

Media release

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Bussnang, 14 January 2021

Stadler and Rail Operations (UK) Limited sign a contract for the new Class 93 tri-mode locomotives

Stadler and Rail Operations (UK) Limited have signed a framework agreement for the supply of thirty Class 93 tri-mode locomotives, which will support rail decarbonisation requirements in the UK. An initial batch of 10 locomotives are due for delivery in early 2023.

Stadler and the British company, Rail Operations (UK) Limited have signed a framework agreement for the supply of thirty Class 93 tri-mode locomotives. The advanced locomotives will significantly reduce CO₂ emissions for both rail freight as well as potential passenger transport services, underscoring Stadler's green credentials and demonstrating its commitment to decarbonisation. Deliveries are expected to start in early 2023.

Class 93 is a Bo'Bo' mixed-traffic locomotive based on Stadler's Class 68 and Class 88 locomotives that have been operating successfully in the UK for some years. It is capable of reaching higher speed than the previous ones; i.e. 110 mph instead of 100mph.

Stadler's first tri-mode locomotive has three different power sources. In electric mode, it is able to run on 25kV AC overhead lines with a power of 4,000 kW. In addition, the locomotive features a CATERPILLAR C32 engine and Lithium Titanate Oxide (LTO) traction battery packs, allowing it to operate over non-electrified lines. The diesel engine has a nominal power of 900 kW and meets EU 97/68 Stage V emission requirements. The two LTO battery packs provide 400kW extra power to supplement the engine when the locomotive is running in diesel/battery hybrid mode as well as last mile carbon free shunting operation.

Commenting on the contract, Karl Watts, Chief Executive Officer, Rail Operations (UK) Limited, said ... "The rail industry has acted very positively in understanding its role in reducing carbon emissions and improving inner city air quality. The class 93 fleet with its array of green credentials, will allow us to lead the way in supporting the rail industry deliver its decarbonisation targets. Furthermore, with its impressive state-of-the-art specification, the class 93s also allow us to develop new markets and modernise many aspects of UK train operations".

Iñigo Parra, CEO Stadler Valencia added, "The innovative and cost-effective solution will provide environmentally-friendly rail transport services, supporting national decarbonisation strategies and promoting modal shift to rail".

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About ROG

Rail Operations (UK) Limited is a leading provider of specialist train operating services to the UK rail industry through its subsidiaries Rail Operations Group (ROG), Traxion and Orion.

ROG is a provider of whole-life rolling stock services, testing and commissioning programmes, maintenance and retirements, as well as rescue and other specialist services relating to rolling stock movements.

Traxion is a provider of rolling stock storage solutions.

Orion is a provider of fast-growing, high speed logistics and express freight, focussed on accelerating modal shift from air/road to rail by offering a competitive, environmentally-friendly, rail-borne solution.

About Stadler

Stadler has been building trains for over 75 years. The provider of rail vehicle construction solutions has its headquarters in Bussnang in eastern Switzerland. It has a workforce of around 12,000 based in various production and engineering locations as well as more than 40 service locations. The company is conscious of its social responsibility for sustainable mobility and therefore stands for innovative, sustainable and durable quality products. The product range in the field of mainline railways and city transport includes high-speed trains, intercity trains, regional and suburban trains, metros, tramways and trams. Stadler also manufactures main-line locomotives, shunting locomotives and passenger carriages. It is the world's leading manufacturer in the rack-and-pinion rail vehicle industry.

Stadler and the Environment

To ensure a responsible use of resources, Stadler applies the following eco-design principles in development, production and maintenance, as well as low-emission drive technologies:

- *Eco-friendly choice of materials in terms of weight, recyclability and functionality for trains and locomotives*
- *Eco-friendly choice of suppliers in terms of proximity to production, means of transport and packaging*
- *Production of sub-systems and components use up-to-date, innovative technologies and procedures*
- *Energy consumption of trains and locomotives is kept to a minimum*
- *Noise levels on trains and locomotives, including vibration, is kept to a minimum*
- *Eco-friendly choice of materials and procedures for maintenance*
- *Easily removable components to facilitate recycling at the end of a vehicle's lifecycle*

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