

A contract worth around €220 million in Spain

Alstom to supply its signalling system Atlas 200 for the new north-west high speed line

An Alstom-led consortium¹ has been awarded a contract worth €410 million by ADIF² to supply its ERTMS³ Level 2 signalling system and the maintenance for a period of 20 years for Spain's new north-west high speed line. Alstom's share is worth around €220 million. The contract will cover 310 km of new high speed line from Valladolid to León and from Venta de Baños to Burgos.

The contract includes the project design, procurement, installation, commissioning and maintenance of the signalling, the fixed telecommunication and the Automatic Train Protection systems, the centralised traffic control (CTC), the security equipment, the mobile GSM-R communications equipment and infrastructure for trains and mobile phone operators.

"This will be the second ERTMS Level 2 signalling system commissioned in Spain without ETCS⁴ Level 1 backup support, after the one installed by Alstom on the Albacete-Alicante new high speed line. This configuration, made possible thanks to Alstom's technological expertise, allowed a significant reduction of the initial cost of civil works," says Antonio Moreno, Country President for Alstom in Spain.

Alstom is the world leader in ERTMS technology with contracts awarded in 23 countries covering 1,200 km and more than 4,150 trains, and has equipped six of the world's eleven high speed lines which use this technology. Alstom was also the first company to equip a very high speed line (the Rome – Naples line in Italy), a cross-border high speed line (from Liege in Belgium to the German border), a higher traffic density line (Mattstetten-Rothrist in Switzerland) and a freight-only line (the Betuwe Route in the Netherlands) with this technology.

¹ The consortium is composed of: Alstom, Bombardier and Indra

² The Spanish railway infrastructure manager

³ ERTMS : European Railways Traffic Management System

⁴ ETCS : European Train Control System

About ERTMS / ETCS

ERTMS (European Railways Traffic Management System) has been developed to facilitate the expansion of the European Railways, including cross-borders operation. Its main constituent ETCS (European Train Control System) can be deployed with two main variants: ETCS Level 1 and ETCS Level 2. This system optimizes the line capacity in complete safety by anticipating and adapting the speed of the trains. The main advantage of ETCS Level 2 technology is its continuous train control and supervision via a radio-based signalling system, compared to ETCS level 1 systems which control the train through intermittent use of Eurobalises.

About Alstom

Alstom is a global leader in the world of power generation, power transmission and rail infrastructure and sets the benchmark for innovative and environmentally friendly technologies. Alstom builds the fastest train and the highest capacity automated metro in the world, provides turnkey integrated power plant solutions and associated services for a wide variety of energy sources, including hydro, nuclear, gas, coal and wind, and it offers a wide range of solutions for power transmission, with a focus on smart grids. The Group employs 93,000 people in around 100 countries. It had sales of over €20 billion and booked close to €24 billion in orders in 2012/13.

About Alstom Transport

A promoter of sustainable mobility, Alstom Transport develops and markets the most complete range of systems, equipment and services in the railway sector. Alstom Transport manages entire transport systems, including rolling stock, signalling, the maintenance and modernisation, infrastructure, and offers "turnkey" solutions. Alstom Transport recorded sales of 5.5 billion euros in the fiscal year 2012-2013. Alstom Transport is present in over 60 countries and employs near 26,700 people.

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