

Siemens Mobility to deliver 28 Mireo regional trains for Baden-Württemberg

- **Delivery of 28 three-car Mireo regional trains, with the latest DSD specifications, for the “Digital Node Stuttgart” pilot project of “Digital Rail Germany (DSD)”**
- **Trains capable of climbing steep grades and approved for Austria**
- **Ten-year maintenance contract**
- **Accelerated production with delivery beginning at the end of 2025**
- **Order volume worth approximately €300 million**

Siemens Mobility has won the order for the delivery of 28 three-car electric Mireo regional trains for the “Digital Node Stuttgart” (DKS) pilot project of “Digital Rail Germany” (DSD). The trains will have complete DSD equipment, including the latest automatic European Train Control System (ETCS) and Level 2 (GoA 2) Automatic Train Operation (ATO). The Mireo will be capable of operating on steep grades and be approved for operation in Austria. The framework agreement, signed with the State Institute for Rail Vehicles Baden-Württemberg (SFBW), includes a ten-year maintenance contract with an option for extending it by a further 20 years. The trains will be delivered in record time between November 2025 and April 2026. The order is worth approximately €300 million.

The head of the State Ministry of Transport, Berthold Friess, said: “Baden-Württemberg is continuing to be a trailblazer in the digitization of railways. Over the next ten years, the 28 ordered Mireo regional trains will primarily serve to keep passenger operations in the state as convenient and comfortable as possible while the existing fleet is being retrofitted with DSD technology. Siemens Mobility is now the second industrial partner for integrating complete DSD equipment in our trains.

This will significantly accelerate the development of a fully digitized rail system in Germany.”

“The Mireo will give the state of Baden-Württemberg a state-of-the-art train that provides impressive cost-effectiveness in operation and a high level of comfort and convenience for passengers. The long-term maintenance contract, which includes digital services based on Railigent X, also ensures reliable operation and high availability of the trains,” said Albrecht Neumann, CEO Rolling Stock at Siemens Mobility.

The Mireo trains will be manufactured in the network of Siemens Mobility plants. The trains are required to be commissioned in the infrastructure of the Digital Node Stuttgart, since only trains with specifically functioning ETCS systems will be able to operate on those routes. This is the first order for Siemens Mobility requiring the implementation of complete DSD train equipment.

DSD train equipment

All 28 Mireo trains will have DSD equipment, including the European Train Control System (ETCS) and on-board units enabling Level 2 (GoA 2) Automated Train Operation (ATO), according to TSI ZZS 2023 with system versions SV2.0 and until 2030 with SV3.0. As a carrier system for the digitization of rail, ETCS is also paving the way for harmonized, cross-border and, above all, safe rail transport in European and worldwide rail networks. Siemens Mobility is also equipping the new trains with a Train Integrity Monitoring System (TIMS) as well as the Future Railway Mobile Communication System (FRMCS) for the first time in Germany. This digital equipment allows for more tightly scheduled, energy-saving operations through digitally predictive signaling and driving instructions.

Replacement train requirements

In the course of implementing the nationwide rollout of “Digital Rail Germany”, including the Digital Node Stuttgart pilot project, existing trains purchased by the State Institute for Rail Vehicles Baden-Württemberg (SFBW) and leased to various railway operating companies (EVUs) have to be retrofitted with DSD train equipment. During these retrofits, trains leased to the EVUs are not available for use. The need for their replacements is set for a period of at least ten years and

they must ensure the highest degree of flexibility due to uncertainties involved in expanding the infrastructure and carrying out the DSD retrofits. The goal is to be able to swap trains and provide replacements to the EVUs while their trains are being retrofitted. The Mireos can also be used as a redundancy fleet as needed. The trains will initially operate in the Stuttgart metropolitan region as part of the DKS pilot project and subsequently be used throughout the state of Baden-Württemberg and neighboring states. It is planned to approve the trains for operation in Austria and for border routes to Switzerland, such as to the central station of Basel.

Ten-year maintenance contract

The framework agreement also includes a comprehensive ten-year maintenance contract with an option for extending it by a further 20 years. Digital services based on the Railigent X application suite from Siemens Mobility will also be provided. These include industry-specific apps and data services that support the digital transformation of rail systems for sustainable passenger and freight transport. This service provides valuable information gained from the diagnostic and operating data of the trains, and ensures reliability and availability at the highest level.

Improved passenger comfort

The new three-car regional trains will offer a further improved level of passenger comfort and convenience by providing 218 fixed seats as well as free WiFi service and barrier-free access. The higher energy efficiency and operating reliability of the Mireo will ensure trouble-free, climate-friendly operation and offer further passenger benefits.

This press release and a picture are available at: www.siemens.com/6761EN

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