running State assets for profit while evading all legacy responsibility for those operations, including responsibility for retired rail worker obligations.

In these cases, Keolis wins contracts by underbidding operators like Amtrak, which by law can't make bids below cost, whereas Keolis regularly bids under cost. Keolis has repeatedly made loss leader bids in an effort to gain a foothold in the North American market. The firm has rolled out massive lobbying operations that characterize their wholly state owned operation as the little “independent operator” compared to Amtrak which has government support. These bandit profiteering operations by the SNCF's international unit not only take resources that the French national rail system needs, but increasingly organizes the SNCF as a profit-based private railroad which has always involved destroying publicly developed rail assets. This expertise will no doubt be used to further plan to fully privatize SNCF in the future.

In the US, one of the best ways we can show solidarity with our French brothers and sisters is by exposing the fake private operator Keolis and by demanding that Keolis operations completely protect the railroad workers they employ.