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## Stadler wins first major contract in Slovenia – and will be delivering a whole fleet at once

**Stadler is designing and building 26 single and double-decker multiple units for the Slovenian state rail operator Slovenske Železnice. The order comprises eleven FLIRT EMU trains, five FLIRT DMU trains and ten KISS EMU trains, plus an option for 26 additional vehicles. These very different types of train are being engineered in a way that allows mixed compositions within the fleet. This is Stadler's first contract from Slovenia – and a hard-fought victory.**

Back in the late 1990s, Stadler submitted a bid for a contract to deliver 30 multiple units to Slovenia, but lost out to the competition after a hotly contested tender. "It delights us even more that 20 years later, our second attempt has been successful and we have managed to break into the Slovenian market", explains Peter Spuhler, owner and CEO of Stadler. Spuhler was in Ljubljana yesterday with Stadler Sales Director Peter Jenelten to meet with General Manager of Slovenske Železnice, Dusan Mes, and sign the major contract for the supply of 26 single and double-decker multiple units for the Slovenian state rail operator. "The signing of this contract with Stadler is the first step toward modernising rail passenger transport in Slovenia. With new modern trains we are taking a step forward in the renewal of our fleet and as a result in the satisfaction of our customers," comments Dusan Mes.

The contract for the fleet capable of mixed traction consists of the engineering, construction and delivery of 11 four-car FLIRT EMU trains, 5 three-car FLIRT DMU trains and 10 three-car double-decker KISS EMU trains, including warranty coverage. It includes an option for 26 additional vehicles. The contract is valued at approx. 170 million euros.

### Over 1,500 FLIRT trains sold

Stadler's best-selling FLIRT vehicle has already sold over 1,500 units in a total of 18 countries. The KISS is also very popular: It has sold nearly 300 units in 11 countries. Stadler trains operate in a total of 41 countries.

The single-decker FLIRT trains are intended for cross-border use on standard gauge track between Slovenia, Austria and Croatia. They will also be authorised for use in these countries. The double-decker KISS trains will operate on routes in Slovenia. The first units are expected to be delivered 24 months after the contract signature date.

One notable feature of the contract is that the Slovenian state rail operator will be able to operate routes with mixed trains composed of single-decker and double-decker cars as well as using the single-decker vehicles in double traction. Peter Jenelten, Deputy Group CEO and Head of Marketing & Sales, comments, "Stadler

is very proud not only to be delivering trains to Slovenia for the first time, but also to be able to construct a complete series of different vehicles that have been coordinated with each other to form a uniform fleet."

### **More details about the trains**

The 11 four-car electric FLIRT trains with their long car body are designed as regional trains to be operated at a maximum speed of 160 km/h. They are 80.7 metres long, 2.82 metres wide and 4.12 metres high. The comfortable trains can seat 235 passengers, including 12 in first class, and offer standing room for an additional 227 people. 22 seats in 2nd class and 2 seats in 1st class are reserved as priority seats for persons with reduced mobility according to TSI PRM regulations. There is also enough room for two wheelchairs and five bicycles in the vehicle. There is a toilet and a small compartment for the conductor in end car A. One of the middle cars also has a toilet for persons with reduced mobility according to TSI PRM regulations. Two powered bogies directly under the engine compartment in the end car ensure optimum traction.

The 10 three-car electric KISS trains are designed as regional trains to be operated at a maximum speed of 160 km/h. They are 79.84 metres long, 2.80 metres wide and 4.63 metres high. The comfortable trains can seat 292 passengers, including 16 in first class, and offer standing room for an additional 264 people. 18 seats in 2nd class and 4 seats in 1st class are reserved as priority seats for persons with reduced mobility according to TSI PRM regulations. There is also enough room for two wheelchairs and five bicycles in the double-decker vehicle. The middle car has a standard toilet as well as a toilet for persons with reduced mobility according to TSI PRM regulations. The vehicle has two powered bogies in the end car.

The 5 three-car diesel-electric FLIRT DMU trains are designed as regional trains to be operated at a maximum speed of 140 km/hour. They are 70.4 metres long, 2.82 metres wide and 4.12 metres high. The comfortable trains can seat 171 passengers, including 12 in first class, and offer standing room for an additional 167 people. 16 seats in 2nd class and 2 seats in 1st class are reserved as priority seats for persons with reduced mobility according to TSI PRM regulations. The FLIRT DMU train also has enough room for two wheelchairs and five bicycles. There is a toilet and a small compartment for the conductor in end car A. The toilet for persons with reduced mobility according to TSI PRM regulations is located in the middle car. The vehicle has an additional car module, the power pack, which houses two Deutz diesel engines as well as part of the drive equipment. Two powered bogies directly under the engine compartment in the end car again ensure optimum traction.

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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 7600 based in various production, service and engineering locations across Switzerland, Germany, Spain, Poland, Hungary, the Czech Republic, Belarus and the United States. Service locations are also being operated in countries including Algeria, Denmark, France, Italy, the Netherlands, Norway, Russia, Sweden and the UK. Stadler provides a comprehensive range of products in the heavy and urban transport segments: High-speed trains, intercity trains, regional and commuter rail trains, underground trains, tram trains and trams. Furthermore, Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. Stadler is 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 1500 units in a total of 18 countries. The KISS (the name is an acronym of the German for Comfortable Innovative Speedy Suburban Train) is also very popular: It has sold nearly 300 units in 11 countries. The most powerful diesel-electric locomotive in Europe, the EURO4000, has sold 140 units in 7 countries. Additionally, Stadler Service maintains vehicle fleets comprising over 680 vehicles that cover a combined annual distance of 120 million kilometers in 16 different countries.*

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