Inaugurated between «Bibliothèque François Mitterrand» and «Madeleine» in October 1998, Paris Line 14 is equipped with the driverless metro system, without any on-board personnel.

Due to its route layout, line 14 not only provides relief for the RER (Regional Express Network) line A between Gare de Lyon (a mainline railway terminus) and Châtelet, but it also offers a better service to the districts located in the South East of Paris, thus contributing to the development of a new centre of industrial and university activities.

In December 2003, the Madeleine station was linked to Saint-Lazare railway station by line 14. With this extension, the metro’s fourteenth line provides a direct link between the two railway stations: Gare de Lyon and Gare Saint-Lazare in 12 minutes.

The extension to Gare Saint-Lazare resizes line 14 by attracting a large number of new passengers. The extension was performed without operational disturbance to revenue service on the line section between Madeleine and Bibliothèque François Mitterand. An extension to the South East to the «Olympiades» station was inaugurated in 2007.

Siemens in partnership with RATP (Paris Transport Authority), has significantly contributed to this success by providing Trainguard MT CBTC, the brain behind the driverless metro system.

The driverless Trainguard MT CBTC solution which equips line 14 was developed from long experience in proven automatic train control systems as well as more than ten years of success with Moving Block technology. It provides RATP with:

◊ A transport solution whose reliability and availability have been demonstrated since line 14 came into operation in October 1998.

◊ A flexible operation of the line, by an instantaneous adaptation of the transport offer to the demand and the possibility of mixed fleet operation.

◊ A transport solution that is safe and secure thanks to a permanent contact between the passengers and the Operations Control Centre (OCC) staff. This direct contact is enabled by the on-board video system supplied by Siemens. Thanks to the images transmitted in real-time to the OCC, the staff can see the scene of a traveller’s call on any train in operation.
◊ A reduction in operating costs due to a simplified maintenance. For the passengers travelling the line on a daily basis, line 14 is synonymous with:

◊ High speed thanks to an average commercial speed (including the dwell time in the stations) of 40 km/h - compared with 25 km/h on conventional driver operated metro lines.

◊ High capacity. With a minimal waiting time between trains of 85 seconds, line 14 can carry nearly 40,000 passengers per hour in each direction on the most frequently used section of the line.

◊ Safety thanks to platform screen doors which prevent people from falling onto the track.

◊ Security thanks to OCC supervision by means of the video system installed on-board the trains and in stations.

◊ Punctuality and reliability thanks to the platform screen doors which keep to a minimum the in-station perturbations caused by persons or objects on the track.

Key features
◊ Length: 9 km
◊ Number of stations: 9
◊ Operational headway: 105 s
◊ Operational speed: 40 km/h
◊ Number of trains: 21 rubber tyre trains
◊ Number of passengers per day: 450 000