

Press Release

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First CITYLINK Tram-Train at InnoTrans 2024

Stadler and its customers from the “TramTrain - Das Projekt” partnership will be presenting the new CITYLINK low-floor train for the Saarbahn network at InnoTrans.

Over the next few years, Stadler will deliver up to 504 new CITYLINK tram-trains to transport operators in Germany and Austria. They have been jointly commissioned by regional rail operators, who as well as securing innovative, state-of-the-art vehicles will gain cost benefits in procurement and maintenance. For passengers, the tram-trains mark the beginning of a new era. Connecting outlying urban areas to city centres, they will simplify journeys, avoiding the need to change and cut travel times. These tram-trains will be fast, comfortable and environmentally-friendly.

Six rail operators, two countries, one single vehicle platform

This procurement project is the only one of its kind in the world to date. Two years ago, six transport companies from Germany and Austria joined forces to procure the next generation of light rail vehicles under the umbrella name, the Verband Deutscher Verkehrsunternehmen e.V. (Association of German Transport Companies, VDV). Despite the different technical requirements of their networks and mobility demands, they were able to agree on a common basic specification. In the subsequent bidding process, Stadler was able to offer a standardised technical platform, which incorporated the required flexibility for the individual specifications. At the end of the process, Stadler was awarded the largest tram-train order in the company's history, with the joint procurement enabling the six transport companies to make significant cost savings.

“The presentation of one of the first vehicles has been great success and demonstrates that the joint efforts of recent years have paid off,” says Christian Höglmeier, Technical Director of Albtal-Verkehrs-Gesellschaft (AVG) and Verkehrsbetriebe Karlsruhe (VBK).

Christian Höglmeier adds: “In Karlsruhe, the delivery of our first tram-train from the joint order is scheduled for the second quarter 2025. After a successful commissioning phase, the new vehicle could be in passenger service for the last quarter 2025.”

First vehicle in final completion

An order for 246 tram-trains has been commissioned, and a framework order of up to 504 has been placed. A maintenance agreement of up to 32 years (firm order: 16 years) has also been signed. Saarbahn intends to introduce the first tram-train into passenger service within the next year. At InnoTrans, one of the vehicles will be presented in its final configuration. It has three sections, can carry 233 passengers (100 of them seated), travels at speeds of up to 100 km/h, and runs on both the Deutsche Bahn network (15 kV, 16.7 Hz AC) and the tram network (750 VDC).

Karsten Nagel, Managing Director of Saarbahn: "With these tram-trains, we are gradually converting our entire fleet to the new and distinctively stylish, spacious trains. This makes public transport in Saarbrücken and the region served even more attractive. Saarbahn has been part of the VDV tram-train project from the very beginning. Joint procurement as part of the TramTrain consortium leads to a valuable exchange of experience between operators and more advantageous procurement costs for each individual company."

The CITYLINK standard platform

The CITYLINK light rail family has been specially designed to connect city centres with their surrounding regions, without needing to change trains. The vehicles comply with the German technical regulations for both tram traffic (BOStrab) and the rail traffic (EBO). They are equipped with front and rear cameras and meet the highest crash safety standards for conventional trains in mixed traffic and trams in urban networks (EN-15227 category C-III + C-IV). The lightweight, high-strength steel structure adheres to EN 12663 P-III + P-IV. Good all-round visibility from the driver's desk and a powerful braking system ensure safety even in complex traffic situations.

Modularity is the great strength of CITYLINK and an inherent part of its DNA. All vehicles being built by Stadler for the organisations that make up the consortium will be based on either the second-generation CITYLINK or the CITYLINK Universal. Each one is adapted to the requirements of the specific network and the mobility requirements of the individual operator (number and position of the doors, boarding height, coupling heights, interior fittings, etc). The basic characteristics, such as compact and lightweight bogies, high-strength body structure and the dynamic traction concept are the same across the board. This makes the CITYLINK Universal the benchmark mobility solution for any medium-sized city.

New level of comfort

The CITYLINK tram-train boasts the same high levels of passenger comfort as the best regional trains. It features level boarding, with step-free access throughout. Boarding heights of the doors can be adapted to the specific conditions in the stations for each individual operator. Wide double doors allow passengers to get on and off quickly and easily, with platform gap fillers closing the gap between the vehicle and the platform. The vehicles also have multi-purpose areas between the doors with space for bicycles and pushchairs. Areas can be installed for people with reduced mobility and wheelchair users, and accessible toilets can be fitted.

Bright and spacious interiors create a pleasant ambience, while powerful air conditioning and LED lighting all enhance the customer experience. A modern passenger information system keeps passengers up to date, and CCTV is installed to promote safety. Bogies with conventional wheelsets and a two-stage suspension concept with pneumatic secondary suspension ensure a smooth, relaxing ride.

Valencia Competence Centre

The CITYLINK tram-trains are produced in Valencia, home of Stadler's competence centre for urban rail vehicles and locomotives. In the words of division head, Iñigo Parra, "Here we are building one of the most innovative vehicles for urban transit of tomorrow. The CITYLINK is state-of-the-art in every respect. Ethernet- and ETCS-ready, it meets the most stringent requirements for quality and international standardisation. Thanks to its high-strength lightweight construction, CO₂ heat pump and very effective vehicle insulation, it also helps cut energy consumption and supports net zero."

*CITYLINK Presentation,
"TramTrain - Das Project" partnership
Track T09/45, 24/9/2024, 15:30*

About Stadler

Stadler has been building trains for over 80 years. The provider of mobility solutions in rail vehicle construction, service and signalling technology is headquartered in Bussnang, eastern Switzerland. It employs more than 14,500 across several production and engineering sites as well as over 80 service locations. The company is committed to its social responsibility for sustainable mobility and therefore strives to create high-quality products that are innovative, sustainable and durable. The product range in the field of light rail and urban transport includes high-speed trains, intercity trains, regional and suburban trains, underground trains, tram-trains and trams. Stadler also manufactures long-distance locomotives, shunting locomotives and passenger coaches. Stadler is the world's leading manufacturer of vehicles for rack railways.

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