Co-financed by the Connecting Europe
Facility of the European Union

Alstom to equip DB Cargo freight locomotive with state-of-the-art ETCS technology for service in Belgium and the Netherlands

Project is co-financed by the EU's Connecting Europe Facility and the Dutch Ministry of Infrastructure and Water Management

19 May 2021 – Alstom is further expanding its onboard signalling presence in Europe by signing a contract to equip yet another locomotive with the latest ETCS[1] signalling technology. This latest project, subsidized by the European Union's Connecting Europe Facility and the Dutch Ministry of Infrastructure and Water Management, will see Alstom's proven Atlas ETCS Baseline 3 Release 2 solution installed into one of DB Cargo's DE6400 freight locomotives. The new signalling technology will furthermore enable Belgian-Dutch freight traffic when the lines are converted to ETCS for the 2024/2025 timetable change in Belgium and the 2026/2027 timetable change in the Netherlands.

"We are delighted that DB Cargo has once again placed its trust in us for their modifications. Alstom is the first company to be fully certified in the latest rolling stock and trackside ETCS standards and our state-of-the-art signalling solutions adapt to the specific requirements of each operating environment, ensuring the highest standards for safe, trans-European freight transport," said Michael Konias, Head of Digital & Integrated Systems at Alstom for Germany, Austria and Switzerland.

Under the contract, the existing Dutch ATB-EG and ATB-NG systems, as well as the Belgian national system (TBL1+), will be integrated with the ETCS system. Among the most efficient train control systems in the world, this signalling technology modernisation will significantly improve Belgian-Dutch freight operations while increasing its safety, reliability and punctuality - in addition to cutting maintenance costs.

Retrofitting work for the first prototype will be carried out by freight locomotive maintenance expert Shunter, whom Alstom signed an acquisition purchase agreement in March 2021. With the acquisition, Alstom will strengthen its expertise in the service sector and expand its presence in the Benelux countries.

Modifying this locomotive prototype is the latest step in Alstom's expanding position in on-board signalling technology withing the European freight traffic market. In January 2020, Alstom and DB Cargo announced a project to retrofit a total of 13 EG3100 freight locomotives with the latest ETCS signalling technology standard (Baseline 3 Release 2) for trans-European freight traffic between Germany, Denmark, and Sweden.

KEY TAKEAWAYS

- Alstom is further expanding its position in on-board signalling technology for European freight traffic
- Co-financed by the EU's Connecting Europe Facility and the Dutch Ministry of Infrastructure and Water Management (IenW)

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[1] European Train Control System
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Worldwide, Alstom has over 13,000 employees working on digitalisation in the rail sector in the areas of signalling technology, smart mobility and cybersecurity with many of them based in Germany.

About Alstom

Leading societies to a low carbon future, Alstom develops and markets mobility solutions that provide the sustainable foundations for the future of transportation. Alstom's product portfolio ranges from high-speed trains, metros, monorail and trams to integrated systems, customised services, infrastructure, signalling and digital mobility solutions. Alstom has 150,000 vehicles in commercial service worldwide. With Bombardier Transportation joining Alstom on January 29, 2021, the enlarged Group's combined proforma revenue amounts to €14 billion for the 12-month period ended March 31, 2021. Headquartered in France, Alstom is now present in 70 countries and employs more than 70,000 people. www.alstom.com. www.alstom.com
*unaudited proforma

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