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## Siemens presents its new high-speed train – the “Velaro Novo”

- **Improved passenger experience and reduced lifecycle costs**
- **30 percent energy savings, 15 percent lighter**
- **Train undergoing tests since April 2018**

Siemens is presenting a new concept for high-speed trains at the InnoTrans 2018, the world's biggest trade fair for rail technology. The Velaro Novo sets new standards for efficiency and sustainability and at the same time offers the highest passenger comfort and convenience. Siemens has developed the new high-speed platform for service from 250 up to 360 km/h throughout the world.

"The Velaro Novo is our answer to global demands in high-speed transport. The new train writes a new chapter in the Velaro's success story and enables operators to offer improved passenger comfort and economy over the train's entire lifecycle. What we are presenting today is the result of five years of development: a platform offering uniquely optimized energy consumption and maintenance costs, as well as maximum flexibility and reliability," says Sabrina Soussan, CEO of the Mobility Division at Siemens.

Running at 300 km/h, the new high-speed train uses 30 percent less energy than previous Velaro models, which translates to average savings of 1,375 tons of CO<sub>2</sub> a year. Thanks to its lightweight construction, the train's weight was reduced by 15 percent. At the same time, available space for passengers was increased by ten percent. The car body is based on the empty tube concept, meaning that there are no permanent installations inside the car and the interior can be furnished according to customer wishes. Configuration options like this make the Velaro Novo future-proof and flexible, and the trains can be adapted to an operator's new needs even

after years in operation. Maintenance costs are reduced thanks to the integration of state-of-the-art measurement and sensor technology.

Siemens has been testing parts of the new high-speed train since April 2018. The Novo test car, integrated into the ICE S operated by DB Systemtechnik, is currently undergoing test runs throughout Germany.

Siemens previously developed four generations of the Velaro. The trains have been in service since 2000 and are currently operating in Germany, the Netherlands, Belgium, Switzerland, Spain, France, China, Russia, the United Kingdom and Turkey. The Velaro fleet covers over one million kilometers a day. In Germany, the Velaro is known as the ICE 3 (series 407), operated by Deutsche Bahn AG.

Siemens began with the development of the new Velaro Novo concept in 2013 and can place the first trains in service as of 2023. Siemens is premiering the new concept to an international trade fair public at the InnoTrans 2018 as part of a digital staging.

This press release and further material is available at:

[www.siemens.com/press/innotrans2018](http://www.siemens.com/press/innotrans2018)

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laboratory diagnostics as well as clinical IT. In fiscal 2017, which ended on September 30, 2017, Siemens generated revenue of €83.0 billion and net income of €6.2 billion. At the end of September 2017, the company had around 377,000 employees worldwide. Further information is available on the Internet at [www.siemens.com](http://www.siemens.com).