Medienmitteilung

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Stadler and BLT Baselland Transport AG automate the BLT core network and set a strong example for the future of public transport

BLT Baselland Transport AG has commissioned Stadler to equip its core network in the Basel metropolitan area with the communication-based train control system NOVA Pro. With this step, BLT is consistently continuing its path toward the automation of its tram and rail network.

NOVA Pro has already demonstrated its capabilities on the Waldenburg railway line. On this route, rail operations have recently been running in semi-automated GoA2 mode (see info box). After departure approval by the driver, journeys are carried out fully automatically: the communication-based CBTC system regulates speed, controls level crossings, and ensures precise stopping at stations. With a punctuality rate of over 99 percent, the line is among the most reliable in Switzerland. BLT will gradually roll out Stadler's NOVA Pro train control system across its entire core network in the Basel metropolitan area, aiming to introduce automation and digitalization into complex urban rail operations.

Step-by-step implementation
Starting this year, the 38 Tango and 25 TINA trams will be equipped with NOVA Pro step by step. Initial test operations on Line 11 are scheduled to begin as early as 2027, followed by phased implementation across the entire BLT core network. Communication between onboard and trackside train control systems will be handled via the public mobile network using modern 4G/5G technology. The migration to NOVA Pro will take place within BLT's existing infrastructure and system landscape.

A strong, forward-looking partnership
With this project, BLT and Stadler are further strengthening their long-standing collaboration and paving the way for continued partnership in the years ahead. The contract highlights the sustained strong interest in the NOVA Pro system. Numerous delegations from transport

operators in Switzerland and abroad visit the Waldenburg line to experience the performance of the semi-automated system in real operation.

«Building on our long-standing collaboration, this project marks another important milestone in our partnership—for the next ten years and beyond. BLT is far more than a customer to us; it is a close strategic partner. The success of the Waldenburg railway clearly demonstrates the potential of NOVA Pro. Together, we are continuously developing the network step by step and setting new standards in reliability, automation, and innovation. In doing so, we are jointly shaping the next digitalized generation of rail transport.»
Silvio Gemperli, Head of Business Unit Signalling Switzerland

«With the successful operation on the Waldenburg railway, expanding NOVA Pro to our core network is the next logical step. With its high availability and reliable safety, the system provides ideal conditions for urban rail operations, for example for the S-Tram 17 in the Leimental region. Thanks to its scalable automation capabilities, NOVA Pro ensures long-term usability and investment security. Together with Stadler, we aim to continue advancing innovation and digitalization.»
Reto Rotzler, CIO - Chief Infrastructure Officer, BLT

GoA in rail operations:
Grades of Automation (GoA) describe the level of automation in train operations. The scale ranges from GoA 0 (fully manual) to GoA 4 (fully automated and driverless).

GoA 0 – Manual train operation
The driver operates the train entirely manually. All driving tasks, doors, and safety functions are handled by the driver.
GoA 1 – Manual operation with supporting systems
The driver remains fully responsible but receives technical assistance, for example through automatic train protection (monitoring of speed and braking). All decisions and control actions remain with the human operator.
GoA 2 – Semi-automated operation
The system (Stadler NOVA Pro) takes over driving and braking. However, a driver remains on board, supervises operations, and can intervene if necessary.
GoA 3 – Highly automated, driverless operation with onboard staff
There is typically no driver in the cab. The system operates the train autonomously, but a staff member remains on board to handle situations such as emergencies.
GoA 4 – Fully automated, unattended operation (UTO – Unattended Train Operation)
The train operates completely autonomously without staff on board. Supervision and control are carried out from the control center.

BLT – Wir machen vorwärts.

Die BLT ist ein moderner, privatwirtschaftlich geführter Schweizer Mobilitätsanbieter. Mit unseren 600 Mitarbeitenden wollen wir Menschen für öffentliche Mobilität begeistern – mit exzellentem Service und innovativen Lösungen, mit Menschlichkeit und Empathie. Mehr als 150'000 Kundinnen und Kunden nutzen täglich unser Tram-, Bus- und Bahnangebot. Mittels smarter Technologien verbinden wir den klassischen öV mit Sharing-Angeboten wie Pick-e-Bike. www.blt.ch

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About Stadler

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Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle construction, service and signalling technology has its headquarters in Bussnang in eastern Switzerland. Over 17,000 employees work at eight production and six engineering sites and over 95 service locations, including around 6,000 employees in Switzerland. Stadler is the world's leading manufacturer of vehicles with alternative drive systems (hydrogen and battery) and rack railway vehicles. The company is aware of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products.

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