

MP14, Alstom's new-generation rubber-tyred metro, on time for the opening of extensions of Line 14 in the Île-de-France region

- **Alstom meets the deadline of the extensions of Line 14, delivering the metros required for a 105-second service at the end of July**
- **The 1,000 or so Alstom employees working on the MP14 project have been greatly involved in delivering these metros for the extensions of Line 14**
- **A production rate unmatched by Alstom for such a complex metro, with the production of almost one trainset per week**
- **Financed by Île-de-France Mobilités and operated by RATP, MP14 offers passengers an unprecedented level of comfort, delivering both performance and energy efficiency**

24 June 2024 – Alstom, global leader in smart and sustainable mobility, salutes the inauguration of the extensions of Line 14 to the north and south of Paris, celebrated on Monday 24 June. Passengers can now travel from Saint-Denis Pleyel to Orly Airport in 40 minutes on MP14, Alstom's new-generation rubber-tyred metro. Eventually, one million passengers are expected to use the line.

These MP14 metros have been delivered in accordance with the commitments made to RATP and Île-de-France Mobilités to ensure the opening of these extensions.

Exceptional mobilisation of Alstom teams

To achieve this objective, Alstom has implemented an unprecedented mobilisation plan. At the Valenciennes Petite-Forêt site, which is responsible for assembling the metro, a second production line has been opened and the workforce has been increased, with dedicated teams working evenings, weekends, and public holidays. All the other Alstom sites involved in the project also worked hard to deliver the train components (bogies, motors, traction, on-board electronics, safety IT, etc.) on a timely manner and to the expected quality level. In total, more than 1,000 Alstom employees at 7 sites in France worked to deliver this project with great success.

This commitment and investment have resulted in an unprecedented industrial output for such a complex metro, with the production of almost one MP14 trainset per week for lines 4, 11 and 14. At the Le Creusot site, up to 15 bogies are produced every week for the MP14 project.

"I would like to pay tribute to the exceptional work of our teams on the MP14 project, which will enable us to meet the mobility needs of millions of people living in the Greater Paris region. This success is the result of the unwavering commitment of our employees, who have deployed their expertise and know-how to design and deliver a high-quality product on a timely manner, so that we can meet the deadlines for these extensions," emphasises Jean-Baptiste Eyméoud, President of Alstom France.

Latest-generation trains for the best possible passenger experience

MP14 metro has been designed to improve the fluidity and capacity of the trains: the so called "boa" architecture (open intercirculation) allows passengers to move from one end of the train to the other, while the vast entrance areas provide accessibility for all passengers, with dedicated spaces and "boomerang"-shaped seats. Interior fittings and seating designed around the "alcove" theme create both a sense of conviviality and intimacy.

MP14 also features LED lighting that is effectively distributed throughout the metro to give a sense of security and eliminate any areas of shadow. The support points enhance comfort within the train. Warm and cooled ventilation increases the feeling of well-being, whatever the season. MP14 is also equipped with a video-protection system throughout the metro and offers dynamic passenger information on board.

A benchmark in sustainable mobility

MP14's electric braking system recovers energy and feeds it back into the network in the form of electricity. This system, combined with LED lighting and a high-performance motor, reduces the energy consumption by almost 20%¹. MP14 is also 40% quieter¹ and has a 95% recyclability rate. The interior fittings are modular. This means it can be upgraded throughout its lifetime. Likewise, MP14 is equipped with a fully computerised safety control system with the highest level of safety, giving it modularity and upgradability, while facilitating maintainability.

Key figures for MP14

- 131 trainsets ordered for lines 4, 11 and 14, with over 100 metros delivered and in service to date
- More than 10 million km covered by MP14 metros on the Greater Paris network
- 3 configurations: 8 cars without driver's cab (Line 14), 6 cars without driver's cab (Line 4) or 5 cars with driver's cab (Line 11)
- Nearly 20% reduction in energy consumption¹
- 95% recyclable
- 40% quieter (inside the metro)¹
- Up to 100% electric braking, with the added benefit of mechanical braking
- Designed in France and manufactured at 7 of Alstom's 16 sites in France

Key MP14 figures for Line 14

- 72 metros ordered, financed to the level of €1.13 billion by Île-de-France Mobilités and operated by RATP
- Per train
 - 8 cars and no driver's cab
 - 120 m long (15 m per car), the longest metro in service in France
 - 184 fixed seats, 76 folding seats, 2 wheelchair spaces
 - 60 USB sockets
 - 32 dynamic passenger information screens
 - 16 surveillance cameras

Seven of Alstom's 16 sites in France are involved in the design and manufacture of MP14: Valenciennes Petite-Forêt for studies, integration, validation, and testing; Le Creusot for bogies; Ormans for motors; Tarbes for traction; Villeurbanne for on-board electronics; Aix-en-Provence for safety IT and Saint-Ouen for design.

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¹ Compared to previous equivalent MP05 generations.

About the MP14 contract

In March 2015, RATP (on behalf of Île-de-France Mobilités and Société du Grand Paris) awarded Alstom a contract to supply the new-generation rubber-tyred metros for the Greater Paris network. A total of 131 metros have been ordered for lines 4, 11 and 14.

This new rubber-tyred metro, known as MP14, is being gradually rolled out on these three lines to improve the daily lives of hundreds of thousands of passengers, in Paris and the Île-de-France region. It has been running on Line 14 since 2020, on Line 11 since summer 2023 and on Line 4 since the end of 2023.

It is available in three configurations: an 8-car automatic metro (Line 14), a 6-car automatic metro (Line 4) or a 5-car with driver's cab metro (Line 11).

MP14 metros are part of Alstom's market-leading Metropolis metro solutions, designed to enable cities to breathe for over 60 years. More than 80 customers worldwide operate metros manufactured by Alstom.

About Alstom

Alstom commits to contribute to a low carbon future by developing and promoting innovative and sustainable transportation solutions that people enjoy riding. 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. With its presence in 64 countries and a talent base of over 84,700 people from 184 nationalities, the company focuses its design, innovation, and project management skills to where mobility solutions are needed most. Listed in France, Alstom generated revenues of €17.6 billion for the fiscal year ending on 31 March 2024.

Its 12,000 or so 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

For more information, please visit www.alstom.com.

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