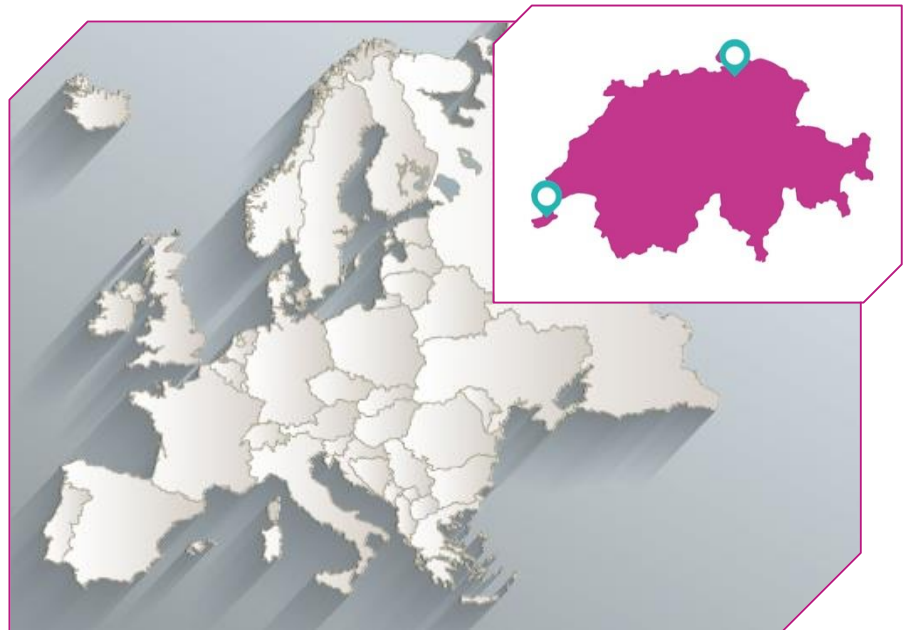


## ALSTOM IN SWITZERLAND

Alstom's rail transport technology has been firmly anchored in Switzerland for decades, and is used by a variety of rail operators. The Swiss Federal Railways (SBB) operate a fleet of 19 Avelia Pendolino ETR610 high-speed trains from Alstom called ASTORO on the north-south route with connection to Milan and Frankfurt.

The company is also a supply and maintenance partner for several urban transport authorities. Our Swiss branch in Neuhausen am Rheinfall has in-depth knowledge of the domestic market and ensures client proximity when working on projects.



## REFERENCES

**Rail traffic**

- Maintenance contract for SBB Avelia Pendolino fleet including the modernization of the first batch of 7 trains delivered in 2006.
- Supply of 47 Prima H4 dual-mode locomotives to SBB Infrastructure for track works and shunting operations.
- Supply of 12 Prima H3 hybrid locomotives to Bank Reichmuth who leases them to SBB Cargo for shunting operations
- Alstom is supplying Switzerland's first ERTMS railway line (high-speed, 45 km high-frequency line from Mattstetten-Rothrist). At the same time, over 500 trains were upgraded to ensure compatibility with this new signalling standard. SBB and Alstom signed a 10-year support contract for the supplied equipment. In 2018 SBB awarded Alstom with the upgrade of the ERTMS on its Avelia Pendolino fleet to Baseline 3.
- The Alstom/Bombardier consortium produced 13 low-floor EMUs (regional trains), followed by an additional 12 trains, for the Bern–Lötschberg–Simplon railway (BLS).

**Urban transport authorities**

- TL, the urban transport authority for Lausanne, contracted Alstom to supply 15 fully automated Metropolis double-carriage trains on rubber tyres for the M2 metro line, plus 3 delivered in 2018. Alstom supplied rolling stock, rails, power supply and signalling systems with communications-based train control for fully automatic operation. The line has a world record gradient of 12% (2004).
- The Alstom/Bombardier consortium produced 82 low-floor Cobra trams for Zurich Public Transport (VBZ).

## SOCIAL RESPONSIBILITY

Sustained population growth on the earth promotes urbanisation, which in turn leads to growing demands for public rail transport. Alstom is capable of taking on this challenge and can provide transport solutions that combine economic and social progress with respect for the environment.

Our business activities and ongoing pursuit of technological innovation generates growth driven by basic principles such as integrity and transparency. These principles are applied conscientiously across the board to our dealings with employees, shareholders, customers including private and public companies, suppliers, competitors and partners.

- **Environment Protection and Production**
- Energy-saving bulbs at each site
- Video conferences for avoiding unnecessary journeys
- **Promotion of employees**
- Diverse offer of vocational education programmes
- Cultural diversity as corporate objective



## HISTORY

- 1853: The Schweizerische Waggonfabrik (Swiss Wagonworks) is founded in Neuhausen am Rheinfall with a workforce of 150 employees
- 1863: The company is renamed Schweizerische Industrie Gesellschaft (SIG) and manufactures a variety of industrial goods
- 1961: The first electric Trans-European Express Train goes into service
- 1986: The company decides to specialise in the design, engineering and manufacture of bogies for track vehicles
- 1995: SIG's rolling stock business is sold to Fiat Ferroviaria
- 2001: Alstom acquires Fiat's railway business
- 2008: The steepest metro in the world goes into service in Lausanne
- 2012: SBB orders 8 ETR610 tilting trains
- 2014: December 19 - Alstom Shareholders Meeting authorises the sale of the Alstom Energy businesses to General Electric
- 2015: SBB orders another 4 ETR610 tilting trains
- 2015: TL orders 3 more fully automated Metropolis double-carriage trains on rubber tyres
- 2015: Alstom finalises the sales of its energy activities and is entirely focused on Transport
- 2015: SBB Infrastructure orders 47 Bi-Mode Shunting- and Mainline-Locomotives
- 2018: Bank Reichmuth orders 12 Prima H3 hybrid shunting locomotives for lease to SBB Cargo