

## Media release

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## Contract signed: Stadler to deliver up to 510 FLIRT trains for Switzerland

**Swiss Federal Railways (SBB), Thurbo, RegionAlps and Stadler signed a framework agreement for up to 510 single-decker FLIRT multiple units. This is the largest tender in Swiss rail history. In an initial call-off order, Stadler will deliver 286 vehicles, representing an order volume of around two billion Swiss francs.**

In October 2021, Swiss Federal Railways (SBB), Thurbo and RegionAlps awarded Stadler a framework agreement for the manufacture and delivery of up to 510 single-decker FLIRT multiple units. The Swiss Federal Administrative Court has rejected the objection of an unsuccessful bidder from last year. Consequently, Stadler has come out on top in another hard-fought international tender with its proven FLIRT vehicle concept, and has emerged as the winner of the largest tender in Swiss rail history. Now that the contract has been signed, Stadler can start building the 286 FLIRTS from the initial order.

In an initial call-off order, SBB, Thurbo and RegionAlps are ordering 286 vehicles, representing an order volume of around two billion Swiss francs. The new trains will gradually replace old rolling stock. Stadler will produce 155 four-car FLIRT trains for SBB, 24 four-car FLIRT trains for RegionAlps, and 19 four-car and 88 three-car FLIRT trains for Thurbo. The first trains are expected to be in service from December 2025. Delivery of the last vehicle from the initial call-off order is scheduled for 2034. The framework agreement includes an option for up to 224 additional FLIRT vehicles.

### More comfort for passengers

The three-car FLIRT vehicles are 57.8 metres long and can accommodate a total of 256 passengers, with seating space for 134 of them. The length of the four-car trains is 73.5 metres. There is room for up to 370 passengers, with seats for 146 of them. The vehicles offer step-free boarding and step-free accessibility throughout, from the front to the rear door. The new FLIRT trains are to be approved for Switzerland, Germany and Austria.

The most recent FLIRT trains provide numerous improvements for passengers. Compared to the vehicles in use today, they have more storage space for bicycles, pushchairs and large items of luggage. There is now even room for winter sports equipment such as skis in the multifunctional zones. The trains also ensure good mobile phone and data reception on the move and have power outlets in all compartments. They take into account the requirements for passengers with reduced mobility, with two places per train for wheelchair users and a wheelchair-accessible toilet. Wheelchair spaces are also available in 1<sup>st</sup> class. In addition, the new multiple units make an important contribution to improving punctuality thanks to increased motorisation.

“We are incredibly proud to be able to build these new trains to help expand Swiss regional transport. In 2002, SBB was the first rail operator to order the FLIRT model shortly after its development. It is a great honour for us that after a 20-year success story, the 2,500<sup>th</sup> FLIRT train sold will now also run on Swiss rails. We would like to thank SBB, Thurbo and RegionAlps for the trust they have placed in us and look forward to deepening our long-term cooperation even further,” says Peter Spuhler, Chairman of the Board of Directors and Group CEO ad interim of Stadler.

### **Proven bestseller for customers worldwide**

The FLIRT model from Stadler is a single-decker multiple unit for local and long-distance services. Taking into account the framework agreement for SBB, Stadler has now sold its best-selling vehicle over 2,500 times in 21 countries – from the Arctic Circle to Africa. FLIRT trains combine intelligent, innovative design with tried-and-tested technology. They are also extremely versatile thanks to Stadler’s proven module concept. The FLIRT’s drive system, acceleration and braking characteristics as well as its ergonomic driving properties, comfortable interior design and its modular set-up make it a cost-effective response to urbanisation and increasing pressure in the transport market. The FLIRT train builds on tried and tested system modules, making it a cost-effective vehicle concept that can be optimised to meet customer needs. One of the major benefits of this concept is that every train can be adapted to the requirements of regional and intercity transport.

In addition to models with a purely electric, diesel or mixed drive, Stadler also produces FLIRT vehicles with alternative drives such as battery and hydrogen. For example, Stadler is supplying 55 battery-powered FLIRT trains to Nahverkehrsverbund Schleswig-Holstein (NAH.SH) and 58 battery-powered FLIRT trains to DB Regio in Germany, as well as developing the first hydrogen-powered FLIRT train for the American San Bernardino County Transportation Authority (SBCTA). With its battery-powered FLIRT, Stadler also holds the world record for the longest journey in a battery-powered train in battery-only mode.

## **About Stadler**

*Stadler has been building trains for 80 years. The provider of rail vehicle construction solutions has its headquarters in Bussnang in eastern Switzerland. It has a workforce of over 13,000 based in various production and engineering locations as well as more than 70 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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