

**PRESS RELEASE**

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Monday, September 12, 2022

**THE AUTOMATION OF LINE 4 IS UNDERWAY!**

The automation of line 4 of the Paris metro is starting in earnest. As of Monday 12 September, passengers can now step aboard the first automated trains. The automated rolling stock will be gradually integrated until full automation has been achieved, with all the trains on the line running driverless by the end of 2023. The second busiest metro line in the Île-de-France Mobilités network, operated by RATP, is currently being modernized and was extended to Bagneux in January 2022.

**Île-de-France Mobilités opted for enhanced passenger service**

The decision to automate a metro line—especially one that is currently in operation—is not made lightly, given the major industrial, operational, and financial stakes involved.

But automating a metro line brings a host of advantages, as demonstrated by the automated Paris metro lines 1, 14, and now 4:

- Increased passenger capacity
- Real-time service adaptability
- Reduced intervals between trains
- Improved safety and regularity
- Greater availability of staff on the ground to assist the passengers
- Increased capacity for a rapid response if the need arises

Line 4 will be the third automated line in the Paris metro network.

The investment cost of this project comes to approximately €470 million, fully financed by Île-de-France Mobilités.

**Automation: an area of expertise for RATP, a pioneer in automating existing metro lines**

The automation of metro line 4 was carried out with guaranteed continuity of operation, without any major interruption of traffic, as was the case when line 1 was automated.

RATP took up this major technological and industrial challenge at the request of Île-de-France Mobilités, with the target of fully automating line 4 by the end of 2023. Extensive work has been carried out since 2016 with no major traffic interruptions. An impressive feat that illustrates RATP's expertise in this technically demanding field. The second busiest line in the network is also increasing in scale to offer a progressively renewed service and optimized public transit.

**A gradual commercial start-up**

- Trial runs with no passengers on board began in mid-June 2022. That phase made it possible to test the proper functioning of the operation, command, and control system before bringing the automated trains into commercial service. The fully automated trial runs were conducted during off-peak hours under the supervision of an RATP technician.
- Now, Île-de-France Mobilités and RATP are ready for the next phase: as of Monday 12 September, passengers can for the first time step aboard four automated metro trains.
- On completion, 52 driverless trains will run on the fully automated line 4.

## PRESS RELEASE

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### The modernization of metro line 4: a technical feat

Last January, the line was extended to Bagneux with the opening of two new stations, Barbara and Bagneux-Lucie Aubrac. Those inaugurations were part of an unprecedented modernization program undertaken over the past six years. In an impressive technical feat, passenger safety and train traffic were maintained even while the platforms were being raised and reinforced to accommodate the automated rolling stock.

That paved the way for the installation of more than five kilometers of platform fronts (safety doors) on the 29 stations of the extended line to ensure passenger safety and optimized service, contributing factors to the excellent performance levels recorded on automated metro lines. The platform facades come with built-in screens that display real-time information, including the waiting times for the next two trains as well as traffic-related messages, offering clear and precise information to passengers.

Line 4 will operate three generations of automated rolling stock (MP89 and MP05 automated trains from line 14 as well as the new MP14) which will be managed by the wholly renewed centralized command and control station. This goes hand in hand with the implementation of the automated train operation system, as well as new audiovisual technology allowing the control station to communicate at all times with passengers on the trains and in the stations.

A truly company-wide undertaking, all of RATP's engineering, operations, and maintenance departments have been involved in this modernization project. What is more, the contracts awarded to the companies entrusted with carrying out this project created thousands of jobs and enhanced the top-tier positioning of French firms in this sector of activity.

### Step-by-step automation of the Île-de-France Mobilités network

The automation of line 4 follows the automation of line 1. As far back as 1998, line 14 was already fully automated when it was built. The future lines 15, 16, 17, and 18 will also be automated when they enter service. Going forward, Île-de-France Mobilités will analyze other existing metro lines to identify the best candidates for automation. That step will be followed by more in-depth studies, e.g. on line 13 of the Paris metro.

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