

Media release

HOLD-BACK PERIOD Until 18 May 2017 at 12.30 p.m.
DOCUMENT 4 pages
ATTACHMENTS Images, documents

Bussnang, 18 May 2017

Giruno roll-out: Stadler presents the new Gotthard Tunnel train in action – approval process to begin in four countries

Today, the Swiss Federal Railways (SBB) are in Bussnang, as Stadler celebrates the roll-out of the Giruno low-floor high-speed multiple unit train. As part of a festive ceremony, and with Doris Leuthard, President of the Swiss Confederation, in attendance as the guest of honour, the Swiss rail vehicle manufacturer is presenting the new Giruno high-speed multiple unit train in operation after only two and a half years of development and construction. Approval procedures for the new Gotthard Tunnel train, which was designed with a special focus on comfort and customer-friendliness, will now begin in Switzerland, Germany, Austria and Italy. From the end of 2019, the Giruno will run in the longest rail tunnel in the world and connect the Swiss cities of Zurich and Basel with Milan, and later with Frankfurt as well. Stadler is building a total of 29 11-car low-floor high-speed multiple unit trains for SBB. The order also includes an option for 92 additional vehicles.

At the end of October 2014, SBB ordered 29 electric high-speed trains from Stadler to run in the Gotthard Base Tunnel, connecting Basel and Zurich with Milan, starting at the end of 2019. In September 2016, less than two years after the contract was signed, Stadler presented the train, which SBB has named "Giruno", at InnoTrans in Berlin. The train unveiled at InnoTrans, which is the world's largest trade fair for the rail transport industry, was a 5-car version of the Giruno. Today, together with SBB, Stadler celebrated the roll-out of the 11-car Giruno. The roll-out marks the start of complicated approval procedures in four countries, and is one of the most significant milestones in the development of such a technically highly complex railway vehicle.

For that reason, it is common practice in the industry to celebrate this important moment. Around 500 invited guests from the worlds of industry and politics were in attendance for the Giruno's spectacular arrival in Bussnang, including Doris Leuthard, President of the Swiss Confederation and Head of the Federal Department of the Environment, Transport, Energy and Communications (DETEC), who travelled to Bussnang specifically for the roll-out.

Doris Leuthard: "Sets a new standard"

After inaugurating the Gotthard Base Tunnel last June, Head of DETEC Doris Leuthard also attended the roll-out of the train that will run in the new Gotthard Tunnel as of 2019. "The Giruno sets a new standard –

just like Switzerland did with the Gotthard Base Tunnel. This is something we can truly be proud of. I would like to congratulate Stadler on this excellent achievement and on their 75th anniversary”, said Swiss President Doris Leuthard in Bussnang.

Andreas Meyer: “The Giruno is the most comfortable way to travel”

“Today is a day of celebration – for our customers, but also for Stadler in particular. I would like to congratulate Stadler on its anniversary and the roll-out of the Giruno, which occurred in record time. Reliable suppliers such as Stadler are what allow SBB to make use of the strengths of rail travel: simple, fast, traffic-free, personal and with excellent connections to other means of transport. The Giruno is currently our most important joint project. Trains like the Giruno are the basis for a modern and competitive rail system. They help us to be more competitive in terms of international transport: in future, the Giruno will be the most comfortable way to travel between Italy and Switzerland”, said Andreas Meyer, SBB CEO.

Peter Spuhler: “Fully compliant with the Disability Discrimination Act”

“I am extremely pleased that we are celebrating the roll-out of this exceptional train now, in our 75th anniversary year. The Giruno is the first ever mass-produced low-floor high-speed multiple unit train. It will travel through the longest rail tunnel in the world, and it is the first train ever to meet all of the requirements of the Swiss Disability Discrimination Act. I am very proud of everyone who has contributed to the success of this project and who will continue to do so in future. The fact that the two project teams were able to develop and manufacture this train in just 30 months is a sensational achievement”, said Peter Spuhler, CEO and owner of the Stadler Rail Group.

At the roll-out, both Spuhler and Meyer emphasized the unusually effective cooperation between the two project teams, which allowed the project to progress so quickly and smoothly.

Step inside instead of climbing aboard

During the development of the Giruno, Stadler combined proven technologies based on the successful FLIRT regional train with the operating requirements of the new Gotthard Base Tunnel. The stepless entry for platforms with a height of both 55 cm and 76 cm; the vehicle’s innovative design, which takes into account the specific requirements of the Gotthard Base Tunnel in terms of pressure protection and air conditioning; and the advanced thermal and acoustic insulation set new standards for long-distance rail transport.

The Giruno was designed with a special focus on comfort and customer-friendliness, in particular for families, senior citizens and persons with special mobility needs. The low-floor access, an innovation for a mass-produced high-speed multiple unit train, transforms climbing aboard for passengers to simply stepping inside. In the interior, passengers can expect a spacious and bright interior design with a state-of-the-art lighting solution. In order to keep passengers occupied and happy on long trips through tunnels, the Giruno also features a range of additional amenities: a 3G/4G mobile communications amplifier, sockets at every seat, large luggage racks and separate toilets for men and women, as well as special toilets for disabled passengers. The trains are 202 metres long and contain seats for 405 passengers, 117 of which are in first class and 288 of which are in second class, as well as multifunctional zones and a special compartment for bicycles, which allow for efficient use of space in the train.

The Giruno is certified in accordance with TSI for high-speed trains and is designed to meet all of the requirements for crashworthiness as specified in DIN EN 15227. Before commissioning, the high-speed train will be tested at Rail Tec Arsenal in Vienna. As the name implies, the train can reach a maximum speed of 250 km/h. The required output is generated using four motorised bogies in which both of the axles are driven. The maximum output at the wheel is 6000 kW. Four pantographs are installed on the roof of the

vehicle. If required, the trains can also be operated in double traction. The Giruno will be approved for operation not only in Switzerland, but also in Germany, Austria and Italy.

Stadler celebrates its first 75 years

Stadler is not only celebrating the roll-out of the Giruno, but also the company's 75th anniversary. In 1942, in the midst of World War II, Ernst Stadler founded an engineering firm in Zurich that specialised in the development and construction of locomotives. Some 20 years later, Ernst Stadler and his employees moved to Bussnang, in the canton of Thurgau, where he laid the foundation for Stadler's headquarters. After his death, his second wife, Irma Stadler, took over at the helm of the company. In 1987, Peter Spuhler joined the company and purchased it two years later with a loan from the Thurgauer Kantonalbank. At the time, the company only had 18 employees and a turnover of CHF 4.5 million. Stadler will celebrate its anniversary on 20 May 2017 together with the local community. From 10 a.m. to 4 p.m., the Swiss factories in Bussnang, Altenrhein and Winterthur will open their doors to the public. In Bussnang, attendees can get an up-close look at SBB's new high-speed train. More information is available at www.stadlerrail.com.

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About Stadler

Stadler has been building trains for 75 years. The system provider of rail vehicle construction solutions is headquartered in Bussnang in Eastern Switzerland, and has a workforce of over 7000 based in various locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Italy, Austria, the Netherlands, Belarus, Algeria and the United States. Stadler provides a comprehensive range of products in the commuter rail and railway segments: high-speed trains, intercity trains, regional and commuter rail trains, underground trains, tram trains and trams. In addition, Stadler manufactures main-line dual-mode locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. Stadler remains the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

More Stadler figures: the best-selling FLIRT (Fast Light Intercity and Regional Train) vehicle has already sold over 1400 units in a total of 17 countries. The KISS vehicle (the name is an acronym of the German for Comfortable Innovative Speedy Suburban Train) is also very popular: it has sold 258 units in 9 countries. The most powerful diesel-electric locomotive in Europe, the EURO4000, has sold 130 units in 7 countries. Additionally, Stadler Service maintains vehicle fleets in 16 countries made up of over 680 vehicles that cover a combined annual distance of more than 120 million kilometres.

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