SIEMENS

Background information

Munich, February 23, 2016

Siemens plant at Simmering in Vienna

The Siemens plant at Simmering in Vienna extends over an area of 140,000 m² and is one of the world's largest manufacturing sites for metros, passenger cars, trams and fully automated people movers. Siemens has expertise spanning the entire value chain, from research, development, engineering, logistics, bodyshell construction, surface finishing, assembly, electrical and final assembly (electrical and mechanical assembly) right through to commissioning. We have capacities for up to 450 vehicles/year.

The bodyshell manufacturing process is supported by robot welding technology. A particularly impressive innovation is the surface finishing process, which uses robot high-rotation technology.

- Responsibility for Siemens' worldwide business in the areas of metros, trams, passenger coaches, fully automated people movers (VAL) and e-buses is concentrated in Vienna.

- One of Siemens' biggest manufacturing sites worldwide - global UT lead factory. Area: 140,000 m², of which 84,000 m² production space, manufacturing up to 450 vehicles/year. Vienna is the only plant in the Mobility Division with materials expertise in aluminum, steel and stainless steel.

- Europe's most modern robot-controlled surface finishing facility: Siemens is the first manufacturer in Europe to use robot systems for the surface finishing of complete vehicles.

- In the 14,000 m² final assembly hall, vehicles are produced using stationary assembly, paced assembly and flow manufacturing methods.

- Expertise spanning the entire value chain, from research, development, engineering, project management, sales, logistics bodyshell construction, surface finishing, assembly, electrical assembly and final assembly right through to commissioning.

- Certifications
  - ISO 9001
  - ISO 14001
  - DIN EN 15085
  - EN 3834
  - DIN 6701

Important orders

- **Oslo Metro**: In February 2014, the last of 345 cars (115 three-car vehicles) was delivered. The first order for 33 vehicles in 2003 was followed by further orders for 30 vehicles in 2005, 20 in 2008 and 32 in 2010 (order value in 2010: 180 million euros).
- **Avenio Den Haag**: Order received in November 2011 for 40 Avenio trams worth 100 million euros. The first tram left the Simmering plant in March 2014, and the option for 20 further trams was also exercised in March with an order value of 55 million euros.
- **Munich Metro**: Order received in November 2010 for 126 C2 metro carriages (21 vehicles) worth 185 million euros. The first unit was presented in Munich in February 2014.
- **Avenio Munich**: Order received in September 2012 for 8 Avenio trams. The first tram was delivered in November 2013, and the final train was delivered in December 2014.
- **Riyadh Metro**: Order received in October 2013 for 74 Inspiro metro vehicles worth 1.5 billion euros. Siemens is supplying a turnkey rail system for two driverless metro lines. These trains with their all-aluminum car bodies are designed to run on standard-gauge tracks at a top speed of 90 km/h.
- **Warsaw Metro**: Order received in February 2011 for 35 six-coach Inspiro metro trains worth 272 million euros. The first two trains entered passenger service in Warsaw in October 2013.

- **VAL for Uijeongbu, South Korea**
  15 two-car VAL 208 vehicles with rubber tires, a fully automatic metro system for Uijeongbu, South Korea. The customer was Uijeongbu Light Rail Transit (LRT) Co., Ltd. Commissioning took place in July 2012.
- **Viaggio Classic – luxury multiple-unit sleeping car for Russian Railways (RZD)**
  Order received in July 2009 to supply 200 sleeping cars worth more than 300 million euros. Thanks to their special technical configuration, these cars are ideally suited for services across national borders and throughout Central and Western Europe. Another major advantage is that they can be operated at speeds of up to 200 km/h in Western Europe and 160 km/h in Russia. The ceremonial handover of the 200th vehicle took place in Vienna in December 2014.
- **Viaggio Comfort – CD railjet**
  The railjets for ČD comprise seven cars. All railjets are equipped with on-board restaurants. Each car of the railjet is equipped with a passenger information system. Screens show passengers the current speed of travel, the route progress via digital maps, the current location, and the remaining distance to the destination.
- **Viaggio Comfort – ÖBB railjet**
  August 2014: Order received from the Austrian Federal Railway (ÖBB) for a further 9 railjet trains worth around 145 million euros. ÖBB already operates 51 railjets across Germany, Austria, Switzerland, and Hungary.
- **Avenio QEC**
  Order received in May 2012 to supply 19 three-car, 100% low-floor Avenio vehicles for the Education City university complex in Doha.
- **Intermediate cars for RRX**
  Order received in 2015 to supply 82 Desiro HC electric railcars for the Rhine-Ruhr metropolitan region. The order, worth more than 1.7 billion euros in total, is Siemens' biggest regional rail transportation order in Germany to date.
- **Avenio M Ulm**
  Order received in May 2015 to supply 12 low-floor Avenio M trams in Ulm, Germany. It is envisaged that the new trams will run on the future Line 2.
- **Avenio Munich**

SWM (the Munich Municipal Authority) and its subsidiary company MVG have ordered 22 Avenio trams from Siemens worth 70 million euros. They will supplement the eight trams of the same type which have already been in use for passenger services since 2014.

- **Nuremberg Metro**
  Order to supply 21 G1 metro trains for Nuremberg's regional train operator VAN. The new four-car trains are earmarked for service on Nuremberg's U1 line. Delivery is scheduled for mid-2018 onward.

History

The plant's development and manufacturing tradition dates back more than 180 years to the time of the "k&k-Waggonfabrik".

1831 Heinrich Daniel Schmid, Johann Baptist Schwilgué and Heinrich Rollé begin producing decimal platform wagons by appointment to the imperial court at their factory in Vienna's Leopoldstadt district
1846 First goods wagon
1852 The "k.k. landesbefugte Maschinenfabrik von H.D. Schmid, Nachfolger Rollé und Schwilgué" relocates to the new factory in Simmering, Vienna
First passenger car
1934 Simmeringer Maschinen- und Waggonbaufabrik AG, takeover of the "Grazer Waggon und Maschinenfabriks-Aktiengesellschaft vormals Weitzer"
1941 Integration of Paukerwerk, establishment of "Simmering-Graz-Pauker AG"
1946 Republic of Austria assumes ownership
1958 Acquisition of the Floridsdorf locomotive factory ("Lofak")
1989 Separation of SGP AG into SGP VA Energie- und Umwelttechnik and SGP Verkehrstechnik (leading company of AI)
1992 Siemens acquires a 26 percent share, achieving 100 percent ownership by 2001
1994 The new final assembly hall, one of the world's most modern production facilities for rail vehicles, goes into service
2001 All rolling stock activities in Austria are consolidated in Siemens SGP Verkehrstechnik
2004 The company changes its name to Siemens Transportation Systems (STS A)
2006 The Simmering site in Vienna celebrates its 175th birthday

2009 Integration into Siemens AG Austria

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