

Media release

HOLD-BACK PERIOD N/A
DOCUMENT 2 pages
ENCLOSURES N/A

Bussnang, 18 June 2020

First homologation for GUARDIA European Train Control System (ETCS)

GUARDIA, the ETCS automatic train protection system from Stadler's joint-venture AngelStar, has been homologated for the first time. The FLIRT trains of Koleje Mazowieckie (KM) which are equipped with GUARDIA will be operated in the Polish region Mazovia.

Stadler has received the first train homologation with its ETCS baseline 3.4.0 automatic train protection system GUARDIA in Poland. ETCS is the European standard for automatic train control, which aims at the harmonization of safety systems on all lines throughout Europe. GUARDIA is a cutting-edge ETCS system developed by AngelStar, a joint-venture of Mermec and Stadler.

In Poland, the system will be used on the five-car FLIRT trains from regional railway operator Koleje Mazowieckie (KM). The homologation fully complies with the European Union's "Commission Regulation 2016/919 on the technical specification for interoperability relating to the 'control-command and signalling' subsystems of the rail system".

The FLIRT trains are equipped with a GUARDIA version according to the ETCS baseline 3.4.0 and the ETCS levels 1, 2 and NTC (National Train Control). The safety system change from ETCS to the national system SHP and vice versa is fully dynamic, which means that the train can operate seamlessly without stopping for the safety system change.

Alexandre Grêt, CEO of Stadler Signalling, said: "We are very pleased about the first homologation of GUARDIA for regular operations while the homologation processes in nine additional countries are proceeding positively. Together with AngelStar, we continue to work on multiple projects across Europe. This homologation is an important milestone for our joint-venture AngelStar and for the entire Stadler Group. GUARDIA puts Stadler in the position to deliver even more efficient high-quality trains to our customers."

Ruggiero Delcuratolo, CEO of AngelStar, said: "We are very satisfied about the milestone reached in such a short time and we continue to work hard for our further ambitious goals."

Stadler had entered the signalling business in 2016 to reduce the dependency from direct competitors. Today, Stadler is able to offer its own signalling solution in this important sector of railway technology. Stadler has created an engineering office in Wallisellen near Zurich, which was transferred into a legal entity within the Stadler Group at the beginning of 2020.

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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 around 11,000 based in various production and over 40 service locations. 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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