

# Catalogue

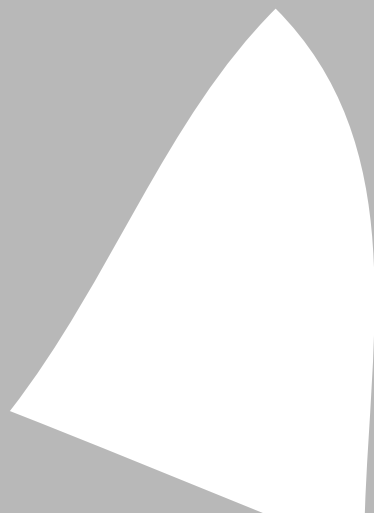
# 12<sup>th</sup> Brunel Awards

# Amsterdam 2014

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The Watford Group



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*The Watford Group*



## Brunel Awards 2014 Amsterdam

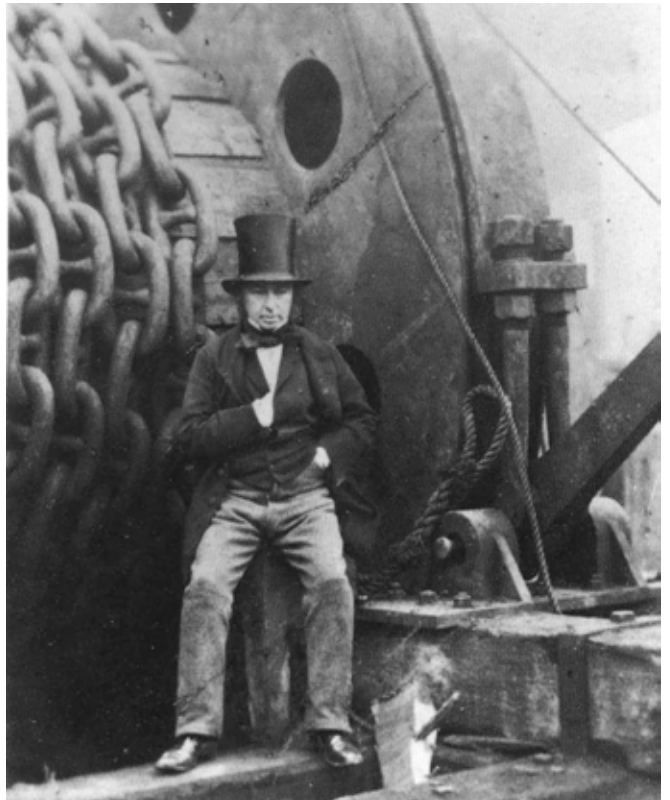
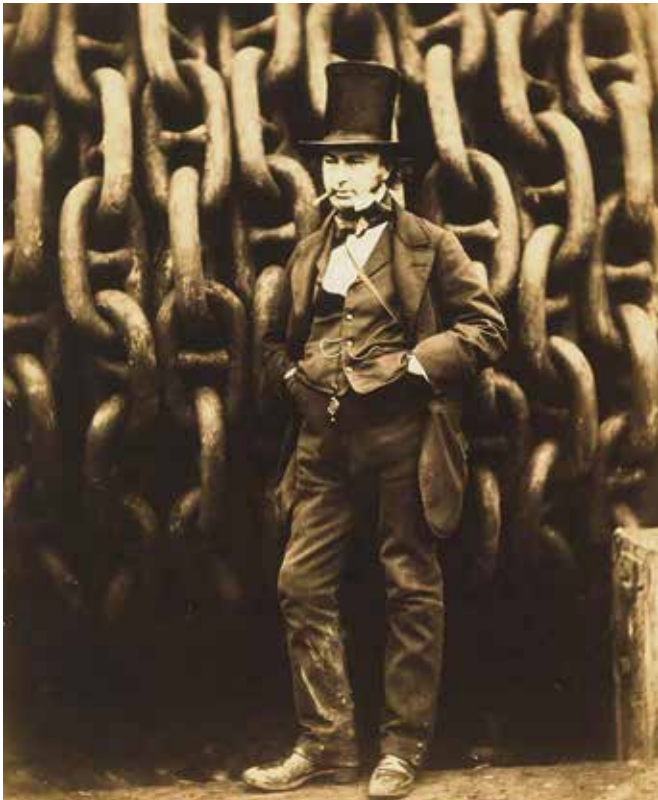
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On the occasion of 175 years of rail transport in the Netherlands and the 125th anniversary of Amsterdam Central Station, ProRail and Dutch Railways (NS) hosted the prestigious Brunel Awards International Railway Design Competition. The Brunel Awards is an initiative of the Watford Group. The International Union of Railways (UIC) has joined the organisation of this prestigious event.

The Brunel Awards Competition distinguishes the commissioners of the world's best projects in railway architecture, industrial design, graphics and art, technical infrastructure and environmental integration as well as rolling stock. The aim of the Awards is to promote a focus on customer attractiveness, aesthetic quality, sustainability and economic efficiency across all sectors of the rail business. The competition is open to all public and private railway organisations that own or operate common carrier rail services on classic mainline or high-speed rail infrastructure, and public or private railroad infrastructure owners and managers.

For the 2014 Brunel Awards, entries could be submitted in 4 categories. Eligible projects should have been completed since January 1st, 2010. A distinguished jury composed of UIC railway experts, internationally respected design professionals and customer advocates judged the 92 entries from 13 countries. The results have been presented at the Brunel Awards ceremony in Amsterdam's Zuiderkerk on October 15th 2014, along with an exhibition of all entries.





## History of the Brunel Awards

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Established in 1985 by the Watford Group of International Railway Architects and Designers, the launch of the Brunel Awards Competition marked the 150th anniversary of the Great Western Railway in England. The competition is named after the noted British railway engineer, inventor and architect Isambard Kingdom Brunel (1806-1859), founder and builder of the Great Western Railway. Brunel, whose ideas were significantly ahead of this time, envisioned an intermodal transportation system that, through the integration of his own steamship line with his Great Western Railway between London and the port city of Bristol, would connect London with New York. Brunel based his vision on everything the Great Western Railway had built. His projects were so well designed that many have remained in service to this day.

The competition has been held at three-year intervals rotating among the member nations of the Watford Group.

- Her Majesty Queen Elizabeth II presented the first edition of the awards in 1985 in Bristol.
- In 1987, the second competition was held by the Austrian Federal Railways to mark their 150th anniversary.
- In 1989, the Netherlands Railways celebrated 150 years of Dutch railways by holding the third Brunel competition.
- In 1992, the Spanish Railways (RENFE) celebrated its 50th anniversary in conjunction with the Olympic Games, the Seville World Exposition, and the opening of the Madrid-Seville High Speed Line. Her Majesty Queen Sofia presented the awards.
- In 1994, the Brunel Awards ceremony was held in the USA, hosted by the Foundation for Railway and Transportation Excellence (FoRTE).
- In 1996, the sixth Brunel Awards ceremony was organised by the Danish State Railways (DSB) in Copenhagen.
- In 1998, the seventh Brunel Awards ceremony was held in Madrid, organised by the Spanish Railways (RENFE) to celebrate 150 years of railways in Spain.
- In 2001, the eighth Brunel Awards ceremony was held in Paris and organised by French Railways (SNCF) to coincide with the opening of the new TGV Mediterranean high-speed line.
- In 2005, the ninth Brunel Awards competition and ceremony was held and organised by the Danish State Railways (DSB) in Copenhagen. HRH the Crown Prince Frederik presented the awards.
- In 2008, the tenth Brunel Awards ceremony was organised by OBB in Vienna, which featured a surprise appearance by Sisi.
- In 2011 the eleventh Brunel awards Competition was organised by the Center for Industrial Design in Transportation in Washington.

## Foreword

### Rob Stringa

2014 Secretary of The Watford Group

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The Watford Group is proud of the success of the 12th edition of the Brunel Awards. The event is recognised throughout the world as the leading international railway architecture and design competition.

It is good to notice that governments, railway companies and municipalities do their best to invest time and money in quality for the public's benefit, even in times of worldwide crises and social concern. The current economic climate also makes it quite understandable that this edition of the Brunel Awards has only received 92 entries. We are convinced that this doesn't imply a lack of quality in railway related design; it is a natural reflection of company capacity and preferences in hard times. Of course, current conditions are reflected differently in individual countries, each of which has their own amplitude of political and financial interest.

Nevertheless, the entries show that a sense of quality is shared more and more throughout the world by all those involved in infrastructure design. The entries also show that the sharing of ideas and best practices among designers as well as among design commissioners pays off. The basic needs of individuals regarding their travel experience don't differ so much worldwide. Everybody wants to feel safe and comfortable during their journey. It has been proven and widely accepted that an environment of good spatial quality shortens and improves the perception of waiting times; that a clear station lay-out guides the traveller to his destination naturally; and that the station area's ambiance adds to the city's quality as well as to the station's urban quality and activity. The Brunel Awards specifically seek to reward municipalities and owners of stations, trains and railway infrastructure who maintain or intensify their effort to integrate the commissioning of good design into their core business.

The Watford Group, which is the international voluntary association of integrated railway architecture and design offices, has taken upon itself the challenge to offer inspiration and support. The Watford Group was created in 1963 at the annual gathering of British Rail architects and designers; every year, they also invited their European colleagues to this event in the city of Watford in the South of England. Today, the Watford Group provides an annual forum for professional exchange for railway design experts from over 20 countries in 3 continents.

We are most grateful to ProRail and NS for organising the 12th Brunel Awards. We are especially happy with the financial and organisational support offered by the International Union of Railways UIC. The Watford Group intends to keep teaming up with UIC to promote quality in all fields of railway architecture, engineering, and design, for the benefit of railway users and society. The Brunel Catalogue is a perfect example of these shared intentions.



## Foreword

# Jean-Pierre Loubinoux

*President of UIC*

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Rail transport has significant development prospects in practically every region across the world. In the context of strong demographic, economic and environmental constraints, this mode of transport is experiencing a renaissance and is making a comeback as a particularly efficient, safe and economical mode of transport able to handle large flows of passengers and goods. The future of rail transport is all the more promising in that there is an increasingly better fit between rail and other means of mobility – the traditional modes such as air, maritime, water and road transport, as well as cycling and walking.

The transport policies currently set out across all the world's continents reflect great confidence in the role of rail and public transport to better serve the economy and people. Throughout the world, rail transport is being included in strategies for multimodal mobility, enabling the benefits of each mode to be maximised and optimising the mobility chain, notably by designing sensible and well thought-out interfaces.

The mobility strategies designed to boost economic and social growth in various regions, or for urban planning – in particular major conurbations – present rail transport stakeholders with a number of new challenges. The first is to provide attractive and innovative mobility systems in a competitive environment which meet the high expectations of modern customers and which include all the services they are accustomed to such as comfort, safety, user-friendly interfaces, transparency and easy-to-use information and pricing systems based on the latest technology. Railway companies, operators and the supply-industry partners which design the products are taking a creative approach to greatly improve the services on offer prior to the journey, onboard the train and in stations – and all this progress to improve quality and attractiveness must meet binding targets of cost-efficiency. Another major challenge for all rail transport stakeholders is to maintain and even strengthen rail's significant advantage in terms of sustainable development, sustainable and economical use of natural resources, consideration for people and their environment. Every activity and project in the railways is directly affected by these aims and challenges. These include the design of rolling stock, infrastructure, bridges and viaducts, stations, service buildings, etc. All these structures have to fulfil their function to the full whilst preserving the environment and landscapes, by not polluting, and making use of the latest innovations in the area of renewable energy, waste management, etc.

Another great challenge for the railways is to optimise the role of stations as places of convergence for passengers, places of activity where city dwellers spend time, and increasingly as their cities' economic and cultural centre. Stations, built and renovated in the context of increasingly well thought-out partnerships between railway operators, city or regional authorities, investors and all the economic stakeholders, have become much more than a transport hub. They have become a vital feature of urban planning which, while continuing to meet their basic requirement of supplying interfaces between modes of transport, also form part of the city's historical, cultural and economic heritage.

Thus, there are many challenges in a wide number of areas. As has been the case throughout their history, the railways offer an extremely rich field of expression and creativity to a number of sector professionals. The challenges are technological, ecological, aesthetic, economic, cultural and human. They condition and shape the work of numerous engineering, architectural and design firms across the world, with wonderful results that we appreciate along our networks, and in our trains and stations.

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UIC, the international railway association which currently has 240 members across five continents, is chiefly tasked with helping its members to make rail a highly competitive mode of transport as part of an optimised multimodal system, its customers' mode of choice, and a mode that is eco-friendly and serves society as a whole.

It is specifically as part of its remit to serve citizens and society that UIC is pleased to be one of the organisers of the 12th edition of the Brunel Awards in Amsterdam, in close collaboration with our members ProRail and NS and the Watford Group, whom we thank for the excellent preparatory work that has been carried out for this international competition.

This is an occasion for UIC to pay a warm and sincere tribute to all the professionals, in railway companies or other sectors, whose talent, creativity and innovative approach contribute to the image and success of our mode of transport.

# Brunel Awards Categories

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## **CATEGORY 1: STATION BUILDINGS**

Such as

- Train stops and canopies
- Small stations: renovated, restructured or newly constructed
- Medium size and large stations, renovated, restructured or newly constructed
- Access structures to platforms
- Interior architecture

## **CATEGORY 2: INDUSTRIAL DESIGN, GRAPHICS AND ART**

Such as

- Furniture and design products for trains and stations
- Graphic design for information, timetables, tickets, advertising and signage
- Business branding
- Passenger information and ticketing system
- Employee uniforms and clothing
- Integration of art in railway sites, rolling stock and communication items

## **CATEGORY 3: TECHNICAL INFRASTRUCTURE AND ENVIRONMENT**

Such as

- Civil engineering, bridge and viaduct structures, tunnel heads, signal or catenary structures, etc.
- Railroad support buildings, new or renovated
- Integration of railway into the environment, mitigation of visual or environmental impact, protective devices and landscape architecture, railways and natural spaces

## **CATEGORY 4: ROLLING STOCK**

Such as

- Short, medium and long distance passenger trains, new or renovated
- All kinds of passenger cars, new or renovated
- Tram-trains
- Freight rolling stock, maintenance or other technical cars or train units
- Locomotives

## Participants

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Austria	ÖBB-Infrastruktur AG	9 entries
England	Network Rail Infrastructure	1 entry
Finland	VR Group Ltd	2 entries
France	SNCF Gares & Connexions	12 entries
Germany	DB Stations and Service	2 entries
Germany	Mobility Logistics	5 entries
Germany	DB Netz AG Maschinenpool	1 entry
Hungary	MAV	2 entries
Ireland	Irish Rail	2 entries
Japan	East Japan Railway Company	9 entries
Japan	West Japan Railway Company	3 entries
Japan	Kyushu Railway Company	10 entries
Japan	Tosa	1 entry
Japan	Joshu	1 entry
Japan	Seibu	1 entry
Netherlands	ProRail / NS	13 entries
Netherlands	ProRail	2 entries
Netherlands	Gemeente Helmond	1 entry
Portugal	REFER	2 entries
Singapore	LTA	2 entries
Spain	ADIF	4 entries
Sweden	Swedish Transport Administration	1 entry
USA	MTA Capital Construction	1 entry
USA	Connecticut Department of Transportation	2 entries
USA	Massachusetts Bay Transportation	1 entry
USA	South Florida Regional Transportation	1 entry

## The Brunel Awards Jury

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- **Frits van Dongen**, Chief Government Architect of the Netherlands, chairman
- **Bert Dirrix**, architect
- **Paul Mijksenaar**, consultant wayfinding
- **Marco Bevolo**, consultant ID lightning
- **Marc Guigon**, consultant stations (UIC)
- **Laurent Schmitt**, rail engineer (UIC)
- **Anne Luijten**, editor



## Members of the Technical Committee

- **Aileen Thomas**, Designer, DB Station&Service AG, Germany
- **Paul Veron**, UIC Director of communications, France
- **Andreas Heym**, Architect, Director International Development, AREP, France
- **Miguel Loos**, Architect, Spoorbouwmeester, Netherlands
- **Niels Greiff**, Designer, Greiffdesign, advisor to Spoorbouwmeester, Netherlands
- **Kees Peters**, Urbanist, Movares Netherlands
- **Luc Veeger**, Architect, Arcadis Netherlands
  
- **Rob Stringa**, Architect, coordination, The Watford Group





# Frits van Dongen, Chief Government Architect of the Netherlands, chairman of the jury

*Trends and developments: main conclusions of the jury*

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## What good commission can do...

The jury is pleased to take note that for a lot of countries, design quality is an eminent priority, even if it is not self-evident yet for all countries. The progressive interest railway companies and their partners take in design quality, is the best proof of the benefit of and need for the Brunel Awards. The jury therefore calls for commissioners to keep sending in outstanding projects, to inspire others and in doing so, to improve the benchmark for design in railway architecture and environment.

In the judging process, a number of trends and developments in the way stations, technical infrastructure and rolling stock are commissioned as well as in the results of that process - the actual projects - are pointed out by the jurors. Some of these are reason for concern and a continuing need for focus on quality by design. For most trends however the jury shows a great deal of enthusiasm, for they benefit the goals the Brunel Awards also aims to achieve. Let's not forget, in the end it is all about the best outcome in terms of aesthetic, innovation and user experience. Good commissioning in that respect is a means to a very important end. The results of the competition for the Brunel Awards 2014 have shown what good commission can do.

The jury would like to highlight some of the most encouraging and welcoming trends in railway architecture and its environment worldwide. The jury would like to make the precursory remark that the time when a station was a place just to go through and leave again as swiftly as possible, is definitely behind us. The station has now become a destination in itself, mainly due to the increased quality of ambiance accomplished by smart design solutions in architecture, art, wayfinding and the addition of urban programme such as shopping, leisure and (flexible) offices.



Helmond Station

## Cooperation

The influence of municipalities and other parties in commissioning the station environment is increasing, most notably in the Netherlands but also elsewhere. By working together on the establishment of station buildings and their periphery, the environment's quality and coherence are brought to a higher level, for example in the case of Helmond Station. Here, the project was no longer commissioned by the railway company, but by the municipality. It must be remarked that this kind of cooperation first and foremost demands a mind-set in which all of the parties involved focus on working together on integral solutions. It also calls, at the very least, for extremely well organised project management that works towards set (long term) goals and keeps in mind the constant nature of its learning process.



Station Green

## The ecological station

The entries demonstrate many efforts made in creating sustainability on all different scale levels, from energy self-sufficiency for (small) buildings to innovative technical solutions for rolling stock. The jury of course welcomes this trend, but also urges commissioners to take into consideration to what extent these efforts actually improve the traveller's comfort and experience. Can the traveller actually

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experience ecology or is it merely a technical 'plug in'? For the customer, 'green' behaviour is an important motivation to choose the train instead of a car or airplane in the first place. The jury therefore emphasises the need to create an ambiance for the traveller in which the ecological solutions are also noticeable, tangible. Such solutions, after all, will reinforce the 'green' aspect of travelling by train.



Tokyo Station City

### Transformation

Another important aspect of sustainability is re-use of existing commodities. Evidently, much effort was put into the renovation and transformation of existing station buildings. These were made into new modern and comfortable environments, taking the existing situations to a higher level with regard to quality and experience; ready for the future ahead. A remarkable example of transformation is the award-winning Tokyo Station City project.



Rotterdam Station

### Urban Window

Station buildings and their environments increasingly become a vibrant and full part of the city and of city life: city and station building flow into one another. The station building itself becomes a part of the urban space; not only through the increase of commercial activity, but also through station designs, which create an open, inviting atmosphere. The station becomes a city within a city, but even more so, it becomes the landmark for the city's entrance experience. You are in the station and feel you are already in the city. The station IS the city and travelling itself almost becomes secondary: an in between or 'en passant' as the French put it. The most inspiring projects in this regard were found in Paris, Tokyo and Rotterdam.



Revealing Culture

### Art as an experience

A large contribution to the Urban Window trend is made by a new way of approaching art. The focus no longer rests on fixed works of art, placed upon the building, but on temporary art, and even on art as an activity. Art thus becomes part of a cultural experience that positively affects the traveller's feelings. Applied in this way, art uses the full potential of the station as a public space and thus, the station obtains a museum-like quality. Waiting time becomes quality time. Sometimes, all that is needed is just to put a piano on the spot, inviting passengers to play and others to listen and applaud. Social interaction emerges, as well as a reciprocal feeling of trust between the railway company and its customers. Art gives a new meaning to the building, a new layer in the experience in which the station no longer is just a place to 'travel through'. 'Art as an experience' is sometimes simple and easily realised, but it always has a large impact. Some highly interesting examples are shown by the Gares & Connexions Revealing Culture programme in a number of French station buildings.



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### Intuitive wayfinding

Graphics and signage no longer play the main part in getting the passenger from A to B inside the station building and its surroundings. Natural or intuitive wayfinding has become the preferred way of getting people to the right place in an increasing number of stations. The buildings' refurbishment is more and more designed from the perspective of the traveller, marking a shift from a focus on signage to architectural space. While this gives the travellers more comfort and less stress, this shift principally requires an overall coherence. Especially in intermodal stations, which often have height differences to overcome and a variety of different zones to pass through, coherence is of extreme importance. The jury also warns for the risk of too much commercial programme such as shops, kiosks and the like, as this can be a disturbing factor in the process of natural wayfinding.



La Haye Station

### Small stations: prototyping and variety

Designing a small station is truly different from designing a larger urban station. Very often, the small station's programme is limited to a waiting space, a bike shelter and a connecting bus stop. There is no urban centre nearby, nor is there any social control – how to make these stations feel safe and attractive? How to establish contact between the station and the village or city? Due to the minimal programme, this has often been done with only bricks and stones. The Netherlands has a good number of examples of such small stations that mark the railway amidst the landscape in a welcoming variety and with high quality solutions. On the other side of the spectrum, there is the trend of prototyping, of modular stations. In some of these cases, the station almost becomes big furniture: a modular shelter. Often this trend is seen in a combination with high-end sustainable solutions, like in the award-winning La Haye Fouassière Station. A point of interest on these unmanned stations is the provision of information for travellers. Railway companies are experimenting with, for instance, live video contact. The jury takes note of this important development but has not yet seen examples of outstanding solutions in terms of design.



Seven Stars

### The concept line

A new and successful approach to recreational train travelling has emerged: a complete trip experience on a concept line – a line with a central theme. All aspects, from the train furniture to food, uniforms and marketing, are aimed at and designed for the entire travel experience; think of it like a ride on the Orient Express. This is train travel in a 'cruise ship formula', in which branding is key. A number of cruise concept lines have been realised in Japan, with dining cars, traditional woodcrafts and so on. Here, station, train and experience are part of a continuous system in which design functions as a fundamental supportive part of branding and marketing. A good example is the award-winning Cruise Train Seven Stars in Kyushu.

# Awards

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## CATEGORY 1 : STATION BUILDINGS

10 awards

East Japan Railway Company	Japan	Tokyo Station City, 2012
East Japan Railway Company	Japan	Hitachi Station, 2011
Gemeente Helmond	Netherlands	Helmond Station, Landscaping the Connexion, 2014
Joshin Dentetsu Co, Ltd	Japan	Joshu Tomioka Station, 2014
MÁV Hungarian State Railways Private Company Ltd	Hungary	Stations on 120a Suburban Line, 2012-13
ProRail/NS	Netherlands	Rotterdam Central Station, 2014
Rede Ferroviária Nacional REFER EPE	Portugal	Porto-São Bento Station, Restoration Tile Panels, 2011
SNCF Gares & Connexions/CR Pays de Loire	France	La Haye Fouassière Eco Sustainable Rail Stop, 2012
SNCF Gares & Connexions/SPIE Batignolles- SOAVAL	France	Paris Saint-Lazare Station, Restructuring the Station, 2012
Tosa Kuroshio Tetsudo (Railway) Co.,Ltd	Japan	Nakamura Station Renovation, 2010

## CATEGORY 2: INDUSTRIAL DESIGN, GRAPHICS AND ART

2 awards

East Japan Railway Company	Japan	BRT (Bus Rapid Transit), 2012-13
SNCF Gares & Connexions	France	Gares & Connexions Revealing Culture, 2013

## CATEGORY 3: TECHNICAL INFRASTRUCTURE AND ENVIRONMENT

4 awards

East Japan Railway Company	Japan	Revitalization of Viaduct, Tokyo Manseibashi, 2013
ÖBB-Infrastruktur AG	Austria	Bridge over the Inn River, 2010
SNCF Gares & Connexions	France	Besançon Franche Comté TGV Station, 2011
VR Group Ltd	Finland	Oulu Maintenance Depot, 2013

## CATEGORY 4: ROLLING STOCK

3 awards

East Japan Railway Company	Japan	The series EV-E301 Trains, 2014
Kyushu Railway Company	Japan	Cruise Train Seven Stars in Kyushu: Train, 2013
VR Group Ltd	Finland	Duetto Plus Double Deck Restaurant Car, 2013

# Commendations

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## CATEGORY 1 : STATION BUILDINGS

8 commendations

ADIF Administrador de Infraestructuras Ferroviarias	Spain	Paseo de Gracia Station Refurbishment, Barcelona, 2013
DB Stations & Service AG	Germany	Station Green Horrem, 2014
MTA-Capital Construction, NYCT/Arup	USA	Fulton Center New York, 2014
ÖBB-Infrastruktur AG	Austria	Train and Bus Station Reutte, 2012
ÖBB-Infrastruktur AG	Austria	Salzburg Central Station, 2013
SNCF Gares & Connexions/RFF/CG94	France	Creteil-Pompadour Suburban Station, 2013
SNCF Gares & Connexions/Toulon/CR PACA/CG 83	France	Toulon Railway Station Reorganization, 2014
Swedish Transport Administration/INAB	Sweden	Umeå Östra (Umeå East) Station, 2010

## CATEGORY 2: INDUSTRIAL DESIGN, GRAPHICS AND ART

2 commendations

ProRail/NS	Netherlands	Station Furnishing Project, 2012
SNCF Gares & Connexions	France	Tours Station, Access to Tram Station, 2013

## CATEGORY 3: TECHNICAL INFRASTRUCTURE AND ENVIRONMENT

1 commendations

ÖBB-Infrastruktur AG	Austria	Tunnel System Wienerwald – Lainzer Tunnel, 2012
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## CATEGORY 4: ROLLING STOCK

No commendations

## SPECIAL PRIZE

The OVERALL JURY AWARD was awarded to the Netherlands and her railway companies ProRail and NS

## Jury Report

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The jury of the International Brunel Awards Competition 2014 is more than pleased to announce this edition's results – and not only for the awards and commendations; the overall quality of the 92 entries by railway companies from all over the world was very impressive. In an intensive two-day period of judgment the jury decided to grant 20 awards and 11 commendations, as well as an Overall Jury Award for best performances in at least three of the four categories.

The Brunel Awards is a competition for railway companies and other commissioners for outstanding design in railway architecture, including railway stations and their environments, graphics and art, technical infrastructure and rolling stock. The Brunel Awards aims to promote aesthetic quality, customer attractiveness and sustainable solutions in all sectors of the rail industry. Thus, the Brunel Awards aims to promote the use and experience of heavy rail, stations and their environment as a 'green' solution for mobility, thereby enhancing the quality of life in our cities and preserving the ecological quality of our landscapes. An integration of the three above mentioned crucial qualities of aesthetics, passenger friendliness and sustainability can only be accomplished, the jury strongly believes, through the power of design quality. Economic efficiency, for instance in low maintenance, and innovative products and processes also derive from the integrative and enhance power of design quality. In other words, design is not just an aesthetic layer to be smeared upon buildings, furniture and trains. On the contrary: design is key to an efficient, sustainable, attractive and passenger friendly railway system, in every aspect.

The jury, which was chaired by architect / urbanist and Chief Government Architect of the Netherlands Frits van Dongen, would like to emphasise the importance of design quality; and even more so after reviewing all the entries, which show how profound the impact of design can be. Of course there are significant differences and different views on the actual outcome of design quality per country. For some countries, integrated design has become an overall standard. Other countries are making their first but convincing efforts, often even without much budget and means. The jury would therefore like to stress again the continuing importance of the Brunel Awards in stimulating overall design quality all over the world. The Brunel Awards indeed grants commissioners' prizes; they show and reward the best practices worldwide, and as such, also are awards for paving the way.

The jury strongly believes that, by showing the prestige of design, railway companies and their partners will be inspired and find references for their own practices. The jury has seen some remarkable examples of landscaping and urban environmental integration of station buildings, as well as ecological innovations that lead to simple but highly effective and elegant solutions for modular small stations. This can only be done if design quality is a principal priority of railway companies and their partners.

With this catalogue, the jury is contented to show the best practices of railway architecture worldwide in a broad sense. The rewarded projects are truly state of the art in their respective categories. As the Brunel Awards grants commissioners' prizes, the jury has not only considered the outcome of the project, but also the organisation of the process behind it. What challenges did the commissioner have to meet? What are the project's intentions and to what degree was it committed to design quality?

As a working method, the jury has done several communal rounds along the presented panels with all the relevant information on the entries. After discussing and motivating the entries, each of the jurors selected their favourites in all of the four categories. A large number of the awarded projects was of such outstanding quality, that no further deliberations were required. For the other entries, and particularly for the commended

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projects, some further motivation was needed. The commendations should be seen as stimulating prizes: maybe it's not yet the best quality possible, but the effort was indeed recognised and rewarded by the jury.

Category I, station buildings, had relatively the largest number of entries, namely 43 from 13 different countries. As a result of this as well as the entries' high standard of quality, the jury granted no less than ten awards and eight commendations in this category. Leading themes for the jury in this category are, firstly, large stations integrating with the city, with a large emphasis on entrance and the station as an attractive and mixed-use urban space. Re-use and transformation of existing commodities also is an important theme here. Other main themes are architectural wayfinding, the modular small station, ecological innovation, openness and transparency, and landscape and urban environmental integration.

In category II, industrial design, graphics and art, there was a total of nineteen entries from seven countries, two of which were rewarded with an award and two with commendations. A new role and new use of art and colour in station buildings – both in France – to accommodate the passenger played a large part in two of the entries. The third one was a special, innovative and passenger sympathetic rail-replacing project in post-tsunami Japan.

In the third category, technical infrastructure and environment, sixteen projects were sent in from nine countries. In this category, four awards were granted, as well as one commendation. The rewarded projects vary in scope: from a maintenance depot to an elegant yet robust bridge and a tunnel with an aerodynamic quality 'built' into its design.

The fourth category of rolling stock, finally, received fourteen entries from four countries. Four awards were granted here, including one for a concept 'cruise' line and one for a restaurant car that lets the passenger choose his preferred view – inside or outside.

A special award is the Overall Jury Award, intended for the organisation or country that has made the most outstanding achievements in at least three of the four categories. The Jury Award is therefore not for specific projects, but for the high overall quality of all the entries combined. This edition's Jury Award is granted to the Netherlands, represented by ProRail, Nederlandse Spoorwegen and diverse municipalities for the rich variety of architectural design, the well-executed integration into the environment –both in landscape and in urban situations–, the persisting focus on innovation and the consistency of the overall high standard.

Despite of the large number of countries represented, the jury expresses its disappointment in the absence of countries like Italy and Denmark, which traditionally stand for a very high overall design quality, and countries like China and Russia, which have shown a very rapid and steady improvement over the past years. For the next edition of the Brunel Awards Competition, the jury hopes even more countries will enter, thus setting the standards even higher.

The jury would like to stress again its criteria for the judgment, as well as the trending developments it distinguishes from the entries. For an essay on these actual trends and developments in station building, wayfinding, the use of art and so on, the jury would like to refer the reader to the relevant chapter in this catalogue. Among these trends are – as mentioned above - intuitive wayfinding, the ecological station and the practice of transformation: integrating modern techniques and adjustments into existing buildings,

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making them into something new with a higher qualitative level. As for the criteria for judgment, the jury has looked at the entries through the glasses of five 'quality categories': customer attractiveness, aesthetic quality, sustainability, efficiency and innovation. Of course, the jurors' own experience and expertise in this particular field of design also played an undeniable role in recognising and rewarding outstanding design quality.

Before presenting the motivated results of the Brunel Awards Competition 2014 on the next pages, the jury would like to thank all the people 'behind the scenes' who have made it possible for the jury to smoothly conduct its difficult task with great pleasure. The jury would especially like to express its thanks to the members of the Technical Committee and to the organising committee formed by the Watford Group and UIC, together with ProRail and NS.

The jury is proud to present the winners of the Brunel Awards Competition 2014. The awards, the commendations and the Overall Jury Award were unanimously chosen. For some projects, some further discussion and persuasiveness were required, but the jury is very contented to announce that these deliberations have in each case lead to the most reasonable and, we believe, most inspiring outcome.

With kind regards of the jury,

Frits van Dongen, Chief Government Architect of the Netherlands, chairman  
Bert Dirrix, architect  
Paul Mijksenaar, consultant wayfinding  
Marco Bevolo, consultant ID lightning  
Marc Guigon, consultant stations (UIC)  
Laurent Schmitt, rail engineer (UIC)  
Anne Luijten, editor

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# 1

Category 1

## Stations

## Participants

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1

Austria	ÖBB-Infrastruktur AG	5 entries
England	Network Rail Infrastructure	1 entry
France	SNCF Gares & Connexions	7 entries
Germany	DB Stations & Service	2 entries
Hungary	MÁV Hungarian State Railways Private Company Ltd	2 entries
Ireland	Irish Rail	1 entry
Japan	East Japan Railway Company	2 entries
Japan	West Japan Railway Company	1 entry
Japan	Kyushu Railway Company	1 entry
Japan	Tosa Kuroshio Tetsudo (Railway) Co.,Ltd	1 entry
Japan	Joshin Dentetsu Co, Ltd	1 entry
Japan	Seibu	1 entry
Netherlands	ProRail / NS	11 entries
Netherlands	Gemeente Helmond	1 entry
Portugal	Rede Ferroviária Nacional REFER EPE	1 entry
Singapore	Land Transport Authority	1 entry
Spain	ADIF Administrador de Infraestructuras Ferroviarias	1 entry
Sweden	Swedish Transport Administration / INAB	1 entry
USA	MTA Capital Construction / NYCT / ARUP	1 entry
USA	Connecticut Department of Transportation	1 entry



## Awards

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East Japan Railway Company	Japan	Tokyo Station City, 2012
East Japan Railway Company	Japan	Hitachi Station, 2011
Gemeente Helmond	Netherlands	Helmond Station, Landscaping the Connexion, 2014
Joshin Dentetsu Co, Ltd	Japan	Joshu Tomioka Station, 2014
MÁV Hungarian State Railways Private Company Ltd	Hungary	Stations on 120a Suburban Line, 2012-13
ProRail/NS	Netherlands	Rotterdam Central Station, 2014
Rede Ferroviária Nacional REFER EPE	Portugal	Porto-São Bento Station, Restoration Tile Panels, 2011
SNCF Gares & Connexions/CR Pays de Loire	France	La Haye Fouassière Eco Sustainable Rail Stop, 2012
SNCF Gares & Connexions/SPIE Batignolles- SOAVAL	France	Paris Saint-Lazare Station, Restructuring the Station, 2012
Tosa Kuroshio Tetsudo (Railway) Co.,Ltd	Japan	Nakamura Station Renovation, 2010

## Commendations

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ADIF Administrador de Infraestructuras Ferroviarias	Spain	Paseo de Gracia Station Refurbishment, Barcelona, 2013
DB Stations & Service AG	Germany	Station Green Horrem, 2014
MTA-Capital Construction, NYCT/Arup	USA	Fulton Center New York, 2014
ÖBB-Infrastruktur AG	Austria	Train and Bus Station Reutte, 2012
ÖBB-Infrastruktur AG	Austria	Salzburg Central Station, 2013
SNCF Gares & Connexions/RFF/CG94	France	Creteil-Pompadour Suburban Station, 2013
SNCF Gares & Connexions/Toulon/CR PACA/CG 83	France	Toulon Railway Station Reorganization, 2014
Swedish Transport Administration/INAB	Sweden	Umeå Östra (Umeå East) Station, 2010

## Award

### East Japan Railway Company, Japan Tokyo Station City, 2012

1

The renewal of the main Tokyo railway station is a truly remarkable achievement of the East Japan Railway Company: they renovated the one-hundred-year-old station building while combining it with new elements like a large glass canopy to mark the entrance to the city on the other side of the station. Thus, an open window to the city was created; it became a station that embraces the city and became a mixed-use urban space. In other words, it became a city in itself by adding functions like shops, galleries and offices. A large effort in renovation, with outstanding technical achievement in renewing the fundamentals only after the building was renovated, was combined with an open, transparent atmosphere accomplished by the creation of space and the use of materials like glass and steel. The jury feels that in this exemplary display of transformation, in which the old structure is combined with a new structure, the existing quality was brought to a higher level of quality – in many layers. It is clear that the station building was also designed from the perspective of the traveller, as coherence and natural wayfinding are an important part of the architecture.



## Award

### East Japan Railway Company, Japan Hitachi Station, 2011

1

The new Hitachi Station successfully shows how the need for an attractive station environment for Japan's shrinking areas can be met. The station and passageway were built to make the town of Hitachi a better hub for the area, consequently attracting people and increasing the ways in which people can interact; and thus maintaining the city's liveliness. The station is located over the tracks and is accessible via a large, transparent passerelle, which leads from the city to the ocean side, which also has a restaurant. The station and passerelle thus became a new addition to the city, which is in the opinion of the jury no less than 'a gift, a celebration of the ocean', while leaving the underlying scenery intact. The connecting passerelle became the new actual railway station, which offers the passenger or city dweller a comfortable sense of the 'en passant'. Here, the hub no longer has to be massive or –like often– chaotic; it has a light, transparent and charming atmosphere, in which the station itself is no longer the dominant factor. The combination of station and passageway was very well designed with a clear aim to attract and comfort the passenger.



## Award

### Gemeente Helmond, Netherlands Helmond Station, Landscaping the Connexion, 2014

1

The new Helmond Railway Station expresses an evolving trend in which not the railway company, but the municipality is the actual commissioner for the station's landscaping and design. In this particular case, the urban designers from the Dutch town of Helmond successfully devised a concept that combines the creation of an attractive entrance to the city with the formation of a connection between the city centre and the new urban area on the 'other side' of the station. This resulted in a fluid crossing of footpaths, bike lanes, urban roads and rail infrastructure. As an intermodal square, the station plaza is firmly connected to the surrounding urban areas; something that is also expressed by the plaza's clear logic with regard to the different travel modalities, which tells the passenger how to get to where he needs to be. Here, the process of wayfinding was especially complex as it also had to incorporate height differences. The result is that this multipurpose travel area has become rather attractive to spend time in. Station and city are part of a continuous flow: the elements are not separate parts, but truly form a coherent unity.



## Award

### Joshin Dentetsu Co, Ltd, Japan Joshu Tomioka Station, 2014

1

The new station at the Tomioka Silk Mill World Heritage Site of is a modern reinterpretation of the traditional 'timber frame and brick' style in the area. The new hybrid structure elaborates on the style, but with a combination of brick and steel. It creates a lovely open and poetic atmosphere, modern but at the same time with a strong sense of the past and tightly knitted into the surrounding urban space.



## Award

# MÁV Hungarian State Railways Private Company Ltd Hungary Stations on 120a Suburban Line, 2012-13 (comb. entries)

# 1

The jury chose to grant this award to a combination of what were originally two entries, because they are two sides of the same coin. The overall project consists of two programmes: re-use and new construction of small stations, along the same line. The renewal of the railway stations on the track is a smart and efficient combination: it paired the renovation of existing buildings with the introduction of new elements like furniture and sanitary facilities. These elements are the same in the twenty newly built modular train stop buildings, which, architecturally, are a clear tribute to the Hungarian Modern Style from the beginning of the 20th century. The jury praises the way in which, with limited means, these buildings were modernised and all the elements were integrated – from furniture to environment – while re-using the stations' heritage and preserving the existing qualities.

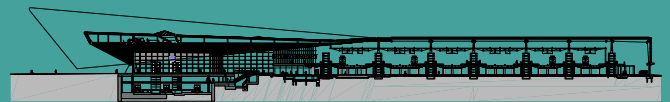
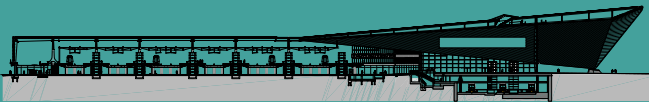


## Award

### ProRail/NS, Netherlands Rotterdam Central Station, 2014

1

The new Rotterdam Central Station is no less than a new landmark on the historical location of the old station that was built during the Reconstruction, which took place after the demolition of the city during the Second World War. It is truly a new monument yet sober in its materialisation. It's much more than a state of the art public transport terminal: with its architectural allure it is an international eye catcher for the city of Rotterdam. The station invites the passenger right into the heart of the city, even from the platforms. The building and its surroundings open the city to the passenger and, in return, also becomes a bona fide part of the city itself. The jury finds its 'generous space overwhelming'. The large amount of leftover space in the enormous hall was transformed into a welcoming sitting room, where the traveller finds himself at ease. The station matches its urban environment quite perfectly, and –placed in the context of urban renewal around it– has itself become a catalyst for new urban developments in the Rotterdam Central District.



## Award

### Rede Ferroviária Nacional REFER EPE, Portugal São Bento Railway Station, Restoration Tile Panels, 2011

1

The tiles adorning the entrance hall of the Sao Bento Railway Station in Porto are considered important Portuguese cultural heritage. The jury is very much impressed by the effort that was shown in the conservation and preservation of the 22.000 tiles, a gift of the past. The investment in the preservation of this heritage was considerable – and it was not made for a museum or some large monumental building representing power, but for ‘just’ a railway station. With some 520 square metres of surface area, the tiles completely cover the walls of the atrium and are integrated into the architecture throughout the granite structure that frames them. Railway architecture and the historical tiles have been integrated and have thus become a powerful storyteller of the nation’s past, there for all passengers to experience in their everyday lives.





## Award

### SNCF Gares & Connexions/CR Pays de Loire, France La Haye Fouassière Eco Sustainable Rail Stop, 2012

1

This sustainable 'eco-shelter' is a concept for passenger waiting areas with built-in solutions to ergonomic and environmental requirements. The placement of these prefabricated shelters also took into account the orientation with regard to the sun and prevailing winds. The shelters offer passengers a high quality waiting experience, combined with an auto sufficient energy programme. The peace and quiet of the shelter stands in perfect harmony with its landscape environment. It is, in the jury's opinion 'just a little footprint that includes everything that is needed for accommodating the passenger'. The modular construction, which is very well suited for small villages on a line, is elegant and wonderfully beautiful in its clarity and simplicity.



## Award

### SNCF Gares & Connexions/SPIE Batignolles-SOAVAL France

### Paris Saint-Lazare Station, Restructuring the Station, 2012

1

The restructuring of one of the busiest commuter stations in the heart of Paris was a real challenge. The programme aims at improving access and facilities, preserving the monument's architectural heritage features and creating a successful commercial area, competing with the surrounding shopping and business district Haussman-Opéra. The passenger flow is reorganised along the vertical elements of stairs and escalators that are centred under the original building's huge glass roof, which allows daylight to permeate deep into the building.



## Award

### Tosa Kuroshio Tetsudo (Railway) Co.,Ltd, Japan Nakamura Station Renovation, 2010

1

The 'local wisdom and woods' play a determinant role in the new ambiance of Nakamura Station, where indeed most of the materials for the interior, from floor to furniture, are made from the local wood – cypress wood. This railway station, which was built in the 1970s, became isolated and is currently underused. The first priority for the railway company was to improve the waiting areas, as trains only arrive once per hour and most passengers are students and elderly people. By removing barriers in the station building, visitors now enjoy a light-filled area with views of the river and the cherry trees beyond. The wood and the light atmosphere have thus become a de-stressor for the waiting passengers. Students can even get work done here; they can use the station as a place to study in. The building's interior space has been rearranged completely from the visitor's point of view. In combining all of these elements, Nakamura Station could very well have prompted a future typology for local small railway stations.



## Commendation

### ADIF Administrador de Infraestructuras Ferrovias, Spain

#### Paseo de Gracia Train Station Refurbishment, Barcelona, 2013

1

'From darkness to light' would be the most accurate motto for the refurbishment of the Barcelona underground train station of Passeig de Gracia, which is one of the busiest in Europe. New space and accessibility were created with new stairs and escalators as well as an enlargement of the concourse area. Together with the renovation of the illumination fixtures, the station became an attractive, bright place that shows little comparison with the old dark station. This technically challenging makeover brought to light the station's new, possibly unexpected character.



## Commendation

### DB Stations & Service AG Germany Station Green Horrem, 2014

1

The new station in Horrem represents the launch of the German Station Green programme, a new standard for the passenger building of the future. The jury was impressed by the many innovative solutions on a social, economical as well as an ecological level. Not only is the station the first carbon-neutral station in Europe; it also combines its accomplishments in sustainability with an effort to create comfort for the passenger, for instance in wayfinding and services. Ecological standards were combined with a high level of customer comfort in an intelligent, 'future proof' manner.



## Commendation

### MTA-Capital Construction, NYCT/Arup USA Fulton Centre, New York, 2014

1

Fulton Centre is one of the busiest subway transfer points in New York City: twelve lines converge here. To improve passenger and train flow, a new transit hub was designed to integrate six separate subway stations. With this elegant and sustainable design, in which the adaptive re-use of historical structures was applied, an intelligent node of both pedestrian flows and rail infrastructure was achieved. Amidst the urban structure, the construction of Fulton Centre was much like an open-heart surgery, threading new passenger connections and transport systems into the living environment of the city.



## Commendation

### ÖBB-Infrastruktur AG, Austria Train and Bus Station Reutte, 2012

1

As part of the renovation of the station's entrance building, the ground floor of the main hall area was completely reconstructed. This resulted in the creation of a modern waiting room with facilities including a shop. For a more spacious feeling, the hall was expanded by exposing the roof. Light plays a leading role here. All disturbances are left out, so nothing gets in the way of the traveller's perspective.



## Commendation

### ÖBB-Infrastruktur AG, Austria Salzburg Central Station, 2013

1

The existing historical structures were integrated into the new overall scheme for the station. A new glass roof was placed over the tracks and platforms, bringing the building new appreciation. Remarkable are this new hall's light atmosphere and its pleasant sense of the human scale.





## Commendation

### SNCF Gares & Connexions/RFF/CG94, France Creteil-Pompadour Suburban Station, 2013

1

The suburban station of Créteil-Pompadour is part of a multi modal transport hub in the region. The station building was lifted up in order to free up space and address the site's potential flooding risk. The adjoining footbridge links the station building with the bus station. This setting evokes a boardwalk-like feeling.



## Commendation

### SNCF Gares & Connexions/Toulon/CR PACA/CG 83, France Toulon Railway Station Reorganization, 2014

1

The reorganisation of Toulon railway station consists of simple additions that, in connection with the building's large hall, effectively activate the square in front. The space was reorganised solely to meet the needs of its pedestrians. In addition, a large glass canopy creates a quality waiting area and avoids the usual unpleasant 'in between' area between the station building's inside and outside.



## Commendation

### Swedish Transport Administration/INAB, Sweden Umeå Östra (Umeå East) Station, 2010

1

The Umea East Station is not just a train station but part of a larger urban development project. The new station is strategically located next to the hospital and university, thus creating regional availability of both institutions. The expressive architecture of glass, steel and wood has an inviting and even warm atmosphere that can only be pleasant for the traveller, especially in the long Swedish winter.





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# 2

Category 2

**Industrial Design,  
Graphics and Art**

## Participants

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# 2

Austria	ÖBB-Infrastruktur AG	1 entry
Finland	VR Group Ltd	2 entries
France	SNCF Gares & Connexions	2 entries
Germany	Mobility Logistics	2 entries
Japan	East Japan Railway Company	2 entries
Japan	Kyushu Railway Company	7 entries
Netherlands	ProRail / NS	1 entry
Singapore	Land Transport Authority	1 entry
Spain	ADIF Administrador de Infraestructuras Ferroviarias	3 entries

## Awards

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East Japan Railway Company  
SNCF Gares & Connexions

Japan  
France

BRT (Bus Rapid Transit), 2012-13  
Gares & Connexions Revealing Culture, 2013

## Commendations

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ProRail/NS  
SNCF Gares & Connexions

Netherlands  
France

Station Furnishing Project, 2012  
Tours Station, Access to Tram Station, 2013

## Award

### East Japan Railway Company, Japan BRT Bus Rapid Transit, 2012-13

# 2

This bus line is a replacement for the train system that was demolished by the tsunami of 2011. To swiftly provide regional transport services, a bus line was realised along the former train routes, using many of the original railway and trains' authentic elements. A quick and temporary solution for travellers, the bus has thus become a symbol for the familiar train and at the same time a symbol of reconstruction for the tsunami-stricken regions.





## Award

### SNCF Gares & Connexions, France Gares & Connexions Revealing Culture, 2013

# 2

Revealing Culture is a programme to promote and spread art in railway stations. Temporarily placed works of art, but also events and activities are part of the programme. Sometimes not more is done than just placing a piano in the hall, inviting passengers to play or listen. The jury finds this new approach of public art very refreshing and inspiring. It enlarges the potential of the station as a public space. In addition, the cultural element now becomes part of the traveller's experience. Waiting time becomes quality time. The act of placing a relatively fragile piano expresses trust towards the passengers. This new, positive approach also evokes the passenger's sense of trust, and makes him feel at home. Moreover, it creates connections between people playing, listening, and applauding. Art, temporary it may be, thus gives new meaning to the building and creates a whole new experience for the traveller.



## Commendation

### ProRail/NS, Netherlands Station Furnishing Project, 2012

# 2

A new concept for furniture in station environments was designed as an integral basis and guideline for the furnishing of the Dutch stations in the next decades. The remarkable result is a toolbox of attractive, recognisable, coherent and sustainably designed furniture, which increases the comfort of the waiting passenger. The new furnishing also clears the space, making wayfinding easy and creating a more inviting place to stay in. The unique Dutch design approach was consistently and carefully applied and left no detail unattended.

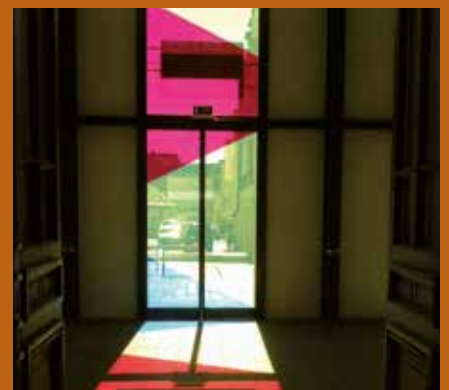


## Commendation

### SNCF Gares & Connexions, France Tours Station, Access to Tram Station, 2013

# 2

The construction of a new tramline just along the railway station's historical building created a new space – and an opportunity to connect the two. A passage in the form of a new hall was realised through the west wing. This, and the use of colour in the high glass bays created an attractive environment. It only needs the help of some sunshine to create a changing and colourful display throughout the day.





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# 3

Category 3

## **Technical Infrastructure and Environment**

## Participants

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# 3

Austria	ÖBB	3 entries
Finland	VR Group Ltd	1 entries
France	SNCF Gares & Connexions	3 entries
Germany	DB Netz AG Maschinenpool	1 entry
Ireland	Irish Rail	1 entries
Japan	East Japan Railway Company	1 entries
Japan	West Japan Railway Company	1 entries
Netherlands	ProRail / NS	1 entries
Netherlands	ProRail	2 entries
Portugal	REFER	1 entries
USA	Massachusetts Bay Transportation	1 entry

## Awards

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East Japan Railway Company,  
ÖBB-Infrastruktur AG,  
SNCF Gares & Connexions,  
VR Group Ltd,

Japan  
Austria  
France  
Finland

Revitalization of Viaduct, Tokyo Manseibashi, 2013  
Bridge over the Inn River, 2010  
Besançon Franche Comté TGV Station, 2011  
Oulu Maintenance Depot, 2013

## Commendations

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ÖBB-Infrastruktur AG,

Austria

Tunnel System Wienerwald – Lainzer Tunnel, 2012

## Award

### East Japan Railway Company Japan Revitalization of Old Brick Viaduct, Tokyo Manseibashi, 2013

3

This revitalisation of an old brick former railway viaduct –of which few remain in Japan– did not only realise a new commercial facility, but also the renewal of the entire surrounding urban area. Additionally, a new connection with the river Kanda was made by means of a waterfront deck along the arches.



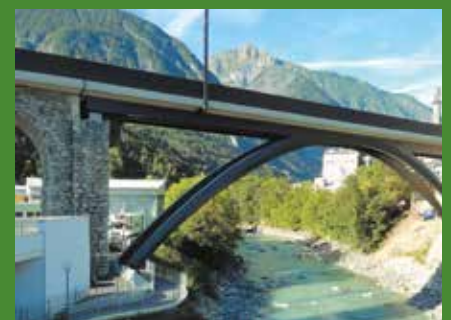
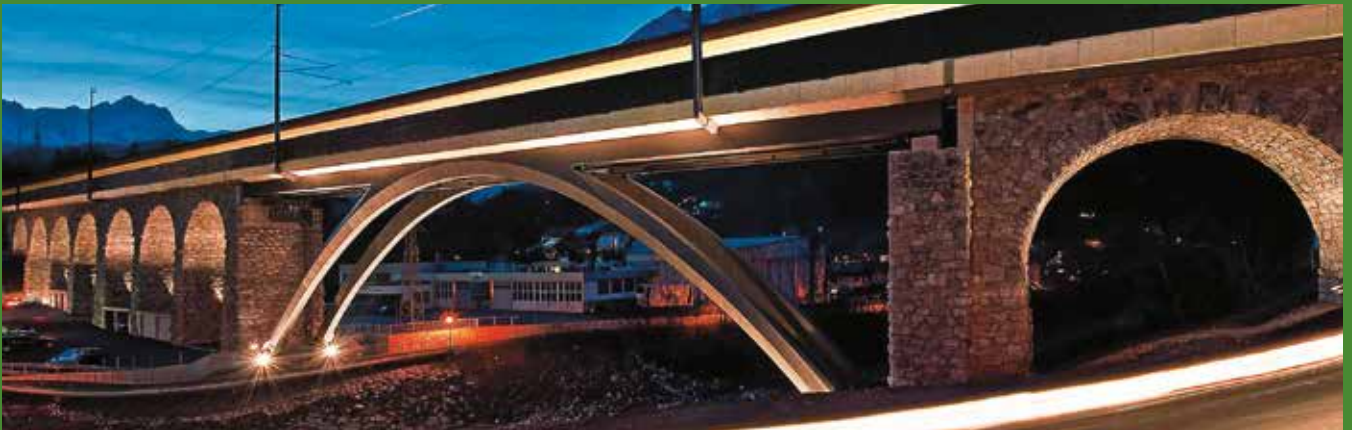


## Award

### ÖBB-Infrastruktur AG, Austria Bridge over the Inn River, 2010

# 3

A seemingly simple but highly effective interference renewed the old bridge over the river Inn, which has been a symbol for the region for well over one hundred years. The old viaduct's stone arches were renovated and met by a brand-new steel arch. What seems to be one simple gesture became a brilliantly laid connection between what exists in the present and the future to come. The jury praises the elegant continuing line the project created as well as the spectacular technical achievement that it required. The merger of the new steel arches into the viaducts produces a beautifully light and transparent silhouette over the river, thus creating a new landmark for the region.



## Award

### SNCF Gares & Connexions, France Besançon Franche Comté TGV Station, 2011

# 3

The stone walls of the new TGV-station in Besançon stand in the heart of a natural site. The station building marks the landscape with a large composition of walls and bridges. The station is not only beautifully integrated into the landscape in a sophisticated manner; its design also is very eco-friendly. This landscape design is self sufficient for energy and water, making the station into an expression of synergy between nature and technology. As one of the first stations in France to have obtained the High Environmental Quality Label, it is exemplary for future station buildings.



## Award

### VR Group Ltd, Finland Oula Maintenance Depot, 2013

# 3

With the new building for the maintenance depot, the effort was made to build a new standard that would also be the world's most modern rail maintenance depot suitable for countries with a cold climate. Now, the trains can be maintained indoors as complete units. It is amazing how the use of colour and graphics on the exterior of the building influence its look and feel. With simple tools, an industrial shed was taken to a whole new level.

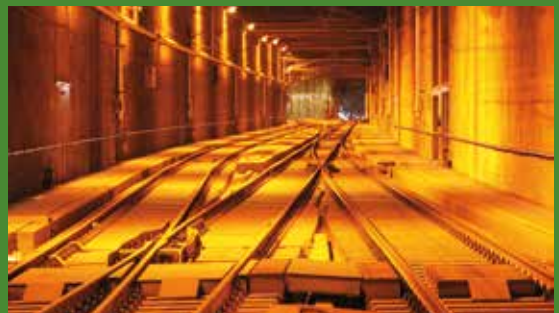


## Commendation

### ÖBB Infrastruktur AG, Austria Tunnel System Wienerwald - Lainzer Tunnel, 2012

# 3

Mathematical formulas of aerodynamics have come into being with the design of the tunnel system for the Lainzer Tunnel, just outside of Vienna. The design thus created an attractive and specific form, with a rational argument behind it. The project shows a multitude of clever solutions and an impressive, high quality level of many innovative technical solutions.



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# 4

Category 4

## Rolling Stock

## Participants

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4

Finland	VR Group Ltd	1 entry
Germany	DB Mobility Logistics	3 entries
Japan	East Japan Railway Company	5 entries
Japan	West Japan Railway Company	1 entry
Japan	Kyushu Railway Company	2 entries
USA	Connecticut Department of Transportation	1 entry
USA	South Florida Regional Transportation	1 entry

## Awards

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East Japan Railway Company  
Kyushu Railway Company  
VR Group Ltd

Japan  
Japan  
Finland

The series EV-E301 Trains, 2014  
Cruise Train Seven Stars in Kyushu: Train, 2013  
Duetto Plus Double Deck Restaurant Car, 2013

## Commendations

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No commendations were awarded in this category.

## Award

### East Japan Railway Company, Japan The series EV-E301 Trains, 2014

*Smart energy next-generation train*

# 4

In this series of commuter trains, design and customer attractiveness were combined with a smart energy system. The EV-E301-series is equipped with a large capacity storage battery to enable operation on both electrified and non-electrified sections. This reduces its CO2 emission enormously compared to traditional trains that use diesel machines. The battery is charged through a pantograph while on the tracks' electrified sections. The train's spirit of innovation and eco-friendliness is clearly mirrored in the head's design as well as the coloured striping.





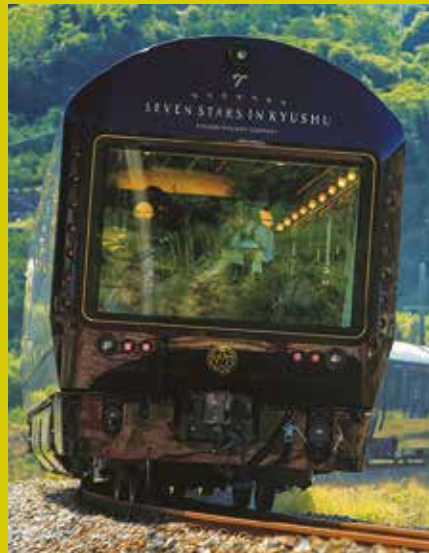
## Award

# Kyushu Railway Company, Japan Cruise Train Seven Stars in Kyushu: Train, 2013

*New uplifted station and passerelle*

# 4

This cruise train in a typical luxury Japanese setting recalls the great lines like the Orient Express, or even the feeling of the grand old hotels on the French Riviera. However, its 'retro' luxury is such that it will quickly only reference itself. The sleeper train aims to provide the ultimate journey on a four-day trip through the beautiful landscape scenery. In this cruise concept line, all aspects of train travel, from the furnishing of the trains to the food and the station buildings, become part of an overall travel experience. Here, design was used as an intelligent and striking supportive branding and marketing tool.



## Award

### VR Group Ltd, Finland Duetto Plus Double Deck Restaurant Car, 2013

# 4

Customer service comes first in this innovative design for a dining car that sets a new standard for train travel. In Finland, distances are large and improving customer experience, for instance with restaurant services, is an important factor in the promotion of rail traffic growth. The dining car is therefore an important part of the traditional Finnish train travel. The upgrade of the service concepts was driven by research of the travellers' needs. Accessibility and freedom of movement are dominant factors in the design. With the rotative chairs, passengers can choose to either enjoy the view or engage socially. Additionally, easy wayfinding was enabled by the design's use of colour as well as its clarity.





# Overall Jury Award



Almere Poort Station



Maastricht Noord Station



Rotterdam Central Station



Groningen Europapark Station



Station Environment Helmond



Westervoort Station



Dronten Station



Halfweg Station



Kampen Zuid Station



Lelystad Station



Nijmegen Lent Station



Alphen aan den Rijn Station



Station Furnishings



Wildlife Crossing Weerterbergen



Bicycle Parking Castricum



Hanzelijn Landscape Design

## Overall Jury Award

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### The Netherlands (ProRail, NS, several municipalities)

Almere Poort Station  
Maastricht Noord Station  
Rotterdam Central Station  
Groningen Europapark Station  
Station Environment Helmond  
Westervoort Station  
Dronten Station  
Halfweg Station  
Kampen Zuid Station  
Lelystad Station  
Nijmegen Lent Station  
Alphen aan den Rijn Station  
Station Furnishings  
Wildlife Crossing Weerterbergen  
Bicycle Parking Castricum  
Hanzelijn Landscape Design

*The jury has decided to grant the Brunel Jury Award 2014 for outstanding design in at least three of the four categories to the Netherlands for their consistently high level of design quality on all scales, ranging from large to small stations, station refurbishment and most notably how the stations fit into the urban or landscape surroundings.*

Here, variety is used as a powerful design approach; it allows for diversity within consistency. Thus continuity has been created without a strict framework that makes everything look the same. Different conditions and local circumstances have been taken into consideration and have been worked into tailor-made solutions, leading to a rich variety in architectural design, which is in each case very well integrated into the urban or landscape scenery. This results in a high quality consistency on the whole; all stations, furnishings and surroundings have a very high average quality. Nothing is standard. All details have been taken into careful consideration.

In addition, the jury also rewards the continuing focus on innovation: one is always aiming for improvement, trying to find new solutions.

This overall 'Dutch style', which is the result of an intense cooperation between the parties involved, is truly unique in the world in its aim for consistent quality.



### The Watford Group

The Watford Group is an international expert forum for railway design professionals and was created in 1963 by British Railways. Since the 1980s, other European and international railways companies have joined. The group currently has members in more than 20 countries in 3 continents and meets once a year at the Watford Conference to exchange ideas and to discuss relevant railway design topics.

[www.watford-group.org](http://www.watford-group.org)



### UIC

The International Union of Railways has 202 members across all 5 continents. The mission of UIC is to promote rail transport at a worldwide level and meet the challenges of mobility and sustainable development by:

- facilitating sharing of best practices among members,
- supporting members in their efforts to develop new business and new areas of activity,
- proposing new ways to improve technical and environmental performance,
- promoting interoperability, creating new world standards for railways,
- developing centres of competence.

[www.uic.org](http://www.uic.org)



### ProRail

ProRail is a subsidiary of the Dutch government. ProRail is responsible for the construction, maintenance, safety and use of the rail network in the Netherlands. ProRail also is responsible for the construction of stations and is currently involved in the greatest station refurbishment project since the introduction of the railways in the Netherlands, 175 years ago.

[www.prorail.nl](http://www.prorail.nl)



### NS

Every day, NS helps 2,3 million travellers get from door to door by train, bus, tram and bike. With 25.000 employees, NS is present in the Netherlands, England and Germany. Thalys, ICE and NS International's intercity trains are attractive alternatives for planes and cars for those travelling longer distances and abroad. NS Stations is the station company of the Netherlands. Together with their partners they ensure safe and comfortable station areas. Subsidiary NedTrain takes care of the rolling stock.

[www.ns.nl](http://www.ns.nl)

## Colofon

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