

MEDIA RELEASE

Bussnang, 18 November 2009

Hot FLIRT in the cold north

The first of 32 FLIRT multiple-unit trains for the Helsinki commuter railway system started regular operation today following a one-year test phase. The FLIRT was specially adapted to cope with the Finnish climate, which can experience temperatures as low as –40 degrees Celsius. In addition to extra insulation and a heat recovery system, various other changes were made. This FLIRT is also the first broad-gauge vehicle made by Stadler. Although the train is new in many respects, Stadler Rail met all its contractual deadlines, and the first two vehicles were handed over last week on time. The second vehicle will be used for training purposes for another month, but will enter regular operation with effect from mid-December.

Broad-gauge train designed to cope with the Nordic weather condition

Junakalusto Oy, a subsidiary of the cities of Helsinki, Espoo, Vantaa and Kauniainen, and the Finnish national railways ordered 32 FLIRT (Fast Light Innovative Regional Train) trains from Stadler for the Helsinki commuter railway system at the end of 2006, in a contract worth around EUR 190 million. The vehicles will be used in the greater Helsinki area and southern Finland. In future they will also be used for the airport shuttle line that is currently being built.

The 1'524-millimetre-wide Finnish track, the larger gauge and above all the climate in Finland, which can experience temperatures as low as –40 degrees Celsius, necessitated modifications to the tried-and-tested normal-gauge FLIRT. Insulation 50–100% thicker than usual and triple glazing have improved the train's suitability for winter conditions. A heat recovery system was added to the successful climate control system built into many FLIRT trains: the warm exhaust air from the passenger compartment is used to preheat the cold fresh air intake, which substantially reduces energy usage. Fan heaters were also installed in the entrance areas to keep the interior climate as constant as possible when passengers embark and disembark. Underfloor heating in these areas also increases comfort.

Completed on time

Peter Spuhler, owner and CEO of the Stadler Rail group, is happy: "I am proud that we were able to complete this challenging project on time and deliver the first high-quality vehicle. We have once again proven that we are capable of delivering top quality on schedule."

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, Pusztaszabolcs and Szolnok) and in Algeria (Algiers). The Group has a workforce of over 2,400 people around the world. The best-known vehicle series from the Stadler Rail Group are the articulated multiple-unit trains GTW (495 trains sold), the Regio Shuttle RS1 (402 trains sold), the FLIRT (547 trains sold), the double-decker DOSTO (57 trains sold) in the railway segment, and the Variobahn (264 trains sold) and the newly-developed Tango (90 trains sold) in the tram segment. Furthermore Stadler manufactures passenger carriages and diesel-electric locomotives and is the world's leading manufacturer of rack-and-pinion rail vehicles.

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