OTTAWA LIGHT RAIL TRANSIT COMMISSION

OPENING STATEMENT OF THALES CANADA INC.

TCTS

Thales Canada Inc., carrying on business as Thales Canada Transportation Solutions ("TCTS"), is a global provider of Communications Based Train Control technology based in Toronto, Canada.

TCTS's involvement in Stage 1 of Ottawa's Light Rail Transit Project ("OLRT Project") is two-fold:

1) First, TCTS provided its Thales SelTrac™ Communication Based Train Control ("CBTC") solution to the OLRT Project, pursuant to a contract for the supply of Automatic Train Control Systems with OLRT Constructors ("OLRT-C"), an unincorporated joint venture consisting of SNC-Lavalin Constructors (Pacific), Dragados Canada, Inc., and Ellisdon Corporation.

2) Second, TCTS has entered into a 30-year term Maintenance Subcontract with Rideau Transit Maintenance General Partnership (a partnership whose partners are ACS RT Maintenance Partner Inc., Protrans RT Maintenance Partner Inc. and Ellisdon RT Maintenance Partner Inc.). Pursuant to this Maintenance Subcontract Thales Canada has been providing maintenance services to the Ottawa LRT system, including with respect to the Automatic Train Control Systems.

CBTC Technology

As the pioneer of CBTC technology, TCTS improves safety and passenger service frequency while optimizing life-cycle cost. With over 2,800 kilometres of track applications world-wide, the Thales SelTrac™ CBTC solution is in use over 40 cities including the major transit centres such as London, New York, Hong Kong, Shanghai, and Beijing. Some notable examples include the following:

Toronto SRT Line – First CBTC system in service in 1985.

Vancouver SkyTrain – First unmanned, driverless CBTC system in service in 1986. SkyTrain system has been expanded 4 times to its current 52 km of double track and a fully automated, driverless storage yard.

San Francisco MUNI – First LRT with mixed street and tunnel operation to employ ATO in tunnel operation to increase throughput (from 23 trains/hr to a peak capacity of over 60 trains/hr). MUNI also required a secondary tunnel to operate in ATP only mode without ATO.

Las Vegas Monorail – In 2004, first CBTC system to employ wireless radio technology.

Shanghai/Beijing – Between 2008 and 2011, 6 lines plus 3 extensions signalled into service first as a fixed block system based on conventional interlocking principles then as full moving block system using free range radio. This covered 260 kilometres of double track and 270 vehicles.

London DLR – Upgrade of fixed block Automated train technology to CBTC to address safety and operational limitation in 1996. Seamless extensions to network and technology upgrades to expand both the number of connecting lines and the line capacity from 4-car to 6-car trains (most stations needed modification and track re-alignment).

London Jubilee Line – Upgrade of old technology in varying states of design from modern Solid State Interlockings to relay based systems over 60 years old to a CBTC solution capable of delivering the needed capacity improvements.

The Thales SelTrac™ CBTC technology has a proven industry track record for safety, quality, reliability and multiple functionalities. Every year, over 3 billion passengers are carried thanks to Thales technology. Thales has experience interfacing with more than fourteen different train manufacturers.

As part of its role in Stage 1 of the OLRT project and under the leadership of OLRT-C, TCTS participated in the design and integration of its SelTrac™ CBTC system with the Light Rail Vehicles used for the project.

Maintenance

On the maintenance aspect, TCTS has provided maintenance training and manuals to the employees of the maintenance sub-contractor (known as “train the trainer programs”). TCTS will continue to provide maintenance support for the project until the end of the thirty-year term. Thales’ training programmes are recognised all over the world for their efficiency and the quality of the training materials provided.

Participation in the Inquiry

TCTS believes that it can assist the Commissioner in fulfilling his mandate through TCTS’s familiarity with the OLRT project and its experience, more generally, with procurement and project development.

TCTS is available to provide assistance to the Commissioner on the issues identified in the Commission's Order-in-Council and to assist the Commissioner in his understanding of the procurement, design, implementation and maintenance of projects such as the OLRT.

TCTS has fully cooperated with the work of the OLRT Inquiry. Thales has provided the Commission with more than fifteen thousand documents that fall within the scope of the Commission’s terms of reference.

As a global leader in public transportation technology, TCTS welcomes the opportunity to contribute to the Commission's work and recommendations for future projects.

All of which is respectfully submitted,

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