



Press Office
Press release

10 September 2018

Line 10 South of the Barcelona metro goes into service, extending the automated sections of the network to 33 km.

The line initially has five stations, two of which are newly built and three that it shares with L9 South, which opened in 2016.

The Barcelona metro, which is the second largest in Spain in terms of size and demand, has taken another step forward in its expansion throughout the metropolitan area, as well as adopting cutting edge technology to improve the quality and sustainability of urban rail transport. Line 10 South became a reality on 8 September, taking the metro, in its automated version, to some of the last residential areas of the city that lacked access to the urban rail network.

Initially, the new metro line will have five stations, two of which are newly built and three that are shared with Line 9 South, operational since 2016. The trains run every 7'20" and take nine minutes to cover the 4.5 kilometres that separate the terminus stations Foc (Barcelona) and Collblanc (L'Hospitalet), of which 2.5 km represent a new section of track and 2 km that are shared with L9 South. There is also a 1.6 km long double-track tunnel that the trains use to change direction, meaning that the entire operation extends over a distance of 6.1 km.





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The opening of L10 South means that 33 km of Barcelona's metro network now operates using GoA4, the most advanced form of automation, representing 27% of the network, a total of 121 km. Thus, the city continues to be firmly positioned at the forefront of the international trend towards implementing automated solutions on newly constructed metro lines and even on old lines that are being renovated.

Previously, other stretches of Line 9/10 project went into service as part of a major project that will provide 48 km of track designed to give a decisive boost to public transport and sustainable mobility in the metropolitan area of Barcelona.

Line10 South, together with other sections opened previously, shares the advantages of driverless trains, notable among which are the high levels of safety provided by the sophisticated control systems and the installation of doors on the platform to create a space between passengers and the trains. In 2009, Barcelona was a pioneer in adopting comprehensive automation (trains and stations) on the L9 North section, since when it has consolidated its leading position in Spain (it continues to have the only automated metro system in the country) and worldwide, as a member of the exclusive club of heavy metro systems with driverless technology.

Note to the Editor. TMB is the leading public transport operator in the metropolitan area of Barcelona, where it manages the urban metro and bus networks, transporting 2 million passengers every working day. For Line 9/10, not only does it take responsibility for the operation but also the administration and all-round maintenance of the rail system on behalf of the owning body, Ifercat, as well as carrying out inspections of the infrastructures awarded to contractors