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AB Transitio, Tåg i Bergslagen and Stadler attend signing ceremony to celebrate the order of seven more trains for Sweden as passengers give trains the thumbs-up

Representatives from AB Transitio, Tåg i Bergslagen and Stadler came together for a signing ceremony to mark the purchase of seven additional double-decker DOSTO trains for the Swedish market. Stadler has already sold 53 trains of this type in Sweden, which means that there will soon be 60 Stadler trains in operation up and down the country. Designed to cut carbon emissions and developed for use in harsh, wintry climates, these trains are characterised by high levels of passenger comfort and are proving popular with travellers.

A signing ceremony for seven more additional double-decker DOSTO trains was held yesterday in Stockholm and attended by executives from Stadler, AB Transitio, who are buying these trains, and also from Tåg i Bergslagen, the network which the new trains will be operating on. The trains are built to promote decarbonisation, accommodate the severe Swedish winters and to provide high levels of passenger comfort. Made up of four carriages, they are set to be delivered in winter 2022/2023.

Passenger comments secured by Mälardalstrafik MÅLAB AB, as well as from another individual member of the public, demonstrate that rail travellers in Sweden recognise the trains' qualities, providing glowing testimonials and indicating that they appreciate the improved customer experience. One person said: 'It is fantastic! The best train I have been on!'

Others like the quietness of the trains, with another claiming: "The new trains are perfect! It is very good to work during the train journey as it is quiet, calm and comfortable on board the train." A second person added: "It is silent – fantastic!"

In reference to the trains' airiness, an individual commented: "It feels spacious and warm welcoming. Really big effective wide doors. The second floor seems wide and is comfortable, with nicely placed windows."

The design of the seats is proving popular, with a person saying: "My back just love these chairs – perfect and firm."

Others were happy with the capacity of the train, explaining: "I feel like the new trains have more seats. And so it is faster to get home to Eskilstuna, which I commute from every day."

Passenger Comfort

Designed to maximise passenger comfort, these trains are spacious, stylish and modern. Saloons are light airy, entrance areas are generously proportioned and staircases are wide so that travellers can get on and off easily. There is more storage space than on most trains. Individual reading lamps and two power sockets are built in at each seat. Carriages are 'pressure-managed' to avoid discomfort for passengers when travelling through tunnels and are sound-proofed. They feature a sliding step, to make getting on and off easier for wheelchair users and people with reduced mobility, luggage or push-chairs.

Cutting Carbon Emissions

To manage the trains' carbon footprint, carriages are made of aluminium profile. This keeps trains relatively light in weight to minimise energy consumption and at the same time, meet all safety requirements, including crashworthiness. Up to four trains can be coupled together to promote environmental efficiency. Trains feature 'regenerative braking'. This involves an extremely powerful electric brake, which returns a large part of the energy used to the electrical braking system. Trains feature air-cooled, dry transformers, as opposed to ones powered by oil.

Built for Harsh Winters

These trains are designed to run in temperatures as low as minus 40 degrees and with 80cm of snow on the track. They can do this thanks to inter-carriage connections with twin bellows, large snow ploughs, made specifically for this train, as well as efficient floor- and wall-heating systems and specially adapted insulation. Trains are fitted with carpeting made from absorbent material, which dries quickly, thanks to the underfloor heating system. The underframes of the trains have been designed to reduce freezing and the accumulation of snow and ice. The pantograph has been developed to cope with winter conditions.

Ansgar Brockmeyer, head of sales at Stadler, commented: "We are delighted to have signed a contract for a further seven double-decker DOSTO trains for Sweden. Featuring high levels of passenger comfort, a focus on green technology and designed for harsh winters, they are tailor-made for this country, and we are pleased that overall, passengers like the product."

Magnus von Bahr, chief executive officer of AB Transitio, said: "We are happy to expand our fleet with another seven DOSTO trains to support Tåg i Bergslagen. These trains have proven to be robust, reliable and very appreciated by the passengers."

Maja Rapp, CEO of Tåg i Bergslagen, added: "We are happy that it is finally ready with new, modern vehicles for Tåg i Bergslagen. For our travellers, this means higher comfort and a better travel experience. After trying the trains, I can state that they run smoothly and nicely even on older tracks where our other vehicles run significantly worse. The fact that the DOSTO trains are also built for Swedish conditions and can withstand both minus degrees and snow on the tracks without problems feels reassuring."

"That Tåg i Bergslagen will have the same vehicles that Mälardalstrafik already uses and is satisfied with feels good. It simplifies both for our passengers who will know their way around, and for Tåg i Bergslagen and Mälardalstrafik who get an increased opportunity for coordination with similar vehicles."

The first order for double-decker DOSTO trains for Sweden was in 2016 for 33 vehicles. It was followed by others in 2018 and 2020. Stadler has now sold 60 of these trains in this market, and more than 420 DOSTO trains in 11 countries, including Switzerland, Austria, Germany and Luxembourg. In total, Stadler has sold more than 8,500 units in 41 countries.

Since the very first order Stadler received for these trains five years ago, it and its Swedish clients have worked in partnership on their development to ensure maximum availability and reliability of services for the benefit of passengers.

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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 13 000 based in various production and engineering locations as well as more than 60 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.

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