



## NEXT GENERATION TRAMS PROJECT



# Melbourne's new G Class tram

The Victorian Government is investing \$1.85 billion in 100 Next Generation Trams and a new tram maintenance and stabling facility in Melbourne's west.

### G Class highlights

- ✓ Space for up to 150 passengers
- ✓ Dedicated priority seats and mobility aid spaces
- ✓ Enhanced accessibility
- ✓ Hearing loops
- ✓ New priority seat design
- ✓ Improved reliability and energy efficiency

The Next Generation Trams will be the largest investment in locally made trams in Australia's history, setting the standard for modern public transport by delivering a more comfortable, accessible, and energy-efficient journey for passengers.

This Victorian-made tram was designed in collaboration with approximately 1000 passenger, accessibility, and tram operations representatives.

Melbourne's newest tram depot is under development in Maidstone, set for completion in 2025 to house the G Class fleet.

The first routes to receive the new G Class trams include the 57, 59 and 82 in Melbourne's west.





### Local jobs

The G Class is the largest investment in locally made trams in Australia's history.

The project includes a minimum 65 per cent local content requirement, supporting up to 1900 local jobs.

The new trams are being manufactured at Alstom's Dandenong facility, where more than 500 Melbourne trams have been built over the past 50 years.



### Part of the plan

The new G Class tram is a key part of making our tram network more accessible, as outlined in Melbourne's Tram Plan, and complements the coordinated program of more accessible tram stop upgrades over coming years.

Everyone should be able to catch the tram, and our new G Class has been designed with better accessibility at its heart.



### Designed for everyone

Co-designed with Melburnians, the G Class meets the needs of passengers, drivers and other road users.

We took a human-centred design approach, to enhance the experience and ensure the tram is accessible and user-friendly.



### A genuine co-design process

The tram's design has been refined in collaboration with approximately 1000 passengers, accessibility stakeholders, tram drivers, and technical experts.



### Energy efficiency

Onboard energy storage system to reduce power use and capture energy generated when braking, helping to reduce the need for expensive upgrades to the network's power supply system.

The G Class will use 40 per cent less energy per passenger than other trams.



### Renewing our fleet

The new trams will enable the retirement of some of our longest-serving high-floor trams from the Z and A classes, helping to make our public transport network more accessible.

## Proven and future-forward

The new tram is based on Alstom's Flexity 2 design, customised for the unique needs of Melbourne. Flexity 2 trams are used in cities across the world including Blackpool, Basel and the Gold Coast.

The modular design means there's potential to add extra sections, making these trams longer to meet forecast passenger growth.



## Key features

**1 Dedicated rear-view LED screens**  
Providing improved driver visibility along the tram.

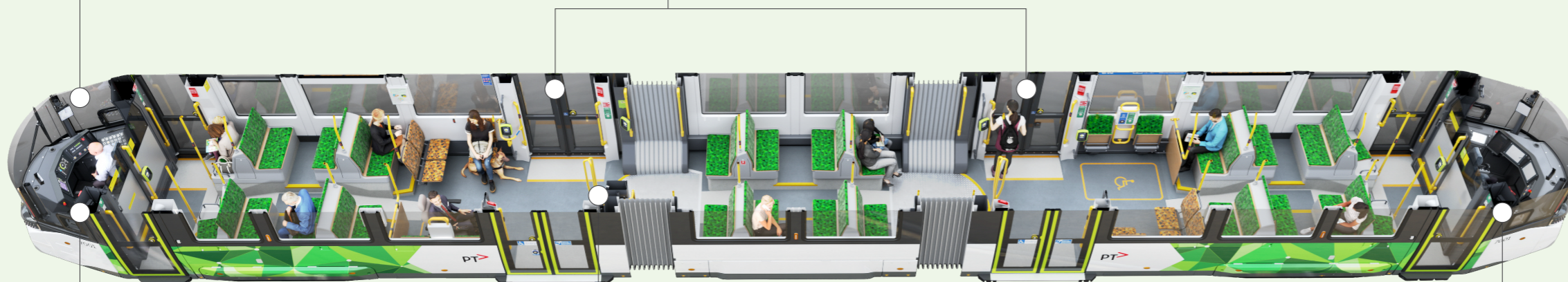
**2 Four doors per side**  
Making it easier for passengers to enter, exit and move around the tram.

**3 New technologies**  
CCTV, collision avoidance, and other intelligent systems to support a great onboard experience for passengers.

**4 Convenient hand holds**  
Handrails and handholds at key locations throughout the tram, supporting better passenger access, movement and amenity.

**A cab designed for Melbourne**  
Engineered to meet the latest crashworthiness and technical standards, enhancing sightlines and visibility.

**5 Three-section vehicles**  
Each G Class tram is built with three modules—two end sections for the driver and passengers, and a central section—along with three sets of wheels ('bogies'). This layout provides plenty of seating and standing room, designed to cater to passengers traveling in both the city and the suburbs.



## Key principles

### Continuous improvement

Experience and insights gained in earlier projects were used to inform the design of the new trams.

### Better outcomes through design

Using a human-centred design approach, the tram's design responds to the needs and preferences of passengers and drivers.

### 25-metre-long vehicle

Optimised to run on our network and provide space for more passengers compared to Z and A Class trams.



On track for 2025, the Maidstone depot prepares to welcome Melbourne's G Class fleet.

## The new Maidstone tram maintenance facility

As a part of the Next Generation Trams Project, a brand new tram maintenance and stabling facility is being built in Melbourne's west.

Tram stabling is where trams are parked while not in operation. The new facility will maintain, clean and store the state's newest tram fleet.

The project has also built a short section of non-passenger tram track to connect the facility with Route 82 and the wider network, along Hampstead and Williamson roads. Trams will access the facility from Hampstead Road.

The Maidstone facility:

- is located on a 6.5-hectare site at Maidstone, near routes 57 and 82
- will maintain and stable G Class trams and support local jobs in Melbourne's west
- includes undercover maintenance tracks, stabling roads, an undercover stabling and sanding area, a tram wash and a test track.

## Contact us

Visit [vic.gov.au/next-generation-trams](https://vic.gov.au/next-generation-trams)

Email [nextgen.trams@transport.vic.gov.au](mailto:nextgen.trams@transport.vic.gov.au)

Call 1800 800 007

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