

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

STATUS: 2014

- **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

Rail Cargo Group
Member of ÖBB

- 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**

1 Rail forwarding with specialist sector competence

Rail Cargo Logistics
Member of ÖBB

2 Operator for high-frequency long-distance routes

Rail Cargo Operator
Member of ÖBB

3 Carrier for in-house traction provision

Rail Cargo Austria Member of ÖBB / **ÖBB** ÖBB-Produktion GmbH
Rail Cargo Hungaria Member of ÖBB
Rail Cargo Carrier Member of ÖBB

4 Wagon rental

Rail Cargo Wagon
Member of ÖBB

5 Rolling stock maintenance

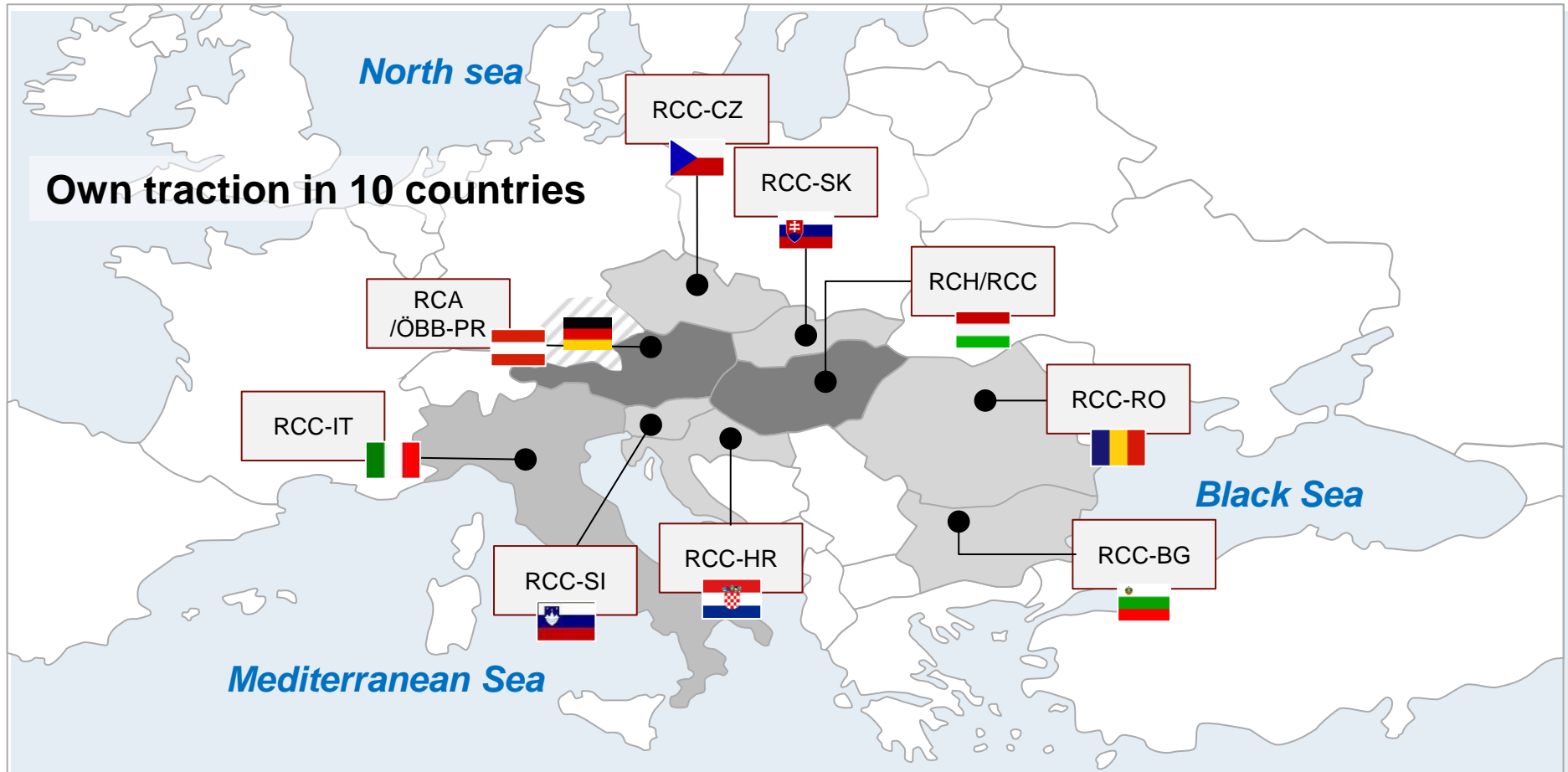
ÖBB

- ÖBB-Technische Services GmbH
- Technical Services Hungaria Kft.
- Technical Services Slovakia, s.r.o.
- TS-MÁV Gépészet Kft.

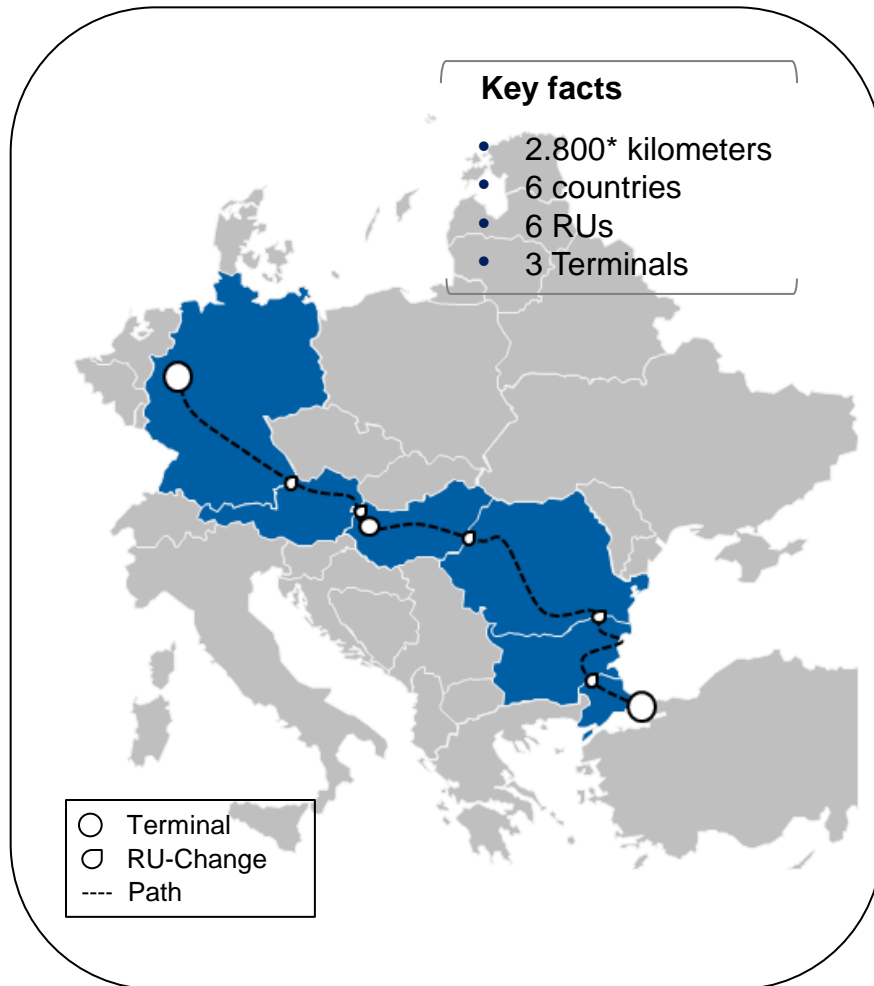
Rail Cargo Group – own traction in 10 countries

■ Rail Cargo own traction

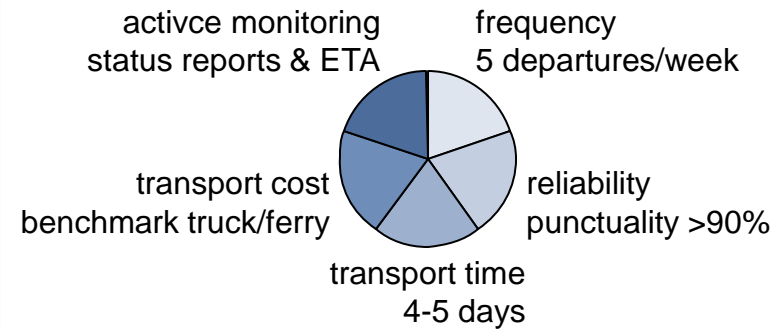
Status: 01.01.2015



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



Market settings



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**

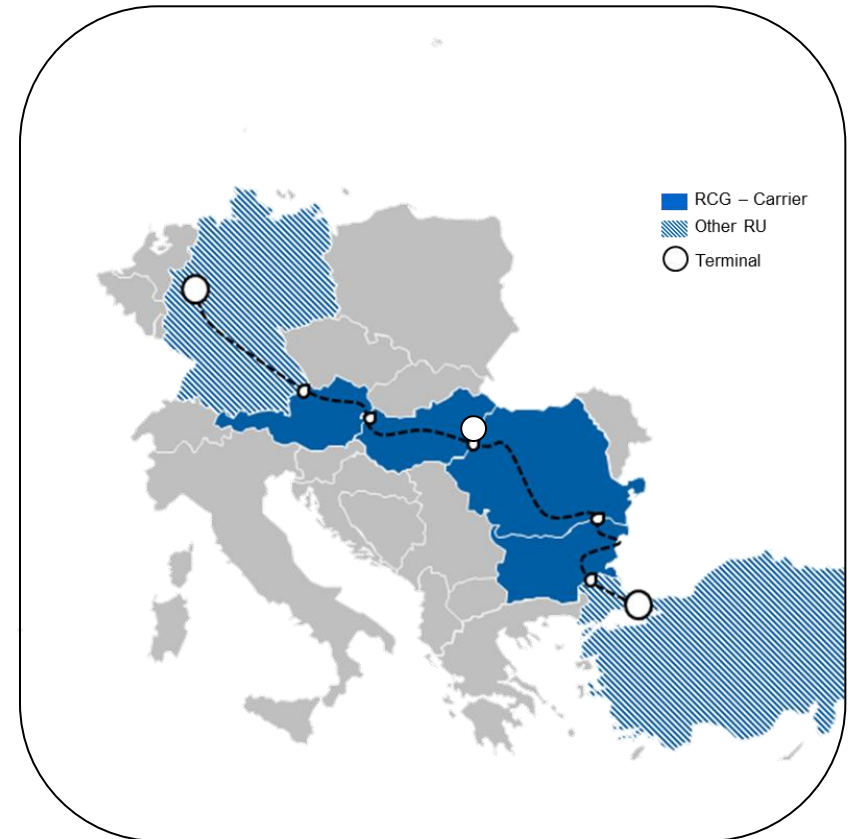
- Start in April 2014 with 3 roundtrips
- Frequency of 5 roundtrips in summer 2014
- 2014: 260 trains successful operated
- Plan 2015: Ramp up to 7 roundtrips

- **RCG value chain**

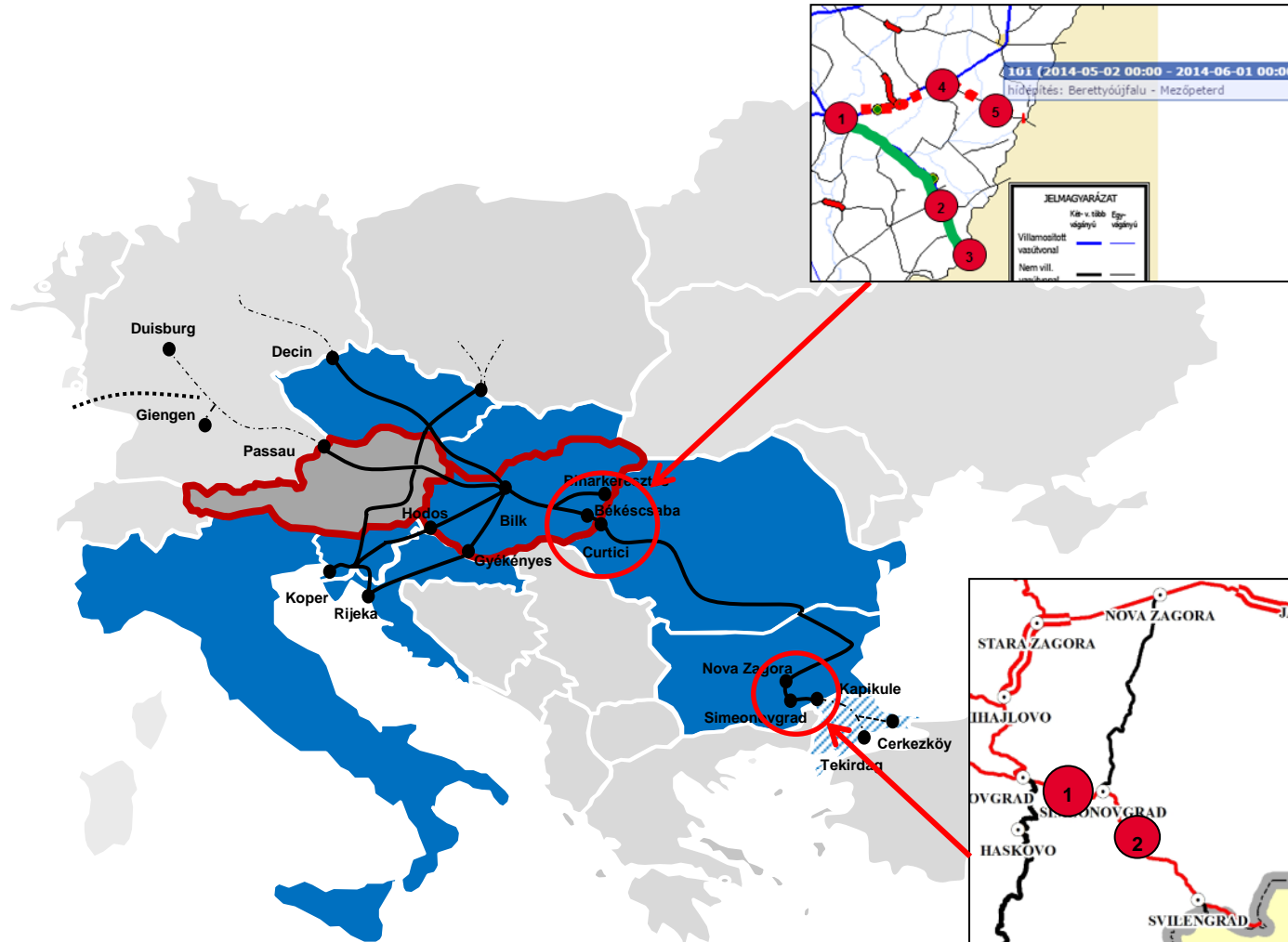
- 2800 km as freight forwarder
- 1800 km als railway undertaking
- 2500 km continuously locomotion performance

- **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



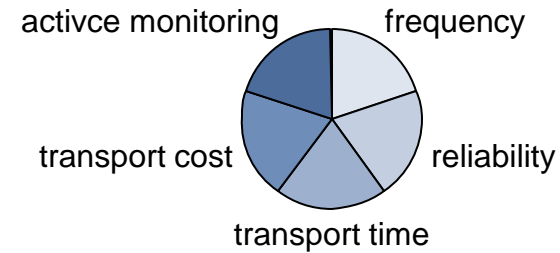
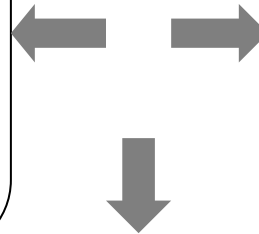
1. Reconstruction of Tisza bridge between Szajol - Szolnok 2014-2015
 2. Reconstruction of Békéscsaba station and line between Békéscsaba – Mezőtúr
 3. Reconstruction of Curtici station (CFR) from 2013
- Possessions on alternative routes:
4. Reconstruction of Püspökladány station
 5. Reconstruction of bridge at Berettyóújfalú

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

Mag.(FH) Sebastian Sperker, MBA
Managing Director

sebastian.sperker@railcargo.com

Rail Cargo Carrier Kft.

Váci út 92.

H-1133 Budapest