

Media release

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InnoTrans 2022: Stadler Signalling presents modular solutions for all railways

Stadler will be participating in InnoTrans 2022 with a separate trade fair presence for its Signalling Division for the first time. The emphasis is on offering modular customer solutions and migration concepts for vehicles and infrastructure. The portfolio ranges from Automatic Train Operation (ATO), train control (ETCS) and driverless metro trains operating via CBTC to rail safety systems and digital applications for railway companies (digital twin).

Climate change, population growth and digitalisation are shaping the mobility of today and tomorrow. Advancing digitalisation in rail-based transport is the basis for establishing rail transport as a competitive mobility solution. Thanks to denser train traffic and digitally optimised infrastructure, passengers can reach their destination faster, sustainably and comfortably by rail.

Stadler has steadily expanded its Signalling and Digitalisation division since 2016 and now has a broad portfolio for equipping both tracks and trains. The focus is on modular migration solutions for all railways.

“Stadler is traditionally strong in the tailor-made segment, i.e. the development of vehicles customised precisely to the customer’s needs. In the signalling sector, we combine this innovative strength with long-term standards for consistent product development for all railways and systems. This allows us to offer technically and economically attractive migration solutions that can be seamlessly integrated into our customers’ infrastructure and that meet all the relevant requirements at the same time. By using industry-standard components, we make it easier for our customers to manage obsolescence in the long term while protecting their investments. Our portfolio therefore includes solutions ranging from conventional applications to fully digitalised signalling for all railways and systems,” explains Marc Trippel, Head of Stadler’s Signalling Division.

The GUARDIA ETCS train control system, developed as part of a joint venture, has been approved since 2021 and is already in use in several European countries, such as in the new FLIRT trains for BLS AG in Switzerland, as well as in Poland, Hungary and Slovenia. The CBTC platform (Communication-Based Train Control) developed in-house by Stadler enables train control for branch lines, urban operators and metros. It is used by customers including BLT (Baselland Transport AG) with components precisely tailored to the requirements of the network.

In addition to ETCS systems, CBTC and ATO, Stadler will also be presenting its portfolio in the field of railway safety systems and the “digital twin”, which is currently being tested in cooperation with Deutsche Bahn. As

the first manufacturer of rail vehicles, Stadler has been testing the virtual image of a complete train in passenger service in association with Deutsche Bahn since 2021. The processed data from the real vehicle helps to plan maintenance intervals individually and in line with requirements, thus increasing the availability and reliability of the train.

More than 500 employees work for Stadler Signalling at locations in Switzerland and Germany.

About Stadler

Stadler has been building trains for over 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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