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Press Release

DB Regio Bayern and Siemens Mobility sign contract for 31 regional trains

Order for double-decker Desiro HC trains and single-decker Mireo trains

(Munich, 29th January 2021) DB Regio Bayern has ordered 31 regional trains from Siemens Mobility. The trains will serve on routes between Munich, Passau and Regensburg. Siemens Mobility will be delivering 25 double-decker Desiro HC trainsets and six single-decker Mireo trainsets. Passenger service with the new trains is planned to begin with the timetable change in December 2024.



“We’re especially pleased that we were able to win the Europe-wide call for tenders from the Bayerischen Eisenbahngesellschaft. The modern trains provided by our partner Siemens Mobility are an important contribution for ensuring high-quality operations that attract additional passengers to rail transport,” said Hansrüdiger Fritz, Chairman of the Regional Management, DB Regio Bayern.

“Our Desiro HC and Mireo regional trains stand for enhanced passenger experience and convenience, maximum availability, and sustainability. Both train platforms are very popular with passengers and have already significantly improved passenger satisfaction on many routes. We are pleased that we’ve received the order to build 25 Desiro HC trains and six Mireo trains for the Danube-Isar network,” said Albrecht Neumann, CEO Rolling Stock, Siemens Mobility.

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The Desiro HC trains are intended for use on the line RE 3 Munich Hbf - Landshut Hbf - Plattling - Passau Hbf and until the opening of the 2nd S-Bahn main line in Munich on the RB 33 (Munich Hbf) - Freising - Moosburg - Landshut Hbf. The Mireo trains will be used on the airport express RE 22 Munich Airport Terminal - Landshut Hbf - Regensburg Hbf. After commissioning of the 2nd line, the vehicles of the RB 33 will be used for increased frequency in rush-hour traffic between Munich and Regensburg or Plattling.

Bavarian Railway Company (BEG) calls for new vehicles and sets quality standards

For the Danube-Isar network, the BEG, which plans, finances and controls regional and suburban rail transport on behalf of the Free State of Bavaria, has specified barrier-free and air-conditioned new vehicles with a high capacity and made further minimum specifications, e.g. for WLAN and passenger information. At the same time, the BEG supports the financing of the new vehicle fleet by granting a debt service guarantee.

DB Regio has opted for four-car Desiro HCs from Siemens. They offer 350 seats in 2nd class and 20 seats in 1st class. For greater flexibility and extra space, up to three Desiro HCs can be coupled and operated as a single unit. The four-car Mireo provides 250 seats in 2nd class and 14 seats in 1st class. On platforms with a standard height of 76 cm, wheelchair users can get on and off without assistance. A multi-purpose area is located at each car entrance and the trains are barrier-free for passengers with reduced mobility. In addition, a power lift is on board to assist wheelchair users in entering and exiting at stations with low platforms. A real-time passenger information system provides current arrival and departure times as well as connection options at each stop. The trains are fitted with special high-frequency windowpanes developed by Siemens Mobility that significantly improve cellphone reception. Passengers can also look forward to free WLAN service on the trains, courtesy of the Free State of Bavaria.

Further order from DB Regio Bayern for Siemens Mobility

Siemens Mobility previously received an order from DB Regio Bayern in mid-2020 to deliver 18 four-car and eight six-car electric double-decker Desiro HC trainsets. These trains are planned for service in the Franconian-South Thuringia network. Here, too, the BEG, together with the state of Thuringia, specified barrier-free and air-conditioned new vehicles with high capacities.

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Albrecht Neuman, CEO Rolling Stock, Siemens Mobility: “We are building the Desiro HC – an ultra-modern double-decker train that won the German Mobility Award in 2020 – for the Franconian-South Thuringia network. The trains offer improved passenger experience with up to 634 seats, air conditioning, power sockets at the seats and free WLAN. The six-car trains have 634 seats, the four-car trains also run coupled on high-demand sections of the route and thus offer up to 760 seats. The trains also feature an intelligent and predictive train diagnostics system and an advanced passenger information system. Generous lines of sight and large windows ensure a pleasant atmosphere.”

The start of passenger service is planned from December 2023. The trains are intended for use on the lines RE 19 Nuremberg - Bamberg - Coburg - Erfurt/Sonneberg, RE 20 Nuremberg - Bamberg - Würzburg, RE 42 Nuremberg - Bamberg - Lichtenfels - Saalfeld, RE 49 and Nuremberg - Bamberg - Lichtenfels - Coburg and RB 25 Bamberg - Kronach.

The RE 19 Nuremberg - Erfurt/Sonneberg line will run on the VDE 8 high-speed line, for which these six-car trains are equipped with the latest ETCS train control technology. In addition, the trains are pressure-tight for fast journeys in tunnels. With a top speed of 190 km/h, they are among the fastest regional trains operating in Germany.

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