Beat: Travel

TGV INOUI MARKS A NEW STAGE IN TERMS OF COMFORT AND INNOVATION

UNVEILED AT THE GARE DE LYON IN PARIS

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USPA NEWS - Right from its launch in 2016, the TGV M Project benefited from the Know-How of the Best Experts from Alstom and SNCF Voyageurs, brought together on the Same Platform. Working together in a Shared Workspace, the Teams took up the Challenge of Designing a New-Generation Train that is Greener, Smarter and has Greater Passenger Capacity.

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On Tuesday March 11, 2025, the Interior Design of the New Generation of TGVs was unveiled at the Gare de Lyon. The Arrival of the Future TGV INOUI marks a New Stage in Terms of Comfort and Innovation, for an Unprecedented Travel Experience.

This TGV features Unprecedented Modularity. The Number of Carriages on this Train can be adjusted in less than a Day to suit Requirements. Each Room is fitted with Fixtures to accommodate First and Second Class Layouts. Spaces (Luggage, Bicycles, etc.) can also be adjusted according to Season or Market.

Still present in Car 4, the Bar car has been Completely Reinvented. The Bistro Car now occupies Two Floors, linked by a Staircase, thanks to Technical Optimizations that have freed up Space beneath the Dining Room of the Historic TGVs. It comprises a Lower Space dedicated to Purchasing, and an Upper Space designed as a Convivial Bistro Room.

The Enhanced Comfort of Second Class. Generous in Functionality, the Seats adapt to Everyone's Needs: a Height-Adjustable Headrest, Individual Sockets, a Mini-Tablet, a Phone Holder, with a "Pocket Emptying" Function, a Reading Light.

An Enveloping First Class. With a Seat 5 cm wider for Greater Ease of Movement, and a Wider Recline, the Première Classe has been redesigned to combine Comfort and Practicality.

Redesigned Toilets. The Toilets have been Completely Redesigned and Optimized to meet the Ecological and Accessibility Standards of the PMR Car: Aeraulics, Piping, Stainless Steel for Easy Cleaning, Water Supply, Power Supply...

The Future TGV INOUI offers 3 Spaces for a Total of 8 Bikes. Numerous Discussions were held with Specialist Associations to determine the Technique to be used to secure the Bikes.

A Car that guarantees Autonomy for Wheelchair Users. The Result of a Collaborative Effort since 2017, Associations such as APF France Handicap have fully contributed to this Project by contributing their Field Expertise and defending Universal Accessibility. For the First Time, TGV INOUI will enable Passengers in Wheelchairs to board the Train Independently, thanks to the Integration of a Lifting Platform and a Gap between the Platform and the Doorway.

The TGV M offers the Possibility of Flexible Configurations with 7, 8 or 9 Carriages, allowing First-Class Space to be transformed into Second-Class, and the Interior to be reconfigured as required. The Result is a 20% Increase in On-Board Space and Improved Accessibility.

Sober, Ergonomic and Connected. The TGV M also stands out for its Energy Efficiency and Exceptionally Low Carbon Footprint, positioning it at the Top of the Market.
What's more, it offers Scalable Connected Services, including On-Board Wi-Fi, Comprehensive Real-Time Information for Passengers, and Data Transmission on the Train's Various Components to optimize Preventive Maintenance. Its Compact, Streamlined Architecture also helps reduce Manufacturing and Maintenance Costs.

Milestones in the TGV M Project:

* 2018 - 100 Trainsets ordered for France and 15 for European Routes
* 2022 - Presentation of the First Trainset at Alstom's La Rochelle Site and First Tests
* 2023 - Tests on the National Rail Network
* 2025 - Introduction of the First TGV M High-Speed Trains on the Paris-Lyon-Marseille Line, with Phased Deployment over 10 Years across the Entire High-Speed Network.

About the New Design:

"This is the Result The result of Collaboration between Designers from the French agency AREP and Nendo, a Japanese Agency, the Design of this TGV expresses Fluidity.
The Concept of the Project, “Flow”, is based on a Very Simple Idea: the Train looks like No Other Means of Transport. It makes its Way through the Landscape, rather like the Flow of a River."

"The Designers played with the Idea of Depth Inside, with a Strong Horizon Line running through all the Elements and giving the Impression of the Surface of Water. The Flow is inspired by the Soft Shapes of Pebbles and Objects polished by Water, which can be seen in the Details of the Seats and the Lamp, as well as the Use of Darker Materials in the Lower Section and Lighter Ones above."

"The Work on the Fittings is Part of a More Global Approach to the Passenger Experience on board the Train, and all the Interior Ambiences and Details, as well as the Train’s Exterior Livery, have been rethought with One Central Theme: Comfort."

"Design is not just a Question of Form, but also of On-Board Lifestyle. The Idea was to take a Fresh Look, to introduce a Lasting Break with the Railway World and to reenchant a Technical and Industrial Environment, in order to create a Softer, more Personal Bubble of Comfort in a Shared Space."

Source:
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Conceived by Designers from the French Agency AREP and the Japanese Studio Nendo.
In the Presence of:
* Christophe FANICHET
President, General Manager - SNCF Voyageurs
* Henri POUPART-LAFARGE
General Manager - ALSTOM
Philippe TABAROT French Minister in charge of Transportation

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