

Start of Siemens Mobility's Inspiro trains and automatic train control systems for Metro Sofia

- **New metro line 3 in Sofia, Bulgaria, went into service today**
- **Modern Inspiro platform was developed with a special emphasis on sustainability, availability and noise reduction**

Siemens Mobility's modern Inspiro trains and Communications Based Train Control (CBTC) Trainguard MT (TGMT) systems have gone into passenger service today on Line 3 of the Sofia Metro. The trains and systems will serve the third metro line of the Bulgarian capital, which was opened today in the presence of the Minister of Transport Rosen Zhelyazkov, the Mayor of Sofia Mrs. Yordanka Fandakova and the Executive Director of "Metropolitan" EAD Prof. Dr. Stoyan Bratov.

At the official opening of the Medical University metro station, the attendees had the opportunity to experience the comfort and high reliability of the Inspiro trains during a demonstration trip with the new trains.

Michael Peter, CEO Siemens Mobility, said: "We are proud to have delivered one of the most successful and environmentally friendly trains in the field of urban rail transport, which will change the way people travel across Sofia. Our Inspiro trains were developed with a special emphasis on low energy consumption, optimized maintenance, access for everyone and environmental considerations. At the end of its service life, up to 95 percent of the rolling stock can be recycled."

In March 2016 Metropolitan EAD commissioned a consortium consisting of Siemens and the Polish train manufacturer Newag to equip the new metro line 3 in the capital

of Bulgaria. The initial order was related to the first phase of this construction project for the first eight kilometers with seven stations and comprised the delivery of 20 Inspiro type metro trains along with the automatic Communication-Based Train Control (CBTC, onboard and wayside) system Trainguard MT, the Trackguard Westrace MKII interlocking, Clearguard-ACM-200 axle counter system, the automatic train supervision system Controlguide OCS, the voice radio and data transmission system, the Power SCADA Sitras RSC system, the wayside digital communication network, the passenger information displays in the stations including the Digital Station Manager (DSM) and half-height platform screen doors for the stations.

Later, the order was extended with an option for ten more trains as well as the required automation system for the metro operation. The extended contract included the delivery of CBTC, Interlocking, ATS, voice radio, Power SCADA, DSM and platform screen doors for a further five additional stations. The last train will be delivered by April 2021.

The Inspiro car bodies have been built at Siemens Mobility plant in Vienna, Austria, while the bogies are manufactured at the Siemens Mobility plant in Graz. Final assembly, factory train testing, and static commissioning of the trains takes place at Newag's plant in Nowy Sacz, Poland.

The trains can travel at speeds of up to 80 kilometers per hour. Their floor is a weight-saving, sound-absorbent composite cork-aluminum plate. They also feature a highly redundant traction and brake system (bogie-oriented), ensuring a high level of availability and electrodynamic braking almost down to standstill.

This press release and a press picture are available at www.sie.ag/3hFY24J

For further information about the topic, please see

<https://www.mobility.siemens.com/global/en/portfolio/references/metro-sofia.html>

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