

MEDIA RELEASE

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Stadler presents the KISS

A successful FLIRT usually leads to a loving KISS. Stadler Rail is also following this tradition. Peter Spuhler, CEO and owner of Stadler Rail Group, together with Andreas Meier, CEO of SBB, presented the new double-decker multiple-unit train to the public at the InnoTrans trade fair in Berlin. KISS stands for comfortable innovative speedy suburban train (komfortabler innovativer spurtstarker S-Bahn-Zug) and labels the new family of double-decker multiple-unit trains from Stadler.

The new double-decker multiple-unit train from Stadler Rail has already penetrated the international markets. Since it was launched in 2008 five operators from four different countries have already ordered 133 KISSes.

A KISS from Switzerland

On 31 August 2008 Stadler Rail received the contract from Swiss Federal Railways (SBB) to build 50 six-part double-decker multiple-unit trains for the Zurich commuter railway system. The contract has a total value of around CHF 1 million. In just 21 months Stadler Rail developed, designed and built the vehicle, demonstrating its capability in the process. The roll-out was celebrated on 4 June in Altenrhein. Since then the KISS has started to undergo type tests and trial runs required for its homologation. "This is why it's now high time that this youngest child from the Stadler stable is given a family name. It didn't take us long to think of one. Every successful FLIRT is followed by a KISS," says a pleased Peter Spuhler, CEO and owner of Stadler Rail Group. SBB will receive its first KISS in March 2011.

An international success in a very short time

Since the launch of the first train for SBB a further five orders have been received. A total of 133 KISSes – meaning 596 double-decker aluminium car-bodies – have been ordered, namely:

- 7 six-part trains from the private Austrian company Westbahn to run on the intercity-route between Vienna and Salzburg at a top speed of 200 km/h,
- 16 four-part trains from the ODEG (Ostdeutsche Eisenbahn GmbH) for the Berlin–Brandenburg commuter railway system,
- 28 four-part trains from the BLS for the Berne commuter railway system and
- 24 four-part trains from SBB, which is making use of one of the options it has for more trains.

We were able to sign the fifth contract this morning to provide 8 three-part double-decker multiple-unit trains to CFL, the operator of Luxembourg National Railways (Société Nationale des Chemins de Fer Luxembourgeois). This now means that in just two years the KISS has already become prevalent in four countries. The vehicles will be assembled at the competence centre for double-decker trains in Altenrhein (Switzerland) and at the Stadler factory in Berlin-Pankow (Germany).

With the KISS family Stadler Rail is making advances into the market segments of heavy commuter transport and the double-decker intercity transport with top speeds of up to 200 km/h, and is complementing its product range for railways. For the first time, Stadler Rail is now able to offer single-decker as well as double-decker multiple-unit trains for commuter, InterRegio and intercity transport systems from a single source. And thanks to their modular construction, all families of vehicles can be adapted to meet customers' needs perfectly.

The KISS for Zurich

The KISS for the Zurich commuter railway system is 150 metres long and offers 535 seats, of which 120 are in first class. Hence, the vehicle has 9 more seats than originally planned. These additional seats were agreed in consultation with SBB and were gained by changing the seating arrangement in the lounge on the upper deck. The multiple-unit train is made of lightweight aluminium, weighs 297 tonnes and can reach a top speed of 160 km/h with an initial acceleration of 1.1 m/s². A modern air conditioning concept has been developed for the KISS, which draws fresh air in from the roof and not, as is the case with other traditional vehicles, via the ventilation channels below the windows. This improves the level of comfort for passengers on the one hand and increases the internal width of the vehicle by 17 centimetres on the other hand. Gaining this extra space guarantees all passengers, particularly those on the upper deck, an additional level of comfort. The door areas have been designed to be spacious and are all low-floored. These features along with the 12 entry doors on each side enable passengers to get on and off the train quickly. Furthermore there are two toilets available, one of which is for passengers with disabilities.

Stadler Rail Group

Stadler Rail Group, system supplier of customer-specific solutions for rail vehicle construction, has locations in Switzerland (Altenrhein, Bussnang and Winterthur), in Germany (Berlin-Pankow and Velten), in Poland (Siedlce), in Hungary (Budapest, Püszaszabolcs and Szolnok), in the Czech Republic (Prague), in Italy (Merano) and in Algeria (Algiers). The Group has a workforce of over 3,000 people around the world. The best-known vehicle series from Stadler Rail Group are the articulated multiple-unit trains GTW (539 trains sold), the Regio-Shuttle RS1 (450 trains

sold), the FLIRT (618 trains sold), the double-decker multiple-unit train KISS (133 trains sold) in the railway segment, and the Variobahn (284 trains sold) and the newly-developed Tango (122 trains sold) in the tram segment. Furthermore Stadler Rail manufactures passenger carriages and locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.

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