



Press release

Greater comfort: Presentation of new Siemens Mireo train for the expanded Rhine-Neckar S-Bahn network

Transport authorities in the states of Baden-Württemberg, Rhineland-Palatinate and Hesse invest around €270 million in new trains for expanded S-Bahn network being inaugurated on December 13, 2020 • New trains begin trials between Mannheim and Biblis on September 14

(Stuttgart/Kaiserslautern/Mannheim, September 11, 2020) The Rhine-Neckar S-Bahn network is the backbone of the entire Rhine-Neckar metropolitan region. The current and future operator of the network, DB Regio, will inaugurate service of Lot 2 of the Rhine-Neckar regional suburban rail network (S-Bahn) on December 13, 2020 as part of a new transport contract. The network includes the present S5/S51 and S6 S-Bahn lines as well as the new S9 line. New Mireo trains (Series 463) supplied by Siemens Mobility will be successively introduced on these lines.

The responsible transport authorities – the Baden-Württemberg Ministry for Transport, the Rhineland-Palatinate South (ZSPNV Süd) association for regional passenger rail, and the Verkehrsverbund Rhein-Neckar GmbH (VRN) for the Hessian district of Bergstrasse, as well as DB Regio Mitte and Siemens Mobility officially presented the new trains on Friday, September 11, 2020. The first trains will begin trial runs with passengers on scheduled routes beginning on Monday, September 14, 2020.

The three-car, 70-meter-long trainsets have 200 seats and a maximum speed of 160 km/h. The interior design provides a spacious atmosphere with modern comfort and security features, including large real-time passenger information displays, free WLAN for passengers, and interior security monitoring systems. Passengers benefit from comfortable seating, power outlets, a high-performance air conditioning system and five multipurpose areas providing sufficient space for baby strollers, wheelchairs and up to 26 bicycles.

The spacious toilet in the middle car has a changing table for babies and barrier-free access for passengers with reduced mobility. All car doors have a sliding step that bridges the gap between the train and platform edge, easing boarding. At stations and platforms specially modernized with a height of 76 cm for the S-Bahn, passengers have level entries and exits. If required, train crew can use a ramp available in the middle car to help passengers with restricted mobility.

Both the interior design and the new exterior design were developed by a firm commissioned by the client and integrate design elements currently used by the states of Rhineland-Palatinate and Baden-Württemberg. Yellow doors contrasting with a dark background clearly mark the car's entry points.

The full-height S-Bahn symbol on the exterior identifies the trains as part of the successful Rhine-Neckar S-Bahn network that operates on both sides of the Rhine River.

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The design of the Mireo, based on a lightweight welded aluminum monocoque body, is particularly energy-saving and environmentally friendly. The train's improved aerodynamics, energy-efficient components and intelligent board network management system also help reduce emissions and noise as well as the use of resources.

The new Mireo trains will begin service on the S-Bahn lines S5/S51 Heidelberg – Eppingen / Aglasterhausen and on the new S9 line Groß-Rohrheim – Mannheim – Schwetzingen – Karlsruhe on December 13, 2020. For operational reasons, the Mannheim – Weinheim – Bensheim section of S-Bahn line S6 will continue to be served with a mixture of new and older trains for the first year of operation. As of December 2021, the new trains will also operate along the entire S6 Bensheim – Weinheim - Mannheim - Mainz route and replace the trains currently in service in Rhineland-Palatinate.

The Landesanstalt Schienenfahrzeuge Baden-Württemberg (SFBW) owns the trains and will lease them to DB Regio for the duration of the contract. A total of 38 trains will be delivered by December 2020, and the remaining 19 Mireos will follow in 2021.

All in all, the transport authorities are investing a total of around €270 million euros in the new train fleet.

The transport contract has a term of 14 years.

New trains begin trials with passengers on September 14, 2020

To further test the delivered and approved Mireo trains, DB Regio will begin using them for passenger service on scheduled routes in the S-Bahn network starting on next Monday, September 14, 2020.

Plans call for initially running a pair of trains on the future S-Bahn line S9 on the Mannheim – Biblis section. The first departure will be at 6:11 a.m. from Mannheim Hbf with arrival in Biblis at 6:37 a.m. The return service will leave Biblis at 7:02 a.m. and arrive at Mannheim Hbf at 7:44 a.m.

If needed, the new trains will also be used for additional service on these routes and between Karlsruhe and Mannheim. Trial operations in the network will be gradually expanded after October 12, and the new trains will also operate on routes serving Heidelberg, Bensheim and Schwetzingen. Test runs to Sinsheim/Eppingen and Aglasterhausen are planned to begin in early November.

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Quotes

Winfried Herman, Minister for Transportation, Baden-Württemberg, on the major investments being made in improving service and the train fleet to provide attractive and sustainable suburban rail transport: “We can attract more people to use public transport only by providing a fleet of modern trains. I would like the new Mireo trains and improved service offering on the Rhine-Neckar S-Bahn network to convince many commuters to leave their cars at home and switch to rail. A fresh way of thinking about mobility is more necessary than ever for our cities and our climate, especially after Corona.”

Andy Becht, State Secretary in the Ministry of Economics, Transport, Agriculture and Viticulture, Rhineland-Palatinate: “The introduction of the new trains is a further step towards increasing the attractiveness of local public transport in this metropolitan region and on an important axis on the Rhineland-Palatinate route to the regional capital. It is important to passengers to make comfort features and technical innovations, such as WLAN and power sockets available, as these have been in use for some time on long-distance trains and our RE and now become standard in the S-Bahn.”

Dr. Fritz Brechtel, Head of the Rhineland-Palatinate South (ZSPNV Süd) association for regional passenger rail: “The Rhine-Neckar S-Bahn is an indispensable transport system for the metropolitan region. Together with the local authorities and with financial support from the federal and state governments, an efficient and reliable transport system has been created. Early on, we modernised all stations on the Palatinate side, which is why we were able to start with barrier-free trains ahead of schedule. With the new vehicles, which will also be in use on the left bank of the Rhine via Worms to Mainz from December 2021, we are giving the overall system a further modernisation drive.”

Christian Specht, Chairman of the Verkehrsverbund Rhein-Neckar, emphasizes the importance of expanding service offerings in the Bergstrasse district and the Rhine-Neckar metropolitan region: “From December, the S-Bahn network will connect almost two and a half million people - around 180,000 more passengers who will now benefit from a local S-Bahn stop. The Rhine-Neckar and Rhine-Main metropolitan regions will thus grow together and become a common economic and research zone. Students and commuters can travel more comfortable and without barriers. And in the new vehicles

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keeping distance will not be a problem.”

Volker Heepen, Managing Director of the State Railway Authority of Baden-Württemberg, on the successful financing model for trains used by the state: “This state agency was founded in 2015 and provides the financing of the vehicles at the request of the transport provider. The advantages of this finance model are that the company can take advantage of the more favourable interest rates that the state receives on the capital market and that the state ensures that the vehicles are in use in the state for the entire life cycle of 25 years. The Land authority is now the owner of over 300 vehicles.”

Maik Dreser, CEO of DB Regio Mitte: “We are delighted that we can continue the success story of the Rhine-Neckar S-Bahn network in its extended form. Quality and reliability are the maxims of our actions and are continually and rigorously guiding us in the current preparations and after December 2020. The new trains are being delivered on schedule, are approved and are being extensively tested by us in normal operations and for staff training. The trust placed in us is highly valued and motivates our team every single day.”

Albrecht Neumann, CEO Rolling Stock, Siemens Mobility on the new Mireo train platform: “We are proud that four of 57 new Mireo trains from Siemens Mobility are beginning trial operations with passengers. The train’s lightweight construction, energy-efficient components and intelligent board network management reduces energy consumption 25 percent compared to the previous generation of trains and also lowers noise levels. The three-car trainsets have 200 seats as well as multipurpose areas for wheelchairs, bicycles and baby strollers. The trains are barrier-free, provide WLAN service, and offer extensive passenger assistance and information systems as well as state-of-the-art security monitoring.”

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