



# Testing in the Tunnels



## Testing trains in the Metro Tunnel

Test trains are now running deep beneath Melbourne's CBD in the Metro Tunnel – a moment years in the making and the project's biggest milestone yet.

Fundamentals – such as lining the trains up with the platforms – will first be tested before the team gradually increases the complexity, from one train at low speed using minimal power through to multiple trains at greater speeds.

Everything from lifts, escalators, security systems, communications, lighting, plumbing, power and the Victorian-first platform screen doors will all be progressively tested to ensure all systems are working together with Melbourne's new fleet of bigger, better trains.

This phase of the project will include testing how the Metro Tunnel's new High Capacity Signalling system integrates with the new tunnels and stations.

This testing stage will continue into 2024 before the project team runs simulated timetabled services in a dress rehearsal to ensure everything is ready for a safe, reliable and efficient opening to passengers in 2025, a year ahead of schedule.

The Metro Tunnel is the biggest upgrade of Melbourne's train network since the City Loop opened in 1981.

It will enable more services and reduce travel times to key destinations by running the busy Sunbury, Cranbourne and Pakenham lines through a new tunnel under the city.

It will include next-generation High Capacity Signalling technology - the first step towards a reliable 'turn-up-and-go' network similar to other world-class cities such as London and Singapore.

Sign up for Metro Tunnel project updates

[metrotunnel.vic.gov.au](https://metrotunnel.vic.gov.au)



## Why do you need to do so much testing?

New rail infrastructure on this scale requires a massive effort to make sure all the tunnels' various systems are working together and integrated with the wider network.

We're installing a 21st century signalling system alongside a 20th century system, an incredibly complex process – and both systems need to communicate with each other.

## Technology

High Capacity Signalling is just one of the high-tech systems that will be used on the Metro Tunnel.

Platform screen doors have been installed at each of the Metro Tunnel's five new underground stations – a Victorian first.

The platform screen doors will be linked to the High Capacity Signalling system, opening and closing automatically when trains arrive at and depart stations. The doors improve passenger safety and boarding times, help manage station temperature and improve tunnel ventilation.

## Better travel



Cutting travel times to key destinations such as Parkville and St Kilda Road



Connecting Parkville's health and education district and the St Kilda Road residential and employment hub to the rail network for the first time



Creating capacity for an extra half a million passengers across the network every week




Making it quicker and easier for people in the suburbs to get in and out of the city



Easing congestion on the busy St Kilda Road/Swanston Street tram corridor

### More information

 [metrotunnel.vic.gov.au](http://metrotunnel.vic.gov.au)

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It should be noted that this information is current at the time of printing, however due to unforeseen circumstances, changes may occur. Please visit [railprojects.vic.gov.au](http://railprojects.vic.gov.au) for the latest updates.