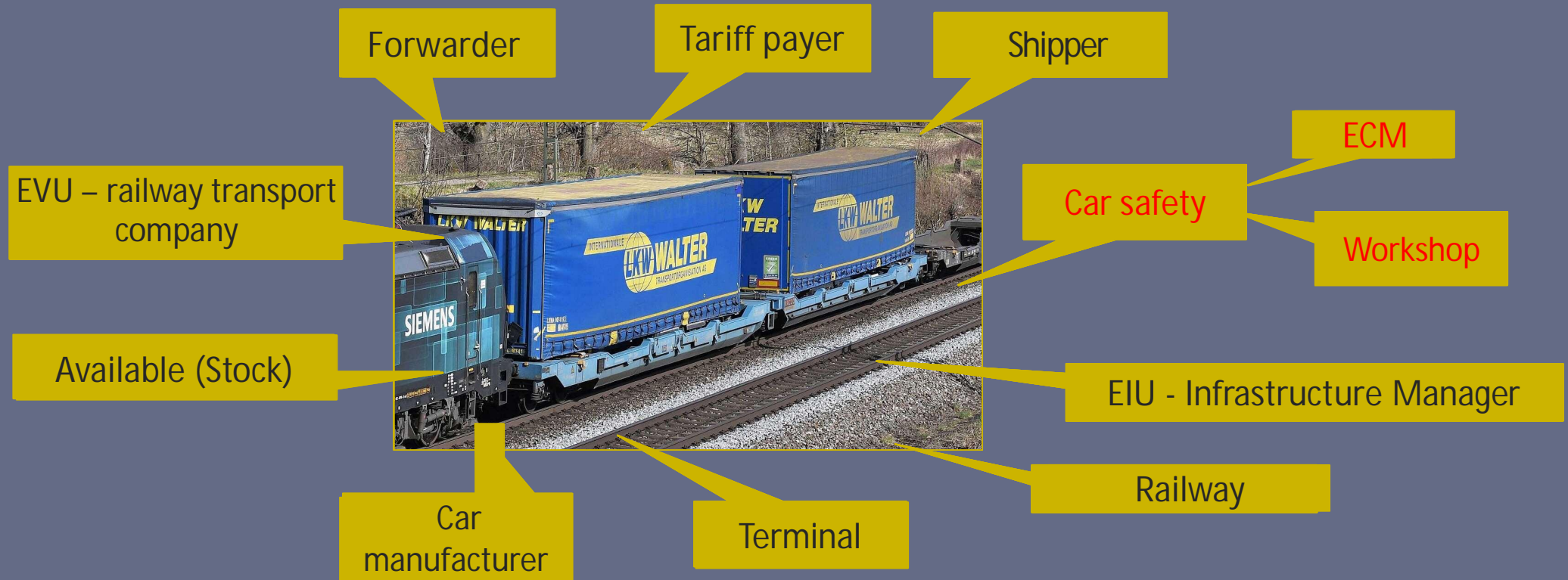


EUROPLATFORM PURCHASE PROJECT



Content

1. Marketing information about correspondence of cargo flow (p. 3-5).
2. Marketing information on manufacturers and owners of fitting platforms of this type (p. 6-8).
3. Technical justification for the choice of fitting platforms of this particular type (p. 9-13).
4. Technology of operation of the car fleet: car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR (p. 14-21).

1. Marketing information about cargo flow correspondence

3

→ To Poland:

- For 6 months of 2024 11.06 million tons of cargo were transported, which is 36% more than in 6 months. 2023 (Yagodyn = 2.08 million tons, growth +71%; Rava-Rus`ka = 268 thousand tons, growth +195%; Mostyska 2 = 2.64 million tons, growth +22%; Izov = 6 .08 million tons, growth +30%).
- Top 5 cargo transported :
 - I. Iron and manganese ore + pellets – 24% ~ 433 thousand tons/month;
 - II. Grain – 12% ~ 217 thousand tons/month;
 - III. Import of petroleum products – 11% ~ 212 thousand tons/month;
 - IV. Mineral building materials – 9% ~ 162 thousand tons/month;
 - V. Ferrous metals – 7% ~ 134 thousand tons/month.

→ To Slovakia:

- For 5 months of 2024 4.77 million tons of cargo were transported, which is 15% less than in 5 months 2023 (Chop = 2.5 million tons, decrease -13%; Uzhgorod = 2.27 million tons, decrease -17%).
- Top 3 cargo transported (the same for both crossings):
 - I. Iron and manganese ore + pellets – 78% ~ 740 thousand tons/month;
 - II. Grain – 9% ~ 89 thousand tons/month;
 - III. Hard coal – 3% ~ 29 thousand tons/month (37% export + 63% import).

1. Marketing information about cargo flow correspondence

4

→ To Hungary:

- Over the 6 months of 2024, 1.47 million tons of cargo were transported, which is 44% less than in the 6 months of 2023 (Batevo = 1.03 million tons, a decrease of 47%; Chop = 437 thousand tons, a decrease of 33%).
- Top 3 cargo transported:
 - I. Iron and manganese ore + pellets – 35% ~ 85 thousand tons/month (Ferrexpo – constant volume = 75-80 thousand tons/month; Metinvest / Arcelor Mittal – transportation volumes fell in 2024);
 - II. Grain – 28% ~ 68 thousand tons/month;
 - III. Cement – 8.4% ~ 21 thousand tons/month.
- Through Batevo/Epereshke travels: 1-ore, 2-cement, 3-grain;
- Through Chop/Zahon` travels: 1-grain, 2-petroleum products, 3-ferrous metals.

→ To Romania:

- For 6 months of 2024, 1.57 million tons of cargo were transported, which is 16% less than for 6 months of 2023 (Vadul-Siret = 1.36 million tons, a decrease of 7%; Dyakovo = 208 thousand tons, a decrease – 47%).
- Top 4 transported cargo :
 - I. Grain – 36% ~ 93 thousand tons/month;
 - II. Import of petroleum products – 22% ~ 58 thousand tons/month;
 - III. Cement – 17% ~ 43 thousand tons/month;
 - IV. Timber cargo – 11% ~ 30 thousand tons/month.
- Traveling through Vadul-Siret: 1-grain, 2-petroleum products, 3-cement, 4-timber;
- Traveling through Dyakovo: 1-grain, 2-cement, 3-timber.

1. Marketing information about cargo flow correspondence

5

→ To Moldova:

- In 6 months of 2024, 1.15 million tons of cargo were transported, which is 24% less than in 6 months of 2023.
- Top 4 transported cargo:
 - I. Grain – 30% ~ 58 thousand tons/month;
 - II. Mineral building materials – 18% ~ 34 thousand tons/month;
 - III. Iron ore – 14% ~ 27 thousand tons/month;
 - IV. Ferrous metals – 11% ~ 21 thousand tons/month.

→ To Germany:

- A project to transport alcohol and rapeseed for biodiesel production.

2. Marketing information on manufacturers and owners of fitting platforms of this type

6

1. [TransAnt, Austria / PJSC Dniprovagonmash, Ukraine](#)
2. [Kryukiv Wagon Building Plant, Ukraine](#)
3. [Nymwag, Czech Republic](#)
4. [Wascosa AG, Switzerland](#)
5. [Tatra Vagonka, Slovakia](#)
6. [GOK GROUP - Gok Rail, Turkey](#)
7. [Vako \(Vagon Konteyner San. Tic. A.Ş.\), Turkey](#)
8. [Duro Dakovic Holding, Croatia](#)
9. [LOKO TRANS, Slovakia](#)
10. [ERR \(European Rail Rent GmbH\), Germany](#)

3. Technical justification for choosing fitting platforms of this type. Platforms with reduced packaging due to removable ballasts.

Wagon types



Platform nomenclature



70ft
22 898 mm



45ft
15 202 mm



60ft
19 810 mm



40ft
13 689 mm



52ft
17 336 mm



33ft double
22 500 mm



48ft
16 117 mm

Made to order

$33ft \leq x \leq 70ft$

→ Right Owner – TransAnt, manufacturer – Dniprowagonmash

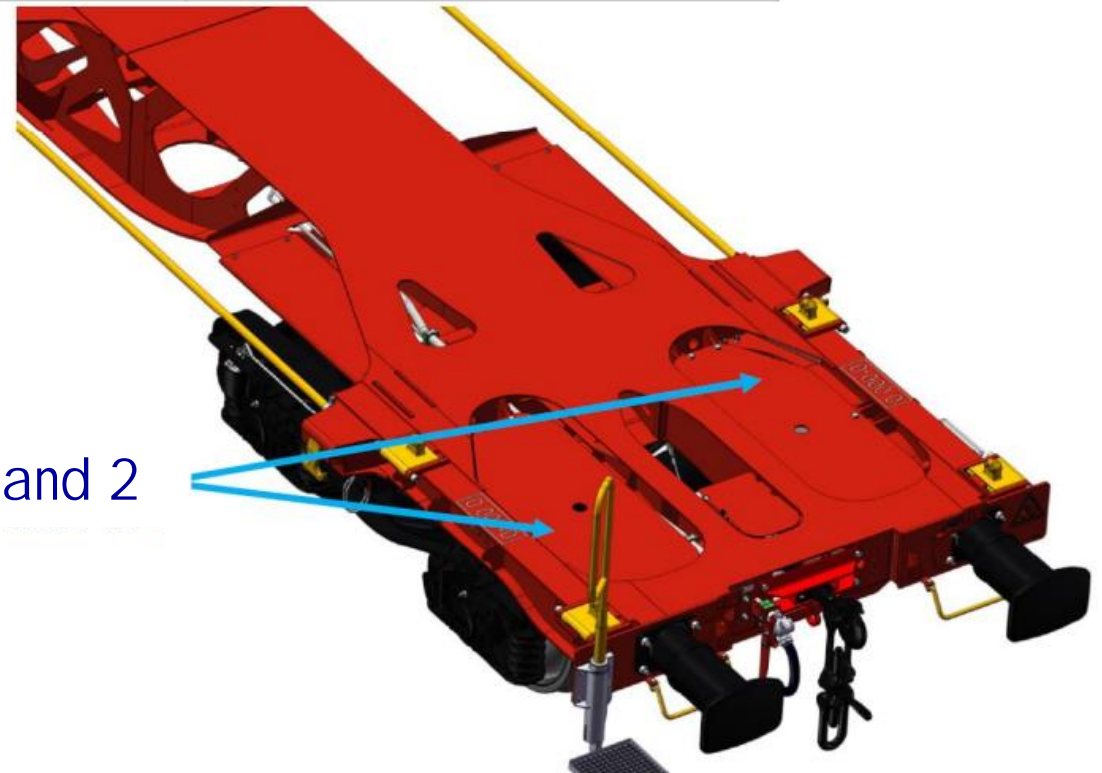
3. Technical justification for choosing fitting platforms of this type. Removable ballast weights.

8

→ Ballast weights on platforms 33, 40, 48-f


	Ballast weight 1	Ballast weight 2
Material	ALFORM 700ME	S355J2+N
Weight, kg	59,88	366
Quantity/Wagon	4	4

Ballast weights 1 and 2



3. Technical justification for choosing fitting platforms of this type. Types of superstructures.

9

		
	Flat BOX 70ft	Cover BOX 70ft
Weight, t	22,2	23,6
Load capacity, t	67,8 (Rnooss + 3,8 τ)	66,4 (Habbiins + 3,9 τ)
Body volume, m ³	109	123 (Habbiins - 6,4 m ³)
Length Configurations	Від 40 до 70-φ	-
Model number	Rns G2	Rilns
Number of axes	4	4
Bogie	Y25 with compact brake	Y25 with compact brake
Base, mm	17 300	17 300
Length by buffers, max., mm	22 900	22 900
Loading area length, mm	21 400	21 400
Width of loading area, mm	2450	2600
Internal height, mm	-	2100
Volume, m ³	140	117

3. Technical justification for choosing fitting platforms of this type. Types of superstructures.

10



Multi BOX 48 ft

Bulk BOX 33 ft

Weight, t	20	39
Load capacity, t	70 (Eanos + 4 т)	140
Body volume, m ³	83,7	80
Model	Eanos	Falmmrrs
Number of axes	4	8
Base	-	2 x 6,5
Loading area length, mm	14 700	2 x 9 800
Cargo type	сыпучие и поштучные	сыпучие (в т.ч. руда/окатыши)
Bogie	Y25 with compact brake	Y25 with compact brake

3. Technical justification for choosing fitting platforms of this type. Types of superstructures.

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→ [Multi BOX](#) - the body is available in various lengths and configurations according to customer requirements. Lengths range from 33 to 60 feet, with 33- and 40-length bodies able to be mounted two at a time on articulated platforms. Possible dimensions: G1 and G2. Materials for side and end walls and floors: high-strength steel Alform 550 with a choice of sheet thickness.



→ Bulk Box 33-ft Double - the body is designed for bulk cargo, in particular optimized for the transportation of ore; equipped with side folding frames. The low tare weight of the body, 39t, increases it proportionally. load capacity – 140 t (compared to Faalns type – 96 t). The body has two separate loading openings; control is provided on both sides, both individual and general. The operation of a car with a "BulkBox" body, due to its high freight capacity, allows reducing the number of trips by 100 per year.

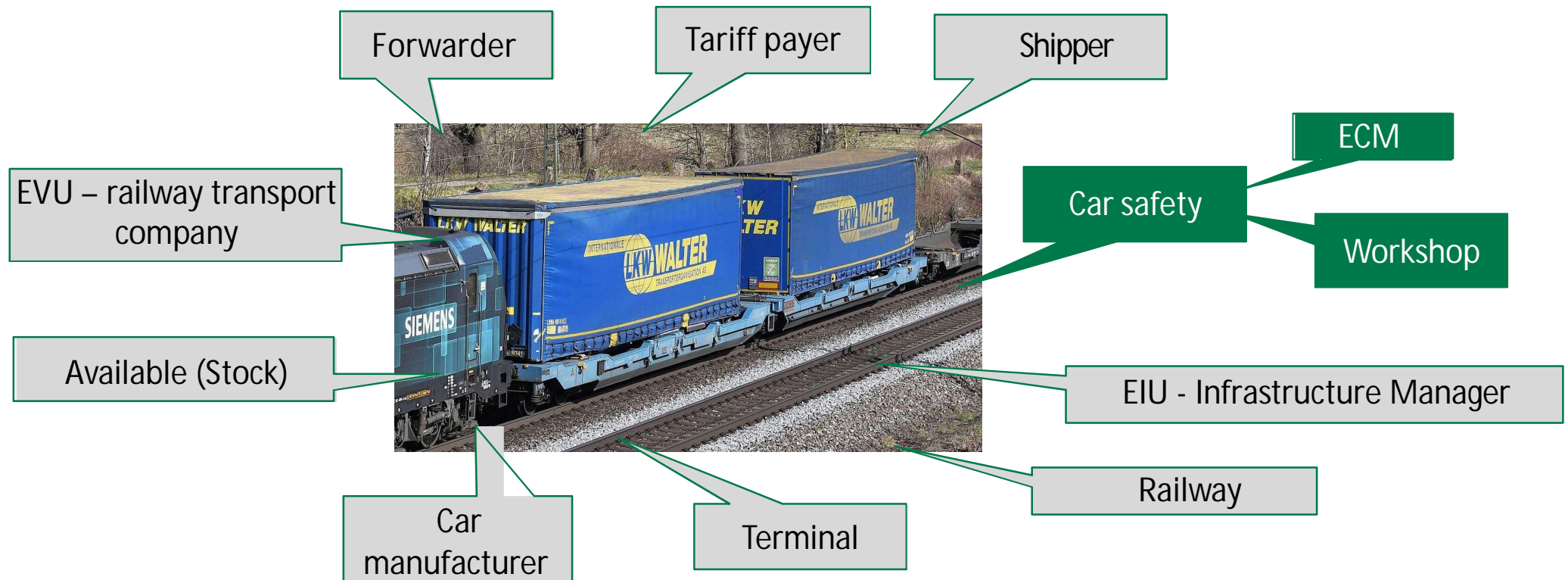


→ CoverBox 70-ft - The Rilns type car consists of a 4-axle flat car and a modular "CoverBox" superstructure with a canvas cover for long loads and those requiring protection. Compared to the Habbiins type, the carrying capacity of this car, due to the reduced tare weight (24 tons), is proportionally increased by 3.7 tons and amounts to 66.4 tons. For loading from above, a movable, non-removable canvas cover is provided. From the side, the structure is equipped with four movable canvas "curtains".

4. Technology of operation of the car fleet: Car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR

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The technology of railway transport operation at the EU training ground



4. Technology of operation of the car fleet: Car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR

Basic abbreviations

- ECM – Entity in Charge of Maintenance.
- EVU – Eisenbahnverkehrsunternehmen / Railway Undertaking.
- EIU – Eisenbahn-Infrastruktur Unternehmen / Infrastructure manager.
- AVV – General Contract of Use for Wagons (GCU).
- Tf – Triebfahrzeugführer / Locomotive driver.
- EBA – Eisenbahnbundesamt, Eisenbahnbehörde in Deutschland / German Ministry for railways.
- TU - Technische Überwachung (in Österreich) / Technical survey of railway safety (in Austria).
- WgM - Wagenmeister / Wagon inspector.

4. Technology of operation of the car fleet: Car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR

Purchase of rolling stock

→ Cycles relevant for purchase:

- ✓ Wagon service life: 30-40 years;
- ✓ Depreciation of a standard carriage: usually 20-25 years;
- ✓ Depreciation of a special car: usually 12 years;
- ✓ Replacement body depreciation: 6-8 years.

→ Standard contract terms:

- ✓ Intermodal transportation: 1-3 years;
- ✓ Tank wagon: 2-6 (...12) years;
- ✓ Bulk products: 3-12 years.

4. Technology of operation of the car fleet: Car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR

Purchasing rolling stock: advantages

- Flexibility in responding to customer requests (including changes in transportation rates or routes).
- Own pricing policy.
- Possibility of supplying wagons to the territory of Ukraine (since due to military operations, many companies do not allow their wagons to enter Ukraine).
- Opportunity to participate in large projects for the export of goods from Ukraine (including in cooperation with partners).
- Reducing costs for renting wagons.

4. Technology of operation of the car fleet: Car turnover, volume of transportation, interaction with railway authorities of EU countries, with carriers (owners of locomotives), owners of terminal infrastructure, organization of planned types of repairs and TMR

Potential for effectiveness: summary

- Clear distribution of roles between service providers;
- Clear definition of the scope of services;
- Clarity in communication, early communication;
- Operational safety of used cars;
- Contract management;
- Insurance.