

Siemens and Akiem launch new Vectron Dual Mode Locomotive Electric/Battery version

- **New Vectron Dual Mode Electric/Battery: innovation based on proven concept**
- **Agreement covers 80 Vectron locomotives with firm order of 50 units**
- **First deliveries to Akiem planned for 2029/2030**

Siemens Mobility, a technology and sustainability leader in rail and Akiem, Europe's leading provider of locomotive and passenger train leasing and maintenance, have signed a framework agreement for the purchase of 80 Vectron locomotives, with a firm order of 50, which includes the launch of the new Vectron Dual Mode Electric/Battery locomotives and an option for 30 additional units. With the new locomotive, Siemens Mobility is further developing its proven Vectron Dual Mode platform and expanding the Vectron family with a battery-based solution. The locomotives can operate both under overhead line power and on nonelectrified sections using traction batteries. Siemens Mobility will deliver the first locomotives from 2029/2030, enabling Akiem, as the launch customer, to offer them for lease to the market. The agreement builds on the long-standing partnership between the two companies. Prior to this latest order, Akiem had already placed several firm orders with Siemens Mobility for a total of 120 Vectron and Vectron Dual Mode locomotives since 2021. With the new battery-based Vectron Dual Mode, Siemens Mobility supports rail decarbonization by enabling efficient, climate-friendly operations on routes without end-to-end electrification, further strengthening sustainable rail freight as demand continues to grow.

“Akiem’s decision is a strong vote of confidence in our technology, and we greatly value that trust. With the Vectron Dual Mode Electric/Battery, we are taking a major development step based on the proven Vectron platform, adding a new fully electric member to the Vectron family,” said Andre Rodenbeck, CEO Rolling Stock, Siemens Mobility. “For customers, this means greater operational flexibility on routes where electrification is not continuous, while supporting the transition to more sustainable rail operations.”

“Akiem and Siemens’ teams shared a common vision that Vectron Dual Mode Electric/Battery will meet the vast majority of our customer needs when operating on non-electrified lines, significantly reducing costs of operations against existing market solutions, while reducing CO2 emission and noise,” said Fabien Rochefort, CEO Akiem. “Vectron Dual Mode Electric/Battery is a natural and reliable continuity of the proven Dual Mode platform. We are delighted to extend our Vectron portfolio, while innovating and differentiating to the benefit of our customers everywhere in Europe.”

Vectron Dual Mode Electric/Battery: innovation based on proven concept

The new Vectron Dual Mode Electric/Battery is built on the proven Vectron Dual Mode platform and is designed for a similar range of operations. Instead of a diesel engine, it uses a modular traction battery system, allowing the locomotive to run both under overhead lines and on routes without continuous electrification. It is planned with flexible battery configurations of up to more than 2 MWh and is designed to deliver up to 2,400 kW to the wheels in both battery mode and when operating under AC overhead line power. The new Vectron Dual Mode Electric/Battery is also designed for speeds of up to 160 km/h, a maximum tractive effort of 300 kN, a weight of approximately 90 tons, and comes with a train supply power of 480 kVA.

Siemens Mobility is one of the leaders in alternative traction technologies for rail and is consistently advancing decarbonization with proven battery and hybrid solutions – for example, by further developing the Vectron platform toward battery-enabled variants such as the Vectron with Battery Power Module. In regional rail, Siemens Mobility is also enabling low-emission operations on partially or non-electrified routes with the Mireo Plus B (battery) and the Mireo Plus H (hydrogen). At the same time, Siemens Mobility continues to expand its portfolio of alternative traction

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solutions to provide operators with additional options for climate-friendly rail services.

This press release and a press picture is available at <https://sie.ag/3JW3a1>

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Siemens Mobility is a separately managed company of Siemens AG. As a leader in intelligent transport solutions for more than 175 years, Siemens Mobility is constantly innovating its portfolio. Its core areas include rolling stock, rail automation and electrification, a comprehensive software portfolio, turnkey systems as well as related services. With digital products and solutions, and the use of industrial AI, Siemens Mobility is enabling mobility operators worldwide to make their infrastructure intelligent, increase value sustainably over the entire lifecycle, enhance passenger experience, and guarantee availability. In fiscal year 2025, which ended on September 30, 2025, Siemens Mobility posted revenue of €12.4 billion and employed around 43,400 people worldwide. Further information is available at: www.siemens.com/mobility

Akiem is one of the leading European providers of services to rail operators, manufacturers, and local authorities. The company offers a fleet of over 770 locomotives and 42 passenger vehicles, as well as solutions covering the entire rolling stock value chain. Akiem has more than 100 customers and operates in 22 European countries. The majority of its 500 employees are based in France, Germany, Poland, Sweden, Italy, Hungary, and the United Kingdom. Akiem has a complete industrial and service ecosystem, certified ECM (Entity in Charge of Maintenance), which relies on a pan-European network of workshops and significant inventories of spare parts for the maintenance of the rolling stock supplied to its customers. Akiem is owned by La Caisse (formerly CDPQ). For more information, please visit www.akiem.com