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Egis secures two project management contracts as part of the extensive modernisation of the second busiest metro network in France

Egis, a global expert in automatic metro networks, has been awarded by SYTRAL Mobilités two project management contracts for the modernisation of Lines A and D of the Lyon metro.

Modernising France's second largest metro network

To meet the increasing capacity demand in light of the forecasted rise in passenger traffic and the maintenance and renovation requirements to address technical obsolescence of trains and control systems, the Lyon metro network, consisting of four lines, is undergoing progressive modernisation. Following the automation of line B in 2022, SYTRAL Mobilités plans to modernise line D and to modernise and automate line A, respectively by 2030 and 2035.

Line A

Commissioned in 1978, line A consists of 14 stations spread over 9.2 km, connecting Lyon-Perrache station in the southwest to the La Soie business park in Vaulx-en-Velin in the east. It is one of the busiest lines in the network, with nearly 230,000 passengers daily.

The objectives of the metro line modernisation are to:

- Increase the line's capacity to cope with the projected traffic increase by 2035/2040,
- Address technical obsolescence by replacing ageing equipment and systems,
- Improve passenger comfort and safety by introducing new trains and installing platform screen doors.

The ESALY consortium (Egis-Setec its métro A de Lyon), with Egis as the lead contractor, has been awarded the management of the project by SYTRAL Mobilités.

The modernisation project includes:

- Full automation of the line's control system,
- Replacing the rolling stock with new generation trains, featuring longer carriages (four instead of three),

- Deploying platform screen doors,
- Upgrading numerous fixed installations to support increased traffic (such as traction power),
- Redeveloping the Poudrette depot to integrate the new rolling stock.

Line D

Commissioned in 1992 as the world's first large-scale fully automatic line and currently the busiest in the network with 300,000 passengers daily, line D connects the east and west of the city, serving 15 stops over 12.6 km from Gare de Vaise to Gare de Vénissieux. Fully automated (GoA4) with a CBTC-type automatic pilot, it featured innovative systems at its launch, including:

- Automatic fall protection on the tracks at stations using safety infrared beams (a system that avoids the platform screen doors usually used in automatic metros),
- A high-performance automatic pilot system managing train spacing based on deformable mobile blocks, similar to current CBTC systems, unlike the fixed block systems prevalent before the 2000s. This automatic pilot was the precursor to the automation of line 14 of the Paris metro.

SYTRAL Mobilités is also modernising the line to:

- Provide a transportation offer adapted to projected demand increases (by increasing from two to four-train cars),
- Enhance attractiveness and improve user comfort,
- Address technical obsolescence of equipment, particularly the 1990s-era driving automation,
- Optimise operating costs, including energy and maintenance costs.

The MELYD consortium, composed of Egis (lead contractor), Systra, and the Lyon-based architectural firm Ferrand-Sigal, will be in charge of managing the project, a significant technical challenge. It includes:

- Renewing the driving automation with a new automatic pilot,
- Reinforcement of the train fleet, with the addition of 18 new trains to the existing 36, providing a significant boost to capacity,,
- Upgrading the platform-track protection system to secure passenger exchange in 4-train cars,
- Adapting existing infrastructure with depot expansion to integrate more trains,
- Modernising necessary equipment and systems.

Egis' role

For these two projects, Egis will be responsible for:

- Carrying out classic project management tasks, monitoring performance, costs, and timelines throughout all project phases,
- Integrating a proactive approach to eco-design, ecological transition, and integration,
- Developing a detailed, robust migration scenario to transition line A to its final automated state and line D to its upgraded automated state, including sensitive installations such as the extension of the metro depot within an operational metro system,
- Ensuring optimal operating conditions during the works and testing of new systems in order to provide passengers with the best possible service on these crucial, heavily used lines of the Lyon network,

- Adapting existing infrastructure (stations, tunnels, depot) to integrate new systems under the best possible safety and comfort conditions,
- Managing system performance while ensuring optimal conditions for public procurement.

Egis: a global leader in optimised and sustainable automatic metro systems

Following the automation of Lyon's line B, Lille's line 1, Lausanne's M2, and Mexico City's line 1, this new project to automate a metro line firmly establishes Egis as the global leader in such operations. These projects optimise existing transport infrastructure to increase capacity, resilience, reduce carbon footprint, and enhance user attractiveness, thus significantly encouraging modal shift in their favour. This involves mastering significant technical and societal challenges, while maintaining quality and operational safety during the modernisation work.

About Egis

IMAGINE. CREATE. ACHIEVE.
a sustainable future

Egis is a leading global architectural, consulting, construction engineering, operations and mobility services firm. We create and operate intelligent infrastructure and buildings that both respond to the climate emergency and contribute to balanced, sustainable and resilient development.

Our 20,500 employees operate across over 100 countries, deploying their expertise to develop and deliver cutting-edge innovations and solutions for clients. Through the wide range of our activities, we are central to the collective organisation of society and the living environment of citizens all over the world.

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