

## Media release

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## Stadler reveals new Greater Anglia train, set to transform rail travel in East Anglia

**Today at InnoTrans, the leading biennial international trade fair for transport technology, Stadler, in partnership with Greater Anglia and Rock Rail, jointly unveiled a bi-mode unit (BMU), which will form part of the brand new fleet of trains for the East Anglia network. This is the first time that one of these units has been officially displayed.**

Stadler is manufacturing 58 new trains, to be leased to Greater Anglia and financed by Rock Rail East Anglia, a joint venture between Rock Rail, Aberdeen Standard Investments and GLIL Infrastructure. They will enter service from 2019. The Swiss rail manufacturer will also be responsible for maintaining these units at Crown Point depot in Norwich. Reliable, fast, comfortable and attractive, they will transform rail travel in East Anglia and carry more passengers. They will be greener than the ones they replace, using the latest environmentally-friendly technology.

This contract, awarded in 2016, sees Stadler build and deliver 14 class 755/3 three-car and 24 class 755/4 four-car BMUs, ten 12-car class 745/0 EMUs and ten 12-car class 745/1 EMUs. The new fleet will replace Greater Anglia's existing Intercity, rural and Stansted Express trains.

With 20 per cent more seats, which have been designed to be as comfortable as possible, trains will feature low flooring to make them accessible for people in wheelchairs and with pushchairs. Windows will be bigger and 'picture style' to improve the passenger experience and create a more airy and spacious feel. Customers will be able to walk more easily along the whole length of the train, making people feel safer.

Mobile phone reception will be better and plug and USB sockets will be installed at every seat. Wifi will be free and faster than previously. All trains will be fully air-conditioned and have disabled toilets and bicycle spaces.

Revolutionary and innovative, 38 of the 58 new trains will be bi-mode, meaning they can switch between diesel mode and electricity power. These will run on rural routes in Norfolk, Suffolk, Essex and Cambridgeshire. Twenty-four will have four carriages and 14, three carriages. Diesel engines, fitted into the middle of the vehicles, will meet the latest, more stringent standards for emissions. They will be quieter than existing diesel engines. Stadler is also producing ten electric intercity trains and ten electric Stansted Express trains.

As regards maintenance, Stadler is working with Greater Anglia on the design of a new fit-for-purpose depot at Crown Point. Our two organisations are also establishing an asset management system and setting up procedures, ahead of the introduction of the new trains next year.

In a joint initiative organised by the two organisations, 13 Greater Anglia technicians based at Crown Point are currently undergoing a comprehensive training programme within Stadler, lasting six months. The training involves stints in our factories and commissioning teams in Switzerland and Poland and has been designed to ensure that they have the necessary skills to maintain the new trains, once they arrive.

Thomas Ahlburg, group chief executive of Stadler, commented:

“The contract awarded two years ago was our first for intercity and local trains in the UK, and we are immensely proud to be showcasing this state-of-the-art new vehicle, together with our partners, Greater Anglia and Rock Rail. More than half of the new trains will be bi-modes, underscoring our commitment to finding ever greener solutions to power trains and cut CO2 emissions.”

Jamie Burles, managing director of Greater Anglia, added:

“It's exciting to see the first completed train from Stadler. We're very much looking forward to these trains arriving in East Anglia, where they will play a key part in revolutionising and modernising the railway in our region. We're confident they will transform our customers' journeys, offering them a new level of comfort.”

Mark Swindell, chief executive officer of Rock Rail, concluded:

“Rock Rail is thrilled to be working with Stadler, Greater Anglia and our equity partners, Aberdeen Standard Investments and GLIL Infrastructure, in introducing this new fleet of trains set to transform the travelling experience of rail passengers across the Greater Anglia region and representing a major part of a £2 billion investment into UK rolling stock by our pension and insurance company investors.”

**Pictures from the vehicle presentation will be provided from 4 p.m. here: <https://goo.gl/h3wu1G>**

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## **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 1,600 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.*

## **About Greater Anglia**

*The new Greater Anglia franchise began operating on 16 October 2016. We provide intercity, commuter and rural services throughout Essex, Suffolk, Norfolk, Cambridgeshire and Hertfordshire, including the Stansted Express service. We're responsible for almost 2,800 employees, operate 1,300 train services per day and we're at 133 stations.*

*Greater Anglia is transforming the railway in East Anglia. We're replacing every single train with brand new trains with air conditioning, plug and USB points and fast free wifi, which come into service from 2019. We're introducing better timetables with more frequent services and more peak-time seats into London. Follow our transformation story at: [www.greateranglia.co.uk/newtrains/latest-news](http://www.greateranglia.co.uk/newtrains/latest-news).*

## **About Rock Rail**

*Rock Rail was established in 2014 by sister company Rock Infrastructure to focus on the development of large scale, strategically important rail infrastructure in partnership with public sector bodies and private sector investors. Rock Rail is an active investor developer and asset manager, responsible for leading the development of financing solutions for core rail infrastructure as well as providing asset management services for the same.*

*Rock Rail invests on behalf of its institutional investors in trains which represent a core passenger fleet for the rail franchise. Rock Rail works closely with the franchise train operators and train manufacturers to ensure a collaborative approach to design, manufacture and acceptance of the new, state of the art trains on time and to budget. In its role as asset manager, it provides a complete range of asset management services specialising in the rail sector, to manage the long-term residual value and releasing risks and protect the long-term interests of institutional financial investors.*

*Over the past 2 years, Rock Rail has secured £2 billion of new rolling stock fleets which will come into service on the UK rail network over the next 2 years. As well as continuing to work on other core fleet opportunities in the UK, Rock Rail has extended its focus to other UK rail infrastructure sectors including digital signaling, depots and electrification and other rolling stock geographies including mainland European markets. Further information is available at: [www.rockinfrastructure.com](http://www.rockinfrastructure.com)*

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