



Source: RATP

Line 1 of the Paris Metro

Full automation of line 1 of the Paris Métro, a service project

Since 1981, fully automatic metros have demonstrated their ability to meet the transport requirements of major cities, with adaptability of supply to demand, almost instant responsiveness, optimum traffic regularity, especially dwell time and a reduction in traffic delays. Switching-over from a driver-operated line into an entirely automatic one is the latest challenge that the transport railways authorities are faced with as they move to automation as part of their development strategy. RATP took up this service project in 2003 with the launch of the automation of line 1 of the Paris metro.

This ambitious project concerned the oldest and busiest line on the Paris network. RATP had undertaken to see it through without any major traffic interruption. The civil engineering work, the installation of the train movement automation equipment and the installation of the half-height platform screen-doors were consequently all handled at night.

The project team had to face major challenges in a complex

environment: system migration, organisational adaptation and integration of new technologies.

With the commissioning of the Operational Control Center on 30th May 2010 and the start-up of the trials on-line, the project has gotten off to a good start and the feasibility of the makeover has been demonstrated.

In June 2011, the first automatic train will be running with passengers aboard on line 1. It will subsequently be operating on a mixed traffic basis with and without drivers until December 2012, at which date it will become entirely automated.

With the automation of one of the most emblematic and complex metros to be found in major cities, RATP is ushering in a new era of urban transport.

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