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Contract Signing with Arriva Netherlands Will See Stadler Provide Service and Maintenance for 69 Trains in the North of Holland

Stadler has today sealed a deal with Arriva Netherlands to maintain and service 18 WINK trains and 51 GTW trains, which will rely heavily on battery technology and boast enviable environmental credentials. They will operate in the Noordelijke Lijnen concession in Friesland and Groningen and are managed by Arriva.

The contract, starting in 2020 and running till 2035, builds on the 15-year service and maintenance contract already in place since 2006. Today's signing follows the announcement in November 2017 that Stadler will manufacture 18 new WINKs and refurbish 51 GTW.

Hein van der Schoot, Managing Director of Stadler Service for the Netherlands and UK, commented: 'We are thrilled to be awarded this contract. It sees Stadler blazing a trail within the industry for cutting edge, green technology and is testament to our commitment to mitigating the effects of climate change. We are also proud to continue the long term partnership with Arriva Netherlands, which has already proved successful for many years and resulted in excellent passenger satisfaction.'

Anne Hettinga, Chairman of the Board of Directors of Arriva Nederland, also emphasizes the importance of the new contract: 'The cooperation between Arriva and Stadler is an economic driver for the northern part of The Netherlands. This contract is a big step in the preparation for the new concession. We look forward to working together for 15 more years. We apply our innovative approach to developing new trains as well as service and maintenance.'

WINK propelled by Bio-diesel and batteries

The new WINK trains will run on the renewable fuel Hydrotreated Vegetable Oil (HVO) as well as battery power. HVO is a renewable fuel (second generation bio-diesel), which is made of vegetable oil and fat waste, such as frying fat. By 2025, the Leeuwarden-Groningen route will be partially electrified. From then on, on the non-electrified parts the WINKs will only use the stored energy in the batteries. The use of (bio-)diesel will no longer be required.

GTW with comprehensive overhaul

In 2020, the GTW trains will receive a comprehensive overhaul. They will be renovated inside and out and be converted to battery operation, bringing emissions down and making them far greener than previously.

More jobs in Leeuwarden

In preparation for the new fleet, Stadler will expand the depot at Leeuwarden. In order to accommodate the new trains to be serviced and maintained, a third track will be added and a number of additional mechanics will be hired.

Additional Information

The **WINK** is Stadler's two-car multiple train unit. These trains are suitable for lines with lower passenger volumes and are designed as bi-modal units, meaning they are powered by a diesel engine with hydrogenated vegetable oil. WINK is a German acronym that stands for convertible, innovative, short train for local transport. The **GTW** is a family of articulated rail vehicles, available in diesel-electric configurations and electric versions for all common voltages.

About Stadler

International rail vehicle construction company, Stadler, is headquartered in Bussnang in Eastern Switzerland. Founded in 1942, it has a workforce of over 7,600 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 heavy rail trains, underground trains, tram trains and trams. Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages, including the most powerful diesel-electric locomotive in Europe. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

The best-selling FLIRT (Fast Light Intercity- and Regional Train) vehicle has already sold more than 1,550 units in a total of 18 countries. The KISS, an acronym of the German for Comfortable Innovative Speedy Suburban Train, is also very popular, with nearly 300 units sold in 11 countries. The most powerful diesel-electric locomotive in Europe is the EURO4000, which has sold 140 units in 7 countries. The Stadler Service division maintains vehicle fleets and comprises more than 680 vehicles, covering a combined annual distance of 120 million kilometres in 16 different countries.

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