Rail Cargo Group

Interactions of simultaneously constructions works for railway undertakings

TER Steering Committee
Istanbul, 28 April 2015
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Rail Cargo Group at a glance

- **Turnover**: € 2.1 billions, € 103.6 millions EBIT
- **Goods carried**: 110.1 million tonnes
- **Tonne kilometres**: 29 billion tonnes-km
- **Staff**: 8,100
- **Locomotives**: 450 service locomotives
  - 170 shunting locomotives
- **Wagons**: 23,946
- **5 rail business units**
  - 15 Rail forwarding units
  - 4 Operating companies
  - 10 RU
  - 1 Wagon lessor
  - 4 Rolling stock maintenance companies
Rail Cargo Group business model

- **Focus on core competence: railway logistics**
- **Transparency through simplicity and five businesses, each with its own model and markets (internal, external)**
- **Bringing together skills, resources and responsibilities**
- **Consistent brand architecture**

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<th>Rail forwarding with specialist sector competence</th>
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<td>1</td>
<td>Operator for high-frequency long-distance routes</td>
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<td>Carrier for in-house traction provision</td>
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<td>Wagon rental</td>
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<td>Rolling stock maintenance</td>
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<td>ÖBB-Technische Services GmbH</td>
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<td>Technical Services Hungaria Kft.</td>
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Rail Cargo Group – own traction in 10 countries

Status: 01.01.2015

Rail Cargo own traction

North sea

Own traction in 10 countries

RCC-CZ

RCC-SK

RCA / ÖBB-PR

RCC-IT

RCC-HR

RCH/RCC

RCC-RO

RCC-BG

Black Sea

Mediterranean Sea

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ

RCC-CZ
Key facts & market settings - Challenging connection on rail between Germany and Turkey

Key facts
- 2,800* kilometers
- 6 countries
- 6 RUs
- 3 Terminals

Market settings
- active monitoring status reports & ETA
- frequency 5 departures/week
- transport cost benchmark truck/ferry
- reliability punctuality >90%
- transport time 4-5 days

Quality features of RCG
- 4 of 6 RUs operated by Rail Cargo Group
- 1 x locomotion for 2,600 kilometers
- 24 h transport monitoring
- 5 x departures per week (plan 7 x departures 2015)

* Duisburg (DE) – Çerkezköy (TR)
RCG - Rail connection from Germany to Turkey
Facts & figures

- **5 roundtrips per week Germany - Turkey**
  - Start in April 2014 with 3 roundtrips
  - Frequency of 5 roundtrips in summer 2014
  - 2014: 260 trains successful operated
  - Plan 2015: Ramp up to 7 roundtrips

- **RCG value chain**
  - 2800 km as freight forwarder
  - 1800 km als railway undertaking
  - 2500 km continuously locomotion performance

- **5,5 day from Terkirdag to Duisburg**
  - Ø 1 day buffer in Sopron
Examples: Construction works HU/RO/BG track closure leads to high delays

1. Reconstruction of Tisza bridge between Szajol - Szolnok 2014-2015
2. Reconstruction of Békécsbaba station and line between Békécsbaba – Mezőtúr
3. Reconstruction of Curtici station (CFR) from 2013

Possessions on alternative routes:
4. Reconstruction of Püspökladány station
5. Reconstruction of bridge at Berettyóújfalu

1. Closed track between Dimitrovgrad and Simeonovgrad - electrification
2. 60h long full closes between Simeonovgrad and Harmanli – bridge

No alternative route to Turkey!
Interactions of uncoordinated construction works
Rail lose competitiveness

- A significant increase of transportation time
- Decreased reliability of rail transportation
- Increase of transportation costs
- High coordination effort along the chain

- RUs losing creditability
- RUs losing traffic
- Previously agreed timetables (FTE) cannot be used
- Modal split going into the wrong direction - rail to road
- CO₂ emission increasing
Challenges 2015 & objective targets

Construction works 2015 – main line to Turkey via Romania
- Békéscsaba (HU) area rehabilitation till the end of 2015
- Curtici (RO) rehabilitation remain in the system till the end of 2015
- Next RO rehabilitation could start between Arad – Simeria in 2015
- Continuous electrification works between Simeonovgrad and Svilengrad (BG), 8h long track closes every day till middle May 2015, several 36 or 72h long full closes (2-4 x per month)

objective targets
- On time communication of construction works for corridor lines (x -24 month)
- Improved coordination of construction works on international level
- Prevention of full track closure without alternative routes
- Prevention of simultaneously track closures along international main track lines
- Completion of construction works according the plan
- No penalty for delays in case of construction work (knock-on effect)
- Increase of competitiveness of rail transportation
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