

A MODERN FLEET

.....
TO BETTER SERVE OUR CLIENTS



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The STIB is expanding. There has been an enormous increase in the number of people using public transport in Brussels over the last few years and this growth in passenger numbers is expected to continue in the future. The STIB is modernising and expanding its vehicle fleet, in order to provide the best possible conditions for transporting its ever-growing number of clients and offer them even more transport solutions.

The STIB's new generation of buses, trams and metro trains is characterised by **clean lines**, and is the work of the Antwerp designer Axel Enthoven. In 2005, he created a completely new look for the 3000 and 4000 trams, and this look has now been adapted for metro trains and buses. His inspiration came from the colours and lines of Art Nouveau.

STIB vehicles are also exceptional from an **ecological** point of view. When buying its new buses, the STIB ensures that they will comply with the strictest European standards on polluting emissions and prefers alternative technologies to the traditional diesel buses (hybrid buses).

The trams and metro trains are powered by electricity and as a result do not directly produce any polluting emissions. The contract between the STIB and the energy provider has stipulated 100% green electricity since 1 January 2013. The metro trains also save a large amount of electricity by braking energy recovery.

The STIB attaches great importance to passenger **comfort** as well. The new vehicles are equipped with an air cooling system

and particular attention has been paid to the comfort of the seats and the layout of the interior space. Low boarding platforms and wide doors provide easier access for all passengers, including those with reduced mobility. Each vehicle has a place reserved for wheelchairs.

A WELL-LIKED DESIGN

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The Brussels FLEXITY Outlook tram was awarded the «Henry van de Velde 2007» label by Design Vlaanderen. It was the tram's modern interpretation of the Art Nouveau style that appealed to the jury. This quality label testifies to the tram's authenticity, innovation, creativity, excellent finish and added value. The new generation of 3000 and 4000 trams also won the Design At Work Award. The jury particularly liked the clean lines, range of colours and original lighting of the new trams.



SPACIOUS, COMFORTABLE TRAMS

Several hundred trams travel around Brussels every day, among them the T3000 and T4000 trams. These new generation vehicles were built by the company Bombardier and were first used on the STIB's network in 2006. The STIB has the largest fleet of trams with low boarding platforms in Europe.

The T3000 (32 metres) is composed of 5 modules and can carry up to 180 passengers. The T4000 (43 metres) is composed of 7 modules and can transport 252 passengers. A wide aisle, 5 sliding double doors (7 in the T4000) and one single door at the back make it easy for passengers to get on and off the bus and to move around inside it.

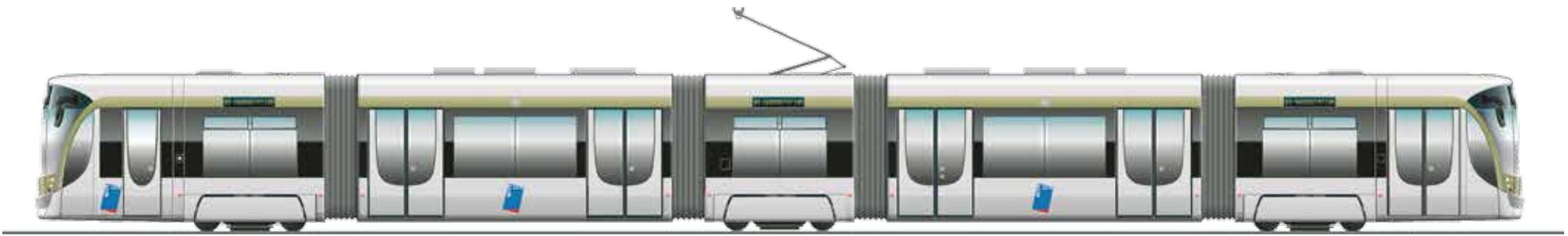
The T3000 and T4000 come from a long tradition of trams and are clear proof that Brussels trams are moving with the times. These gold and bronze curvilinear STIB trams are not only elegant, thanks to their clean, Art Nouveau inspired lines, but are also high-performing, easy to access and quiet.

Passenger comfort is the key feature of these vehicles.

Particular attention has been paid to their internal layout, particularly as regards seating. Seating accounts for 28% of total capacity, which is exceptional for bidirectional trams, and all the seats are made of real leather.

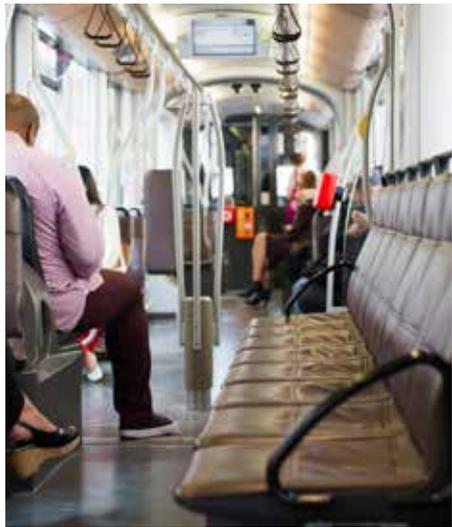
From the point of view of safety, these trams have excellent driving behaviour, good visibility and high shock resistance. The ends of the 3000 and 4000 trams can handle compression stress of 40 tons, while on the sides, an 80 cm high steel structure gives passengers optimum protection in the event of side impact. The T3000 and T4000 are also equipped with surveillance cameras.

The excellent performance of the 3000 and 4000 trams as regards noise and vibration control guarantees both comfortable travel and peace and quiet for the neighbourhoods surrounding the STIB lines. This all helps to create a new brand image for the tram.



TECHNICAL SPECIFICATIONS : T3000
Type: T3000
Passenger capacity: 46 seated 134 standing (4 passengers/m ²) 180 total capacity
Number of doors per side: 5 double doors + 1 single door
Number of enclosures (modules): 5
Dimensions: Length: 31.85 m Width: 2.30 m Floor height at entrances: 35 cm Width of the corridor: 63 cm
Weight of the empty vehicle: 38,6 tons
Motor power: 4 x105 kW
Maximal speed: 70 km/h

TECHNICAL SPECIFICATIONS : T4000
Type: T4000
Passenger capacity: 66 seated 186 standing (4 passengers/m ²) 252 total capacity
Number of doors per side: 7 double doors + 1 single door
Number of enclosures (modules): 7
Dimensions: Length: 43.22 m Width: 2.30 m Floor height at entrances: 35 cm Width of the corridor: 63 cm
Weight of the empty vehicle: 51,8 tons
Motor power: 6 x105 kW
Maximal speed: 70 km/h





A METRO TRAIN CALLED « BOA »

The «Boa» metro trains, built by the Spanish company CAF, are 94 m long and are the sixth generation vehicle to be used in the Brussels Metro since it was created in 1976. These carriages have both a high capacity and a revolutionary design.

The «Boa» is well named, as flexible parts mean that the train has adjoining carriages, allowing travellers to move from one compartment to another. This is an undeniable advantage that allows more even passenger distribution and faster evacuation and increases the feeling of safety. These adjoining carriages also make the drivers' jobs easier, as they no longer need to get out of the train to change cab.

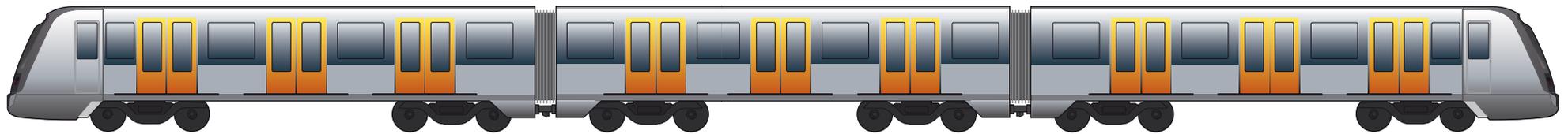
«Boa»-style trains always consist of four carriages with traction engines and two trailers. Passengers board through 18 double doors, which open on either side of the train. This type of metro train also has two single doors, which provide access to the two driver's cabs located at each end of the vehicle. Four areas within the train are reserved for wheelchairs, bicycles and pushchairs.

Each train has 728 places, 198 of which are seated. The layout of the seats is both functional and congenial. The seats in the four central carriages are arranged lengthways, increasing accessibility and internal movement.

The trains are equipped with air cooling systems, which keep the trains at a pleasant temperature throughout the year. Braking and acceleration are extremely smooth. The «Boa» is also extremely quiet, like the T3000 and T4000 trams.

Indicators inside the train provide passenger information on destination and which side the doors will open. The «Boa» also has a voice and visual announcement system providing information on the next station.

The «Boa» is understated, elegant and functional. The choice of aluminium as a construction material has resulted in a lighter but highly resistant structure with no risk of oxidation.



TECHNICAL SPECIFICATIONS: BOA

Type: BOA Bi-directional

Dimensions:

Length : 94 m
 Width : 2.70 m
 Floor height: 1.05 m
 (100% low-floored at platform height)

Number of cars: 6

Number of doors per side:

18 double doors
 2 single doors for the driver's cabin

Opening width per door:

1,45 m

Passenger capacity:

198 seats
 530 tanding places (4 passengers/m²)
 728 in total

Weight of the vehicle (empty):

± 160 tons

Engine power:

16 x 135 kw





MORE SPACIOUS BUSES

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The new buses are more spacious, beautiful, increasingly ecological and less noisy. The interior is pleasing to the eye, with lots of light.

The new generation of standard and articulated buses, ordered from EvoBus, a subsidiary of Daimler, is very popular with travellers thanks to its extra doors, high quality finish and greater focus on information.

These buses have replaced around one hundred older vehicles, but also allow the STIB to increase the number of buses in circulation and meet increased demand. The addition of these new vehicles increases the network's rush hour capacity by 20%. It is therefore possible to run more buses on the busiest lines, resulting in greater passenger comfort.

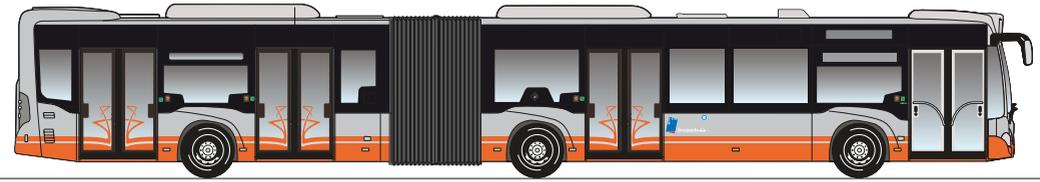
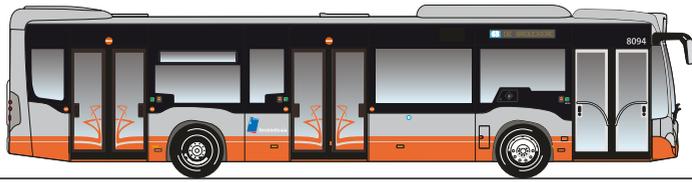
One new feature is that the standard Citaro has three doors instead of two, allowing improved passenger distribution throughout the bus and easier boarding and descending at stops.

The destination indicators at the front, sides and back of the bus make it easier for passengers to see the destination and number of the bus. Each train has 105 places, 38 of which are seated. The standard model can carry 66 people and has 27 seats. Six places near the driver are reserved for pregnant women and people with reduced mobility.

The internal finishings give the new buses a touch of elegance. The STIB chose leather seats, like those in the T3000 and T4000 trams; these seats are orangey brown in colour and match the design of the bus perfectly. The floor is covered with brown imitation parquet which provides an elegant contrast with the rest of the interior. The same leather handles as can be found in the «Boa» metro trains and the T3000/T4000 trams allow passengers to keep their balance easily.

The buses are fully equipped with internal LED lighting. The STIB has chosen to use large-format TFT screens, as these allow passenger information to be displayed clearly. Finally, the vehicles are equipped with air conditioning systems for both passengers and driver.

These buses achieve excellent environmental performance and comply with the Euro 6 standard, the strictest European standard currently in force. Furthermore, the STIB has opted for engines that consume 10 to 15% less fuel.



**TECHNICAL SPECIFICATIONS:
STANDARD BUS**

Type: EvoBus Citaro

Passenger capacity:

27 seats
39 standing places (4 people/m²)
66 in total
+ 4 folding seats

Number of doors: 3

Construction: 100% low-floored bus

Dimensions:

Length: 12.135 m
Width: 2.550 m
Height: 3.12 m

Weight of the vehicle (empty):

11.7 tons

Engine:

OM 936 LA (Euro 6)
Cylinder capacity: 7.70 L
Power: 220 kW

**TECHNICAL SPECIFICATIONS:
ARTICULATED BUS**

Type: EvoBus Citaro G

Passenger capacity:

38 seats
67 standing places (4 people/m²)
105 in total
+ 4 folding seats

Number of doors: 4

Construction: 100% low-floored bus

Dimensions:

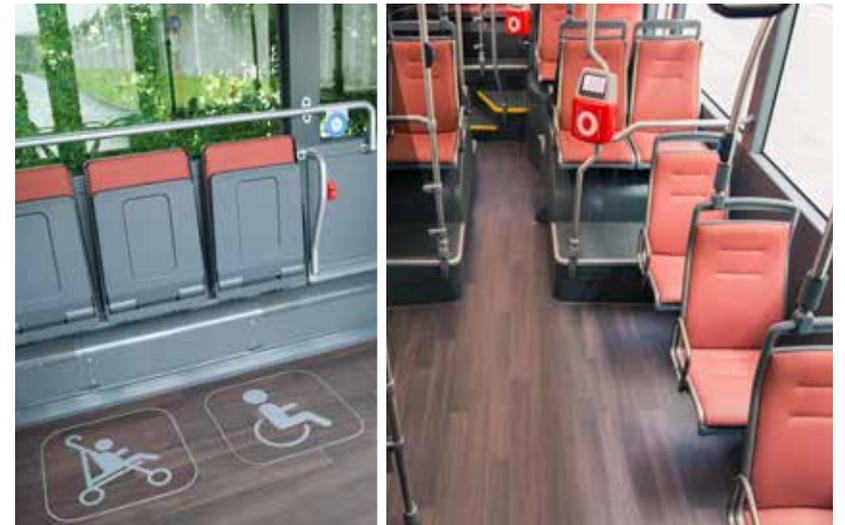
Length: 18.125 m
Width: 2.550 m
Height: 3.12 m

Weight of the vehicle (empty):

17,2 tons

Engine:

OM 470 LA (Euro 6)
Cylinder capacity: 10.70 L
Power: 265 kW





MINIBUSSES FOR THE LESS ABLE

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In addition to its normal services, the STIB also offers a TaxiBus service providing door-to-door transport for people with reduced mobility. This service is provided by twelve safe and comfortable minibuses, supplemented at the weekend by specially adapted taxis.

The STIB has been providing a special transport service for people with disabilities for 35 years. In April 2014, this service, renamed TaxiBus, underwent a profound change. TaxiBus now comprises a fleet of 12 STIB minibuses and one hundred taxis, specially adapted for transporting people in wheelchairs.

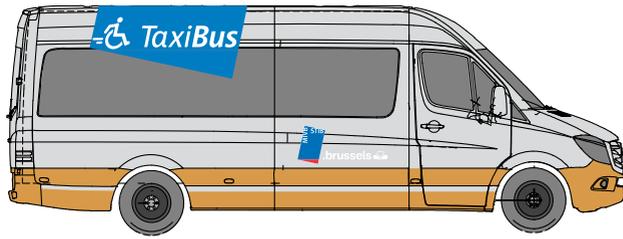
The STIB fleet comprises 12 Mercedes Sprinter minibuses, ordered from the company EvoBus. They look similar to their standard or articulated cousins. The only difference is that the «TaxiBus» logo is displayed very clearly, so that they can be easily identified by users. This design is the result of a participatory project carried out in collaboration with the Persons with Reduced Mobility section of the Regional Mobility Commission. The participants particularly concentrated on the external look of the minibuses and it was they who chose the service's new name.

The minibuses have orangey brown imitation leather seats and the floor is covered with brown imitation parquet. As well as four seats with head and arm rests and three-point seatbelts, the minibuses have spaces suitable for people in wheelchairs. The current minibuses have

better lighting and more efficient heating than previous models, as well as air conditioning. A sliding side door has also been added to make the minibuses easier to get into and out of.

The 12 minibuses have an access ramp at the back for people in wheelchairs. This ramp, which is an integral part of the passenger compartment, was designed to allow as much light as possible to enter the passenger compartment and also to improve rear visibility for the driver. Drivers also receive special training in driving and handling these new vehicles.

These buses achieve excellent environmental performance (Euro 6 standard).



**TECHNICAL SPECIFICATIONS:
MINIBUS PRM**

Type: EvoBus Sprinter Mobility 33

Passenger capacity:

Max 4 seats
or 4 wheelchairs

Number of doors: 2

Construction: 100% low-floored bus

Dimensions:

Length: 6.69 m
Width: 1.99 m
Height: 2.84 m

Weight: 3 tons

Engine:

OM 651 DE 22 LA (Euro 6)
Cylinder capacity: 2.14 L
Power: 95 kW



