4th UITP Automated Metro Seminar

6-7 September 2013
London, United Kingdom

http://metroautomation.org/4th-seminar
Opening and Welcome
- Pere CALVET, Chairman, UITP Metropolitan Railways Assembly and Director General, FGC, Barcelona
- Ramón MALLA, Chairman, UITP Observatory of Automated Metros and Director of Automated Lines, TMB, Barcelona

Keynote speech - London Underground: the next 150 years
A strategic reflection on the future of the world’s oldest metro system.
- Mike BROWN, Managing Director, London Underground & London Rail, London

The trend to automation
Analysis of automation’s state of the art and projection for future growth, based on the annual report of the UITP Observatory of Automated Metros’ Atlas of Automated Metro Lines.
- Ramón MALLA, Chairman, UITP Observatory of Automated Metros and Director of Automated Lines, TMB, Barcelona

CEO panel - Automation: a reality on the horizon of all metros?
UITP invites on stage the CEOs of some of the world’s leading metro networks to discuss the strategic weight of automation in the future strategy for their respective networks.
Moderator:
- Alain FLAUSCH, Secretary General, UITP, Brussels
Panelists:
- Mike BROWN, Managing Director, London Underground & London Rail, London
- Thomas PRENDERGAST, President & Executive Director, MTA NYCT, New York
- Pierre MONGIN, Président Directeur Général, RATP, Paris
- Yoshimitsu OKU, President, Tokyo Metro, Tokyo
- Speaker to be confirmed Moscow Metro, Moscow
- Speaker to be confirmed, Companhia do Metropolitano de São Paulo, São Paulo

Session 2 - Strategic outlook - Automation for all?
- Resignalling an automated line: the operational challenge
  Automation pioneers unveil the challenges to be faced by automated lines as they reach maturity – and design capacity.
  - Tsair-ming KUO, Vice President, Taipei Rapid Transit Corporation (TRTC), Taipei
- Bringing on automation functions to maximize capacity in a conventional operation
  CBTC technology allows for increased frequencies in conventional operation; are operators of CBTC conventional lines taking full advantage of the functionalities that the system allows? Reference networks comment on their current and projected use of CBTC automation functions in their conventional operations.
  > Is there room for intermediate solutions prior to a full Unattended Train Operation?
  > Can UTO functions be applied in conventional CBTC lines?
  - Philippe LEGUAY, International Director Urban Railway Systems, Keolis, France

Debate - CBTC: Signalling the way to improve performance
This round table discussion will look at the potential and limits of CBTC systems from the operators’ point of view.
  > Can the implementation of a conventional CBTC prepare the way to a future automatization of the line?
  > What are the real energy savings operators reap from CBTC systems?
  > Implementing a CBTC/Automation Project in an economic crisis context – what benefits can it bring?
Moderator:
- Moderator to be confirmed
Panelists:
- Carlos ESQUIROZ SORS, Director de Ingeniería y Mantenimiento, Metro de Madrid, Madrid, Spain
- Philippe LEGUAY, International Director Urban Railway Systems, Keolis, France
- Tsair-ming KUO, Vice President, TRTC, Taipei
- Speaker to be confirmed, RTA, Dubai
- Vicenç RIUS, Automatic Lines Project Manager, TMB, Barcelona

Session 3 - Operational focus - Signalling the way to improve performance
- Resignalling an automated line: the operational challenge
  Automation pioneers unveil the challenges to be faced by automated lines as they reach maturity – and design capacity.
  - Tsair-ming KUO, Vice President, Taipei Rapid Transit Corporation (TRTC), Taipei
- Bringing on automation functions to maximize capacity in a conventional operation
  CBTC technology allows for increased frequencies in conventional operation; are operators of CBTC conventional lines taking full advantage of the functionalities that the system allows? Reference networks comment on their

10:30 Coffee break
11:00 Session 2 - Operational focus - Signalling the way to improve performance
- Resignalling an automated line: the operational challenge
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  - Tsair-ming KUO, Vice President, Taipei Rapid Transit Corporation (TRTC), Taipei
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12:30 Lunch
14:00 Session 4 Automation - The human side
- Automation, a social project: introducing automation in a non-automated system
  Introducing metro automation to its future passengers is a challenge, particularly in conventional metro networks, where the public is used to a particular metro environment.
  > How is the project perceived by the public? Is the fear of public concern a barrier to automation?
  > Are there user habits to break/change?
  > What are the key areas and players to address? How early in the project? What channels are there to communicate with the public?
  - Speaker to be confirmed, Via Quatro, São Paulo

- Personnel care in an automated line
  From the unique vantage point of a transport authority supervising a network with conventional and automated lines, operated by different companies, Singapore LTA will present good practice examples to nurture all staff profiles in this mixed environment: be it on the line, on the maintenance or the management teams.
  - Wee Meng SIM, Senior Group Director, Rail Group, Land Transport Authority, Singapore

- Debate - Are automated lines more attractive to public and employees?
  The staff profile from an automated line differs significantly from that of a conventional line. Managing this transition and/or the coexistence of diverging ‘conventional’ and ‘automated’ profiles within the same network constitutes a particular challenge that needs to be taken up not at a line, but at company-wide level.
  - Sylviane DELMAS, Honorary Chair, UITP Business & Human Resources Management Commission, Inspection générale-Audit interne, RATP
Saturday 7 September

09:30  Innovating for London
This session will present an overview of London’s experience of metro automation technologies, with a particular focus on the case study of the Docklands Light Rail followed by a review of the more recent systems installed on the Jubilee and Victoria lines and technology being introduced for Crossrail.
- Jonathon FOX, Acting Director, London Rail, London

10:30  Technical visit - Docklands Light Rail

12:00  End of official Seminar programme

13:00  Early bird bonus! Heritage Ride
After discussing the future of metros, enjoy the unique opportunity to ride on the world’s oldest metro train. For the 150th Anniversary of London Underground, one of the original 1863 trains has been restored. Transport for London will be offering UITP Metro Division members a special trip on 7 September, to celebrate together this particular anniversary. UITP is pleased to announce that a limited number of seats will be available also to Seminar participants, free of charge. Register to the Seminar early to avoid disappointment: first-come, first-served!

- 13:00 Delegates arrive at Moorgate
- 13:25 Transfer to Harrow by train
- 14:00 Steam train ride (Harrow - Amersham)
- 15:10-16:25 Return transfer to Moorgate

17:30  Networking drink
Programme overview

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<td>Saturday 7 Sept.</td>
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Registration & Fees

- UITP Members 480 € (20% VAT incl.)
- NON UITP Members 960 € (20% VAT incl.)

Registration to the Seminar exclusively on-line via: [http://metroautomation.org/registration](http://metroautomation.org/registration)

Practical information

**Languages**
Automated Metro Seminars are held in English only. Extraordinarily, sessions 1 and 2 on the morning of Friday 6 September will have simultaneous translation from and into French, German, Spanish and Russian.

**Venue**
Grand Connaught Rooms
61 - 65 Great Queen Street
London, England, WC2B 5DA

Photos: Transport for London