CUSTOMER BENEFITS

- Unattended driverless operation
- SelTrac®, the world’s-leading revenue-proven CBTC
- Operational headway and journey time improvements
- System migration with no revenue service interruptions
“This is a massive project on a working line and will involve very close co-ordination between SMRT, Thales and the authorities. All necessary care will be taken to ensure the work is carried out safely and with minimum inconvenience to commuters. Work will be carried out during non-passenger service hours.”

Khoo Hean Siang, SMRT Executive Vice President for Trains

THE CHALLENGE

Singapore’s rapid transit system is considered one of the most modern in the world.

Providing efficient mobility for the city’s 4 million inhabitants is an on-going challenge. The Mass Rapid Transit or MRT is a rapid transit system forming the major component of the railway system in Singapore, spanning the entire city-state. The initial section of the MRT, between Yio Chu Kang Station and Toa Payoh Station, opened in 1987, making it one of the oldest metro systems in Southeast Asia. The network has grown rapidly in accordance with Singapore’s aim of developing a comprehensive rail network as the backbone of the public transport system in Singapore, with an average daily ridership of 2.4 million in 2011.

The re-signalling of the North-South Line and East-West Line – two of the busiest lines – is part of SMRT’s and LTA’s plan to improve the public transport system to meet the growing population and new developments along rail transportation axes. The signalling system enhancement will allow for shorter headways, which with the addition of new trains, will ease the congestion along the two lines, especially during peak periods.

THE SOLUTION: SELTRAC® CBTC

In February 2012, Thales was selected by SMRT Corporation Ltd. and LTA to re-signal the North-South and East-West Lines, plus signal the Tuas West extension of the East-West Line. The combined lines total 107 km of Singapore’s metro lines and serve 58 stations.

Thales will install the company’s world-leading SelTrac CBTC technology for driverless, Communications-Based Train Control (CBTC) operations, with the North-South Line to enter revenue service in 2016 and the East-West Line to enter revenue service in 2018.

Thales’s highly reliable, advanced radio-based CBTC is ideally suited for this resignalling implementation, allowing the new signalling and train control system to be implemented without interruptions to the existing revenue service.

Thales’s NetTrac MT system management centre supervises the operation of the entire rail fleet. NetTrac MT is designed to provide automatic control of all train operations with its sophisticated schedule operations under normal conditions without operator intervention, and provides extensive failure scenario recovery capabilities, complex alarm handling, and interfacing to external systems for consolidated operations management.