

October 24, 2019

VAG Verkehrs-Aktiengesellschaft
Press Office
90338 Nuremberg

Tele- +49 911/271-3613

phone

Fax +49 911/271-3152

Internet

www.vag.de

www.coolrider.de

E-mail presse@vag.de

Nuremberg's new subway train introduced: new look, enhanced comfort and increased security

Over the next few years, Nuremberg will receive 34 new subway trains for the Bavarian city's U1 metro line. These trains are currently being delivered by the manufacturer, Siemens Mobility, and put into operation by the subway train service center of VAG Verkehrs-Aktiengesellschaft.

Twenty-one of the subway trains will replace 42 DT1-type two-car trainsets that have been in operation since the 1975s and the 1980s. These vehicles have reached the end of their service life after traveling up to 3.5 million kilometers. VAG placed orders for 13 additional vehicles in November 2018 and in March 2019. These trains will be used to replace 12 DT2-type subway trains from the 1990s and to significantly expand the company's fleet. Josef Hasler, the CEO of VAG, said: "We expect passenger totals to continue to rise, particularly on our three subway lines. During peak periods, 440,000 people ride the subway each day, and more than 50 percent of them use the U1. "Starting in 2022, we will use one vehicle type on the U1. The customers will always be provided with maximum comfort, maximum security and a uniform standard to ensure trains run on time. This is optimal."

VAG is investing €263.2 million in the purchase of the 34 train-sets. A total of €64.1 million will be covered by subsidies. Josef Hasler is really happy that the state of Bavaria decided to cover approximately 26 percent of the entire cost, a percentage that is higher than originally expected. Josef

Kommentiert [W11]: Quelle der Übersetzung:
<https://new.siemens.com/global/en/products/mobility/rail-solutions/rolling-stock/metros.html>

Press release

October 24, 2019

VAG Verkehrs-Aktiengesellschaft
Press Office
90338 Nuremberg

Tele- +49 911/271-3613

phone

Fax +49 911/271-3152

Internet www.vag.de

www.coolrider.de

E-mail presse@vag.de

Hasler said: "We would not be able to afford the investments without public subsidies. Even though interest rates are low today, such an investment is a major effort on our part, particularly because we have to invest lots of money in street-cars, e-buses and the general infrastructure at the same time."

The new G1: more comfort and security

The new subway trains have been redesigned. The front end is striking, and the large windows are eye-catching. A new interior design awaits passengers as well. One stunning feature is the use of VAG red for the seat covers. Gray hues create a feeling of tranquility.

Passengers can walk from the very front to the very back of the G1. The space within the train has been newly arranged and creates a roomy feel. More multi-functional areas have been added for strollers, wheelchairs, walking frames and bicycles. The seats in the lead car have been arranged lengthwise, a decision that creates additional legroom. The new configuration of the G1 will accommodate 128 sitting passengers and 476 standing passengers.

An active air conditioning system will be used throughout the year in the G1 to create a pleasant temperature in the train. It will be the first time that air conditioning in summer will be a standard feature of subway trains in Nuremberg. This is in response to hotter summers and the fact that the U1's route includes above-ground segments and the vehicles use above-ground storage sidings. Another plus for riders will be the improved passenger information system. Monitors will display the train's route as well as real-time transfer connec-

Press release

October 24, 2019

VAG Verkehrs-Aktiengesellschaft
Press Office
90338 Nuremberg

Tele-
phone +49 911/271-3613
Fax +49 911/271-3152
Internet www.vag.de
www.coolrider.de

E-mail presse@vag.de

tions and information about canceled trains or rerouting. Information from VAG, news and entertainment will be offered as well.

Passengers' subjective feeling of security will be enhanced by the open space concept, the lighting and video cameras. The video images will continue to be shown in the driver's cab. If the emergency button is pressed in the train, a direct connection with the driver will be established.

Improved boarding and exiting

Boarding and exiting have been optimized by making a number of improvements to the G1. The 1.4-meter-wide double doors are 10 centimeters wider than the previous model. The streetlight concept used for the doors is innovative – and will hopefully be successful. Banks of LED lights have been installed both inside and outside the train. Green or red light – combined with a well-known sound – will inform passengers whether the doors will open and they can board the train or whether they should remain where they are. Just like the DT3 and DT3-F, the G1 is equipped with an automatic sliding platform that bridges the gap between the platform and the train. This feature facilitates barrier-free boarding and exiting, a highlight that will be appreciated not only by people confined to wheelchairs, but also children and the elderly.

Sabrina Soussan, CEO of Siemens Mobility, said of the G1: "With our G1, we are providing VAG with a state-of-the art subway train that offers tremendous comfort to passengers and has been customized to meet the exact needs of Nuremberg. A large amount of the electrical drive components, the control unit of the gap-bridging system, the control system and the project team come from the Nuremberg area. This is

the very form of local value creation that generates highly qualified jobs in the region.”



Press release

October 24, 2019

VAG Verkehrs-Aktiengesellschaft
Press Office
90338 Nuremberg

Tele- +49 911/271-3613
phone
Fax +49 911/271-3152
Internet www.vag.de
 www.coolrider.de

E-mail presse@vag.de