



Railtalk Magazine *Xtra*

Issue 227x
August 2025
ISSN 1756 - 5030

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Submissions & Contributions

Railtalk Magazine Xtra, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.



Welcome to Issue 227Xtra

In the news this month, probably a common theme throughout the world, the rundown of freight on rail.

Czech freight company CD Cargo are probably one of many that are currently looking at working practices, manpower and rolling stock all with a view to cutting costs. They have said that.....

On Monday, July 21st 2025, a meeting of the top management of ČD Cargo with representatives of the trade union central offices took place. The main topic was the continuation of the company's restructuring. The transport volumes of all carriers on the network of Railway Administration declined by another 5.3% in the first half of this year.

ČD Cargo was no exception: we have recorded a decrease in performance by 3.2% during the same period. It means that after the fall of transport volumes in 2023 and 2024, the decline has been persisting also in 2025.

The decline in transport volumes is caused above all by structural changes in the economy which are bringing permanent diversion from the fossil fuels in the energy and heating industries, lower production of steel in Europe (as an example we can mention termination of crude steel production in Liberty Ostrava) or also outages of energy-intensive chemical production.

These factors have been followed by an uncertain situation in the automotive industry, a return of timber harvesting to the period before the bark-beetle calamity, and at the same time, the need to halt the single wagon load losses. "To retain our competitive advantage and stabilize ČD Cargo also for the future, we must pursue the next stages of the ongoing restructuring. This is, unfortunately, connected with downsizing of all our capacities. We reduce numbers of freight wagons, locomotives, and we cannot avoid further dismissing of our employees," says Tomáš Tóth, the chairman of the ČD Cargo Board of Directors

The ongoing fall in transport volumes on the Czech and European railways in 2025 and further decline predicated for 2026 induce the necessity to adopt other restructuring measures. "Regrettably, based on the market signals and discussions with our business partners, we need to recon with further decrease in volumes of the traditional commodities.

This will require another reduction in the incurred overcapacities. Now, we already know, that the total transport volume in 2026 will not be higher than 45 million of tonnes. We are intensively preparing next steps in the area of reduction in the rolling stock, and other important negotiations with our trade union partners are planned for the next weeks where we will be discussing the total reduction in the number of employees of our company by approximately 700 by the end of this year. In the longer term, we need to be prepared for the fact, that if we are not able to get new commodities on the rail, the ČD Cargo volumes will stabilize at some 40 million tonnes of transported goods annually," concludes Tomáš Tóth.

Of the 700 employees mentioned above, discussions have been initiated at today's meeting with the trade union partners regarding the departure of 287 operational employees due to their current redundancy. This will be followed by discussions on reductions at the level of technical and economic staff, including a reduction in the number of operational staff to the level of performances planned for the beginning of 2026.

Until next month...

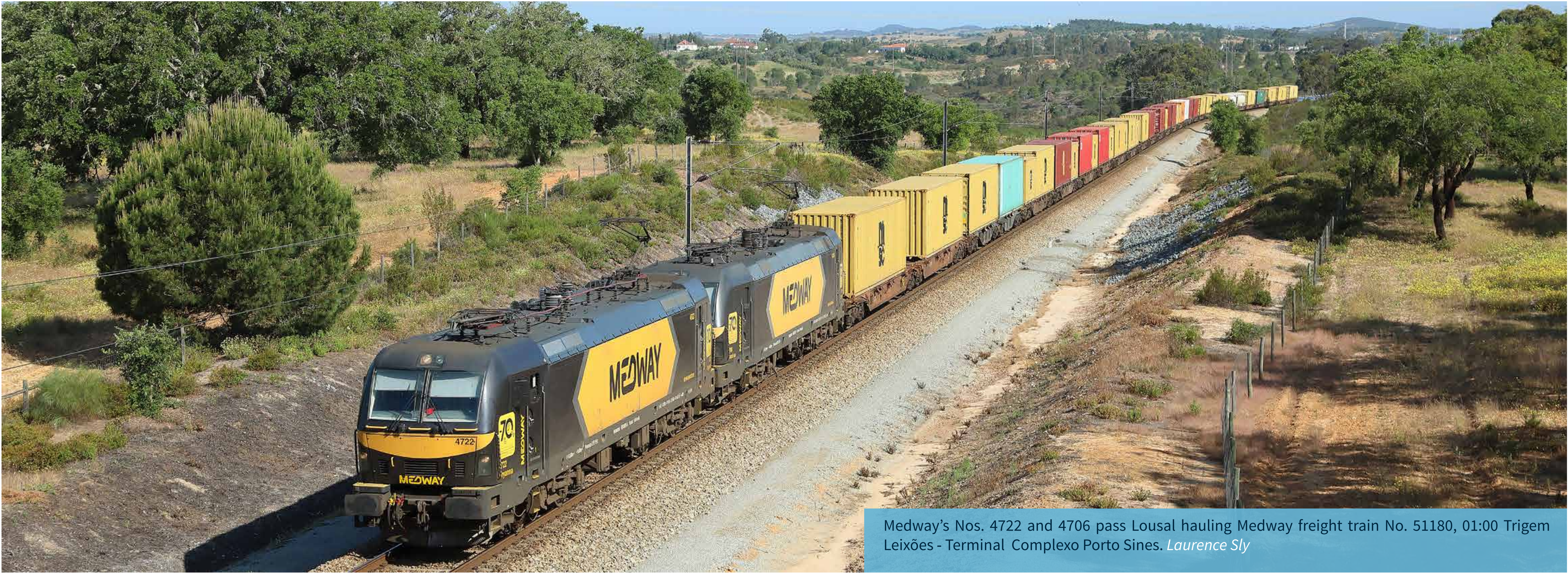
David

This Page

DB Class 146.574 stands at Leipzig Hbf having arrived with an IC2 service from Dresden. [Class47](#)

Front Cover

Following reinstatement to traffic, Czech Grumpy Class 749.018 is now part of the ČD Cargo Slovakia pool. It is seen at Ružomberok banking a freight on Wednesday July 9th. [Andy Pratt](#)



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Railtalk Magazine is published by
HAD-PRINT a trading name of HAD-IT LIMITED.

HAD-PRINT
Unit 2-4, France Ind. Complex,
Vivars Way, Canal Road, Selby
North Yorkshire YO8 8BE

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With Thanks

Once again many thanks to the many people who have contributed, it really makes our task of putting these magazines together a joy when we see so many great photos.

These issues wouldn't be possible without contributions from:
Michael J Alderdice, John Alsop, Steve Andrews, Ray Anslow, Mark Armstrong, John Balaam, Brian Battersby, Steven Beesley, Barry Beeston, Mark Bennett, Michael Bennett, Tom Blanpain, Ben Bucki, Ian Callander, Keith Chapman, Steve Chapman, Julian Churchill, Russell Clarke, Nick Clemson, Keith Davies, Brian Dobbs, Derek Elston, Eddie Emmott,

Mark Enderby, Colin Gildersleve, Vernon Goodey, John Goodrich, Greig Gibson, Carl Grocott, Richard Hargreaves, Dave Harris, James Haywood, Brian Hewertson, Paul Hewertson, Stuart Hillis, David Hollowood, Colin Irwin, John Johnson, Richard Jones, Anton Kendall, Colin Kennington, Ken Livermore, Mathijs Kok, David Lindsell, Barry Longson, Michael Lynam, Kevin McCormick, Phil Martin, David Mead, Chris Morrison, Ken Mumford, Alan Naylor, Gerald Nicholl, Jeff Nicholls, Chris Perkins, Mark Pichowicz, Colin Pidgeon, Neil Pugh, Andy Pratt, Andre Pronk, Alan Rigby, Charlie Robbins,

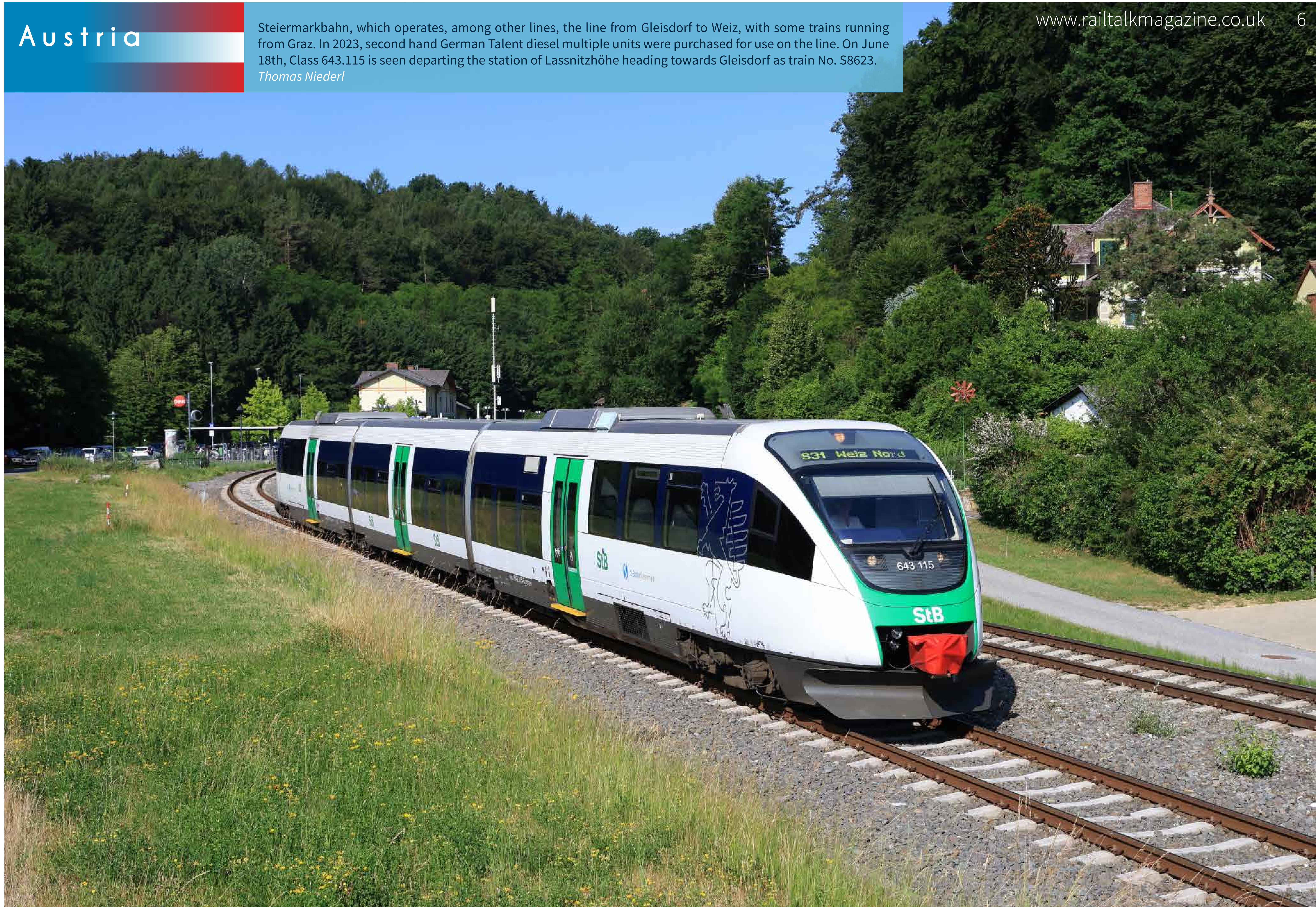
Bryan Roberts, Barry Robinson, Dennis Rowland, Tim Saunders, Neil Scarlett, Paul Senior, Alan Sinclair, John Sloane, Laurence Sly, Lee Stanford, Steve Stepney, Steven Thompson, Mark Torkington, Brian Turner, Allison Twycross, Gerard van Vliet, David Wood, Leuan Wood, Shep Woolley, Erik de Zeeuw and the guys at RailUK.

The Graz-Köflacher Bahn (GKB) runs southwest from Graz towards Köflach and Wies-Eibiswald. Rail traffic is currently still operated with Stadler diesel multiple units by GTW, however electrification is already ongoing. On June 18th, we see Class 5063.008 in special blue S-Bahn-Steiermark design with train No. S8500 to Graz next to Premstetten-Tobelbad in the early morning. *Thomas Niederl*



Also on the Graz-Köflacher Bahn (GKB), during peak hours there are also loco hauled trains in service. These are operated by Jenbacher diesel locomotives from the 1970s and double-decker carriages from the 1990s. The Driving trailer cars also have a generator to supply electric power the carriages. However, train No. S8554 shown here has a generator car instead which is unique on Austria's railways, seen here with loco No. DH1500.2 at Premstetten-Tobelbad. *Thomas Niederl*



















Long-term partnership with Terminal Sona sealed

Through a strategic ten-year agreement, ÖBB Rail Cargo Group (RCG) is strengthening its position in the Italian intermodal market by establishing close cooperation with Terminal Sona near Verona. RCG is focusing on continuity and growth in Italy: A long-term cooperation agreement has been signed with Terminal Sona, positioning RCG as one of the terminal's primary partners. This early commitment secures valuable capacity in a fast-growing logistics hub.

Terminal with potential

Terminal Sona currently features two receiving and dispatch tracks as well as four 600-metre tracks for train operations. The site offers approximately 110,000 m² of space for container handling and intermodal logistics processes. A significant increase in capacity is planned: By 2028, transshipment operations will gradually increase, and the terminal will be developed into a key distribution centre.

Hub for Southern, Northern and Eastern Europe

The goal of this strategic cooperation is to establish Sona as an intermodal hub for transport flows to and from Southern, Northern and Eastern Europe. Up to 30 round trips per week can be operated from here – efficiently and sustainably by rail. Around 30 employees at the terminal ensure smooth day-to-day operations. Preparations for new projects are already underway, aiming to introduce additional connections and traffic flows. In 2026, further round trips are planned, with a noticeable increase in transport volume expected at the site.

Direct TransFER connections via Verona

The terminal near Verona is already integrated into several high-frequency TransFER connections operated by RCG. The TransFER Vienna–Verona provides a direct link between Terminal Vienna South and Northern Italy, with two roundtrips per week. The TransFER Verona–Hannover connects Northern Italy with the

Hannover-Leineter terminal, offering four roundtrips per week. The TransFER Verona–Wuppertal is a nonstop connection between Terminal Sona and the DUS terminal in Wuppertal-Langerfeld, with six weekly roundtrips. By transporting containers by rail via the TransFER connections Verona–Hannover and Verona–Wuppertal, RCG helps to shift freight off the road and avoid unnecessary truck journeys over the Brenner Pass – significantly reducing transit traffic in Tyrol.

A significant step towards the future

By signing of this agreement, RCG is creating a future-proof, high-performance terminal infrastructure in Italy – strengthening not only its own market position but also delivering long-term benefits for customers in international freight transport.



SIPRO – multimodal steel transport

For around ten years, SIPRO Siderprodukte AG has relied on the logistics solutions of ÖBB Rail Cargo Group (RCG) – reliably transporting thousands of tonnes of steel by rail each year.

SIPRO Siderprodukte AG, based in Switzerland, is a key part of the SIPRO STEEL SOLUTIONS network and specialises in the distribution of steel products in Europe. With a total annual volume of around one million tonnes, the company is one of the established suppliers in the industry. Part of this volume is transported sustainably in partnership with RCG – using a multimodal, plannable and environmentally friendly approach.

Strong logistics for strong goods

In 2025, the partnership includes around 150 shipments with a total volume of around 4,000 tonnes of steel bars. These are used in many areas – for example, in the automotive industry for gear wheels, in mechanical engineering for components or in steel construction for structures. The first mile starts by truck from five different production sites in the greater Verona area. The main leg is carried out by sustainable rail via TransFER Verona–Wuppertal. From Wuppertal, the last mile is handled again by truck to various recipients within a 100-kilometre radius – ensuring a seamless door-to-door solution.

High-end equipment for maximum efficiency

RCG offers modern swap bodies for these transports, which are ideal for multimodal transport. These units can be loaded from all sides and from above, offering a high degree of flexibility and reliable weather protection.

Booked digitally – delivered quickly

SIPRO also focuses on efficiency in terms of organisation: transports are commissioned via an interface on the transport management platform Transporeon, where multimodal (rail) transport can be booked alongside road transport. This creates a reliable door-to-door solution that combines the advantages of rail with the flexibility of road transport. In addition to tracking their transports in real time, SIPRO makes a clear contribution to reducing CO₂ emissions by shifting the main leg from road to rail.

Moving forward together

The long-standing partnership between SIPRO and RCG is a prime example of how modern steel logistics works today: digitally organised, multimodally connected and consistently sustainable. A solution that not only reliably delivers steel to its destination – but also paves the way for a more environmentally friendly future in freight transport.



Papierholz Austria – Logistics along the value chain

Papierholz Austria GmbH is one of the leading wood purchasing organisations in Central Europe. For the supply of the shareholder plants Heinzl Pöls, Mondi Frantschach, Sappi Gratkorn and Norske Skog Bruck, it relies on a sophisticated railway logistics solution – from the loading of wood chips and logs to precise delivery. A collaboration that shows how logistics is conceived and realised along the entire value chain.

Papierholz Austria and ÖBB Rail Cargo Group (RCG) have enjoyed a close partnership for over 20 years. The wood purchasing company acts as a link between forest owners and the wood processing industry. With a turnover of around 500 million euros and 54 employees, it is one of the key players in the industry. Over 6.5 million cubic metres of wood are

procured every year – around a third of which already travels by climate-friendly rail.

Supply of the Heinzl Pöls plant

RCG is a central logistics partner for Papierholz Austria – and for good reason: commissioned by the wood purchasing company, RCG transports wood chips and logs to the receiving plants – such as the Heinzl Pöls plant. Here, the delivered wood is processed into high-quality pulp, which is mainly used for paper production.

Most of the wood comes from Austria, with a small proportion coming from neighbouring countries. A total of 1.4 million tonnes of incoming and outgoing goods are transported by climate-friendly rail in Pöls every year. This corresponds to around

40,000 freight wagons per year, which are handled via the company's own siding – and the trend is rising. There is a clear focus on CO2 reduction – not only in production, but also in logistics.

Everything in view thanks to MIKE – the digital logistics platform

With a view to future-oriented and efficient transport, Papierholz Austria is planning complete system integration via a digital interface: in future, empty wagon orders, transport orders and shipment tracking will be carried out directly from the company's own system. This will make manual exchange via Excel lists, e-mails, telephone calls or additional system access procedures a thing of the past. This is made possible by MIKE, RCG's digital logistics platform,

which maps all process steps digitally, transparently and automatically. The planned integration with Papierholz Austria's systems enables precise control of transport – even when things have to be done quickly or when quantities vary at short notice. Digital processing via MIKE combines all interfaces into a functioning whole – and shows what modern timber logistics looks like today: networked, forward-looking and, above all, sustainable.



TransFER updates: Strong connections for Europe

ÖBB Rail Cargo Group (RCG) is strengthening its network by introducing new connections and additional round trips, while maintaining consistent quality in rail freight transport across Western, Central, and Southeastern Europe. From non-stop services to Romania and increased round trips between Serbia and Croatia to an established connection between Vienna and Duisburg – RCG continues to expand its TransNET. By providing powerful logistics solutions, RCG is strengthening key economic regions and ensuring reliable, plannable rail transport.

New: TransFER Sopron–Arad

RCG has added a new direct connection to Western Romania with its TransFER Sopron–Arad, thereby expanding its international network further. Via the logistics hub in Sopron, single wagons and wagon groups are consolidated into block trains and transported to Arad – a major logistics centre near the Hungarian border – within 24 hours. This TransFER combines short transit times on scheduled routes with sustainable solutions for conventional wagonload transport. Additional forwarding services such as transshipment, warehouse logistics, order picking, and door-to-door delivery complete the offering.

More round trips: TransFER Genk–Curtici

RCG is also strengthening its intermodal services to and from Romania: The frequency of the TransFER Genk–Curtici has been increased to six round trips per week, providing an even more efficient connection between Belgium and the Curtici terminal in Western Romania. This TransFER is ideal for transporting containers, swap bodies, trailers, and semi-trailers – including

non-craneable ones, offering a key advantage to many logistics companies. With fixed timetables, comprehensive additional services, and a transit time of around 40 hours, this TransFER ensures a high-performance connection between Western and Southeastern Europe.

Increased frequency: TransFER Belgrade–Rijeka

In response to growing demand in the Western Balkans, the TransFER Belgrade–Rijeka will increase from two to three round trips per week. This service provides a direct connection between the Nelt container terminal near Belgrade and the port of Rijeka, which handles around 70% of freight transport to and from Serbia. Thanks to own traction, transit times of up to 24 hours, and added services such as first and last mile, the TransFER offers a reliable and sustainable solution for intermodal flows of goods.

Established: TransFER Vienna–Duisburg

Now in operation for two months, the TransFER Vienna–Duisburg has proven to be a valuable addition to the high-demand TransFER Budapest–Duisburg – now operating with two weekly round trips on a fixed schedule. Attractive transit times and direct antenna connections to Hungary, Italy and within Austria confirm its long-term added value for sustainable intermodal transport.







HŽ Cargo Class 2062.114 and 2062.112 are screwed down in the yard at Knin with a cement working to Solin on July 16th. *Andy Pratt*









▶ HŽPP Class 1141.302 stands at Ploče ready to depart with train No. B1390, the 18:26 to Sarajevo on July 19th. The return trip from Sarajevo to Ploče runs on Fridays, Saturdays and Sundays only from mid June to early September. Outside these dates there is no passenger service to Ploče. *Andy Pratt*

▶ HŽPP Class 1142.015 stands at the recently electrified terminus of Vukovar at the head of train No. B1840, the 18:18 to Zagreb Gl K which contains through coaches and a sleeper to Split. Vukovar station stands alongside the port on the River Danube, and is a good 2km from the centre of Vukovar town. *Andy Pratt*

▶ HŽPP 2044.004 drops onto the ECS of train No. 1204, the previous evening's 18:45 from Budapest Keleti at Split on July 15th. *Andy Pratt*





HŽ Cargo Class 1141.043 runs through Vinkovci Yard on July 27th. The loco had just arrived with a liner train from the Serbian border and was about to return to the border with another container train. *Andy Pratt*



Rail System operated two additional return trips between České Budějovice and Horní Plana employing their Class 749.262 on July 12th. During the brief stop at Hořice na Šumava while waiting to pass a service in the opposite direction, the train guard poses for the photographers alongside the loco. *Andy Pratt*





During June and July 2025, KZC's Lužickohorshý Rychlík train from Praha to Mikukášovice dolni was replaced by buses for engineering work north of Novy Bor. The train recessed at Novy Bor for an extended lunch break during this time. It is seen stabled here on July 13th with Class 749.259 ready for the return run to the capital. *Andy Pratt*





Východočeská Dráha (East Bohemian Railway) operated a special from Hradec Králové hl.n. to Doksy on July 13th using one of their Grumpy's, Class 751.232. The train is seen at Hrubá Skála during a pathing stop to pass a unit in the opposite direction. *Andy Pratt*





ČD Nostalgie ran a series of specials in the Šumava area of Southern Bohemia using ex Czechoslovakian Drahy kettle No. 354.195 over three weekends in July 2025. On Saturday July 12th, the 4-6-2T is pictured at Černá v Pošumaví having run round its train, been given a drink by the local fire brigade and had its moving parts lubricated by it's support crew, and is ready to depart to Volary at 14:40 as train No. Os28472. *Andy Pratt*



FROM PRAGUE TO WESTERN BOHEMIA BY RAIL AT SPEEDS OF UP TO 200 KM/H. ŠKODA GROUP AND ARRIVA SIGN CONTRACT FOR NEW ELECTRIC TRAINS

What will the new trains from Prague to western Bohemia look like? Škoda Group has signed a contract with private carrier ARRIVA for the production of 22 modern, low-floor electric units of the new-generation that will reach speeds of up to 200 km/h. The contract covers two types of units – three-car (16 units) and four-car (6 units) – with a total value exceeding CZK 7 billion (over EUR 280 million). The contract also includes an option to purchase additional vehicles. The carrier plans to deploy these units on the Ex6 (Prague–Pilsen–Cheb) and R16 (Prague–Beroun–Pilsen–Klatovy/Železná Ruda) lines in Western Bohemia from December 2028.

“If we want to attract new passengers to Czech railways, we must offer them reliable connections in modern, comfortable trains or units. These new trains offer a high standard of travel, so I consider their future inclusion in state-ordered lines to be a step in the right direction,” says Minister of Transport Martin Kupka.

“This order from the private carrier ARRIVA is very important for us, not only in terms of its financial scope, but also in terms of our position in the market. This is already our second order for the production of new trains for a private carrier, which demonstrates the competitiveness of our solutions. The segment of long-distance trains with a speed of 200 km/h is very important to us. We believe that this new platform, which we have been developing for several years, will be successful not only on the Czech market but also on the European market. Moreover, Czech industry will play a huge role in the production of these new trains. We expect the share of Czech suppliers to be around 80%, as was the case with the last project for new electric trains,” says Petr Novotný, CEO and Chairman of the Board of Directors of Škoda Group.

“By signing this contract, we are fulfilling our long-term strategy in the Czech Republic. We are entering a new segment of electric long-distance transport with a clear goal – to offer passengers higher comfort, reliability, and environmentally friendly travel. This contract represents the largest investment in Arriva’s history in Europe, exceeding CZK 7 billion,” says Daniel Adamka, Managing Director of ARRIVA TRANSPORT CZECH REPUBLIC, and continues: “Our new units, which will be manufactured in the Czech Republic, will bring not only modern design with a turquoise coating and a distinctive purple X, but primarily greater comfort thanks to wider seats, more space between them, and onboard refreshments. We’ve also considered cyclists and tourists – the trains will have ample space for bicycles, which will be especially appreciated by passengers heading to the Šumava region or spa areas. At the same time, we are focusing on sustainability. Thanks to the Automatic Train Operation system, we expect significant energy savings. We are proud that this step also supports the domestic industry – the majority of components will come from Czech suppliers. We look forward to seeing these trains running from December 2028 on the routes from Prague to Pilsen, Cheb, and the Šumava region, contributing to the further development of high-quality and modern rail transport in our country,” concludes Adamka.

New platform for long-distance transport

The new trains will be built on a completely new platform. The platform designation is Škoda 26Ev, and these electric units are intended for interregional and long-distance transport. The new platform allows for the configuration of three to seven cars in a unit with a capacity of 200 to 600 seats. The units are designed for ARRIVA as dual-system (3 kV DC, 25 kV AC), but can be modified for use on the 15 kV AC system, for example in Germany. The bogies are designed for speeds of up to 230 km/h. The electric trains



will meet strict requirements for passenger comfort, pressure resistance and fire safety, which will allow them to operate on high-speed lines and in tunnel sections over 5 km long. This also applies to lines that will soon be built in the Czech Republic.

The order from ARRIVA for Western Bohemia includes two variants of the units:

- Three-car unit offering 224 seats. Sixteen units have been ordered. This unit will be used primarily on the R16 line (Prague–Beroun–Pilsen–Klatovy/Železná Ruda) and as additional capacity for the Ex6 line (Prague–Pilsen–Cheb). It will have extended space for transporting bicycles, and passengers will have access to a vending machine for snacks and hot drinks.
- The four-car unit will have 315 seats, including first class, for which one entire car

is reserved. Six units have been ordered and will be deployed on the Ex6 line. It will also be equipped with a bistro section featuring a serving counter and kitchenette.

Passengers will appreciate the powerful air conditioning, modern information system, Wi-Fi connection and sockets for charging small electronic devices on both types of trains, while an internal and external camera system will contribute to increased safety. Level boarding and a low-floor interior will ensure comfortable travel for passengers with reduced mobility. An essential feature is a barrier-free toilet.

Digital technology and energy savings

The new units will be equipped with advanced digital systems from Škoda Group, which ensure comfort for passengers and crew during operation and when connecting units

but also bring new possibilities for remote monitoring and diagnostics of vehicles. The ATO (Automatic Train Operation) system allows the units to operate in the most energy-efficient mode, regulates speed according to the timetable and the track profile, and optimises braking.

Based on real data from the operation of similar Škoda units in the Baltic States, it can save up to 15% of energy. The remote monitoring system can then optimise maintenance costs and increase operational reliability. The train will also be equipped with an ETCS train control system.

Alstom and SYTRAL Mobilités sign a contract worth over 300 million euro to modernise line D of the Lyon metro, in France

Alstom, global leader in smart and sustainable mobility, will supply SYTRAL Mobilités with 26 new-generation automatic metros worth 145 million euro and will upgrade systems and automation on line D of the Lyon metro for 158 million euro. A new phase for this historic line, the busiest in Lyon's metro network, as part of an overall plan to modernise the network.

The rolling stock and automatic control system will be developed and designed in France, with a project team based in the Lyon metropolitan area.

"Alstom is delighted with this new order from SYTRAL Mobilités. These modern, comfortable metros represent a considerable asset for improving the network and the passenger experience. The renovation of the automated driving system on line D, incorporating innovative control and cybersecurity technologies, meets the growing demand for more sustainable and smarter mobility," said Frédéric Wiscart, President of Alstom France.

The latest generation of rubber-tyred metro trains, identical to the MPL16[1] metro B trains

The new MPL25[2] 2-car metro trains, which can accommodate over 300 passengers, will be fully automated and compatible with the MPL16 trains deployed on line B, enabling rolling stock interoperability and multiple-unit operation (4 cars).

Passengers will appreciate the large windows, refrigerated ventilation system, LED lighting and passenger information screens. The trains, which are identical to the MPL16 metro B trains, are eco-designed and 96% recyclable, with a focus on accessibility: large entrance areas with space for people with reduced mobility, wide corridors and doors, open circulation between the cars, etc.

They are equipped with a 100% electric braking system that recovers energy and feeds it back into the network, while limiting the fine particles emitted by mechanical braking components. The combination of the various green innovations means that energy consumption can be significantly reduced compared with older rolling stocks such as MPL85[3].

The new trains will incorporate protection against cyberattacks, in line with the new European regulations.

MPL25 is part of Alstom's Metropolis metro solutions portfolio, market-leading solutions designed to help cities breathe for over 60 years. More than 80 customers worldwide operate metros designed and produced by Alstom.

New signalling technology for the 13 km of line D

Line D, the world pioneer of wide-gauge automatic metro in 1991, will benefit from a complete renovation of its automatic control system. On an infrastructure without platform doors, the line will be equipped with the state-of-the-art Alstom Urbalis signalling solution for driverless operation.

The result will be improved reliability and comfort for the 300,000 daily passengers on the busiest line of the Lyon metro network. Alstom is a strong leader in the mass transit market with over 30 years' expertise in communications-based train control (CBTC) and over 190 metro lines equipped in 32 countries with Urbalis, including line B of the Lyon metro. The Urbalis solutions offer higher transport capacity, helping to meet the challenge of increasing ridership on the Lyon metro lines, as well as energy-efficient operation.

"Made in France" metros and automatic control system

The project to modernise line D of the Lyon metro will mobilise experts from seven Alstom sites in France:

- Valenciennes, for the assembly, testing and validation of the trainsets;
- Ornans, for the engines;
- Le Creusot, for the bogies;
- Tarbes, for the traction;
- Villeurbanne, for on-board electronics, passenger information, signalling equipment, cybersecurity, and the operational maintenance of automated systems;

- Crespin, for the modernisation of the existing MPL85 trains to adapt them to the new automatic control system;
- and Saint-Ouen, Europe's largest railway engineering centre, for the development of the Urbalis signalling system.

With more than 2,000 experts, Alstom is the largest employer in digital mobility in France. ALSTOM™, Urbalis™ and Metropolis™ are registered trademarks of the Alstom Group.

[1] Métro Pneus Lyon 2016

[2] Métro Pneus Lyon 2025

[3] Métro Pneus Lyon 1985

Image: The exterior of the new MPL25 trainsets that will run on line D of the Lyon metro (Non-contractual design for illustration purposes only ©Alstom Advanced & Creative Design)



More rail, less road: IKEA shifts to rail for deliveries to Paris

DB Cargo France, the PORTMANN Group and logistics partners launch a sustainable intermodal service to supply IKEA stores in the Greater Paris area. From flat-pack furniture to freight trains – IKEA is now going greener in logistics too.

With a new intermodal rail service, IKEA, the PORTMANN Group and DB Cargo France are making sustainable logistics a reality. Since June 30, freight trains have been running five times a week from the IKEA depot in Metz (Moselle), via Champigneulle, to Valenton, serving the Greater Paris area – and saving serious CO₂ along the way.

The goal: fewer trucks on the roads, more freight on rail. The new connection replaces up to 24,000 truck journeys per year – a major milestone for IKEA and a strong signal for greener supply chains.

A first for IKEA in France: This marks the company's first full-scale use of rail to supply all its stores in the Paris region. The project was made possible through close cooperation between DB Cargo France, the PORTMANN Group (part of Swiss Post Cargo), terminal operators Novatrans and Rhenus, and additional logistics partners along the route.

"DB Cargo France is proud to launch its first intermodal service as a combined transport operator. With IKEA as the majority customer, we're excited to offer this service to other logistics providers looking to reach Eastern France," says Alexandre Gallo, CEO of DB Cargo France. Strong partnership, strong impact: working together for sustainable supply chains

For the PORTMANN Group, this is another big leap toward the future. "Multimodality is not a trend for us – it's a necessity. This service alone allows us to save more than 2,400 tons of CO₂ per year," says Jean-Michel Bauer, CEO of the PORTMANN Group.

The benefits are clear: combining rail and truck transport not only reduces emissions, but also eases traffic on France's congested roads – especially in busy regions like Paris. At the same time, it helps stabilize supply chains by reducing dependency on road transport alone. IKEA sees great potential in this model: "This new transport flow into the Paris region will remove over 6,000 trucks from the road each year. It's a concrete step toward



our long-term goal: making IKEA more accessible and affordable while reducing our environmental impact," says David Teixeira, Country Fulfilment Manager at IKEA France.

Strong partners are behind this service:

- DB Cargo France: Rail operation and coordination
- PORTMANN-Gruppe: Transport logistics, part of Swiss Post Cargo
- Novatrans (Groupe Charles André): Terminal operator Valenton

- Rhenus Group: Terminal operator Metz

This pioneering partnership proves that logistics can be smart, sustainable – and commercially viable. And customers in Paris can now pick up their BILLY bookshelves with an even clearer conscience.

Photo: From left to right: Roland Heizmann, President of the PORTMANN Group & Director of Swiss Post Cargo, Claes Lindgren, Head of Transport and Logistics Services at IKEA Supply Chain Operations, Jean-Michel Bauer, CEO

PORTMANN Group, David Teixeira, Country Fulfilment and Supply Chain Manager IKEA France, Alexandre Gallo, Managing Director DB Cargo France and David Urbach, Head of Development at the PORTMANN Group. Copyright: ©DB Cargo France

CAF has secured two new contracts in France worth a combined total of over €300 million, consolidating its operations in the French railway market. One of the contracts, awarded to CAF by Syndicat Mixte des Mobilités de L'Aire Grenobloise -SMMAG- (Mixed Union of Mobility of the Grenoble Area) involves supplying 38 Urbos trams, with an option to extend the contract by up to 9 additional units. Also, the Bourgogne-Franche-Comté region has placed its trust in the company by awarding the CAF-Alstom consortium a new order for 14 Coradia Polyvalent regional trains. This contract stems from the agreements in place between CAF and Alstom following CAF's acquisition of the Reichshoffen plant in 2022. Accordingly, CAF is responsible for the design and manufacturing of the units in this platform, while Alstom supplies some of the equipment.

The Supply of 38 Trams for the French City of Grenoble

Securing a contract with SMMAG for the supply of 38 Urbos trams, with an option to add 9 more trams, marks another success for CAF in France. The new units will gradually replace the trams currently in operation starting in 2028, in line with SMMAG's overall strategy, the main goal of which is to provide an increasingly dynamic service tailored to user needs.

The new trams for Grenoble, known as the capital of the French Alps, will feature state-of-the-art technology from CAF's Urbos tram platform, a vehicle that has proven its reliability and is already trusted by transport operators in nearly 50 cities worldwide. This new contract adds to the tram contracts the company is currently developing for Marseille, Montpellier and Tours.

The new units for Grenoble will be tailored to meet the specific requirements of its metropolitan area in terms of accessibility, increased capacity, comfort and operational optimisation. The trams, fully air-conditioned and 100% low-floor design,

will accommodate 281 passengers, including 82 seated. They will facilitate access and movement for people with reduced mobility and wheelchair users. They will also feature 12 double-access doors, thereby reducing boarding and alighting times at stations. It should be pointed out that the trams will be manufactured at CAF's Bagnères-de-Bigorre plant.

14 Coradia Polyvalent Regional Trains for the Bourgogne-Franche-Comté Region

Also, the Coradia Polyvalent platform responds to the development of regional transport through its modularity in both architecture and motorisation, as well as its interior design. To date, the different French regions have ordered almost 450 trains of this type, with 400 in commercial service, demonstrating high levels of reliability and availability. Specifically, the new regional trains for the Bourgogne-Franche-Comté region will complement its current fleet of 48 trains.

This new order consists of 5 electric Intercités trains, each comprising 6 cars, with a seating capacity of 355 passengers, and 9 bi-mode TER trains, each comprising 4 cars, with 228 seats. These trains provide passengers with a high level of comfort, featuring large windows, indirect LED interior lighting, and seats equipped with armrests, reading lights and power outlets. To meet the highest PRM standards, they feature a larger toilet area and facilities designed to facilitate the movement of people with reduced mobility. Furthermore, the nine TER trains will be equipped with specific features, including an additional parking brake and preparation for the ETCS (European Train Control System). In this case, the Coradia Polyvalent trains will be designed and manufactured at CAF's Reichshoffen plant, in Alsace.



CAF's Commitment in France: Two Expanding and Evolving Industrial Plants

Since 2019, CAF has established itself as a key player in the French railway landscape through its commercial successes and industrial commitment. These two new orders confirm a tailored industrial strategy, assigning a specific role for each of its two French plants.

The Bagnères de Bigorre plant is now CAF's expertise centre in France for manufacturing trams and short trains (under 50 metres). The Reichshoffen plant, on the other hand, is primarily dedicated to long trains over 50 metres in length. It should be noted that since 2022, CAF has invested almost €10

million per year in the modernisation and expansion of both facilities to meet the most demanding customer requirements.

The CAF Group currently offers one of the broadest product ranges in the French market, from Intercités trains to zero-emission buses, including RER trains, trams, and metros. All of this strengthens and expands CAF's presence in the country, further increasing its already substantial backlog, and positioning the French market as one of the company's key markets in the years to come. Furthermore, these orders consolidate the industrial workload plan for the French plants and strengthen CAF's position as a benchmark company and long-

term partner to local, regional and national public authorities in developing public transport in France. It should be noted that France is one of the leading countries in the world in terms of stable and recurrent investment in the renewal of railway rolling stock.

Electricity Instead of Diesel: New Battery Trains for Low-Emission Regional Mobility

A milestone for mobility transition in North Rhine-Westphalia (NRW): The new, low-emission Mireo Smart Plus B battery trains for Regiobahn have been officially presented at Siemens Mobility's test center in Wegberg-Wildenrath. With their upcoming deployment on the RE 47 line between Remscheid-Lennep and Düsseldorf Central Station from summer 2026, Regiobahn is setting a strong example for climate-neutral mobility. The three innovative, two-car battery trains from Siemens Mobility represent a sustainable future for regional mobility and bring NRW a decisive step closer to the desired transport transition.

The three new battery trains, with a range of up to 120 kilometres and a top speed of 140 km/h, replace the previously operating diesel vehicles, enabling almost emission-free rail transport on this important commuter route. Through collaboration with Smart Train Lease, a specialist in rail vehicle solutions, the procurement could be realized quickly and efficiently.

“We are very pleased to be able to offer our passengers on the RE 47 line a reliable alternative again next year. The Mireo Smart BEMU trains are the right solution in terms of availability, comfort, and emission-free mobility, and our employees will receive a modern working environment. After three years of painful use of rail replacement services, we are confident in offering an attractive connection between Remscheid and Düsseldorf. The battery-electric Mireo Smart is perfect for the challenging route with the non-electrifiable Müngstener Bridge,” says Götz Nink, Managing Director of Regiobahn.

“The state-of-the-art standardized Mireo Smart trains from Siemens Mobility are an important milestone for climate-friendly rail transport in North Rhine-Westphalia. Thanks to the intelligent vehicle platform, we can provide these particularly powerful and comfortable battery trains in record

time,” explains Benjamin Dobernecker, CEO of Smart Train Lease GmbH.

“Since January, VRR has been the majority shareholder in Regiobahn. Thanks to this participation, we have succeeded in procuring new, locally emission-free vehicles for operating the RE 47 line from Remscheid via Solingen to Düsseldorf. For passengers, the transport between Bergisches Land and the state capital with the RE 47 is a great benefit. Travelers can travel directly to Düsseldorf without changing trains,” says Alexandra Westerkamp, Chairwoman of the Supervisory Board at Regiobahn and Head of Department at VRR.

Modern, Comfortable, and Climate-Friendly: The New Mireo Smart Plus B Trains Set Standards in Local Transport

The two-car Mireo Smart Plus B battery trains impress with a range of up to 120 kilometres and reach a top speed of 140 km/h - both in overhead line and battery operation. With a total of 122 seats, spacious multi-purpose areas, and a separate first class with 8 seats, they offer a comfortable travel experience for various needs.

Additional passenger comfort is provided by WiFi, barrier-free access, and the particularly quiet operation of the trains. Wide car transitions and a well-thought-out interior design create a high sense of security. The trains have space for 12 bicycles. Numerous power outlets and USB charging ports allow passengers to conveniently charge their mobile devices during the journey. Another highlight is Siemens Mobility's innovative high-frequency window solution, which significantly improves mobile phone reception on the train.

The Mireo Smart Plus B uses the existing infrastructure particularly efficiently: The batteries can be charged both while driving and while stationary - without additional charging facilities. For deployment on the Düssel-Wupper-Express (RE 47) from summer 2026, this means: no structural adjustments, no additional investments. Thanks to state-of-the-art silicon carbide technology (SiC), the train impresses with particularly low energy consumption. This not only increases energy efficiency but also sustainably reduces operating costs - a win for both the environment and economic efficiency.

The trains will be maintained by Siemens Mobility as part of a full service contract, which guarantees almost 100 per cent availability in daily operations. In future, preventive and corrective maintenance will be carried out at Siemens Mobility's Dortmund Rail Service Centre, one of the most modern maintenance facilities in Europe. Siemens Mobility uses digital services from the Railigent X platform to continuously monitor the trains and examine them for possible faults so that they can be ordered to the workshop in Dortmund in good time for maintenance work. Thus, Siemens Mobility and Smart Train Lease provide their full

range of services to Regiobahn.

The introduction of battery trains is part of a comprehensive strategy to reduce CO2 emissions in public transport and demonstrates the region's commitment to innovative and sustainable mobility solutions.



Ground-breaking ceremony at the Gelsenkirchen-Bismarck railway depot

In February 2025, CAF successfully completed the complex planning approval process for the construction of the new railway depot in Gelsenkirchen-Bismarck by receiving planning permission from the Münster district government. This paved the way for the necessary preparatory work to set up the future construction site and for the start of construction work.

With the official ground-breaking ceremony on July 9th, the CEO of CAF Germany, Ronald R.F. Lünser, the Mayor of Gelsenkirchen, Karin Welge, the Chairman of the Rhine-Ruhr Transport Association, Oliver Wittke, and the CEO of the Spanish CAF Group responsible for the global maintenance business, Ibon García, set the course for the reactivation and modernisation of the historic railway site in Gelsenkirchen-Bismarck in front of

around one hundred invited guests from politics, business, administration and transport associations.

However, the symbolic ground-breaking ceremony not only laid the foundations for the new building in the proverbial sense, as around 14 new points and 3,500 metres of new track will actually be laid. This also includes an electrified group of tracks for vehicle handover, stabling and rapid charging of traction batteries. In addition, the railway site has two sidings to the DB infrastructure in the east and west.

On the 90,000 m² site, a 3-track workshop hall and various technical buildings, e.g. for the external cleaning system of the trains or for processing the wheels and wheelsets. The buildings, which together cover around

6,500 m², will be supplemented by further technical facilities. CAF's involvement will not only restore a disused industrial site but also drive forward the urban and economic regeneration of the area with a hightech project that combines sustainability, digitalisation and efficient operationalisation.

Completion is planned for the end of 2026. The new railway depot is intended for the long-term maintenance of the vehicle fleet for the Lower Rhine-Münsterland network, which will gradually begin operation from 2027 and replace the old diesel traction units. To this end, CAF is supplying the Verkehrsverbund Rhein Ruhr (VRR) and the Nahverkehrsverbund Westfalen-Lippe (NWL) with a total of 76 battery-electric BEMU multiple-unit trains.



The delivery and maintenance of the new battery-electric multiple units are a significant contribution to the modernisation of local public transport. The VRR (Verkehrsverbund Rhein-Ruhr) and the neighbouring NWL (Nahverkehr Westfalen-Lippe) as the public transport authority have

set themselves the goal of replacing diesel operation in their rail networks with locally emission-free battery-electric multiple units.

ŠKODA GROUP STRENGTHENS ITS POSITION IN GERMANY WITH A NEW TRAM CONTRACT FOR MAINZ

Škoda Group continues to strengthen its position in the German market. A new contract to supply up to 30 trams (the base contract for 22 + 8 optional) to the western German city of Mainz confirms its strong and growing presence in one of Europe's most important markets. With this contract, Škoda becomes a key supplier for nine public transport providers operating tram services in 11 German cities. In addition to trams, the Czech engineering company has supplied double-deck NIM Express trains connecting the busy high-speed route between Nuremberg and Munich. Furthermore, Škoda manufactures trolleybuses for one of Germany's three trolleybus operations, specifically for the city of Esslingen. Since entering the German market, Škoda has secured contracts for nearly 300 vehicles.

The new trams for Mainz will be built on the ForCity Smart platform. They will feature a bi-directional design with pivoting bogies, a length of 43.5 meters, and a track gauge of 1,000 mm. Notable features include

panoramic windows around the tram's perimeter, offering passengers enhanced views.

"Mainz is a city with a rich tram tradition, and it's great to see how this heritage is being embraced by modern, sustainable vehicles. This contract is an important step for us, as it means our trams will now be operating in the 11th German city. This contract also reinforces our leadership position as the supplier of trams for narrow-gauge tracks in Germany. We are ready to support Mainz with reliable vehicles that will serve its residents for many years to come," says Jan Christoph Harder, President Region West & North Škoda Group.

Unique Trams, Battery-Powered Trolleybuses, and Long-Distance Trains

Nine public transport providers operating tram services in 11 German cities have ordered a total of 242 trams from Škoda Group. Among these deliveries are unique models such as the Škoda 38T for the rnv

public transport provider, which, at a length of 60 meters, is the world's longest tram, and the Škoda 41T for the city of Bonn, which received the prestigious Red Dot Design Award for its timeless design. Additionally, Škoda is the largest supplier of trams for narrow-gauge tracks (1,000 mm) in Germany. Apart from trams, Škoda manufactures 46 battery-powered trolleybuses for Esslingen.

The company has also delivered six push-pull train sets connecting the cities of Nuremberg, Ingolstadt, and Munich. These sets were put into operation in 2020 and 2021, with each set having already covered over 1.5 million kilometres. In the coming years, Škoda Group will undertake their major overhauls.

"Our continued expansion into the German market is an important step for us. With this contract and other projects, we have in Germany, our vehicles will be present in a total of 15 cities, further strengthening our position in the German market. We have



become a key player in this dynamic and diverse market. Our vehicles are not only technologically advanced but also environmentally friendly, helping cities achieve their goals in sustainable mobility," adds Jan Harder.

German Cities That Have Ordered Trams from Škoda Group:

- Mannheim

- Heidelberg
- Ludwigshafen
- Frankfurt (Oder)
- Cottbus
- Brandenburg an der Havel
- Bonn
- Chemnitz
- Schöneiche
- Kassel
- Mainz

Borderless rail transport: DB Cargo Nederland repositions itself

DB Cargo NL meets a challenging market environment with a clear strategy, customer focus and international cooperation.

Fit for the future: DB Cargo Nederland

DB Cargo Nederland (DB Cargo NL) has been part of the DB Cargo Group since 2000 and is the leading provider of rail freight transport in the Netherlands. The majority of its runs have an international focus - it has close economic ties with Germany in particular.

The Dutch rail freight sector is currently going through a challenging phase. The market is under pressure - partly due to the persistent cost difference compared to road transport, regulatory conditions and structural changes such as the decline in the energy segment. DB Cargo NL is also affected by this and is realigning itself to successfully meet the changing requirements.

Nanouke van 't Riet, together with Falk Holtz, forms the Managing Director for Digitalization and Technology at DB Cargo Nederland. While Nanouke van 't Riet focuses on the continuous improvement of operations, Falk Holtz takes care of the finances.

Efficient infrastructure as a locational advantage

The Netherlands traditionally has an excellent infrastructure for sea, road and rail transport. The Betuwe Route - a high-performance freight transport route between the port of Rotterdam and the Ruhr region - is an important locational advantage. The modern equipment with 25 kV- overhead line, ERTMS and a continuous axle load D4 creates the conditions for efficient and reliable cross-border transport - also towards northern and eastern Germany and Belgium.

As part of the transformation at DB Cargo, there is a greater focus on personal responsibility, market orientation and entrepreneurial action. DB Cargo Nederland is also making use of this scope.

“In the past, the order usually came from Germany - today we initiate transports ourselves,” explains Marike Schilderman, Head of Service Design at DB Cargo Nederland. “We work closely with our colleagues at DB Cargo headquarters, but at the same time we are much more independent on the market. This motivates us and strengthens our customer focus.”

Cooperation with RBH a model for success

A strong example of this new way of working is the close cooperation with DB Cargo subsidiary RBH Logistics. Together, international transports are organized independently and consistently - for example on the Rotterdam - Wedau - Dillinger Hütte route. Both

companies provide their own personnel and resources for this, which reduces system disruptions, increases punctuality and improves process quality. In the future, there are plans to expand the round trips and extend them to other transport segments.

Marike Schilderman: “Our goal is clear: to be more efficient, more stable and to think across borders. This is our contribution to European rail freight transport with a future.”

Photo: DB Cargo en route on the ‘Betuwe - Linie’ a freight train route from Zevenaar (north of Emmerich) to Rotterdam operated by the infrastructure operator

ProRail B.V.. Transformation as an opportunity with two Class 189 multi-system locomotives double heading.
Copyright © Deutsche Bahn AG/Georg Wagner



Germany

The future on rails: Stadler delivers FLIRT Akku trains for ODEG in West Mecklenburg



Ostdeutsche Eisenbahn GmbH (ODEG) and Stadler are jointly presenting the next generation of climate-friendly mobility. A FLIRT Akku train was showcased during a special ceremonial journey from Schwerin to Parchim – a preview of the new ODEG fleet that will enter service in West Mecklenburg in December 2027.

ODEG was awarded the contract for the “Westmecklenburg II” transport contract back in December 2024. The company has ordered 14 FLIRT Akku battery-powered multiple units from Stadler, which will operate emission-free on non-electrified lines. They are specifically planned for use on lines RB13 (Rehna – Schwerin – Parchim), RB14 (Hagenow Stadt – Ludwigslust – Parchim), RB15 (Waren (Müritz) – Inselstadt Malchow – Plau am See, seasonal) and RB19 (Parchim – Plau am See, seasonal). The special trip did not mark the start of operations, but rather a symbolic kick-off for the coming change. A FLIRT Akku train on loan from the Schleswig-Holstein local transport association NAH.SH was used – the same type of vehicle that will also be used by ODEG.

The new FLIRT Akku trains offer:

- Local emission-free operation thanks to battery technology
- 98 seats, spacious multi-purpose areas and barrier-free design
- Wi-Fi and a modern passenger information system
- Operation under overhead lines with battery charging and purely battery-based travel on non-electrified sections
- Exterior design in the state colours of Mecklenburg-Western

Pomerania

The vehicles are currently being developed and built by Stadler. In future, they will be maintained at the expanded ODIG workshop in Parchim.

“Today’s journey shows what is possible – and what will soon become reality,” says Jure Mikošić, CEO of Stadler Division Germany. “The FLIRT Akku represents a new generation of climate-friendly mobility, and we are delighted to be embarking on this journey together with ODEG.”

“In West Mecklenburg, we are committed to modern, environmentally friendly mobility – quiet, comfortable and suitable for everyday use by our passengers. The FLIRT Akku vehicle concept offered by Stadler has convinced us and will help us to achieve this goal in the best possible way,” says Stefan Neubert, Managing Director of ODEG.

The project is funded by the Federal Ministry of Transport (BMV) as part of the “Guideline for the Promotion of Alternative Drives in Rail Transport”. Funding for this measure is also provided under the German Recovery and Resilience Plan (DARP) through the European Recovery and Resilience Facility (ARF) in the NextGenerationEU programme. The funding guideline is coordinated by NOW GmbH and implemented by Project Management Jülich (PtJ). With the FLIRT Akku, Stadler is putting the future on rails – quietly, efficiently and sustainably.

Transfesa Logistics launches sustainable intermodal service Med Express between Perpignan and Cologne

Innovative freight transport connects Southern Europe and Central Europe in an environmentally friendly and flexible way

Transfesa Logistics launched its new Med Express intermodal service between Perpignan and Cologne on June 16th. With this innovative concept, the DB Cargo subsidiary is creating a sustainable and flexible transport solution that significantly improves cross-border logistics in Europe. By connecting the most important corridors in southern and central Europe, Transfesa is setting an example for environmentally friendly mobility in freight transport.

Regular freight transport for more flexibility and environmental friendliness

The Med Express service between the PSCCT-Perpignan Saint Charles Conteneur Terminal and the HGK terminal CTS-Westkai in Cologne, initially offers three weekly rotations, which will be increased to four from September. With a total capacity of 36 units per train, consisting of semi-trailers and containers on pocket cars, the connection provides an efficient and environmentally friendly alternative to traditional road transport. It is particularly noteworthy that the majority of the goods transported originate from Spain, making the corridor a strategic hub for the southern European region.

Strategic importance for the European logistics landscape

Samuel Nevado, Transport Director of the Transfesa Group, emphasizes the importance of this project: “With Med Express we are setting an important milestone in the history of our company. It is an important step towards sustainable logistics, in line with the goals of DB Cargo. Through this connection, we are making an active contribution to reducing CO₂e emissions in freight transport and strengthening cross-border cooperation. The Med Express service creates an efficient connection between Southern Europe and Central Europe, which significantly improves the competitiveness and

environmental balance of the industry.”

In addition to marketing to external freight forwarders, Transfesa also offers intermodal door-2-door solutions to end customers together with DB Cargo Full Load Solutions (FLS). The FLS trade lane management approach is used here: the slots are optimally priced and utilized in both directions. This is also achieved through the parallel use of truck journeys.

Innovative intermodality for the future of logistics
With over 1,000 specialists and a strong position in Spanish freight transport, Transfesa Logistics is a pioneer in sustainable and innovative transport solutions. Together with DB Cargo, the extensive European transport network enables the seamless integration of different means of transport and promotes the development of environmentally friendly logistics concepts.

Conclusion

The launch of the Med Express service marks a significant step towards sustainable, efficient and modern logistics in Europe. By combining rail and road, Transfesa Logistics and DB Cargo FLS are offering a forward-looking solution that meets the increasing demands for flexibility and environmental compatibility. With this project, the company is sending a strong signal for a greener and more networked European logistics landscape.

Germany

ICE 3neo is being prepared for further European operations



Deutsche Bahn (DB) is significantly increasing its investment in international long-distance transport. To this end, the ICE 3neo will expand its international operations. Up to 32 trains will be technically modified so that they can also operate in Poland and France. This will enable the ICE to travel from Berlin to Warsaw for the first time. DB has now commissioned the manufacturer Siemens Mobility for this project. Currently, the ICE 3neo has been used within Germany and on cross-border routes from Frankfurt am Main to Brussels and Amsterdam. Country-specific adaptations will be made during train production at the Siemens plant in Krefeld. Overall, DB expects the production and approval process to take several years. Once the national approvals are in place, the ICE 3neo can then serve passengers between Germany and its neighbouring countries France and Poland, as well as in Belgium and the Netherlands.

Dr. Michael Peterson, DB Board Member for Long-Distance Passenger Transport: “We also want to connect Berlin and Warsaw with the ICE in the future. To achieve this, we are making the ICE 3neo even more international and are investing an additional €200 million in the approval of our flagship for Poland and France. This further invests in the integration of Europe by rail. The boom in international long-distance transport demonstrates that our growth strategy is correct. We will unlock the full potential of Europe-wide long-distance transport if the right infrastructure measures are taken now.”

Michael Peter, CEO of Siemens Mobility: “Cross-border mobility is a crucial key to a more connected Europe. With our country-specific equipment, the ICE 3neo is optimally adapted to the signaling technology and infrastructure in each country. This will enable not only a direct connection from Berlin to Warsaw, but also connections to France – fast, comfortable, and climate-friendly. This is a strong signal for international rail transport and a vote of confidence in our technology. We are delighted to use our experience, innovative strength, and close partnership with Deutsche Bahn to help bring Europe even closer together by rail.”

Ulrich Lange, Parliamentary State Secretary to the Federal

Ministry of Transport: “With the expansion of the ICE 3neo, cross-border traffic to Paris and Warsaw will receive a real boost – thanks to technical expertise and the necessary investments. Europe’s strength also lies in attractive rail transport, which connects people and revitalizes the common European market. We expressly support this important step towards

deepening our friendly cooperation with France and Poland – entirely in keeping with the coalition agreement.”

Siemens Mobility will equip up to 32 ICE 3neo trains with appropriate components to ensure compatibility with the signaling technology and routes in Poland and France. The first certified vehicles are expected in 2031. This will be preceded by intensive testing and approval runs. Therefore, the delivery schedule for some of the trains will also be adjusted, extending until 2032.

DB has ordered a total of 90 ICE 3neo trains from Siemens Mobility, of which 29 have already been delivered. The first train entered passenger service in November 2022. In June 2024, the ICE 3neo replaced older ICE trains on the cross-border routes from Frankfurt to Amsterdam and Brussels. Since then, DB has been able to significantly reduce vehicle-related train cancellations on these international routes. Passengers like the ICE 3neo. Compared to all ICE train series, passengers rate the comfort and design as top performers when traveling on DB’s most modern and innovative train.

The new ICE interior design premiered in the ICE 3neo in October 2023. It features numerous innovations: The new seats are designed as a personal retreat and offer even greater comfort with improved adjustment options. Harmonious design, modern materials such as wood decor, and upholstery made of high-quality fabric in nuanced colors characterize the new look.

The first ICE 3neo trains have been in service for several months now, with further improvements for passengers:

- There is now an inductive charging option for smartphones in the first class.
- The new oak wood decor on the seats and walls as well as ambient floor lighting make the trains even more homely.
- In the restrooms, the waste bin can now be opened without touching it (in addition to touchless soap/disinfectant dispensers and the toilet flush).
- The universal toilet has a baby/toddler seat, making it easier for parents traveling alone to use the toilet.

DB Cargo and the City of Regensburg are opting for a new location solution: TRANSA site is being developed into a central container depot

DB Cargo AG and the city of Regensburg have agreed on a new solution for the construction of a container depot in the east of the city. Instead of the originally planned site in the eastern industrial area, the new depot will now be built at the former site of TRANSA Spedition GmbH, a wholly-owned subsidiary of DB Cargo, at Regensburg Ostbahnhof.

The decision marks an important milestone in the development of Regensburg as a freight transport hub. The goal is to consolidate several outdoor areas into a central depot, thereby reducing traffic congestion in the surrounding urban districts. The future depot will be used for container storage, maintenance, repair, and management—directly connected to the transshipment terminal operated by the DB subsidiary DUSS.

“Container depots are crucial for international rail freight transport. Due to its location at the Ostbahnhof transport hub, the TRANSA site offers ideal conditions for the rapid and cost-effective implementation of the project,” says Dr. Sigrid Nikutta, Member of the Board of Management for Freight Transport at Deutsche Bahn AG and CEO of DB Cargo AG. Furthermore, the TRANSA site will enable faster and more cost-effective implementation of the project. “We have therefore decided, together with the City of Regensburg, to pursue this option as a priority. With the new container depot, we will be able to offer our customers in the region a reliable rail connection in the future, too. I would like to thank Mayor Gertrud Maltz-Schwarzfischer and the city administration for their joint efforts to find a good solution,” said Sigrid Nikutta.

TRANSA Spedition GmbH will cease operations at Ostbahnhof on September 30, 2025. However, it will continue to maintain a competent on-site sales representative. Multimodal transport and warehousing services for the region can continue to be offered through TRANSA at the modern

Nuremberg Railport. DB Cargo will subsequently develop the site as a new container depot. Parts of the site are already used for storing empty containers. The immediate proximity to the terminal and the public railway infrastructure allows for rapid commissioning once the necessary permits have been obtained.

Mayor Gertrud Maltz-Schwarzfischer emphasises: “The agreement demonstrates once again that the city and the economy are and will remain reliable partners, even in challenging times and under dynamically developing conditions. The City of Regensburg will, of course, support DB Cargo AG to the best of its ability in activating the former TRANSA site for the container depot. The decision now announced by DB Cargo AG opens up good solutions and prospects for Regensburg as a business location in two respects: Firstly, the TRANSA site will experience an attractive subsequent use as the future location for the container depot for the benefit of the shipping industry in our region. Secondly, the City has correctly drawn up the planning independently of any project and, through development plan no. 215-I at the Ostbahnhof station, has designated a high-quality and attractive industrial area with excellent access via road and rail on an area of approximately 120,000 square metres.

The development plan and building law therefore remain in place, which was recently confirmed by the Administrative Court in Munich in the dismissed legal challenge. This creates new opportunities for Regensburg as a business location. In times of a particularly scarce commercial space portfolio, this site, located in the immediate vicinity of the freight transport center and the industrial and commercial area on Siemensstrasse, offers attractive prospects for sustainable commercial development.”

Deutsche Bahn makes progress with its restructuring program: Operating result improved by almost one billion euros

Deutsche Bahn continued its restructuring course in the first half of 2025, significantly reducing its operating loss (adjusted EBIT) by almost one billion euros compared to the first six months of 2024. This was due, among other things, to the federal government assuming DB's advance payments for infrastructure maintenance, strict cost discipline in all DB railway companies, and a significant streamlining of administration.

The consolidated result after taxes was minus 760 million euros (first half of 2024: minus 1.6 billion euros). Including positive one-off effects, primarily from the Schenker sale, the result after taxes was 6.9 billion euros. Adjusted consolidated revenue increased by 3.4 percent to 13.3 billion euros. Due to the disruption-prone infrastructure, the high number of additional construction sites required, and the resulting continued poor punctuality, revenue overall fell short of expectations. 63.4 percent of all long-distance trains arrived on time in the first half of 2025 (first half of 2024: 62.7 percent).

Demand remained high. Around 943 million passengers traveled on DB trains in the first half of 2025 (first half of 2024: around 919 million passengers). Rail passenger transport performance rose to 41.9 billion passenger kilometers – an increase of almost four percent compared to the same period last year.

Unless otherwise indicated, all figures for the first half of 2025 refer to DB without the logistics subsidiary DB Schenker, which was sold in April.

Railway boss Lutz: Significant progress in economic efficiency

Following the successful divestment of DB Schenker, the DB Group is focusing even more strongly on its core business. To structurally restructure its infrastructure, operations, and profitability by 2027, DB has been implementing the comprehensive S3 program since the second half of 2024. The goal is to restore rail performance and make it more reliable, punctual, and profitable.

“We have made significant progress in our S3 restructuring program, especially in the area of profitability. The DB Group is now on much more stable financial footing than it was at the beginning of the year. Our strict cost discipline is paying off. We are making progress step by step,” said DB CEO Richard Lutz.

For example, by controlling expenditures in the first half of 2025, DB saved around €100 million in non-personnel expenses compared to the first six months of 2024 and consistently reduced staff, particularly in administration. The proceeds from the Schenker sale remained entirely within the DB Group and were used primarily for debt reduction, as planned. As a result, DB's net financial debt fell by €10.5 billion to approximately €22 billion compared to December 31, 2024.

However, economic recovery will not succeed without fundamental renewal and modernization of the network and stabilization of operations. This is demonstrated by the general renovation of the Riedbahn, which began a year ago and was completed on schedule in December 2024. Infrastructure-related disruptions on the line between Frankfurt/Main and Mannheim were reduced by 60 percent in the first six months after commissioning. The condition of the facilities has improved significantly, from a school grade of 3.7 to 2.2, and for punctuality-relevant sections, even from 4.2 to 1.5.

At the same time, the infrastructure subsidiary DB InfraGO replaced 40 old signal boxes in the first half of 2025, 14 more than planned. The number of slow-speed sections was also significantly reduced compared to the previous year, averaging 70 fewer per day. By the end of June, DB InfraGO had also modernized 157 stations, 16 more than originally planned.

“We see that we are getting the planned construction volumes on track. But there is still a lot to do. Especially in the heavily used core network, almost every second facility relevant to operations and punctuality is in need of replacement and is therefore far too susceptible to failure. Therefore, we are taking further measures to counteract this and improve punctuality,” Lutz emphasized.

DB InfraGO's package of measures includes, among other things, an additional €350 million for infrastructure maintenance and further investments in the renewal of facilities. With this, DB InfraGO intends to implement around 1,000 additional infrastructure improvements this year – for example, the early renovation of diversion routes for planned construction sites.

Driving and construction activities should be better coordinated overall to minimize construction-related

disruptions for passengers and transport companies. To this end, DB InfraGO also intends to revise and adapt processes – for example, construction timetables at major hubs such as Frankfurt am Main and Cologne. For the full year 2025, DB is sticking to its goal of achieving a punctuality rate of at least 65 percent in long-distance traffic.

The public-benefit-oriented DB InfraGO, together with the federal government, continued to invest heavily in rail infrastructure in the first half of 2025. Overall, investments were even slightly above the record figures for the first six months of 2024.

Gross investments in the integrated rail system amounted to approximately €7.3 billion in the first six months of 2025. This is €349 million higher than the peak in the first half of 2024. Self-financed net investments – excluding the federal government's equity increases – declined slightly to approximately €1.8 billion. This is due to the federal government's larger share of the overall increase in infrastructure investments.

Developments in the core business

Operating performance on the rail network increased by around one percent year-on-year to approximately 554 million train-path kilometres in the first half of 2025. DB InfraGO's revenues amounted to €4.3 billion, approximately €232 million higher than in the first half of 2024. DB InfraGO's adjusted operating result (EBIT, adjusted) (in the first half of 2025: minus €204 million) improved significantly, but was primarily impacted by deviations from the federal budget totaling minus €283 million. This was due to partially delayed payments of maintenance expenditure subsidies. In the first half of 2025, these subsidies were converted from advance payments by DB to regular payments by the federal government.

DB Long-Distance's transport performance of 21.9 billion passenger kilometers is around five percent higher than the first half of 2024. Never before have travelers traveled so many kilometers on DB's long-distance trains in the first six months of a year. At the same time, business travelers in particular were reluctant to switch to rail due to the strained operational situation, primarily caused by the disruption-prone infrastructure. As a result, DB Long-Distance's revenue fell short of expectations despite improvements of 6.1 percent.

However, most passengers are understanding of the current infrastructure situation. Despite the challenges of day-to-day rail operations, customer satisfaction has increased slightly to a grade of 2.5 (previous year: 2.7) – thanks primarily to the performance of the employees on board the trains.

Thanks to strict cost savings, DB Fernverkehr's adjusted EBIT improved significantly by around €173 million compared to the first six months of 2024. Although DB Fernverkehr continued to record losses of €59 million in the first half of 2025 (first half of 2024: €232 million), it significantly exceeded forecasts.

DB Regio's transport performance in the first six months of 2025 reached approximately 23 billion passenger kilometers, two percent higher than the first half of 2024 and in line with target. DB Regio's revenue increased by around seven percent overall compared to the first half of 2024, achieving improvements in the hundreds of millions of euros even after deducting the effects of the previous year's strikes – for example, through renegotiations of transport contracts.

DB Regio achieved a turnaround in its operating result in the first half of 2025: With a clear focus on local entrepreneurial activities, the DB local transport subsidiary achieved an operating profit (EBIT, adjusted) in the three-digit million range of EUR 103 million in the first half of 2025, following losses in the first six months of 2024.

The freight transport subsidiary DB Cargo continued its transformation. In the first half of 2025, DB Cargo transported around 83 million tons of freight in a climate-friendly manner by rail – 10 percent less than in the same period of the previous year. This was due, among other things, to the continued weak economy. Furthermore, DB Cargo deliberately terminated unprofitable transport contracts on its path to profitability.

DB Cargo's revenue fell by around nine percent to €2.5 billion in the first half of 2025 (first half of 2024: €2.8 billion). DB Cargo significantly improved its operating result in the first six months of 2025 by €165 million to a loss of €96 million.

Germany

The train connects Europe: from Prague via Berlin to Copenhagen without changing trains



Passengers will soon be able to travel by train from Prague via Berlin to Copenhagen without changing trains. This is a further boost for the booming international long-distance traffic. Deutsche Bahn (DB), DSB (Danish State Railways), and ČD (Czech Railways) are cooperating on the new direct connection.

Starting May 1st, 2026, after the completion of the general renovation between Berlin and Hamburg, the ČD ComfortJet will provide a climate-friendly connection between the three capitals. Additional stops in Germany are planned, including Dresden and Hamburg.

Two daily return train pairs will operate year-round – with travel times of just seven hours between Copenhagen and Berlin and eleven hours between Copenhagen and Prague. There will also be a seasonal night connection. This already operates between Hamburg and Copenhagen during the summer season, but from 2026 onwards, the new ComfortJet trains will extend to Prague via Berlin and Dresden.

“Europe is growing ever closer together on the railways. In international long-distance transport, even journey times of over four hours are popular with our passengers. We are meeting the growing demand with additional attractive offers. Our growth strategy for international

long-distance transport is paying off,” says Michael Peterson, DB Board Member for Long-Distance Passenger Transport.

This new connection is the first of a total of ten pilot projects supported by the European Commission to promote cross-border rail connections. It is one of the projects selected by the EU Commission to overcome barriers

to international rail transport, improve market conditions, and develop attractive, sustainable mobility in Europe. Another project is the recently announced new direct connection from Munich to Milan and Rome. Just last December, DB, together with the French SNCF, launched the new direct connection between Berlin and Paris.

“The expansion of high-speed rail, especially cross-border rail, is our top priority. This new connection between the Czech Republic, Germany, and Denmark is a strong example of progress on this path. And I am particularly proud that it is the first of ten European Commission pilot projects to support the realization of new cross-border rail connections,” said Apostolos Tzitzikostas, EU Commissioner for Sustainable Transport and Tourism.

Kai Wegner, Governing Mayor of Berlin : “Deutsche Bahn’s new direct connection connects three European capitals – Prague, Berlin, and Copenhagen. This strengthens Berlin as a hub in Europe. At the same time, the new direct rail connection is an important contribution to a sustainable transport transition; even more people can now travel to and from Berlin in an environmentally and climate-friendly way.”

The ČD ComfortJet will be used between Prague and Copenhagen. The new trains have a top speed of 230 kilometers per hour and 555 seats, including 99 in first class. They offer a first-class travel experience – including an onboard restaurant, mobile phone-transparent windows, Wi-Fi, a children’s cinema, and adjustable seats. There is space for 12 bicycles on board. For passengers in wheelchairs, access to and from the train is ensured by an on-board boarding aid (lift).

KVB orders 132 high-floor light rail vehicles from Stadler

Technological innovation for Cologne’s local transport: Kölner Verkehrs-Betriebe (KVB) is set to significantly modernise its light rail fleet in the coming years and has commissioned Swiss company Stadler to build 132 high-floor light rail vehicles. The order is worth just under 700 million euros. The first vehicles are scheduled for delivery in 2029.

The new trains are precisely tailored to Cologne’s light rail network. One of their special features is that two trains can be connected to form a continuous train via a quick-release coupling. The order also includes 34 ten-metre-long intermediate modules that will enable the trains to be extended to around 70 metres. In this configuration, they will offer space for up to 470 passengers, significantly exceeding the capacity of the previous vehicle series and allowing more efficient use of the infrastructure.

“The city council’s approval of this important project gives us planning security. In view of a challenging budget situation, we are very grateful for the financial support, which sends a positive signal for the implementation of the mobility transition and strong public transport. Both our passengers and drivers can look forward to modern trams and a high level of comfort,” says KVB CEO Stefanie Haaks.

The vehicles will be state-of-the-art in terms of technology. The driver’s cab offers excellent all-round visibility, an assistance system warns of collisions and a rear-view mirror video system eliminates blind spots. The displays in the cockpit automatically adjust to the ambient brightness and the monitor for video surveillance can be integrated directly into the display. An integrated passenger counting system with evaluation software supports operational planning. Hybrid wheels with aluminium rim rings reduce both weight and driving noise.

New standards for passenger comfort in the interior

The new light rail vehicles also set new

standards in the interior. Energy-saving air conditioning ensures a pleasant interior climate with high energy efficiency.

Large 29-inch monitors provide up-to-date passenger information, while LED lighting ensures uniform and energy-efficient illumination. Wider aisles and a continuous passenger compartment create a spacious feel and allow for a more even distribution of passengers, which facilitates faster boarding and alighting and reduces waiting times at stops. In their design, both companies consistently focus on state-of-the-art accessibility – from the choice of materials to the colour scheme – to ensure inclusive use for our passengers.

“With the new high-floor light rail vehicles, we are joining forces with KVB to send a strong signal for the mobility of the future – comfortable, energy-efficient and ready for the challenges of tomorrow. The vehicles are tailor-made for Cologne and combine state-of-the-art technology with a flexible, modular design,” says Jure Mikolčić, CEO of Stadler Division Germany.

30-year service life

KVB also relies on Stadler for sustainability and long-term operational reliability. The new light rail vehicles are not only comfortable and energy-efficient, but also designed for a service life of over 30 years. As part of a long-term partnership, Stadler will ensure the supply of spare parts and provide service and support, from preventive maintenance to technical advice. This will ensure that the vehicles remain reliable, safe and efficient in operation over the long term.

The first ten trains and five connecting modules are scheduled for delivery in 2029 for pre-series operation. Series delivery is scheduled from mid-2030 to the end of 2032. The new vehicles will gradually replace the existing 2200/2300 and 5100 series trains and will be used on lines 4, 13 and 18 from 2029 onwards.

Germany

ÖBB Class 1116.142 departs München Hbf on July 4th with train No. EC217, the 04:48 Saarbrücken Hbf - Graz Hbf. Out of sight on the rear of the train was ÖBB 1116.197. The unit to the right is waiting to depart with an RE service to Salzburg Hbf. *Andy Pratt*









Class 628.317 has just reached it's terminus at Keszthely on July 5th with train No. 19607, the 09:02 from Szombathely. This is a regular M62 working in the summer months, usually with an electric pilot from Szombathely to Celldömölk. The Desiro unit next to it will form a service to Győr. *Andy Pratt*









On May 20th, No. 0451 approaches Vila Nova de Cacela while working train No. 5718, 17:53 Vila Real de Santa Antonio - Faro. *Laurence Sly*











Medway's Class 335.035 approaches Canal Caveira whilst hauling train No. 55891 from Praias do Sado to Mina de Neves-Corvo. *Laurence Sly*









Slovakia

ZSSK Goggle Class 757.018 is powering away from Leopoldov on July 9th with train No. R744, the 08:16 Prievidza - Bratislava Nové Mesto. *Andy Pratt*

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▶ ZSSK Class 754.084 is being prepared to work train No. Os5017, the 12:18 to Topoľčany at Nitra on July 7th. Moments later the heavens opened with a heavy downpour. *Andy Pratt*

▶ ZSSK Class 736.105 rests between duties at Nitra on July 7th, its next booked working being train No. Os5021, the 14:18 to Topoľčany. *Andy Pratt*

▶ Under threatening skies, ZSSK Vectron Class 383.105 departs Liptoský Mikuláš with 362.018 dead inside on train No. Rx615, the 10:27 Bratislava hl.st. - Košice running 45 mins late at this point on July 9th. *Andy Pratt*







Sweden

A-Train AB, Arlanda express X3-6 heads in the direction of Arlanda airport through Häggvik on June 22nd. *Gerard van Vliet*



Chile

Alstom completes production of the first train carbody shell for Santiago Metro Line 7

Alstom, global leader in smart and sustainable mobility, has announced an important milestone in the production of the trains for Santiago Metro's Line 7. The first carbody shell (the fundamental building block of a train) has been completed at Alstom's factory in Taubaté, in the state of São Paulo, Brazil.

A total of 37 trains, each with five cars, will be produced at Alstom's facility in Taubaté. These trains are part of a contract between Alstom and Metro de Santiago, which includes the supply of the Urbalis CBTC signalling system, a maintenance contract that spans 20 years, 37 Metropolis trains, and a complete, innovative predictive maintenance system for the trains, tracks, and catenary for the Chilean capital's metro.

"The production of the first carbody shell marks an important milestone among the many to follow in this train manufacturing process. These trains will not only enhance the quality of mobility and transport in Chile by ensuring reliable, safe, and accessible transportation, but will also offer the city of Santiago an efficient and environmentally friendly means of travel for millions

of passengers," says Denis Girault, General Manager of Alstom Chile.

A train designed for the future

Alstom's Metropolis trains are manufactured from stainless steel and offer both durability – they have a lifespan of over 40 years – and reduced electricity consumption. The trains are 102 meter long and can carry up to 1,250 people.

They are designed to provide a safe and comfortable ride. The cars will feature four wide doors on each side to facilitate users' entry and exit, spacious corridors, and open walkways between cars to ensure smooth passenger movement within and between carriages. The Santiago Metropolis trains will also be equipped with air conditioning and an advanced passenger information system providing route and station updates, USB charging ports, and a cybersecurity system. This safety network will also include high-resolution cameras and intercoms, allowing users to communicate with the metro's control centre.

About Santiago Metro

The Santiago Metro currently operates seven lines, comprising 143 stations. This public transport system covers approximately 150 kilometres in the Chilean capital and carries around 2.5 million passengers daily.

Currently under construction, Santiago Metro Line 7 will be 26 kilometres long and will include 19 stations. The line will pass through seven districts: Renca, Cerro Navia, Quinta Normal, Santiago, Providencia, Vitacura, and Las Condes; three of these (Renca, Cerro Navia, and Vitacura) will be served by the Metro network for the first time, benefiting an estimated population of 1.4 million inhabitants. Once Line 7 is operational, the expected travel time between the future terminal stations is estimated at 37 minutes, representing a 54% reduction in travel time compared



to the current bus system (approximately 80 minutes).

Photo: The first car body of the Santiago metro line 7 has been produced at Alstom Taubaté site, in Brazil (Copyright: ©Alstom)

Brazil

Alstom delivers the first train for Line 6-Orange, in São Paulo

Alstom, a global leader in smart and sustainable mobility, has delivered the first train for Line 6-Orange. It belongs to the fleet of 22 six-car trains produced at Alstom's manufacturing site located in Taubaté, in São Paulo state. Each train will have the capacity to carry up to 2,044 passengers and reach speeds of up to 90 km/h. The line is expected to transport around 633,000 passengers per day.

Manufactured from stainless steel and highlighted in orange to reinforce the line's name and identity, the new trains are lighter compared with ones featuring carbon steel carbody shells, consume less electricity, and feature a layout designed to offer a better passenger experience of travel. Another characteristic is durability: the train structures are designed for durability to last over 40 years.

The trains were engineered using Alstom's Lab 4.0, a virtual reality lab that employs advanced technology to simulate a realistic train experience in a virtual environment, allowing for early technical adjustments. This process provides a detailed view of various aspects such as seat design, handrail height, safety items, and the positioning of the motor and other components.

"Alstom has been a leader in rail mobility in Brazil for 70 years, and this project is a testament to the fact that we're continuing to invest and innovate in this vital market," said Suely Sola, General Director of Alstom Brazil. "We are very proud to have Line 6-Orange in our portfolio. This project is a milestone in urban mobility in Latin America and reinforces our commitment to the State of São Paulo and Brazil. With 70 years of presence in the country, we remain dedicated to offering efficient, safe, and high-quality public transport solutions. The initiative also contributes to a more sustainable system

and improves quality of life, especially for students who will use the line," says Suely Sola.

"The arrival of the first train at Pátio Morro Grande gives us the certainty that Line 6 operations are ever closer to becoming a reality. It was another important milestone for the Project, for the Brasília neighborhood, and for the entire city of São Paulo. Mobility is advancing, and we are proud to be part of this historic moment," says Jaime Juraszek, CEO of Concessionária Linha Uni. Nicknamed the "university line," Line 6-Orange will connect at least seven higher education institutions in São Paulo city, as well as schools near Avenida Paulista. A 2022 study by the São Paulo State Government indicated that over 40% of trips on Line 6 will involve travel to or from these educational institutions. Most passengers are expected to be university-aged individuals between 18 and 24 years old.

Spanning 15 km and with 15 stations, São Paulo's Metro Line 6-Laranja will connect the Brasília neighborhood in the North Zone to São Joaquim Station in the city center, reducing the journey time to just 23 minutes, a journey that currently takes about an hour and a half by bus. The line is expected to carry approximately 630,000 passengers daily. The largest infrastructure project currently underway in Latin America, the project is a public-private partnership (PPP) between the São Paulo State Government and the Concessionaire Linha Universidade. The project is being executed by ACCIONA, currently generating over 10,000 jobs. Once completed, the line will be operated by the Concessionaire for 19 years.

Canada



Alstom's first new SkyTrain trains enter commercial service in Vancouver

Alstom, global leader in smart and sustainable mobility, and its long-time Vancouver partner TransLink are announcing that the first new generation SkyTrain vehicles, an automated light metro fleet known as the Mark V, are going into service. By the end of 2025, several of these five-car trains will be running on the Expo Line and Millennium Line network, a major milestone in the modernisation of Vancouver's rapid transit system.

"The entry into service of the state-of-the-art Mark V light metro fleet marks a new chapter in sustainable urban mobility. Alstom is proud to deliver "Made-in-Canada", best-in-class technology that enhances reliability, optimises performance, supports TransLink's long-term vision for a smarter, greener transit network and makes travelling by transit better and easier for the people of Vancouver," said Michael Keroullé, President of Alstom Americas.

"The SkyTrain is more than just transportation – it's part of the identity of Metro Vancouver. The Mark V trains represent a bold new chapter, with more space, improved accessibility, and cutting-edge features that will enhance every ride. These trains are designed to meet the needs of a growing region, and I am excited to see them deliver a better experience for every customer," added Kevin Quinn, CEO, TransLink.

These driverless light metros are the longest and highest capacity trains on the SkyTrain network to date. With the additional order from TransLink to supply 6 five-car Mark V trains for the SkyTrain network in 2024, TransLink has ordered a total of 235 Mark V cars (47 trains). Each five-car Mark V train can carry 672 passengers, a 25% increase in capacity over the current four-car Mark III trains. Offering more comfort for passengers, the new cars feature improved interior designs, interconnected wagons, new seating and standing configuration, indigenous artwork, improved HVAC and large digital displays showing station information.

These "Made-in-Canada" trains are designed, manufactured and tested at Alstom facilities in Kingston, Ontario, and La Pocatière and Saint-Bruno-de-Montarville, in Quebec. At peak production, 282 people were working directly on this project, not including the jobs and economic benefits created through our local

supply chain.

"Alstom Canada is proud to have been the main rolling stock supplier for the SkyTrain since its debut in 1985. A recognized model of reliability among automated systems around the world, the SkyTrain is part of Vancouver's unique identity and a testament to Canadian ingenuity. Vancouver transit users will be very well served by this new generation of remarkable Canadian-made vehicles that incorporate the world's most advanced technology," said David van der Wee, Vice-president Rolling Stock North America, Alstom.

With approximately 5,000 highly-skilled Canadian employees, Alstom is the only global rail mobility manufacturer to have production facilities in the country. ALSTOM™ is a protected trademark of the Alstom Group.

Photo: The new generation of SkyTrain trains, known as the Mark V, run on the Expo Line in particular (© Translink)



Chile

Alstom and EFE sign contract to maintain the high reliability of the Santiago – Nos service

Alstom, a world leader in intelligent and sustainable mobility, and EFE Trenes de Chile signed a maintenance contract for the railway signalling systems of the Santiago – Nos suburban line, which runs for 23 kilometres. The new contract also includes the maintenance of the system's control center and has an option for a five-year extension.

The partnership, which renews an existing alliance, aims to further reduce potential service disruptions and improve the passenger experience, as well as the reliability of rail operations.

"Alstom is proud to renew our longstanding commitment to EFE Trenes and to bring our cutting-edge technology to help improve the passenger experience on this line, which plays a key role in improving mobility for Santiago's residents", say Denis Girault, Manager Director of Alstom in Chile.

"This contract is a fundamental step toward further improving the reliability and operational continuity of the passenger service between Estación Central and

Nos. The renewal of the agreement with Alstom allows us to rely on top-level technology and a strategic partner with in-depth knowledge of the operation, resulting in fewer interruptions and a better, safer, and smoother experience for our passengers. This positive experience also extends to EFE Valparaíso, on the Limache-Puerto route. The continuity of signalling maintenance with Alstom will be key to ensuring quality and efficiency standards across our rail network," said Daniel Padilla, Maintenance Engineering Manager at EFE Trenes de Chile.

Under this agreement Alstom ensure the safe, efficient, and comfortable operation of the train through the integration of onboard systems that enable control, monitoring, communication, and assistance for both operations and passengers, as well as to deal with potential acts of vandalism. Alstom will also supply spare parts to ensure timely repairs, reducing service disruptions for users

Currently, the service has 22 Alstom X'Trapolis Modular trains, each composed of two cars. They have a capacity of 512 passengers.



Alstom to provide 316 modern, comfortable commuter rail cars to the New York Metropolitan Transportation Authority's Long Island and Metro-North Railroad

On July 7th, Alstom, global leader in smart and sustainable mobility, announced that it has received a notice of award for a 2.0 billion euro^[1] (2.3 billion USD) contract to manufacture 316 commuter rail cars for Long Island Rail Road (LIRR) and Metro-North Railroad, the commuter rail divisions of the New York Metropolitan Transportation Authority. The contract includes an option of up to 242 additional cars for a value of up to 1.3 billion euro (1.5 billion USD).

The M-9A passenger vehicles will replace 40-year-old M-3 cars, the oldest model operating on the commuter lines, and will offer a quieter, smoother and more reliable ride. The cars will feature USB charging ports, space for wheelchairs and accessible restrooms. Two sets of extra-wide doors on each side of the car will continue to ensure that passengers board and disembark quickly.

The contract is expected to create nearly 300 jobs across Alstom's two production sites in upstate New York, many of which will be filled by members of the International Association of Machinists (IAM) union. Alstom will assemble the trains in Hornell, in the Southern Tier, manufacturing the car body shells at the newly opened Plant 4, which was built expressly to "reshore" that activity to the U.S. The bogies (undercarriages) will be assembled at Alstom's plant in Plattsburgh, in the Adirondack region. The propulsion system will be made by Alstom in West Mifflin, Pennsylvania.

"With the M-9A project, Alstom looks forward to delivering great commuter trains and good jobs for New Yorkers," said Michael Keroullé, President of Alstom Americas. "We are grateful to the MTA for putting their trust in us and building on the long history that Alstom has with the MTA and with manufacturing state-of-the-art trains in America. These new trains not only provide passengers with greater comfort, convenience, and amenities; they will also be made in our New York factories, by New York labour. The investment the MTA makes

in these train cars is an investment in local communities throughout the Empire State." Empire State Development President, CEO and Commissioner Hope Knight said, "Advanced manufacturing is a vital Upstate New York industry, and the recent state-of-the-art upgrades at Alstom's Hornell facility were made possible through strategic investments by the company and New York State. Those investments are paying dividends through the company's new MTA contract, and these 'Made in New York' rail cars will support jobs and regional economic growth while providing safe and reliable transportation."

Senator Chuck Schumer said, "It's 'All aboard!' for economic growth because Alstom is forging the future of American railcar manufacturing right here in Upstate New York. This new, huge contract to build Long Island Rail Road and Metro-North railcars for the MTA will inject a massive amount of economic energy into Upstate New York, creating 300 good-paying jobs for the Southern Tier and North Country. I've long fought to support Alstom's growth in the Southern Tier from funding Amtrak's programs that provided major work and grew jobs, to delivering 3.4 million USD^[2] in federal funding to support the construction of a new state-of-the-art car shell manufacturing facility. I will always fight to ensure Steuben County and Upstate NY have the resources they need to a national hub for passenger rail manufacturing."

Senator Kristin Gillibrand said, "Public transit is the backbone of New York. These railcars for the LIRR and Metro-North will help provide New Yorkers with the fast, efficient, and resilient transportation system they need and create hundreds of new jobs Upstate. I look forward to continuing to fight for vital upgrades to our public transit systems, so all New Yorkers have access to the modern and reliable transportation they deserve."

Representative Nick Langworthy said, "Alstom landing the MTA's M-9A contract for the new Metro-North and LIRR fleets is a huge win for our region, creating hundreds of good-paying union jobs in Hornell and further cementing the Southern Tier as a national rail manufacturing leader. I applaud Alstom and the MTA for modernising transit while investing in New York's workers and communities."

State Senator Jeremy Cooney said, "I've long advocated for as much MTA capital spending to stay in New York State as possible because it only makes sense to have New York railcars built by hardworking New Yorkers in communities like Hornell. Alstom has proven to be a national leader in rail excellence and this contract is further proof that they will continue to be on the cutting-edge of rail manufacturing and job growth for years to come."

State Senator Tom O'Mara said, "This new contract is continued great news for Alstom, the city of Hornell, and our entire Southern Tier region and New York State. It's a well-deserved and well-earned tribute to one of the world's finest manufacturing workforces at Alstom in Hornell, which continues to be recognized as a national leader for rail car manufacturing and highly valued for their dedication, excellence, and skill. We remain grateful for Alstom's commitment to our local workers and their families, for anchoring our regional economy in so many ways, and for standing as a great source of pride in our local communities."

State Assembly member Andrew Hevesi said, "New and wide-reaching transit options have never been more necessary, and I'm glad to see state leadership prioritizing them with these investments. As we work to expand transit equity and efficiency, I look forward to continuing to work alongside my colleagues to support a full and effective rollout and congratulate all those who helped make this possible."

State Assembly member Phil Palmesano said, "Alstom's more than 150 million USD^[3] decade-long investment in New York continues to pay dividends for Hornell, upstate NY, the local workforce, and the rail industry in New York. MTA's approval of the purchase of M-9A passenger railcars will create almost 300 important manufacturing jobs and increase its presence as the largest rail manufacturing facility in the United States. This is great news for Alstom, the state, Hornell, and the surrounding communities." About half of the rail cars (160) will be put into use by LIRR, the busiest commuter railroad in the country, and the others (156) by Metro-North, which serves the northern New York and Connecticut suburbs. They will bring the total number of commuter and subway cars that Alstom has produced for the MTA to approximately 5,400.

The new cars will meet the MTA's latest cybersecurity standards to protect the train's internal systems and external communications. All the vehicles will be electric multiple units (EMUs) and will not need a locomotive to propel them along electrified tracks.

Alstom has a significant presence across New York state, including offices in Rochester and Manhattan, an operations and maintenance services site for JFK AirTrain in Queens, manufacturing facilities in Hornell and Plattsburgh, and an overhaul and maintenance facility in Kanona. Its Hornell site has 170-year long history as a center for rail excellence and is the largest passenger rail manufacturing facility in the United States.

The M-9A passenger vehicles for New York are part of Alstom's Adessia commuter rail portfolio. The backbone of urban life, Adessia commuter trains are one of the most sustainable means to travel across cities and suburbs. The wide range of high-floor multiple units and coaches is available in single-deck or double-deck configurations

and are suitable for all climatic conditions. They can run between 120-200 km/h (75-124 mph) on electrified as well as non-electrified networks. As the leading manufacturer of commuter trains with over 60 years of experience, Alstom is committed to enhancing sustainable operations and passenger experience even further. The strong presence of more than 40,000 rail cars sold to over 60 commuter systems in over 15 countries across Europe, Asia, Africa, Americas, and Australia enables over 20 million passengers comfortable, safe, and reliable travels on Adessia commuter trains, every day.

Alstom is a leading rolling stock and rail services provider in the U.S. It has delivered more than 12,000 new or renovated vehicles for domestic rail agencies, including those in New York City, Chicago, Los Angeles, Atlanta, Boston, Washington, D.C., San Francisco, Atlanta, and New Jersey, and is currently building a new high-speed fleet for Amtrak. Alstom is also the number one provider and operator of automated people movers in the U.S. with a presence at 15 airports.

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[1] This order will be recorded in Alstom's Q2 2025/2026 fiscal year.

[2] approximately 2.9 million euro

[3] approximately 127 million euro

Berner Oberland-Bahnen orders five more multiple-unit trains from Stadler

The Berner Oberland-Bahnen (BOB) has ordered five more multiple-unit trains from Stadler. By exercising this option, the BOB is continuing the expansion and renewal of its fleet. The aim is to meet the constantly growing passenger volume, increase the timetable frequency and strengthen the shift from road to rail. The new vehicles will go into operation from the end of 2027.

Following the first two instalments in 2022 and 2024, the Berner Oberland-Bahnen (BOB) is now exercising a further option and ordering five additional metre-gauge multiple units from Stadler. The high-performance vehicles will replace older trains and are a further step in the BOB's strategy to modernise its rolling stock. With the trains now ordered, the latest BOB fleet will grow to a total of 15 vehicles by mid-2028. The cost of procuring the five multiple units is around CHF 50 million. The vehicles will be built in Bussnang, Thurgau (CH).

Plenty of space for luggage

The three-part vehicles on order are characterised by an open space concept, barrier-free entrances and spacious areas in the boarding area. This allows passengers to board and alight quickly. The multiple-unit trains are also equipped with spacious multifunctional areas that offer space for luggage, skis, pushchairs and bicycles, among other things.

Shift from road to rail

The new multiple-unit trains are optimised for leisure travel. They are part of the BOB's long-term strategy to make public transport in the heavily frequented Bernese Oberland more attractive and efficient. The vehicles are an important element in the planned increase in frequency during peak times. The BOB is thus taking account of the steadily increasing number of passengers, strengthening sustainable mobility in the region with the new trains and enabling motorised private transport to be shifted to climate-friendly rail.

“With our customised metre-gauge multiple units, we are contributing to the further expansion of sustainable mobility in the breathtaking Jungfrau region. We are proud of this. We are very pleased about the continued cooperation with the Berner Oberland-Bahnen and the trust they have placed in us,” says Christian König, Deputy Head of Sales at Stadler.

Images: Neues BOB_Rollmaterial Aussenansicht ©Stadler



Hungary

Stadler FLIRT's fleet of 123 units has completed more than 300 million kilometres for MÁV.

The fleet, which is only a third of its lifetime, has already saved MÁV a third of its own purchase price thanks to its advanced electric traction.

The vehicles, which have been in service since 2007, have set new standards in domestic rail transport, increased passenger traffic and so far reduced CO₂ emissions from transport by around 2 million tonnes.

During the 300 million km travelled, the fleet saved operator MÁV about 250 million euros in electricity for traction, which represents about a third of the total fleet's purchase value. If we add that the fleet has also achieved this performance in a third of its planned lifetime, then it is expected that at the end of their life cycle, thanks only to lower energy consumption, they will bring back the purchase value completely. In addition, the maintenance of new types of modern trains also represents a significant saving for operators, so taking into account the additional benefits, it can be said that upgrading the rolling stock is a worthwhile

investment.

The Stadler trains of the Swiss railway company - with a distance completed of at least 200 thousand kilometres each year - are counted as "workhorse" of the vehicle fleet of MÁV.

Due to their reliability and high availability, Stadler trains (with the addition of double-decker KISS and tram-trains) provide about 1/3 of the total mileage of MÁV, so it is estimated that every second passenger travels with these vehicles in Hungary.

"We are proud of the milestone achieved not only because our well-known FLIRT trains offer an outstanding 96% availability rate thanks to the precise maintenance carried out in our country. But also because we can provide the backbone of sustainable rail transport, providing the Hungarian audience with a comfortable and environmentally friendly travel experience," said Róbert Homolya, Chairman of Stadler Trains Hungary.

MÁV FLIRT : 300 million kilometres completed, 250 million euros energy savings, 2 million tons less CO₂



Belgium

In the framework of the Railport tender, Lineas has been awarded the operation of zones 3, 4, 5 and 6B in the Port of Antwerp, on top of current zones 1 and 2 won in the previous tender in 2023. This significant win further strengthens Lineas' presence in one of the most important logistics hubs in Europe, reaffirming its essential role in connecting Belgian and European industry to sustainable rail freight solutions.

The Railport tender, jointly led by Railport and the freight payers, aims to streamline rail operations within

the port by clustering operators and enhancing overall efficiency. Lineas' strategy-led participation resulted in the successful award of 6 key zones in the Railport scope, reflecting the confidence placed in the company's operational excellence, customer focus and long-term commitment to the sector.

"From the outset, our team carefully aligned tender participation with our broader strategy," says Ben Nagels, Head of Sales at Lineas. "We identified zones where our presence was essential, both to reinforce our existing

network and to deliver consistent, high-quality service to our customers. It's encouraging to see that this focus has translated into tangible results."

This new success further underlines Lineas' role as a driving force behind reliable and efficient rail freight operations across the port, with a sustained focus on service quality, customer proximity, and long-term value creation for industry players.

Nils van Vliet, CEO Railport: "The rail bundling project is key to achieve 15% of freight transport over rail by

2030. We are joining forces to create more efficient, transparent, and reliable rail logistics in the port and are happy to continue to work with Lineas as a strategic partner to achieve this."

Luc Pirenne, Chief Commercial Officer Lineas: "The freight payers' decision reflects more than a commercial outcome. It's a recognition of the trust placed in Lineas to deliver continuity, reliability and long-term value. It's a confirmation of the dedication of our teams and their relentless drive to support our customers with a customer centric mindset."

Lineas got awarded with strategic zones in the Port of Antwerp



Stadler to deliver seven TRAMLINK trams for the new TramCamp network in Catalonia.

Ferrocarrils de la Generalitat de Catalunya (FGC) has awarded Stadler Valencia a contract to supply seven TRAMLINK V3 trams for the new TramCamp public transport system in the Camp de Tarragona region. The contract includes spare parts and full-service maintenance for 15 years.

The new electric trams will operate along the Cambrils–Salou–Vila-Seca corridor and are a key component of the TramCamp project. They will transform regional mobility by connecting major urban and tourist hubs, improving the public transport offer, and reducing emissions. The vehicles will be designed and manufactured at Stadler’s site in Albuixech (Valencia).

Green, flexible and accessible transport

The TRAMLINK V3 trams are designed for operation on non-electrified sections. They will feature an onboard electric traction system powered by lithium (LTO) batteries over a range of up to 9.9 kilometres, enabling a more flexible and environmentally sustainable service. Each tram is made up of five carriages, can travel in both directions and is able to carry 211 passengers. There is low flooring throughout. Capable of reaching a top speed of 81 km/h, the vehicles feature multifunctional areas for bicycles, pushchairs, and wheelchairs. They are fitted with real-time passenger information systems and air conditioning designed for Mediterranean countries. The look and feel of the interior and exterior of the train fit perfectly with the landscape that characterise Camp de

Tarragona.

”We are proud to contribute to the development of TramCamp with our TRAMLINK trams. This project reinforces our commitment to innovation, sustainability, and high-quality public transport,” said Iñigo Parra, CEO of Stadler Valencia.

Maintenance of the vehicles will be carried out at a new depot close to the network in Vila-seca, to ensure operational efficiency.

Main Technical Features

- Type: Bi-directional tram with low flooring throughout
- Track gauge: 1,435 mm
- Vehicle width: 2,650 mm

- Total length: 33.62 m
 - Electric power supply: 750 V DC
 - Maximum vehicle speed: 81 km/h
 - Composition: 5 cars and 3 bogies
 - Onboard traction system: 2 modules based on Lithium-titanate (LTO) battery cells
 - Traction battery range: 9.9 km
 - Capacity: 211 passengers
- Exterior Design**
- Driver cabins with heated windshields and 3-speed wipers
 - 6 double doors on each side
 - Accessibility
 - 2 areas for wheelchair users
 - 1 multifunctional area for up to 4 bicycles with folding seats



FS, NRRP: 1,400 kilometres of network completed with ERTMS system

Rete Ferroviaria Italiana (FS Group) has completed the installation of the advanced ERTMS (European Rail Transport Management System) on 1,400 kilometres of network, reaching the medium-term goal set out by measure 1.4 of NRRP Mission M3C1 for the development of the European Rail Transport Management System well in time.

The intervention was funded with EUR 2.5 billion from NRRP funds and will affect around 2,800 kilometres of network to be completed by June 2026, consistently with the strategic objective of expanding ERTMS technology - already adopted on high-speed lines - to the entire network managed by RFI. The newly completed technology upgrades are a tangible example of the benefits of the 1,200 construction sites active every day and the increasing number of interruptions in recent years, which have risen from 160,000 in 2023 to a projected 345,000 by 2025, most of them during lower traffic periods for workers and commuter students.

The works, carried out by Hitachi, Alstom, Mermec and Progress Rail, involved a total

of around 2,000 workers, including technicians from the Italian FS Group, from the operating companies RFI and Italferr, and from contractors. A total of 21 lines or sections have benefited from ERTMS equipment, out of a total of 1,489 kilometres: Domodossola-Arona, Gallarate-Rho, Merano-Bolzano, Rovigo-Chioggia in the North; Firenze-Roma Direttissima, Viareggio-Bivio Arcola, Grosseto-Civitavecchia, Civitanova Marche-Albacina, Terni-Sulmona, Campoleone-Nettuno, Ciampino-Frascati/Albano, Roccasecca-Avezzano in the Centre; HS/HC Roma-Napoli (ERTMS technology upgrade in operation), Lamezia Terme Centrale-Catanzaro Lido, Catanzaro Lido-Sibari in the South; and Cagliari-Oristano, Oristano-Chilivani, Chilivani-Olbia-Golfo Aranci, Siracusa-Canicattì, Caltanissetta Xirbi-Aragona Caldare-Lercara, Alcamo-Trapani via Castelvetro in the Islands.

ERTMS is the most advanced railway signalling system on the international scene, and has therefore been chosen by the European Union as the single standard for the supervision and control of train spacing.

There are currently 1,200 kilometres of network in Italy equipped with this technology, which ensure greater infrastructure reliability, leading to an improvement in traffic regularity and service quality. In addition to improved performance, ERTMS also allows to save on operating and maintenance costs compared to traditional signalling systems.

Work will continue in the coming months and will affect conventional lines, urban nodes and the European Corridors throughout the country, including the Roma-Firenze Direttissima line, with the Rovezzano-Orvieto section already completed, and activation of the technology expected to be carried out on the remaining 105 km between Orvieto and Settebagni, including the relevant interconnections.

ERTMS promotes interoperability between railway operators from different countries and improves performance by increasing reliability, allowing more trains to pass through and contributing to greater punctuality. Information exchanged

continuously via radio between the track-side and on-board subsystems allows following the train’s progress moment by moment, providing the driver with all the necessary driving data in advance, with the activation of emergency braking if any of the parameters are not met or the train’s speed exceeds the permitted values.

This interoperable radio technology applied so far to high-speed trains can be adaptable to any kind of train, and, as such, it will be progressively extended to conventional lines by coordinating the technological equipping on trainsets in parallel. This action will bring benefits in terms of landscape, with the elimination of the signalling systems that currently line the tracks, and in terms of environment, thanks to the energy savings inherent in the system that allows the speed, acceleration and braking of trains to be regulated.

ERTMS represents the best short-term investment to improve the network’s performance and make it more modern, resilient, interconnected and accessible.

From a technical standpoint, ERTMS is the latest generation technology that offers further opportunities in terms of performance, safety and regularity of service:

- Journey time recoveries with constant monitoring and recalibration of the maximum speed in relation to both the specific route travelled within a station and the actual traffic flow.
- Increase in the maximum permissible speed, compatibly with the characteristics of the infrastructure.
- Reduction of the impact on road traffic at level crossings, which are closed based on the train’s actual run.
- Improved timeliness of information to the public (timely information on arrival linked to the exact location).

Implementation of the interventions financed with NRRP funds and the simultaneous achievement of the relevant milestones - is proceeding on schedule, as shown by the progress of major works and the completion of the first stage of station upgrading works in Central-Southern Italy.

From the Archives

Austria

A local train stands at Landeck behind 0-E-0 No. 1180.01 awaiting the passage of the Arlbeg Express on March 23rd 1976. *John Sloane*



From the Archives

France

A crew change takes place as SNCF BB-9334 stands at Bordeaux with a Paris to Irun express on April 21st 1979.
John Sloane

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From the Archives

Italy

A view of various electrics stabled outside the half roundhouse at Naples Smistamento depot on July 29th 1986. *John Sloane*

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From the
Archives

CWD No. 5734 approaches Multan with a
service from Khanewal on February 18th
1980. *John Sloane*

Pakistan

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From the Archives

141F steam loco No. 2276 waits for its next
duty at Miranda de Ebro shed on August
4th 1974. *John Sloane*

Spain

