

Alstom's RER NG enters commercial service on the RER D Line of the Île-de-France Mobilités network

- Île-de-France Mobilités, SNCF Voyageurs, SNCF Réseau and Alstom are putting into service RER NG (NG stands for "New Generation"), on RER¹ D Line.
- Running on the RER E Line since November 2023, RER NG has been gradually rolled out on the RER D Line since 16 December 2024.
- More spacious, more modern, more comfortable and more efficient, RER NG has been designed to meet the needs of densely populated areas and to make a lasting improvement to travel conditions for the hundreds of thousands of commuters who use the RER D and E Lines every day.

18 December 2024 – Alstom, global leader in smart and sustainable mobility, welcomes the entry into commercial service of RER NG on the RER D Line of the Île-de-France Mobilités network. One year after its gradual deployment on the RER E Line, RER NG is welcoming its first passengers and has been gradually deployed on the RER D Line since 16 December 2024. Since 15 December 2024, RER NG has also provided a full service on the entire RER E Line.

"The deployment of RER NG on the RER D Line marks a major milestone for transport in the Île-de-France region and for Alstom. RER NG embodies the commitment of Alstom's teams to ever more sustainable mobility at the service of passengers," said Henri Poupart-Lafarge, CEO of Alstom. "We are delighted to be able to offer Île-de-France citizens a modern, comfortable and high-performance train that will transform the quality of their travels over the long term. Our teams remain strongly mobilised alongside SNCF Voyageurs and Île-de-France Mobilités to guarantee a service that meets the expectations of local passengers".

About RER NG

Fully financed by Île-de-France Mobilités, the "New Generation" RER is a double-decker rolling stock designed for the RER D and E Lines, both operated by Transilien SNCF Voyageurs on behalf of Île-de-France Mobilités, in order to improve passenger comfort and regularity on these lines.

- **A train adapted to the challenges of capacity, accessibility and fluidity in Île-de-France**

This train has been designed, both in terms of architecture and interior design, to optimise capacity and passenger flow. Thanks to its entirely open architecture ("boa" architecture) and wide doors, it allows passengers to enter and leave the train with ease. It offers distinct travel areas designed to meet the needs of all types of journeys made by the people of Ile-de-France and adapted to their travel times: spacious vestibules for standing passengers on short journeys, upper-deck lounges with more seats for longer journeys and lower-deck rooms that are mixed (standing and seated), designed for journeys of less than 20 minutes.

- **A more comfortable train**

¹ Réseau Express Régional (which means Regional Express Network)

RER NG offers a high level of comfort, with air-conditioning, LED lighting adapted to the different times of the journey (day/night/station stops), USB sockets and numerous screens giving passengers rapid access to various transport information. Particular attention has also been paid to the ergonomics of the seats.

- **A more reliable and efficient train**

Based on Alstom's urban and suburban rolling stock solutions, RER NG has been designed to guarantee the highest levels of availability, reliability and safety. RER NG has eight motor bogies, providing higher acceleration and deceleration performance than previous generations of rolling stock, which is an undeniable advantage for operations.

An industrial and a human adventure

RER NG is the result of close collaboration between Alstom, SNCF Voyageurs and Île-de-France Mobilités teams throughout the project.

This latest inauguration is a significant milestone for all 900 Alstom employees involved on a daily basis, and a demonstration of their know-how. At the start of the project, there were more than 2,000 of them. RER NG was designed and is assembled at Alstom's Valenciennes-Petite Forêt and Crespin sites, with the participation of various French component manufacturing sites (Ornans, Tarbes, Le Creusot, Petit-Quevilly, Villeurbanne) and the Saint-Ouen site for the design.

Key figures for RER NG

RER NG :

- 166 RER NG trains ordered, including 130 for the RER E Line and 36 for the RER D Line
- A maximum speed of 140 km/h
- 8 motor bogies per trainset

RER NG for the RER D Line (per train) :

- 130 m long
- a 7-car train set
- 1,861 places, including 606 seats
- More than 320 km of cables
- More than 310 USB ports
- 54 information screens
- 54 surveillance cameras.

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About Alstom

Alstom commits to contribute to a low carbon future by developing and promoting innovative and sustainable transportation solutions that people enjoy riding. From high-speed trains, metros, monorails, trams, to turnkey systems, services, infrastructure, signalling and digital mobility, Alstom offers its diverse customers the broadest portfolio in the industry. With its presence in 64 countries and a talent base of over 84,700 people from 184 nationalities, the company focuses its design, innovation, and project management skills to where mobility solutions are needed most. Listed in France, Alstom generated revenues of €17.6 billion for the fiscal year ending on 31 March 2024.

Its 12,000 or so employees in France have the know-how to serve French and international customers. Around 30,000 jobs are generated in France by its 4,500 French suppliers.

For more information, please visit www.alstom.com.

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