

Media release

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TPF commissions Stadler to manufacture 13 FLIRT Evo multiple units

The Fribourg Transport Authority (TPF) has commissioned Stadler to supply 13 four-car FLIRT Evo multiple units. With these latest-generation vehicles, TPF is modernising its regional transport fleet. The first train is scheduled to enter service on the TPF network from December 2028. At the same time, the phased withdrawal of the Domino trains will begin.

TPF has ordered 13 four-car FLIRT Evo multiple units from Stadler (Bussnang, Switzerland). The new trains will make travelling on the standard-gauge TPF network even more attractive. They are specifically designed to meet the requirements of regional transport, which is characterised by numerous stops and comparatively short journeys. Wide doors allow passengers to board and alight quickly. With a top speed of 160 km/h and high acceleration and braking performance, the trains save valuable seconds and thus contribute to reliable rail operations.

Better comfort and fully accessible

Each train is 73.5 metres long and offers 164 seats, as well as a total capacity of 369 passengers, including standing room. The bright and open interior has been designed to create a pleasant atmosphere. Spacious multi-purpose areas also provide more room for bicycles, pushchairs and luggage.

The new trains are fully accessible. Step-free entrances, level transitions throughout between the front and rear entrance doors, wheelchair spaces and accessible toilets enable people with reduced mobility to use the trains independently. Modern passenger information systems and numerous power sockets further enhance travel comfort.

The purchase cost for the thirteen trains amounts to 117 million Swiss francs. Thanks to a partnership between the two rail operators, TPF was able to benefit from the options and terms that SBB had negotiated as part of a comprehensive tender process in 2021.

Trains designed for regional services

“We are very much looking forward to these new trains entering service. Comfortable, equipped with state-of-the-art technology and offering high capacity, the FLIRT Evo trains will help us cope with the rising passenger numbers on our routes,” explains Serge Collaud, Director General of TPF.

“The 13 four-car trains form the basis for even more attractive regional transport in the canton of Fribourg,” adds Christian König, Deputy Sales Manager at Stadler. “Passengers can look forward to bright and comfortable trains with modern facilities. I would like to thank TPF for the trust they have placed in us.”

New trains to enter service from late 2028

The first FLIRT Evo is expected to enter commercial service on the TPF network in December 2028. Thereafter, a further train is scheduled to enter service approximately every two months. With the new trains, the Domino trains can be phased out gradually. In the long term, TPF's standard-gauge fleet will consist of 8 FLIRT and 13 FLIRT Evo trains. In addition, there are the ten FLIRT trains on the metre-gauge Montbovon–Palézieux line.

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 is therefore committed to innovative, sustainable and durable quality products.

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