

## Media release

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## New diesel-electric trains, FNM and Stadler sign a Framework Agreement

**FNM S.p.A. and Stadler today signed in Milano a framework agreement for the supply of diesel-electric trains for the regional railway service. It will last eight years, guarantees a minimum quantity of 30 and a maximum of 50 trains. At the same time as the signing of the framework agreement, FERROVIENORD signed the first executive contract for 30 trains with Stadler. Total contract value is over 190 million euros.**

Today's signing follows the awarding to Stadler of the call for tenders announced by FNM last year, based on what is laid down by the procurement programme of new trains, approved and financed with 1.6 billion euros from the Lombardy Region (resolution no. X/6932 of 24 July 2017 and the regional law "Adjustment to the budget 2017-2019" no. 22 of 10-08-2017).

### Framework agreement contents

The Framework Agreement, with a duration of 8 years, envisages the supply of diesel-electric trains, which shall be used on non-electrified lines. The guaranteed minimum quantity is 30 trains, the maximum quantity is 50. The price per unit is 6,395,000 euros. The Framework Agreement also envisages the first-level scheduled maintenance service and corrective maintenance for acts of vandalism and accidental events.

### First executive contract

At the same time as the signing of the Framework Agreement, FERROVIENORD, a 100% subsidiary of FNM, signed the first executive contract for 30 trains with Stadler for an overall amount of 191,850,000 euros. The delivery of the first trains, which includes the time for construction and approval, is envisaged by 2021.

### Improved performance and sustainability

In drawing up the tender specifications, particular attention was paid to social and environmental sustainability and the identification of innovative solutions that could meet high standards. The train's propulsion is guaranteed by a special module (Power Pack) that houses two latest-generation, low-emission diesel engines (stage V with SCR catalytic converter) that power two sets of batteries. Thanks to the batteries and the diesel-electric traction, the new train can travel along suburban tracks with reduced emissions and zero emissions in the stations, also providing supplementary power during acceleration. Indeed, the new technologies enable better performance: +20% in acceleration, with a particularly significant reduction of travel times for a system like Lombardy's, with numerous stations close to each other; energy recovery during braking; less weight on the wheel axles (-19%) with consequently lower costs for infrastructure maintenance.

### **Environmental benefits and comfort**

Compared to the current fleet, the fuel consumption shall be reduced by 30% with an estimated saving of 3 million euros a year. The lower CO<sub>2</sub> emissions are also very significant: - 12,400 tons/year (the equivalent of 8,600 cars). The position of the engines at the centre of the train also ensures great comfort for passengers: noise and vibrations are not transmitted to the carriages. The electric start-up in the station also enables noise and emissions to be drastically reduced. The use of recycled materials is also high (a reuse index equal to 93%).

### **Technologies, safety and accessibility**

The 66.8 metre long, bidirectional trains consist of 3 passenger carriages, offer space for 328 people, 168 of whom are seated, and are designed for a maximum speed of 140 km/h. They will be equipped with a toilet, LED lighting, Wi-Fi, 220 volt sockets, USB ports, a passenger information system, cameras for video surveillance and a lighting assistance system that indicates door opening and closing. Accessibility for people with reduced mobility is made easier by sliding platforms that compensate for the gap between the doors and the platform. There are also parking stations for bicycles.

“By signing this second Framework Agreement, following the contract for the high-capacity trains,” said the Chairman of FNM Andrea Gibelli, “we are continuing the action to renew the fleet of trains, made possible by the financing and indications of the Lombardy Region. The aim remains that of ensuring the best service for the 750,000 people who use the regional railway service every day. The particularly innovative specifications of these diesel-electric trains will ensure quality and performance standards among the best in Europe.”

“We are proud,” emphasised Thomas Ahlburg, CEO of the Stadler Group, “to be able to support FNM in the process of continuous development and modernisation of the fleet with innovative vehicles in regard of the traction technologies with high energy efficiency and special solutions dedicated to safety and comfort of the passengers. We were delighted to collaborate with the design studios of GIUGIARO Architettura and NOSE Design Experience.”

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## **About FNM**

*FNM is the first integrated Group for transport and mobility in Lombardy. It is the most important Italian private investor in the sector. FNM S.p.A. is a joint stock company quoted since 1926. Lombardy Region is the majority shareholder with 57,57% of the shares.*

*FERROVIENORD, 100% controlled by FNM, operates in Lombardy 331 km of rail lines and 124 stations located on five lines of the provinces of Milan, Brescia, Como, Monza-Brianza and Novara. In addition to train operation, FERROVIENORD performs ordinary and extraordinary maintenance of the rail network, as well as adjustment and implementation of new facilities and upgrading activities.*

## **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.*

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