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A contract worth around €200 million for Alstom **The RATP orders 66 trainsets for Paris Metro**

The RATP, the Paris-based public transport operator, has exercised the option for a new tranche of 66 MF01 metro trainsets from the consortium made up of Alstom Transport, Bombardier Transport and Areva TA. This new tranche is worth more than €300 million, of which around €200 million will accrue to Alstom Transport. Financing for this tranche will be split 50/50 between STIF (Syndicat des Transports d'Ile-de-France) and the RATP.

The trainsets are intended for use on line 9 of the Paris metro. Deliveries will take place from May 2013 to August 2016.

This order falls within the framework of the contract the RATP awarded to the consortium in July 2001, which provides for surveys, development, trials of a pre-production train and the optional supply of 160 trainsets. This is the third and final option exercise since the contract was signed. An initial tranche of 44 trainsets for line 2 had already been exercised in July 2006. A second option of 50 trainsets for line 5 had then been exercised in November 2007.

These trainsets will eventually replace the existing RATP fleet on lines 2, 5 and 9 of the Paris metro network. The first trainsets for line 2 were delivered in April 2008. Deliveries will continue at a rate of 20 per year until April 2013 for the last trainsets for line 5. The first trainset was brought into commercial service in June 2008.

Alstom Transport is in charge of general management for the project. The various components and energy production sub-assemblies are manufactured at Alstom's Ornans site, power electronic components for traction system at its Tarbes site and the on-board IT and passenger information systems at the Villeurbanne site. Alstom is integrating all components - including those supplied by its partners and suppliers - onto the metro trainsets at its Valenciennes factory.

MF01, a trainset that performs well ecologically

The construction of the MF01 is part of an overall policy to replace the RATP's rolling stock. The MF01 is gradually replacing the MF67 rolling stock brought into service between 1967 and 1978 (30% of the existing RATP steel-wheel metro train fleet). It will run on lines 2 (Porte Dauphine-Nation), 5 (Place d'Italie-Bobigny) and 9 (Pont de Sèvres-Mairie de Montreuil) of the Paris metro network.

The MF01 uses 30% less energy than the classic model, thanks to improvements in traction drive efficiency and the inclusion of an energy-recovery electrical braking system. Its dynamic performance has been optimised so as to reduce journey times and increase the frequency of the trains.

About Alstom Transport

A promoter of sustainable mobility, Alstom Transport develops and offers the most comprehensive range of systems, equipment and services in the rail sector. Alstom Transport manages all aspects of transport systems, including rolling stock, signalling and infrastructure, as well as offering its clients turnkey solutions. In 2010-2011, Alstom Transport posted sales of €5.6 billion. Alstom Transport is present in over 60 countries and employs some 25,500 people.

About Alstom Transport in France

With 8,500 staff working at nine sites throughout France, Alstom Transport is the leading manufacturing company in the French rail sector and contributes to the growth of local economies: one job at Alstom Transport creates about three jobs for its suppliers. Alstom Transport's teams in France share their expertise with clients both in France and abroad. For example, Alstom Transport's La Rochelle site is currently fulfilling orders for Citadis tramways for Rotterdam, Brest, Dijon and Montpellier, and for AGV trains for Italian rail operator NTV; the Valenciennes site is working on metro projects for Paris and Amsterdam, as well as the Citadis Dualis tram train; and the Belfort site is producing Prima locomotives for Morocco.

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