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# Alstom receives an order from Proxima for 12 Avelia Horizon very high-speed trains, including 15 years of maintenance

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**Proxima, the first independent company to enter the high-speed market in France, has signed a firm order for 12 Avelia Horizon very high-speed trains**

**This order includes 15 years of maintenance in a workshop designed and built by Liséa and located in Marcheprime, near Bordeaux**

**3 October 2024** – Alstom, global leader in smart and sustainable mobility, will supply 12 Avelia Horizon very high-speed trains to Proxima and provide 15 years of maintenance on the lines along the Atlantic coast in France. The total order is worth almost 850 million euros[1]. First deliveries are expected in 2028.

Leveraging on 40 years' experience of high-speed trains in commercial service, Alstom's Avelia Horizon very high-speed train is the latest generation of double-decker train capable of travelling at speeds

exceeding 300 km/h. It offers great operational flexibility and guarantees high levels of safety and passenger experience. It is made up of two innovative short-length power cars, combining high performance and compactness, and articulated double-decker cars.

Avelia Horizon reduces operating costs. The train has fewer bogies, which account for 30% of the cost of preventive maintenance. With the largest passenger capacity in the market, Avelia Horizon offers great level of service and comfort, and consequently lowers operating costs per seat.

## A partner of choice

Proxima, the launch of which has been announced in June 2024, is headed by two leading figures in the railway industry: Rachel Picard and Tim Jackson. It is fully financed by Antin Infrastructure Partners, backed by a consortium of leading French and international banks. Its very high-speed trains would serve Bordeaux, Nantes, Rennes, Angers and Paris, for journeys of 2 hours or less.

## A product designed and manufactured in France

10 of Alstom's 16 French sites will be involved in this project:

Belfort, for power cars;

La Rochelle, for passenger cars and project management;

Villeurbanne, for the control-command computer system, passenger information system and on-board equipment;

Ornans, for engines;

Le Creusot, for bogies;

Tarbes, for traction and electrical cabinets;

EDC Toulouse, for electrical circuits;

Petit-Quevilly, for transformers;

Saint-Ouen, for design and signalling;

and Valenciennes (CDS Interiors) for the interiors

[1] Contract booked in the second quarter of Alstom's 2024/25 fiscal year

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High-speed

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High-speed

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