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Submissions & Contributions

Railtalk Magazine Xtra, a magazine written by the Enthusiast for the Enthusiast. So why not join the team. We are always looking for talented photographers and writers to join us at Railtalk. Be it though pictorial submissions or via a written article featuring an event or railtour, we greatly appreciate any contributions to the magazine however big or small.

Photographic Contributions

All Photographic contributions should to be sent to us via email, post or via the members section page on our website. Contact addresses are provided above.

All images should be provided at a resolution of at least 2400px x 1700px at 240dpi.

Welcome to Issue 235Xtra

In the news this month, it's out with the old and in with the new later this year on the line between Prague and Munich as Leo Express wins the contract to operate services. But is cheapest always the best?.....

Leo Express has been awarded the tender to operate a new international service between Prague and Munich, which is set to launch in December 2026.

The EX36 contract, which was tendered by the Czech Ministry of Transport, will see Leo Express provide services along the international corridor until 2031.

Once operational, the service will offer eight daily connections on the Prague-Pilsen-Munich route, covering 439 kilometres with a twice-hourly frequency.

Leo Express was awarded the contract following an offer price of 427 million CZK – the lowest offered.

The tendered contract overs the Czech section of the new route, with the connection, which continues on to Munich after crossing the border, set to be operated in collaboration with a German transport company contracted by the state of Bavaria.

Marking Leo Express's second foray into the German market; the company, a European partner of Renfe, will launch a new commercial connection in June, linking Premyśl (a Polish city near the Ukrainian border), Kraków and Prague with several German cities (Dresen, Leipzig, Erfurt) and Frankfurt Airport.

More Renfe news this month, this time in Spain where...

Spanish rail operator Renfe has approved a tender to purchase up to 40 high-speed trains. The tender comprises 30 firm units and an option for a further 10.

The initial order of 30 trains is valued at 1.362 billion EUR. If the optional units are taken up, the total investment would rise to 1.777 billion EUR.

The decision forms part of plans to respond to expected growth in passenger demand and the continued expansion of the rail network.

The new trains will reach speeds of up to 350 km/h, subject to infrastructure upgrades, which would allow higher commercial operating speeds. The procurement is intended in part to replace older rolling stock and to support a more modern fleet aligned with current mobility requirements.

According to the tender documents, delivery timelines will be a key consideration. The first five trains are scheduled to enter service within 40 months of the contract award, with the full fleet expected to be operational within 78 months. The planned delivery rate is approximately one train every six weeks.

The trains will be built to standard UIC gauge and equipped with signalling and control systems, including ERTMS/ETCS levels 0, 1 and 2, alongside ASFA. Each unit will provide a minimum of 450 seats across two classes, with step-free access for passengers with reduced mobility, alongside bicycle storage areas, and onboard catering facilities.

Bids will be assessed on a combination of technical, financial and maintenance criteria. The evaluation process is intended to balance factors such as efficiency, reliability, capacity and adherence to delivery schedules.

The procurement forms part of Renfe's wider strategy to update its fleet, increase capacity and maintain its position within the European high-speed rail market, while supporting lower-emission transport options.

Until next month... **David**

This Page

As the headlights twinkle in the dusk twilight, Class 218.451 departs Krefeld Hbf with an RE10 service, the 18:08 Düsseldorf Hbf - Kleve on March 9th. This is the latest replacement train to operate in the NRW area, caused by poor unit availability. The Ersatzzug completes 3 round trips Mon - Fri and is initially timetabled to run until the start of April. *Andy Pratt*

Front Cover

DB Class 218.497 on a Koln to Westerland service is seen at Morsum on March 16th. *Mark Enderby*

Class 246.002 and 246.004 are seen on Cuxhaven services at Hamburg Harburg on March 19th. *Mark Enderby*

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Austria

Class 1116.094 leads a container train through Salzburg on February 21st. *Class47*

Austria

Modernised railway line strengthens connections in Southeast Europe

The upgraded 350-kilometre railway line between Budapest and Belgrade offers greater capacity and shorter routes – strengthening the ÖBB Rail Cargo Group (RCG) network in the region.

An important step for Hungary and the logistics network in South-Eastern Europe: In February 2026, regular freight train services officially started on the modernised railway line between Budapest and Belgrade. The approximately 350-kilometre connection significantly improves rail transport between the two capitals and enhances the region's connection to key European transport corridors. In particular, the new infrastructure enables faster and more efficient onward transport for flows of goods from Greek ports such as Piraeus or from the Far East to Europe.

More capacity and more reliable operations
With the modernisation of the railway line – 166 kilometres of which are located in Hungary – the infrastructure has been significantly upgraded. The route is now double-tracked and electrified; and capable of handling freight trains up to 740 metres long in Hungary and up to 550 meters in Serbia (650 meters with special permission). As a result, capacity and reliability increase noticeably, while transport operations become more predictable.

Direct access to the Rail Cargo Terminal - BILK

Another advantage concerns freight traffic around Budapest. Freight trains arriving from the south can now go directly to the BILK terminal without passing through the heavily used Ferencváros rail hub. This simplifies operations, shortens routes and relieves pressure on one of the country's most important rail nodes.

New requirements for waste shipments within the EU

The ÖBB Rail Cargo Group (RCG) will introduce the mandatory declaration of the European Waste Code (EWC) in the CIM consignment note for cross-border waste shipments as of April 1st 2026.

From May 21st 2026, the new EUwide Digital Waste Shipment System (DIWASS) will be launched. DIWASS is the European Commission's central digital platform for the electronic exchange of information relating to waste shipments within the EU.
Preparing for the launch of DIWASS

To ensure a smooth transition and avoid any information gaps, RCG is introducing an additional mandatory entry in the CIM consignment note in advance. From 1 April 2026, the European Waste Code (EWC) must therefore be entered for all waste shipments. This transitional measure ensures that legal requirements are met in time and that the transition to DIWASS can take place without operational disruption.

Legal basis for the new requirement
The mandatory declaration of the EWC code in the CIM consignment note for waste transport is in line with the provisions of GLVCIM. The legal basis is Commission Decision No. 2014/955/EU amending Decision 2000/532/EC, pursuant to Directive 2008/98/EC of the European Parliament and of the Council.

UIC rating once again clearly above the industry average

In the latest sustainability rating by the Union Internationale des Chemins de fer (UIC), the ÖBB Rail Cargo Group (RCG) has once again been awarded a B – placing it clearly above the industry average.

The Rail Sustainability Index (RSi Tool) was developed by the UIC – the global association of the railway industry. It measures the sustainability performance of rail operators based on seven United Nations Sustainable Development Goals (SDGs) and more than 50 relevant factors. The rating also serves as guidance for investors when it comes to directing funds towards sustainable mobility.

Commitment that delivers results
RCG has once again demonstrated that sustainable action is firmly embedded in its corporate strategy. With a score of 70.89 points, it is significantly above the industry average of 54.94 points – and just below the threshold for a B+ rating, which begins at 71 points. Particularly strong results were achieved in the areas of Decent Work and Economic Growth (SDG 8), Industry, Innovation and Infrastructure (SDG 9) and Climate Action (SDG 13).

A clear signal for the future
The latest UIC rating clearly shows that RCG is consistently implementing its sustainability measures. Through innovative solutions, forward-looking infrastructure and targeted climate protection initiatives, it is actively shaping the logistics of tomorrow.

Austria

ÖBB orders seven additional FLIRT Akku for Lower Austria

The Austrian Federal Railways (ÖBB) continues to invest in emission-free regional transport and have ordered seven additional FLIRT Akku units from Stadler.

The trains will be manufactured in Bussnang and will save around 500,000 litres of diesel per year. Delivery is planned for 2028. With this additional order, ÖBB are continuing their path towards modernising and decarbonising regional transport.

The battery-powered FLIRT Akku enables emission-free operation even on non-electrified lines. From the timetable year 2029 onwards, the new battery-electric multiple units will gradually replace existing diesel trains in Lower Austria, for example on the Kamptalbahn and Erlauftalbahn lines.

“The FLIRT Akku shows how modern technology and sustainable mobility go hand in hand. We are very pleased with the trust placed in us by ÖBB and that we can continue our successful collaboration,” says Ansgar Brockmeyer, Head of the Division Marketing & Sales at Stadler.

In July 2023, ÖBB and Stadler signed a framework agreement for up to 120 FLIRT Akku units. The first call-off included 16 vehicles for the Kamptalbahn. The second call-off is now taking place.

Comfortable, accessible and flexible travel

The FLIRT Akku offers more than 160 seats, barrier-free boarding, spacious multipurpose areas for pushchairs, wheelchairs and bicycles, as well as power sockets and USB-C ports. Thanks to its hybrid-capable drive technology, the train can operate both under overhead lines and fully battery-electric. On non-electrified routes, it runs using the onboard battery.

Annual savings of 500,000 litres of diesel

With the seven new FLIRT Akku units, ÖBB will save up to 500,000 litres of diesel per year compared to the diesel fleet being phased out. This reduces CO_2 emissions by around 1,200 tonnes annually. The equivalent to the consumption of about 300 single-family homes. With this call-off, Stadler and ÖBB strengthen their long-standing partnership and send a clear signal for climate-friendly, modern and efficient mobility in regional rail transport.

Czech Republic

ČD Class 754.076 departs Okříšky on March 6th with train No. R659, the 12:02 České Budějovice - Brno hl.n. *Andy Pratt*

Czech Republic

A work stained ČD Class 242.207 departs Jihlava with train No. R656, the 13:44 Brno hl.n. - České Budějovice on March 6th. The 242s lost their booked work between Plzeň and Jihlava with the December 2025 timetable change, however a few remain in service and ČD are getting their moneys worth out of them before withdrawal. *Andy Pratt*

Czech Republic

Less bureaucracy, more open tenders and savings. Správa železnic launches changes

The new head of Správa železnic, Tomáš Tóth, has announced the first phase of the organisation's transformation. Starting at the beginning of April, the management structure is being adjusted, selected agendas centralised, expenses reduced and changes in tender procedures prepared. The aim of the changes, which are closely coordinated with the Ministry of Transport, is to open up the railway market to a wider range of suppliers, increase competition, and achieve savings while maintaining the quality of projects.

The changes will contribute to more efficient functioning of the railway infrastructure and more responsible use of public funds. 'The railway is an important backbone of transport and has a fundamental impact on the economy and quality of life in Czechia. State funds must be used as effectively as possible. I wish the new CEO the best of luck in cutting down on unnecessary bureaucracy and setting up the entire functioning of Správa železnic so that the railway infrastructure can be built to a high standard, quickly and with lower costs,' says Minister of Transport Ivan Bednárik.

Thanks to the announced measures, Správa železnic will save CZK 335.6 million per year without the changes affecting employees in operation.

'There has been a very robust management structure here for a long time, so I expected to encounter much greater resistance to the changes. However, already in the first round, we managed to reach a consensus across the entire management team, which I consider which I consider to be a success, and I would like to thank my colleagues for their approach,' says Tomáš Tóth.

At its last meeting, Supervisory Board of Správa železnic approved the new management's proposed measures and, led by its chairman Martin Kolovratník, initiated the process of change. 'Správa železnic is one of the most important companies in Czechia. I will therefore support it in acting as a modern investor that can manage public funds well and at the same time is characterised by high-quality projects,' says Martin Kolovratník.

Public procurement: removing barriers and competing 'by profession'

Thanks to the changes, tenders will be opened up to a wider range of suppliers. Správa železnic will adjust the qualification requirements, start making greater use of preliminary market consultations, and reduce administrative barriers that may currently prevent smaller or foreign companies from participating. The entry of such interested parties into our railway market should also be facilitated by a review of technical requirements and the gradual recognition of selected foreign certifications.

For larger investment projects, Správa železnic wants to make more frequent use of dividing contracts into individual parts or professions, separating, for example, construction work from technological units. This approach should enable the involvement of a larger number of specialised companies, reduce dependence on a limited number of large suppliers and, as a result, make contracts cheaper. At the same time, there are plans to enhance the principle of transparency, including more detailed publication of prices and tender items, and wider use of the Design & Build principle where the nature of the project allows.

New management style brings better coordination across Správa železnic

The management structure will be simplified from April, bringing significant operational savings. Správa železnic will also reduce marketing costs and expenditure on IT and legal services by 20 percent. At the same time, a total of 121 jobs will be cut, although the reductions will not affect employees responsible for operations. The money saved will be used by Správa železnic primarily to prepare investment projects and ensure the long-term sustainable functioning of the organisation.

Concretely, the changes will affect areas such as traffic management. The existing 21 operational districts within the regional directorates will now be integrated under Traffic Control Centres in Prague and Přerov. Greater efficiency will also be achieved by centralising the preparation of public procurement and commercial activities, which will be transferred from several different units to a single department.

Rail transport of kaolin from Vidnava

ČD Cargo has been cooperating with Vidnavský kaolin sro (eurokaolin.com) for a long time to resume the mining and processing of kaolin raw materials from the Dolní Červená Voda deposit in the cadastre of the municipalities of Stará Červená Voda, Vidnava and also Velká Kraš, where the company owns a site with a railway siding.

The project was granted a positive opinion with the EIA conditions by the Ministry of the Environment of the Czech Republic in 2023 and an application for determination of the mining area is currently being processed by the District Mining Authority in Ostrava.

In connection with the approaching implementation, both companies, ČD Cargo and Vidnavský kaolin, are intensively negotiating with the Railway Administration on the renewal and commissioning of the connecting railway lines and related transport infrastructure, including their adequate capacity for efficient rail transport from the mining and processing site to the target destinations.

Photo: ©CD Cargo

Czech Republic

Class 751.207 sits at Brno Dolni Nadrazi on March 7th with a private charter. *Andy Pratt*

Czech Republic

Class 751.207 has run round it's single coach at Ždàrec u Skutče and is about to stable up for 4 hours before returning its charter train to Brno on March 7th. Return tickets for the 11 hour day out cost 600 CzK, approx £21.50. *Andy Pratt*

France

Alstom to deploy its on-board automatic control system on line 8 of the Paris metro

Alstom is supporting the modernisation of Paris metro line 8, operated by RATP on behalf of Ile-de-France Mobilités, with its on-board automatic control system and I-CBTC1 radio

This renovation, carried out without any major impact on service, will improve the reliability, regularity and safety of the line 8

In the Ile-de-France region, Alstom's on-board solution is already installed on five lines and more than 200 metro trains, carrying more than 350 million passengers each year

Alstom, global leader in smart and sustainable mobility, has been selected by RATP, on behalf of Ile-de-France Mobilités, to supply its on-board automatic control system I-CBTC for Paris metro line 8. This contract is part of OCTYS 2030, the program aimed to deploy automatic control and driving systems on the Paris metro network, led by RATP with funding from Ile-de-France Mobilités, in order to improve the performance and reliability of the lines involved and to support the commissioning of the new MF19 rolling stock, which will be deployed on line 8 by 2029.

The contract comprises two lots: the on-board system performing automatic train control functions with a driver ("Grade of Automation 2" or GoA2), and the radio system enabling data transmission between the train and the ground. Alstom has also been entrusted with the overall coordination of the automatic driving system.
"With I-CBTC, we are providing a reliable, state-of-the-art automatic control solution designed and integrated by our teams in France. We are delighted to once again contribute to the modernisation and improvement of the Paris metro performance alongside RATP and Île-de-France Mobilités," said Frédéric Wiscart, President of Alstom France, Belgium & Luxembourg.

A high-performance, proven signalling system
Alstom's I-CBTC solution is an interchangeable Communication-Based Train Control (CBTC) on-board automatic control system for metros that complies with RATP's OCTYS development framework and with the latest international standards for safety, cybersecurity and reliability in the field of mobility. By enabling shorter, safely managed train spacing and real-time supervision, I-CBTC helps to increase the regularity and resilience of the line, thereby improving its reliability for passengers.

The OCTYS contract for line 8 highlights Alstom's expertise in the field of railway signalling and the strength of its partnership with RATP. For more than 20 years, the two stakeholders have been working closely together to modernise the Paris metro network. In recent years, lines 5, 6, 9, 10 and 11 have already been equipped with the OCTYS on-board solution developed by Alstom.
In addition, more than 200 trains on the Paris metro network now operate with Alstom's I-CBTC on-board technology, transporting more than 350 million passengers per year.

Three Alstom sites in France will supply the automatic control system
Alstom will be responsible for the development, validation, industrialisation, installation, testing and commissioning of the "on-board" and "radio" components of the I-CBTC solution.

Three Alstom sites in France will contribute to this project:
- Aix-en-Provence, for project management, development, supply and overall system engineering;
- Saint-Ouen, for radio deployment studies, on-site installation, testing and commissioning; and
- Villeurbanne, for the supply of electronic equipment, reliability and maintainability activities.

This new contract reinforces Alstom's position as a leader in digital and signalling in France. With more than 2,000 experts, Alstom is France's leading employer in digital mobility.

Alstom is a pioneer in communication-based train control (CBTC) with over 30 years of expertise, and more than 190 metro lines equipped in 32 countries. Alstom's solutions are highly proven with 20 years of expertise in radio CBTC systems.

1. CBTC (Communication Based Train Control) is an automatic rail traffic control system based on continuous communication between the train and the control centre responsible for managing traffic.

Photo: Alstom I-CBTC system, which meets RATP OCTYS development standards, is already in service on 5 lines of the Île-de-France Mobilités network, including line 11.

Germany

DB Cargo Hungária: 25 years connecting Western and South-Eastern Europe in rail freight

DB Cargo Hungária: a strong and reliable partner in European rail freight

Founded on December 12th, 2001, by DB Cargo AG (part of the Deutsche Bahn Group), DB Cargo Hungária began its operations in Győr under the name Logistic Center Hungária. The company's initial mission was to provide on site shunting services for the German-owend car manufacturer Audi Hungaria.

Over the past two decades, DB Cargo Hungária has grown from a small, locally focused company into a full railway service provider in Hungary. Today, it plays a key role in DB Cargo's European network and freight corridors—acting as a strategic hub linking flows from Germany to South Eastern Europe and Turkey, as well as traffic along the North–South corridor towards Czechia, Poland, and the Adriatic Sea. Over 200 highly qualified employees form the backbone of the company's operational performance and customer focused service quality.

Leading provider of siding and last-mile services in Hungary

Building on its original siding operations in Győr, DB Cargo Hungária has expanded its presence with additional sites in Kecskemét, Foktő and Debrecen. From these locations, the company serves major international customers, particularly in the automotive and agricultural sectors.

Additionally, DB Cargo Hungária provides regional shunting and last mile forwarding services for partners and third party customers, especially in Western Hungary. High quality and flexible last mile and shunting services remain central to the company's operations. With in house staff training and adaptable resource deployment, DB Cargo Hungária can respond quickly to customer needs and deliver tailored solutions. To support these services, the company operates a fleet of 19 diesel shunting locomotives.

Block train and traction services across Hungary

Beyond its regional activities, nationwide traction services have become a key element of DB Cargo Hungária's offering. These services form an important link within DB Cargo's European network between Western and South Eastern Europe—for example, operating Romania and Turkey shuttles on the Hungarian section.

Strengthening this role further, the company now ensures seamless connectivity for its automotive customers by running daily trains with its own interoperable locomotives between southern Germany and Kecskemét.

While the automotive industry remains a cornerstone of the business, DB Cargo Hungária handles a wide range of block train services for steel, building materials, industrial goods, consumer goods, container traffic, and chemical products, including dangerous goods. With five electric locomotives, the company also provides special and high capacity transports across Hungary—reinforcing its position as a sustainable and high performance rail logistics provider for domestic and international supply chains.

Battery Logistics Center and Railport in Győr

To enhance its service portfolio, DB Cargo Hungária operates its own rail road logistics Railport within the Industrial Park of Győr. In 2022, the site underwent a major investment and was expanded into a Battery Logistics Center. The facility includes a 1,000 m^2 transshipment hall and specialized equipment, enabling all weather operations and supporting Hungary's rapidly developing battery logistics sector and its automotive customers.

In addition to battery transshipment, the Railport offers container handling, warehousing solutions for ultra heavy components, and maintenance services for DB Cargo Hungária's locomotive fleet.

Recent upgrades include 120 meters of new track, a maintenance pit for locomotives and wagons, and approximately 1,000 m^2 of modern maintenance space. These developments strengthen the Battery Logistics Center and Railport Győr as strategic assets within DB Cargo's European freight network and position the site for future growth in innovative rail logistics solutions.

Germany

Siemens and Akiem launch new Vectron Dual Mode Locomotive Electric/Battery version

New Vectron Dual Mode Electric/Battery: innovation based on proven concept

Agreement covers 80 Vectron locomotives with firm order of 50 units

First deliveries to Akiem planned for 2029/2030

Siemens Mobility, a technology and sustainability leader in rail and Akiem, Europe's leading provider of locomotive and passenger train leasing and maintenance, have signed a framework agreement for the purchase of 80 Vectron locomotives, with a firm order of 50, which includes the launch of the new Vectron Dual Mode Electric/Battery locomotives and an option for 30 additional units.

With the new locomotive, Siemens Mobility is further developing its proven Vectron Dual Mode platform and expanding the Vectron family with a battery-based solution. The locomotives can operate both under overhead line power and on nonelectrified sections using traction batteries. Siemens Mobility will deliver the first locomotives from 2029/2030, enabling Akiem, as the launch customer, to offer them for lease to the market. The agreement builds on the long-standing partnership between the two companies. Prior to this latest order, Akiem had already placed several firm orders with Siemens Mobility for a total of 120 Vectron and Vectron Dual Mode locomotives since 2021. With the new battery-based Vectron Dual Mode, Siemens Mobility supports rail decarbonization by enabling efficient, climate-friendly operations on routes without end-to-end electrification, further strengthening sustainable rail freight as demand continues to grow.

"Akiem's decision is a strong vote of confidence in our technology, and we greatly value that trust. With the Vectron Dual Mode Electric/Battery, we are taking a major development step based on the proven Vectron platform, adding a new fully electric member to the Vectron family," said Andre Rodenbeck, CEO Rolling Stock, Siemens Mobility. "For customers, this means greater operational flexibility on routes where electrification is not continuous, while supporting the transition to more sustainable rail operations."

"Akiem and Siemens' teams shared a common vision that Vectron Dual Mode Electric/Battery will meet the vast majority of our customer needs when operating on non-electrified lines, significantly reducing costs of operations against existing market solutions, while reducing CO_2 emission and noise," said Fabien Rochefort, CEO Akiem. "Vectron Dual Mode Electric/Battery is a natural and reliable continuity of the proven Dual Mode platform. We are delighted to extend our Vectron portfolio, while innovating and differentiating to the benefit of our customers everywhere in Europe."

Vectron Dual Mode Electric/Battery: innovation based on proven concept

The new Vectron Dual Mode Electric/Battery is built on the proven Vectron Dual Mode platform and is designed for a similar range of operations. Instead of a diesel engine, it uses a modular traction battery system, allowing the locomotive to run both under overhead lines and on routes without continuous electrification. It is planned with flexible battery configurations of up to more than 2 MWh and is designed to deliver up to 2,400 kW to the wheels in both battery mode and when operating under AC overhead line power. The new Vectron Dual Mode Electric/Battery is also designed for speeds of up to 160 km/h, a maximum tractive effort of 300 kN, a weight of approximately 90 tons, and comes with a train supply power of 480 kVA.

Siemens Mobility is one of the leaders in alternative traction technologies for rail and is consistently advancing decarbonization with proven battery and hybrid solutions – for example, by further developing the Vectron platform toward battery-enabled variants such as the Vectron with Battery Power Module. In regional rail, Siemens Mobility is also enabling low-emission operations on partially or non-electrified routes with the Mireo Plus B (battery) and the Mireo Plus H (hydrogen).

At the same time, Siemens Mobility continues to expand its portfolio of alternative traction solutions to provide operators with additional options for climate-friendly rail services.

Germany

DB Cargo uses AI to reduce bottlenecks in the supply of spare parts for Class 77 locomotives

When spare parts are missing, operations come to a standstill

When maintaining locomotives, missing spare parts can significantly delay processes. To avoid this, DB Cargo has launched the “Spare Parts Forecasting 1.0” project. The aim is to provide spare parts exactly when they are needed – without unnecessarily increasing inventory levels.

AI-supported forecasting at the Darmstadt logistics centre

At DB Cargo Railport Darmstadt, decisions are made every day about whether vehicles will be repaired quickly or whether they will be out of service for longer periods. Project manager Philipp Nowak, material requirements planner Jörg Soyka, data science specialist Frederic Tausch and technical expert Anne Kulinski developed the AI model there. It combines historical consumption data with information on mileage, maintenance intervals and workshop contexts.

The Class 77 fleet comprises around 60 diesel locomotives for non-electrified routes. As the locomotives were built in Canada, spare parts can take weeks or months to deliver. Traditional forecasting methods reach their limits here because many parts are only needed irregularly.

Practical insight: Three key findings from the project

The benefits of AI-supported forecasting became apparent after just a few months:

1. Targeted availability instead of full warehouses: Expensive and long-running parts are reliably secured, while quickly available parts are planned more leanly.
2. Context beats pure history: Information on mileage and maintenance levels increases forecast reliability, even with irregular demand.
3. Practical benefits in a short time: The new methodology and the existing planning tool were successfully implemented within a few months.

A concrete example: Class 77 oil pump

A clear example is the oil pump: while the old method did not identify any demand, the AI model predicted five units – actual consumption was six. With delivery times of around 500 days, this determines whether a vehicle is out of service or remains operational.

Optimised planning tool increases efficiency

In parallel with the forecast, the existing Excel planning tool was improved. Parameters were systematically tested to balance the conflict between waiting time and capital commitment. Separate parameter sets were derived for different vehicle types, making planning even more practical.

With its AI-supported spare parts forecast, DB Cargo demonstrates how data-based planning makes maintenance more efficient and reduces downtime.

Raildox adopts Euro9000 for the first time, expanding international freight operations with a high-performance multi-system locomotive

Raildox and European Loc Pool (ELP) are expanding their collaboration with the order of a Euro9000 multi-system locomotive. By adding the Euro9000 to its fleet, Raildox is adopting ELP’s “next generation” hybrid locomotive for the first time, laying the foundation for further expansion of its international freight operations.

The decision to invest in the Euro9000 is part of the company’s strategic development. Raildox operates demanding cross-border freight services across Europe and requires powerful locomotives that can be deployed flexibly across different rail networks.

With 9 MW of electric power, 2 × 950 kW diesel engines and a tractive effort of 500 kN, the Euro9000 is the most powerful multi-system locomotive in European rail freight. It enables operation under different power systems as well as on non-electrified routes, making it ideally suited for complex international transport chains.

“For Raildox, the key factors were the high performance, multi-system capability and cross-border operability of the Euro9000,” explains Frank Rudolf, Managing Director of Raildox. “As a railway undertaking focused on international freight transport, we require locomotives that can operate flexibly across various European networks.”

At Raildox, the Euro9000 will primarily be used for international freight transport, including timber, fertilizers, grain, chemical products and mineral oil. Thanks to its high tractive effort and the ability to operate on non-electrified routes, the locomotive opens up new operational possibilities.

“The Euro9000 offers significant advantages in international rail freight, as it covers multiple power systems while also featuring a powerful diesel module,” Frank Rudolf continues. “This allows for more efficient operations, reduces the need for locomotive changes and enables seamless service on last-mile routes without overhead lines.”

Looking ahead, the Euro9000 will also play an important role in Raildox’s international expansion. The company plans to further develop its operations towards Eastern Europe and expects additional deployment opportunities. In addition to the technical capabilities, Raildox also highlights the collaboration with European Loc Pool.

“In our cooperation with ELP, we particularly value the high level of technical expertise, the reliability of the locomotives and the partnership-based, solution-oriented approach,” says Frank Rudolf. “For us, it is essential to work with partners who understand the requirements of international rail freight and can offer flexible solutions.” With the Euro9000, Raildox is expanding its fleet with a modern multi-system locomotive specifically designed for cross-border rail freight in Europe. The combination of high performance, flexibility and operational efficiency creates the foundation for further growth and reliable transport solutions on international corridors.

The delivery of the first Euro9000 to Raildox took place at the end of March 2026.

On March 5th, Press Class 140.046 is seen in Rohrsen with an Emden to Zwickau car train. *Erik de Zeeuw*

RDC Class 101.031 is seen on the Berlin to Stockholm train at Hamburg Harburg on March 15th. *Mark Enderby*

Germany

Deutsche Bahn: Step forward in revenue and operating profit

Deutsche Bahn (DB) returned to profitability in fiscal year 2025. Group revenue increased by three percent year-on-year to approximately €27 billion. Adjusted operating profit (EBIT) improved by €630 million to €297 million. However, the net result after taxes remained significantly negative at €2.3 billion. Taking into account the effects of the Schenker sale, the DB Group achieved a net profit of €5.3 billion.

“Complacency would be misplaced,” said DB CEO Evelyn Palla: “We will only have reached our goal when we are once again generating sustainable annual profits and can finance investments from our own resources.”

However, all business units, with the exception of DB Cargo, already achieved a positive operating result in 2025. Net financial debt decreased by €11.9 billion to approximately €20.7 billion as of December 31, 2025. The reason: As planned, the proceeds from the sale of DB Schenker were primarily used to reduce debt. “DB took an important step forward in terms of revenue and operating profit in 2025. A turnaround is emerging. But better is not yet good enough,” said Palla.

Two special effects in particular impacted DB’s results in 2025: the completed sale of DB Schenker and an impairment loss at DB Fernverkehr (DB Long-Distance). The latter led to a substantial write-down. The DB Group’s continuing operations recorded a net loss of €2.3 billion. A write-down of approximately €1.4 billion at DB Fernverkehr significantly impacted the annual result. The impairment loss is due to lower future revenue expectations for DB Fernverkehr. Furthermore, the extension of the major modernization projects until 2036 is slowing the recovery of infrastructure and punctuality. This has a direct negative impact on the financial performance of DB Fernverkehr.

Gross investments rose significantly in 2025 to a new record of around €22 billion. Of this, approximately €19 billion alone went into infrastructure. The DB Group’s own net investments, at around €5.9 billion, remained at the high level of the previous year. This year, the federal government and the railway company are investing over €23 billion in infrastructure.

Evelyn Palla, CEO of Deutsche Bahn: “Our record investments in infrastructure are a major step towards the high-performance railway of tomorrow. If we maintain this level of investment, we have a chance to stop the downward trend in punctuality. Nothing will happen quickly, but we are consistently building a reliable rail network for the entire industry: 2026 will be a super year for construction.”

2026 will be “the year of transformation and new beginnings,” the DB CEO continued: “The restructuring of the company is not an end in itself. We are transforming DB to act faster and in a more customer-oriented way. We are consistently reducing our internal bureaucracy. Less bureaucracy contributes to increased efficiency. In the future, decisions will be made where the trains are running, where colleagues fight for every train to run on time. We have the opportunity to improve every single day, not just tomorrow.”

DB’s transport divisions performed somewhat better economically in 2025 than in previous years.

DB Regio has increased its positive operating result to a total of €191 million. DB Regio Straße, with its bus companies, also achieved an operating profit for the first time in eight years.

DB Fernverkehr successfully began its restructuring process in 2025. With an adjusted operating result of €45 million (previous year: loss of €96 million), the long-distance division returned to profitability. Revenue and passenger volume reached new record levels, but remained below expectations due to infrastructural constraints.

The number of passengers on DB Group’s rail passenger services increased by 3.4 percent to 1.93 billion in 2025 compared to the previous year. Transport performance rose by 2.7 percent to approximately 87 billion passenger-kilometres.

DB Cargo recorded significant declines in performance and revenue in 2025. The operating result improved by €350 million, partly due to restructuring measures, but remained slightly negative. DB Cargo must rigorously implement a restructuring plan involving very tough cutbacks in 2026.

The public-benefit infrastructure company DB InfraGO recorded a slightly positive operating result of €10 million (previous year: €267 million). Among other things, higher personnel expenses and increased depreciation due to investments led to additional burdens. Operating performance on the heavily used rail network remained at the previous year’s level of 1.1 billion track kilometres in 2025.•

The high number of construction sites, partly due to record investments in rail infrastructure, hampered punctuality in 2025. 60.1 percent of DB long-distance trains arrived on time in 2025 (previous year: 62.5 percent).

Punctuality will remain under pressure in 2026, another year of major construction. Restoring the rail network to full working order is expected to take another ten years.

To ensure passengers experience improvements quickly, DB launched three immediate action programs in 2026 with an additional investment of €140 million: for greater cleanliness and safety at stations, increased comfort on long-distance trains, and improved customer information.

Deutsche Bahn expects further gradual improvements for the full year 2026. Group revenue is projected to rise to approximately €28 billion, and operating profit to around €600 million.

Germany

More comfort and a new shine: DB Travel Centre and DB Lounge at Cologne Central Station reopened after modernization

Deutsche Bahn (DB) has reopened both its travel center and the DB Lounge, featuring Comfort and Premium areas, at Cologne Central Station following extensive renovations. During the construction phase, DB modernized these two key customer service points according to a new concept, focusing on personalized service and individual consultations. Customers will notice the new concept primarily through an attractive room and furniture design in warm, natural tones, as well as a larger reception area for faster service. A new call system in the travel center also improves wayfinding.

Dr. Michael Peterson, DB Board Member for Long-Distance Passenger Transport : “Our passengers should feel comfortable with us before, during, and after their journey – especially in Cologne, one of Germany’s most important rail hubs. With our immediate action program for long-distance services, we aim to be an even better host on board our trains. And that’s not all: With attractive DB Travel Centers and DB Lounges at the stations, we ensure that customers can rely on fast and excellent service in a pleasant atmosphere. This guarantees customer-focused, digital, and inclusive services for our long-distance passengers, now and in the future.”

Oliver Krischer, Minister for the Environment, Nature Conservation and Transport of the State of North Rhine-Westphalia : “The modernized travel center will improve service. After Düsseldorf, this is the next success of the modernization program. Now the task is to improve cleanliness and the overall quality of the experience at many other train stations in North Rhine-Westphalia.”

Maria Helmis-Arend, Mayor of Cologne: “Cologne Central Station is the gateway, the pulse, and the driving force of our city. With the new travel center and lounge, this gateway becomes more comfortable and reflects Cologne’s warm hospitality, which welcomes everyone. As a stop and starting point on a vital artery, the station is now significantly more modern. A strong railway begins not only on the tracks but also at the station as a meeting place for people. Good advice and comfortable waiting areas are essential for the mobility of the future.”

The newly designed travel center offers, among other things:

- a large reception area with four counters where simple service requests can be resolved directly without a long waiting time.
- eight monitors for the best possible traveler information
- A new call system that allows customers to receive a waiting time forecast and optionally have their waiting ticket sent digitally to their smartphone.
- an inviting waiting area for travelers with greater need for advice
- Numerous improvements for passengers with various mobility impairments, such as a lowerable ticket counter for wheelchair users, an induction loop for people with hearing aids, and tactile strips on the floor.
- A completely redesigned room and furniture design in warm natural tones, based on the design of the DB Lounges and the new ICE generation.

Following Düsseldorf, Nuremberg, Hamburg, and Berlin (Südkreuz and Hauptbahnhof), the DB Travel Centre in Cologne is the sixth to be modernized according to the new, successful concept. The DB Travel Centres in Mannheim, Dresden, and Göttingen will reopen later this year after renovations.

The newly designed DB Lounge offers, among other things:

- a modern design, stylish furnishings, and wall decorations featuring motifs from the Eifel region
- an enlarged area and more seats for even greater comfort
- a premium and a comfort area with a needs-oriented zoning concept
- a premium bar offering barista-quality coffee specialties

There are a total of 13 DB Lounge locations with a Comfort area across Germany. Seven locations also offer a Premium area. In 2025, approximately 3.3 million passengers used this service.

The DB Lounges are particularly popular meeting places for travellers before and during their journeys.

This summer, the ICE train will run for the first time to the Belgian North Sea coast

Additional summer ICE train between Cologne and Brussels • extended service to Ghent, Bruges and Ostend on weekends • bookable now, services commence on June 3rd, 2026

Even more frequent train travel to Belgium: From the beginning of June to the end of August 2026, Deutsche Bahn (DB) is expanding its highly popular service between Cologne and Brussels. In cooperation with the Belgian railway SNCB, passengers will have access to an additional, and thus ninth, daily train pair (round trip) between the two neighbouring countries during the summer months – with stops in Aachen, Liège, and, for the first time, Leuven and Brussels North.

On weekends, the new ICE trains will also take travellers for the first time to the historic cities of Bruges and Ghent, as well as directly to the Belgian North Sea coast in Ostend.

The new train will run from Junerd to July 20th and from August 6th to 31st, 2026. The service departs from Cologne Central Station at 10:40 or 10:43 Monday to Friday towards Brussels, and at 10:08 on Saturdays and Sundays for the Belgian North Sea coast. From Aachen, the new ICE trains depart at 11:20 or 11:29 Monday to Friday, and at 10:58 on Saturdays and Sundays. Arrival at Ghent St. Pieters is at 13:00 on Saturdays and Sundays, Bruges at 13:30, and the coastal city of Ostend at 13:47.

To allow travellers to enjoy their last hours at their holiday destination in a relaxed manner, the train departs in the opposite direction on Saturdays and Sundays at 14:24 in Ostend, at 14:40 in Bruges and at 15:10 in Gent St. Pieters, arriving in Aachen at 17:00 and Cologne Central Station at 17:50.

The latest flagship of the ICE fleet, the ICE 3neo, is in operation on this cross-border route. These state-of-the-art and innovative trains of Deutsche Bahn have been running since summer 2024, including on the popular two-hourly services between Frankfurt (Main), Cologne and the Belgian capital Brussels, and are characterized by exceptional comfort and reliability.

The new connection between Cologne, Aachen, Brussels and Ostend is already visible in the DB timetable media and can be booked immediately on bahn.de , in the DB Navigator and in the DB travel centers.

Tickets for the new direct connection between Cologne and Antwerp via Aachen, Liège, Leuven and Brussels Airport, with two daily train pairs, are also available through DB sales channels. These services will commence on September 7th, 2026.

Germany

Commissioning of the Hamburg – Berlin line in two stages: First train journeys from May 15th.

The plan for recommissioning the Hamburg-Berlin line after the corridor renovation is in place: Train service will resume in two phases. Starting May 15th, trains will again be able to travel on the completed northern section of the line from Hamburg to Hagenow Land. This also fulfills the requirement for services from Hamburg towards Schwerin/Mecklenburg-Vorpommern to return to their regular timetable. The complete recommissioning of the entire Hamburg-Berlin line will take place with the minor timetable change on June 14th.

Passengers and freight customers will benefit from a comprehensively renewed and reliable infrastructure, more punctual trains, and at least five years of construction-free operation. In addition to 165 kilometres of track and almost 250 switches, six new crossovers were created, six new signal boxes were built, and 19 others were modernized.

Furthermore, 28 stations along the line were modernized – some completely. The extensive improvements resulting from the corridor renovation will, among other things, allow for increased rail traffic on the line.

Gerd-Dietrich Bolte, Board Member for Infrastructure Planning and Projects at DB InfraGO: “The exceptionally severe and prolonged onset of winter in northern Germany has exhausted our planned buffer time. This frustrates us at least as much as it does all the affected passengers and freight customers, for whose patience we would like to express our sincere gratitude. Together with the companies involved, we tried everything possible to make up for the delays. Unfortunately, despite the enormous efforts of everyone involved, we were not entirely successful. The two-stage commissioning concept allows for the continued, urgently needed construction work on adjacent lines.”

Weeks of persistent frost and a nearly continuous blanket of snow had slowed construction progress since the beginning of January. With the onset of the thaw, DB InfraGO and construction companies have increased staffing on the site to make up for the lost time as best as possible. In the coming weeks, the final assembly of the signaling and safety systems and overhead lines, a software update at the Schwerin signal box, and extensive work at the stations are among the tasks still to be carried out.

Stage 1 – Train services from May 15th on the northern section of the route:

- Regional services: Regional trains are once again running through between Hamburg and Schwerin, and onward to Rostock and Stralsund. This also eliminates most of the replacement bus services.
- For all other local transport connections, replacement bus services will remain in operation until June 13th. The adjusted local transport routes will also remain in service until the entire line is fully reopened, in order to continue offering direct services between Schwerin and Berlin (RE 85), for example.
- To allow for diversionary routes for freight traffic, there will be partial cancellations on the RE 4 line (Bützow – Lalendorf) and the RE 50 line (Rostock – Langhagen) starting May 15th. The RE 5 will run via Plaaz instead of Güstrow.
- Long-distance services: The current service will remain unchanged until and including June 13th. Direct ICE trains will continue to run hourly, and two to three Flixtrains will operate daily between Hamburg and Berlin on the diversion route via Uelzen and Stendal. The ICE trains will also stop in Salzwedel and Stendal, and usually on an hourly basis, they will also stop in Lüneburg or Uelzen.
- Long-distance trains between Hamburg and the Baltic Sea are once again running on their regular route via Schwerin.
- Freight traffic will be diverted via Hamburg – Verden – Hanover, Hamburg – Uelzen – Stendal and via Hamburg – Schwerin – Neustrelitz – Berlin.

Stage 2 – Full commissioning from June 14th:

- On the morning of June 14th, 2026, the entire Hamburg-Berlin corridor will be put into operation in the second phase. All long-distance, regional, and freight trains will then resume their regular routes. The service for passengers will be more extensive than before – Flixtrain will operate every two hours in addition to the existing half-hourly ICE trains.

DB InfraGO is now working with the railway companies to integrate the final commissioning concept into the timetables as quickly as possible. The timetable information on bahn.de and in the DB Navigator app will then be updated.

Extensive construction work during the corridor renovation

In total, more than 165 kilometres of track and almost 250 switches have already been renewed during the corridor renovation, and the so-called slab track in the section between Wittenberge and Dergenthin has been replaced with a ballasted track. Six new crossovers will provide greater stability and flexibility in operations. DB InfraGO is also renewing the signalling and safety technology, constructing six new signal boxes, and modernizing 19 others. This prepares the signal boxes and axle counting technology for the future use of the European Train Control System (ETCS). The remaining commissioning work on the signalling technology – specifically on the approaches to the Hamburg and Berlin hubs – still needs to be completed. However, this will not affect the scheduled travel time and, once finished, will provide an additional buffer time.

DB InfraGO is modernizing and making more attractive the 28 stations along the route. This includes platform extensions, platform raising for step-free access to the train, longer platform roofs, and wayfinding systems for people with visual impairments. Twenty of the 28 stations are undergoing comprehensive redevelopment – with redesigned pedestrian underpasses, consistent design concepts, more seating and waiting areas, and improved bicycle parking.

Quality initiative Hamburg – Hanover starts on May 1st with an adapted concept

The quality improvement initiative between Hamburg and Hanover will start as planned on May 1st – however, with an adapted, phased approach. This adjustment is necessary to ensure that long-distance and freight traffic between Hamburg and Berlin can continue to be rerouted. The Celle – Hanover section of the line will be completely closed as planned on May 1st for the construction work. Freight trains will continue to run on the Celle – Uelzen section until May 14th, and long-distance and freight trains will continue to run on the Uelzen – Lüneburg section. From June 14th onwards, the entire section will be closed for the quality improvement project. The scope of the measures that can be implemented under this plan will therefore be smaller than originally planned. DB InfraGO is currently working with the contracted construction companies to determine further details regarding the impact on the Hamburg-Hanover quality initiative. They are also examining the possibility of rescheduling any measures that cannot be implemented. Together with the responsible authority, they are assessing the impact on the alternative plan for Lower Saxony, which is scheduled to begin on May 1st. DB InfraGO will provide transparent information as soon as these assessments are complete.

Germany

60 locomotives in four months: DB Cargo equips Class 77 fleet with LEADER

Fast rollout, noticeable effect: LEADER reduces consumption and sustainably increases the efficiency of the Class 77 fleet
DB Cargo has taken another important step towards greater efficiency in rail freight transport: since the end of March 2026, the entire Class 77 diesel locomotive fleet has been successfully equipped with the LEADER driving assistance system.

Within just four months, all 60 locomotives in this series were fitted with the new technology. The aim is to reduce fuel consumption by around four to five per cent in future - an important contribution to more resource-conserving and efficient operation.
“The fact that the rollout succeeded at this speed was primarily due to the pragmatic hands-on mentality of the project team, which closely dovetailed development, production and installation,” says Philipp Nowak, senior project manager Vehicle Projects.

Digital support for energy-efficient train journeys
The LEADER (Locomotive Engineer Assist Display & Event Recorder) system supports train drivers with real-time recommendations for an energy-efficient driving style. This is based on precise route, position and operating data, which the system uses to calculate optimised driving profiles. The aim is to avoid unnecessary energy consumption, increase efficiency and make operations more transparent.

LEADER has already proven its worth at DB Cargo since 2016; acceptance among train drivers is high. At the end of 2025, the solution was also recognised as Good Practice 2025.

The tried-and-tested solution from electric traction was adopted for the Class 77 diesel locomotives. Tests confirmed early on that LEADER can also be used reliably in diesel operation - an important step towards further improving the energy efficiency of the entire fleet.

What can LEADER do
- Reduces energy consumption and sustainably improves resource utilisation
- Supports train drivers with real-time instructions for energy-efficient driving
- Uses route, position and operating data to calculate optimised driving profiles
- Developed in cooperation with Knorr-Bremse SfS GmbH
- Successfully in use at DB Cargo since 2016
Customised display holder developed in-house

One particular project success was the development of the required display holder. As the driver’s cabs of the various classes differ, a customised solution was required. The project team developed the prototype together with the vehicle maintenance department. The final design was then realised by colleagues at the Saarbrücken maintenance depot and the brackets were produced in series.

Rollout directly on the track
The team also relied on pragmatism for the installation: instead of taking the locomotives to the workshop, the project team drove directly to the parked vehicles and fitted them on site. This flexible approach minimised downtimes and significantly accelerated the rollout.

At peak times, the installation in up to 25 traction units was completed in just two days - made possible by the close cooperation along the route from Nuremberg to Munich and the support of the maintenance depots in Nuremberg and Oberhausen.

“In the end, we needed less than eight minutes per driver’s cab to professionally install LEADER and the bracket,” reports Jörg Schneider, Head of Sustainability and IMS.

Digitalisation that works
By successfully equipping the Class 77 diesel fleet, DB Cargo is demonstrating how digitalisation can be implemented in rail freight transport: pragmatically, quickly and close to operations. The result is measurable energy savings and greater operational efficiency - a further step towards more sustainable rail freight transport.

Germany

Railport Kędzierzyn-Koźle expands rail logistics for steel and metals

The Kędzierzyn-Koźle railport is located in the Opole Voivodeship in southern Poland and is part of the Sławięcice HUB. The site is located in the catchment area of the German-Polish border and the industrial centres in Silesia.

The infrastructure includes the DB Cargo Spedkol siding with a total length of around 50 kilometres and access to a truck weighbridge. The site is connected to the international rail network via the track in Sławięcice. This means that the railport has the prerequisites for combined rail and road transport with end-to-end process control.

Steel coils in regular traffic “Silesia”
One focus of current handling is on steel coils from various European steelworks. The shipments are transported on the regular “Silesia” train, which runs from the Polish-German border to the railway port of Kędzierzyn-Koźle. Upon arrival, the coils are unloaded and stored in the warehouse. The current stock amounts to around 2,500 tonnes. Once the customer order has been received, the site organises loading onto lorries and distribution to the end customers. Transport and storage processes are fully coordinated on site.

Copper coils on pallets - intermediate storage
Copper coils are delivered by road transport, unloaded and temporarily stored in the hall. The goods remain in the warehouse until a transport order is received from the customer. Only then is it dispatched and forwarded.

Flat products and profiles
Flat sheet metal and profiles are also part of the current portfolio. They are delivered by lorry and stored in the site’s warehouses. From there, the goods are also distributed to end customers by road transport.

Integration into the TEN-T network
The railport is connected to the TEN-T network via the track in Sławięcice. TEN-T (Trans-European Transport Network) refers to the European Union’s trans-European transport network. It defines core corridors that connect Europe’s central industrial and economic areas and are prioritised for infrastructure development. There are regular connections from the hub to Silesia and to Southern and Western Europe with freight trains operated by DB Cargo. This means that the location is integrated into cross-border transport chains.

Supplementary services
The range of services also includes a mobile wagon service as part of vehicle maintenance. This can support operational processes in rail freight transport and reduce downtimes. The topic of sustainable rail transport is also relevant. The Green Railway certificate documents the use of environmentally friendly rail logistics and is becoming increasingly important, particularly in the industrial environment.

Operational function in German-Polish freight transport
Due to its location between the border and the Silesian industrial area, the railport assumes an operational interface function in German-Polish freight transport. Regular transports from the border area are combined with warehousing and regional distribution.

The combination of regular train concept, hall capacity, extensive track infrastructure and TEN-T connection creates stable framework conditions for continuous steel and metal flows in cross-border transport.

DB Cargo Scandinavia starts fleet overhaul in Denmark

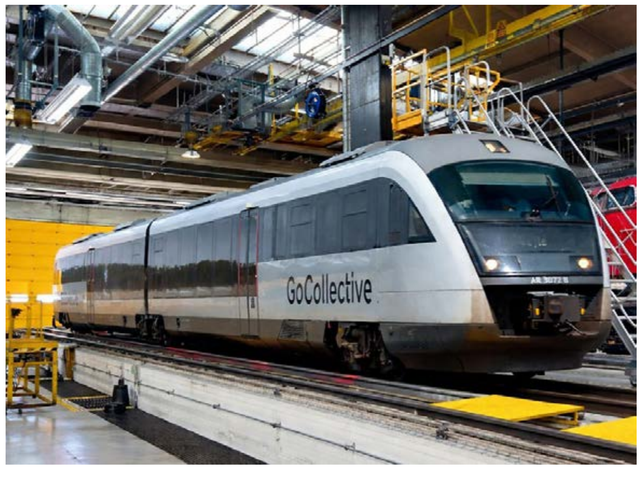
From June 2026, the overhaul of 16 Siemens Desiro trains for GoCollective, Denmark’s second-largest regional rail operator, will start at the modern Fredericia maintenance depot. The two-year maintenance agreement marks the successful start of the comprehensive overhaul and shows how combined expertise, innovative strength and team spirit are setting new standards in rail maintenance on the Scandinavian-Mediterranean Core Network Corridor.

The Frederica plant: modern and efficient
The Fredericia plant is the only maintenance facility of this size along the corridor. With six tracks, twelve lifting jacks, an electrified railway siding and modern work stands, it offers optimum conditions for demanding projects. A mobile service team is available and provides flexible support to customers throughout Denmark.
Originally designed for the efficient maintenance of its own freight wagons and locomotives, DB Cargo Scandinavia is now tapping into a new business unit thanks to its free capacity: comprehensive overhaul and maintenance services for third-party customers.

GoCollective - a strong partner for expansion
By winning the GoCollective tender, DB Cargo Scandinavia is realising its first major project in complete fleet overhaul. The 16 Siemens Desiro trains - the backbone of regional local transport in western Denmark with over ten million passengers a year - will not only be serviced, but completely overhauled. The range of services extends from testing and surveying to dismantling and the replacement of central components. Spare parts are supplied in close coordination with the DB Fahrzeuginstandhaltung maintenance centres in Fulda and Munich. The reconditioning of the bogies, which was not part of the tender package, will be carried out by a specialised partner in the Netherlands. Each overhaul takes around four to five weeks - precisely planned and consistently implemented with the customer in mind.

Project management from a single source
The contract goes far beyond classic servicing. It includes complete project and spare parts management, including procurement and overhaul - a comprehensive “all-round carefree” service that offers GoCollective maximum planning security. At the same time, DB Cargo Scandinavia benefits from the DB Group’s strong European network and ensures high-quality services across national borders.

A strategic milestone
With this first major project, DB Cargo Scandinavia is confirming its strategy of building up its own workshop expertise in Denmark and aligning it internationally. The modern infrastructure, a well-coordinated team and a strong partner network give DB Cargo Scandinavia an excellent market position - and GoCollective a reliable fleet for day-to-day operations.
The entry into the complex fleet overhaul opens up additional growth prospects.
“We are delighted to welcome GoCollective as a partner and would like to thank everyone involved for the trust they have placed in us. Our team in Fredericia is ready to make the trains fit for millions of passengers. This is a win-win situation for our workshop, for our customers and for Danish rail mobility,” says Jan Augustesen, Head of Asset & Maintenance. With this partnership, DB Cargo Scandinavia is sending a strong signal for quality, cooperation and the mobility of tomorrow.



Regionalverkehr Münsterland GmbH No. 61 (Maschinenbau Kiel, 1974) is seen during unloading half a of a grain hopper train at Emsland Flour Mills GmbH & Co. KG, processing grain into high-quality flours, Spelle on March 6th. *Erik de Zeeuw*

BBL Class 2159.230 passes Rohrsen with a southbound ballast train on March 5th.
Erik de Zeeuw

Germany

Class 247.909 is seen arriving at Niebull on March 16th. *Mark Enderby*

Class 247.909 and 218.837 with 218.835 are seen working car shuttles at Niebull on March 16th. *Mark Enderby*

Class 218 837 and 218.835 arrive at Morsum on March 16th with a car shuttle from Westerland. *Mark Enderby*

Class 218.409 arrives at Bad Kleinen with a service from Lubeck on March 17th.
Mark Enderby

Germany

Stadler Eurodual No. 2019.328 is seen with a PW train at Grevesmuhlen on March 17th. *Mark Enderby*

Class 218.385 and 101.056 pass 218.366 (with 101.121 on the rear) at Grevesmuhlen on Hamberg to Rostock (and vice versa) IC services on March 17th. *Mark Enderby*

DB Class 249.081 is seen with a single tank wagon at Lubeck on March 17th. *Mark Enderby*

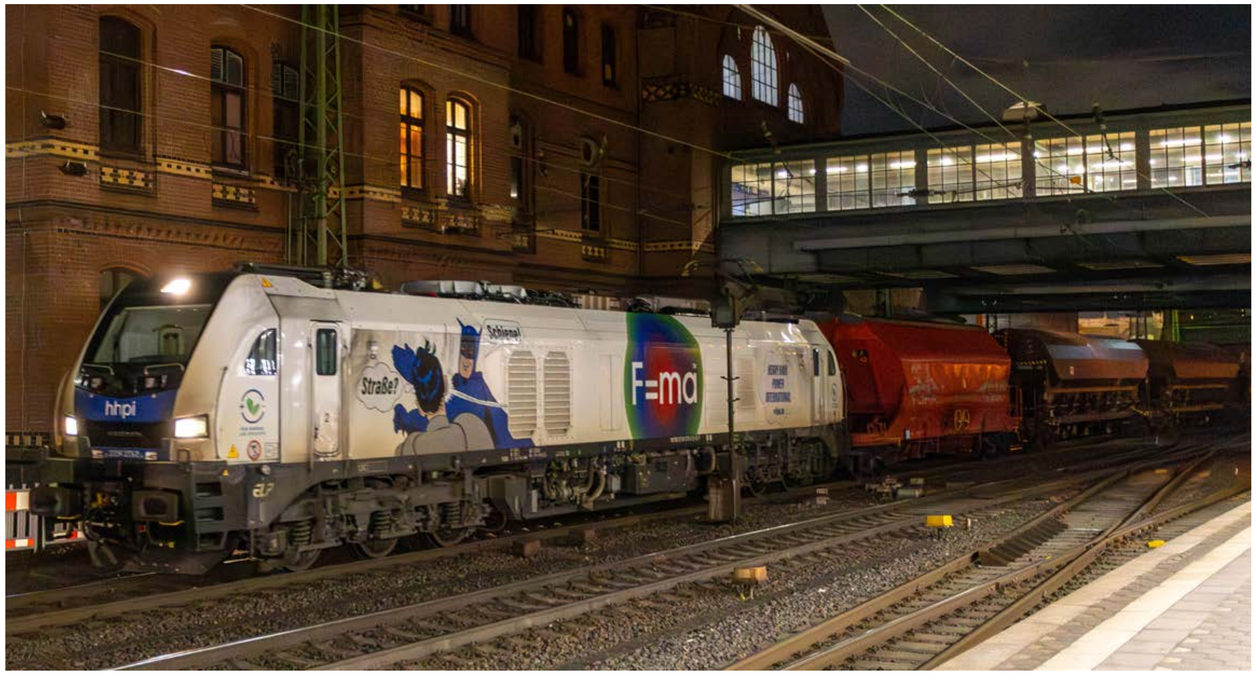
DB Class 185.331 leads a northbound freight through Hamburg Harburg on March 18th.
Mark Enderby

Germany

Captrain's Class 185.550 is seen with a rake of Wascosa wagons at Hamburg Harburg on March 17th. *Mark Enderby*

Class 246.004 awaits a platform at Hamburg Harburg on March 18th with a service from Cuxhaven. *Mark Enderby*

EVB Batman liveried Class 159.273 is seen with a rake of hoppers at Hamburg Harburg on March 17th. *Mark Enderby*



Germany

Metrans Class 383.430 leaves Hamburg docks at Harburg on March 19th.
Mark Enderby

Germany

DB Regio Class 112.179 is seen with a terminating service at Hamburg Hbf on March 18th.
Mark Enderby

RTB Class 192.998 and 192.061 with a car train to Bremerhaven is seen at Bremerhaven Hbf on March 18th passing CD Cargo's Class 388.015.
Mark Enderby

Class 1271.024 hauls a rake of tanks through Hamburg Harburg on March 18th.
Mark Enderby

Germany

EVB Class 554.008 is seen with a service to Buxtehude at Bremevorde on March 18th passing Class 246.006. *Mark Enderby*

EVB Class 223.034 departs the docks at Hamburg Harburg and heads for Bremen on March 19th. *Mark Enderby*

ELL Vectron Class 193. is seen with a rake of tanks at Harburg on March 18th. *Mark Enderby*

Germany

Start DMUs Nos. 648.485 and 648.475 are seen at Buchholz on March 19th working services to Hannover Hbf. *Mark Enderby*

DB Class 152.098 and 152.101 are seen hauling a freight from Hamburg on March 19th. *Mark Enderby*

Germany

EHB Class 264.002 approaches Osnabruck Hbf on March 20th. *Mark Enderby*

Germany

Altmark Rail's NOHAB No. MY1149 is seen at Osnabruck Hbf on March 20th.
Mark Enderby

Germany

Class 243.650 on a car train to Bremerhaven is seen at Bremen Hbf on March 20th.
Mark Enderby

On March 19th, Train Charter Services No. 101.001 heads a GoVolta train consisting of I10 coaches (ex NMBS) from Amsterdam CS to Berlin-Gesundbrunnen on its maiden voyage. *Erik de Zeeuw*

GoVolta offers trains from Amsterdam to Berlin and Hamburg vv. three times a week.

GoVolta is a new Dutch train operator running trains between Amsterdam and several German destinations. They operate two services:

1. Amsterdam – Berlin
Three times a week, on Tuesdays, Thursdays and Sundays, GoVolta runs a direct service from Amsterdam Centraal to Berlin Gesundbrunnen (until June 11th 2026) and Berlin Spandau (from June 14th 2026). The journey takes approximately 6.5 hours. The return journey from Berlin Gesundbrunnen takes approximately 7.5 hours.

Intermediate stops in Osnabrück and Hannover
On the route to and from Berlin, the train also stops in Osnabrück and Hannover. Osnabrück is a historic city in the north-west of Germany. Hannover is the capital of the state of Lower Saxony and a popular destination for trade fairs and events.

2. Amsterdam – Hamburg
Three times a week, on Mondays, Wednesdays and Fridays, GoVolta runs a direct service from Amsterdam Centraal to Hamburg Harburg. The outward journey takes approximately 5.5 hours and the return journey approximately 6 hours.

Intermediate stop in Bremen.
On the route to and from Hamburg, the train also stops in Bremen. This is a charming Hanseatic city with a picturesque city centre.

Boarding stations in the Netherlands
In the Netherlands, you can board at Amsterdam Centraal, Amersfoort, Deventer and Hengelo.

Tenerife

The Tranvia de Tenerife tramway operates with Alstom Citadis trams from the capital city of Santa Cruz de Tenerife, 12.5km up to the original capital city of La Laguna. On February 26th, trams Nos. 25 and 23 pass in Santa Cruz, near Teatro Guimera. *Bryan Roberts*

Tenerife

Tram No. 04 is seen in central Santa Cruz on February 26th. *Bryan Roberts*

On February 28th, Tranvia tram No. 17 arrives at La Trinidad, the terminus in La Laguna, which is close to the historic old city centre. The journey from Santa Cruz Intercambiador climbs 545 meters, taking 40minutes to do so. *Bryan Roberts*

Tram No. 24 is seen at the Intercambiador - (transport hub) Terminus in Santa Cruz on February 26th. *Bryan Roberts*

U.S.A.

Long Island Railroad No. 501 stands at Jamaica with an evening commuter service heading towards Port Jefferson on March 12th. No. 517 was on the rear of the train. *Mark Torkington*

EMD GP40 No. 1138 pauses in the snow at Salem with a service towards Rockport on March 6th. *Mark Torkington*

No. 2028 (one of the newer GE HSP46s working for MBTA) passes Framingham with a service towards Worcester on March 5th. *Mark Torkington*

Three big CSX GE's (Nos. 7380, 470 and 5448) haul a freight service through Springfield, Massachusetts on March 9th. *Mark Torkington*

Poland

Stadler to supply FLIRT trains for Greater Poland

Representatives of the Marshal's Office of the Greater Poland Province and Stadler have signed a contract for the delivery of up to 20 FLIRT electric multiple units (EMUs) for regional and agglomeration railway services in Greater Poland. From early 2028, the trains will increase passenger comfort and reduce energy consumption and operating costs. The vehicles will be built in Poland.

The contract, worth approximately EUR 263 million, covers the delivery of 10 five-car FLIRT electric multiple units, with an option for an additional 10 vehicles. The first trains are scheduled to enter service at the beginning of 2028.

"We will deliver innovative, latest-generation FLIRT vehicles to Greater Poland – modern and energy-efficient multiple units, with more than 3,000 units sold in 24 countries worldwide. In our Siedlce plant, we have manufactured over 650 FLIRT vehicles for operators from 18 countries, 127 of which operate on Polish tracks. These are proven, comfortable trains, with excellent reliability results" – emphasizes Radosław Banach, president of the board of Stadler Polska.

FLIRT trains for Greater Poland designed in Poznań

The implementation of this agreement is significant for the region – both in terms of developing modern, comfortable, and safe rail transport, and strengthening Stadler's engineering expertise in Greater Poland.

"Stadler Polska engineers, including our team in Poznań, will be responsible for designing the vehicles for Greater Poland, creating tangible added value in the region. Our local engineering team currently consists of 100 specialists, half of which work in Poznań. This year, we plan to recruit an additional 20 engineers," added Radosław Banach.

FLIRT – proven, lightweight technology with low operating costs

FLIRT is Stadler's best-selling train platform, trusted by operators around the world. To date, more than 3,000 vehicles have been sold in 24 countries. In Poland, FLIRT trains run in liveries of Koleje Mazowieckie, Łódzka Kolej Aglomeracyjna, Koleje Śląskie, and PKP Intercity. Passengers appreciate them for their high level of comfort, while operators value their reliability and cost efficiency. Thanks to their lightweight aluminum construction, FLIRT vehicles offer low energy consumption, resulting in reduced operating costs and a smaller environmental footprint compared to conventional steel-bodied trains. This makes them particularly well suited for regions investing in sustainable public transport solutions.

The five-car units will feature spacious entrance areas, a high proportion of low-floor space, and full accessibility for passengers with reduced mobility, including wheelchair users, parents with prams, and cyclists. The trains will be equipped with ETCS Level 2, air conditioning, CCTV monitoring, a modern passenger information system, wireless internet access, and advanced safety features, including defibrillators and emergency intercoms.

Each train will accommodate up to 632 passengers, including over 250 seated, and will operate at speeds of up to 160 km/h.

Canada

Alstom signs a 5-year contract extension to operate and maintain the GO Transit and UP express fleets in Toronto, Canada

Alstom, global leader in smart and sustainable mobility, has signed a contract renewal with Metrolinx, a provincial government agency in Ontario, Canada, to continue to provide operations and maintenance (O&M) services to two of its divisions. The contract is for approximately 800 million euros[1] ($1.3 billion CAD) and runs until 2031.

Alstom will continue to provide O&M services for the rail operations of GO Transit, the regional public transit service for the Greater Golden Horseshoe area of Ontario, and Union Pearson Express (UPX), a train service connecting Canada's busiest airport to downtown Toronto. In 2024-2025, Alstom's close to 1,300-person team managed 117,020 GO rail trips and 56,494 UP Express trips, with an exceptional on-time performance of over 97% on a mixed-use rail network.

"Whether its introducing new riders to transit during Toronto's biggest special events, or helping ensure frequent riders have a reliable, high-quality experience every time, Alstom has been behind the scenes helping deliver for Metrolinx and its passengers," said Michael Keroullé, Alstom America's President. "Our continued partnership with Metrolinx is a tribute to the excellence and experience of our local Services Team to ensure passengers needs are met safely and efficiently."

The expertise and dedication of the Alstom team contribute to a 95% retention rate of O&M contracts. This latest contract extension with Metrolinx consolidates Alstom's position as the leading private provider of Operations and maintenance services in North America.

"This renewed agreement with Alstom delivers on our government's plan to protect Ontario by ensuring Ontario tax dollars continue to support Ontario workers, said the Honorable Prabmeet Sarkaria, Ontario Minister of Transportation and government official responsible for Metrolinx. It will strengthen the operations and maintenance capacity needed to support a more reliable GO Transit network as we expand service across the region to meet the needs of our growing province."

A leader in rail services

Alstom is the market leader in rail services, supporting customers over the entire asset lifecycle with the broadest portfolio of services solutions. Alstom's FlexCare Operate solutions cover the full spectrum of customer needs, including operations for all types of fleets, maintenance for the full transit system, as well as turnkey and public-private partnership solutions. Customers benefit from reduced operating costs and increased operational efficiencies through technologies and best practices based on more than 40 years of experience operating and maintaining trains and systems. With more than 25 active operations and maintenance projects worldwide, Alstom is a trusted partner in helping transit authorities and communities achieve their mobility goals.

Alstom in Canada

With over 5,000 highly skilled Canadian employees, Alstom is the only rolling stock manufacturer in the country, and provides a full suite of rolling stock, signalling solutions, and operations and maintenance services for major rail projects in Canada. Alstom is Canada's national champion for urban rail mobility solutions and is proud to be at the centre of mobility projects across Ontario, including Toronto, Kitchener-Waterloo, Ottawa, as well as other Canadian projects in Vancouver, Edmonton, Montreal, and, soon, Quebec City.

Photo: Alstom teams will continue to provide Operations & Maintenance services for the rail operations of GO Transit, the regional public transit service for the Greater Golden Horseshoe area of Ontario.©ALSTOM SA 2025. C. Fleury

[1] This order will be booked in the fourth quarter of Alstom's fiscal year 2025/26

U.K.

Alstom secures long-term train services and refurbishment contracts for £330 million[1] (€380 million) with ScotRail and Beacon in the UK

Alstom, global leader in smart and sustainable mobility, has signed a long-term Technical Support and Spares Supply Agreement (TSSSA) with ScotRail Trains Limited, covering the operation, maintenance support and refresh of its Class 222 fleet.

The 10-year agreement, valued at approximately £250 million, runs to March 2036 with an option to extend up to March 2042, and will see Alstom provide technical support and spares supply for 22 five-car Class 222 trains, alongside a significant programme of refurbishment and modernisation works designed to improve reliability, passenger comfort and onboard technology.

As part of the wider refurbishment programme, Alstom will deliver an extensive interior and exterior refresh, including new seating, tables, carpets, LED lighting and upgraded driver cabs, as well as toilet refurbishments and reconfiguration work to improve luggage, bicycle and accessibility provision. This refurbishment contract is with Beacon and is worth around £80 million.

The programme also includes extensive onboard systems upgrades (including intelligent stop/start), with new passenger information systems and saloon media screens, hearing aid announcement systems, automatic passenger counting, CCTV, WiFi connectivity and enhanced cybersecurity measures. Defibrillators will be fitted to every train as part of the safety upgrade package.

Initial maintenance and support activities will be delivered across multiple locations, including Polmadie, Haymarket and Inverness, with Alstom providing technicians, engineers, supply chain support, spares management, specialist tooling and data hosting services. The scope also includes driver and maintenance "train the trainer" programmes to support fleet introduction.

The agreement forms part of a broader package of contracts with rolling stock owner Beacon Rail, including early heavy maintenance, refurbishment activity and storage of the Class 222 fleet, further strengthening Alstom's long-term commitment to supporting the trains through their transition into Scottish service.

The programme is closely aligned with Alstom UK & Ireland's Sustainability Strategy and ScotRail's sustainability and delivery plans, with a shared focus on reducing inequalities, taking climate action, promoting inclusive economic growth and improving health and wellbeing. Sustainability performance will be monitored against agreed targets and reviewed regularly by Alstom's senior leadership team, with independent verification against recognised international standards.

Rob Whyte, Managing Director UK and Ireland at Alstom, said:"This agreement represents a significant vote of confidence in Alstom's ability to support reliable, high-quality rail services across Scotland. The Class 222 fleet has a strong service history, and through this comprehensive programme of technical support, refurbishment and heavy maintenance, we will help to ensure these trains continue to deliver a safe, comfortable and dependable experience for passengers for many years to come."

He added: "This investment also underlines our commitment to sustaining skilled jobs, developing engineering capability and supporting the UK rail supply chain as the industry continues its transition to a more sustainable railway."

Joanne Maguire, ScotRail Managing Director, said:
"This is fantastic news for our customers and our staff, as we continue to work towards delivering a safe, green, and reliable railway. More modern trains are a significant factor in encouraging more people to leave the car at home and travel by rail, and this investment will deliver a considerable improvement in the journey experience.
"Introducing fully refurbished trains ensures customers will see immediate benefits, with enhancements in comfort, accessibility, and reliability.

"We are looking forward to working with our partners and the Scottish Government in the coming weeks and months as we begin the refurbishment programme and get set to welcome the new trains."

Adam Cunliffe, Beacon Chief Executive Officer, said:
"We are delighted to have awarded this contract to Alstom to refurbish our Class 222 fleet, to support ScotRail delivering high quality, high speed services for their customers.

Working in partnership with ScotRail and Alstom on the upgrade programme for these trains will enhance the on board experience for passengers across Scotland. We look forward to seeing the refurbished trains enter service."

This latest contract further reinforces Alstom's position as a leading provider of long-term rolling stock services in the UK, combining engineering expertise, digital capability and a strong local presence to help customers deliver safe, reliable and sustainable rail services for passengers. Alstom's FlexCare portfolio of solutions take rail assets to the next level with tailored and flexible services for every stage of their lifecycle. From train operations and maintenance to parts supply, overhauls, and modernisation, Alstom supports asset owners and operators in achieving the highest fleet performance.

[1] This order will be booked in the fourth quarter of Alstom's fiscal year 2025/26

Image: The 10-year agreement, valued at approximately £250 million, runs to March 2036 with an option to extend up to March 2042. ©ScotRail

Serbia

Alstom to deliver Belgrade's first metro

will deliver a fully integrated, turnkey metro solution, including 32 Metropolis trains

This flagship urban project valued at €915 million[1] will support Serbia's long-term growth, connectivity and climate ambitions

Alstom, a global leader in smart and sustainable mobility, has secured a €915 million turnkey contract to deliver Belgrade's Metro Line 1, the first fully automated metro system in Serbia. This project, connecting in the first phase Makiško Polje to Karaburma will alleviate surface congestion and unlock Belgrade's potential as a leading European capital city.

By cutting directly through the city center, the first phase of Metro Line 1 will span 15 km and 15 stations, including 11 km of tunnels. This is a structural transformation: by moving a significant portion of the city's transit underground, the project will alleviate chronic surface congestion and unlock Belgrade's potential as a more accessible, functional European capital. The introduction of one of the world's most modern automated systems will serve as a multiplier for the city's economic attractiveness, creating a more efficient environment for both residents and international investment.

"Belgrade's decision to build its first fully automated metro is a pragmatic and bold investment in the city's future and it reflects the strong leadership and vision demonstrated by the Serbian authorities" said Andrew DeLeone, President of Alstom Europe. "Metro Line 1 will fundamentally change how nearly two million residents navigate their city, providing a reliable and safe alternative to road transit. This project is not just about mobility; it is about delivering the modern infrastructure necessary for Belgrade to sustain its growth and meet its long term economic and climate objectives".

In this project for the public utility company, Belgrade Metro & Train, Alstom, as system integrator will deliver a full turnkey metro solution, including 32 Metropolis driverless three-car trains, signaling and telecommunications, power supply, trackwork, platform screen doors, depot equipment, a centralized control center, and comprehensive cybersecurity systems. The metro will be equipped with Alstom's advanced Urbalis CBTC technology, enabling fully automated, high-capacity and reliable operations.

The Metropolis trains will be manufactured at Alstom's Valenciennes site in France.

The project benefits from French government funding support, underlining the strong bilateral cooperation between France and Serbia. Alstom has now officially entered the design phase for Metro Line 1.

The introduction of driverless metro technology will bring tangible benefits, including increased frequency, higher passenger capacity, improved operational resilience and enhanced safety. The turnkey system will enable reliable, energy-efficient operations, with headways of up to 90 seconds, supported by a state-of-the-art integrated control center and cybersecurity platform.

Alstom is a pioneer in automated metro systems, with nearly 30 driverless lines in operation worldwide, including in Paris, Singapore and Lyon. With more than 50 years of experience and 80 turnkey systems in commercial service worldwide, Alstom is a trusted partner for complex metro projects. Recent references include Montreal REM, Riyadh Metro, Athens Line 4, Grand Paris Line 18, Toulouse Line C, Panama Line 2, Guadalajara Line 3 and Dubai Metro Route 2020.

[1] This contract will be booked in the fourth quarter of fiscal year 2025/26, now that the financing agreement has been secured

Germany

DSB Nos. 3211 and 3229 on Talgo stock with a service to Copenhagen are seen at Pinneberg on March 19th. *Mark Enderby*

Sweden

Alstom secures 11-year maintenance agreement for Västtågen trains in Western Sweden

Alstom and SJ continue their long-standing collaboration for the operation and maintenance of Västtågen trains, with Alstom reaffirmed as the maintenance provider

Operations will continue to be driven by a strong commitment to excellence, supported by the development of expertise and methods that strengthen Swedish railway

Maintenance will be delivered by highly specialised teams, ensuring reliability across existing fleets while enabling the smooth introduction of new vehicles.

Alstom, global leader in smart and sustainable mobility, is confirming its strong position in Sweden through a continued partnership with Statens Järnvägar (SJ) for the operation and maintenance of the Västtågen fleet.

Västtrafik, responsible for public transport in Western Sweden, has awarded the operator SJ the new fleet operation contract, with Alstom continuing as SJ's local partner for rolling stock maintenance, under an agreement worth slightly below 200 million euros. Alstom is thereby contributing to the safe, reliable, and high-quality rail services for travellers in the region.

"This is a confirmation of the commitment and quality that characterise our work. Together with Alstom, we have built a strong and long-term partnership that creates stable conditions for continuing to develop Västtågen and deliver reliable services for passengers," says Helena Isaksson, CEO of SJ Götalandståg.

"We are very pleased to have been entrusted once again with responsibility for the maintenance and rolling stock development of Västtågen, the result of our strong collaboration with SJ. I would also like to extend a sincere thank you to our technicians and all other employees working with this today. It is thanks to their commitment and consistently high quality of delivery that we have strengthened our position in the region," says Mikael Granberg, Rolling Stock Maintenance for Nordics at Alstom.

A strong commitment to excellence

The 11-year maintenance agreement will start in December 2027. It includes a greater maintenance responsibility now encompassing heavy maintenance of vehicles and components, as well as a strong focus on the development and implementation of Alstom's digital maintenance solutions. Work is now starting with a preparation phase of approximately 20 months. The long-term nature of the contract provides a solid foundation to continue developing Alstom's Maintenance Performance Centre in Gothenburg over time. With its specialised expertise and advanced capabilities, the centre supports Alstom's entire maintenance operations in the region.

SJ AB's subsidiary, SJ Götalandståg, has operated Västtågen services since 2012, and Alstom has been responsible for rolling stock maintenance of the fleet for more than a decade. For Alstom, the assignment demonstrates its continued focus on sustainable mobility, operational excellence and expertise development in Sweden, as well as support for both existing rolling stock fleets and the introduction of new trains which Alstom is delivering during the contract period.

Photo: Since 2012, Västtågen has been the commercial brand name for the regional railway lines operated by Västtrafik in western Sweden. ©ALSTOM 2026 | Samuel Unéus)

Italy

ŠKODA GROUP UNVEILS THE FIRST TRAM FOR BERGAMO'S NEW T2 LINE TO VILLA D'ALMÉ

Škoda Group, a leading European manufacturer of zero-emission mobility solutions, has unveiled the first Škoda ForCity Classic 49T tram in Bergamo, Italy, specifically developed for the new T2 line connecting Bergamo with Villa d'Almé, located approximately 12 km away. The new vehicle is part of a contract for the delivery of ten modern bidirectional trams for operations in the northern Italian city. The trams will be fully low-floor, five-section units equipped with an advanced anti-collision system designed to enhance operational safety. All vehicles will be delivered by Škoda Group by the end of this year, along with a three-year full-service maintenance package.

"The unveiling of the first tram for Bergamo represents an important milestone for us. The project confirms that Škoda Group is capable of delivering modern, safe, and reliable urban transport solutions to our Italian partners, fully aligned with the current needs of operators and passengers," said Zdeněk Sváta, Member of the Board and COO of Škoda Group.

"The proven ForCity Classic tram platform selected for this project embodies state-of-the-art tram technology. We have fully adapted these vehicles to the specific requirements of Bergamo, enabling operation on local infrastructure, including both urban and suburban sections as well as tunnels," added Olesea Lachi, Vice President South & East Europe, Škoda Group.

Filippo Simonetti, Chairman of TEB Tramvie Elettriche Bergamasche, stated: "The delivery of the new trams, awarded through a European tender, confirms the international dimension of the TEB project. Cooperation with Škoda connects Bergamo's industrial tradition with one of Europe's leading railway companies. This project goes beyond the technological aspect and strengthens its industrial value. The T2 line combines mobility, innovation and regional development, representing a tangible building block of European integration, to which we are proud to contribute. Thanks to the efforts of the Ministry, the Lombardy Region, the Province and the City of Bergamo, our region is moving towards a sustainable mobility model aligned with the innovative ambitions of both Italy and Europe."

Gianni Scarfone, CEO of TEB – Tramvie Elettriche Bergamasche, added: "Today's event represents a key and highly symbolic milestone in the implementation of the new T2 line and the expansion of the tram system in the Bergamo area. For all of us at TEB, it is a moment filled with emotion, as well as a source of satisfaction and pride. It is a modern tram, equipped with the latest technological solutions and designed to the highest standards of quality and passenger comfort, manufactured by Škoda, a European leader in railway and tram transport. This is a decisive step in the development of the new system, in which TEB is working together with a consortium of companies leading the project: Milesi Sergio for infrastructure and civil works, GCF Generale Costruzioni Ferroviarie for track systems and infrastructure, and Škoda for rolling stock."

Technical specifications of the new ForCity Classic 49T tram

The new tram has been designed with a strong emphasis on passenger comfort, safety and operational reliability. The bidirectional design allows for flexible operation on the new line, while the fully low-floor configuration ensures easy access for all passengers, including those with reduced mobility. A key feature is the modern anti-collision system, which actively monitors the space in front of the vehicle and helps prevent potential hazards in urban traffic.

The integration of remote diagnostics enables real-time monitoring of the tram's technical condition and supports proactive maintenance. The specially designed driver's cab offers outstanding comfort, while enhanced visibility improves safety and situational awareness. With a maximum speed of 70 km/h, the tram ensures efficient and fast transport. Both the driver's cab and passenger areas are fully air-conditioned, providing a comfortable environment throughout the year.

- Number of sections: 5
- Number of bogies: 3
- Number of powered bogies: 2
- Length: 33,500 mm
- Width: 2,400 mm
- Height (roof above platform level): 3,600 mm
- Entrance height above platform: 350 mm
- Low-floor ratio: 100%
- Door width: 1,300 mm
- Spaces for passengers with reduced mobility: 2
- Track gauge: 1,435 mm
- Bogie wheelbase: 1,800 mm
- Total capacity (6 persons/m^2): 281 passengers
- Maximum speed: 70 km/h
- Supply voltage: 750 V DC
- Digital/electrical equipment: anti-collision system, automatic train stop, remote diagnostics

Italy as a strategic market for Škoda Group

The delivery of trams for Bergamo forms part of Škoda Group's broader activities in Italy, which is one of the group's key strategic markets in Southern Europe. The Group is currently delivering projects in the country with a total value exceeding €250 million. In addition to Bergamo, these include the production of night trains in cooperation with a local partner, as well as the supply of electrical equipment and traction batteries for 112 trolleybuses in Genoa.

Škoda Group has been continuously strengthening its presence in Italy through a local footprint. Since 2022, the group has operated an office in Florence, supporting its business development and project activities on the Italian market. Italy thus represents an important growth area for Škoda Group, both in urban mobility and railway transport. The Bergamo contract further demonstrates Škoda Group's ability to deliver modern, tailor-made transport solutions adapted to the specific needs of cities and operators. The new tram vehicles will contribute to the development of sustainable and safe public transport in the region and strengthen Škoda Group's position in the European market for modern tram systems.

India

Delhi metro Line 7 and Line 8 extension commences revenue service with Alstom's trains and signalling system

On March 9th, Alstom, global leader in smart and sustainable mobility, joined Delhi Metro Rail Corporation (DMRC) in celebrating the commencement of revenue service on Delhi Metro Line 7 and Line 8 extensions, with the opening of Majlis Park to Maujpur (Line 7 – Pink line) and Majlis Park to Deepali Chowk which in future will be extended up to RK Ashram and Janakpuri (Line 8 – Magenta line). Alstom is supplying modern Metropolis metro trainsets and the signalling systems for these extensions which will contribute to further enhance seamless, sustainable connectivity for commuters across the National Capital Territory. The current section of Line-8 extension is strategically important as this provides interchangeability to three lines of Delhi Metro Network Yellow line (at Badli), Red Line (at Madhuban Chowk) and Pink Line (at Majlis Park).

Commenting on this milestone, Olivier Loison, Managing Director, Alstom India said, "We are honoured and proud to be a long-standing partner of DMRC through its journey of becoming one of the world's largest metro networks today. Together, we are committed to providing a safe, efficient, and environmentally friendly travel experience to commuters and the Magenta and Pink line extension will truly enhance DMRC's neural metro network connectivity in the region".

As a part of a larger €312 million contract Alstom is currently supplying 312 cars for Delhi Metro Phase IV. These 100% made-in-India driverless (trains are designed for a 95 kph safe speed and 85 kph operational speed. Alstom's long-standing partnership with DMRC has seen the delivery of more than 800 metro cars already in service across the Delhi Metro network. The comfortable Metropolis trainsets enabling this new service are entirely manufactured at Alstom's state-of-the-art facility in Sricity, Andhra Pradesh, its largest urban rolling stock manufacturing site in Asia. The metro trains are designed for high recyclability and low energy consumption, supporting sustainable urban mobility.

Alstom has also deployed Urbalis Flo, signalling system, a Communications Based Train Control (CBTC) system for Line 7 extension. This state-of-the-art technology is designed to operate the trains in the future with Grade of Automation (GOA) 4 driverless features. With the operation of the extension to existing Line 7, also called the Pink Line, will become the first circular line in the Delhi Metro Network and also the longest metro line with the highest Unattended Train Operation level (GoA4) in India. Recently, Alstom has strengthened its collaboration with Delhi Metro Rail Corporation (DMRC) by securing a 10-year maintenance contract for Lines 1 & 2, encompassing comprehensive annual maintenance of trains, machinery, plant systems, and housekeeping at DMRC's Badli depot.

Alstom has also partnered with DMRC for several other projects, including successful implementation of supply and commissioning of train control and signalling system for DMRC's Red line(L1), (Yellow Line (L2), Green Line (L5), Violet Line (L6), Pink Line (L7) during Phase I, II & III. Alstom has also delivered metro trains and rail solutions for other Indian cities such as Chennai, Mumbai, Lucknow, Kochi, Agra, Kanpur, Bhopal and Indore. Recently, Alstom has also delivered world-class trains and signalling solutions for India's first semi-high-speed regional rail network, NCRTC-RRTS, connecting Delhi – Ghaziabad – Meerut.

About Alstom in India

Alstom is the only multinational sustainable mobility provider in India, to have a comprehensive portfolio of offerings to meet customer specific needs and continues to be a strategic partner in supporting India's rail revolution. With 6 industrial sites and 5 major engineering centres, the company caters to domestic as well as international project needs with its world class rolling stock, components, signalling and services solutions. Fully aligned with the country's vision of Make-in-India and Atmanirbhar Bharat, Alstom remains deeply committed to strengthening its local sourcing and supply chain ecosystem.

Romania

METRANS acquires 50 percent stake in Romanian terminal

METRANS continues the strategic expansion of its intermodal network towards Southeast Europe by securing a 50 percent share in a Romanian terminal. With this new investment, METRANS strengthens its position in the region and establishes its first intermodal terminal in the country.

METRANS has signed a binding agreement of acquiring a 50 percent stake in the AFLUENT Arad South Terminal, located in the western part of Romania. The terminal covers an area of approximately 3,5 hectares and can be expanded to up to 82 hectares. It provides a storage capacity of 750 TEU. Following completion of necessary regulatory approvals to which the transaction is subject, METRANS will integrate the Arad terminal into its existing network and plans to operate up to three trains per week between Budapest and Arad.

Peter Kiss, CEO of METRANS: "By investing in the Arad South Terminal, we are opening up entirely new opportunities for reliable and efficient transport between Romania and the rest of Europe. This step strengthens our position in Southeast Europe and delivers added value for our customers. At the same time, it significantly enhances the Romanian market, which will now be seamlessly connected to key ports and inland terminals across Central and Western Europe as well as to strategic hubs in the Adriatic region. After successfully completing of the necessary legislative processes, we will soon be able to welcome our partners to the METRANS family."

Customers shipping from the Bucharest region or eastern Romania can now benefit from an efficient, fully rail-based transport solution.

A new service links Bucharest via the AFLUENT Arad terminal to the METRANS hub terminal in Budapest Csepel. From there, the METRANS network provides direct access to major North Sea ports such as Hamburg, Bremerhaven, Wilhelmshaven, and Rotterdam, as well as Adriatic ports including Koper and Rijeka.

The new connection also opens up opportunities for transport between European inland destinations and the Port of Constanţa. This applies both to export cargo routed to Constanța and to imports moving from the port to key locations across Europe. Customers can rely on the neutral intermodal network of the METRANS Group, which includes more than 20 modern inland terminals across several European countries.

Portugal

Alstom to supply 153 trains to Comboios de Portugal and establish manufacturing facility in Portugal

Alstom has secured a €1.03 billion contract with Comboios de Portugal (CP) to supply 153 Adessia Stream trains, supporting the renewal of Portugal's rail fleet and the expansion of capacity on key passenger routes. The agreement represents the largest train acquisition in Portugal's history and forms part of CP's programme to improve reliability, accessibility and service quality for rail users across the country.

The base contract was signed in October 2025 for 117 Adessia Stream trains and expanded to include 36 additional trains and bringing forward the delivery schedule. The first trains are scheduled to enter service in 2029. An accelerated delivery plan has been agreed to respond to growing passenger demand and the need to modernise existing rolling stock.

A new fleet of 98 of the commuter trains will strengthen suburban connections in the Lisbon, Porto and Cascais areas, while the remaining 55 trains will enhance services on regional lines, providing passengers in Portugal with a new travel experience and improving comfort, reliability and onboard connectivity.

Designed specifically for the Portuguese network, the trains will offer improved comfort, accessibility and onboard connectivity for daily commuters and regional passengers.

As part of the contract, Alstom will establish a new train manufacturing facility in Portugal, reinforcing national industrial capacity and creating close to 300 direct jobs. The facility will support delivery of the project while contributing to the long-term development of skills and employment in the rail sector.
"This project supports CP's vision to deliver more reliable and accessible rail services for passengers while preparing the network for future demand," said David Torres, Managing Director of Alstom Portugal. "This partnership will also deliver long-term impact by strengthening local capabilities, creating new employment opportunities and contributing to the sustainable development of Portugal's railway sector."

Bruno Florence, Alstom´s Project Director for CP, said: "Renewing the regional and suburban fleet is a key priority for CP. This contract addresses operational needs while aligning with Portugal's broader objectives for capability building, sustainable mobility, industrial development and job creation."

Trains for Portugal made in Portugal
To deliver the project, Alstom will open a new manufacturing site in Matosinhos, in the Porto region. The facility will cover more than 20,000 square metres and will be equipped with modern production technologies. Construction of the site will be carried out in partnership with Portuguese civil works company DST.

The project will create close to 300 jobs in Portugal, including engineering, technical and skilled trades roles. Fifteen per cent of positions will be reserved for young unemployed people, the long-term unemployed and individuals with health conditions or impairments.

State-of-the-art trains designed for Portuguese market
The new three-car trains, each with a capacity of up to 450 passengers, are based on the experience and reliability of Alstom's modern Adessia single-deck commuter range, purpose-built to connect urban, suburban and regional life.

Designed specifically for the Portuguese market, the trains meet high standards of sustainability, accessibility and passenger comfort, as well as offering digital features to improve energy efficiency, maintainability and enhanced passenger information systems. Features include step-free access, a level floor throughout the trainset, Wi-Fi, and dedicated spaces for wheelchairs and bicycles. Accessibility has been a key priority throughout the design process, drawing on feedback and expertise from organisations such as Accessible Portugal, to ensure full adaptation to local needs and the highest standards.

Developed in line with eco-design principles, the new trains are committed to environmental sustainability. Their development takes into account the entire life cycle, from raw materials and energy consumption to a final recyclability rate of more than 95%.

Alstom has been present in Portugal for more than 30 years. Today, two out of every three trains operating in the country are manufactured by Alstom or incorporate Alstom technology, including high-speed, regional, metro and commuter trains. In the digital domain, more than 1,500 km of the Portuguese rail network and over 500 onboard units are managed by Alstom's ATP* system (Convel), a signalling solution developed specifically for the Portuguese market. In urban mobility, Alstom supplied the signalling system for Metro do Porto and manufactured the first 102 trains currently in operation on the network. Alstom also supplied the ATP system installed onboard the 18 trains recently acquired by the operator.

About Adessia trains
The backbone of urban life, Adessia commuter trains are one of the most sustainable means to travel across cities, suburbs and regions. The wide range of high-floor multiple units and coaches is available as single- or double-deck configurations, suitable for all climatic conditions between 120-200 km/h on electrified as well as non-electrified networks. As the leading manufacturer of commuter trains with over 60 years of experience, Alstom is committed to enhance sustainable operations and passenger experience even further. The strong presence of more than 45,000 rail cars sold in over 60 commuter systems in over 15 countries across Europe, Asia, Africa, Americas and Australia enables over 20 million passengers comfortable, safe and reliable travels on Adessia commuter trains, every day.

1. The order will be booked in the 4th quarter of Alstom's 2025/2026 financial year.
* Automatic train protection (ATP)

Serbia

CAF concludes a contract in Serbia for the supply of 30 commuter trains

CAF has signed a contract for the supply of 30 commuter units to JSC “Srbijavoz”, the Serbian national railway company that manages both long-distance and international transport as well as suburban network services in the country’s main cities. The operation, which includes the full maintenance of the units for two years, is worth over EUR 300 million.

The new units will serve the BG Voz suburban network in Belgrade. This is CAF’s second railway contract in Serbia, following the 2009 award for the design and manufacture of 30 trams for the capital, which are currently in revenue service.

These are electric trains based on CAF’s Civity platform for commuter and regional services, composed of three cars each and with a capacity of 546 passengers (204 of whom are seated). Their interior layout, featuring six multi-purpose areas with space for up to 18 bicycles, has been developed to meet the high standards and performance requirements that the operator JSC “Srbijavoz” will provide in its operations.

These are modular units offering the advantages of lightweight aluminium construction and designed to operate at speeds of up to 120 km/h. Their development draws on CAF’s extensive experience with this type of unit, which it has already supplied to numerous operators internationally, with features specifically designed for comfort, safety and transport efficiency. Equipped with two bogies per carriage, this facilitates maintenance of the units, as well as their agility in terms of acceleration and deceleration between the frequent stops at stations typical of an urban system, a key factor in optimising service frequencies.

The BG Voz network is a commuter rail system that serves Belgrade and the surrounding area. This network, operated by the public company JKP Beogradski metro i voz, connects Belgrade’s city centre with its suburbs. It runs from the Ovča, Batajnica and Resnik terminal stations, extending to outlying areas such as Mladenovac and Lazarevac in the south.

With around 1.8 million inhabitants in its metropolitan area, Belgrade, the capital of Serbia, is the country’s political, economic and cultural centre. It is currently immersed in an ambitious plan known as the Belgrade Urban Transport Master Plan, which includes the construction of new metro lines, the extension of the BG Voz suburban rail network, and the renewal of its train fleet.

This latter network is where the new trains are intended for. It is a system with 35 stations and provides service on four main lines and three complementary lines, connecting the main intermodal stations where other means of public transport in the city operate, such as trams, buses and trolleybuses. CAF’s new fleet will improve suburban transport, replacing the old rolling stock that is nearing the end of its operational use, providing, among other improvements, a higher quality of service, a reduction in fleet incidents and greater train availability.

Sweden

Alstom signs a 12-year service agreement with LKAB Malmtrafik in Sweden for the maintenance of locomotives used for iron ore transport

Alstom, global leader in smart and sustainable mobility, has signed a long-term technical support and spares supply agreement with LKAB Malmtrafik, covering a 12-year period starting January 1st 2026. The agreement covers comprehensive service of 34 units, primarily the IORE heavy-haul locomotives, which are considered one of the world's most powerful locomotives.

Designed for some of the heaviest and most demanding freight operations in Europe, these locomotives operate year-round in challenging conditions. Ensuring their long-term availability and performance is critical for both mining operations and for Sweden's broader industrial competitiveness.
With this agreement, Alstom will ensure the highest fleet availability, cost predictability and sustained technical expertise to support reliable freight rail operations.
This agreement reinforces the long-standing collaboration between Alstom and LKAB Malmtrafik since the delivery of the IORE locomotives in 2001. Alstom has had Technical Support, Spares and Supply Agreements (TSSSA) with LKAB Malmtrafik since 2007, renegotiated in 2016, and now renewed through the 12 year contract signed in December 2025. In addition to this long term maintenance contract, Alstom is modernising the IORE locomotive fleet, including technical upgrades and the installation of ERTMS/ETCS, to extend service life and ensure safe, reliable iron ore transport on the Malmbanan in Arctic conditions.

The reliable operation of LKAB Malmtrafik's freight trains is essential for transporting iron ore and minerals from northern Sweden to the rest of the world. These rail operations form a key link in Sweden's industrial supply chain, ensuring stable deliveries to the steel industry and supporting export revenues, employment and economic growth. Alstom's technical support and spares supply ensures uninterrupted operations, reliability and cost control, with minimised obsolescence risk and availability guarantees.

"We are proud of the trust LKAB Malmtrafik places in us and fully committed to supporting reliable rail services that are essential to Sweden's mineral transport", says Carl-Peder Öhlander, Customer Director at Alstom
Alstom will deliver comprehensive technical support, spare parts supply and logistics, including component revisions and obsolescence management, leveraging its FlexCare Perform services and both local and global expertise. Bogie revisions will be carried out at Alstom's workshop in Luleå, while traction and auxiliary converter revisions will be performed at the Västerås component workshop. Operations will be supported locally through a dedicated warehouse in Kiruna, staffed by Alstom personnel. The delivery is further strengthened by Alstom's international supply network and expertise, with key collaboration across sites in Switzerland, England and Germany.
"Secure and predictable rail operations are fundamental to our mining and logistics operations. This long-term agreement with Alstom ensures high availability of our locomotive fleet and gives us the stability needed to plan production and deliveries", Catarina Albertsson, Head of Locomotives and Railway Wagons, LKAB Malmtrafik.

Belgium

Lineas and Alpha Trains strengthen partnership with EURO9000 Locomotives supporting sustainable rail freight

Alpha Trains, Europe's leading leasing company for locomotives and trains, and Lineas, a leading European rail freight operator and a strategic logistics partner for the industry, have further deepened their long-standing partnership with the signing of a leasing agreement for two state-of-the-art Stadler EURO9000 locomotives. The agreement marks another milestone in Alpha Trains' commitment to accelerating the shift towards low- and ultimately zero-emission rail transport across Europe and supports Lineas' strategy in offering tailored solutions to its customers.

The two locomotives are part of Alpha Trains' strategic order of 12 Stadler EURO9000 locomotives placed in 2023, reflecting the company's long-term investment in modern, energy-efficient and future-ready traction solutions. The first locomotive is expected to be delivered as early as March 2026. The locomotives will be governed under a full-service lease provided by Alpha Trains, with maintenance and technical support delivered by Stadler Rail Services, ensuring high availability and reliable performance throughout the lease term. This step significantly extends the collaboration between the two companies, driving improvements in both efficiency and sustainability across international rail freight operations.

The EURO9000 represents the latest generation of six-axle hybrid multi-system locomotives. With its high traction capability and hybrid propulsion system, combing electric traction with diesel capability, it enables efficient cross-border operations on the Rhine-Alpine Corridor connecting the major North Sea ports with Southern Europe and the Mediterranean. This makes the EURO9000 a key enabler for sustainable operations on Europe's heavy-duty North-South freight corridors.

By expanding the collaboration with these advanced locomotives, Alpha Trains and Lineas are jointly reinforcing their commitment to more efficient, flexible and environmentally responsible rail freight, particularly in the German market. Lineas is leveraging the EURO9000's dual-power capability by deploying it for domestic German traffic, thereby bridging the gap between electrified and non-electrified lines.

"We are delighted to support Lineas with the EURO9000, the most powerful locomotive currently operating on the European market," says Guus de Boer, Commercial Director, Alpha Trains Locomotives. "Its exceptional performance and operational efficiency make it ideally suited for demanding freight services, and this agreement clearly demonstrates the market's confidence in the EURO9000 as a key backbone of modern rail freight on the Rhine–Alpine corridor."

"The EURO9000 combines power, flexibility and sustainability, making it a perfect fit for the international freight corridors we operate. This partnership with Alpha Trains allows us to further strengthen our services in Germany and across Europe while continuing to reduce the environmental impact of freight transport," says Alban François, Chief Operating Officer, Lineas.
The project is funded by the German Federal Ministry of Transport (BMV) with a total of 15 million euros as part of the 'Guideline for the Promotion of Alternative Drive Systems in Rail Transport / Passenger Buses'. The funding guideline is coordinated by NOW GmbH and implemented by Project Management Jülich (PtJ). This programme, established in February 2021, aims to increase the share of low-emission and alternative propulsion systems in both passenger and freight rail by reducing the additional investment cost of innovative drive technologies and stimulating market uptake of climate-friendly solutions.

Finland

Siemens Demonstrates the Nordic Region's First Automated Train Drive with ETCS and ATO in Finland

Siemens Mobility has achieved a historic milestone in Finland, conducting the Nordic region's first-ever automated train operation on an ETCS-equipped mainline. The successful demonstration, held on the 19-kilometer-long route between Juurikorpi and Hamina, showcased the seamless integration of Automatic Train Operation with the European Train Control System Level 2. Using a modernized train owned by Pääkaupunkiseudun Junakalusto Oy (JKOY) and operated by VR-Yhtymä Oyj (VR), Siemens Mobility demonstrated state-of-the-art digital rail technology, delivering precise automated stops, smooth acceleration, and controlled braking. These semi-automatic (GoA2) test runs underscored the stability, repeatability, and innovation of the system in real-world mainline conditions, marking a significant step forward in the digitalization of Finland's rail infrastructure. By maximizing the use of existing infrastructure, the ATO system based on ETCS enhances the capacity, efficiency and punctuality of mainline traffic, offering clear benefits for rail operations.

"Introducing ATO over ETCS to Finland – and for the first time to the Nordic countries – is a major milestone in modernizing the railway system," says Marc Ludwig, CEO Rail Infrastructure at Siemens Mobility. "This demonstration marks a significant step toward more efficient and sustainable rail transport in Finland. We are proud to drive this transformation alongside the Digirail programme. With our technology, our customers can increase capacity by 30%, significantly improve punctuality, and save over 30% energy."

"Train automation combined with modern safety systems increases capacity, enhances safety, and brings greater predictability to rail operations. The testing phase marks a significant step toward automated rail transport and stands as a concrete result of years of close collaboration," says Director Esa Sirkiä, who is responsible for Digirail programme in Finnish Transport Infrastructure Agency.

"This test runs clearly demonstrate what can be achieved when railway stakeholders work closely together towards a shared goal. Train automation enables safer, more punctual and more energy-efficient operations, while also allowing the rail network to be used more efficiently. Finland has strong expertise in developing rail traffic, and initiatives like this move the entire sector steadily forward towards the future of rail traffic," says Sanna Järvenpää, CEO of Fintraffic Railway Ltd.

In these runs, Siemens Mobility showcased how the train performed an automated stop from 100 km/h with a precision of 30 to 80 centimeters, while also demonstrating smooth acceleration and controlled braking under ATO supervision. The test highlighted the seamless interaction between the European Train Control System (ETCS) Level 2 and onboard automation, ensuring stable, repeatable, and efficient operations in real-world mainline conditions.

ETCS is a standardized signalling and control system that enhances rail safety by continuously supervising train speed and movement authority. It replaces fragmented national systems with a common European standard. Building on this, ATO complements ETCS by automating key operational tasks like acceleration, coasting, braking, and stopping, further optimizing punctuality, traffic flow, and energy consumption.

Digitalizing Finland's Rail System

In 2024, Siemens Mobility secured two contracts supporting Finland's forward-thinking Digirail initiative to modernize its railway infrastructure. As part of this effort, Siemens is equipping. for test purposes, two trains with onboard unit technology, enabling seamless communication between trains and rail infrastructure. This advanced train control system will increase network capacity, enhance safety, and reduce operational disruptions.

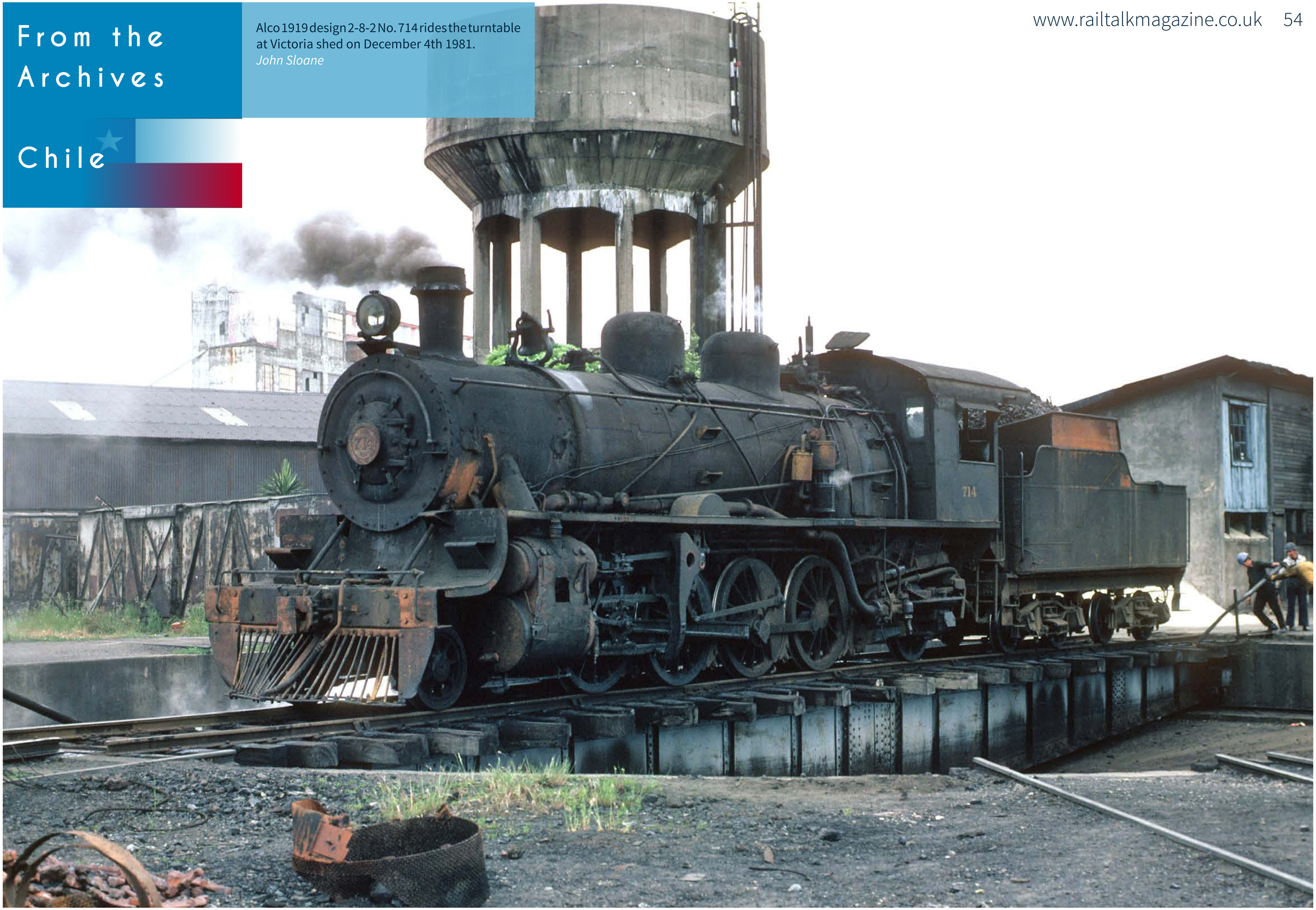
Moreover, Siemens Mobility is modernizing the first commercial section (EKA) of the Tampere–Pori/Rauma line using Signaling X, a cloud-ready, virtualized platform that leverages commercial off-the-shelf (COTS) hardware. This innovative solution simplifies infrastructure, ensures efficient operations, and sets a new standard for digital rail systems. The first segment is scheduled to be operational by 2029, marking a major milestone for safer and more sustainable rail transportation in Finland.

Led by Finland's Ministry of Transport, Digirail will implement ETCS nationwide, replacing aging systems to deliver safer, more efficient, and sustainable rail operations. Siemens Mobility is a vital partner in shaping this transformative project.

From the Archives

Chile

Alco 1919 design 2-8-2 No. 714 rides the turntable at Victoria shed on December 4th 1981.
John Sloane



From the Archives

Cuba

Minaz 4-6-0 No. 1653 (Baldwin 1907) is a former main line loco from the USA having been No. 103 on the Missouri Oklahoma and Gulf RR. and is pictured working towards the cane fields on the Ecuador Mill system on March 13th 1988. *John Sloane*

From the Archives

France

SNCF No. 6506 powers through the former Boulevard Massena station in Paris with a morning express to Port Bou on October 23rd 1989. *John Sloane*

From the Archives

Indonesia

No. 200.04, a GM design dating from the late 1950's, waits at Maos with a westbound freight train on February 5th 1980. *John Sloane*

From the Archives

Italy

FS diesel loco No. 341.1055 is seen on arrival at Bari with a service from Taranto on April 10th 1974. *John Sloane*