

Media release

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InnoTrans 2026: Seven world firsts and innovations from Stadler

From the world's first hydrogen-powered train for narrow-gauge lines in Italy to the EURO DuFour locomotive built in record time for SBB Cargo: Stadler is presenting seven vehicles at InnoTrans 2026. The rail vehicles are tailored to the specific requirements of each customer and showcase the full range of Stadler's capabilities. At the exhibition stand, visitors will also gain in-depth insights into the areas of service and signalling technology and can attend fascinating specialist presentations.

Stadler will be taking part in InnoTrans in Berlin from 22 to 25 September 2026 with a large exhibition stand and seven rail vehicles. At the world's largest trade fair for transport technology, Stadler specialists will be showcasing innovations for the rail transport of tomorrow. The company will also be offering visitors comprehensive insights into the areas of rail vehicles, service and signalling technology. With over 170,000 visitors, InnoTrans is the world's largest trade fair for public rail transport and is of central importance to Stadler. It offers the opportunity to gather valuable market insights, strengthen customer relationships and forge new contacts.

Vehicles showcase Stadler's breadth of expertise

The highlight of the exhibition stand is the vehicle presentations. Stadler is bringing seven vehicles for Germany, Austria, Italy, Norway and Switzerland to Berlin in person and will present them together with the respective customers. The range extends from a hydrogen train for narrow-gauge lines to a next-generation freight locomotive for SBB and specially high-performance trams.

Dr Ansgar Brockmeyer, Head of Sales & Marketing and Deputy Group CEO: "Each vehicle tells its own story and has been developed in close collaboration with our customers. These partnerships are the key to innovative solutions that deliver in everyday use and are perfectly tailored to specific needs. In this way, they make public transport more attractive. It is important to us that we always present the vehicles together with our customers."

Stadler is showcasing the following vehicles at InnoTrans:

- One of the highlights is the **EURO DuFour locomotive for SBB Cargo Switzerland**. Just two years after the contract was signed at InnoTrans 2024, Stadler is presenting the locomotive, which has been fully assembled at its factory in Valencia, Spain. This modern four-axle multi-system locomotive reduces energy consumption by around 15 per cent compared with SBB Cargo Switzerland's current fleet. At the same time, the newly developed bogie with integrated wheelset control reduces rail wear by up to 20 per cent. This significantly reduces the costs of operating the locomotive and maintaining the infrastructure.
- **FLIRT Nordic Express for the Norwegian company Norske tog AS**: These long-distance trains were specially developed for Norway's demanding climatic conditions. The single-deck multiple units are designed for both day and night journeys. In addition to up to 464 seats, they also feature sleeping compartments with two or four beds, reclining seats, and family areas. Depending on their area of operation, the trains run on electric power or a bimodal electric-diesel propulsion system and are built at the Altenrhein (SG) factory in Switzerland. Stadler is exhibiting four carriages at InnoTrans. The carriages on display include a bistro car, a family/play car and two passenger cars with standard and reclining seats.
- Stadler is unveiling a world first: the **first hydrogen-powered train for Italian metre-gauge tracks**. The vehicle enables emission-free operation on non-electrified metre-gauge and narrow-gauge lines. It will be deployed in three Italian regions in future: in Sardinia with Azienda Regionale Sarda Trasporti (ARST), in Calabria with Ferrovie della Calabria (FdC), and in Sicily with Ferrovia Circumetnea (FCE) around Mount Etna. Compared with diesel trains, ten hydrogen trains save over 2,100 tonnes of CO₂ annually, which is equivalent to travelling round the world by car approximately 450 times. This underlines Stadler's technological leadership in alternative propulsion systems – manufactured at its headquarters in Bussnang (TG).
- Together with ÖBB, Stadler is presenting the **KISS Railjet for long-distance services**. The six-carriage double-decker trains are around 160 metres long, reach a top speed of 200 km/h and offer 486 seats. This represents an increase of around 20 per cent in seating capacity compared with previous services on these routes. Spacious boarding areas, wide doors and low-floor access enable passengers to board and alight quickly and provide barrier-free access. The interior layout is designed to meet the diverse needs of travellers, featuring family zones, quiet areas, bicycle storage spaces and catering areas.
- With the **FLIRT Akku for ÖBB**, Stadler is showcasing a battery-powered train designed for emission-free regional transport on routes without a continuous overhead line. The batteries are charged whilst the train is travelling under the overhead line. On non-electrified sections of the route, the FLIRT Akku uses the stored energy to continue its journey. The transition between sections with and without overhead lines takes place

seamlessly. The FLIRT Akku thus enables climate-friendly operation without the need to electrify the entire route. Both the KISS Railjet and the FLIRT Akku for ÖBB are manufactured by Stadler in St. Margrethen (SG) in Switzerland.

- Stadler is also setting new standards in urban transport. Thanks to its fully integrated low-floor drive system, **the TINA tram for the Rostock tram network** offers a continuously level passenger compartment, tall panoramic windows, a spacious feel and generous multifunctional areas. Modern driver assistance systems in the vehicle, which is produced at the Polish factory in Siedlce, further enhance safety and operational efficiency.
- The new **trams for Stuttgarter Strassenbahnen AG (SSB)** are fully tailored to the specific requirements of their operating area. Steep gradients, tunnel sections and a complex network characterise the topography of the capital of Baden-Württemberg. The powerful all-axle drive ensures reliable traction even on steep gradients. At the same time, level access throughout, generous multi-purpose areas and a bright, comfortable passenger compartment provide more space, accessibility and travel comfort. Stadler manufactures the tram at its plant in Berlin.

Innovation you can touch

Sustainability is central to Stadler's approach, both on and off the rails. The two-storey, 584-square-metre main stand in Hall 2.2 consists of a timber structure that was already used at the last InnoTrans. In this way, Stadler conserves resources.

"We are also showcasing the full range of our offering at the exhibition stand. At interactive product stations, visitors can gain fascinating insights into the latest developments in our product portfolio," says Dr Ansgar Brockmeyer. Alongside rail vehicles, Stadler is presenting digital service solutions, smart maintenance and modern signalling and automation systems for safe and efficient rail operations. Models and virtual reality experiences bring these innovations to life, demonstrating how Stadler works with its customers to develop solutions and supports them throughout the entire lifecycle of their rail vehicles.

Exclusive insights and striking images

In addition to vehicle presentations and its exhibition stand, Stadler is offering a varied programme. At **the Stadler Forum**, visitors can look forward to around five specialist presentations each day on current topics in the rail industry. Experts will provide insights into current projects, challenges and the resulting solutions. The programme includes, amongst other things, successful case studies of automated train operations and insights from train drivers into their day-to-day work.

During the **Train Tours**, rail enthusiasts will gain in-depth insights into the vehicles on display in small groups. Experts from Stadler will provide detailed, first-hand information.

An **international photography competition** is running until 24 August 2026. Trainspotters, rail travellers and railway industry staff can submit their best photographs of Stadler vehicles. The best pictures will be recognised at InnoTrans and displayed at the exhibition stand.

Stadler's InnoTrans website: everything at a glance

Further information on our trade fair presence, Stadler's activities, as well as images and technical data sheets for the vehicles on display, can be found on our website: stadlerrail.com/innotrans

About Stadler

Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle manufacturing, service and signalling technology is headquartered in Bussnang, in eastern Switzerland. Around 18,000 employees work across 8 production and 6 engineering sites, as well as at over 95 service locations, of whom around 6,000 are based in Switzerland. Stadler is the world's leading manufacturer of vehicles with alternative drive systems (hydrogen and battery) as well as rack-and-pinion railway vehicles. The company is mindful of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products.

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