

PRESS KIT 2021

URBAN CABLE TRANSPORTATION

A SUSTAINABLE
MOBILITY SOLUTION



OPERATING ALL OVER THE WORLD, POMA innovates to make daily life easier and more sustainable

From Ecuador, France and Colombia, to Mongolia, Korea and the Dominican Republic, cities throughout the world call upon POMA to incorporate cable transport solutions into their public transport networks. An increasing number of cities are becoming convinced of the benefits of sustainable, eco-friendly and economical transport which can overcome urban congestion problems while adapting to the needs, constraints and population density of each city. After the opening of a new line in Algiers and Guayaquil (Ecuador) in 2020, 5 urban lines are currently under development in the Dominican Republic, Colombia, Reunion and mainland France. Two new projects have also been announced, in Mongolia and Grenoble, the POMA Group's historical home. A total of 70 km of new linking cable lines will now be installed between 2021 and 2024.



URBAN MOBILITY, the Challenge Facing Cities for a Successful Energy Transition

The transport sector represents 33% of energy consumption in France, and is the main source of CO2 emission, accounting for 39% of total greenhouse gas emissions (source: ADEME). At a time of energy transition, this represents a very high energy burden!

But while cities look to limit their environmental footprint and improve quality of life, their populations are becoming denser and more widespread: it's estimated that 70% of the world's population will be living in urban areas by 2050. Urban road networks cannot absorb this level of pressure, so the average speed of traditional transport methods in cities (cars, buses taxis) is decreasing year by year.

Cable transport offers an efficient solution to the congestion and gridlock problems of major urban centres, providing a sustainable and appropriate answer to the issue of eco-responsibility. It was also identified by the Grenelle I discussions as an efficient alternative for combating greenhouse gases.

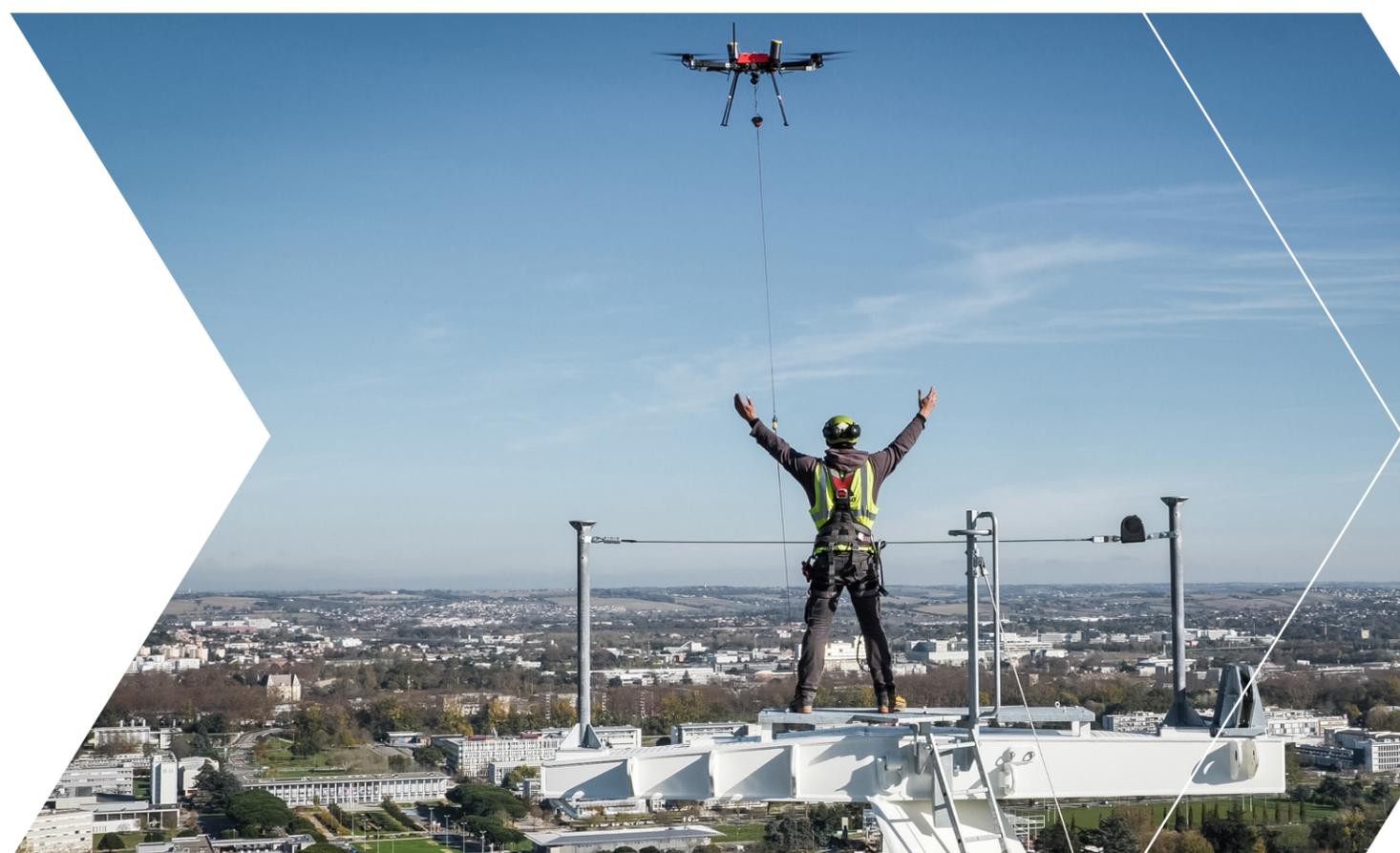
100% electric and silent, this low-carbon method of transport fits perfectly within the energy transition narrative. Each cabin is powered by a single electric motor that's less noisy than motorised transport and creates no air pollution.

Additional green energy sources - such as solar panels on the cabins and station roofs - can be easily integrated to reduce the system's energy consumption even further. The minimal space required for the stations and pylons also helps limit its impact on the public space, allowing it to blend in seamlessly with the urban environment.

Cable transport also solves the famous last mile problem. As a means of connection, it closes the gaps between sites separated by long distances (hospitals, factories, industrial zones, car parks, etc.).

By strengthening the mobility network and creating an intermodal link, cable transport also allows us to both increase the accessibility of sites and improve current transport infrastructure.

Last but not least, it is remarkably quick to install, with most urban cable projects taking between 18 and 24 months to complete. Cable lines can also be dismantled and moved, making for a flexible and reversible solution.



SOUTH AMERICA, Champion of the Urban Gondola

Gondola cabins have been dotting the skies of South America for nearly 20 years, slotting in seamlessly with the urban landscape and the daily lives of residents.



▶ COLOMBIA'S FUTURE IS ON THE UP

Medellín is a pioneer in this area, paving the way for a new urban mobility model when it incorporated its gondola into its public transport network in 2004: a world first! MetroCable has set the benchmark for the world. With 5 lines in service capable of transporting 220,000 passengers per day over 14 kilometres of cable lines, MetroCable has now added a 6th line - Line "P", the world's first 12-seater urban gondola. Inaugurated on 10 June 2021, today it transports 4,000 people per hour to the city centre thanks to its connection with the metro via a multimodal station that allows it to use the long-established Line K.

The cabins and stations were made in France, at POMA group industrial facilities. The pylons were made in Colombia and installed in Medellín in close cooperation with POMA Colombia, the local subsidiary created by POMA that provides trustworthy support to MetroMedellín in operating and maintaining the system.

Following in the wake of Colombia's economic capital, Pereira is breaking new ground itself in 2021. The city is introducing the same DirectDrive® technology high energy efficiency motor for its cable-driven urban transport system, Colombia's largest. It's an answer to the city's mobility and accessibility needs (Villa Santana-Pereira: 14 mins vs 45 mins) and to its environmental requirements.

▶ ECUADOR'S UNIQUE INTER-URBAN CONNECTION SOLUTION, FLYING OVER GUAYAQUIL

The largest port on the Pacific coast of Latin America has chosen a low-carbon urban transport line, a 100% horizontal, 4 km-long aerial tramway with 5 stations, completing the city's public transport network and relieving semi-urban traffic. Operational since December 2020, the AEROVIA line cuts the commute between the Guayaquil business district and the residential neighbourhood of Durán from an hour by road to just 17 minutes by gondola. This cable transport line boasts 155 10-seater cabins, carrying up to 2,600 people per hour in each direction, for an estimated daily capacity of 40,000 passengers. Ecuador's first urban gondola, AEROVIA stands out for the way it has become such a seamless part of the daily lives of residents. The 3 city centre stations slot into the urban landscape by providing community services to passengers.



EUROPE Reaches New Heights

Europe is also introducing cable transport solutions into its daily transport network at an increasing rate. And the continent has found other uses for it, such as serving and enhancing tourist spots.



TOULOUSE FROM THE SKY

In Toulouse, work is almost complete on what will be France's longest urban aerial tramway. Stretching over 2.8 km, crossing the Garonne river and sailing over the Pesh David hill, the aerial transport line was the obvious solution to serve three major hubs of the city of Toulouse. The future Téléo urban cable car system will connect the Oncopole to the Paul Sabatier University via the CHU hospital of Rangueil in just 10 minutes, compared with 30 to 40 minutes by car. The sustained frequency of the gondola system will allow people to board one of the 15 34-seater Symphony cabins every 1 minute 20 seconds throughout the day. Its efficiency aside, the transport line ticks all the boxes when it comes to blending in with the urban environment as discretely as possible. With just 5 structures along the line, its footprint is minimal. The desire for reduced noise pollution means none of the cabins will be motorised. As well as providing a service to users, with Téléo POMA is offering a unique experience: travelling at 50 metres above ground, these interconnected, fully-glazed cabins will offer breathtaking views of the pink city and its surroundings. Ready to ride in late 2021!

ON REUNION ISLAND, THE INDIAN OCEAN'S FIRST URBAN GONDOLA IS IN THE STARTING BLOCKS

Requested by almost 90% of the population, the Indian Ocean's first gondola line is preparing for take off. The gondola was chosen as the best way to improve the transport network when it comes to urban mobility, particularly for connecting the north and south ends of Reunion Island, still underdeveloped due to the natural obstacles of the sloping terrain.

The gondola will connect the Chaudron district east of Saint-Denis' city centre to the Bois de Nêfles Sainte-Clotilde district to the North via the Moufia district. And all in 14 mins.

Stretching 2.7 km and comprising 5 stations, this line will be connected to the current Citalis transport network (over 21 million passengers annually). It also takes into account the Reunion Region's future Run Rail project connected to the university campus. The 46 10-seater cabins will provide a capacity of 1,200 passengers per hour in each direction. Featuring DirectDrive® technology, the gondola line provides a silent, efficient, low-carbon method of transport.



KICK START FOR THE NAMUR GONDOLA

Since 8 May 2021, a multimodal tourist gondola has been connecting Namur's historic city centre with its listed Citadel. The two trains of three 6-seater Diamond cabins run along the line at 6 m/s, carrying all members of the public, from pedestrians and strollers, to bikes and people with reduced mobility.

For a long time, the city has wanted to make it easier for Namur residents to access the Citadel, which was complicated by the steeply sloping ground, as well as by the Sambre and Meuse rivers. Now the challenge has been overcome! Linking Maurice Servais Square with the Citadel esplanade, the 650 metre long journey, covering a 103 metre slope, is completed in 3 minutes max.

Thanks to the cabin's large windows, users will also discover an entirely fresh view of the Wallonia capital. Designed to slot into the urban landscape, the gondola proposes a modern architecture that respects the uniqueness of the site. The two discreet stations blend into their environment thanks to the red brick typical of Namur. The ingenious transparent effect of the glazed surfaces and the concealment of the technical parts of the gondola's mechanism have helped ensure it remains perfectly in keeping with the existing building. Particular attention was paid to the installation of the pylons: only one of the four pylons that punctuate the line is visible, with the others blending into the Terra Nova woods.

This is the very first project POMA has completed in Belgium, and its first European tourism concession.

GRENOBLE TURNS TO CABLE AS A SOLUTION TO ITS GREEN AMBITIONS

In Grenoble, European Green Capital 2022, cable transport is helping to translate ambitious goals aimed at organising the city around sustainable mobility projects.

POMA has won the tender to connect the city with three of its surrounding communes. In 2024, a 3.7 kilometre aerial cable link will span two water courses and two dual carriageways to connect the "scientific" peninsula with Fontaine and Saint-Martin-le-Vinoux. A real technical challenge!

66 cabins will carry up to 3,000 passengers per hour, travelling at 19 km/h and completing the journey in 15 minutes. Proving that environmentalism and aesthetics can go hand in hand, the 6 stations will be built entirely of metal and wood, and the feet of the pylons will be covered in greenery, as will the station roofs that are designed to be "balconies" over the city. And since it's linked to tramway lines A, B and E, the cable transport line will be fully integrated into the public transport network.



AND THROUGHOUT the Rest of the World

▶ A SECOND LINE TO IMPROVE URBAN MOBILITY IN THE DOMINICAN REPUBLIC

The New World's oldest city Saint-Domingue is experiencing an urban boom. The city needs to respond to several mobility challenges, including heavy traffic and frequent congestion that are extending people's journey times ever further. One of the solutions implemented by the local council in 2018 was a 5 km long, 100% horizontal urban gondola in the North East of the city connected to metro Line 2. Proof that even without a slope, cable-driven transport is reinventing mobility in the urban environment. After the success of this first urban gondola in the Caribbean, the country has just renewed its faith in POMA for the installation of a second 4.2 km, 4-station gondola line in the North West of the capital. Residents of the Los Alcarrizos neighbourhood will be able to reach the city centre even faster thanks to the 4,500 passenger per hour capacity of this new line expected to be completed in 2022.



▶ A SOLUTION FOR EFFICIENTLY AND SUSTAINABLY OPENING UP THE URBAN LANDSCAPE IN MONGOLIA

The Mongolian capital has been experiencing fast demographic growth. So it has become a matter of urgency to find a transport solution to bring freedom to isolated areas of the city and open up the Ger districts, Ulaanbaatar's impoverished neighbourhoods. These neighbourhoods represent 60% of the residents of the capital and 90% of its administrative area. Providing these neighbourhoods of yurts with access to Ulaanbaatar's city centre is one of the challenges faced by its mayor.

But the challenge has now been met, with the future cable transport line developed by POMA that will be connected with the current transport network. At 6 km in length and comprising 3 stations and 122 cabins, it will connect the Ger Districts in the North of the city to the city centre.

Up to 4,000 passengers per hour in each direction will be able to make use of this connection to the city centre every day, giving secluded neighbourhoods a new lease of life.

A la Carte SUPPORT



Whether it's in Reunion, Guayaquil or Namur, POMA always brings a specific solution to each client, from training, advice, technical management and commercial operation, to upkeep, technical operation and partnership-based maintenance. POMA anticipates its clients' needs, offering support solutions that vary according to the requirement, ranging from start-up support to full assistance with the operation and maintenance of every installation. After carrying out a diagnosis of the human resources and equipment (tools, spare parts, etc.) needed to guarantee the desired operating conditions (gondola opening hours, yearly usage times, permission and duration of stoppages, expected availability rate), the POMA teams are able to offer tailored support solutions.

The Group is then able to help its clients with operation and maintenance, whether that involves transferring acquired skills or the delegation of tasks to the dedicated POMA teams. These a la carte operation and maintenance contracts help guarantee the maximum availability of any type of urban installation, 20 hours per day all year round. Each proposal also takes into account the machine's operating conditions - as well as the "cable culture" of each country where the machine is installed - which ranges from start-up assistance to the full operation of the structure at a flat rate. POMA guarantees the durability of every installation, supporting future operators through on-site and online training via a 3D simulator.

POMA Works ALONGSIDE ITS CLIENTS

Some projects require more than POMA's expertise in design, installation and machine maintenance. Attuned to the needs of its clients, POMA offers personalised solutions in line with their expectations and the realities of the market. This end-to-end support can extend to putting local councils in touch with banks, institutional partners, lenders, investors and insurers. It's about finding the best possible synergies each and every time, like the relationship we have with the French Development Agency (AFD), who have supported our clients through urban projects in Medellín, Santo-Domingo and Guayaquil. Drawing on its expertise in interface management, POMA also develops clusters whose form, size and timeframe are unique to each project.



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