

PRESS RELEASE

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## The interior train design of the future Line 18 of the Ile-de-France metro is revealed by Île-de-France Mobilités, the Société du Grand Paris and Alstom

Île-de-France Mobilités, Société du Grand Paris (SGP) and Alstom have unveiled the final design of the rolling stock for the future Line 18 of the Île-de-France metro network. Designed and manufactured by Alstom, this latest generation automatic metro combines capacity, comfort, speed and reliability. The first trains will be put into service on Line 18 from 2026.

Fully funded by Île-de-France Mobilités, the future trains for Line 18 were designed by Alstom's Advanced & Creative Design office, in collaboration with Île-de-France Mobilités, SGP and Egis Rail, in order to meet the specific needs of Line 18 and the expectations of passengers.

**The new interior design of the Line 18 trains combines capacity, fluidity and comfort for passengers.**



The future three-car 47-meter long trains can carry up to 350 passengers, are 100% accessible to all, and offer a smooth and comfortable ride.

To facilitate passenger flow, access to the train is on the floor level through three wide doors featured on each car. The wide corridors, wide inter-aisles and large panoramic openings at each end give a **spacious feeling** and allow a **greater flow of traffic**.

The interior offers passengers a **variety of handrails, spaces and seating options**. To create a new travel space, the interconnecting bellows offer a rigid lining that replaces the traditional bellow design. Along with the fixed seats are complementing flip-up seats to provide more seating at off-peak times.

Passengers with limited mobility, who have been involved in the design process, have dedicated seats and wheelchair spaces. The priority seats are numerous and easily identifiable by their specific red colour, which is now recognisable on all new equipment. In anticipation of the service to Paris Orly airport, **mixed spaces** for passengers with pushchairs and luggage have been specifically created in the central car.

### **Interior design for an optimised passenger experience**

Equipped with Internet connection, USB sockets and dynamic information display screens, these new trains are **definitely connected**.

Each car is equipped with efficient ventilation, air conditioning and heating systems to ensure **thermal comfort in all seasons**.

The feeling of space and luminosity is reinforced by the streamlined shapes associated with a play of bright colours and (this is new) with **lighting that follows the circadian rhythm**: it is similar to natural light that varies according to the time of day and adapts to the biological rhythm of travellers to improve their well-being.

For **enhanced safety**, each access has special lighting and is equipped with video surveillance.

### **An exterior design supported by the people of Ile-de-France**

Wishing to involve the people of Ile-de-France in the choice of the exterior design of this new generation metro, Île-de-France Mobilités launched an online consultation with the population at the end of 2021. Among three proposals designed by Alstom, voters chose the current design, with its distinctive **luminous signature around a large windshield**. Much appreciated by passengers, especially children, this new wider windshield offers a panoramic view of the front of the train and optimises the available surface area to create additional space for passengers in the metro.

### About Line 18

Line 18 is almost 35km long, with 10 stations and an operations centre that includes the train maintenance, storage, and infrastructure maintenance sites. Line 18 has a mixed above-ground and underground route, with an above-ground section of approximately 13km.

Line 18 will be commissioned in 3 phases:

2026: Massy-Palaiseau > CEA Saint-Aubin

2027: Massy-Palaiseau > Orly Airport

2030: CEA Saint-Aubin > Versailles Chantiers

Line 18 will offer **high performance and reliability** thanks to an automatic control system that will reduce the interval between trains to 85 seconds during rush hour by running at an average speed of 65km/h and **at up to 100km/h during rush hour**.

Environmental efficiency will also be ensured by **optimising energy consumption**. The 100% automatic control of these electric trains guarantees **optimal driving and therefore less energy consumption**. The metro on Line 18 will be supplied with electricity by a **3<sup>rd</sup> rail with reverse capture**. During the braking phase, the metro generates energy which is recovered via the 3<sup>rd</sup> rail to be then redistributed on the line, thus allowing for the **ongoing recycling of the trains' traction energy**. This technology also avoids the use of a catenary, allowing a **more harmonious integration into the landscape** on this new line that has 13 km of overhead sections.

### About Île-de-France Mobilités

Île-de-France Mobilités imagines, organises and finances public transport, new forms of mobility and sustainable mobility for all Ile-de-France residents. At the heart of the Île-de-France transport network, Île-de-France Mobilités brings together all the players (passengers, officials, manufacturers, transport authorities, infrastructure managers, etc.), invests and innovates to improve the service provided to passengers. It decides on and manages network development and modernisation projects for all transport systems, the operation of which it entrusts to transport companies. Chaired by Valérie Pécresse, President of the Île-de-France Region, Île-de-France Mobilités is made up of the Île-de-France Region and the eight Ile-de-France departments and thus has a vision for all transport in the Île-de-France region (train, RER, metro, tramway, T Zen and bus) <https://www.iledefrance-mobilites.fr/>

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### About the Société du Grand Paris

The Société du Grand Paris is a public establishment created by the State whose mission is to manage the deployment and financing of the Grand Paris Express. It is responsible for the construction of the infrastructure that makes up the network and acquires the rolling stock that will run on it on behalf of Île-de-France Mobilités. The Grand Paris Express, the future metro of Greater Paris, is the largest infrastructure and development project in Europe. With 200 kilometres of network, the project involves the creation of four new lines around Paris, the extension of Line 14, the construction of 68 stations and the development of new districts around these future urban centres.

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**About Alstom**

Leading societies to a low carbon future, Alstom develops and markets mobility solutions that provide sustainable foundations for the future of transportation. From high-speed trains, metros, monorails, trams, to turnkey systems, services, infrastructure, signalling and digital mobility, Alstom offers its diverse customers the broadest portfolio in the industry. 150,000 vehicles in commercial service worldwide attest to the company's proven expertise in project management, innovation, design and technology. In 2022, the company was included in the Dow Jones Sustainability Indices, World and Europe, for the 12<sup>th</sup> consecutive time. Headquartered in France and present in 70 countries, Alstom employs more than 74,000 people. The Group posted revenues of €15.5 billion for the fiscal year ending on 31 March 2022. Its 12,500 employees in France have the know-how to serve French and international customers. Around 30,000 jobs are generated in France by its 4,500 French suppliers. Log on to [www.alstom.com](http://www.alstom.com) for more information.

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