

Brunel Awards

Catalogue



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A stylized, light gray tree graphic is positioned on the left side of the cover, extending from the bottom to the top. The tree has a thick trunk and several horizontal branches. The leaves are represented by various shapes, including elongated ovals and pointed, triangular forms, creating a layered, foliage-like effect.

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Brunel Award 2025 in London

To commemorate 200 years of modern railways, Network Rail hosted the prestigious Brunel Award International Railway Design Competition.

The Award showcases excellence in heavy railway architecture, engineering, landscaping, product design, locomotive and carriage design, graphic arts, and overall design quality across the world's railways. The aim of the Brunel Awards is to promote the aesthetic quality of the railway environment, civil engineering, stations and other facilities, as well as their equipment, rolling stock, graphic design, corporate identity and uniforms, and to encourage good design in all railway activities.

The competition is held every two to three years, with UIC (International Union of Railways) and the Watford Group playing a key role in its organisation.

For the 2025 Brunel Awards, entries could be submitted in four categories. This year, we received over 120 entries from 30 countries. Entries were open only to public or private heavy rail companies that own or operate common carrier rail services, or to public or private heavy rail infrastructure owners or operators.

Projects entered must have been completed after 1 January 2015 and before 31 May 2025.

Twenty Awards across all categories were conferred. In addition, the Jury issued 17 Commendations to entries that demonstrated high-quality design.

The Jury also awarded a "Jury Prize for Overall Design Excellence" to the railway organisation that best demonstrated a holistic approach to design, as evidenced by multiple submissions across most or all competition categories.

Foreword

François Davenne, President of UIC



Rail transport is at the heart of the global mobility renaissance, offering an efficient, safe and sustainable solution to the growing demographic, economic and environmental challenges facing our societies. Across all continents, rail is being integrated into multimodal mobility strategies, working in synergy with air, maritime, road, cycling and pedestrian networks to create seamless, sustainable journeys. In this context, the UIC — representing 223 members from 92 countries and six continents (UIC regions) — is committed to making rail the mode of choice for passengers and freight alike, ensuring it remains competitive, customer-focused and environmentally responsible.

By supporting the Brunel Awards over the years, UIC reaffirms its belief that great station design is key to building a more sustainable, inclusive and innovative transport future. The awarded projects embody our Vision 2030: intermodal, connected stations that serve communities and the climate. By celebrating excellence and creativity, we inspire a paradigm shift towards greener, people-centred mobility — and a rail system ready to meet the challenges of tomorrow.

The Brunel Awards play a unique role in recognising and promoting excellence in railway architecture and design. By celebrating projects that combine creativity, innovation, functionality and sustainability, the competition not only showcases the best in contemporary railway development but also inspires future achievements. It is an opportunity to honour the talent and vision of the professionals — architects, engineers, designers and planners — whose work shapes the image and attractiveness of rail worldwide. Through these awards, the UIC affirms its belief that great design is essential to making rail transport both a functional necessity and a cultural asset for society.

Foreword

Bertrand Minary, Passenger Department Director, and Maria Gusarova, UIC Senior Advisor – Stations



Railway stations have always been much more than points of departure and arrival — they are architectural landmarks, cultural icons and vital elements of urban life. Today, their role has expanded even further: they are multimodal hubs linking rail with metro, tram, bus, taxi, bicycle and pedestrian networks; commercial and social meeting points; and catalysts for economic development. Whether through the sensitive renovation of historic heritage sites or the creation of bold new structures, station design now demands a multidisciplinary approach that balances architectural quality, operational efficiency, passenger comfort and urban integration.



The Brunel Awards recognise and celebrate stations that successfully meet these complex challenges. They honour projects that combine architectural excellence with practical functionality, that respect history while embracing innovation, and that transform stations into vibrant urban centres. From restoring century-old halls to creating new intermodal gateways, the award-winning designs demonstrate how stations can enhance the travel experience, foster community life and contribute to the economic, cultural and environmental vitality of cities. In doing so, they affirm the central place of stations not only in railway networks but also in the life of the communities they serve, while building a legacy — creating landmarks that will continue to inspire, connect and serve generations to come.

The UIC Station Managers Global Group brings together experts from around the world to advance best practice, foster innovation and address shared challenges in station management. Supporting the Brunel Awards is a natural extension of this mission: by highlighting outstanding examples of station architecture and design, we not only recognise excellence but also inspire the next generation of projects that will define the future of stations worldwide.

History of the Brunel Awards

Founded in 1985 by the Watford Group of International Railway Architects and Designers, the Brunel Awards Competition was established to commemorate the 150th anniversary of England's Great Western Railway. Supported for many years by the International Union of Railways (UIC), the competition brings together railway professionals from around the world. It takes its name from Isambard Kingdom Brunel (1806–1859), the celebrated British railway engineer, inventor, and architect who founded and built the Great Western Railway. Far ahead of his time, Brunel envisioned an intermodal transport network linking London to New York by integrating his steamship line with the Great Western Railway between London and the port city of Bristol. Building on the achievements of the Great Western Railway, his projects were so well conceived that many remain in service to this day.

1985 Bristol, United Kingdom

The inaugural Brunel Awards Competition was launched by the Watford Conference of European Railway Architects and Designers to commemorate the 150th anniversary of the Great Western Railway. Her Majesty Queen Elizabeth II presented the awards in Bristol.

1987 Vienna, Austria

The second edition was hosted by Austrian Federal Railways (ÖBB) to mark the 150th anniversary of rail in Austria.

1989 Amsterdam, Netherlands

The third Brunel Awards were held by Netherlands Railways (NS) to celebrate 150 years of Dutch railways.

1992 Madrid, Spain

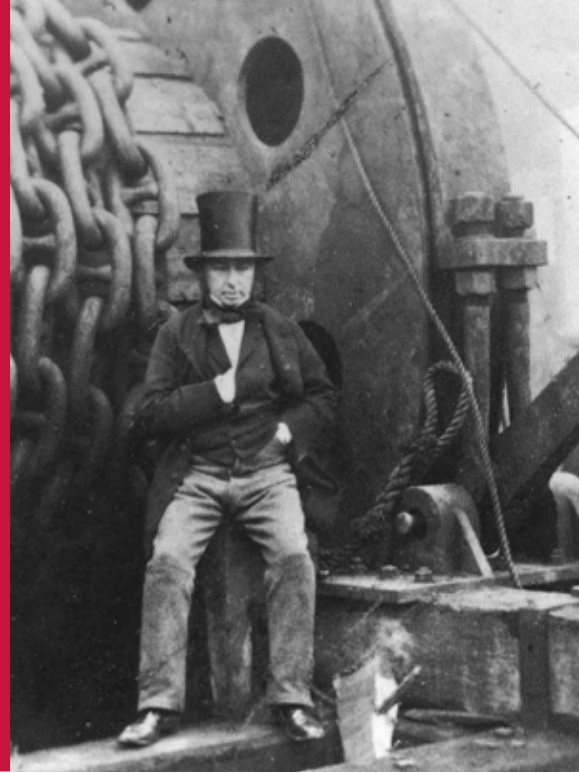
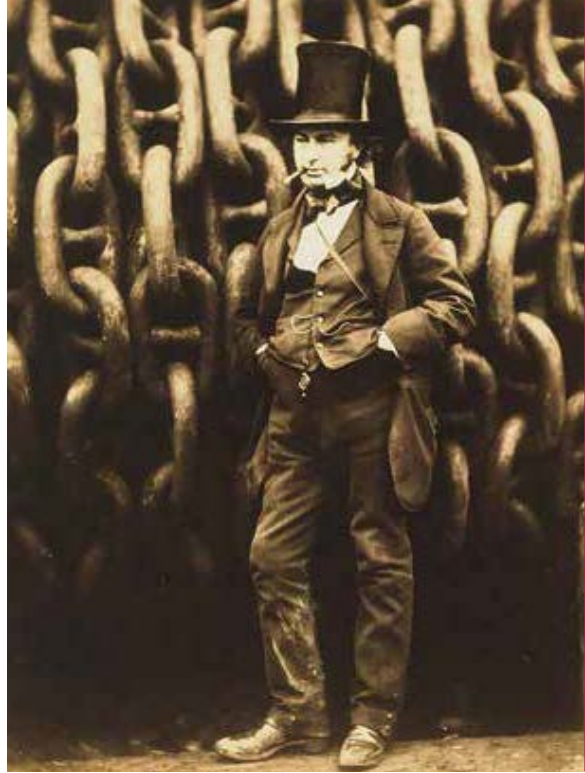
RENFE hosted the fourth edition during its 50th anniversary year, coinciding with the Seville Expo, the Barcelona Olympic Games, and the opening of the Madrid–Seville high-speed line. Her Majesty Queen Sofia presented the awards.

1994 Washington, DC, USA

The fifth Brunel Awards were hosted in the United States by the Foundation for Railway and Transportation Excellence (FoRTE).

1996 Copenhagen, Denmark

The sixth edition was organised by Danish State Railways (DSB) in Copenhagen.



1998 Madrid, Spain

The seventh edition returned to Spain, hosted again by RENFE, celebrating 150 years of Spanish railways.

2001 Paris, France

The eighth Brunel Awards were organised by French Railways (SNCF) to mark the opening of the TGV Méditerranée high-speed line.

2005 Copenhagen, Denmark

The ninth edition was once again hosted by DSB in Copenhagen.

2008 Vienna, Austria

Austrian State Railways (ÖBB) hosted the tenth Brunel Awards ceremony.

2011 Washington, DC, USA

The eleventh edition was held in Washington and organised by the Center for Industrial Design in Transportation (C4IDT).

2014 Amsterdam, Netherlands

The twelfth Brunel Awards were co-hosted by ProRail and NS to mark the 125th anniversary of Amsterdam Central Station and 175 years of rail in the Netherlands.

2025 London, United Kingdom

After a long pause, the thirteenth edition will be held in London, organised by Network Rail and UIC, celebrating 200 years of railways in the United Kingdom.

Categories

Category 1 Stations

such as

- Individual surface and sub-surface stations featuring heavy rail
- Train stops, canopies, small stations
- Medium size and large stations
- Transit-driven urban transformations, public realm improvements, landscaping
- Platform access structures (bridges, passerelles, underpasses, secondary entrances, ...)
- Interior refurbishments
- All newly constructed, restructured or renovated

Category 2 Industrial Product & Graphic Design

such as

- Linewide/System product, furniture, component design for stations and trains
- Employee uniforms and clothing
- Passenger information, timetables, tickets, signage, including interactive wayfinding systems, immersive media displays, smart ticketing solutions, AI-driven passenger information systems, or other cutting-edge digital innovations
- Advertising, branding
- Integration of art in stations and associated urban realm, railway infrastructure and buildings, rolling stock and communication items.
- Documentation and Design Standards

Category 3 Technical Infrastructure and Environment

such as

- Civil engineering, bridge and viaduct structures, tunnel heads, signal or catenary structures, etc
- Railroad support buildings, freight infrastructure
- Integration of railway into the environment, including specific historic preservations

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
- Locomotives

Participants

China	Huzhou-Hangzhou Railway Co.,Ltd.	1 entries
France	SNCF Gares & Connexions	12 entries
France	SNCF Voyageurs	2 entries
Germany	DB InfraGO AG	2 entries
Ireland	Iarnród Éireann / Irish Rail	6 entries
Japan	Tokyu Railways	4 entries
Japan	East Japan Railway Company	9 entries
Japan	Echigo TOKImeki Railway Company	1 entries
Japan	Hiroshima Rapid Transit Co., Ltd.	1 entries
Japan	Japan Railway Construction, Transport and Technology Agency (JRTT)	4 entries
Japan	Japan Railway Construction, Transport and Technology Agency (JRTT)/Kyushu Railway Company(JR Kyushu)	1 entries
Japan	Kyushu Railway Company (JR Kyushu)	3 entries
Japan	Osaka Port Transport System Co., Ltd. Osaka Metro Co., Ltd.	1 entries
Japan	Tobu Railway	4 entries
Japan	Tokyo Metro	2 entries
Japan	West Japan Railway Company	4 entries
Netherlands	Prorail and NS	2 entries
Netherlands	Bureau Spoorbouwmeester, ProRail and NS	4 entries
Netherlands	ProRail, NS and the municipality of Breda	1 entries
Netherlands	NS	1 entries
Netherlands	ProRail	28 entries
Netherlands	NS and City of Amsterdam	1 entries
Singapore	Land Transport Authority	1 entries
Slovenia	Slovenian Railways	1 entries
Spain	Ferrocarrils de la Generalitat de Catalunya	1 entries
Switzerland	SBB AG Switzerland, Hilfikerstarsse 1, 3000 Bern 65	3 entries
Switzerland	SBB Cargo International AG	1 entries
United Kingdom	Transport for London	2 entries
United Kingdom	Network Rail	6 entries
United Kingdom	East Midlands Railways	1 entries
USA	Metropolitan Transportation Authority	1 entries

The Brunel Awards Jury

The Brunel Jury was composed of international leaders in architecture, engineering, and design. In assessing entries, the Jury's main focus was the extent to which a project or product will support a favourable perception of the railway and its impact upon the entrant's railway system and the customers it serves. The fundamental criterion was the role that entry plays or may play in enhancing the attractiveness of the rail mode and/or increasing the satisfaction of the railway's customers.



Sadie Morgan

Co-founding Director at dRMM

Sadie Morgan is a co-founding director of dRMM. Championing design for over two decades, she holds government advisory roles including as a Commissioner for the National Infrastructure Commission and as a board member for Homes England. Sadie is a senior advisor for the NLA and Chair of their New London Sounding Board. She has held professorships at the University of Westminster and Cambridge University and co-founded the Quality of Life Foundation – an independent body prioritising wellbeing in the built environment.



Andrew Mead

Architect in Transit Design

A distinguished Architect specialising in Transit Design, with over 30 years of global experience across North America, Europe, and Asia. He has served as Chief Architect for the Singapore, Dubai, and Hong Kong Metros. Andrew's visionary work includes the award-winning Bras Basah Station, recognised as Transportation Building of the Year 2009 at the World Architecture Festival.



Nick Tyler

Researcher and educator

Nick is a researcher and educator who bridges science, engineering, arts, and policy to explore how people interact with their environments. Drawing on his background as a musician, he leads PEARL, a life-scale research lab created with Perkins&Will, to design inclusive and sustainable spaces. His work has influenced the design of transport and public spaces worldwide. A CBE and Fellow of several prestigious institutions, Nick champions a capabilities-based, human-centered approach to the built environment.



Bertrand Minary

UIC Passenger Director – Coordinator of the Middle East & Latin American regions

A recognised global expert with over 25 years of experience transforming the railway sector through innovation, technology, and strategic leadership. Currently, he serves as a UIC Passenger Director and regional coordinator for the Middle East and Latin America. Bertrand leads over 40 international working groups focused on passenger services, ticketing, high-speed rail, customer experience, and station management, aiming to foster seamless and sustainable travel solutions.



Rosa Deneb Casquero Soler

Head of Infrastructure, Asset Management & TTI

Since 2023, Rosa has led the Infrastructure, Train-Track Interaction, and Asset Management Units at UIC, bringing a wealth of experience to the role. Her career began in road operations, where she served as head of operations before transitioning to the railway sector with Adif in 2010. Over the years, she has held various infrastructure-focused positions, maintaining close ties with international working groups and driving collaborative advancements in the field.



Andreas HEYM

Transit Architect and Planner

Andreas is an architect-engineer and urban designer having spent nearly 40 years in transit design & development, first for SNCF, then for AREP, and currently in an advisor position for transportation projects in Saudi Arabia. As AREP's international development director, he has been leading mobility projects in Europe, Asia, the Americas, and Africa, and has a deep understanding of the challenges of station and railway design, from the client, the designer, and the customer perspective. From 1991 to 2008, Andreas was Secretary of the Watford Group, the international association of railway architects, urban planners and designers. He has been a member of all Brunel Awards Technical Committees since 1992.

Members of the Technical Committee

Frank Anatole

Principal Architect, Network Rail

Maria Gusarova

Senior Advisor, Passenger Department, UIC

Station Managers Global Group project manager

Andreas Heym

Andreas Heym Planning & Design

Member of the Watford Group Steering Committee

David Hughes

Senior Architect, Iarnród Éireann / Irish Rail

Vice-Chair of Working Group 1 Station & Urban Design of Station Managers Global Group, UIC

Member of the Watford Group Steering Committee

Martin Short

Lead Architect - Railway Directorate , HS2

Awards

Category 1 Stations (13 Awards)

DB InfraGO AG	Germany	The Small Green Station Zorneding+ The Small Green Station Haar (2024)
East Japan Railway Company	Japan	Ueno Station Park Gate Building (2020)
Huzhou-Hangzhou Railway Co., Ltd. and Hangzhou West Station Hub Development Co., Ltd.	China	Hangzhouxi Railway Station Hub Complex (2022)
JRTT / Kyushu Railway Company	Japan	Nagasaki Station (2022)
NS and City of Amsterdam	Netherlands	Underwater bicycle parking facility (2023)
ProRail	Netherlands	Lansingerland – Zoetermeer Railway Station (2019)
ProRail	Netherlands	Station area Driebergen Zeist (2020)
ProRail	Netherlands	Bike Parking & Station Pavilion, Dordrecht (2024)
ProRail and NS	Netherlands	Eindhoven Central Station, large scale extension and renovation (2018)
ProRail, NS and the municipality of Breda	Netherlands	Public Transport Terminal Breda (2016)
SNCF Gares & Connexions	France	Rennes Multimodal Interchange (2019)
SNCF Gares & Connexions	France	Nimes “Pont-du-Gard” High Speed Rail Station (2019)
Transport for London and Network Rail	United Kingdom	Abbey Wood Railway Station (2022)

Category 2 Industrial & Product Design *(2 Awards)*

Network Rail	United Kingdom	Network Rail Design Guidance Manuals (2025)
Bureau Spoorbouwmeester, ProRail and NS	Netherlands	Landscaping plan for the Dutch railway (2021)

Category 3 Technical Infrastructure and Environment *(2 Awards)*

Iarnród Éireann / Irish Railways	Ireland	Chief Medical Officer Occupational Health Offices (2022)
Network Rail	United Kingdom	FLOW Bridges (2023)

Category 4 Rolling Stock *(3 Awards)*

Ferrocarrils de la Generalitat de Catalunya	Spain	Class 112 Mid-Life Program (2025)
Kyushu Railway Company	Japan	Battery Powered Train Series BEC819 DENCHA (2024)
West Japan Railway Company	Japan	West Express Ginga (2020)

Commendations

Category 1 Stations (12 Commendations)

East Japan Railway Company	Japan	Niigata Station Elevation Project (2024)
JRTT	Japan	Ureshino Onsen Station (2022)
New York Metropolitan Transportation Authority	USA	Grand Central Madison (2023)
ProRail	Netherlands	Station Delft Campus (2023)
ProRail	Netherlands	Nijmegen Goffern Station (2015)
SNCF Gares & Connexions	France	Paris-Nord Large Solar Bike Shed (2024)
SNCF Gares & Connexions	France	Paris-Lyon station, Fresco Gallery and Small Passenger Hall (2024)
TOBU RAILWAY CO.,LTD	Japan	Minami-utsunomiya Station Renewal Project (2020)
TOKYU RAILWAYS	Japan	KININARU Renewal Tokyu Ikegami Line Togoshi-ginza Station and Hatanodai Station (2019)
TOKYU RAILWAYS	Japan	Ikegami Station (2021)

Category 2 Industrial & Product Design (2 Commendations)

SBB Cargo International AG	Switzerland	The Alppiercers: A comprehensive fleet livery for SBB Cargo International (2024)
Slovenian Railways	Slovenia	New uniforms at Slovenian railways: Where style meets sustainability and comfort (2023)

Category 3 Technical Infrastructure and Environment (3 Commendations)

Iarnród Éireann / Irish Railways	Ireland	Galway Station Adaptive Reuse of Protected Structure for Staff Facility Building (2022)
SBB AG	Switzerland	Railway Buildings Wood (2025)
TOBU RAILWAY CO.,LTD	Japan	Steam Locomotive Revival Project (2017)

Category 4 Rolling Stock (2 Commendations)

Echigo TOKImeki Railway Company	Japan	SETSUGEKKA (2016)
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And a joint commendation for 3 projects in Japan

East Japan Railway Company	Japan	TRAIN SUITE SHIKI-SHIMA (2017)
Kyushu Railway Company	Japan	Discover Kyushu Express 36+3 (2020)
West Japan Railway Company	Japan	Cruise train TWILIGHT EXPRESS MIZUKAZE (2017)

Special Brunel Jury Prize

The Jury decided to grant the Brunel Jury Award 2025 to the Netherlands, in recognition of their continuous engagement in railway design of the highest quality in all fields, and for outstanding design quality at all scales — from large to small stations, through station refurbishments, and most notably for the way stations are integrated into their urban and landscape surroundings.

In total, 33 entries were submitted by various organisations in the Netherlands, including ProRail, NS, Bureau Spoorbouwmeester, and several municipalities across the country.

- Almere Centrum Station
- Amsterdam Duivendrecht Station
- Amsterdam RAI Station
- Amsterdam Zuid Station Bicycle Parking
- Assen Station
- Bilthoven Station
- Breda Public Transport Terminal
- Castricum Station, Gateway to the Dunes and Sea
- Chevremont
- Circular & Nature-Inclusive Substation, Lunteren
- Dordrecht Station
- Entrance to the Western Passenger Tunnel, Amsterdam Central
- Harderwijk Station
- Lansingerland–Zoetermeer Station
- Leidschendam – Wheel Laithe

- More than a Tunnel, a New Space in Goes
- Naarden-Bussum Station, New Entrance (West Side)
- Nijmegen Goffert Station
- Railway Station Driebergen-Zeist
- Railway Station Geldermalsen – Restoration, Redevelopment & Accessibility
- Rotterdam Noord Station
- Station Delft Campus
- Station Harlingen – Canopy and Exterior Renovation
- Station Rotterdam Alexander
- The Amsterdam Railway Zone Oasis
- Tilburg Railway Area
- UK Terminal
- Underpass Kasteelherenlaan, Helmond
- Underwater Bicycle Parking Facility, Amsterdam Central Station
- Utrecht Canal Bridge
- Utrecht Vaartsche Rijn Station
- Zuidhorn Spoorbrug
- Zwolle Passenger Tunnel

Among these outstanding projects, seven received an award and two a commendation.

Jury Report

The Brunel Awards were created in 1985, at a time when the railway renaissance had just started. They aimed – and still aim – at rewarding railway companies who promote the attractiveness and boost the ridership of public mass transit by putting together an ambitious scope of work, choosing a good designer, and finding the money to produce a high-quality project.

40 years later, the 13th Brunel Awards again showed how much progress has been made. The Jury was amazed by the overall quality of the entries, and the desire of participants to enhance through their projects not only the transit client experience, but the citizen experience as a whole. Thus, urban integration, architectural quality, and improvement of intermodality, which all necessitate cooperation with municipalities, other transit operators and multiple third parties, were showcased in many projects. A strong focus on sustainability, resilience, circular economy, and environmental and social responsibilities was ever present.

The Jury is keenly aware of the specific political and budgetary environments in which railway companies usually operate. Consequently, while the obvious and requested criteria of Customer Experience, Aesthetic Quality, Sustainability and Reliability, Economic Efficiency, and Innovation or Innovative Product Delivery were all taken into consideration, in some cases the response to just one or two criteria stood out in such a way that they alone merited recognition.

Having a transit infrastructure project approved, financed and then realised can often take many years, and convincing all stakeholders to continue to support a first-rate outcome is never easy. The higher than usual number of Commendations bears witness to the Jury's desire to encourage all railway companies, municipalities, government authorities and other stakeholders to continue pushing for the highest level of commitment to environmental, social, functional and visual quality in public mobility.

The Jury wishes to highlight a few clearly recognisable design trends that were evident across many of the entries:

- Continued emphasis on the role of the railway station as a major, coordinating centrality within the urban fabric.
- Prominence of sustainable and resilient design, in functionality, urban layout, intermodal accessibility, universal accessibility for all, architectural dialogue and integration into the surroundings, choice of materials, and overall simplicity.
- The high degree to which wood was used in many projects, both in structure and cladding, but also in furniture, is amazing and must be further encouraged.
- Integrating and even celebrating bicycle access and parking at stations is an ever-growing trend.
- Restorations, renovations and upgrades, as well as all kinds of extensions, continue to play an important role, which underlines the importance and necessity of both understanding the historical/heritage nature of much existing railway infrastructure and integrating long-term “future proofing” into any original design. Today’s new infrastructure is tomorrow’s heritage.

All participants went to great lengths to explain the various components of their programme and design approach, which gave very helpful insights into the development process of each project.

While all of this was both expected and very much appreciated, the Jury still looked within each project, independently of its scale, for the little “plus”, something that distinguished it, could be particularly recognised and made the difference in the judging.

The Jury would like to thank the organisers for making this extraordinary event possible and strongly encourages UIC to continue running this competition – for example, every three years. This would allow railway companies to present their new design work to both their peers and an international audience, to learn from each other, and to continue promoting the highest quality in railway design. In this way, we can continue to improve the offer for end users: the passengers and freight customers, and for the cities and regions they inhabit.



Category 1

Stations

Awards

13 Awards

DB InfraGO AG	Germany	The Small Green Station Zorneding+ The Small Green Station Haar (2024)
East Japan Railway Company	Japan	Ueno Station Park Gate Building (2020)
Huzhou-Hangzhou Railway Co., Ltd. and Hangzhou West Station Hub Development Co., Ltd.	China	Hangzhouxi Railway Station Hub Complex (2022)
JRTT / Kyushu Railway Company	Japan	Nagasaki Station (2022)
NS and City of Amsterdam	Netherlands	Underwater bicycle parking facility (2023)
ProRail	Netherlands	Lansingerland – Zoetermeer Railway Station (2019)
ProRail	Netherlands	Station area Driebergen Zeist (2020)
ProRail	Netherlands	Bike Parking & Station Pavilion, Dordrecht (2024)
ProRail and NS	Netherlands	Eindhoven Central Station, large scale extension and renovation (2018)
ProRail, NS and the municipality of Breda	Netherlands	Public Transport Terminal Breda (2016)
SNCF Gares & Connexions	France	Rennes Multimodal Interchange (2019)
SNCF Gares & Connexions	France	Nimes “Pont-du-Gard” High Speed Rail Station (2019)
Transport for London and Network Rail	United Kingdom	Abbey Wood Railway Station (2022)

Commendations

12 Commendations

East Japan Railway Company	Japan	Niigata Station Elevation Project (2024)
JRTT	Japan	Ureshino Onsen Station (2022)
New York Metropolitan Transportation Authority	USA	Grand Central Madison (2023)
ProRail	Netherlands	Station Delft Campus (2023)
ProRail	Netherlands	Nijmegen Goffern Station (2015)
SNCF Gares & Connexions	France	Paris-Nord Large Solar Bike Shed (2024)
SNCF Gares & Connexions	France	Paris-Lyon station, Fresco Gallery and Small Passenger Hall (2024)
TOBU RAILWAY CO.,LTD	Japan	Minami-utsunomiya Station Renewal Project (2020)
TOKYU RAILWAYS	Japan	KININARU Renewal Tokyu Ikegami Line Togoshi-ginza Station and Hatanodai Station (2019)
TOKYU RAILWAYS	Japan	Ikegami Station (2021)

Award

DB InfraGO AG, Germany

The Small Green Station Zorneding + The Small Green Station Haar (2024)

By combining two separate entries by Deutsche Bahn DB into one, the Jury aims to recognise the underlying ecological “The Small Green Stations” program over and above the individual projects cited in the award. Developing two quite different, but very appealing stations on the basis of the same sustainability vision, including constructive modularity and flexibility, produces an impressive “proof of concept”. DB should be encouraged to speed up the roll-out of these very innovative stations.



Award

East Japan Railway Company, Japan Ueno Station Park Gate Building (2020)

The Ueno station Park Gate building is a masterpiece of refined simplicity. Being both an individual building and the façade of a much bigger urban transit interchange, it provides a delicate transition between the railway and city environments: functional and well-organised on the ground floor, and floating, nearly ethereal, on the first floor/platform level. Simply beautiful, showing how large-scale mass transit can be smoothly integrated into even the most demanding context.



Award

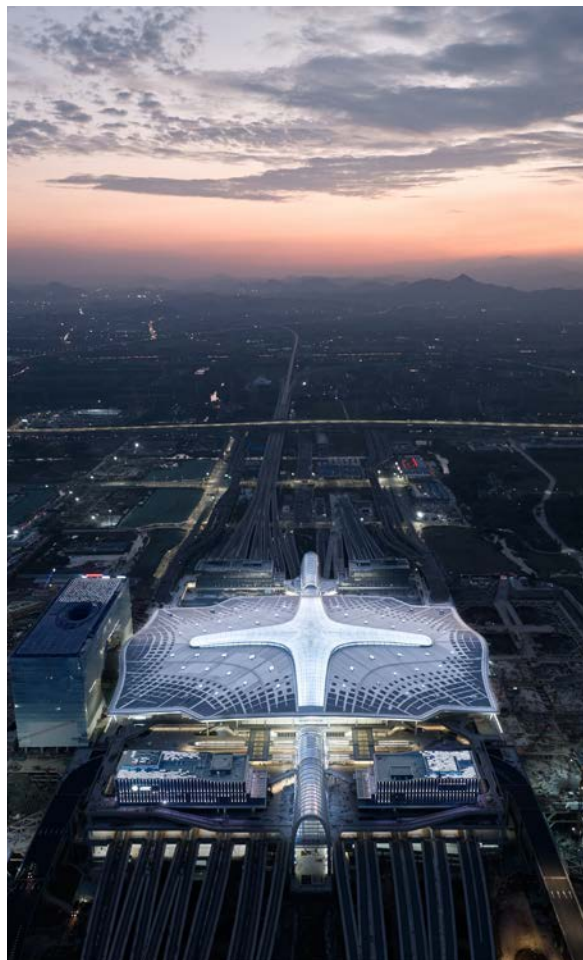
Huzhou-Hangzhou Railway Co., Ltd. and Hangzhou West Station Hub Development Co., Ltd., China Hangzhouxi Railway Station Hub Complex (2022)

Administrator: China Railway Shanghai Group Co., Ltd.

Consultant: China Railway Economic and Planning Research Institute

Design Company: China Railway Siyuan Survey and Design Institute Group Co., Ltd. and CCTN Design Consortium

Hangzhouxi station is another amazing example of Chinese railway station architecture developed by the different Chinese Railway companies over the last 20 years, as part of the country's massive high-speed rail development. The award not only recognises the quality of this station as an impressive reference for large-scale mass transit buildings, but also acts an invitation for many more Chinese stations to be submitted for future Brunel Awards.



Award

JRTT / Kyushu Railway Company, Japan Nagasaki Station (2022)

Designed by: Japan Railway Construction, Transport and Technology Agency (JRTT): Nishi-Kyushu Shinkansen

Kyushu Railway Company: Nagasaki Main Line

Yasui Architects & Engineers, inc: both

Nagasaki station celebrates “The Train in the City” and recognises the railway station as a fundamental part of the urban experience. The translucent roof and transparent platform façades not only create a luminous atmosphere on the platform and beautiful views of Nagasaki Bay, but also enhance the travel and commuting experience, as well as transforming the station into a shining urban lantern at night. Providing the same quality of space for users of both the high-speed line and conventional lines further reinforces the positive image of public transport portrayed by this station.



Award

NS and City of Amsterdam, Netherlands

Underwater bicycle parking facility (2023)

Amsterdam Central Station is separated from the inner city by a large canal, and in general has very limited accessible space around it. The brilliance of the project lies in using the public water body, by placing a huge underwater bicycle parking there, which is directly accessible from the city, and then providing short underpasses to the various modes coming together at the railway station.

This simple solution most certainly needed complex administrative procedures and difficult engineering work. But the result is not only functionally convincing and beautifully designed and executed, it also elevates seemingly banal “station bicycle parking” to a whole new level of attractiveness and quality. A reference!



Award

ProRail, Netherlands Lansingerland – Zoetermeer Railway Station (2019)

Designed by: Arcadis Architecten & Team V Architecture

Engineering, construction, installations and integral design: Arcadis Netherlands B.V.

A very interesting and beautiful example of a tramway station terminus sitting on a large bridge over a rail and highway corridor, connecting both sides of the terrain, and at the same time forming both a landscape and a city plaza. A perfect intermodal solution, with a strong architectural expression.



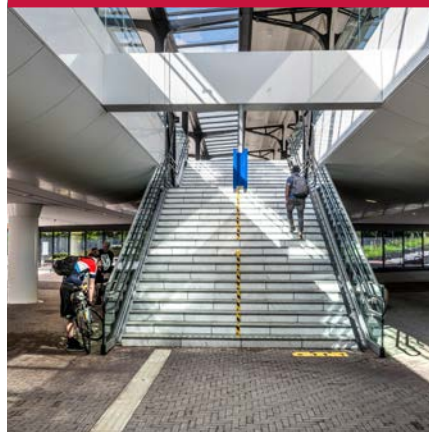
Award

ProRail, Netherlands Station area Driebergen Zeist (2020)

Designed by: Arcadis

The Dutch are unsurpassed in their willingness and capacity to imagine, finance, design and construct grade-separated rail-road crossings that include a station in the middle. The key is in the design of the railway bridge: multiple large spans and a “friendly” and soft-edged bridge-deck and pillar design create a well-lit, attractive and very secure ambiance. This is a textbook example of “(user) value for (infrastructure) money”, which could be applied to rail infrastructure everywhere.

Outstanding public space and landscape design make the whole area feel like a park or village square, while a well-conceived functional layout provides easy access to all modes.

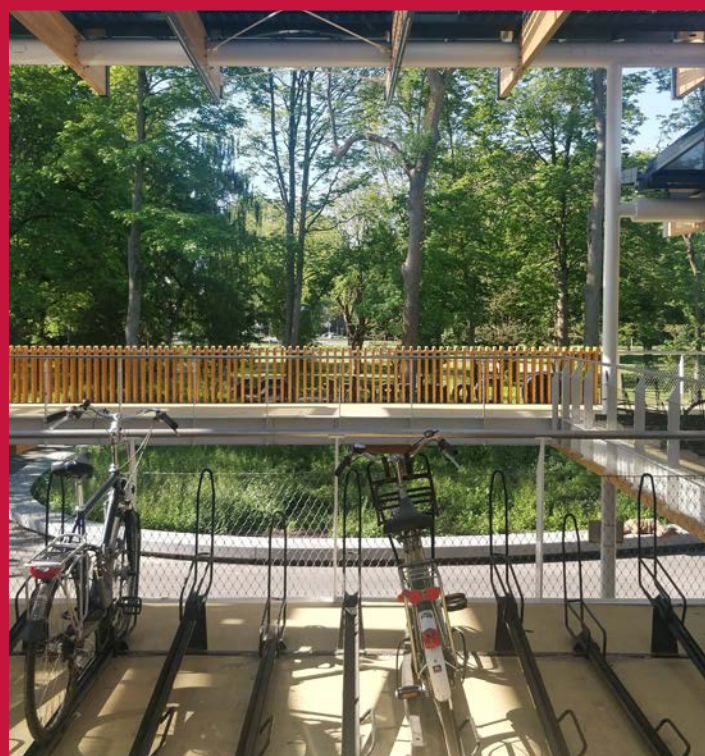


Award

ProRail, Netherlands Bike Parking & Station Pavilion, Dordrecht (2024)

Designed by: Studio SK – Movares; Iris van Huijsteen, Paul van der Ree

A very lightweight and functional, yet most appealing structure, sitting in the landscape like a garden pavilion. This is innovative station access at its best – the vision and concept behind using the bike parking to create a new type of station hall is very convincingly displayed, in this and other well-designed Dutch bicycle parking Brunel Awards entries.

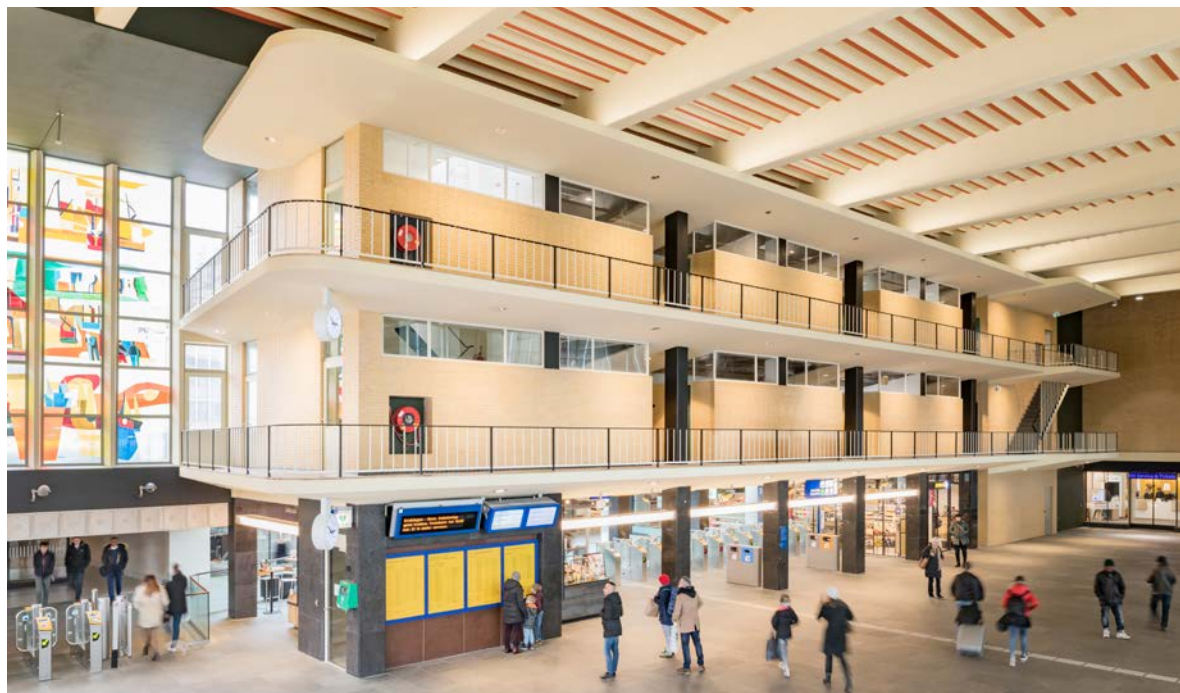


Award

ProRail and NS, Netherlands Eindhoven Central Station, large scale extension and renovation (2018)

Designed by: Arcadis

That the 1956 Eindhoven station merited such extensive and impressive restoration to showcase and celebrate its original features is not only proof of the quality of the initial building architecture and layout, but also of the capacity of Dutch Railways to smoothly combine the past and the future. The recent underpass enlargement, as part of the wider renovation project, is a magnificent example of how to treat such constrained spaces, through the careful design of volume and light.



Award

ProRail, NS and the municipality of Breda, Netherlands

Public Transport Terminal Breda (2016)

Designed by: Koen van Velsen architects

The Breda public transport terminal is the first step of a huge and complex urban design development showcasing the magnificent integration of multimodal transportation into the urban fabric, while organically connecting two parts of the city.

The Jury lauds not only the overall sustainable vision, but also the quality of the design and execution down to every detail. A special mention goes to the huge glass façade of the train hall, which proudly presents the trains as the key feature of the operation.



Award

SNCF Gares & Connexions, France Rennes Multimodal Interchange (2019)

Designed by: AREP

The Jury celebrates the successful transformation of the existing station into a modern interchange, which integrates a seamless pedestrian connection from the city centre to the EuroRennes development project on the other side of the tracks. The use of innovative structural materials enhances the inviting ambiance of clarity and fluidity.



Award

SNCF Gares & Connexions, France

Nîmes “Pont-du-Gard” High Speed Rail Station (2019)

Designed by: AREP

The Nîmes Pont du Gard station is a remarkable example of the environmental integration of a huge transport infrastructure into the countryside. The layout, volume, choice of materials and vegetation create a light and breezy ambiance more redolent of a country estate than of a transit hub. Within this setting, a very sustainable and functional intermodal interchange has been developed, with beautiful plays of light and shadow throughout the large passenger hall.



Award

Transport for London and Network Rail, United Kingdom

Abbey Wood Railway Station (2022)

Architect: Fereday Pollard

Design Manager: PB-WSP

Urban Realm: Urban Movement

Engineers: PB-WSP and Tony Gee & Partners

Ergonomics: MIMA

The project perfectly addresses the surrounding urban development challenges accumulated over several decades. At the same time, it makes a strong, identity-building architectural statement and creates a new urban centrality. The structural use of timber and its well-detailed juxtaposition with other materials deliver a beautiful and enriching public transport experience for the users of the station.



Commendation

East Japan Railway Company, Japan Niigata Station Elevation Project (2024)

Considering the sheer scale and difficulty of the infrastructure endeavour, it is no surprise that it took 37 years to get this project realised, and the Jury applauds the resilience of all stakeholders. While the immediate outcome dramatically improves intermodal connections, spatial and community links, and service and commercial offers for both travellers and local people, and creates a vast commercial and community development space well beyond the narrow requirements of transportation, the overarching effect of finally connecting two parts of the city that had been separated by the railway will influence the future of Niigata development for decades, if not centuries to come. This is visionary leadership.



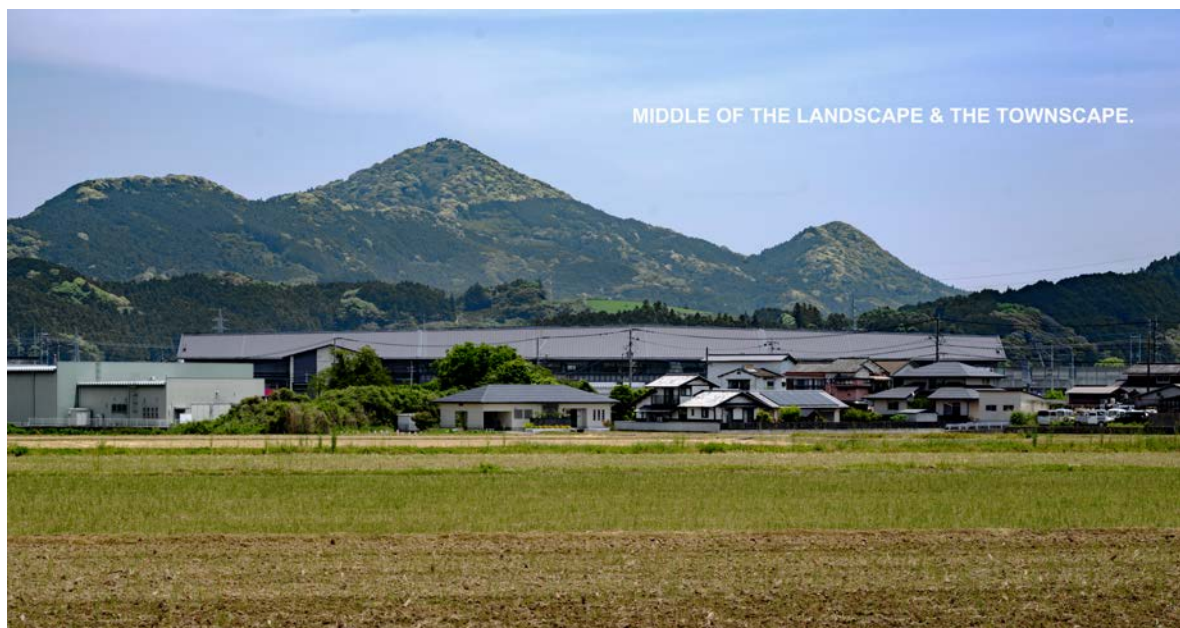
Commendation

JRTT, Japan

Ureshino Onsen Station (2022)

Designed by: Japan Railway Construction, Transport and Technology Agency (JRTT), JR KYUSHU CONSULTANTS COMPANY

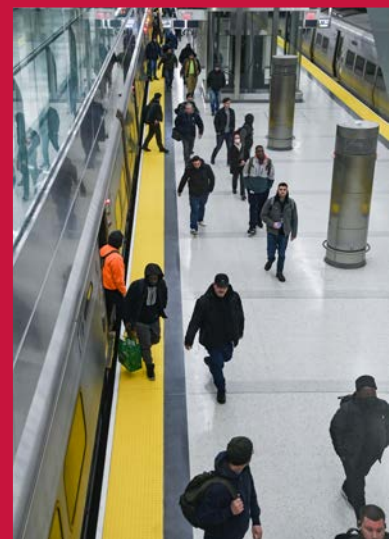
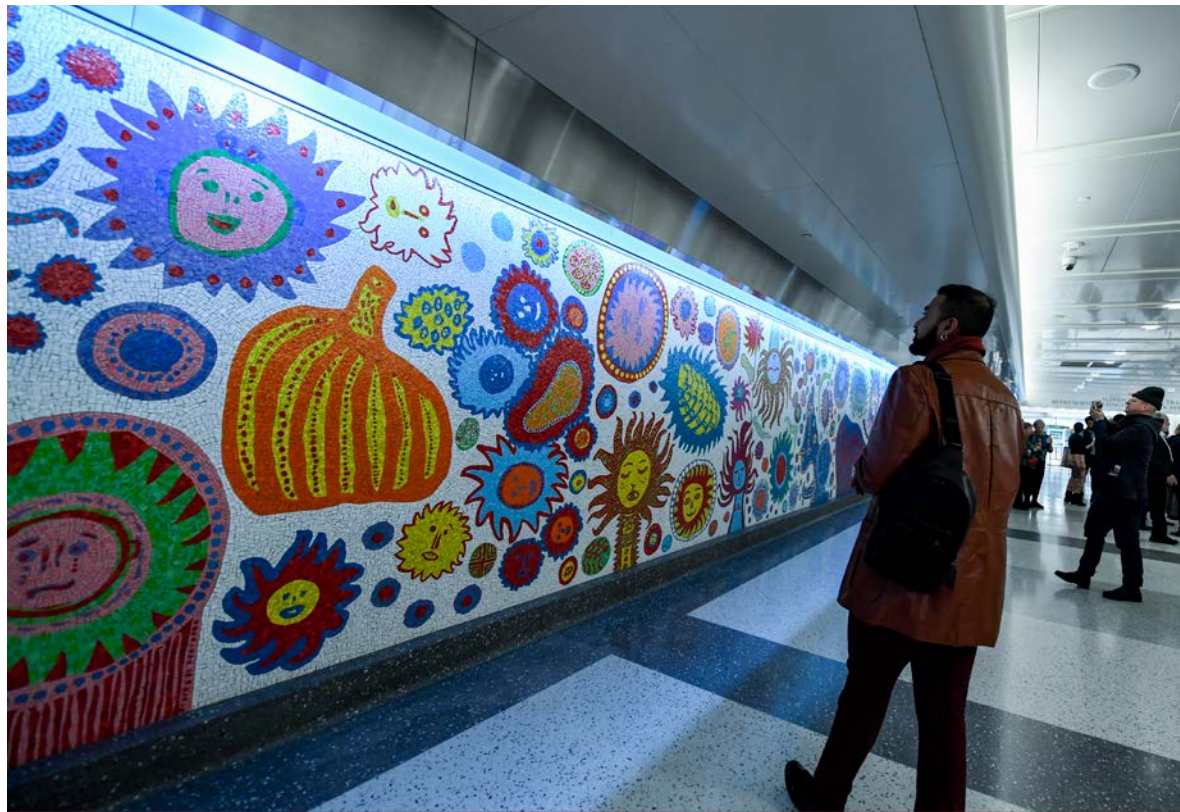
A very interesting solution to a well-known design challenge: how to break down the scale of elevated high-speed rail stations and incorporate them seamlessly into their urban environment, particularly in a small city. Here, the brilliant use and combination of structure, form and materials lead to a beautiful and very well integrated building, including the views of the landscape from the platform right when you step off the train. A reference for future stations along elevated rail lines.



Commendation

New York Metropolitan Transportation Authority, USA Grand Central Madison (2023)

The challenges of this kind of underground transportation project are just breathtaking. The Jury celebrates the successful realisation of the project and the significant effort undertaken to enhance passenger services, comfort and experience, including the integration of multiple artworks.

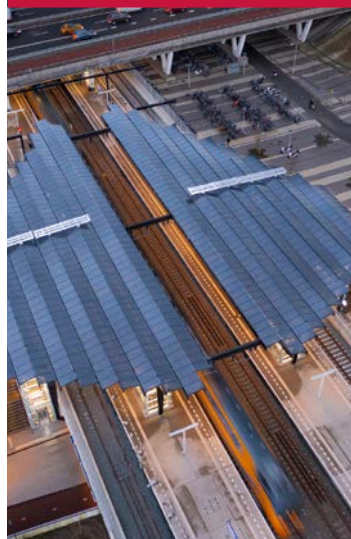


Commendation

ProRail, Netherlands Station Delft Campus (2023)

Designed by: Benthem Crouwel Architects, Haskoning, Witteveen + Bos, Movares

This is a very good and appealing project, ticking all the required boxes, especially sustainability and innovation (first Dutch energy-neutral station). The precision of the design and engineering allowed for simple and fast construction above an operating rail line.



Commendation

ProRail, Netherlands Nijmegen Goffern Station (2015)

Designed by: Studio SK - Movares, Peter Heideman & Paul van der Ree

A strong visual statement that is well adapted to its urban environment – based on a clever structural design that enabled the installation of the prefabricated roof in one move, over a very busy railway line. This is what railway design is all about: responding to the needs of the user, the urban environment, the municipality, the railway operator and the infrastructure manager, all answered through one beautiful project.



Commendation

SNCF Gares & Connexions, France

Paris-Nord Large Solar Bike Shed (2024)

Designed by: AREP

This is a very elegant, functional and ecological project, well-detailed and integrated within the delicate and historic Gare du Nord station environment.

One delightful feature: the roof of the shelter recycles some forty bent glass panes from the famous Centre Pompidou façade elevator, which were renewed as part of the recent renovation of the Pompidou. This is a great example of reuse (and imagine the logistical and probably contractual efforts to set this up!) that the Jury celebrates and encourages.



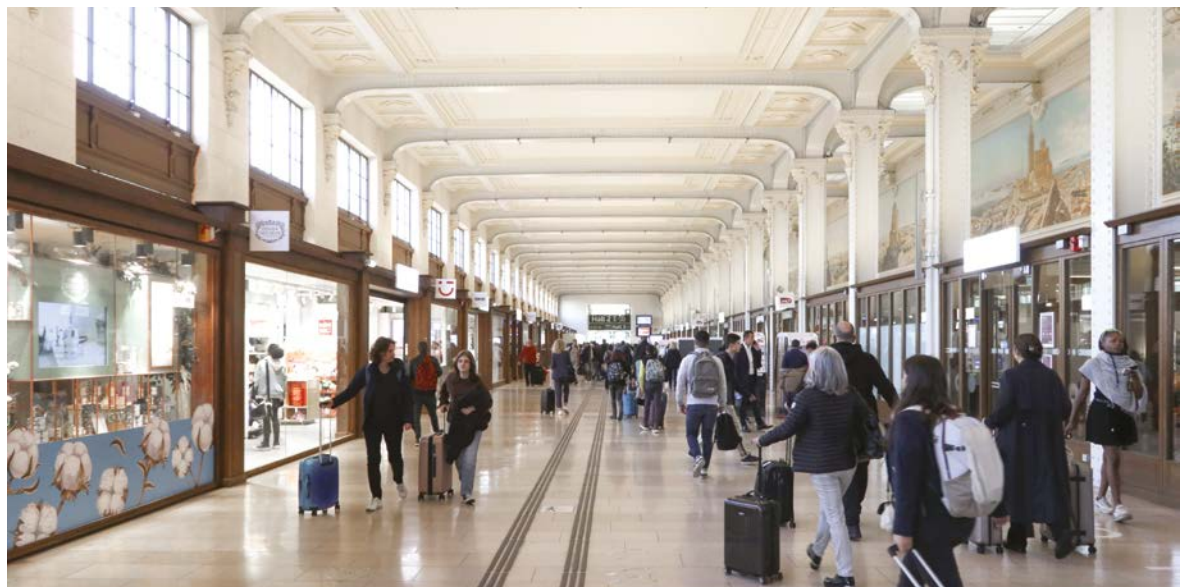
Commendation

SNCF Gares & Connexions, France

Paris-Lyon station, Fresco Gallery and Small Passenger Hall (2024)

Designed by: AREP

It is always a major challenge for the owner/operator to tackle roof or concourse renovations in one of the biggest landmark heritage stations in the country, without excessively disrupting the day-to-day functioning of the station. The results at Paris Gare de Lyon station show that it was worth the effort, carefully renovating the main concourse hall and the adjacent connecting passageway, including the 100-metre-long mural, while delivering well-integrated new and attractive passenger and commercial services in the process.



Commendation

Tobu Railway, Japan

Minami-utsunomiya Station Renewal Project (2020)

Designed by : Tobu Railway, O·N·O Architects and Engineers

This commendation applauds the fact that no building is too small to be cherished and maintained for its users and its community. While doing necessary technical and functional upgrades, Tobu Railway went to great lengths to renovate every little detail of the historic building and to preserve it for future generations. A very impressive commitment.



Commendation

Tokyu Railways, Japan

Kininaru Renewal Tokyu Ikegami Line Togoshiginsa Station and Hatanodai Station (2019)

A very beautiful wooden platform canopy and wall structure, extremely clever engineering design to absorb the curve in the alignment and to construct over the existing shelters, and the whole implemented with the station in operation. An amazing example of the use of wood in a very constrained infrastructure environment.



Commendation

Tokyu Railways, Japan Ikegami Station (2021)

Ikegami station is an amazing example of urban transformation, generated by the creation of a pedestrian overpass to replace an existing at-grade pedestrian crossing. The exciting element in this case is that this overpass is very cleverly integrated into a new building, which not only allows for the housing of all passenger amenities and the platform access, but also adds multiple municipal and community spaces and services.

The building and public spaces are beautifully designed; the historic references are subtle and very well integrated. The extensive use of wood enhances the warmth and attractiveness of the ensemble.





Category 2

**Industrial & Product
Design**

Awards and Commendations

2 Awards

Network Rail	United Kingdom	Network Rail Design Guidance Manuals (2025)
Bureau Spoorbouwmeester, ProRail and NS	Netherlands	Landscaping plan for the Dutch railway (2021)

2 Commendations

SBB Cargo International AG	Switzerland	The Alppiercers: A comprehensive fleet livery for SBB Cargo International (2024)
Slovenian Railways	Slovenia	New uniforms at Slovenian railways: Where style meets sustainability and comfort (2023)

Award

Network Rail, United Kingdom

Network Rail Design Guidance Manuals (2025)

Writing Design Guidance Manuals – and chasing their implementation – is one of the most thankless jobs in the whole industry. However, it is fundamental for developing a coherent brand and service identity, for making sure that known best practices are widespread and well-employed, and that all stakeholders can be confident that they are investing in a coherent and verified system.

The guidance system submitted is very clearly structured, covers the main topics, and is appealing to read and use. An inspiration!



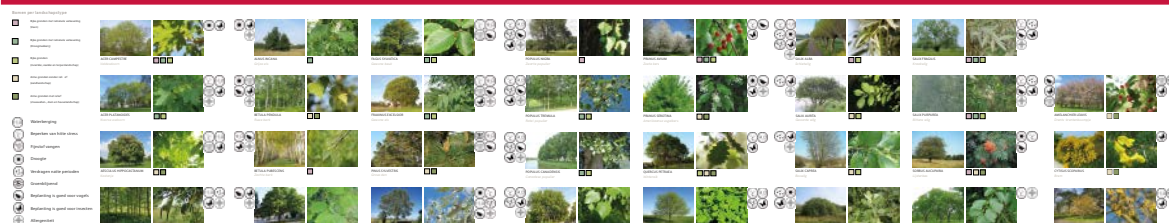
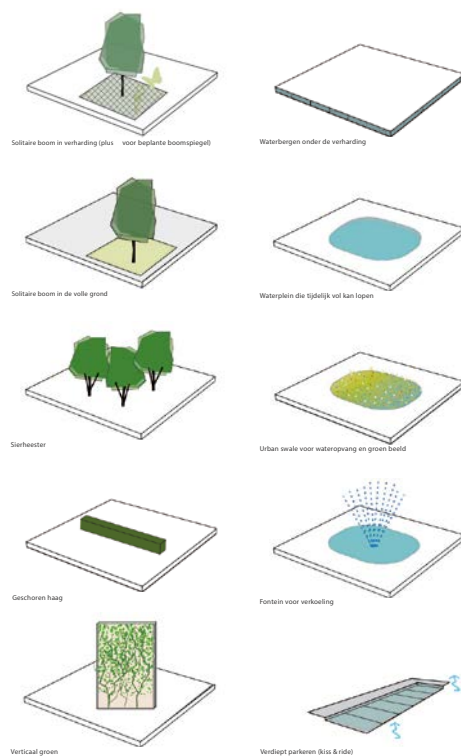
Award

Bureau Spoorbouwmeester, Netherlands

Landscaping plan for the Dutch railway (2021)

Development: Bureau Spoorbouwmeester in collaboration with ProRail and NS Stations and Bosch Slabbers Landscape Architects

Since the formal introduction of the Spoorbeeld, or Rail Identity, some decades ago, Dutch Railways, through their entities Bureau Spoorbouwmeester, ProRail and NS Stations, have deepened and finetuned design guidance on every topic and level. The Jury not only recognises this impressive work but especially highlights and awards the focus on country-wide railway landscape design. That Dutch Railways acknowledges a responsibility for the visual and environmental impact of the rail system on the landscape is already to be commended. That they develop mitigation solutions on a nation-wide level, through clear and detailed policies and proposals, is remarkable – and exemplary.



Commendation

SBB Cargo International AG, Switzerland

The Alppiercers: A comprehensive fleet livery for SBB Cargo International (2024)

Designed by: Railcolordesign

The Jury acknowledges the very interesting approach by SBB Cargo, to give a specific “SBB” look to the standard Siemens Vectron locomotive, without modifying the structural design and construction elements of the rolling stock. The resulting liveries respond well to current SBB needs, while remaining flexible for the future.



Commendation

Slovenian Railways, Slovenia

New uniforms at Slovenian railways: Where style meets sustainability and comfort (2023)

It is great to see a railway company redesigning its uniforms, which are the corporeal “façade”, presenting the staff to customers and the general public. Slovenian Railways did a very thorough job to ensure that their new uniforms correspond both to the needs of their staff and the expectations of their customers.





Category 3

Technical Environment & Infrastructure

Awards and Commendations



2 Awards

Iarnród Éireann / Irish Railways	Ireland	Chief Medical Officer Occupational Health Offices (2022)
Network Rail	United Kingdom	FLOW Bridges (2023)

3 Commendations

Iarnród Éireann / Irish Railways	Ireland	Galway Station Adaptive Reuse of Protected Structure for Staff Facility Building (2022)
SBB AG	Switzerland	Railway Buildings Wood (2025)
TOBU RAILWAY CO.,LTD	Japan	Steam Locomotive Revival Project (2017)

Award

Iarnród Éireann / Irish Railways, Ireland

Chief Medical Officer Occupational Health Offices (2022)

Daring to transform nearly 200-year-old abandoned underground vaults, under a busy railway station, into a state-of-the-art medical facility for railway staff seems a most unusual enterprise. But the results are impressive: functional and visually attractive spaces, fully conforming to ICOMOS historic building standards. But the surprise lies in the carbon balance, showing that adaptive reuse is performing extremely well. To be copied widely!



Award

Network Rail, United Kingdom

FLOW Bridges (2023)

Designed by: Knight Architects

FLOW bridges present a solution to a problem as old as railway itself: how to help pedestrians safely cross the tracks. The innovative FLOW approach goes beyond the concepts of prefabrication or standardisation by emphasising modularity, product delivery, community relevance and sustainability. In addition, the result is visually very appealing and integrates easily into various environments.

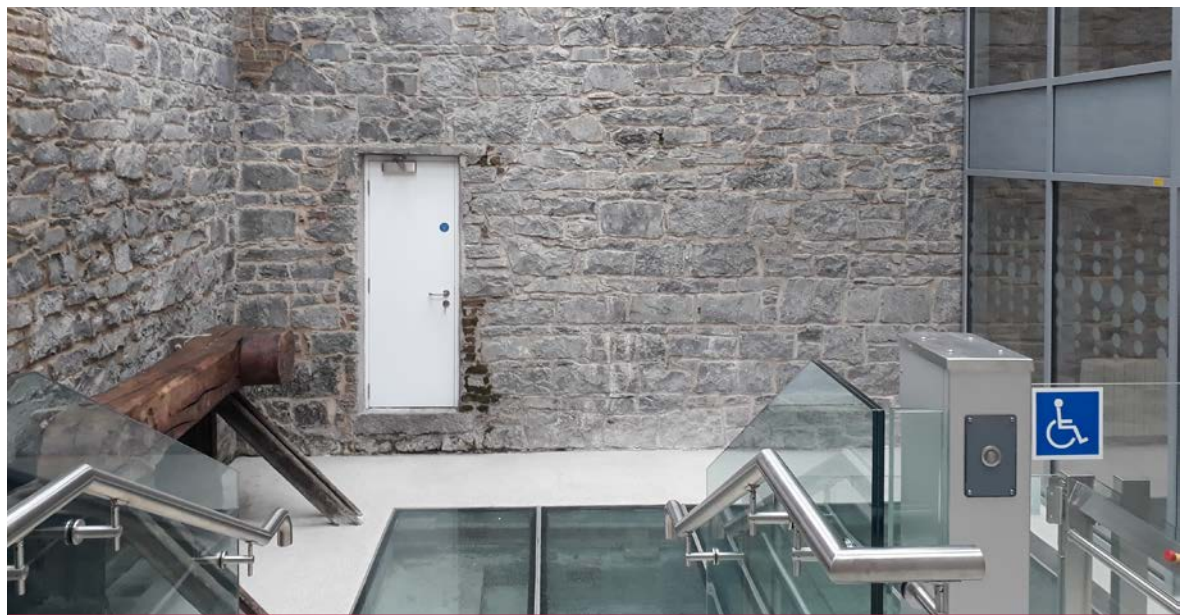


Commendation

Iarnród Éireann / Irish Railways, Ireland

Galway Station Adaptive Reuse of Protected Structure for Staff Facility Building (2022)

Galway station is another great example of adaptive reuse – the kind of building nobody would have fought for, but once you dare doing it, the results are just amazing. The Jury applauds the courage of the owners and designers at Irish Rail to show us all that no building is ever fully lost; on the contrary, the reduced embodied carbon makes them very competitive for sustainable redesign.



Commendation

SBB AG, Switzerland

Railway Buildings Wood (2025)

By giving a commendation to this project, the Jury is not simply rewarding SBB CFF FFS for their efforts to introduce sustainable design to infrastructure buildings. The key message is that there is no building type, no railway equipment, no construction principle that does not merit a targeted analysis concerning their environmental performance. The Swiss show us that while doing so, the results even become visually appealing, thus facilitating the integration of such buildings into their environment and improving their acceptance by the wider public.



Commendation

Tobu Railway, Japan

Steam Locomotive Revival Project (2017)

At first glance, this project looks to be for railway buffs only. But a closer look reveals multiple qualities that promote public transport and mass transit to a wider audience: creating an awareness of transportation history, attracting new customers through running the steam trains as an additional (tourist) service on a public rail line, introducing playfulness and joy, and creating community gathering places within the station site and buildings.





Category 4

Rolling Stock

Awards & Commendations



3 Awards

Ferrocarrils de la Generalitat de Catalunya	Spain	Class 112 Mid-Life Program (2025)
Kyushu Railway Company	Japan	Battery Powered Train Series BEC819 DENCHA (2024)
West Japan Railway Company	Japan	West Express Ginga (2020)

2 Commendations

Echigo TOKImeki Railway Company	Japan	SETSUGEKKA (2016)
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And a joint commendation for 3 projects in Japan

East Japan Railway Company	Japan	TRAIN SUITE SHIKI-SHIMA (2017)
Kyushu Railway Company	Japan	Discover Kyushu Express 36+3 (2020)
West Japan Railway Company	Japan	Cruise train TWILIGHT EXPRESS MIZUKAZE (2017)

Award

Ferrocarrils de la Generalitat de Catalunya, Spain

Class 112 Mid-Life Program (2025)

Modernising and upgrading existing trains through refurbishment is an excellent and economic way to maintain/increase fleet capacity and to improve customer service. FGC's Class 112 Mid-Life Programme shows very nicely and efficiently how this can be carried out to the highest standards, both technically and functionally, while reinforcing brand recognition.



Award

Kyushu Railway Company, Japan

Battery Powered Train Series BEC819 DENCHA (2024)

Through this Award, the Jury recognises several important innovative features displayed in the “DENCHA”, all relevant to the future of rail transportation and mass transit: battery-based bi-modal power system; power regeneration and fast charging; potential for automatic driving; very well designed, spacious and attractive high-capacity interior, with comfortable seats and large windows; a simple and clean-shaped, yet recognisable car body; the ability to be coupled to multiple units. This train is definitely “*advancing sustainable and innovative rail travel*”.



Award

West Japan Railway Company, Japan West Express GINGA (2020)

This amazing refurbishment project develops multiple ideas all worth recognition: switching the use of a car body during mid-life renovation from a commuter train to a long-distance night train; introducing multiple services and functionalities and connecting them through the corridor concept of the “city street”; varying the design, form, colour and floor plan/ layout throughout the whole train to make tourist travel a more playful and casual experience – the whole train is an example and inspiration on how to reuse existing assets and give them new life through creative design and inventive new service offers.



Commendation

Echigo TOKImeki Railway Company, Japan

Echigo TOKImeki Resort SETSUGEKKA (2016)

This small train is a design marvel, with its slightly asymmetric bright-red exterior, unusual enormous windows (more like a glass façade), and a beautifully designed, simple, comfortable, varied and very high-quality interior. The train supports the revival of the scenic “tourist train” – a beautiful vessel to simply board and enjoy the landscape, with some good food and drink. There should be more of these all over the world!

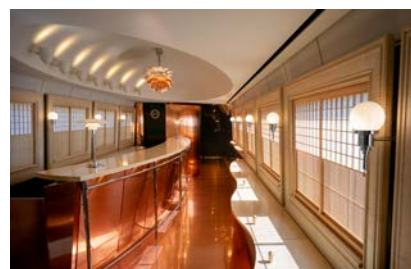


Joint commendation

East Japan Railway Company Train Suite Shiki-Shima (2017)



Kyushu Japan Railway Company Discover Kyushu Express 36+3 (2020)



West Japan Railway Company Cruise train TWILIGHT EXPRESS MIZUKAZE (2017)



In the face of the incredible hospitality design and service offerings of JR West's Cruise Train Twilight Express Mizukaze, JR East's Train Suite Shiki Shima and JR Kyushu's Discover Kyushu Express "36+3", the Jury made the rather unusual decision to give all three companies one Joint Commendation. Not only would it have been difficult to select a front runner, it seemed more important to recognise the desire and capacity of not one but three railway companies to develop such amazing and very high-end hotel-style tourist rolling stock.

This is certainly a luxury market, and thus not necessarily a reference for mass transit, but these trains feel like Formula 1 racing cars: inspiring and carrying forward the development of more everyday cars. Thus, the Jury suggests seeing these projects as shining beacons for the whole rail industry, encouraging rail designers and rail operators alike to dare to keep searching for higher levels of quality, for both premium tourists and daily commuters.

Organizers



UIC (Union Internationale des Chemins de Fer), or the International Union of Railways, is a global railway organisation that promotes cooperation, standardisation, and innovation across the railway sector. It brings together railway operators, infrastructure managers, and industry stakeholders from around the world to develop best practices, enhance interoperability, and support sustainable railway development.



The **Station Managers Global Group (SMGG)**, a sector in UIC dedicated to the railway stations, is the main partner for the Brunel Award. It aims to facilitate the exchange of best practices between actors and experts from around the world, to organise events, to launch studies and to standardise interoperability subjects. It is an incubator for new projects relating to stations.



The Watford Group

The Watford Group is an international volunteer association consisting of professionals involved in railway architecture and design and the impact of heavy rail transport to its associated environment. The members of the Watford Group come from railway administrations, institutions, companies and daughter companies as well as heavy rail transport and heavy rail infrastructure owners and operators.



Network Rail, the owner and infrastructure manager of most of the railway network in Great Britain, is proudly hosting the upcoming Brunel Awards and the next Watford Conference as part of the celebrations marking 200 years of rail in the UK. These landmark events will highlight the country's rich railway heritage and its continued leadership in railway design, innovation, and infrastructure development.

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