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DAY 3 - Thursday 29 March 2012





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DRIVING THE AGENDA FOR DRIVERLESS METROS

9am Chairman's opening remarks



> **Mr Klavs Hestbek Lund**, Project Director, Cityring Transport System, **Metroselskabet**

9.10am Opening keynote address: expanding the metro network to serve the needs of Greater Paris



- Project background – a grand vision for an automatic metro around Greater Paris
- Politics and players: establishing an organisation to manage the project, reconciling conflicting plans and securing financial support
- Project timetable and planning; choosing the right technologies
- Serving local communities and improving urban life

> **Mr Didier Bense**, Director, **Société du Grand Paris**

9.30am Keynote address: upgrading Stockholm Metro's Red Line – what level of automation?



- Financing the upgrade – how to reduce costs yet optimise implementation
- Planning the upgrade – what level of automation is desirable and achievable
- Specifying new trains and depot
- Managing the complex process of upgrading to automatic driving

> **Mr Johan von Schantz**, Technology Director, **AB Storstockholms Lokaltrafik**

9.50am Keynote address: expansion of the Copenhagen Metro

- Branch of the Cityring to Nordhavn
- Ongoing investigations of a major development of the Copenhagen Metro by the Danish Ministry of Transport
- Ongoing investigations of a major development of the Copenhagen Metro by the municipality of Copenhagen

10.10am Bombardier presentation



> **Thomas Siegemund**, Director, **Bombardier Transportation**

10.30am Coffee Break

11am Keynote address: single solution to inter-city & intra-city mass rapid transit needs; catalysing densification and rapid urban growth



- Elevated alignment coupled with lower deck height and monopile sub structure guaranteeing minimal land acquisition and fast track construction within the heart of the city
- Broad Gauge application enhancing interoperability with existing broad gauge rail network
- Futuristic wide coach design to accommodate more passenger traffic and reduction in station length
- Regenerative braking ensuring alternative revenue stream through sale of carbon credits
- Use of super capacitors to reduce energy consumption

- Optimize energy recovery through driverless system

> **Mr Sanjay Gupta**, Executive Chairman, **Metrolink Express for Gandhinagar and Ahmedabad Limited**

11.20am Unmanned driverless applications using the turnkey system approach



- Latest applications in Brescia, Milan, Rome, Thessaloniki, Riyadh, Copenhagen and Taipei
- System approach adopted
- Performance trends in driverless metro applications

> **Francesco Paolo Di Maio**, Senior Vice President, Transportation Solutions, **Ansaldo STS**

11.40am Panel discussion: future trends in metro automation



- How can automated metros optimise the advantages offered by M2M to enhance service? What are the implications of this approach?
- The diagnostic and control benefits of CBTC and modern command centres
- How can metro operators use the latest automation technologies to improve their operation, maintenance and asset management?
- An expanding role for monorails; no longer merely an airport people mover?

> **Mr Johan von Schantz**, Technology Director, **AB Storstockholms Lokaltrafik**

> **Mr Didier Bense**, Director, **Société du Grand Paris**

> **Mr Sanjay Gupta**, Executive Chairman, **Metrolink Express for Gandhinagar and Ahmedabad Limited**

> **Mr Joe Bastone**, Business Development Director, Rail Control Solutions, **Bombardier Transportation**

> **Mr Gabriel Colceag**, Vice President, Urban Rail Signalling, Transport Systems Division, **Thales**

12.30pm Networking lunch

1.30pm Keynote address: ensuring the smooth automation of Paris' oldest metro line



- An integrated operator and engineering approach
- Rationale for upgrading to driverless operation without service disruption
- Specifying and integrating the appropriate technologies: new trains, signalling, communications and control centre
- Managing the risks and gaining safety cases approval: operation during automation - a very specific skill

> **Dr Laurent Fournet**, Vice President Engineering, **RATP**

1.50pm Panel discussion: harnessing CBTC technology and operational benefits



Moderator:

- What can CBTC deliver – ATO and beyond
- What additional systems / changes are required to achieve more features and functionality
- What is in it for the operator – train system modelling – testing the vision
- Migration planning and a benefits map
- The business case and project assurance

> **Mr Tony Gowland**, Development Director, **Parsons Transportation Group**

> **Dr Laurent Fournet**, Vice President Engineering, **RATP**

> **Mr Jonathan Fox**, Director, **Docklands Light Railway**

> **Mr Kimmo Reiman**, Project Manager, **HKL/Helsinki City Transport**

> **Mr Alan Dowton**, Head of Investment and Transport Planning, **Parsons Transportation Group**

> **Mr Walter Kinio**, Director, R&D Management, **Thales Rail Signalling Solutions**

2.40pm Chairman's closing remarks and close of MetroRail 2012 conference

TECHNICAL VISITS

3pm Technical visits

1. Presentation of TfL plans for the London Olympic Games at the Docklands Light Railway headquarters in Poplar and visit to Stratford station/Westfield development and the Olympic Park
Hosted by Jonathan Fox, Director of the DLR

The first and only driverless metro system in the UK, DLR opened in 1987 to support the regeneration of London's Docklands and the development of the new Canary Wharf business district. The modesty of the original network, which cost only £77 million, served 15 stations and had 11 railcars, has long since been outgrown. Six subsequent extensions and the recent 3-car train lengthening project have taken the number of stations to 45 and railcars to 149. By 2015, ridership will exceed 100 million journeys per year. This visit takes in some of DLR's key locations, including the control centre at Poplar and the newest addition to the network at Stratford International.

2. Tour of the London Overground network
Hosted by Howard Smith, Chief Operating Officer of London Rail

Overground is refurbishing neglected suburban routes and constructing new lines to create an orbital rail network around London's suburbs. The metro-style service launched in 2007, with additional sections opening in 2010 and 2011; the final link is due for completion in late 2012. The winner of numerous industry awards, Overground has become the best performing rail operator in the UK, doubling its passenger numbers and, according to independent surveys, achieving massive rises in customer satisfaction. This visit, to the Highbury & Islington – West Croydon line, includes several brand new stations, the historic Brunel Thames Tunnel and Overground's state of the art depot and control centre.

3. Visit to London Underground's new Control Centre at Hammersmith Hosted by London Underground

The new Service Control Centre at Hammersmith has been designed with both growth and longevity in mind and can take up to three shifts of 40 people and will hold a maximum of 34 control room desks. The control room is equivalent to the size of three tennis courts, and is the largest on the entire London Underground network. In addition to the control room, the building includes office accommodation, welfare facilities, a signalling simulator suite and plant and equipment rooms

Bringing the District, Circle, Hammersmith & City and Metropolitan line control facilities together into one building brings a range of benefits, including more effective communication. This will lead to operational consistency between all lines, which will help to improve how we respond to any disruption and improve the speed at which we recover.

Each tour will last for approximately 2 hours. Places are limited so we recommend that you sign up for your chosen tour when completing your registration form.

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