

**MEDIA RELEASE**

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**Stadler/AnsaldoBreda win the tender for new trains in the Veneto and Emilia Romagna regions**

**Railway operators Sistemi Territoriali and Ferrovie Emilia Romagna have announced that the consortium formed by Stadler and AnsaldoBreda has been awarded contracts for the procurement of 32 electric and 2 diesel multiple-unit trains. The order will be worth approximately EUR 200 million (CHF 310 million). The two contracts will be signed once the administrative deadlines have passed.**

**The fleet**

In January 2009, the railway operators in the Veneto and Emilia Romagna regions, Sistemi Territoriali and Ferrovie Emilia Romagna, issued a joint invitation to tender for the supply of 34 regional trains with options on 22 more. The tender was won by the consortium formed by Stadler and AnsaldoBreda, which submitted a bid comprising 32 FLIRTs (3 kV electric) and 2 GTWs (diesel-electric) as well as a further option on 20 FLIRTs (3 kV electric) and 2 GTWs (diesel-electric).

The fleet offered to Sistemi Territoriali comprises:

- Four 6-carriage FLIRTs with each train having a capacity of 750 passengers (seated and standing)
- Sixteen 4-carriage FLIRTs with each train having a capacity of 450 passengers (seated and standing)
- Two 4-carriage GTWs with each train having a capacity of 450 passengers (seated and standing)

The fleet offered to Ferrovie Emilia Romagna consists of twelve 5-carriage FLIRTs with each train having a capacity of 550 passengers (seated and standing).

**Comfortable trains approved for use in Italy**

The trains are fitted with high-quality equipment and comply with stringent official safety standards. Their generous interiors offer plenty of space for pushchairs, wheelchairs and bicycles. The trains are constructed using lightweight aluminium to minimise power consumption. They can also be operated as multiple units to increase transport capacity at peak times. FLIRT and

GTW have maximum speeds of 160 km/h and 140 km/h respectively. Furthermore the Italian authorities (ANSF – Agenzia Nazionale per la Sicurezza delle Ferrovie) have already approved the proposed trains for unlimited transit within the entire Italian RFI (Rete Ferroviaria Italiana) system.

### **The Stadler and AnsaldoBreda consortium**

AnsaldoBreda and Stadler first joined forces on a bid for the procurement of rolling stock. The partnership between the two companies is based on a co-operation agreement for the construction of Stadler's electric-powered FLIRT. Both partners are involved in the construction of the trains, each taking responsibility for the production steps in which it has particular skills and technological expertise. In this contract, Stadler will be responsible for manufacturing the power cars, integrating the traction equipment and driver's cab and for constructing the carrying and motor bogies. At its Pistoia site, AnsaldoBreda will construct and assemble the intermediate cars and assemble and commission the multiple-unit trains until they are delivered to the customer.

With this first joint project, the two companies hope to establish a basis for strategic co-operation in future projects. Thanks to this consortium, it is now possible to combine the productive strengths and technologic expertise of both companies so as to undertake interesting projects jointly.

Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang and Winterthur), in Germany (Berlin-Pankow and Velten), in Poland (Siedlce), in Hungary (Budapest, Puztaszabolcs and Szolnok) and in Algeria (Algiers). The Group has a workforce of over 2,400 people around the world. The best-known vehicle series from the Stadler Rail Group are the articulated multiple-unit trains GTW (491 trains sold), the Regio Shuttle RS1 (402 trains sold), the FLIRT (547 trains sold), the double-decker DOSTO (57 trains sold) in the railway segment, and the Variobahn (264 trains sold) and the newly-developed Tango (90 trains sold) in the tram segment. Furthermore Stadler manufactures passenger carriages and diesel-electric locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.

**AnsaldoBreda** is the premier subsidiary company of Finmeccanica for rail vehicle construction. The company was formed by the merger of two company branches, Ansaldo Trasporti and Breda Costruzioni Ferroviarie, and is one of the world's leading manufacturers of mechanical components for rail vehicles. AnsaldoBreda builds technologically-advanced vehicles and locomotives for intercity, regional/commuter and tram/underground applications, all of which fulfil the highest mechanical and electrical standards.

AnsaldoBreda employs approximately 2,500 people at its operational locations in Naples, Pistoia, Reggio Calabria and Palermo. It also has operations in France, Denmark, Norway and Spain as well as in the USA (AnsaldoBreda Inc.).

Over the years, the company has established a solid customer base, and AnsaldoBreda's products can now be found on four continents. They are used by the world's most important cities including Manchester, Washington, Copenhagen, Lille, Oslo, Atlanta, San Francisco, Boston, Birmingham, Los Angeles, Ankara, Madrid, Athens, Salonica, Rome and Milan to name just a few.

If you have any questions, please contact:

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