



International Association of Public Transport
Union Internationale des Transports Publics
Internationaler Verband für öffentliches Verkehrswesen
Unión Internacional de Transporte Público

Automated Metro Seminar

5-6 March 2012
Paris



Squeezing performance of UTO lines

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VAG *Überlegen bewegen.*



Key factors of performance

- Nuremberg's metro system
- Optimizing the transport capacity
- Minimum headway
- Improving the punctuality
- Monitoring the system availability
- Continuous system monitoring for easy and short-term maintenance
- Fixed number of staff
- Better service for the customers
- More output, less input

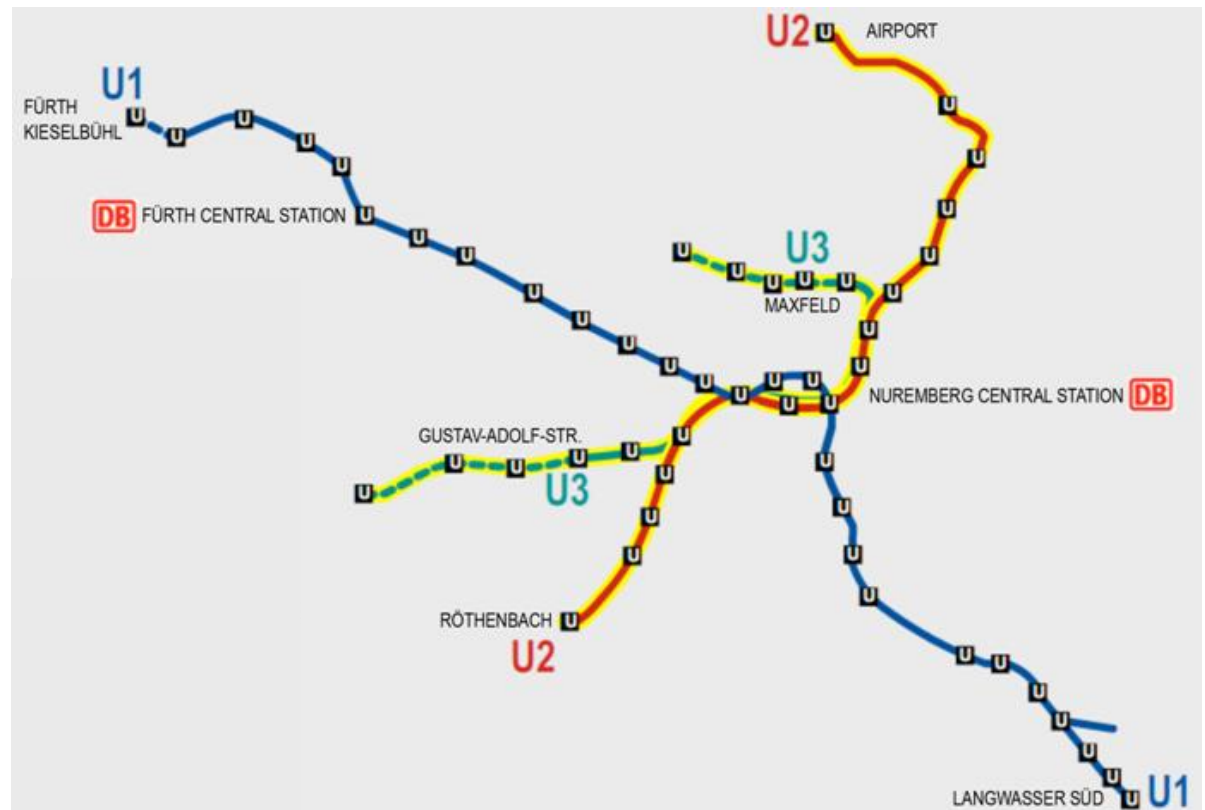
Nuremberg's metro system

Line U1

- Conventional operation
- Headway > 200 seconds
- long trains
- 27 stations, 19.2 km
- 54 trains

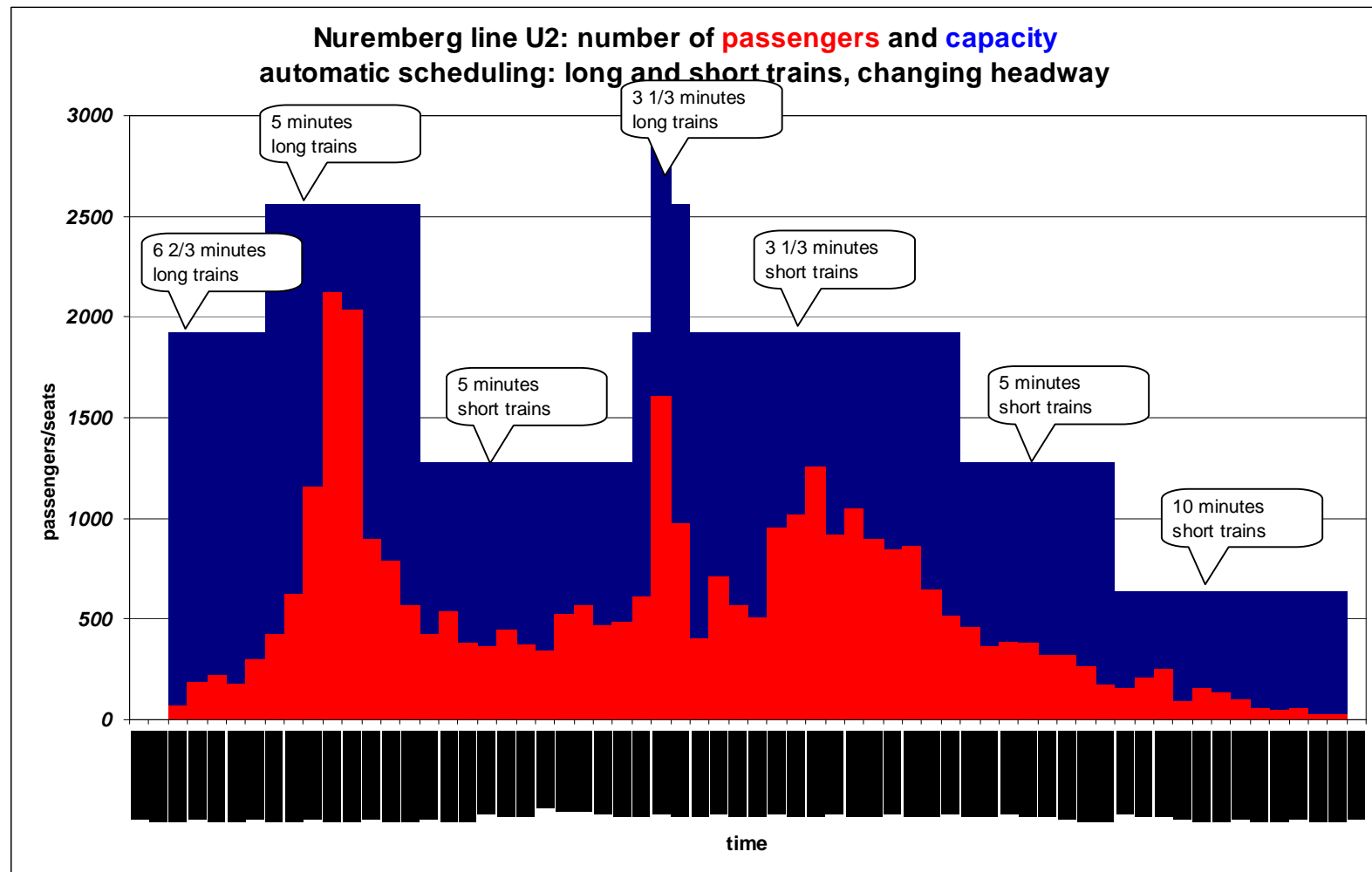
Lines U2/U3

- Automated operation UTO
- Headway > 100 seconds
- short and long trains
- 27 stations, 13.2 km + 7 km
- 46 trains



Optimizing the transport capacity

Minimizing over capacity





END OF FREE PREVIEW

**Complete version reserved to
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