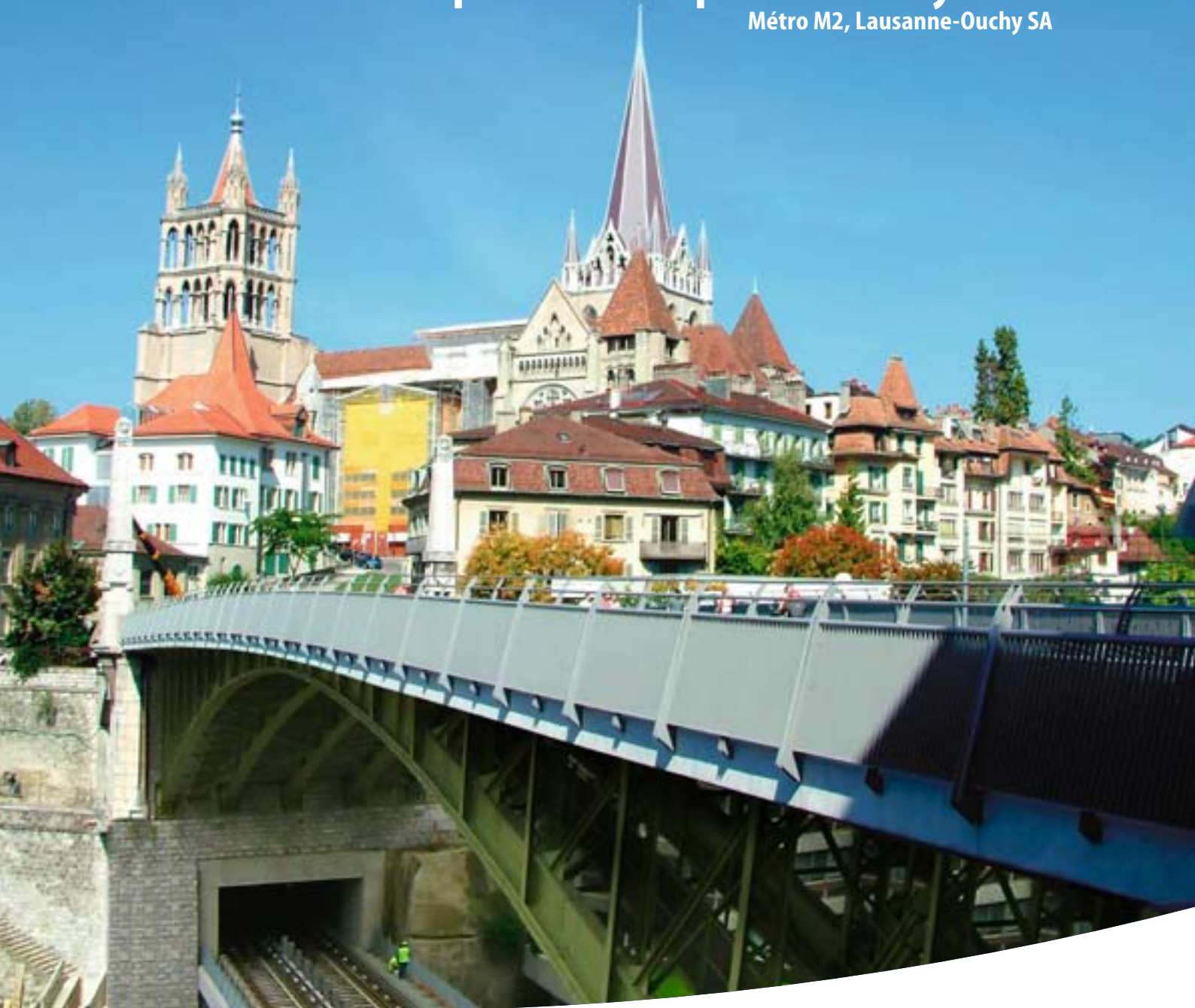


# Unique urban rapid transit system

Méto M2, Lausanne-Ouchy SA



The Quality Connection

**LEONI**



# Faster and more directly through Lausanne

Little noticed outside the Lake Geneva area, the city and region of Lausanne is currently building an unusual passenger transport system that is as yet unfamiliar in Switzerland. Lausanne will in 2008 commission world's smallest, automatic metro.

## Lausanne – Epalinges route

This new metro will make it possible to travel a six-kilometre route with 375 metres difference in altitude in a short space of time. The driverless, on tire driving course and automatic operation of the transport units is a novelty for Switzerland.

The output of the electric motors is sufficient to achieve the top speed of 60 km/h even on the steepest 12% gradients along the 500m distances between stops. The Lausanne Metro will thus have the largest difference in altitude of any such transit system in the world.

It has a maximum capacity for 220 passengers. The travel time between the two ends of the line will be approx. 20 minutes. The line is projected to carry up to 25 million passengers a year.

## Safety

In cases of emergency, the system provides that all trains proceed to the next station. There are no emergency stops because the longest distance between any two stations is just 700m. The cables used also contribute to the high level of safety, and have to meet very high requirements. These include the strict safety regulations covering electrical plant.

## Comprehensive scope of work

The Power Utilities business unit will provide the underground power supply with the Tri-Delta® XDME-MONO medium-high voltage cable as well as with high-voltage installation cable with various properties under fire and that are longitudinally waterproof as well as having non-metallic rodent protection. This ensures power supply and a safe operation of escalators, lighting, etc. The Power Utilities business unit worked with an ideally equipped laying vehicle that has hydraulic reel drive and a reel braking system, which was used to full effect under the extreme topographic conditions. With its comprehensive BETAsolution® service package, the Power Utilities business unit provided support for the planning and cable costing, and it also provided fitting as well as auxiliary material.



«LEONI Studer AG was flexible right up to the final minute»

### **What are the benefits to the Lausanne region of the new Métro M2?**

The planned M2 line is among the kinds of projects intended to promote public transport in conurbations. Building the metro will also bolster business activity in the city centre of Lausanne. A new multi-storey car park will be built above Lausanne from which people can reach the metro station directly via a lift and can quickly be in the city centre. A large proportion of the City of Lausanne's traffic problem will thus be resolved.

### **Why did you choose LEONI Studer AG as your supplier?**

Fast response was the main reason. The Company was very flexible right up to the final minute. Another reason was the delivery reliability, which has high priority in such a large project. LEONI Studer AG was able to adapt to the constant changes in the requirement specification, while other suppliers had difficulties. We also appreciated the good advice on matters beyond cable. Along with the service provided, the longevity and other important qualitative properties of the cable were decisive.

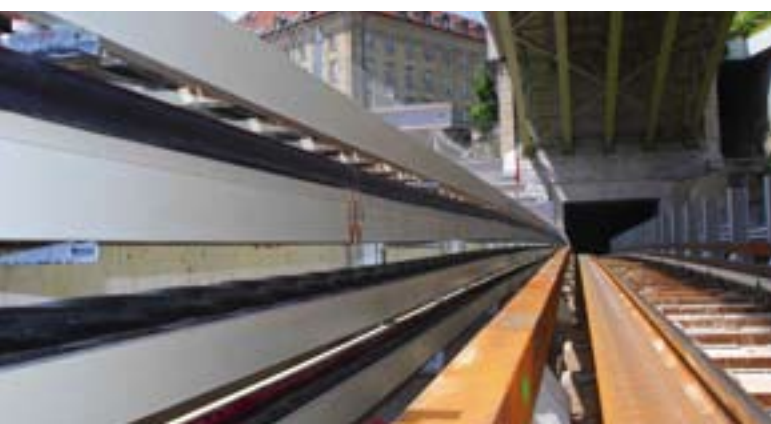


Philippe Goy, in charge of electromechanical systems  
Project M2, Métro Lausanne-Ouchy SA

### **Why did you opt for the Tri-Delta® XDME-MONO product?**

Because this medium-high voltage cable has the following qualities pertinent to Métro M2: a flame retardant outer jacket suitable for exposed laying, highly fire retardant, low smoke emission, longitudinally and laterally waterproof and very high resistance to abrasion. The jacket skin ensures, along with protection against rodents, maintenance of the high insulation resistance between the pipe shield and earth, also in the case of wet pipe installations. This mature design with its aluminium pipe shield promises a long cable lifecycle.

Images provided by Métro M2 Lausanne



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