

PRESS RELEASE

Stadler presents future-orientated innovations on Innotrans 2012

- **Presentation: five new and innovative vehicles**

Berlin, 23.07.2012. Stadler Rail Group presents itself with future-oriented vehicle innovations for the passenger and goods traffic during the Innotrans, the largest trade fair for transport technology from 18th to 21st September 2012 in Berlin. The company presents itself to the industry experts and trade visitors in hall 2.2, true to the motto “eco on board”. The focus will not only be put on technical innovations and customized rail vehicle concepts but also on environmental performance of the vehicles with regards to their maintenance, consumption and production.

Furthermore, three railcars, one tram and one hybrid locomotive can be seen on the outside display. The modern vehicles cover the complete range from the local passenger traffic and long-distance traffic to the goods traffic and they clearly show the innovative strength, flexibility and competence of the company in the rail vehicle industry. Stadler vehicles combine high economic efficiency, timeless design and the careful use of resources. Therewith, Stadler meets its corporate demands for highest quality as well as national and international customer service.

track G8/pos.2

Regional train KISS ODEG for the rail network in Berlin / Brandenburg

Ordered by BeNEX and Netinera, Stadler produces a total of 16 double-decker railcars of the type KISS for the operation on the lines on the rail network in Berlin/Brandenburg. Due to its top speed of 160 km/h and its modular design, the KISS is designed for the regional traffic. The trains with four cars provide a total of 428 seats, air-conditioned passenger compartments as well as LED lighting and video surveillance. The needs of people with reduced mobility are also met with spacious entrance areas, an entrance height which is optimized for a platform height of 550 mm, gap bridging on all doors and a modern toilet system. There are also capacious multi-purpose areas for the transport of bicycles.

The traction equipment areas of the KISS are located over the traction bogies. The KISS vehicles are characterized by low energy consumption. The electric double-decker railcars not only fulfil the crashworthiness requirements according to EN 15227 but also the requirements of the TSI PRM and TSI Noise as well as fire protection class 3 according to DIN 5510-1 and category 2 according to CEN/TS 42545-1. Prior to the official handover to the Ostdeutsche Eisenbahn GmbH ODEG for the new timetable, the train is currently being tested and commissioned.

Track 4/pos.1

Tram DT8.12 for the Stuttgarter Straßenbahnen AG

Stadler Pankow GmbH will deliver 20 trams DT8.12 of the vehicle family “Tango” for the urban area of Stuttgart. Thanks to the modular concept, the vehicle is designed on a proven bogie technology as thus, it can be adapted to the infrastructure within the city. The trams which consist of 2 modules have a length of 39.1 m. Due to the comfortable vehicle width it was possible to design the passenger compartments bright and spacious. The friendly interior of the vehicles provides 106 seats and room for 146 standing persons as well as air-conditioning of the passenger compartment and driver cabs. The bi-directional vehicle is equipped with four entrance doors on each side to allow a quick flow of passengers. The 100% high-floor trams have a gauge of 1,435 mm and can drive up to 80 km/h.

Track 6/pos.1

Electric intercity FLIRT for LEO Express a.s., Czech Republic

Starting in December 2012, five intercity low-floor trains will be operating on the long-distance section between Prague and Ostrava. There will be 16 connections per day. The Czech private railway LEO Express a.s. already accepted 2 train sets, the remaining trains will be handed over until the end of the year. These vehicles are modern electric low-floor railcars with a length of 90 m. Compared to conventional trains, the vehicle weight has been reduced by half as a result of the intelligent use of material. The reduced weight results in a lower energy consumption as well as significantly reduced operational costs. Thanks to the unique combination of high speed, short travelling time and high-quality services, the “LEO Express” is the most modern railcar in

the Czech Republic and it will provide a new level of passenger comfort. The passengers will be able to choose between premium, business or economy class. Spacious luggage racks and frames allow the transport of larger luggage. The railcar also provides special compartments for people with reduced mobility and a wheelchair-accessible toilet. The passenger catering can be placed and supplied with power in a special lockable compartment.

Track 6/pos.3

Double-decker railcar KISS BLS for the suburban railway Bern, Switzerland

With the timetable change in December 2012, BLS, the second largest railway company in Switzerland, will start the gradual operation of a total of 28 double-decker railcars type KISS on the suburban railway Bern.

The new trains take account of the increasing demand and they provide with 335 seats, room for 566 standing persons and a maximum capacity of 901 persons per composition more comfort and space to the passengers. Therewith, the capacity of the seats on the lines on which it will be operating will be increased by 30%. Due to the multi-purpose areas, the KISS railcars have also sufficient space for prams and bicycles. The railcars are characterized by low-floor entrances with sliding steps, air-conditioning, floor and side wall heating, modern visual and acoustic passenger information, video surveillance, closed toilet system which is accessible for wheelchairs, wheelchair areas in both classes as well as waste bins near the seats.

Track6/pos.2

Efficient, environmental-friendly goods traffic: hybrid locomotive for the Swiss Federal Railways Cargo (SBB)

Stadler already started in spring with the delivery of a total of 30 ordered hybrid locomotives BUTLER Eem 923 to SBB Cargo. With this design, Stadler makes a contribution to the modern and environmental-friendly wagonload traffic. This hybrid vehicle is an electric compact locomotive that also allows an independency of the overhead line for the "last mile" with the help of the auxiliary diesel engine.

Thanks to the high performance of 1500 kW, this locomotive is suitable for both shunting and main line service. The train drivers can quickly switch between electric and diesel auxiliary drive. Therewith, SBB Cargo gains a lot of flexibility during production. At the same time, the operational and maintenance costs compared to the old shunting fleet are reduced. The hybrid locomotive Eem 923 will probably operate 90% electrically. This corresponds to a cumulative annual CO₂ reduction of more than 4000t per year. Moreover, the Eem 923 integrates itself smoothly into the modernized vehicle fleet of SSB Cargo and thus, it combines efficiency and sustainability with economic efficiency.

Stadler Rail Group

The Stadler Rail Group, system supplier of customer specific solutions for rail vehicles has its sites in Switzerland (Altenrhein, Bussnang, Winterthur and Biel), in Germany (Berlin-Pankow, Berlin-Hohenschönhausen, Berlin-Reinickendorf and Velten), in Poland, Hungary, Czech Republic, Italy, Austria as well as in Algiers and the USA. There are 4500 employees across the Group of which 2800 are working in the sites in Switzerland.

The most known vehicle families of the Stadler Rail Group are the GTW articulated railcars (553 sold vehicles), the Regio Shuttle RS1 (497 sold vehicles), the FLIRT (750 sold vehicles) and the double-decker railcar KISS (133 sold vehicles) as a part of the railway vehicles and the Variobahn (290 sold vehicles) and the newly developed Tango (101 sold vehicles) as a part of the streetcars. Furthermore, Stadler Rail also produces metre gauge vehicles, passenger coaches and locomotives and is the global Number One in the rack railway vehicle market.

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