

AUTOMATIC TRAIN OPERATION

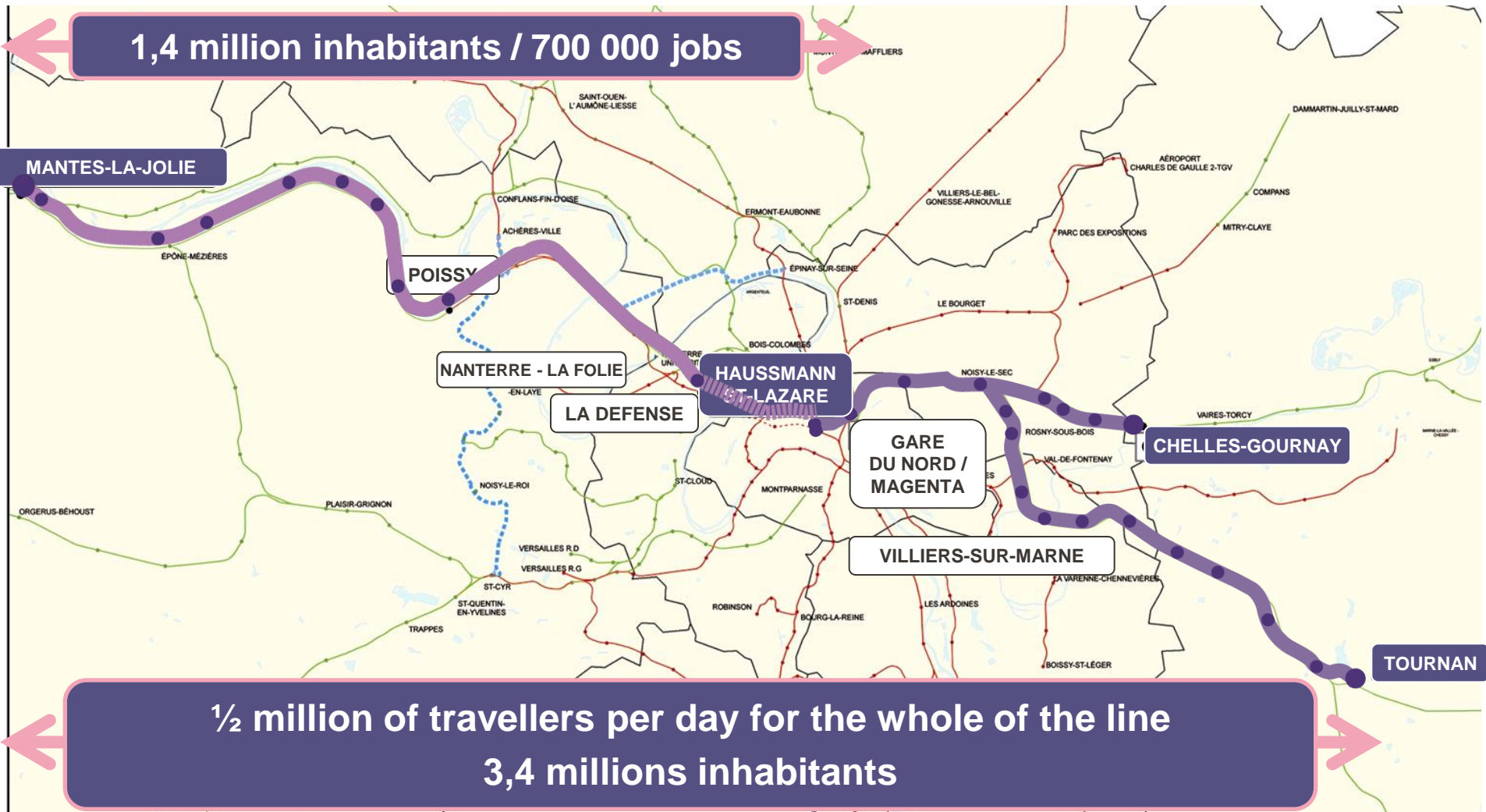
EIU / ERA DIGITALISATION EVENT

FIRENZE – MAY 3, 2016

JEAN-CLAUDE LARRIEU, SNCF RÉSEAU

THE CHALLENGE: A NEW EAST-WEST LINK

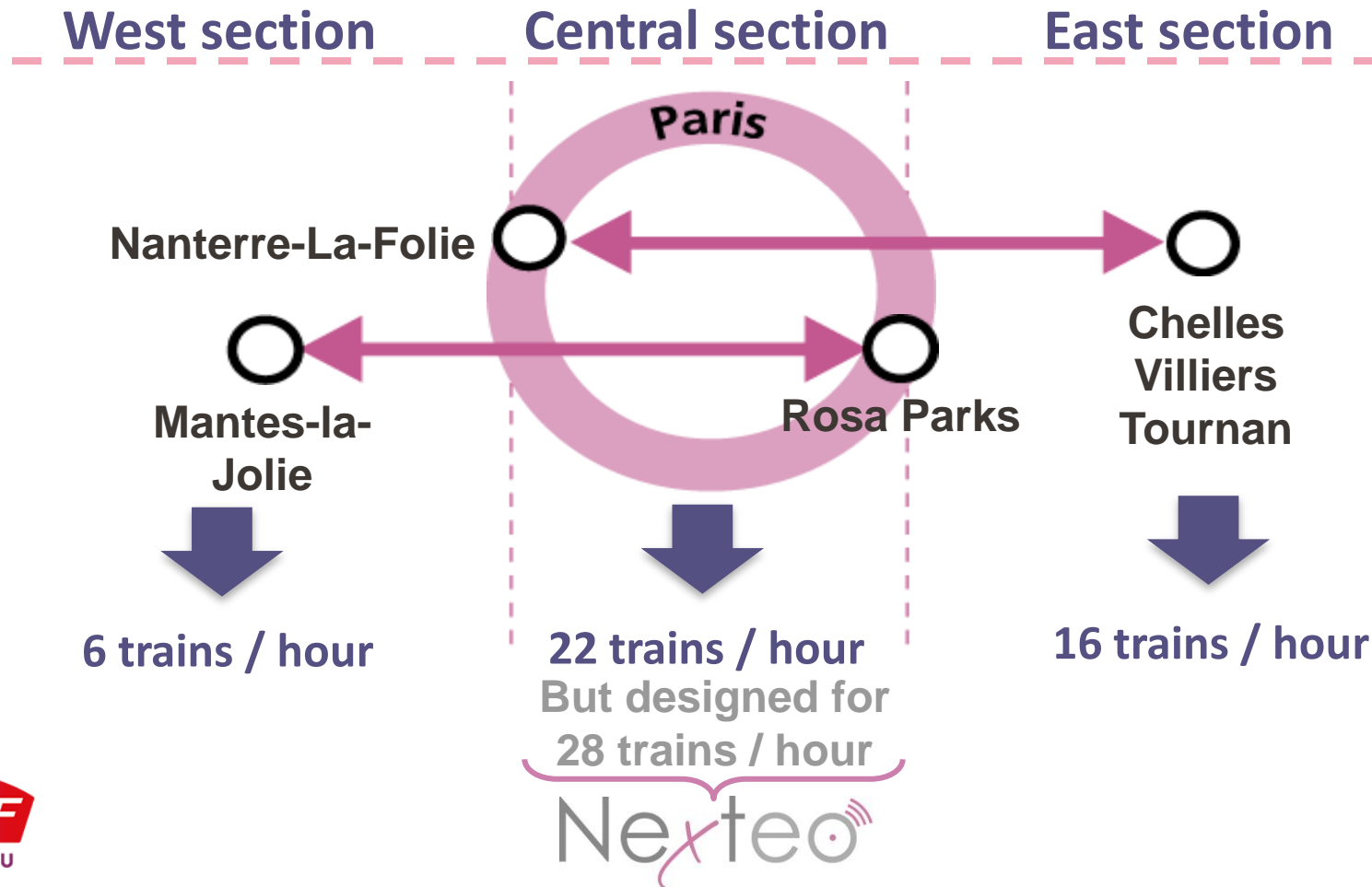
1,4 million inhabitants / 700 000 jobs



1/2 million of travellers per day for the whole of the line
3,4 millions inhabitants

NEXTEO: IN THE HEART OF THE NEW LINE

- EOLE: SERVICE PATTERN



WHY NEXTEO ?

Improvement of line capacity in order to meet the demand :

- by reducing the headway between trains (mobile block);
- by avoiding dispersion in driving (automatic acceleration / braking).

Reduction of the journey time :

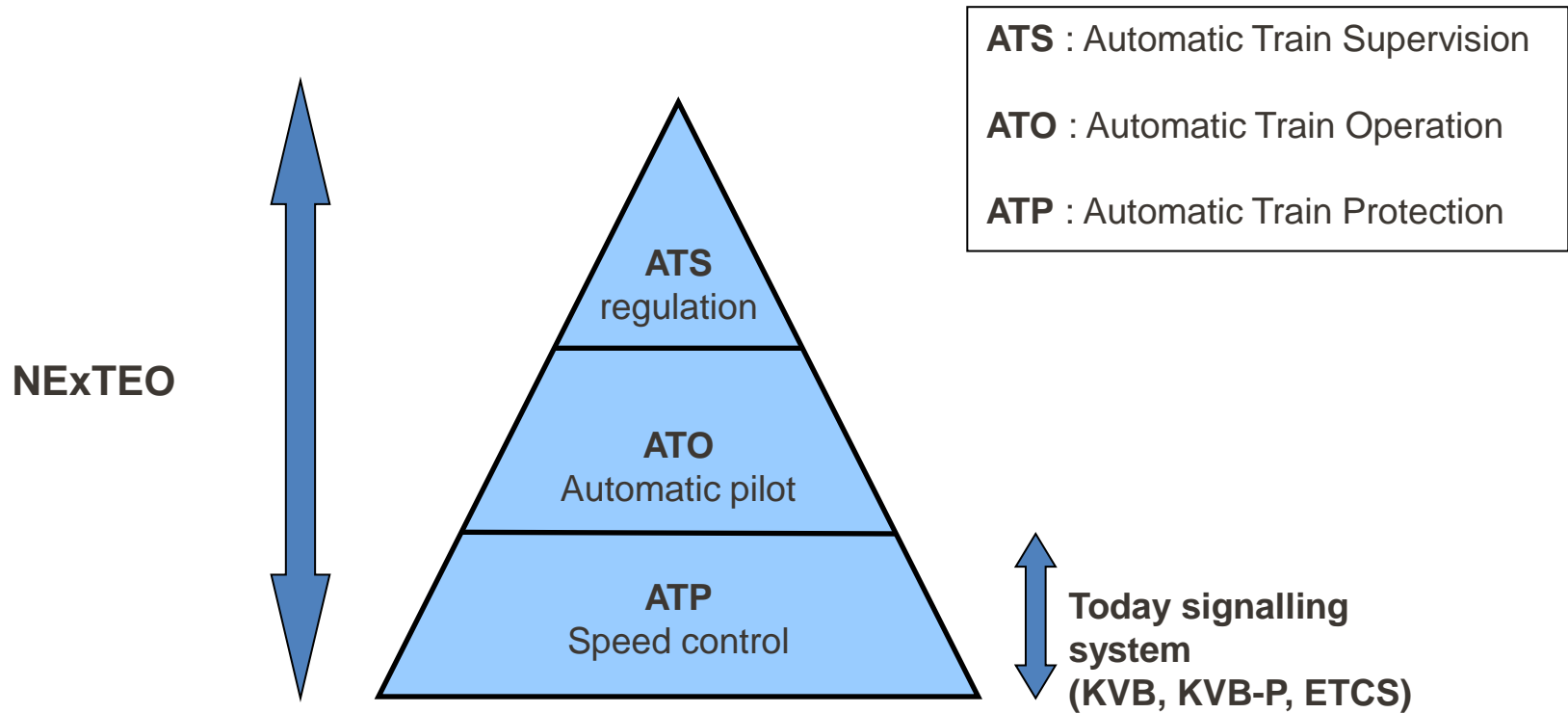
- by closely respecting the speed profiles;
- by giving up the constraints of KVB and related procedures;
- while guaranteeing safety (fail safe ATP).

Quality improvement :

- by delivering reliable information to travellers;
- by adapting dwell time and journey time between stations;
- by managing junctions (algorithm...).

ATO AND CONTEXT: THE NEXTEO SCOPE

-  : AMBITION AND FUNCTIONALITIES



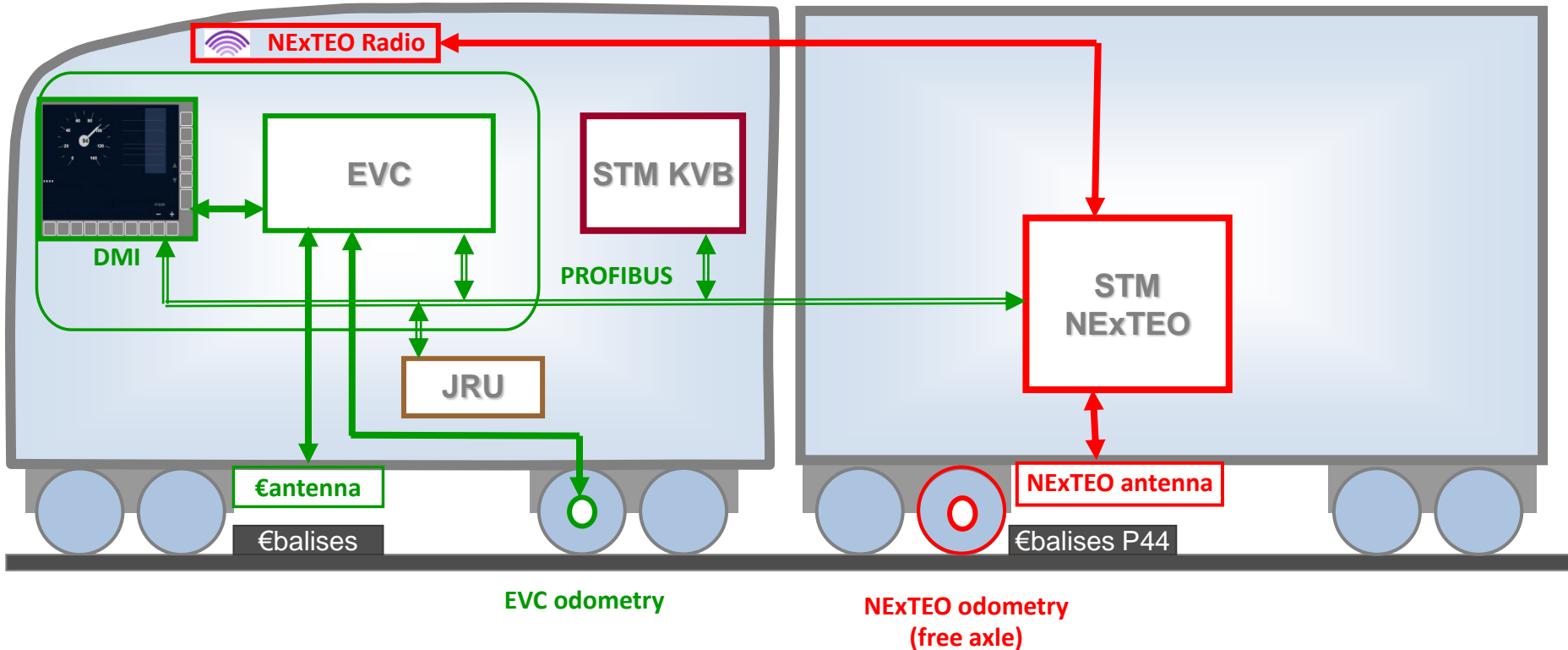
NEXTEO AND ITS SURROUNDINGS

- EOLE: ROUTE OVERVIEW



ON BOARD IMPLEMENTATION

- CCS ON-BOARD DESIGN : ERTMS COMPATIBLE



ATS: MANAGING DISRUPTIONS

- PARTIAL SERVICE: EXAMPLE

