

TGV-M has been granted marketing authorisation by the ERA and is taking the final steps before welcoming its first passengers

- ERA issues marketing authorisation for the TGV-M.
- Deliveries of trainsets in early summer and ramp-up in the second half of the year.
- An exceptional phase of pre-commercial running under real-world conditions on the French railway network before passengers are welcomed aboard this new train named TGV INOUI.
- The first passengers will be welcomed on board the new TGV INOUI trains at the start of the new school year, in early September.



TGV-M has obtained its marketing authorisation, issued by the European Railways Agency (ERA).

The assessment confirmed the TGV-M's compliance with safety and interoperability requirements. The quality of the preparatory work and the cooperation of all stakeholders contributed to the smooth progress of the evaluation, marking one of the final milestones towards the train's commercial service.

SNCF Voyageurs and Alstom welcome this decision and are delighted that the type-approval testing programme, which has been underway since 2023, has enabled them, thanks to the intense efforts of their teams, to submit a complete application in December 2025, which has been reviewed by the European authority.

A GRADUAL INCREASE IN DELIVERIES IN THE SECOND HALF OF 2026

The production schedule drawn up jointly by SNCF Voyageurs and Alstom provides for the delivery of trains intended for service from the start of summer, with a gradual ramp-up in the second half of 2026: delivery of the first two trainsets from June, rising to six trains by the end of August, and 13 trains by the end of the year.

FINAL ADJUSTMENTS UNDER REAL-WORLD CONDITIONS ON THE FRENCH RAILWAY NETWORK BEFORE WELCOMING PASSENGERS

As with any revolutionary new rolling stock introduced into service, a phase of fine-tuning and adjustments under real-world conditions is necessary between delivery and the arrival of the first passengers. This involves all stakeholders, including operations teams and train crew.

SNCF Voyageurs and Alstom have decided to strengthen the commissioning process by scheduling several weeks of pre-commercial running of the first trains on the French national network. This exceptional phase will involve hundreds of team members from both companies to verify every detail of the on-board experience, support the operational teams in familiarising themselves with the train, and finalise all the last-minute adjustments before welcoming the first passengers.

WELCOMING THE FIRST PASSENGERS ON THIS NEW TGV INOUI IN SEPTEMBER

TGV-M, which will be known as TGV INOUI, will welcome its first passengers at the start of the new school year in early September, following this pre-commercial trial run. This trial run prior to commercial service will enable the first six TGV INOUI trainsets to be integrated into the timeline during a suitable operational window.

“This authorisation marks the culmination of a long-term industrial project and the final stage that now allows us to focus on the launch for our customers. Our priority is to ensure the successful commercial commissioning of this revolutionary TGV, that’s why we are bolstering the process with a pre-commercial test run this summer, to ensure the new TGV INOUI fully delivers on its promises from the moment it welcomes its first passengers in September. SNCF Voyageurs will be the first rail operator to put the new TGV-M into commercial service; it will transform the high-speed experience we offer for decades to come. It is a strategic asset for attracting more passengers and gaining market share in France and across Europe,” said **Christophe Fanichet, Chairman and Chief Executive Officer of SNCF Voyageurs**

“Obtaining marketing authorisation from the ERA is a significant achievement. It reflects the quality of the application and the commitment of the teams involved since the testing phase. We are continuing this momentum, alongside SNCF Voyageurs, to support the gradual integration of the TGV-M and its ramp-up,” said **Martin Sion, Chief Executive Officer of Alstom**

A NEW GENERATION OF VERY HIGH-SPEED TRAINS

TGV-M is the result of an innovation partnership between SNCF Voyageurs and Alstom, heralding a new generation of very high-speed trains and setting a new benchmark for rail transport: TGV-

M marks a new phase of development for SNCF Voyageurs and its TGV INOUI offering in the high-speed market.

THE FIGURES BEHIND A REVOLUTIONARY TRAIN

- over 4,000 people worked on the project
- 100% French design
- A very high-speed train built from 97% recyclable materials
- A 100% connected train (optimised on-board wireless network, capable of integrating all future technical advances)
- 740 seats in its maximum configuration, representing a 20% increase in capacity
- 160 trains, ordered by SNCF Voyageurs (130 trains) and by its subsidiary Eurostar (30 trains, plus 20 optional trains)
- 32% reduction in CO2 emissions
- Nearly 1 million kilometres of testing
- Over 400 innovation patents filed
- Over 1,000 documents make up the type-certification dossier (test reports, expert opinions, drawings, etc.)
- 30% lower maintenance costs
- 20% energy savings thanks to its nose featuring a black ellipse and its more aerodynamic shape for improved airflow
- 90 drivers were involved in the design of the new driver's cab
- Passenger seats that are 90% recyclable thanks to their materials
- Seats tested by 125 customers of different body types
- 20% more storage space

About SNCF Voyageurs

Established on 1 January 2020, SNCF Voyageurs is the SNCF Group company dedicated to passenger rail transport, carrying 5 million passengers every day on board 15,000 trains. It offers long-distance and high-speed travel to 230 destinations in France and Europe with TGV INOUI, OUIGO, Eurostar and TGV Lyria. SNCF Voyageurs also operates trains under public service contracts on behalf of transport authorities (regions and the State), with Transilien in Île-de-France, TER services in 11 regions, as well as day and night Intercités services on regional development lines.

Thanks to the expertise of its 65,000 employees, it offers its customers – passengers, transport authorities and businesses – low-carbon mobility solutions. It also provides engineering solutions for services and rolling stock, as well as maintenance services via Masteris. Its subsidiary SNCF Connect & Tech develops digital solutions and services, with Tesmo for businesses and local authorities, and SNCF Connect, the leading all-in-one platform for sustainable mobility for passengers. SNCF Voyageurs achieved a turnover of €20.9 billion in 2025.

About Alstom

Alstom is the pure rail leader, committed to making rail the backbone of sustainable transportation.

We design and deliver a complete range of future-ready solutions – from high-speed and regional trains to metros, monorails, trams, turnkey systems, end-to-end services, infrastructure, signalling and digital rail solutions.

With 87,800 people in 61 countries, Alstom brings together global expertise and multi-local presence to make every journey smarter, cleaner and more enjoyable. Together with our partners and customers, we realise the power of rail. Listed in France, Alstom generated revenues of €19.2 billion for the fiscal year ending 31 March 2026.

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