

Siemens Mobility celebrates full automation of Line 4 of Paris Metro alongside RATP and Île-de-France Mobilités

- Siemens Mobility supported RATP and Ile-de-France Mobilités in the complete automation of Line 4
- Siemens Mobility fully automated the line with its digitalized systems and CBTC signaling technology
- The automation of Line 4 will centralize control of operations, increase availability, reliability, and capacity

The modernization of Line 4 of the Paris Metro has been completed with the highest grade of automation and the automatic driverless metros have now begun revenue service. The digitalization and optimization of Line 4 will allow RATP to safely increase frequency by reducing intervals between trains from 105 to 85 seconds. Chosen in 2015 by RATP to automate Line 4, Siemens Mobility supplied their digitalized communication and CBTC signaling systems to modernize the network. After a trial run with no passengers that began in June, the automation of Line 4 is now a reality. More automatic driverless shuttles will be introduced into the line's traffic over time to achieve full automation by the end of 2023.

"This automation of a century-old line is a further demonstration of the unique know-how of the RATP group and its partner Siemens Mobility in terms of automatic metro systems. With IDFM, we have also taken advantage of this project to modernize the line for the benefit of passengers, with parlor doors and better passenger information. From now on, other modernization projects will be carried out with Siemens Mobility, in particular with the implementation of a new automatic control system on line 14 and

its extensions to Saint-Denis Pleyel and Orly Airport," said Catherine Guillouard, President and CEO of the RATP group.

"We are proud to have partnered with RATP and Île-de-France Mobilités to complete this landmark project that provides Line 4 with the highest grade of signaling technology and automation services," said Michael Peter, CEO of Siemens Mobility. "Paris has one of the busiest metro systems in the world. Our state-of-the-art CBTC signaling at GoA 4 allows trains to operate driverless and be automatically controlled and supervised without any onboard intervention. This truly modern system increases the reliability and availability of service, which will deliver an enhanced passenger experience for the 700k daily riders of Line 4."

For this project, Siemens Mobility equipped the tracks, the technical premises and the 52 automatic shuttles that will run on Line 4 with its digitalized systems and CBTC signaling. Siemens Mobility also supplied the equipment and software for the Operation Central Command (OCC), which manages the signaling system and the traction power supply, as well as interfacing with the on-board and trackside systems.

Siemens Mobility's digitalized CBTC signaling will allow RATP to safely increase capacity and accommodate more passengers on the system. The ability to continuously receive updates on system status will also improve operational efficiency, resulting in fewer delays and more up-to-date travel information. Additionally, the automated system will reduce traction energy consumption by up to 15%.

Line 4 is the second busiest metro line in Paris. It carries 700,000 passengers per day, through 29 stations that are spread over 14 km. The busy line, and the need to minimize the disruption of passenger service, was one of the many challenges brought on by this project. The automation of Line 4 needed to incorporate the work being done to extend the line to its new southern terminal Bagneux-Lucie Aubrac, while also needing to successfully interface with three different types of rolling stock (MP89, MP05 and MP14). All features were successfully carried out despite the challenges brought on by the pandemic.

This press release is available at <https://sie.ag/3Bs9yg1>

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