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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 239Xtra

In the news this month, it's good to read that at a time when crime is on the increase, steps are being taken to make our stations and trains safer.....

Any time spent travelling across the EU or the UK's rail networks will reveal a few prevalent insights. Firstly, for every station that resembles a small walkable city, complete with grocery chains and tech stores, there are several so remote and unassuming that you wouldn't know they were part of the infrastructure were it not for the great trails of iron and wood beside them.

A second, less novel finding is that notices on the wall and announcements over the intercom often urge travellers to stay vigilant and keep their belongings secure. As with any public, high-footfall area, stations are popular targets for thieves and pickpockets, but recent years have seen an increase in violent crime incidents across major transportation hubs in Brussels and Germany. Station security teams are now expected to take a more proactive role in curbing anti-social behaviour and organised crime, which will require a re-examination of surveillance infrastructure.

The reason rail stations are such notorious hotspots for illegal activity is quite simple. Enormous crowds of people pour in and out through multiple entrances, making it easy for criminals to blend in and quickly escape before security can stop them. Their open-access design is great for congestion, but it complicates perimeter control. Travel can be stressful at the best of times, and some take news of delays and cancellations worse than others. The British Transport Police, for example, saw a 10% increase in attacks on station staff and police since 2019, despite dealing with 11% fewer passengers overall. While rail enforcement officers are allowed to detain travellers, they still rely on the police and other emergency services, a process complicated by legacy systems. These older camera networks capture low-quality images and do not integrate modern security devices, so station teams are slower to react to incidents. Video feeds require constant monitoring, and with so many crowds and faces to track manually, burnout compounds. As transport networks overhaul their ageing legacy frameworks, the integration of technology tailored to specific operational vulnerabilities enhances both productivity and safeguarding, facilitating a seamless shift toward integrated surveillance environments. Trains are part of some of the world's oldest still-active transit and transport networks. Modernisation has seen faster locomotives, advances in signalling technology and stations that double as shopping centres, but security has been slow to catch up. The

future of rail station monitoring is long overdue, and IP cameras will likely form the foundation of this development. Playing an active role in threat perception, these devices automate alerts that trigger when risk indicators are detected, reducing the time teams spend manually monitoring feeds. Unlike the siloed legacy systems common to many older stations, IP infrastructure combines other security measures, creating a network of cameras, sensors and access controls that share data. Strong security posture comes from a layered approach. High-quality video is the core of a rail station's visibility, but connecting that oversight to an analytics platform, such as a VMS, unlocks a new tier of proactive safeguarding that permeates all security efforts. Response is faster and more informed when systems communicate, whether station enforcement officers are dealing with theft or coordinating with police.

Artificial intelligence processes information far faster than any human. This has always been the core strength of the technology, and where it is most effective in station security. AI drives many of the analytic abilities of IP cameras, such as: Object detection – which could be an unattended bag, or an individual or group that is acting suspiciously. Crowd behaviours – both eyesight and traditional cameras struggle with the complexity of crowds. AI can see through the noise to detect loitering, build-up and unexpected movement patterns that could indicate danger. AI already facilitates predictive maintenance in rail stations, where its ability to recognise patterns streamlines the reporting and scheduling of faults and fixes. In a similar vein, artificial intelligence builds on VMS platforms and individual cameras by analysing video data in real time to identify patterns and highlight potential risks before they escalate.

The threats facing rail stations are not limited to pickpockets and alcohol fuelled fights before the final train home. Equipment theft, particularly of copper wiring that runs throughout rail networks, is a pressing concern with enormous costs for providers and commuters. Stations are also vulnerable targets to acts of terrorism, as they're densely populated and highly visible. All of this is to say that security teams and the travellers they protect depend on the effectiveness of station safety measures. The future resilience of transport hubs will depend on connected, intelligent systems that centralise vision and responsibly utilise AI to enhance safeguarding, while protecting privacy.

Until next month... **David**

This Page

Having completed its marathon 677km, 14 hour overnight journey from Osijek, HŽPP Class 2044.007 has run round the combined stock from trains Nos. 1840 and 1880 and departs Split with the ECS to Split Pedgrade on July 7th.

Andy Pratt

Front Cover

NESA's Class 218.155 stands awaiting time at Überlingen Therme on July 12th with the return bike train No. SVG1825, the 16:07 Singen Hohentwiel - Aalen Hbf.

Andy Pratt





Keolis RRReis! Flirt EMU No. 5038 'Conny Bieze' is seen at Amersfoort with a service to Ede-Wageningen on July 21st. *Gerard van Vliet*

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Australia

Alstom, global leader in smart and sustainable mobility, has successfully delivered into passenger service the first of four Australind trains for the Public Transport Authority of Western Australia. The train, named Marley, took passengers for the first time on June 29th from Perth to Bunbury completing a journey of two and a half hours, culminating in a major community event in Bunbury.

As part of the WA Railcar program, awarded to Alstom in 2019 and valued at around 800 million euros (1.3 billion Australian dollars), Alstom is delivering 252 railcars for 41 electric multiple units (EMU) and 12 railcars for 4 diesel multiple units (DMU) from its facility in Bellevue, Western Australia. This seminal program has seen train manufacturing return to Western Australia with 50% local content secured on the C-series trains, hundreds of local jobs, local suppliers, a range of apprenticeships and an Aboriginal pre-employment program delivered with Northern Metropolitan TAFE. The four Australind trains, named Marley, Kwilena, Koombana and Linda by public suggestions, will enter passenger service in stages as Alstom continues to build, test, commission and maintain the DMU and EMU fleets. The Australinds

can each carry 158 seated passengers, six wheelchairs, and have onboard storage for 14 bicycles. Fully accessible toilets, wifi, luggage storage and USB-C charging ports enhance passenger experience.

Commenting on the success of the first passenger service, Guillaume Tritter, Managing Director Alstom ANZ said, “The ongoing investment and partnership of the West Australian Government has been critical to restoring not just the Perth to Bunbury service, but the continuity of local rail manufacturing, the local supply chain and high skilled jobs in the State. The first Australind trip is a milestone only made possible because of our incredible local workforce and the deep partnership we have with the West Australian Government”.

“This is a locally built train, combining our global technological excellence in rail manufacturing with local Australian knowhow to deliver a great outcome for the people and communities of South West WA,” Guillaume Tritter concluded.

Australind and C-series trains for Perth’s growing rail network are X’tropolis trains, part of Alstom’s innovative

Adessia commuter rail portfolio, designed to support cities and suburban areas all over the world, accommodate increasing numbers of commuters and alleviate traffic congestion. Every day, more than 60 commuter systems

worldwide enable over 20 million passengers to travel on commuter trains made by Alstom.

Photo: The Perth Australind at station ©Alstom



Melbourne first Next Generation Tram delivered by Alstom into passenger service

Alstom, global leader in smart and sustainable mobility, has delivered the first of 100 Next Generation G Class Trams (NGT) into passenger service in Melbourne, Australia. This marks the start of delivery for a €700 million contract awarded to Alstom in 2022. Alstom will maintain the fleet from a purpose-built facility in Maidstone, Melbourne. The NGT program is at the heart of the Australian rail industry, with a nation-leading 65 percent of local tram content. Built at Alstom’s Dandenong site, the NGT program has supported more than 2,000 direct and indirect jobs. Alstom has invested more than AUD \$40 million (€24 million) in capital expenditure at Dandenong to strengthen local industrial capability.

“As the G Class carries passengers for the first time, the tram’s journey signifies what makes Alstom unique: leading global technology combining with unrivalled localised presence, to deliver a truly Australian built

tram for our customer,” said Ling Fang, Alstom’s Asia Pacific Region President.

A tram designed and assembled in Australia, for the benefit of Australians

More than 1,000 stakeholders, including disability groups, drivers, the Public Transport Users Association and other passenger representatives, contributed to the design of the NGT through an extensive consultation process, helping tailor the tram from Alstom’s proven Flexity 2 design to the needs of Melbourne’s tram network, the largest tram network in the world. The tram features low floor accessibility, regenerative braking, more doors and aisle space with a capacity for more than 150 passengers, making it Melbourne’s most accessible tram ever.

The G Class will be rolled out in stages across Melbourne’s tramway network where more than 80 percent of

the trams operating have been built by Alstom at its Dandenong site over its 70-year plus history. A state-of-the-art light rail vehicle maintenance facility operated by Alstom in Maidstone, Melbourne evidences the design, manufacture, infrastructure and maintenance capabilities of Alstom’s Australia operations.

Guillaume Tritter, Managing Director of Alstom Australia and New Zealand identified the strength of partnership between Alstom and the Victorian Government as a key to success. “The G Class journey into passenger service has been made possible thanks to the financial investment made by the Victorian Government and a spirit of understanding, collaboration and problem-solving that has defined this program from its early days. The determination and trust placed by the Victorian Government to build here in Victoria is commendable. NGT is proof that rolling stock can and should be built



here in Australia by Australians for Australians,” he said. In 2026, Alstom has delivered the first X’tropolis 2.0 train and NGT tram into passenger service in Victoria as well as the first Australind train in Western Australia.

Photo: Melbourne’s new next-generation G Class tram at Maidstone depot ©Victorian Department of Transport and Planning – Adam Chandler | Flexity™

Austria

ÖBB Rail Cargo Group (RCG) is expanding its network with a new intermodal connection between Budapest and Belgrade. The new TransFER connection links major industrial and logistics hubs in Western and Central Europe with markets in the Balkans.

TransFER Budapest–Belgrade provides a reliable transport solution for freight flows between Hungary and Serbia. Trains are operated entirely using RCG’s own traction and can carry 20-, 30-, 40- and 45-foot containers. The service is also suitable for transporting dangerous goods. Initially, TransFER Budapest–Belgrade will operate one weekly round trip. A second weekly round trip is already being planned.

Fixed timetables and competitive transit times provide a high level of planning certainty and help support stable supply chains between Central Europe and the Balkans.

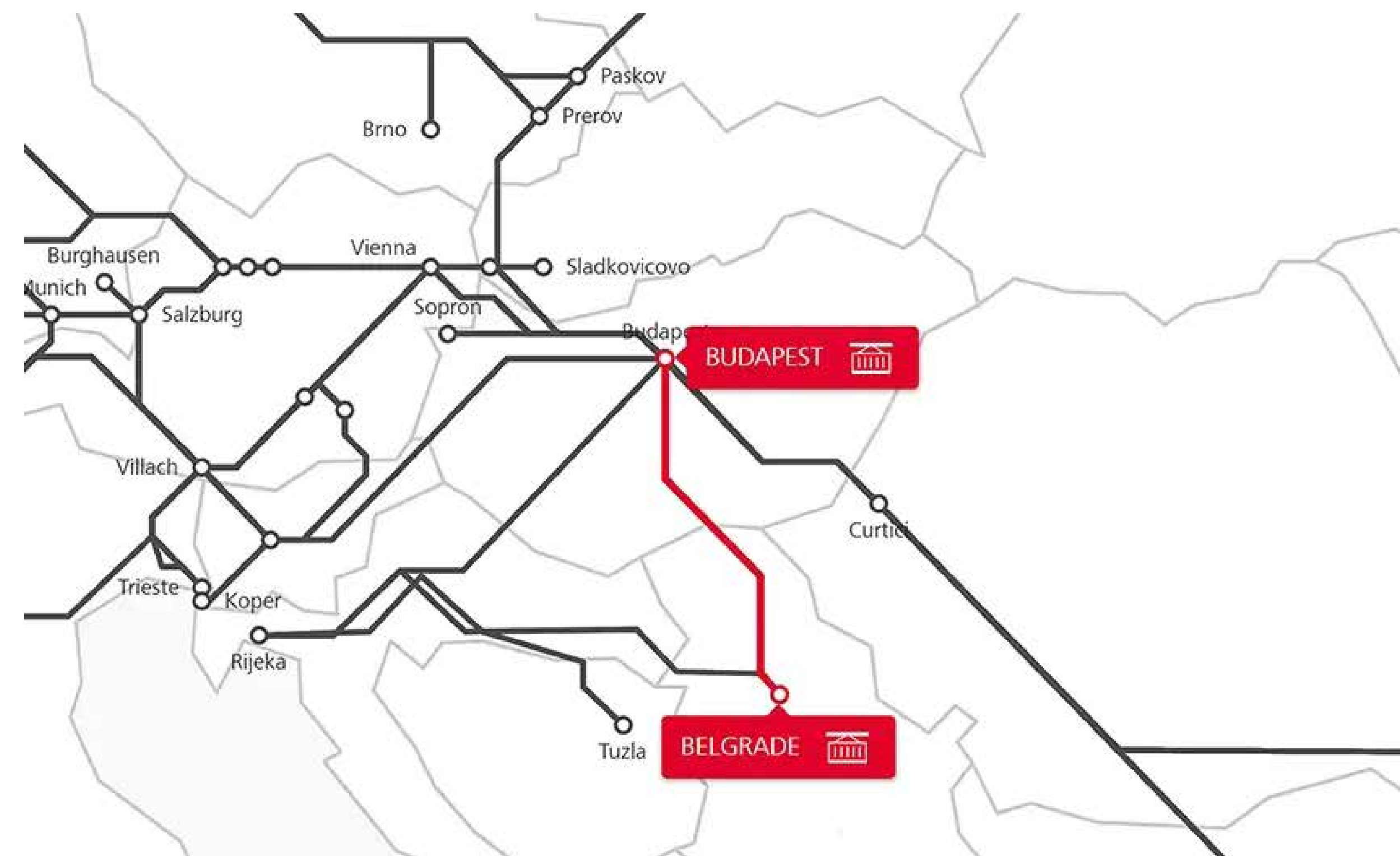
Connected to key European logistics hubs

Via the Budapest hub, the new service is directly integrated into RCG’s extensive TransFER network. Antenna connections are available to and from Sopron, Vienna, Wels and Duisburg. This gives companies access to a seamless rail connection between major industrial and logistics locations across Europe and markets in South-Eastern Europe.

New: TransFER Budapest–Belgrade

A reliable alternative to road transport

TransFER Budapest–Belgrade offers a reliable alternative to road freight. Shifting freight to rail reduces pressure on the road transport sector and helps address challenges such as the ongoing shortage of truck drivers. It also reduces the risks associated with congestion, weekend driving restrictions and seasonal traffic disruption. Customers therefore benefit from more predictable transport services and more resilient supply chains.



Rohrdorfer – moving raw materials sustainably by rail

ÖBB Rail Cargo Group (RCG) transports large volumes of raw materials by rail for the Rohrdorfer Group – reliably, predictably and with significantly lower emissions.

Building-material production involves moving substantial volumes of materials such as granulated blast-furnace slag, other forms of slag, limestone and anhydrite efficiently and reliably. This is precisely where rail freight comes into its own. Since 2014, Rohrdorfer has relied on RCG’s rail logistics services for its cement plants in Rohrdorf and Gmunden. One major advantage is that both sites have their own industrial sidings. This enables raw materials to be delivered directly to the plants or transported onwards without detours, efficiently and with significantly less impact on the road network.

Over one million tonnes transported by rail
In 2025, RCG transported around 1.16 million tonnes of raw materials and building materials for Rohrdorfer by rail. Different wagon types and specialised logistics

solutions are used, depending on the cargo and route. These include Falns and Talns bulk wagons, as well as the MOBILER system. Services operate via locations including Kirchbichl, Fischbach, Rohrdorf and Gmunden. RCG manages the entire logistics process, from planning and coordination to operational delivery.

Tailored solution for the Brenner Base Tunnel

A current project for the Brenner Base Tunnel demonstrates the scale and capabilities of this partnership. Since January 2026, Rohrdorfer has been transporting Fluasit, a concrete additive produced at its Gmunden cement plant, by rail to Steinach am Brenner. Steinach is the location of construction lot H53, which, at 25 kilometres in length, is the largest construction lot on the Austrian section of the Brenner Base Tunnel. Around 480 tonnes of Fluasit are delivered to the site every week. By the time work on the construction lot is completed, which is currently scheduled for 2029, around 40,000 tonnes are expected to be transported by

rail from Gmunden in total.

Fewer trucks on the Brenner route

Every journey that is shifted away from the road on the heavily congested Brenner corridor makes a difference. Transporting the Fluasit volumes by rail will eliminate approximately 1,480 truck journeys over the full delivery period. This reduces pressure on one of the busiest transport routes across the Alps, while ensuring a reliable supply of materials for one of Europe’s largest infrastructure projects.

Sustainable, predictable and built for the long term

The partnership between Rohrdorfer and RCG is based on a multi-year agreement and is constantly evolving. Innovative logistics concepts, suitable equipment and direct rail connections enable large quantities of raw materials to be transported efficiently by rail. In 2025 alone, these rail services saved around 5,015 tonnes of CO₂ equivalent compared to road transport. This is roughly equivalent to the annual greenhouse gas

emissions of 670 people in Austria.

This partnership demonstrates the potential of modern building-material logistics: reliable supplies, efficient operations and a significantly more sustainable alternative to

road transport.







HZPP Class 2044.016 arrives punctually at Split on July 26th with the previous evening's train No. D1204 'Adria', the 18:40 from Budapest Keleti. *Andy Pratt*







First phase of construction of modern railway line from Pilsen to Germany begins

Správa železnic has officially commenced reconstruction of the section between the regional capital, Nýřany, and Chotěřov. The busy commuter railway will be equipped with overhead contact line, and stations at Vejprnice and Nýřany, as well as Tlučná stop, will undergo a complete renovation. The project is expected to be completed within two years. The construction forms a part of a modern railway project that will connect Pilsen with Bavaria via Domařlice.

Builders will modernise 12.3 kilometres of the line and install the overhead contact line. Passengers at all stations will now have easy access to trains. Lifts will provide barrier-free access from the new underpass in Nýřany.

‘This announcement confirms that we are keeping our word and beginning to modernise railway lines where it makes the most sense. This also applies to the railway to Domařlice, which serves both international transport to Bavaria and regular commuter service from surrounding municipalities to the regional capital. Residents will soon be travelling by electric trains that will be more comfortable and quieter. This line is also important for

rail freight transport, as we currently have only one high-capacity electrified border crossing with Germany,’ says Minister of Transport Ivan Bednřřik.

The line reconstruction will enable operation of heavier freight trains, up to 740 metres long. Electricity for these trains, and others, will be supplied by a substation currently being built in Skvrňany, Pilsen. Implementation of ETCS train control system will improve operational safety. Several level crossings will be renovated, and underpasses will be built in place of one level crossing and one pedestrian crossing.

‘With this project, we are beginning the modernisation of the entire railway connection from Pilsen to Germany. It is one of the priority projects from the perspective of both passenger and freight carriers, and the subsequent sections are at an advanced stage of preparation. It is now important that this prioritisation is viewed in the same way on the other side of the border. We will closely coordinate the timing of the next phases with our German counterparts,’ states Tomřř Třth, Director General of Správa řeleznic.

Construction work will begin as early as July. In Vejprnice and Nýřany, operatives will remove redundant tracks and start building underpasses. The existing underpass in Vejprnice will be closed in September, and starting at the end of the year, the level crossing on Havřřská Street in Nýřany will also be closed to traffic.

Construction work, valued at CZK 4,489,407,094, will be carried out by companies PORR, Elektrizace řeleznic Praha, and Berger Bohemia.

‘On behalf of the contractors’ consortium, we would like to thank Správa řeleznic for the trust it has given us and for the opportunity to participate in the modernisation of this important part of the Czech railway infrastructure. I am confident that, thanks to the many years of experience of all the consortium’s partners across various fields of construction, we will be able to complete this complex project to the required quality standards, on schedule, and to the satisfaction of the investor, the residents of the affected region, and the passengers who will use the modernised line,’ says Peter Suchý, Chief Financial Officer of PORR.

The implementation of the European Rail Traffic Management System (ERTMS) is co-funded during the 2021–2027 programme period by the European Union’s Connecting Europe Facility (CEF). National funding is provided by the State Fund for Transport Infrastructure (SFDI).

Preparation of additional sections of the line to Germany The planning and permitting process for a brand-new line from Pilsen to Stod, which will be used by long-distance trains running at speeds of up to 200 km/h, is currently in its final stages. The nearly 20 km double-track section will include stops at Líně, Zbůch, and Chotěřov u Stoda, as well as the Stod station. The first phase of construction on the section from Zbůch to Stod could begin as early as next year.

For the remaining sections – namely between Stod and Domařlice, and between Domařlice and the state border with Germany – the documentation for the building permit is currently being prepared. Construction of these sections is expected to take place in the 2030s, depending on the progress of the modernisation and electrification of the connecting line on the German side.

Thanks to lower bid prices in public procurements, more lines will be repaired, with savings exceeding CZK 1.6 billion

Správa řeleznic will save nearly a third of the costs for track repairs and maintenance. It has been successful in lowering bidders’ prices in public procurement tenders, which are also being joined by a larger number of companies. Instead of the anticipated CZK 5.76 billion, this work will cost a total of 4.1 billion. The money saved will also speed up the start of repairs on other tracks.

‘Changes we have implemented in recent months are resonating through the market, and companies’ interest in our tenders had been growing significantly. We see a direct correlation between the number of bidders and the final price. In some cases, we have even received nine or ten bids, causing prices to drop by tens of percent – sometimes even to half the estimated costs. At the same time, we know we have to keep an eye on potential additional works so that our costs do not rise during

realisation either,’ says Tomřř Třth, Director General of Správa řeleznic.

The savings relate to some eighty projects focused on the maintenance of tracks, switches, overhead contact line or signalling and interlocking system. The contracts also include repairs to level crossings and platform extensions.

Správa řeleznic recorded a 31 percent saving on projects focused on regular track maintenance. On average, four bidders participated in these tenders. The so-called cyclical renewal of main lines will also cost significantly less, involving four tenders worth a total of CZK 343 million. For example, savings on the renewal of the line section between Vsetřn and Hornř Lideč are approaching CZK 200 million. Seven bidders competed for this

contract.

Thanks to these savings, more than CZK 1.6 billion in total, Správa řeleznic can begin a major renovation of the line between Beroun and Kařizek later this year – a project originally scheduled for next year. Renovation of the Bakov nad Jizerou – Mnichovo Hradřřtě – PŘřřovice section will also be carried out sooner than planned.

The decline in prices and increased interest in public procurement is driven by the changes in the bidding processes that Správa řeleznic has been gradually implementing in recent months. Specifically, it has been reducing administrative barriers, adjusting qualification requirements, and making greater use of preliminary market consultations. For larger contracts, construction work and technological components are now separated.

As a result, contractors are not forced to form consortia, and more of them are submitting bids. It is precisely this larger number of bids that leads to more favourable final prices.

However, changing public procurement conditions is not the only way to save on track maintenance. For example, in case of some construction projects, Správa řeleznic procures the materials itself, purchasing rails and sleepers in larger quantities and thus at more favourable prices.







AŽD company has started testing a light battery-powered tram-train

On the Kopidlno–Dolní Bousov line, known as Kopidlínka, the Czech technology company AŽD has started testing of a modified tram as a light battery-powered rolling stock that could represent the real future of regional rail transport. The project is intended to open a professional debate on whether a relatively simple and affordable vehicle based on a tram design can reliably, safely and efficiently provide transport on the railway infrastructure.

The light battery-powered vehicle based on the KT8D5R. N2 tram, a modernized version of the well-known KT8D5 type with a lowered barrier-free middle section, originally served in Brno since 1990. After extensive conversion for operation on the railway infrastructure, it was named LENKA (Light Electric Rechargeable Rail Vehicle of the

AŽD) and given the number 90 54 7 499 001-7.

“As part of the reconstruction, the middle section of the tram was converted into a technological space, into which a battery pack with a capacity of 192 kWh was installed. Thanks to it, the tram-train should travel approximately 80 km on a single charge at a speed of up to 60 km/h.

The modifications also included changing the electrical wiring, installing a technological switchboard, systems necessary for battery operation, air conditioning units for battery boxes and an information system. The vehicle was equipped with elements appropriate for railway operation, such as new reflectors, signal and

tail lights, two-tone horns, a vigilance control system, communication technologies or antennas for GSM-R and 5G systems,” explains AŽD project manager Jan Hula.

An important part of the project was also the adaptation of the bogies for railway operation. The original tram wheelsets were replaced with railway ones with the appropriate profile and width. At the same time, a special coupler attachment was prepared to enable the tram to be connected to classical railway vehicles. The external design was also changed. AŽD invested a total of 12 million CZK in the purchase, repairs and technological equipment.

“The project has several goals. In addition to verifying the operation of a light battery-powered vehicle, AŽD wish to create a so-called green test platform for verifying new technologies and components developed by our company. Experience from such project could also open a professional debate on future operating rules that would enable the wider use of so-called train-trams on regional lines,” adds Jan Hula.

The first step for AŽD will be to complete a series of tests and trials prescribed by the Railway Authority, which has authorized the train-tram to operate on Kopidlínka under strictly defined conditions and without passengers. The aim is to verify the properties of the modified vehicle when operating on the railway infrastructure, which AŽD uses as an experimental track for testing new technologies, including safety driving and preventing the risk of collision with another railway vehicle. After the end of the test operation, which must be completed by December 31st 2027 at the latest, according to the decision of Railway Authority, and after preparing a final report confirming that all specified safety conditions have been met, AŽD plans to apply for approval for passenger operation.

“As soon as we announced that we would be testing a tram-train at Kopidlínka, there was a lot of support, but also a group of critics. This is where we want to convince people that lightweight vehicles can be the right way for the future of regional transport in the Czech Republic. We feel that obstacles to their wider introduction are often created by administrative and bureaucratic barriers.

A frequent argument of opponents is, for example, the alleged insufficient stiffness of our tram-train in a collision with a car at a level crossing. However, it is interesting that the same tram is considered completely satisfactory in normal city traffic when driving at the same speed and in a collision with the same car,” Jan Hula explains further.

A number of Czech technology companies collaborated on this project, such as VKV Praha, EVC Group, Rail Electronics CZ, SKD TRADE, STARMON, MSV elektronika, DCom, and the Brno City Transport Company.

With this unique project, AŽD continues its long-term activities in the field of rail transport innovation and the search for economically and environmentally sustainable solutions for regional lines. In times of rising rail transport costs, finding a way to simpler, energy-efficient and more affordable vehicles is increasingly important. It is precisely such solutions that can contribute to ensuring that the railway remains accessible to passengers and at acceptable economic and operational costs.

























France

Siemens expands its rail maintenance network in France with Technis for future operations

Siemens Mobility and Technis sign partnership agreement to establish maintenance capabilities for future Vectron operations in France
Siemens Mobility will benefit from Technis' network of eleven maintenance sites to provide local service access for future Vectron operators
The partnership connects Technis' French maintenance footprint with Siemens Mobility's European Depot and service network

Siemens Mobility and Technis have signed a partnership agreement to prepare local maintenance capabilities for future Vectron locomotive operations in France. Under the agreement, Siemens Mobility will use Technis' established network of eleven maintenance sites to provide service access once Vectron locomotives enter operation in the French market.

The cooperation combines Siemens Mobility's Vectron platform expertise, digital maintenance tools, spare-parts logistics and European service network with Technis' industrial capabilities in France. Technis contributes nationwide workshop coverage, mobile maintenance teams and nearly 500 specialized employees. This enables Siemens Mobility to rely on existing local infrastructure and support future Vectron operators close to their operations and along key French rail corridors.

"The French rail market plays an important role in the continued growth of Vectron in Europe. This partnership marks a milestone in preparing best-in-class service capabilities for future operations in France. By leveraging Technis' established local maintenance locations and combining it with Siemens Mobility's Vectron expertise, digital tools and spare-parts logistics, we are creating a strong foundation for high fleet availability and long-term operational performance," said Elmar Zeiler, CEO Customer Services at Siemens Mobility.

Technis' sites, including locations in Lens, Dijon and Thionville, are strategically positioned on major French freight and passenger routes.

Their integration into Siemens Mobility's European service setup will support a scalable maintenance offering for future Vectron fleets in France.

"The Vectron is already a true success story across Europe, and we are eager to see it operating in France. Technis is ready to welcome it and support it across the country. Siemens and Technis share the same commitment to delivering the highest quality of service to their customers. We are also united by a common ambition: to contribute to the growth of rail freight and help drive the transition to a more sustainable future. I would like to thank Siemens Mobility France, for the

trust they have placed in Technis," said Tristan Rouzès, President of Technis.

Siemens Mobility already supports Vectron maintenance across Europe with predictive maintenance and diagnostic tools developed within Siemens over many years, as well as a centralized spare-parts logistics system with access to more than 8,000 part references. For future operations in France, spare-parts availability will be supported via MoBase, Siemens Mobility's digital spare-parts platform, enabling efficient parts identification, ordering and supply for maintenance activities.

These capabilities are designed to help reduce downtime, optimize fleet availability, and support reliable locomotive operations.

The partnership further strengthens Siemens Mobility's position in the French rail market and supports the continued development of the Vectron platform in Europe.



Germany

NESA's Class 218.105 stands at Überlingen Therne on July 11th with train No. 1825 from Singen (Hohentwiel) - Aalen Hbf. On arrival at Aalen, the loco was declared a failure and was replaced by 218.155 for the remainder of its weekend passenger work. *Andy Pratt*





Alstom and BVG celebrate the entry into commercial service of Berlin's new extra-long tram

Berlin's new, extra-long tram is now in service. On July 15th, the first 'Urbanliner' tram at the BVG officially entered regular service following final field trials.

At 50 metres in length, the trams significantly outshine Berlin's previous models. Their first route is, unsurprisingly, the M4, which has been one of the busiest lines on Berlin's tram network for years. Passengers were invited to experience the new space for themselves during the official maiden journey. To mark this special occasion, Senators Franziska Giffey and Ute Bonde also accepted the invitation to the Weißensee depot.

Prior to the official handover for passenger service, minor adjustments to the infrastructure in the Alexanderplatz area were required as part of the approval process. Following structural recalculations, two additional supports were installed in the underground tunnel to provide extra safety against a higher calculated load scenario. All the announced measures were implemented quickly and successfully.

"As the BVG team, we acted swiftly and purposefully to overcome the final hurdles. All the conditions are now in place to bring a new dimension to Berlin's public transport," said BVG's Chief Executive Officer Henrik Falk. "With these new vehicles, we are ensuring that, following the underground, the tram fleet is also well-equipped for the coming decades. What we are currently achieving is by no means a matter of course: rarely have so many forward-looking projects been launched simultaneously as they are today. The Urbanliner is yet another visible sign that we are consistently investing in modern vehicles and high-performance infrastructure for Berlin."

Franziska Giffey, Senator for Economic Affairs, Energy and Public Enterprises: "Berlin is growing – and the BVG is growing with it. The Urbanliner is a building block in this development. The new trams are setting

new standards simply through their size: more space for Berliners and visitors to our city, greater comfort and full accessibility. We are thus making a targeted investment in local transport services on Berlin's busiest route – the M4. In doing so, we are keeping pace with the growth of our metropolis, Berlin. The Urbanliner represents a Berlin of the future that ensures mobility for all."

Ute Bonde, Senator for Mobility, Transport, Climate Protection and the Environment: "The new Urbanliner trams are more than just a technical upgrade. They are investments that make a difference. And with space for more than 300 passengers, they represent a form of mobility that is geared towards people's needs."

Alongside the start of passenger service, further deliveries of the 'Urbanliner' trams from the manufacturer Alstom are now beginning. The fleet is set to grow to around 15 vehicles before the end of this year and is expected to double again by 2028. The remainder of the 65 Urbanliners currently on order are then expected to follow by 2030.

As is customary, approval was granted on a route-by-route basis. The new trams are currently approved for use on Berlin's busiest tram route, the M4. In the future, they are also intended for use on other routes.

High performance, greater comfort, and accessibility

The new trams can accommodate more than 300 passengers. On the M4, they are replacing the GT6 trams, which are coupled to form double trains and are gradually being taken out of service. Passengers can enjoy a whole range of 'extras' on the new trams. Inside, a new lighting concept creates a pleasant atmosphere, with the colour temperature switching between cool and warm white depending on the time of day and season.

At the doors, green and red LED strips clearly indicate when passengers can board and

when they should wait. The new chassis design noticeably improves ride comfort and reduces vibrations.

"The BVG makes the capital a place that millions of people can experience and enjoy living in. We at Alstom are proud that the new Urbanliners now play a central role in this," said Christoph Klaes, Vice President Customer Management for Central and Northern Europe at Alstom. "This new generation of trams combines high performance with greater comfort and accessibility. It has been specifically designed to meet Berlin's growing mobility needs."

A fully accessible tram

The important issue of accessibility also played a major role in the development. Large multi-purpose compartments provide space for passengers using wheelchairs or walking frames. Comfort seats at a height of 51 centimetres are available for people with reduced mobility, whilst extra-low seats (40 centimetres) cater for children and people

of short stature. Handrails with a "golf ball texture" at the doors help blind and visually impaired passengers to find their way. An additional gap filler now also facilitates barrier-free boarding at stops with left-hand boarding.

For the first time, a BVG tram will also operate entirely without exterior mirrors. Instead, there is a camera system that improves the driver's rear view in all situations. There are virtually no blind spots left. In addition, an assistance system has been installed that warns of obstacles in the vehicle's path.

In response to changing demand patterns, the Urbanliner is the first type of Berlin tram to operate without mobile ticket machines. The BVG is thus adapting to its passengers' purchasing behaviour. The vast majority of users now buy tickets digitally or already hold a ticket such as the Deutschlandticket.

At the same time, however, the BVG has also significantly expanded the sales network

along the M4 line. The number of sales points there has been increased by around 70 per cent.

Photo: From left to right: Christoph Klaes (Alstom), Senator Franziska Giffey, Henrik Falk (BVG) and Senator Ute Bonde ©BVG/ Florian Buendig)



S-Bahn Berlin, Siemens Mobility and Stadler Deutschland have won the tender for the Berlin S-Bahn. With receipt of the award notice, the contract is now legally binding. The three consortium partners are combining their expertise in operations, vehicle manufacturing and maintenance to provide passengers in Berlin and Brandenburg with a modern, high-performance and reliable S-Bahn system for decades to come. The consortium will provide 350 four-car, fully walk-through trains for the Berlin S-Bahn system, ensure maintenance over a period of 30 years, and provide operations on the North-South and Stadtbahn sub-networks for 15 years.

Heiko Büttner, CEO of S-Bahn Berlin GmbH: “For more than 100 years, the S-Bahn has been ensuring the mobility of 1.4 million people every day. Together with our employees and our strong partners, I am very pleased to take on this important task with passion in the future as well.”

Michael Peter, CEO Siemens Mobility: “Berlin deserves a high-performing, sustainable and future-oriented S-Bahn system. As a technology company with Berlin roots, we have been connected to this city for generations. Together with our partners, we are making an important contribution to advancing mobility for millions of Berliners in the future as well. We are laying the foundation for strong and future-proof S-Bahn services in Berlin with digital technologies, intelligent maintenance and sustainable mobility solutions.”

Peter Spuhler, Chairman of the Board of Directors of Stadler Rail AG: “I am extremely pleased about this important contract, which Stadler will now implement together with our partners at S-Bahn Berlin and Siemens with full commitment and great enthusiasm. During the negotiations, I personally advocated for Berlin to receive as quickly as possible the modern S-Bahn trains that this great city deserves. With this contract, Stadler will in future manufacture all modern U-Bahn and S-Bahn trains for Berlin. The 350 trains will be built in Berlin and for Berlin.”

The decision is a strong signal for the economy of Berlin, Brandenburg and across Germany. The award secures thousands of jobs and sustainably strengthens regional value creation – from vehicle manufacturing through to maintenance fully anchored in the capital region.

Proven vehicle concept brought up to the state of the art standard

The vehicles now ordered are an advancement of the current latest series that Siemens and Stadler delivered for the Berlin S-Bahn ring network. They were delivered on time and, since entering service, have already achieved more than 120 million kilometres travelled with very high technical reliability. For the new tender for the Stadtbahn and North-South sub-networks, Stadler and Siemens have consistently refined this proven vehicle concept: with a modern driver's cab, updated fire protection as well as cybersecurity measures meeting the latest requirements. The S-Bahn trains' reliable and energy-saving traction system has been further optimized and sets new benchmarks for energy efficiency over the entire service life. The distinctive design of the vehicles remains unchanged. What Berlin's passengers know and appreciate from the Ringbahn will soon be introduced step by step across the entire S-Bahn network.

More comfort for passengers

The modern vehicles set new standards in comfort and accessibility. An optimized, bright interior concept by Stadler offers greater flexibility for different passenger needs. The newly designed multi-purpose area includes, among other features, a wheelchair space, a height-adjustable seat and additional options for companions

Green light for the future of Berlin's S-Bahn



of passengers with reduced mobility. Comfortable temperatures on board are ensured by a completely redesigned air-conditioning system from Stadler using an environmentally friendly, halogen-free refrigerant. The innovative chilled-water technology meets the highest comfort requirements and reliably cools the interior even at high temperatures. A USB C charging port is provided at every second seat.

High availability through predictive maintenance

With the use of Railigent X from Siemens Mobility, maintenance of the new S-Bahn trains over the entire 30-year contract term will be managed via a central digital platform for data-driven maintenance and operations. By connecting vehicles, infrastructure and

train IT and continuously analysing condition data, the system enables predictive maintenance and optimized maintenance processes. The Railigent Fleet Manager monitors vehicle condition in real time, analyses operating data and supports the creation of tasks to enable predictive maintenance. This allows potential disruptions to be detected early, increases reliability and sustainably improves fleet availability. Maintenance processes are digitally planned and controlled—from materials and asset management through to workforce planning—boosting efficiency and reducing maintenance costs. Additional cybersecurity services such as software maintenance and vulnerability monitoring ensure secure operation of systems and vehicles.

Predictive maintenance increases availability

Optimising maintenance, reducing costs and sustainably increasing fleet efficiency through automation.

DB Cargo uses predictive maintenance to maximize the availability of its locomotive fleet. Data analytics with intelligent algorithms continuously monitor the condition of defined components real-time: 360 degree observability. Maintenance needs are detected at an early stage and fed into workshop planning in a targeted manner. This increases efficiency, reduces costs and strengthens the sustainability of the fleet.

Innovation for maintenance in Europe

Technology and innovation make it possible to carry out maintenance measures precisely when they are required. DB Cargo relies on 'SherLok', a fully integrated application for data processing with a web interface for end users, which brings together all relevant data from the entire locomotive fleet:

- Vehicle status data such as engine power, temperatures, consumption and diagnostic messages
- Location information and route histories of the locomotives
- Workshop data including historic, current and planned maintenance measures

Next to automatic monitoring, 'SherLok'

enables real-time remote diagnostics through self-service for non-technical users. Where data queries once required IT specialists and data scientists, authorized colleagues can now access information directly via a phone or tablet. Specialist expertise can be integrated across all locations - for fast, well-informed decisions and efficient operational support.

Automation in maintenance

Automated condition monitoring analyses data for numerous use cases based on algorithms. If a need for action is detected, the necessary maintenance measures are triggered directly in the system. Work orders are created fully automatically - without any

delay or manual intervention.

Optimal preparation of maintenance measures

Thanks to 'SherLok', information can be provided in an easy-to-use web interface allowing workshops and mobile teams to be fully informed even before a locomotive arrives. Troubleshooting and diagnostics can be done remotely, necessary work can be planned in advance, and materials can be prepared ahead of time. This speeds up processes and significantly reduces downtimes. This is made possible with a 360-degree view on our rolling stock including real-time geolocation, comprehensive diagnostics and time-series

data. Components are not only checked when the locomotive is at a standstill, but also during operation - under full load on the track when an issue actually occurs - which is often impossible to replicate in the workshop. This makes maintenance even more precise and efficient.

Conclusion

By leveraging 'SherLok', DB Cargo transforms reactive maintenance into a proactive, data-driven business process. Real-time insights and automation not only boost availability and reduce costs but also demonstrate how intelligent data use can drive efficiency, sustainability, and smarter decision-making across modern rail operations.

Europe-wide network realigned

European vehicle logistics is being rethought: Stellantis and DB Cargo Automotive are consistently aligning their network toward efficiency and stability. The focus is now on high-volume corridors and high-frequency services - for greater speed, improved planning reliability, and significantly more resilient supply chains.

From short-term deployment to a strong network

The groundwork of today's collaboration was laid several years ago during a period of major challenges. The market was characterized by capacity shortages - limited space at compounds, backlogs extending into seaports, and disruptions along the supply chain. Together with Stellantis, DB Cargo Automotive responded flexibly, taking on short-term transport services across numerous routes throughout Europe - precisely where demand was most urgent. During this intensive phase, both sides developed a deep mutual understanding - of the requirements of individual plants, the different brands and vehicle types,

and the possibilities of rail transport. This shared knowledge now forms the basis for strategically advancing vehicle logistics across Europe.

Instead of many individual relations, the partners are now focusing specifically on key connections: between Poland and Belgium, Slovakia and Germany, within France, and along the corridor between Spain and Germany. On these axes across Europe, high-frequency shuttle systems ensure reliable scheduling. Large vehicle flows can be efficiently bundled and managed, giving Stellantis exactly the flexibility required in a dynamic production and distribution environment.

Higher volumes, maximum flexibility on rail. The realignment is delivering results: in 2025, DB Cargo Automotive transported more than 50,000 vehicles for Stellantis, with over 80,000 planned for 2026. The range includes compact models such as the Citroën C3 Aircross, Jeep Avenger, and Opel Frontera, as well as light commercial vehicles such as

the Fiat Ducato and Peugeot Boxer.

This level of diversity has become standard in automotive production - as many plants now produce different models simultaneously on a single line. For logistics, this means transport must be just as flexible as production itself. DB Cargo Automotive therefore relies on modern car carrier wagons that can efficiently combine a wide variety of vehicle types, enabling different sizes, weights, and body styles to be optimally consolidated on one train.

Resilient processes through shuttles and compounds

A key element of the new network is shuttle services operating in fixed cycles. They connect plants and logistics hubs within clearly structured processes, ensuring high reliability in day-to-day operations. Average transit times are fast and dependable, typically two to three days.

An additional factor contributing to stability lies on the customer side: Stellantis' own compound facility in Rüsselsheim. This

dedicated space allows vehicles to be stored flexibly and enables transport flows to be managed independently of frequently constrained external parking capacities.

The result is a robust overall system that functions reliably even with fluctuating volumes - while remaining responsive to new requirements.

Faster, more predictable, and more sustainable

In addition to stability and capacity, speed also plays a crucial role. On the route between Spain and Germany, transit times have been reduced by around half through targeted optimizations.

But efficiency does not end with transit times and planning reliability - it also directly supports sustainability. By consolidating transport volumes and achieving high



capacity utilization, rail becomes a key lever for more environmentally friendly vehicle logistics.

A network with a future

This approach is creating a robust, high-performance network that not only reliably meets current transport demand but is also designed for growth. The clear focus on key corridors will make it possible to bundle increasing vehicle flows in the future and expand the network flexibly. Close collaboration between Stellantis and DB Cargo Automotive forms the foundation for future-proof vehicle logistics in Europe.



Milestone for Europe's most successful locomotive platform: 2,000th electric Vectron built

The Vectron platform is approved for operation in 20 countries and reaches speeds of up to 230 km/h in passenger service

Siemens Mobility is consistently advancing the platform further with the digital Vectron X

As part of a ceremonial event at the Munich-Allach locomotive plant on July 23rd, 2026, Siemens Mobility handed over the 2,000th electric Vectron locomotive built to the Austrian Federal Railways (ÖBB). With nearly 3,000 units sold to more than 115 customers, the Vectron stands as Europe's best-selling and most versatile

locomotive platform.

"The 2,000th electric Vectron locomotive represents far more than just a production number – it stands for the trust that railway operators across Europe place in our platform every day. Vectron combines versatility and interoperability with the flexibility to meet a wide range of requirements in European markets. With the digital Vectron X, we are consistently further developing this successful platform and opening the next chapter in its success story," says Steffen Bobsien, Vice President Locomotives and Coaches at Siemens Mobility.

The Vectron locomotive is designed for cross-border

operations in Europe and has been manufactured at the Siemens Mobility plant in Munich-Allach since its market launch in 2012. The locomotives are approved in 20 countries and are uniquely certified for speeds of up to 230 km/h in passenger service. Its multi-system capabilities and extensive country approvals firmly establish the Vectron as the standard choice for international rail corridors.

Siemens Mobility has recently presented the next generation of its successful Vectron platform with the digital Vectron X. For the first time, Siemens Mobility is bringing an app store into the driver's cab and expanding the locomotive with app-based applications.

Vectron X transforms the locomotive into an open digital platform and the driver's cab into a connected workplace. Through the app store, operators can use applications from Siemens Mobility and third-party providers directly on the integrated Smart Screen. Digital functions such as Remote Start, Vectron Eco Cruise and Trainplay, along with the provision of structured vehicle data via standardized interfaces, condition monitoring and maintenance coordination, support more efficient operations, higher availability and predictive maintenance.



Expanded container depot strengthens Ulm as a logistics hub



DB Intermodal Services expands the site by 38,000 square metres, creating additional capacity for combined transport.

Modern supply chains are facing ever-growing demands. Increasing transport volumes, volatile markets and the need for resilient logistics networks call for high-performance infrastructure.

With the opening of a new depot area in Ulm-Dornstadt, DB Intermodal Services is therefore marking an important milestone for combined transport in southern Germany.

After a construction period of around nine months, the company has expanded the existing site by approximately 38,000 square metres — equivalent to more than five football pitches. The new space provides immediate additional storage capacity for both loaded and empty containers. For shipping lines, freight forwarders and industrial companies, this means one thing above all: greater flexibility in planning and improved reliability across the entire transport chain.

Creating capacity before bottlenecks arise

Container depots are far more than simple storage areas. They serve as a central interface between rail and road, ensuring that containers are always available, inspected and ready for onward transport. With this expansion, DB Intermodal Services is responding early to the growing volumes in combined transport.

The additional depot space reduces bottlenecks in container availability and helps to make supply chains more robust. This flexibility is becoming increasingly important, particularly in times of fluctuating transport volumes and global supply chains. Companies benefit from shorter response times and improved access to logistics resources.

The expansion is closely linked to the ongoing development of the Ulm-Dornstadt transshipment terminal. Its handling capacity is set to more than double by 2028. Together, the terminal and depot will form a high-performance logistics hub, strengthening connections between the economic regions of Ulm, Upper Swabia and the Swabian Jura and national and international transport corridors.

Investing in the future of rail freight

For DB Cargo, DB Intermodal Services and TFG Transfracht, the expansion exemplifies the strategic growth of combined transport. The aim is to shift more freight onto climate-friendly rail while offering economically attractive logistics solutions.

The new depot area combines additional capacity with high-performance infrastructure, making a significant contribution to stable supply chains, sustainable transport and the long-term development of Ulm as a logistics location.

Start becomes DB Regio – transition will be completed on August 1st, 2026

DB Regio takes over contracts and employees Quality improvement for passengers in sight

Following a board decision by DB Regio AG at the beginning of the year, Regionalverkehrs Start Deutschland GmbH will be fully integrated into DB Regio AG on August 1st, 2026. This is intended to make operations more stable, economical, and future-proof. Existing transport contracts will be taken over and continued by DB Regio AG. From August 2026, services will operate uniformly under the DB Regio name.

For passengers, this means: trains will run as usual, services will remain unchanged, and experienced staff

will continue to work. Employees of the regional business units will be transferred one-to-one to the respective departments of DB Regio AG. DB Regio aims to preserve knowledge, experience, and expertise in this way and ensure a smooth operational transition.

At the same time, DB Regio is using the integration to improve operational quality. Measures to further stabilize operations have already been underway in some regions over the past few months.



For example, DB Regio is providing additional train drivers.



Deutsche Bahn: Profit after taxes positive for the first time since 2019 at 147 million euros

Earnings jump of €907 million
Adjusted EBIT improved by around €650 million to €415 million in the first half of 2026
Group revenue slightly increased
DB CEO Palla: “We are delivering step by step what we promised!” • Record investments in infrastructure

Deutsche Bahn (DB) stabilized its financial situation in the first half of 2026: For the first time since 2019, the core business returned to profitability after taxes. Thanks to a profit jump of over €900 million, the railway company posted a net profit of €147 million. In the first half of 2025, the net profit after taxes was still significantly negative at €760 million. Group revenue rose slightly by 1.8 percent to €13.6 billion compared to the first six months of the previous year. Operating profit (EBIT, adjusted) improved considerably by more than €650 million to €415 million. The DB Group expects to be profitable for the full year 2026, despite risks, particularly at DB Cargo, due to economic developments.

Evelyn Palla, CEO of Deutsche Bahn : “We made good progress in the first half of 2026 and reached an important milestone. For the first time in seven years, our rail business is back in the black: a success. Even though nothing happens quickly when it comes to modernizing the rail network, we are now delivering step by step what we promised. I am very pleased about this important milestone, but I will only be satisfied when the quality of daily rail services is also convincing!”

The main reason for the improved results is better operational performance in the business units. This includes initial cost reductions and staff reductions in corporate management and at internal service providers. With the new “DB 2035” strategy, the Management Board, together with the Supervisory Board, finalized the course toward a high-performing railway in June. The priorities: reliability, quality, and economic viability. This is based on a comprehensive restructuring of the Group. As a result, DB will become significantly leaner, more decentralized, and more entrepreneurial. The Group’s management is also accelerating this process: staff reductions are proceeding faster than planned. The targets for 2028 have already been achieved by approximately 30 percent.

The focus in the first half of 2026 was also on the modernization of the rail network. Evelyn Palla: “Never

before have the federal government and the railway company invested so much money in rail infrastructure in a single six-month period. If we continue building at this level, we will lay the foundation for a sustainably stable railway. I mean a railway that fulfills its purpose: reliably transporting its passengers and the goods of businesses to their destinations.”

All business units contributed.

All of DB’s business units maintained or improved their operating results in the first half of 2026. At the same time, DB Group investments rose sharply again compared to the first six months of 2025: Gross investments increased by 18 percent to €8.7 billion – the highest half-year figure in DB’s history. Net investments financed by the company itself climbed by 89 percent to €3.4 billion. Particularly encouraging: the majority of these funds were allocated by the federal government and the railway company to the modernization of the rail network, which had been neglected for decades.

Due to the high investments in the first half of 2026, the DB Group’s net financial debt increased as expected on June 30, 2026: by around one billion euros to 21.6 billion euros compared to the beginning of the year.

To ensure customers experience improvements quickly, Deutsche Bahn (DB) is implementing three immediate action programs totaling approximately €150 million: for greater cleanliness and safety at train stations, increased comfort on long-distance trains, and improved customer communication. In the first half of 2026, 44 mobile maintenance teams were deployed to train stations for rapid repairs. Additional security personnel patrolled platforms for over 100,000 hours. On long-distance trains, an additional 220 mobile cleaning staff cleaned tables, seating areas, and more than one million toilets daily.

17 million more passengers in passenger transport

Over 960 million passengers travelled on Deutsche Bahn trains in the first half of 2026 – around 17 million or 1.8 percent more than in the previous year. All of DB’s transport divisions saw improved economic performance in the first six months of 2026.

DB Fernverkehr’s long-distance passenger services continued their restructuring efforts. With an operating profit of €148 million, DB Fernverkehr returned to

profitability, significantly exceeding the previous year’s results (first half of 2025: loss of €59 million). Primarily due to numerous construction projects, passenger volume fell short of the figures for the first six months of the previous year. Despite the state of the infrastructure, revenues and operating profit increased noticeably, particularly in the second quarter.

Since April, long-distance ticket sales have increased. With special offers for families, young people, and those who decide to travel at the last minute, management has been further boosting demand since May. This is working. Already, 600,000 passengers have taken advantage of the last-minute offer. More than 200,000 travellers are using the family ticket. The free youth railcard has been ordered over 50,000 times.

DB Regio continued its stable development in the first half of 2026, achieving a positive operating result of €89 million. Demand increased, particularly on commuter routes, as workers switched from cars to trains due to high fuel prices. Revenues grew by a total of 4 percent compared to the first six months of the previous year. Construction work on train services slowed further revenue growth.

DB Cargo recorded further declines in transport performance and revenue in the first half of 2026. This was due in part to the continued weak demand from the steel, chemical, and automotive industries. Operating profit improved by €96 million compared to the first six months of the previous year. With a loss of €1 million, breaking even is within reach. DB Cargo is implementing its stringent restructuring plan step by step, also to comply with requirements of the European Commission. The public-benefit infrastructure company DB InfraGO closed the first half of 2026 with an operating loss of €66 million. Operating performance on the rail network fell by 1 percent compared to the first half of 2025 due to construction work.

Super construction year 2026: Around 14,000 construction sites completed

DB InfraGO has successfully completed the first half of its ambitious construction year of 2026. As announced, the corridor renovation on the Hamburg-Berlin line has been completed. Three more lines will reopen in July: Hagen-Wuppertal-Cologne, Hamburg-Hanover, and, somewhat later, Nuremberg-Regensburg. The next

corridor renovations have begun as planned, for example, on the right bank of the Rhine between Troisdorf and Wiesbaden. Of the 28,000 construction sites planned for 2026, approximately 14,000 have been completed by the halfway point.

87.5 percent of all DB passenger trains arrived less than 6 minutes late in the first half of 2026. For DB long-distance trains, this figure was 59 percent. In 76 percent of cases, long-distance trains arrived at the station with a delay of less than 15 minutes. DB Regio achieved punctuality in 88.2 percent of cases. The record number of construction sites, the onset of winter in January and February, and the heat wave in June negatively impacted punctuality. The number of construction sites is expected to remain high in the coming years.

According to forecasts, Deutsche Bahn’s positive economic development is expected to solidify in the coming months. As announced in March, the company anticipates group revenue of approximately €28 billion for the full year 2026. Operating profit is expected to rise to around €600 million.

DB Cargo faces particular challenges. The pressure to restructure remains high, especially given the persistently weak economy and unstable infrastructure. The success of the restructuring also depends on adequate funding for single wagonload traffic.

German Rail: Alcohol consumption banned at all train stations



New rule applies nationwide and will be implemented gradually until October 15th, 2026

To improve the safety of its employees and passengers, Deutsche Bahn (DB) is banning alcohol consumption at all its train stations. The new rule applies nationwide

and will be implemented gradually at 5,400 stations by October 15th, 2026.

“We are taking decisive action: We are banning alcohol consumption from our train stations,” said DB CEO Evelyn Palla. “Too often we have seen that where there

is too much alcohol, violence also increases. The brutal and senseless attack recently demonstrated this most recently. That is why we are now implementing an alcohol ban at train stations. We are serious about safety. It is about protecting our employees and passengers.”

Deutsche Bahn is introducing the new ban under its right to control its property. This will require local adjustments to house rules, in coordination with municipalities, authorities, and administrations.

Thirty train stations in Germany are already alcohol-free, including those in Cologne, Munich, and Hamburg. “The experience there is clear,” says Evelyn Palla. “Alcohol-free means less violence and less litter.” The next stations to become alcohol-free on September 1st are Berlin Central Station, Berlin Gesundbrunnen, Kiel, and Braunschweig. All other train stations in Germany will follow successively by mid-October.

Restaurants and bars are exempt from the ban. It is still permitted to carry sealed alcohol in luggage or purchased items. Violations of the alcohol consumption ban will result in removal from the premises. In case of repeated offenses, Deutsche Bahn will issue a ban from the premises.

Greater safety for everyone: Bodycams on long-distance trains



Safety for employees and passengers is a top priority for Deutsche Bahn

DB is equipping over 2,000 long-distance employees with body cameras

Introduction is part of the “Action Plan for Greater Safety on the Rails”

Deutsche Bahn (DB) is now gradually equipping its DB Fernverkehr (long-distance) employees with body cameras. The first phase includes over 2,000 colleagues

in train attendant services, on-board catering, and DB Lounges at reception. Use of the cameras remains voluntary.

Michael Peterson, DB Board Member for Long-Distance Passenger Transport: “Traveling on long-distance trains is safe. To ensure that passengers and employees continue to feel well looked after and safe on our trains, we are introducing body cameras as a further safety measure.”

Manfred Scholze, Chairman of the DB Long-Distance Works Council: “When colleagues say they feel safer with body cameras, that’s an important signal. That’s why we support the introduction of body cameras in DB Long-Distance and welcome the fact that their use remains voluntary.”

Before body cameras are used as a technical aid, DB employees complete comprehensive training on operating conditions, legal principles, labeling

requirements, and practical operation and handling of the body camera.

Body cameras contribute to a greater sense of security for both passengers and staff on long-distance trains. They have a preventative effect, serving to deter and reduce acts of violence and to secure evidence. They represent an additional safety measure, especially when prior de-escalation efforts on board have been unsuccessful.

Further information on the use of bodycams is now available via the usual customer contact channels, e.g. in the ICE portal and on bahn.de/bodycam-fv.

The introduction of body cameras is a result of the “Action Plan for Greater Safety on the Railways,” which Deutsche Bahn (DB) adopted jointly with the federal government, state governments, unions, and the transport industry. The number of attacks on railway employees has been rising for years. The tragic culmination was the brutal and fatal attack on DB employee Serkan Çalar in early February.

Alpha Trains and Talbot Services deepen strategic partnership for rail vehicle maintenance and modernisation



Alpha Trains, the leading private lessor of locomotives and passenger trains in continental Europe, and Talbot Services GmbH, a rail vehicle specialist based in Aachen, are further expanding their long-standing collaboration.

As part of this agreement, the two companies are strengthening their partnership and establishing a long-term strategic framework for capacity planning, maintenance, modernisation, and overhaul activities. The aim of the collaboration is to create better planning certainty, higher efficiency and commercially attractive solutions for operators and transport authorities by pooling vehicle fleets and utilising workshop capacities on a long-term basis.

Driving efficiency through fleet consolidation

The cooperation agreement covers a wide range of technical services. These include overhauls, exterior repainting, redesign work, and retrofitting rolling stock with the European Train Control System (ETCS). Alpha Trains secures dedicated workshop capacity at Talbot's longstanding Aachen facility by strategically pooling large fleets of vehicles across various customers.

These long-term capacity commitments help ensure reliable project delivery, shorter response times and consistently high-quality standards.

Furthermore, the collaboration strengthens Alpha Trains' ability to offer integrated leasing and maintenance solutions. By planning overhauls and modernisation measures at an early stage, rolling stock can be efficiently

prepared for future deployment and economically attractive leasing models can be developed throughout their entire lifecycle.

For Talbot Services, the agreement also ensures a long-term planning certainty through a reliable workload for the workshop while facilitating the strategic planning of resources and investments.

The new agreement with Talbot Services, alongside Alpha Trains' existing framework agreement with Rolls-Royce Power Systems for MTU PowerPack overhauls, underscores the company's commitment to integrated maintenance solutions for multiple units. With 25 years of experience in the rail vehicle sector, Alpha Trains can offer economically attractive leasing solutions that go beyond traditional financing models. Further discussions with partners regarding the expansion of this approach have already begun.

"With this cooperation agreement, we are elevating our long-standing partnership with Talbot to a new strategic level," explains Bernhard Holzer, Managing Director of Alpha Trains Europa GmbH and head of the Passenger division at Alpha Trains. "Through the long-term capacity planning now agreed and the targeted consolidation of our fleets, we are creating genuine added value for our customers: greater planning certainty, short response times and economically attractive solutions throughout the vehicle lifecycle. At the same time, we are strengthening our ability to prepare existing fleets for future operations in a sustainable and efficient manner, and to offer our customers modern, flexible leasing solutions."

"We are delighted to have signed this cooperation agreement with our long-standing client, Alpha Trains. This will further strengthen our successful partnership and provide a reliable long-term baseline workload for our production facilities," adds Dirk Reuters, CEO of Talbot Services GmbH.

Nearly three decades of successful collaboration

The new agreement builds on a long-standing and trusted partnership. The collaboration dates back to 2004, when the first large fleets of the Talent VT643 model were manufactured in the Aachen workshop. A tangible reminder of this shared history remains in service today: the very first Talent train ever produced (Talent 1, built in 1998) is part of Alpha Trains' fleet and will also benefit from the new agreement.

In recent years, the two companies have reached a number of significant milestones together. These include extensive refurbishment and redesign programmes – most recently involving 35 Alstom Coradia Continental multiple units for S-Bahn Bremen – as well as a long-standing and trusted partnership in carrying out accident repairs across a wide range of vehicle classes.

Germany

ENON-Group opts for Euro9000 from ELP: Modern dual-mode technology for flexible Rail Freight operations

ENON-Group is expanding its fleet with a Euro9000 locomotive from European Loc Pool AG. With the signing of the contract, the company is placing its trust in one of Europe's most powerful and modern dual-mode locomotives. The Euro9000 will support ENON-Group in making its transport services even more flexible, efficient and powerful in the future.

In a conversation with Mathias Tenisson, Managing Partner of ENON-Group, it became clear that the technical performance, modern equipment and versatile operational capabilities of the Euro9000 were the key factors behind the decision.

"The Euro9000 is currently one of the most powerful and modern dual-mode locomotives in Europe. It is equipped with several country packages, offers a powerful 9 MW electric mode and, with its two 950 kW diesel engines, provides a solution that fits very well into our service portfolio," says Mathias Tenisson.

The Euro9000 therefore provides the basis for flexible operations on various European routes. At the same time, the locomotive will now have to prove itself in daily operations. Particular focus will be placed on its performance, flexible deployment options and reliability on ENON-Group's routes.

"For us, the key factors were the high electric power, the multi-system capability and the possibility of serving non-electrified routes without changing locomotives," Tenisson adds.

Following the positive experience with the EuroDual, the new locomotive will now demonstrate how it performs in daily operations and what additional opportunities it can open up for existing and future customer requirements.

The cooperation between ENON-Group and ELP also forms an important basis for their

joint success. After a highly committed start, both companies look ahead with confidence and anticipation to a successful and trust-based partnership. The shared goal is to realise customer-oriented solutions and successfully meet the requirements of modern rail freight transport.

"We are particularly pleased about the trust placed in us by ENON-Group. With the Euro9000, we are bringing a locomotive to the tracks that combines performance, efficiency and flexibility at the highest level. Together, we want to set new standards and demonstrate the potential that modern dual-mode technology offers for the freight transport of tomorrow in Europe," says Willem Goosen, CEO of European Loc Pool AG.

With the signing of the contract, European Loc Pool once again underlines the growing importance of powerful hybrid and dual-mode locomotives in Europe. The Euro9000 was developed to combine high electric power, flexible diesel support and modern multi-system capability in one locomotive. This provides operators with a future-oriented solution for demanding, cross-border and infrastructurally diverse transport tasks.

About ENON-Group

ENON is a medium-sized group of companies active in the fields of logistics, passenger transport, workshop services and infrastructure.

Through its companies, ENON develops tailor-made transport and logistics solutions and combines different modes of transport into efficient multimodal concepts.

With investments in ports and transshipment terminals, as well as its own railway undertakings and workshops, ENON-Group

offers its customers services along the entire value chain — from infrastructure, transport and maintenance to individual logistics solutions. Rooted in the region and active throughout Germany, the group stands for reliability, flexibility and partnership-based cooperation



The railway company and the federal government present an immediate action program for “Better Customer Communication”



Deutsche Bahn (DB) is investing an additional €50 million in improved customer communication by the end of 2027. DB CEO Evelyn Palla and Federal Transport Minister Patrick Schnieder presented the key points of the immediate action program “Improved Customer Communication.” This will enable DB to implement rapid and targeted improvements, as customer information plays a crucial role, especially during periods of operational strain. The immediate action program is part of the Federal Government’s “Agenda for Satisfied Customers on the Rails.”

Evelyn Palla, CEO of Deutsche Bahn : “We are investing an additional 50 million euros in modern IT and artificial intelligence. This will make customer information more reliable, faster, and better. As a frequent traveller, I know how important it is to have access to the information relevant to me at all times.”

Patrick Schnieder, Federal Minister of Transport: “Until now, information for travellers regarding delays or train cancellations has often left much to be desired – I very much welcome the fact that this is now set to change. Better communication provides travellers with orientation, planning security, and options for action.

The immediate action program for improved customer communication is intended to ensure that travellers are comprehensively informed about travel events across all channels, almost in real time, and in a consistent manner.”

The following measures are part of the immediate action program “Better Customer Communication” :

- Fast and customized with AI:
 - o With the AI-based virtual assistant Kiana, users logged into their accounts on bahn.de can request precise and personalized information about their journey. And this is available quickly, around the clock, and in over 100 languages. By the end of the year, Kiana will be available to all travellers on bahn.de and in the DB Navigator app.
 - o Deutsche Bahn (DB) is modernizing its IT infrastructure and control center processes, relying heavily on artificial intelligence (AI). Incoming information about disruptions is processed, prepared, and forwarded to relevant customer channels more quickly. As a result, passengers receive reliable information faster than before, such as about cancelled stops, delays, or connecting services.

- One app for all your information: The DB Information service, familiar to travellers from train stations, is being expanded into the digital realm. Under the “DB Info” brand, Deutsche Bahn is developing a provider-neutral website and app, which will be available from December 2026. This will give travellers real-time digital information about their journey from the independent infrastructure – consistent with the information available at the station.

- One piece of information, all channels: The DB Navigator app now displays information about short-notice platform changes significantly faster. Instead of taking approximately 60 seconds, it is now displayed in the DB Navigator app after about 2 seconds. This means that information about short-notice changes is available to passengers simultaneously across all channels. Push notifications will also be delivered directly to the app later this year.

- Clarity on the platform: 7,000 new displays at small, medium, and large train stations offer passengers improved readability and more space for important information. At large stations, the displays also show class, train formation, connecting trains, and service

facilities. Smaller stations are getting modern displays – including a push button for text-to-speech and a monitor for construction information.

- One place for all data: The central data platform for passenger information is being transferred to DB InfraGO. This will create the technical foundation for improved, integrated passenger information across operator boundaries, in cooperation with the German Federal Government and DB InfraGO.

The immediate action program “Improved Customer Communication” is one of three programs jointly implemented by Deutsche Bahn and the German Federal Government to achieve rapid results for a better travel experience. Numerous quality improvement projects have already been implemented directly and noticeably. These projects focus on improved customer communication, increased safety and cleanliness at train stations, and greater comfort on long-distance trains.

Image: Symbolbild-PI ©DB-AG-Jonas-Becker







Hungary

MAV No. M61.001 departs Badacsony on July 4th with train No. 19776, the 15:55 Balatonfüred - Tapolca during MAV's Balaton Retro weekend. *Andy Pratt*



Hungary

CT Train's Vectron Class 6193.442 departs Budapest Kelenföld on July 25th with the return working of the 'Vlak Fest' charter, a multi day tour from Praha to various destinations in Bosnia Herzegovina featuring a dozen different locos throughout the trip. *Andy Pratt*



Ireland

Nos. 02-22246 and 03-22346 arrive at Carlow with the 13:00 Waterford - Dublin Heust service on July 9th. *John Balaam*



Ireland

Sharing the road, Dublin tram No. 5039 is seen on Rosie Hackett bridge heading for Sandyford on July 10th. *John Balaam*



Ireland

▶ Dublin tram No. 4001 is seen at Busaras with a service from The Point to Saggart on July 8th.

John Balaam

▶ Dublin tram No. 3019 approaches Heuston station heading for The Point on July 10th.

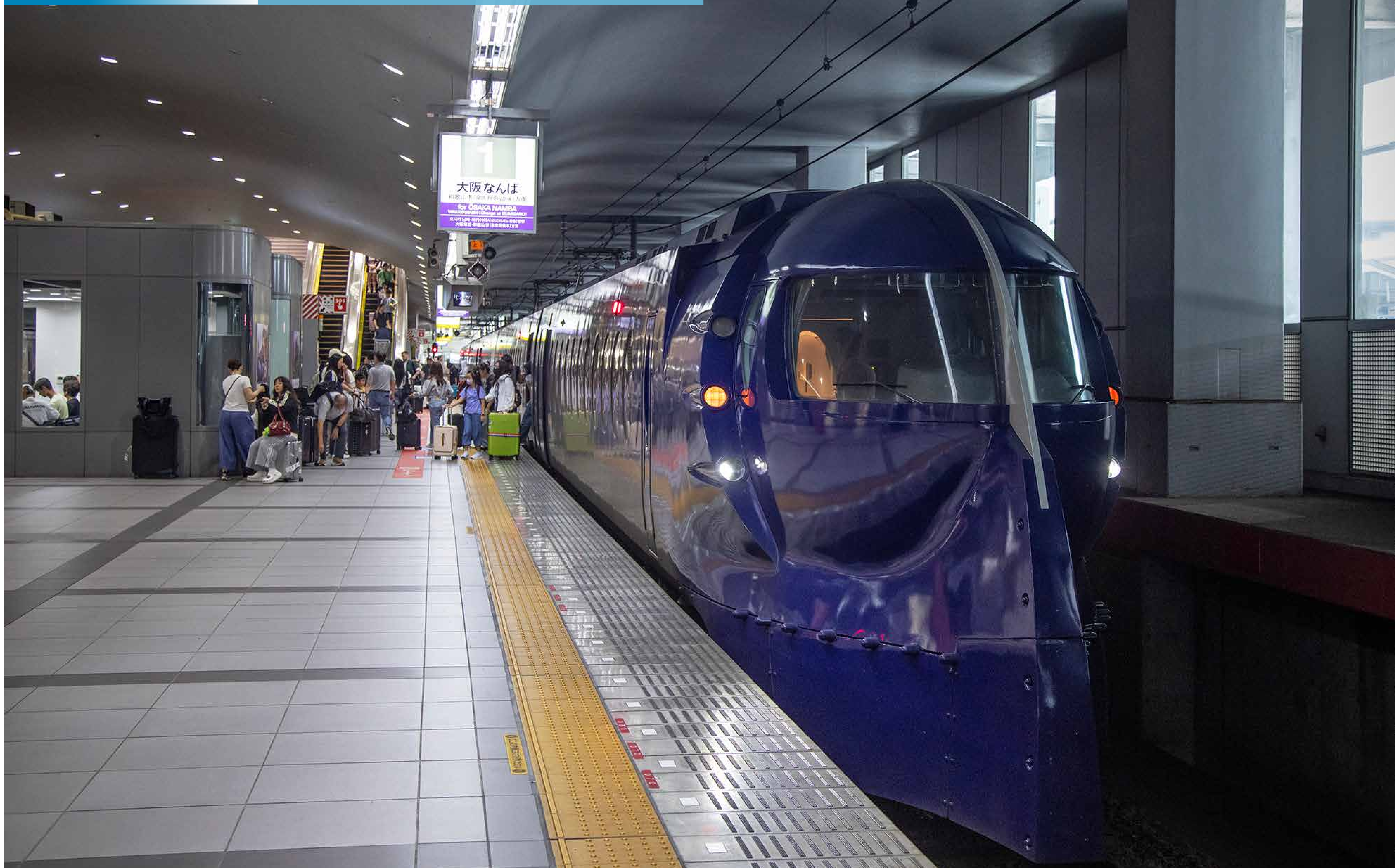
John Balaam

▶ Dublin tram No. 3013 departs Heuston station with a service to Saggart on July 10th.

John Balaam







Japan



On July 10th, a railcar departs from Shiyakusho-mae station on the Chiba Urban Monorail on the outskirts of Tokyo. This network is apparently the world's longest suspended monorail system, with a track length of 9.4 miles. *Mark Torkington*





Japan



On July 8th, a regular N700 Shinkansen trainset stands alongside one of the famed 'Doctor Yellow' Shinkansen test trains at Osaka Shin station. *Mark Torkington*



Netherlands

SNCB locomotive No. 2806 is seen on an EC service to Brussels, at Rotterdam Centraal on July 17th. *Gerard van Vliet*



Netherlands

Eurostar No. 4003 heads in the direction of London St. Pancras as it departs Rotterdam Centraal on July 17th. *Gerard van Vliet*



Netherlands

Eurailscout I&A Ultrasoontrain No. UST 02 named 'Gert' heads through Rotterdam Centraal on July 17th. *Gerard van Vliet*



Netherlands

RFO/Jaco Fijn Techniek locomotive No. 9702
heads through Amersfoort on July 21st.
Gerard van Vliet



Netherlands

Strukton locomotive No. 1739 'Lieve' passes
through Amersfoort on July 21st.
Gerard van Vliet





Netherlands

BlauwnetArriva GTW No. 525 'Reinier Paping' with a line RE20 service to Zwolle, stands at Emmen on July 21st. *Gerard van Vliet*











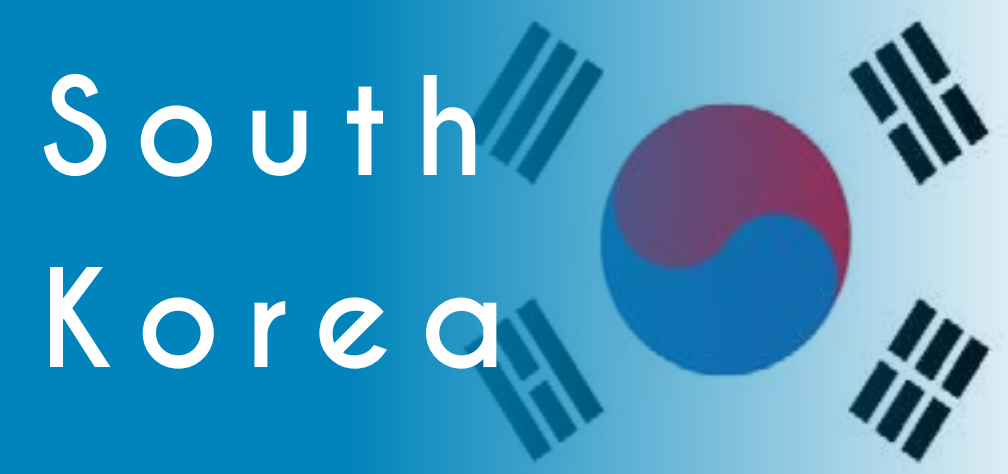












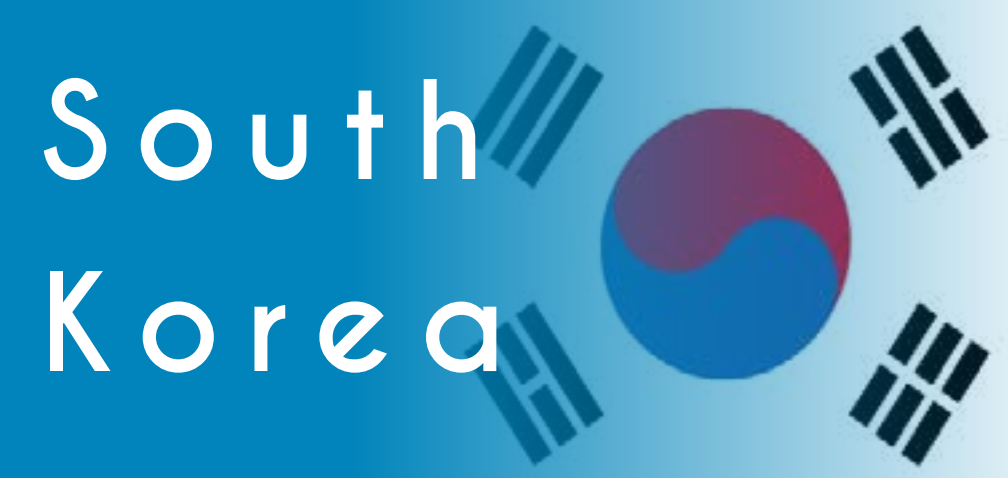
On July 3rd, No. 4405 pulls into Jangheung with a Daegok to Uijeongbu service - this local line has been restarted in the Seoul suburbs without electrification, leaving services in the hands of these smaller EMD GL18 locomotives in top and tail.
Mark Torkington











No. 7423 sits in Yongsan station in Seoul
with a service for Iksan on July 5th.
Mark Torkington





Italo Holding Orders Velaro High-Speed Trains from Siemens

Siemens Mobility has signed a contract with Italian high-speed rail operator Italo Holding covering 26 eight-car Velaro Multi System high-speed trains with an option for 14 additional units and a 30-year full-service agreement. Siemens Mobility will manufacture the Velaro trains at its facility in Krefeld, Germany. Siemens Mobility’s contract with Italo is worth approximately €3 billion.

“Italo Holding’s decision is a strong vote of confidence in Siemens Mobility and in Velaro, one of the world’s most successful high-speed platforms. Operating in numerous countries with over 3 billion kilometres in operation and carrying millions of passengers around the world, Velaro has set a benchmark for reliable and efficient high-speed rail. This long-term partnership agreement, spanning trains and 30 years of full service, is a landmark project and a strong commitment to industrial value creation and innovation made in Germany,” says Michael Peter, CEO of Siemens Mobility.

The Velaro trains are eight-car trainsets with approximately 440 seats each.



They operate at speeds of up to 320 kilometres per hour. The multi-system technology allows the trains to run under four different power supply systems: 1.5 and 3 kilovolt (kV) direct current (DC) as well as

15 and 25kV alternating current (AC).

The new trains will feature Starlink antenna integration, providing high-speed satellite internet connectivity for passengers.

The 30-year full-service agreement covers comprehensive maintenance at Siemens Mobility’s own depot in Dortmund. Digital services, including the Railigent X platform and fleet monitoring, will support predictive

maintenance and operational efficiency throughout the fleet’s lifecycle.



Maersk selects Railcare as its rail operator for specialised transport in Sweden

Railcare has signed a framework agreement with Martin Bencher (Scandinavia) AB, a part of the global transport and logistics giant Maersk, regarding specialised rail transport within Sweden. Under the agreement, Railcare will be a preferred partner for rail transport operations that require specialist expertise, planning, and resources. The agreement does not include any volume guarantees; instead, assignments will be conducted as needed, with the first transport scheduled for July.

These assignments pertain to specialised freight transport for goods that cannot be accommodated

within standard transport arrangements due to their size, weight, or design. For example, this may involve large and bulky industrial components such as transformers, machine parts, or other heavy equipment.

“The decision of a globally recognised transport company to partner with Railcare for specialised transport operations within Sweden is a significant acknowledgement of our capabilities. We have extensive experience and expertise in specialised rail transport, largely due to our flexible approach and dedicated staff.

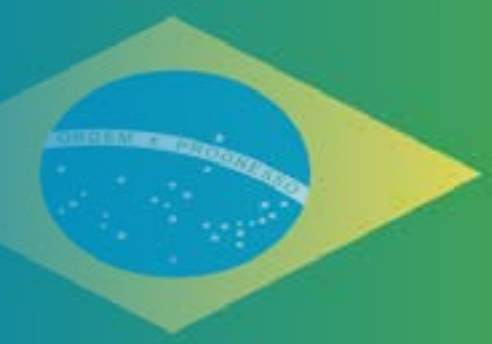
We are therefore delighted to have earned Maersk’s trust,” says Mattias Remahl, CEO of Railcare.

Railcare has a strong presence in specialised rail transport and offers a complete range of solutions, including planning, permit management, execution, and coordination with other logistics players. The company’s own fleet of vehicles, along with its technical expertise and experience in handling complex rail projects, establishes a solid foundation for safe and efficient transport, even in challenging conditions.

Maersk is an international transport and logistics company with a primary focus on maritime and container transport, but with a growing range of bespoke logistics solutions.

“We view this agreement as a long-term partnership, and it is in line with Railcare’s strategy to continue developing its offering in specialised transport,” concludes Mattias Remahl.

Brazil



Siemens to Digitalize São Paulo's Metro Line 4-Yellow Extension

Siemens Mobility has been selected by Motiva to equip São Paulo's transformative Line 4-Yellow, Latin America's first fully automated and driverless metro system, with latest signalling technology. This landmark project will integrate proven rail technologies, including Siemens Mobility's CBTC (Communications-Based Train Control) technology, and the highest grade of automation (GoA4), among others.

The project will add 3.3 kilometres of double-track tunnels, connecting the current terminus at Estação Vila Sônia-Profª Elisabeth Tenreiro to the new terminus at Taboão da Serra. With an estimated journey time of just 26 minutes between both terminal stations, Estação da Luz and Taboão da Serra, the extension is expected to benefit over 280,000 residents in the Taboão da Serra region. The new extension is expected to serve approximately 110,000 passengers daily, providing significant improvements in connectivity, operational efficiency, and sustainability.

"This new chapter, the extension of São Paulo's Line 4-Yellow, shows our strong commitment to Brazil's metro market. Latin

America's first fully automated, driverless metro is already a success, with punctuality and availability rates close to 100%. Now, we are building on this proven reliability to deliver even greater connectivity for the region," said Marc Ludwig, CEO Rail Infrastructure at Siemens Mobility.

"This project reinforces the scalability of Siemens Mobility's solutions and our ability to help cities worldwide transform urban transit with sustainable and efficient innovations."

The project will bring the total length of Line 4-Yellow to 16.1 km with two new stations - Estação Chácara do Jockey and Estação Taboão da Serra. The extension will make Estação Taboão da Serra the first São Paulo Metro station located outside the city limits. For commuters, this will strengthen Line 4's role as a key connector across São Paulo's metro network. Siemens Mobility will deliver a comprehensive signalling portfolio, including its CBTC system Trainguard MT, electronic interlocking, telecommunications, operational supervision, and GoA4.

The interlocking system will be provided from Germany, the CBTC system sourced from France, and parts of the advanced telecommunications solutions will come from Italy, with final integration taking place in Brazil. Additionally, six trains will be equipped with CBTC technology, ensuring seamless integration into the network.

Line 4-Yellow: Latin America's first driverless metro line

Line 4-Yellow in São Paulo is a flagship project by Siemens Mobility. Launched in 2010, it became the first metro line in Latin America to operate fully automatically. Since then, the line has been transporting around 740,000 passengers daily across its nearly 13-kilometer stretch. It relies on Siemens Mobility's advanced Communications-Based Train Control (CBTC) technology, Trainguard MT, with headways of just 90 seconds and punctuality and availability close to 100%. As one of São Paulo's most important transit lines, it connects key residential, commercial, and cultural areas and helps reduce traffic congestion in this city of over 12 million inhabitants.



Image: Siemens to Digitalize São Paulo's Metro Line 4-Yellow Extension. ©Siemens Mobility

Sweden



Turnouts for Sweden's rail network

Vossloh has won a further contract for the Swedish railway. A comprehensive framework agreement covering the delivery of pre-assembled turnouts has been signed with Trafikverket, the operator of Sweden's rail infrastructure.

The agreement is valid for five years starting in 2027 and can be extended for another three years. Based on the expected order volumes, the contract is valued at approximately €70 million.

Sweden has an ambitious plan for the maintenance and renewal of its rail network. The 'National Plan' adopted in April provides for investments of around €45 billion in rail infrastructure through 2037. As a critical component, switches are a particular area of focus.

To meet rising demand, Vossloh built a new turnout plant in Sweden, which opened in May. In the production facility in Sannahed, Vossloh uses automation and robot assisted manufacturing, tripling capacity compared to the previous plant to up to 900 turnouts per year.

"We are stepping up the pace and continuing to contribute to the modernization of Sweden's rail network," says Oliver Schuster, CEO of Vossloh AG. "We're proud that Trafikverket continues to rely on us for its ambitious plan for the future of Swedish rail."

With our new plant in Sannahed, we've made a deliberate investment in this partnership and are ready to reliably meet the growing demand."

Canada



Stadler to supply 45 hybrid locomotives to Via Rail in landmark Canadian order

Stadler has signed a contract with VIA Rail Canada to supply 45 hybrid locomotives, marking the company's first locomotive order in Canada. The contract includes a 20-year Technical Support and Spare Supply Agreement ('TSSSA'). The new fleet will support VIA Rail's Long-Distance, Regional and Remote Rail (LDRR) program and contribute to the modernization and decarbonization of passenger rail services across the country.

Designed to operate reliably in Canada's demanding climate, including temperatures as low as -50°C, the new locomotives combine proven diesel-electric technology with an innovative battery-assisted traction system. The hybrid concept will improve operational performance, reduce fuel consumption and emissions, and deliver a more sustainable travel experience for passengers and communities along VIA Rail's network.

The contract represents a major milestone for Stadler and further strengthens the company's presence in the North American market. Hybrid technology supporting decarbonization The locomotives will be equipped with traction battery modules that supply energy for onboard auxiliary systems, head-end power requirements, and traction.

By combining battery power with the diesel engine, the vehicles can deliver up to 4 MW of power at the wheel, a starting tractive effort of 350 kN, and a maximum operating speed of 160 km/h (100 mph), ensuring excellent acceleration, high performance on steep gradients, and reliable operation across VIA Rail's long-distance network including routes serving remote communities throughout the country.

The hybrid architecture enables the recovery and storage of braking energy in the batteries, significantly improving overall energy efficiency while reducing fuel consumption and maintenance requirements. By combining battery-assisted traction with optimized diesel engine operation, the locomotives help lower greenhouse gas emissions and support VIA Rail's decarbonization objectives, while delivering enhanced operational performance and reduced lifecycle costs.

At stations and other environmentally sensitive areas, the locomotives can operate in battery mode, significantly reducing noise and exhaust emissions. In addition to supporting peak power demands, the battery



system enhances operational resilience by enabling the locomotive to continue operating and reach a safe location in the unlikely event of a diesel powertrain failure.

The new fleet has been designed with sustainability in mind, featuring recyclability rates above 92% and recoverability rates exceeding 95%. The battery system is also designed for long service life and second-life applications, further supporting VIA Rail's decarbonization ambitions.

Built for Canada's demanding conditions

The new locomotives are being developed for dependable operation across Canada's vast geography and demanding climate. Their design builds on Stadler's proven technologies, successfully deployed for more than a decade in countries such as Sweden and Norway, where they have demonstrated reliable performance in harsh winter conditions.

The locomotives will connect major urban centres and remote communities, supporting VIA Rail's mission to provide accessible, reliable and environmentally sustainable transportation nationwide.

Iñigo Parra, Executive Vice-President Division Spain, said: "Our hybrid locomotive platform combines performance, reliability and sustainability. By integrating battery-assisted operation into a powerful long-distance locomotive, we are providing VIA Rail with a future-oriented solution that supports its environmental objectives while enhancing operational flexibility and passenger service."

The project

Stadler Valencia, the Group's center of competence for locomotives, will be responsible for the design, manufacture and delivery of the new fleet. Located near Valencia (Spain), the Albuixech facility is one of Europe's leading railway technology sites, home to more than 500 engineers dedicated to vehicle design and development. While Stadler will retain full project responsibility, part of the locomotive assembly, as well as testing and commissioning activities, will be carried out in Canada.

In addition to supplying the 45 locomotives, Stadler and VIA Rail have signed a 20-year 'TSSSA' contract to ensure the long-term reliability, availability and cost-effective operation of the fleet.

These services will be delivered by Stadler's Service Division, the Group's center of competence for maintenance services, through a Canadian subsidiary to be incorporated, with personnel based at VIA Rail's main maintenance facilities in Montreal, Toronto, Winnipeg and Vancouver.

The project will contribute to the development of Canada's railway industry by creating skilled jobs in manufacturing, testing and maintenance, while supporting the transfer of expertise and advanced railway technologies.

U.S.A.

Stadler and Austin Transit Partnership (ATP) have announced a contract for the design of 21 state-of-the-art light rail vehicles, with options for an additional 19 trains. This marks a defining advancement in the future of mobility in Austin, Texas, as they introduce their first light rail line, with all-electric trains running every 5-10 minutes throughout the day. Stadler continues to strengthen its leadership in North America: Austin's first light rail system will feature 15 stations along a nearly 10-mile alignment with all-electric trains running every 5-10 minutes throughout most of the day.

The system is designed to be fully expandable to support future growth. At the heart of this project is innovation. The vehicles – based on Stadler's popular CITYLINK platform – feature 100% low-floor aisles throughout the entire train. It is a first-of-its-kind design that eliminates the internal step-over within the aisles, typically required above powered wheelsets. This breakthrough creates a seamless, fully accessible passenger experience unlike any light rail vehicle currently in operation in the United States. The vehicles will be assembled at Stadler's factory in Salt Lake City, Utah. This is Stadler's 5th project in the state of Texas.

"ATP is excited to have Stadler join the Austin Light Rail team to design a vehicle with features never before delivered in the United States," says Greg Canally, ATP's CEO. "The action today demonstrates our commitment to build a light rail system that is right for Austin as ATP keeps advancing the project."

Redefining Accessibility and Performance

Designed to bridge the gap between urban streetcars and high-performance rail systems, the vehicles combine easy access into the dense city environment of Austin with mainline capabilities reaching speeds of up to 65 mph outside the city center.

Each five-car train offers:

- Capacity for around 240 passengers
- ADA-compliant zones inside the train for accessible travel
- Flexible multi-purpose areas for bikes, luggage, and strollers

The design process will include opportunities for the Austin community to provide input on elements such as vehicle colour schemes, seating configurations, accessibility features and wayfinding elements to benefit



customer experience.

A project designed for growth

Stadler will play an active role in shaping both the vehicle and system design, ensuring seamless integration with Austin's brand-new light rail infrastructure, anticipated to begin construction in 2027. The initial light rail line will connect iconic destinations across Austin, forming the first phase of a system that will expand – including a future connection to Austin-Bergstrom International Airport. The project also includes an option for a Technical Support and Spare Supply Agreement ('TSSSA'), marking Stadler's fifth long-term service contract in the United States and third service contract in Texas, underscoring the company's commitment to lifecycle support and local partnership.

Transforming Urban Mobility in Texas: Next-Generation Light Rail Vehicles for Austin

Light Rail Renaissance: Vehicles with higher performance and greater accessibility

This award builds on Stadler's growing presence in North America, including its UTA TRAX light rail vehicle contract awarded in 2024, and positions the company at the forefront of a broader resurgence in U.S. transit investment.

As cities across the country modernize existing fleets and develop new light rail lines, demand is rising for vehicles that deliver higher performance, greater accessibility, and operational flexibility.

Martin Ritter, CEO Stadler Division North America says "Stadler's CITYLINK platform is setting a new benchmark – defining what the next generation of light rail vehicles can be in the United States. Together with Austin Transit

Partnership, we are helping shape a new era of transit in one of the fastest-growing cities in the United States."

Hungary

New standard in Hungarian railway transport: First train completed for GYSEV's new InterCity FLIRT fleet

GYSEV Ltd.'s procurement project for 11 FLIRT InterCity electric multiple units has reached a major milestone: the first vehicle has been completed at Stadler's production facility in Siedlce, Poland. The newly built train was officially presented to the management of GYSEV and to Hungary's Minister of Transport and Investments, Dávid Vitézy. The completion of the first unit marks an important stage in the project that will see GYSEV's new InterCity fleet gradually enter service from 2027 onwards. The procurement of 11 FLIRT electric multiple units is the first acquisition of rolling stock specifically designed for InterCity services in Hungary in three decades, making the project a significant milestone in the modernization of the country's railway transport system.

"This project marks a major milestone in the development of Hungary's long-distance rail network. These are the first InterCity trains in Hungary to be fully accessible to passengers with disabilities and equipped with an advanced end-to-end CCTV system, significantly enhancing passenger safety. This investment not only modernizes GYSEV's fleet, but also sets a new benchmark for the entire Hungarian InterCity network. It is particularly significant in light of Hungary's plans to procure additional InterCity electric multiple units (EMUs) for the lines operated by MÁV. I am convinced that this is an important first step that will help improve the quality of passenger services on the Budapest–Győr–Szombathely and Budapest–Győr–Sopron routes." – said Dávid Vitézy, Minister of Transport and Investments for Hungary.

Following the successful completion of final assembly

and inspection processes, the first vehicle was presented to the delegation, while production and assembly of the remaining units in the fleet continue to progress according to schedule.

"The completion of the first train is an important milestone for the new Intercity GYSEV fleet and a significant achievement for the project teams, reflecting the strong partnership between GYSEV and Stadler. We are proud to contribute to the development of Hungarian rail transport by delivering a fleet that will raise passenger comfort, flexibility, and reliability. The project is progressing smoothly and on schedule, and our teams are fully committed to maintaining this momentum throughout the subsequent stages of production, testing, and commissioning." – emphasized Radosław Banach, CEO of Stadler Polska.

Dr. Róbert Homolya, Chairman of Stadler Trains Magyarország Zrt., highlighted: "Stadler has a 20-year history in Hungary, so in this anniversary year, it is of particular significance to us that a fleet of the renowned FLIRT multiple-unit trains, setting a new, higher standard, is arriving in our country for GYSEV. In addition, we welcome that this is expected to be accompanied by an unseen level of railway development in the Hungarian transport sector."

The modern trainsets will feature both first- and second-class accommodation, air-conditioned and low-floor passenger areas, and a state-of-the-art passenger information system. For greater comfort on longer journeys, the trains will include a dedicated bistro area

equipped with food and beverage vending machines. The flexible interior layout will allow adaptation to seasonal demand, including space for up to 18 bicycles during the summer season. Passenger amenities will also include USB-C chargers, Wi-Fi connection, and holders for tablets and smartphones. The next phase of the project will focus on comprehensive testing of the vehicles. Trial runs will be conducted in Romania, the Czech Republic and Hungary. Following the successful completion of testing and the acquisition of the necessary regulatory approvals, the trainsets are expected to begin entering passenger service gradually from 2027.

The five-car, dual-system electric multiple units, designed for speeds of up to 160 km/h, will strengthen GYSEV's InterCity services on the Sopron–Budapest and Szombathely–Budapest routes and will also operate in Austria. The full fleet of 11 vehicles is expected to be in service by the summer of 2028.

Stadler for Hungary: a fleet of 195 rail vehicles

The FLIRT InterCity trains for GYSEV are being manufactured at Stadler Polska's production facility in Siedlce, which has delivered a total of 35 FLIRT trains to Hungarian customers: 20 units for GYSEV and 15 units for MÁV. In total, 195 Stadler rail vehicles are currently in operation in Hungary, including 40 double-deck KISS trains and 12 Citylink vehicles. From Szolnok to the World: Hungary's Contribution to the Success of FLIRT Stadler's FLIRT type is the company's most successful product, with more than 3,000 units sold worldwide since 2002.



Its success is based on outstanding passenger comfort, reliable operation, and cost-efficient maintenance, while its modular design allows flexible adaptation to operator and network requirements. The type is also a key element of Hungary's rail network: GYSEV currently operates 20 FLIRT units, while MÁV operates 123.

Hungarian manufacturing has played a major role in this success as well—of the approximately 6,000 car bodies produced so far, nearly 4,000 have been built for FLIRT trains at the Szolnok plant, equivalent to around 1,000 four-car trainsets. Stadler employs around 1,000 people in Hungary. This number is set to rise further in the coming years.

Switzerland

Testing of a New Basel–Strasbourg–Brussels Rail Connection

From July 2027, SBB, SNCF Voyageurs and SNCB will jointly pilot an extension of the existing TGV INOUI service between the two European capitals, Brussels and Strasbourg, through to Basel.

The existing "Brussels–France" TGV INOUI service, jointly operated by SNCF Voyageurs and SNCB, will be expanded to serve Basel, Switzerland, in partnership with SBB.

The objective is to offer a rail service with one return trip on Fridays, Saturdays and Sundays, thereby strengthening connections between travellers in these three dynamic markets: Switzerland, France and Belgium.

Furthermore, this extension will allow Swiss travellers to reach London via a connection in Lille or continue onwards to the Netherlands from Brussels, offering attractive rail alternatives to existing air travel options.

However, under the current timetable, it is not possible to make a connection at Lille when travelling from London to Switzerland.

From early July 2027, the TGV INOUI service between Basel and Brussels-Midi will operate with the same intermediate stops as the existing service. Departing Brussels at around 7am, the train serves Lille-Europe, Charles de Gaulle Airport TGV, Champagne-

Ardenne TGV, Meuse TGV, Lorraine TGV and Strasbourg-Ville before reaching Basel SBB at approximately 12.30pm.

The return service leaves Basel at around 2pm and arrives in Brussels at approximately 7pm. Passengers changing trains at Lille-Europe for London can expect to arrive in London at approximately 8pm (UK time). Tickets are expected to go on sale in spring 2027.

Belgium

EURO6000 locomotives approved for operation in Belgium and Luxembourg

Luxembourg

Stadler's EURO6000 electric locomotive has officially received authorization for operations in Belgium, following the approval for Luxembourg obtained at the end of 2025. This latest milestone further strengthens the EURO6000's position as one of the most versatile and efficient locomotives for cross-border freight operations in Western Europe. It is currently the only locomotive operating along the North Sea–Mediterranean Corridor. With more than 100 locomotives in service, the EURO6000 fleet is already operating international freight services between France and Spain, demonstrating outstanding reliability and performance.

Featuring six axles, a power output of 6 MW and exceptional tractive effort, these multi-system electric locomotives can haul freight trains of more than 2,000 tonnes on demanding gradients in single-locomotive operation while maintaining competitive commercial speeds.

Strengthening the North Sea–Mediterranean Corridor
“The authorization in Belgium and Luxembourg opens new opportunities for rail freight operators seeking sustainable and competitive cross-border transport

solutions,” said Iñigo Parra, Executive Vice President Division Spain.

“Designed for seamless international operations, the EURO6000 now enables uninterrupted freight flows between Barcelona and Antwerp—a vital axis of the Trans-European Transport Network (TEN-T).”

With its extended operational footprint, EURO6000 is set to further strengthen cross-border logistics in Western Europe, supporting more efficient, reliable and sustainable freight transport. It is currently the only locomotive operating along the North Sea–Mediterranean Corridor, a strategic freight route linking Southern and Northern Europe through Spain, France, Luxembourg and Belgium.

This achievement also reinforces Stadler's commitment to supporting Europe's modal shift towards rail by providing innovative locomotives that combine high performance, operational flexibility, reliability and environmental sustainability.



Slovenia

First wheel replacements completed on Stadler trainsets in Ptuj

The Ptuj Maintenance Section has successfully replaced the monobloc wheels on modern Stadler passenger trainsets for the first time. This is a complex and specialised process which marks a notable step in maintaining a new generation of railway vehicles and is an important milestone for the growth of the Ptuj maintenance team.

At present, the replacement is mostly done on driving wheels, which typically experience higher loads and hence wear more quickly than trailing wheels. The chief criteria for replacing monobloc wheels are the wear and the condition of the wheel tread. Depending on the level of wear, monobloc wheels are replaced on two or on all four wheelsets of an individual trainset.

A distinctive feature of Stadler trainsets is the procedure by which the bogie and wheelsets are dismantled from the vehicles, which makes the maintenance process considerably different from that of conventional Y-series trains and Wegmann 25 and 26 bogies. The lifting and roll-out of Stadler wheelsets require more precision, specialised tools and close coordination between several teams of technicians. Because Stadler trains are fitted with Jakobs bogies, where two consecutive vehicle bodies are always supported on a common bogie, the entire trainset must be lifted during the process, requiring special lifting jacks with precise, varying load capacities which operate in large, synchronized groups, and which were purchased specifically for the project at

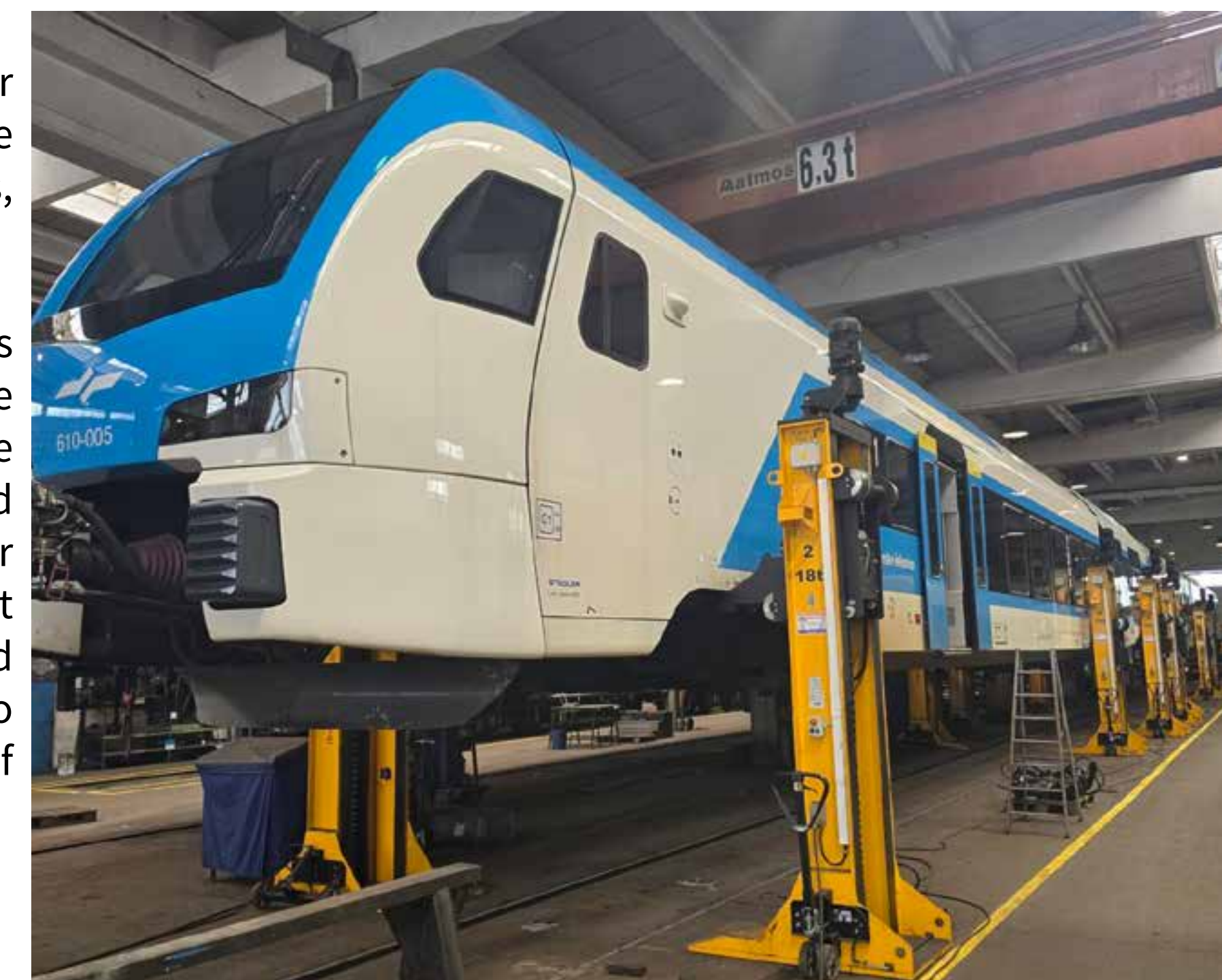
hand.

The replacement of monobloc wheels also requires the CTBU bearings to be unmounted and replaced. Another Stadler-specific feature is that different maintenance and wheelset refurbishment processes are applied between Class 313, 510 and 610 units because the wheelsets vary in tread diameter, axle material, vehicle class, length and the maintenance process to be applied.

This project required the purchase, in advance, specialised tools, equipment and lifting jacks which are able to lift the entire trainsets simultaneously. The new equipment is a significant upgrade of Ptuj Maintenance Section's technical capabilities and allows

the team to deliver complex maintenance in the coming projects, too.

The next big step is building the expertise and mastering the equipment required for refurbishing Stadler bogies. This will boost know-how and expand the service portfolio in the maintenance of modern rolling stock.



Brazil



Alstom celebrates the start of operations on Line 6-Orange with trains produced in Taubaté



Alstom, a global leader in smart and sustainable mobility, celebrates the inauguration of São Paulo's Line 6-Orange metro, a milestone that marks the beginning of commercial operation of the section between Brasilândia and Perdizes. The project is a public-private partnership (PPP) of the São Paulo State Government, with the LinhaUni Concessionaire, and represents a strategic advancement for urban mobility in the city of São Paulo.

Alstom has already delivered 12 six-car Metropolis trains, manufactured at its industrial unit in Taubaté (SP), as part of a total fleet of 22 trains supplied it is producing the line. Deliveries of the trains began in July 2025. Each train is subjected to extensive testing to validate performance, reliability, and safety standards. In addition to meeting all contractual and regulatory requirements, the trains were subjected to additional protocols aligned with Alstom's global quality policies, reinforcing the company's

commitment to operational excellence. With a capacity to transport up to 2,044 passengers and a speed of up to 80 km/h, the trains are manufactured in stainless steel, making them lighter and more energy efficient, as well as extremely durable, built to last for over 40 years. The interior layout was designed to offer comfort and a better an optimized experience for passengers, with accessibility, ergonomics, and safety solutions defined from simulations carried out in Alstom's Lab 4.0, the company's virtual reality laboratory.

The University Line

Known as the "university line," Line 6-Orange will connect at least seven higher education institutions in the city of São Paulo, as well as several schools located near Avenida Paulista, expanding access to education and significantly reducing travel times.

Line 6-Orange also reinforces the commitment to more sustainable and

inclusive mobility. The trains developed by Alstom incorporate technologies that reduce energy consumption and carbon emissions, contributing to a more environmentally efficient transport system. Furthermore, the project expands access for the population to job opportunities, education, and essential services, promoting social inclusion and improving quality of life, in line with Alstom's strategy of supporting the sustainable development of cities.

"The inauguration of the first section of Line 6-Orange is a very special moment for Alstom. For over 70 years in Brazil, we have actively participated in the construction and evolution of rail mobility in the country, and it is a source of pride to see trains manufactured in Taubaté entering operation in this emblematic project for São Paulo. In addition to expanding access to job opportunities, education, and essential services for the population, Line 6-Orange also strengthens the national rail industry

by boosting local production and a broad supply chain. We will continue alongside our partners, contributing with safe, innovative, and sustainable solutions for millions of passengers," says Suely Sola, General Director of Alstom Brazil.

"It is with great pride that we celebrate the early delivery of six stations on Line 6-Orange. The new line will benefit thousands of people who rely on public transport every day to work, study, seek healthcare, and enjoy

leisure activities. Line 6 will transform people's lives, creating a legacy in mobility, development, and increased opportunities," says Francisco Pierrini, CEO of Concessionária Linha Universidade.

With a length of 15,3 km and 15 stations, Line 6-Orange will connect the Brasilândia neighbourhood in the North Zone to the São Joaquim Station in the city center, reducing a journey that currently takes up to an hour and a half by bus to approximately 23 minutes. The line is expected to transport approximately 633,000 passengers per day and will establish itself as one of the city's main structural mobility axes. The civil works are being carried out by ACCIONA.

The Metropolis trains

Alstom's metro trains have been meeting diverse urban mobility needs around the world for over 60 years. Designed to operate on both new and existing infrastructure, the Metropolis platform stands out for its

flexibility, offering configurations tailored to varying capacity and operational requirements—such as the trains supplied for São Paulo Metro Line 6, which are part of this platform. With trainsets ranging from 2 to 9 cars, different gauges, power systems, and customizable interior layouts, the trains can operate in manual or fully automated modes.

Metropolis trains also incorporate solutions that prioritize energy efficiency, low noise levels, and high recyclability, contributing to reduced environmental impact. To date, more than 35,000 metro cars have been ordered or are in operation across over 70 cities in around 40 countries, reinforcing Alstom's position as a global leader in urban rail mobility.

From Taubaté to the world

Inaugurated in 2015, the Alstom factory in Taubaté is a center of excellence in the production of stainless steel passenger cars and has received R\$ 130 million in investments over the last four years as part of the company's growth strategy in Brazil. The plant is strategically located in an industrial hub, close to two of the country's main highways, the Dutra and the Carvalho Pinto, and the Port of Santos, the largest port complex in Latin America.

Over the past three years, Alstom in Taubaté has produced or is producing more than 170 trains (over 940 cars) for national and international projects. The plant was also responsible for producing the Carioca Light Rail Vehicle (VLT), manufactured in record time for the 2016 Olympics in Brazil. This project was the second in the world to have a 100% catenary-free system, with underground power supply.

Photo: Alstom's metro trains are ready to carry thousands of passengers on the new Line 6 (Orange). ©Concessionária Linha Universidade



Alstom strengthens its Nordic rail services leadership with night train maintenance contract in Sweden

Alstom, a global leader in smart and sustainable mobility, has been awarded a two-year contract to provide maintenance for night trains in Sweden on behalf of operator SJ, following a procurement by the Swedish Transport Administration. The agreement includes close to 90 rail vehicles, including passenger sleeper coaches and locomotives, and ensures vital night trains between Stockholm and upper northern Sweden continue to operate. It strengthens Alstom’s leadership in maintenance services across the country while supporting the development of Northern Sweden as a centre for advanced rail maintenance and lifecycle services.

“Reliable night train services depend on more than maintenance—they require strong local presence, long-term asset expertise and continuous investment. This contract reinforces our role as a trusted partner for Sweden’s rail network while strengthening the capabilities needed for the future of night train travel. It also highlights the growing importance of lifecycle services in delivering sustainable long-distance mobility”, says Mikael Granberg, Services Director at Alstom Sweden and Finland.

“We are happy to continue our partnership with Alstom and look forward to further enhancing the travel experience for our customers together”, says Arvid Fredman, Director of Rolling Stock, SJ.

Supporting the future of night rail travel
The night trains, consisting of 12 locomotives and 75 carriages primarily operate on two routes, Stockholm–Umeå and Stockholm–Narvik. The maintenance of these trains places high demands on expertise as it presents various challenges due to the technical complexity of sleeper cars and onboard service functions, as well as the age of the vehicles.

Supported by its FlexCare Perform solutions, Alstom’s extensive experience maintaining a wide range of rolling stock and rail assets, plays a crucial role in ensuring high availability and stable train operations. These lifecycle capabilities help operators maximise performance from existing fleets while preparing for future fleet renewal and transition programmes. A key part of this work is pro-actively managing obsolescence, with Alstom developing and applying solutions for component replacement, refurbishment and life extension, helping to keep these trains reliable over the long term.

“We have gathered broad expertise in rail maintenance in northern Sweden, combining experience from legacy rolling stock with modern technology. With these maintenance contracts, we are taking the next step in developing both our capacity and our specialist expertise in the region. This agreement further positions northern Sweden as a centre of excellence for rail maintenance and lifecycle services, supporting customers’ long-term operational ambitions,” says Lisa Harlin, Project and Site Manager at Alstom.

The work will primarily be carried out in Luleå. There, Alstom has developed strong and comprehensive maintenance expertise, reflecting its extensive capabilities across different generations of rail technology. This ranges from rolling stock from the 1980s to modern multiple-units and locomotives, with the ability to deliver high quality across the entire lifecycle of rail vehicles. Around 60 employees based in Luleå, Umeå and Kiruna deliver customer-focused, safe and high-quality maintenance.

Building on this foundation, Alstom is further investing in depots in the north. These sites will serve as regional hubs for developing greater and more advanced maintenance

capacity creating stronger and increasingly self-sufficient rail maintenance capabilities that can support future growth in rail transport across the region. The new night train maintenance contract supports this development.

Contributing to sustainable, long-distance mobility
Night train services play an important role in Sweden by connecting the northern and southern parts of the country. They offer a more sustainable alternative to domestic air travel and long car journeys, while enabling accessible travel over long distances. As interest in sustainable long-distance

rail travel continues to grow across Europe, maintaining reliable and attractive night train services is becoming increasingly important.

Through its combination of local presence, industrial expertise and lifecycle service capabilities, Alstom continues to strengthen its role as a long-term partner for rail operators seeking to deliver reliable, sustainable and future-ready mobility solutions.

Image: SJ night train in Sweden © ALSTOM SA



Vossloh and Futrifer set up joint venture in Morocco: Maintenance services for rail tracks

Effective July 1st, Vossloh Services France and the Portuguese company Futrifer Indústrias Ferroviárias, in which Vossloh and Diorama are shareholders, have formed the joint venture “Vossloh Futrifer Services Maroc” with its head office in Casablanca.

The new subsidiary’s goal is to meet the growing requirements of a rapidly developing rail transport market in Morocco by implementing the latest maintenance technology. The portfolio comprises comprehensive switch and crossing expertise, mobile rail welding work

(manual and robot-assisted), rail grinding, rail milling and track maintenance activities in general. These services will be provided on the national network belonging to Morocco’s state-owned railway operator ONCF and on the urban networks of Casablanca and Rabat.

Operations will commence initially using experienced teams from Vossloh Services France and Futrifer, who have been collaborating successfully in France since 2024. Starting then in 2027, the plan is to specifically employ and train Moroccan workers in order to consolidate the

presence in the region and build up some lasting local expertise.

Vossloh is also taking part in an industry-wide initiative to establish a rail industry training center in Morocco.
“With the Vossloh Futrifer Services Maroc joint venture, we’re enhancing our position in North Africa and promoting sustainable mobility in one of the continent’s most dynamic markets”, says Marcel Taubert, Managing Director of Vossloh Rail Services.
“This new company promotes the development of new

experiences in other geographies, thus strengthening Futrifer’s internationalization within the Vossloh Group, within the scope of rail services”, as stated by Joaquim Dias Amaro, Futrifer’s Vice-President. Morocco is investing heavily in the expansion of its rail network with the “Morocco Rail Plan 2040” providing for the construction of up to 1300 km of high-speed lines. Vossloh has already been active in Morocco for several decades and in 2024 received a major order to deliver rail fastening and switch systems for the construction of the new high-speed line between Casablanca and Marrakesh.

LLOB GmbH opts for two Euro9000 locomotives from European Loc Pool

LLOB GmbH is expanding its fleet with two state-of-the-art Euro9000 locomotives from European Loc Pool. Delivery of the two locomotives is scheduled for August 2026. With this step, LLOB is strategically expanding its own operational capacity and strengthening its position as an internationally active railway undertaking with strong roots in Switzerland.

The Euro9000 locomotives will play a central role in the further development of LLOB's transport concept. Their high performance and cross-border operational flexibility make it possible to efficiently operate heavy freight services across national borders and intelligently combine them with flexible last-mile solutions.

This supports LLOB's objective of providing seamless rail freight services from a single source while efficiently connecting all elements of the transport chain.

"With the Euro9000, we are not simply investing in a locomotive, but in the next stage of LLOB's development as an internationally active railway undertaking with strong roots in Switzerland," explains Geanina Boll, Managing Director of LLOB GmbH. "Performance, flexibility, last-mile capability and cross-border deployment options are ideally suited to our strategy of making rail freight services more efficient, more sustainable and as seamless as possible from a single source. Based on the principle of 'door-to-door by rail', mainline operations, border crossings, last-mile services, shunting operations and other operational elements of the transport chain are to be intelligently connected."

Through its "door-to-door by rail" principle, LLOB aims to intelligently combine different types of transport and provide as many services as possible along the transport chain from a single source. Mainline operations, cross-border services, last-mile operations, shunting processes and the servicing of private sidings are to be integrated into seamless and flexible transport solutions.

LLOB sees a growing need for flexible, innovative and economically viable end-to-end solutions, particularly within the Swiss rail freight market – ranging from single-wagonload transport and bundled transport concepts to high-performance block train services. Despite new regulatory conditions and funding instruments, the economic and operational organisation of the last mile remains challenging.

With the Euro9000, LLOB is creating the necessary conditions to efficiently combine mainline and last-mile operations.

The Euro9000 offers an electric power output of up to 9 MW and a high tractive effort of 500 kN. Thanks to its two diesel engines, it can also operate on non-electrified sections, private sidings, terminals and in shunting areas. This reduces the need for locomotive changes and enables cross-border transport operations to be organised more flexibly and efficiently.

"We are delighted to welcome LLOB as a new customer of European Loc Pool," says Willem Goosen, CEO of European Loc Pool. "The Euro9000 is the ideal locomotive for a transport concept that combines high-performance international mainline operations with flexible last-mile solutions. With its high electric power output, cross-border deployment capabilities and last-mile functionality, it provides LLOB with optimal support in implementing its growth strategy."

In addition to the locomotive's technical performance, long-term cooperation is also an important element of the partnership. Through its comprehensive full-service leasing model, ELP supports its customers in ensuring the reliable and efficient operation of their locomotives throughout their entire service life.

"With ELP, we have found a partner with whom we can work openly, pragmatically and on a long-term basis, in line with our motto: 'Connected by Rail – Powered by Vision'," adds Geanina Boll. "Together, we aim not only to operate existing services reliably, but also to develop new and innovative transport solutions that make rail freight simpler, more flexible, more cost-effective and more competitive for our customers – both within Switzerland and across national borders. Our ambition is to create new solutions where conventional concepts reach their limits and to sustainably shift more freight onto rail."

By adding the two Euro9000 locomotives to its fleet, LLOB is taking another important step towards becoming a sustainable, flexible and innovative railway undertaking. The locomotives will form a central component of seamless transport concepts that combine high-performance mainline operations, different traffic flows and last-mile services.

About LLOB GmbH

LLOB GmbH is a railway undertaking and rail services provider with strong roots in Switzerland and international operations throughout the DACHIF region – Germany, Austria, Switzerland, Italy and France. LLOB develops flexible, innovative and sustainable rail freight solutions with the aim of organising and operating transport chains as seamlessly as possible from a single source.

Its range of services extends from national and cross-border freight operations, single-wagonload, bundled transport and block train concepts to last-mile services, shunting operations, wagon inspections and other rail-related services. The portfolio is complemented by qualified railway personnel as well as services in the areas of safety, training and examinations.

With its practical and flexible approach, LLOB combines high-performance mainline operations with regional and local solutions and develops new transport concepts together with customers and partners. One clear objective is at the heart of everything the company does: to make rail freight transport simpler, more flexible and more competitive, while sustainably shifting more freight onto rail.



Romania

Alstom to modernise a new section of a major EU railway corridor in Romania, further boosting speed, capacity, and interoperability

Alstom, a global leader in smart and sustainable mobility, has signed the contract to modernise the Craiova–Caransebeș Lot 2 railway section in Romania, between Filiși and Igrișoara, covering 44 kilometres. The project, awarded by CFR Infrastructură, Romania’s national rail infrastructure operator, includes the deployment of advanced digital signalling and upgraded electrification systems to enhance speed, capacity, and interoperability along one of the country’s most important railway corridors.

The project is delivered by the TrackWorks consortium, bringing together Alstom and civil works partner Terna Tourist Technical and Maritime Societate Anonimă – a partnership which is also responsible for delivery of Lot

1 works on this rail section. Alstom will provide ERTMS Level 2 digital signalling, GSM R communications, and modernised electrification across the entire section, while Terna will manage the civil works. The contract foresees a 60 month implementation period.

“By continuing the modernisation of the Craiova–Caransebeș corridor, Romania is reinforcing its commitment to safer, faster, and more efficient rail transport aligned with European standards. We are proud to bring once again our global expertise in signalling and electrification to a major national investment that will significantly improve passenger experience and freight operations. It is our commitment, as industry’s leader, to contribute to Romania’s persistent rail modernisation

efforts,” said Șerban Iorga, Alstom Managing Director for Romania, Bulgaria and the Republic of Moldova.

This modernization will support a significant performance upgrade for the Craiova–Caransebeș corridor, part of the TEN T Orient/East Med route. Once completed, the Lot 2 section will allow:

- Passenger train speeds of up to 160 km/h
- Freight train speeds of up to 120 km/h
- Fully modernised 25 kV electrification infrastructure
- Increased transit capacity and improved operational reliability
- Enhanced compliance with European interoperability standards, including axle load of 22.5 t, extended station track lengths and upgraded halts, and accessibility

improvements for passengers with reduced mobility.

The upgrade will enable smoother, more reliable cross border rail flows and better integration with future modernised sections of the corridor.

Alstom’s long-standing presence in Romania

Alstom has been active in Romania for more than 30 years and is a market leader in railway signalling and electrification, as well as a major supplier of metro and mainline rolling stock. The company is delivering projects on major European corridors, as well as the modernisation of Romania’s oldest railway line, Bucharest–Giurgiu.

U.K.

Alstom-built trains for Anglia unveiled in new Great British Railways identity

The first Alstom-built trains to carry the new Great British Railways (GBR) identity for Anglia have been unveiled at London Liverpool Street railway station, marking a visible milestone in the creation of a simpler, more joined-up railway for passengers across the East of England.

Rail Minister Lord Peter Hendy joined GBR Anglia Managing Director Jamie Burles and colleagues from Alstom, c2c, Greater Anglia and Network Rail Anglia at the event. c2c Class 357 Electrostar units No. 357008 and No. 357020, and Greater Anglia Class 720 Aventura units No. 720144 and No. 720501 were displayed in the distinctive red, white and blue Great British Railways livery.

GBR Anglia brings c2c, Greater Anglia and Network Rail Anglia together under one unified leadership team, aligning track and train more closely to improve reliability, resilience and customer service across the region.

The new identity reflects the three organisations increasingly planning and delivering as one railway, supporting faster and better decisions, clearer accountability and more coordinated services for passengers.

“Track and train are two sides of the same coin but for too long they operated independently of each other, with passengers and taxpayers left to bear the consequences,” said Rail Minister, Lord Peter Hendy.

He added: “By uniting track and train under one identity and leadership in Anglia, we’re creating a more reliable service that will put passengers first. It’s all part of our plan to deliver the biggest reform of our railways in a generation, creating more growth, jobs and homes as we work to set up Great British Railways.”

The two Class 357 Electrostar units unveiled in London on Thursday July 16th were painted by Alstom at their Ilford Depot – a Centre of Excellence – which employs over 120 people working on a range of train classes. The electric multiple units (EMUs) are the 52nd and 53rd trains respectively to be completed as part of Alstom’s paint and repair programme for the operator’s entire Class 357 fleet. c2c’s 74 four-car Electrostar units are maintained by Alstom out of the operator’s East Ham Depot.

With an approximate 35.8 million journeys being made on c2c services every year, the work is extending the longevity and reliability of the Alstom-built Class 357 fleet, as well as enhancing the customer experience and maintaining the highest standards of service. The



remaining 21 units left in the programme for c2c will also be painted in the new GBR identity.

c2c’s Class 357 units were built at Alstom’s Derby Litchurch Lane site between 1999 and 2002, and are currently leased from Angel Trains and Porterbrook. The units are on lease until 2029 and run across the c2c route alongside their Class 720 Aventura fleet, which was also built by Alstom in Derby and came into service in 2023.

Greater Anglia also runs a fleet of Derby-built Class 720 Aventura EMUs.

Photo: Derby-built Class 357 Electrostar at Ilford Depot (No. 357008) ©Ian Castledine

From the Archives

SNCF Turbotrain No. T2061 awaits
departure from Paris St. Lazare with a
service to Caen on October 27th 1983.
John Sloane

France



From the Archives

France

Travaux sud Ouest ex DB Class 212 No. 180 610 is fitted with exhaust extraction equipment as it stands at Issy val de Seine on May 18th 2017. *John Sloane*

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From the
Archives

SNCF loco Nos. 522227 and 15032 stand at the buffers after arriving at Paris Gare du Nord on May 19th 2017. *John Sloane*

France



From the Archives

India



YP No. 2322 sets off from Delhi Junction on April 8th 1983 with the 17:50 service to Rewari, its home base. *John Sloane*

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From the Archives

FS No. 740 277 waits to leave Milan
Smistamento with a breakdown train on
August 19th 1977. *John Sloane*

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Italy



From the
Archives

Indonesia

600cm 0-6-0T No. 2 has a load of Palm fruits ready for cooking at the Palm Oil factory at Dolok Elir on April 3rd 1985. *John Sloane*

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From the Archives

Italy

The driver of No. 835.337 wears very unconventional attire for footplate work at Trieste on August 22nd 1975.
John Sloane



From the Archives

No. 5932 'Ol' donyo Sabuk' works an
engineers' train near Mariakani on July
27th 1978. *John Sloane*

Kenya



From the Archives

South Africa

S2 Class No. 3785 drifts down the ramp to the coaling stage at Capital Park depot at Pretoria on October 14th 1973.

John Sloane



From the Archives

Spain



Escatron 4-8-4T 'Andorra' works a loaded coal train near Andorra on April 19th 1979.
John Sloane

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From the Archives

Two foot six gauge Krupp 1952 1-C-1 diesel
No. 564 departs Colombo with a Kelani
Valley train to Avissawella on August 28th
1980. *John Sloane*

Sri Lanka

