



World Metro & Light Rail Congress – feedback report

Committee Strategy and Programmes

Date of meeting 7 September 2018

Date of report 17 August 2018

Report by Senior Director

1. Object of report

To provide feedback to the Committee on SPT participation and attendance at the World Metro & Light Rail Congress on 17-19 April 2018 in Bilbao.

2. Background

The World Metro & Light Rail Congress & Expo is a flagship conference and exhibition that has been held since 2004 with this year's event being held in Bilbao for the first time. The Partnership board approved¹ the attendance of the Senior Director, following a request from the event organisers for a presentation on the Subway Modernisation programme and a facilitator role for roundtable discussions.

3. Participation and key learning points

3.1 Pre-conference site visit and SPT presentation

The main conference was held 18 - 19 April and this was preceded on Tuesday 17 April with pre-conference summits and site visits. I attended the site visit to Bilbao Metro which comprised of visit to control room, depot and cab ride on the system. The Bilbao metro operates as GOA2 (i.e. the same grade of automation currently within the Subway with automatic train operation but not driverless). The visit was very worthwhile and allowed discussions and insight into various areas including: OCC staffing approach and competence requirements; management of the system during large events; night time operation; staff deployment and roles within stations. The latter was particularly interesting as staff do not manually sell tickets from a ticket office window as all sales in stations are through TVMs and staff assist customers with TVM purchases.

Following the morning site visit, SPT presented the subway modernisation programme, which was within the train control stream. The presentation was well received with a number of questions across various aspects of the modernisation programme and not only on the train control aspects. There were further presentations in this stream from Lithuanian rail, London Thameslink and a topic specifically on train evacuation in tunnels. The latter was directly relevant to subway scenarios during UTO and has been followed up with the expert who presented.

¹ http://www.spt.co.uk/documents/latest/rtp230218_agenda8.pdf

3.2 Roundtable facilitation and day 1 sessions

On Wednesday 18 April, we hosted a roundtable session on our move from ATO to UTO. There were 11 attendees, with valuable input from most notably Paris, Vienna and Helsinki. Discussions touched on all aspects relating to UTO including installation, migration, staffing, business case and customer experiences. Following on from the conference, we have followed up through the UiTP Metro Operations Committee on many aspects relating to UTO who have either gone through the transition to UTO or are progressing through the process. This is an ongoing learning experience with our subway operations team having attended a number of follow on events/discussions and already bringing back this learning to SPT. For example, we have had some excellent information shared by Copenhagen Metro on staff competence requirements for control room staff for UTO operations.

Following the roundtable session, I attended a number of different afternoon sessions on Chile metro, Monterrey (Mexico), Midlands metro alliance, Paris preparing for Olympics, a session on use of artificial intelligence in journey prediction and personalising the journey and a TFL presentation on use of wifi data from stations to help origin-destination analysis, station operations and design.

3.3 Day 2 sessions

The key theme of the morning session on Thursday 19 April was “future thinking” and looked at the overall concept of automation and how artificial intelligence will help predict your journey within your “smart world”. The presentation suggested a future transport provision led by technology and less of the current traditional approach. Some of the early presentations were “future thinkers” and gave a vision of how transport of tomorrow will go beyond the concept of Mobility as a Service, which is currently gaining momentum in a number of cities. The morning session gave excellent insight in the wider mobility agenda and intelligent transport systems, which will be important to assess how we bring this together through our current work in preparing the new Regional Transport Strategy (RTS). We will continue to engage with these various areas through the RTS development.

Following the morning sessions, I attended a presentation by RATP on their move to UTO for Paris Line 4. The session went through in detail their methodology for platform screen door installation which is directly relevant to the subway. The detailed presentation has already been passed through our project team and further follow on with RATP is envisaged whilst the Ansta JV finalises their design and installation methodology for PSDs.

All presentations given have been made available for our teams.

4. Conclusions

SPT attendance and participation at the World Metro & Light Rail Congress was hugely beneficial and provided good value for networking with other metro operators and learning from their experience as well as continuing to keep abreast of the wider mobility agenda across cities and regions throughout the world and how we bring that to bear on future development of the new RTS as well as SPT direct operations and the subway modernisation programme.

As a result of our involvement at this event, SPT has been invited to participate again next year when the event returns to Bilbao on 6-7 March 2019.

5. Committee action

The Committee is requested to:

- note the recent attendance, key learning points and relevance to SPT that was gained from the participation at the World Metro & Light Rail Congress in Bilbao 17-19 April 2018; and
- approve attendance for senior representatives to attend the event in March 2019.

6. Consequences

Policy consequences	<i>None within this report.</i>
Legal consequences	<i>None within this report.</i>
Financial consequences	<i>None within this report.</i>
Personnel consequences	<i>None within this report.</i>
Equalities consequences	<i>None within this report.</i>
Risk consequences	<i>None within this report.</i>

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