

Wednesday, 14<sup>th</sup> November

### **Consortium headed by Siemens to automate Crossrail tunnel**

**Siemens will supply the signalling and control equipment for the 21 kilometre long Crossrail tunnel in London, linking up the local transport system to the suburban regional services of Network Rail. The project company "Crossrail" has placed an order with the consortium made up of Siemens and Invensys. The business is worth a total of around 60 million Euros. Commissioning of the overall line is scheduled for the end of 2018.**

In the Crossrail tunnel, the trains will be governed by means of radio Communications-Based Train Control (CBTC). On the westward long-distance route the European Train Control System (ETCS) Level 2 is installed; the eastward direction features the local Train Protection Warning System (TPWS). Dynamic switchover between the three control systems will ensure smooth integration of the differing lines.

For the core part of the line, Siemens will install the radio-based control system Trainguard MT with Automated Train Operation (ATO), the operations control system Vicos and the radio transmission system Airlink, including the integration between ETCS, TPWS and CBTC. The consortium partner Invensys will provide the interlocking equipment, along with components for outside facilities, and will attend to installation. Supply of in-vehicle units, as well as a service agreement, will be the subject of separate contractual terms.

**Andre Schoen, Director of Siemens Rail Automation UK, said:**

“We are delighted that we won the Crossrail Signalling Contract in consortium with Invensys Rail. Crossrail is a prestigious infrastructure project for London and we will deliver first class technology which will enable the trains to operate seamlessly under the European Train Control System (ETCS) on the Network Rail sections, as well as the Communication Based Train Control System (CBTC) at high capacity in the Crossrail tunnel. This ‘dynamic switchover’ will allow trains to travel into different sections without having to stop and is a world first for the application of this technology, blending mainline operations with mass transit performance. Siemens is the consortium leader, applying its world class CBTC system, with Invensys providing their UK approved interlocking.”

Beneath the center of the metropolis, the 21 kilometer long rail tunnel will constitute a twin-track East-West connection, linking the Great Western Main Line at its present terminus, Paddington station in West London, with the Great Eastern Main Line at Stratford station in East London. The tunnel is the centerpiece of the London Crossrail project comprising a roughly 118 kilometer long line from Maidenhead and Heathrow in the West to Shenfield and Abbey Wood in the East. As of 2018, up to 24 trains per hour are scheduled to travel along the core network, carrying 200 million passengers per year and easing the load on the London Transport system.

**Ends**

**Notes to editors:**

**About Siemens in the UK:**

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company's global headquarters is in Munich, Germany. For more information, visit [www.siemens.co.uk](http://www.siemens.co.uk)

*\* Data includes intercompany revenue. Data may not be comparable with revenue reported in annual or interim reports.*

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The **Siemens Mobility and Logistics Division** (Munich, Germany) is a leading international provider of integrated technologies that enable people and goods to be transported in an efficient, safe and environmentally-friendly manner. The areas covered include rail automation, intelligent traffic and transportation systems, and logistics solutions for airports, postal and parcel business. Through its portfolio the Division combines innovations with comprehensive industry know-how in its products, services and IT-based solutions. Further information can be found on the internet at: <http://www.siemens.com/press/de/materials.php>

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