

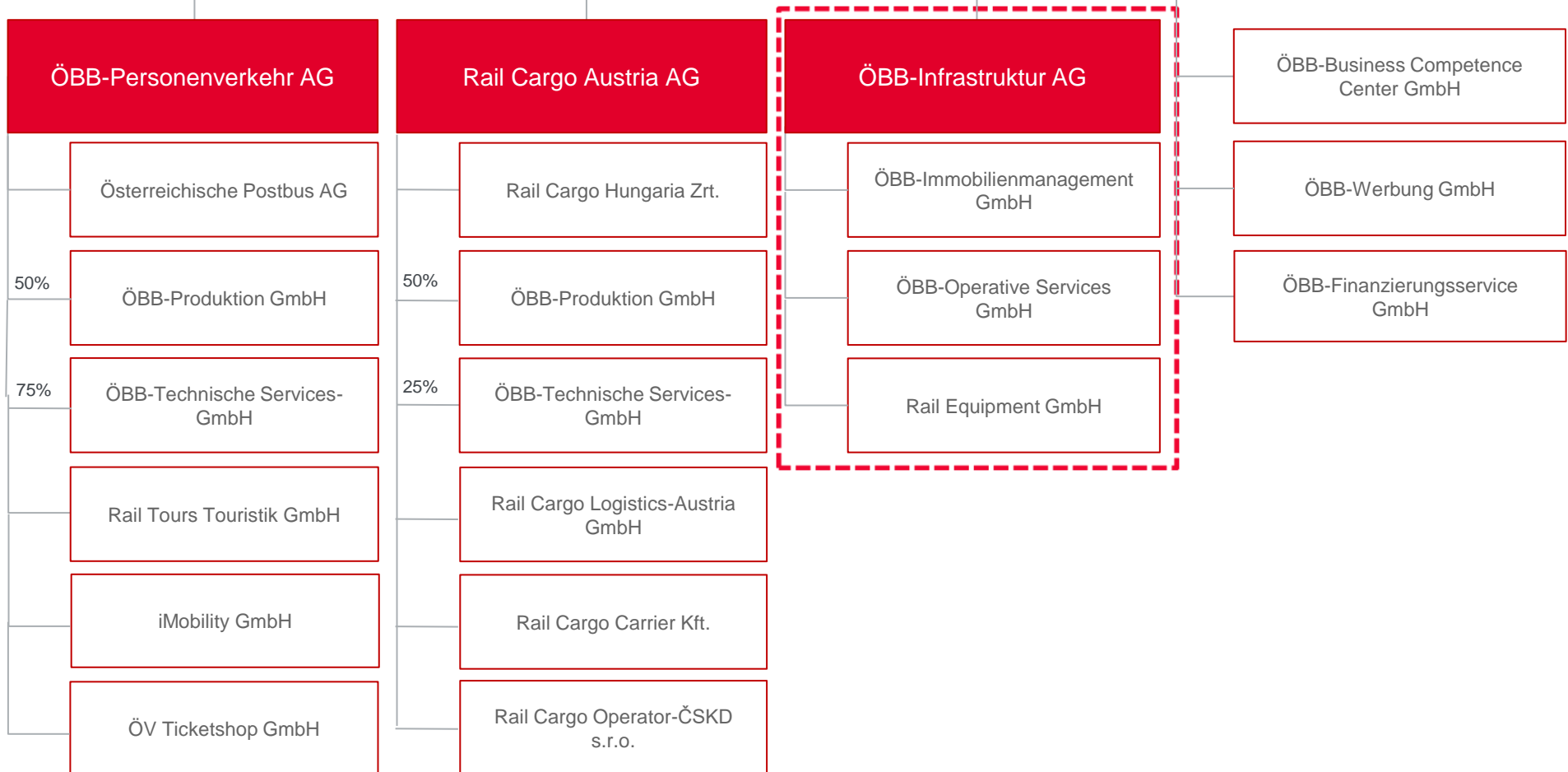


ÖBB-Infrastruktur AG
structure and organization

The ÖBB Group

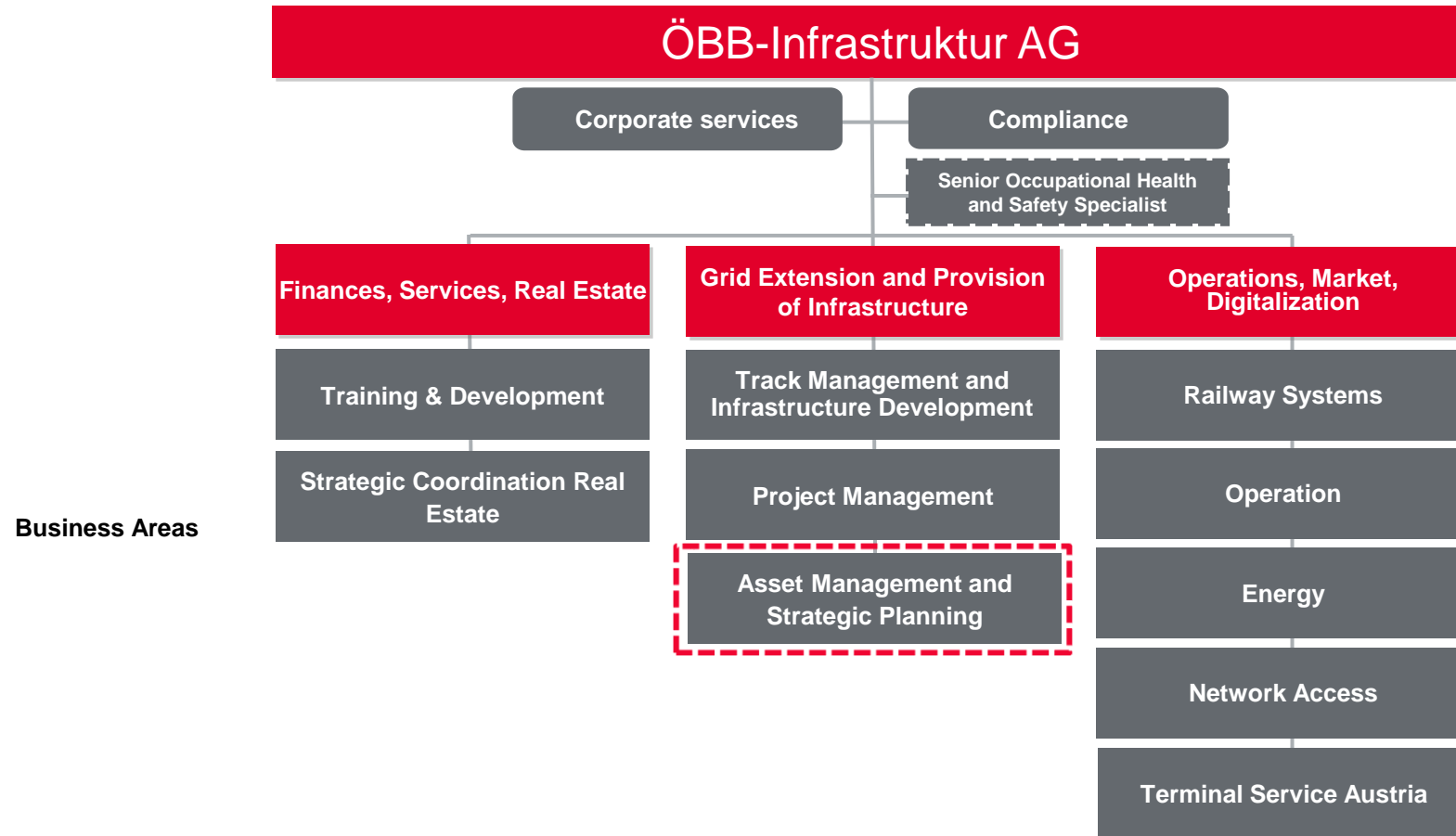
... an integrated company ...

ÖBB-Holding AG



Structure of ÖBB-Infrastruktur AG

... as of 02/02/2023 ...



Business Staffs	<ul style="list-style-type: none"> • Communication • Controlling und Accounting • Human Resources • Law and Investment Management 	<ul style="list-style-type: none"> • Purchasing • Central Coordination of Brenner Base Tunnel 	<ul style="list-style-type: none"> • Safety Management and QM • Information Technology • Corporate Development
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Significant equity holdings/ subsidiaries	<ul style="list-style-type: none"> • IMMO GmbH • ÖBB-Operative Services GmbH • REQ GmbH 	<ul style="list-style-type: none"> • WS Service GmbH (51%) • BBT SE (50%) • WWG GmbH (43,05%) • BPG GmbH in Liqu. (27,74%)
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The „Asset-Management“

... from the strategy to infrastructure ...



Network Development /
Strategy

Stakeholder-
management

Financial
resources

Strategic
management

Department



Key facts ÖBB-Infra

... we plan, build, operate and maintain railway infrastructure ...

18,374

employees

(of which 1,766 apprentices)



6,375 trains daily
164 million
train kilometres per year

300 million
passengers (in trains)

1,033
stations and stops

Green electricity
Power from
8 hydroelectric power stations

4,935 kilometres
rail network

7 rail freight
terminals



67 railway companies
on the network

3,5 billion Euro*
investment each year

31 billion Euro
total assets

86,6 % of
passengers
PRM ready station access

~ 30 %
Modal split freight traffic



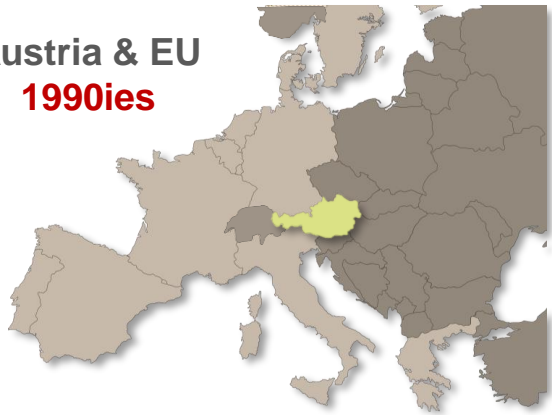
from strategy to
projects and programs

Railways in Austria

... our Network in Europe ...

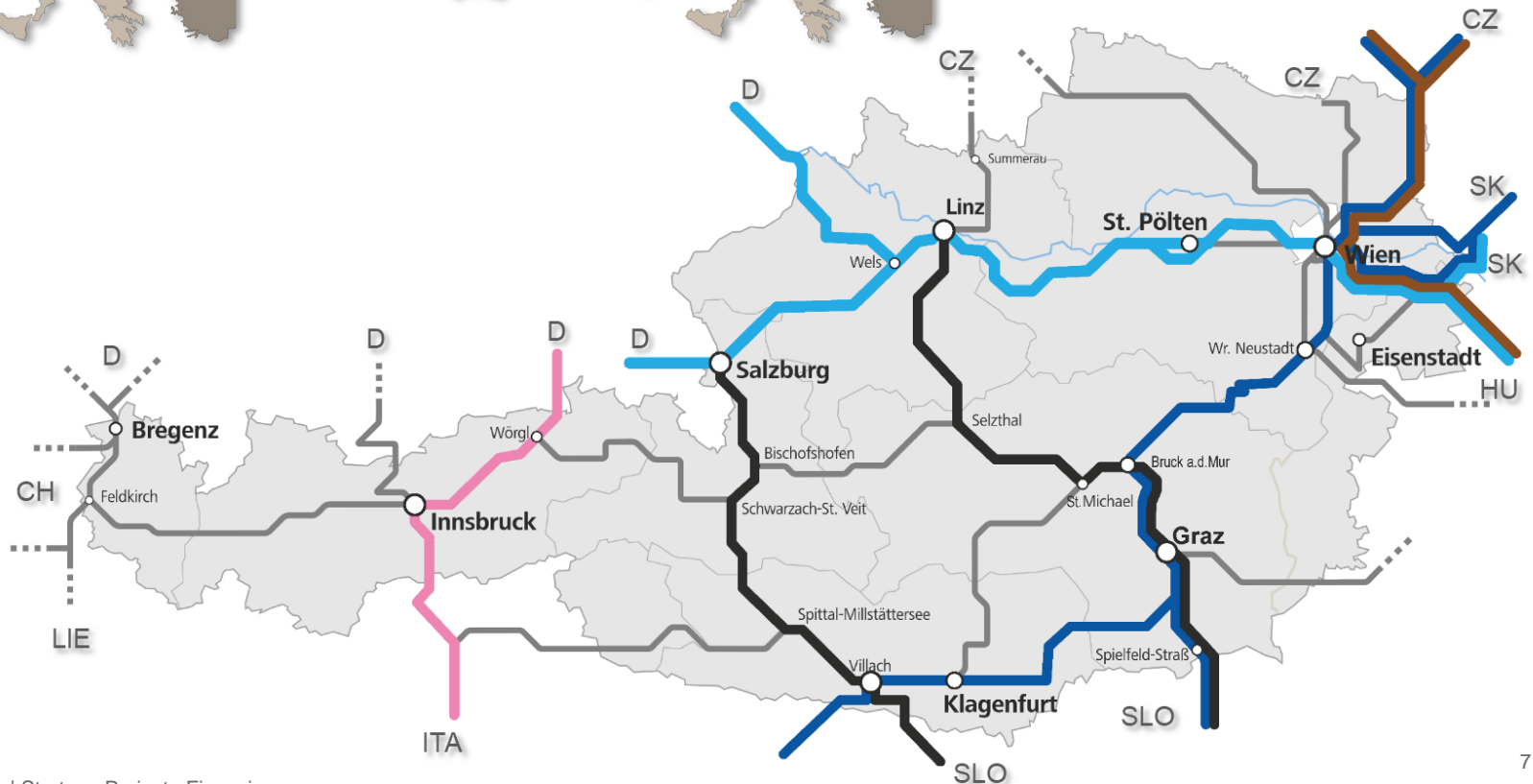
Austria & EU
1990ies


Austria & EU
2024



Rail Freight Corridors

- 3 Scandinavian-Mediterranean
- 5 Baltic-Adriatic
- 7 Orient/East-Med
- 9 Rhine-Danube
- 10 Alpine – Western Balkan



A photograph of a railway track receding into the distance under a dark, overcast sky. The tracks are made of steel rails on wooden sleepers, with gravel ballast on either side. Tall utility poles line the track. A green diagonal banner is overlaid on the lower half of the image.

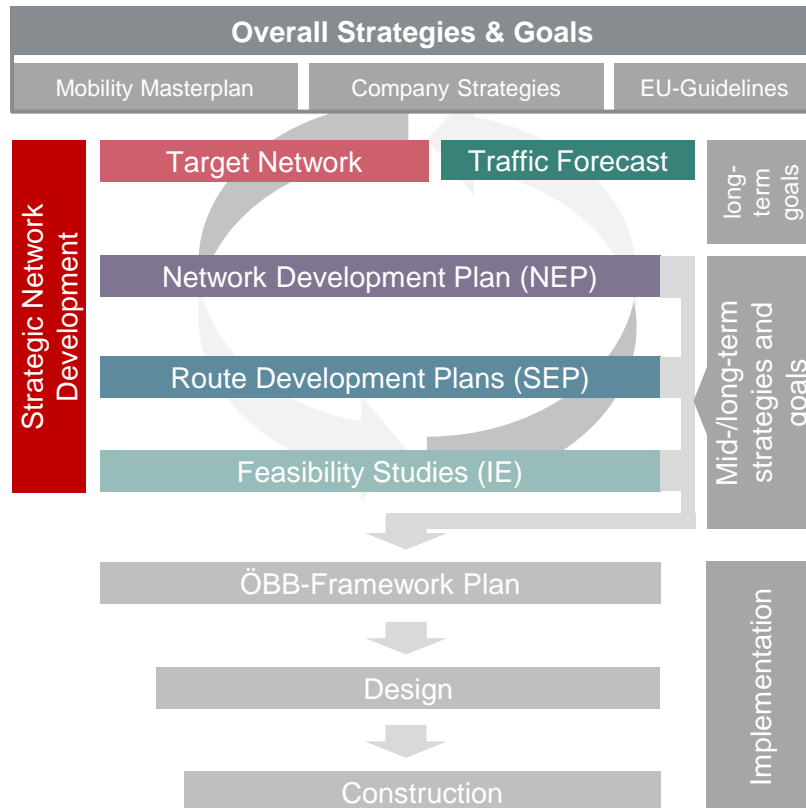
+100% Rail System Capacity
by 2040

Austria's 2030 Mobility Masterplan
European Green Deal

<https://www.bmk.gv.at/themen/mobilitaet/mobilitaetsmasterplan/mmp2030.html>

Strategic Network Development

... from visions to projects ...



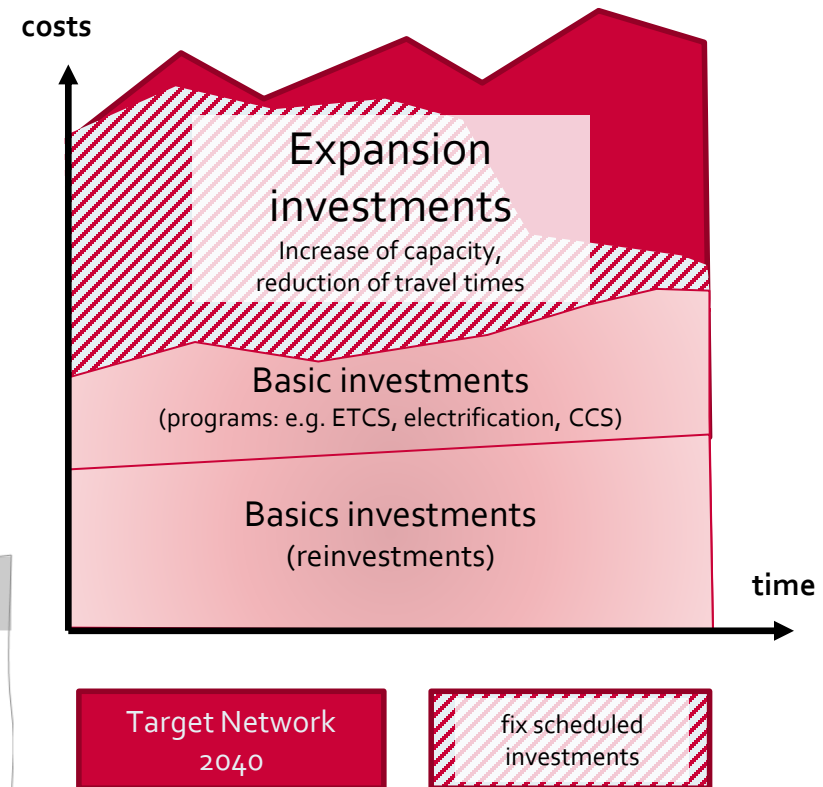
The new Target Network 2040 (Zielnetz 2040)

Goals and content

- The target network 2040 is intended to represent the **instrument for identifying and prioritizing** expansion investments (new construction and expansion projects).
- The target network 2040 should contain a long-term **financing preview** for the expansion and basic investments for the railway network in Austria.

Points of emphasis

- **International connections:** Increasing the performance of international connections
- **Integrated timetable concept:** Further development of the integrated timetable and shortening of travel times
- **Rail freight transport:** Strengthening the competitiveness of rail freight transport
- **Metropolitan areas:** Expansion of the offer in metropolitan areas and ensuring capacity
- **Regional transport:** Improving regional connectivity

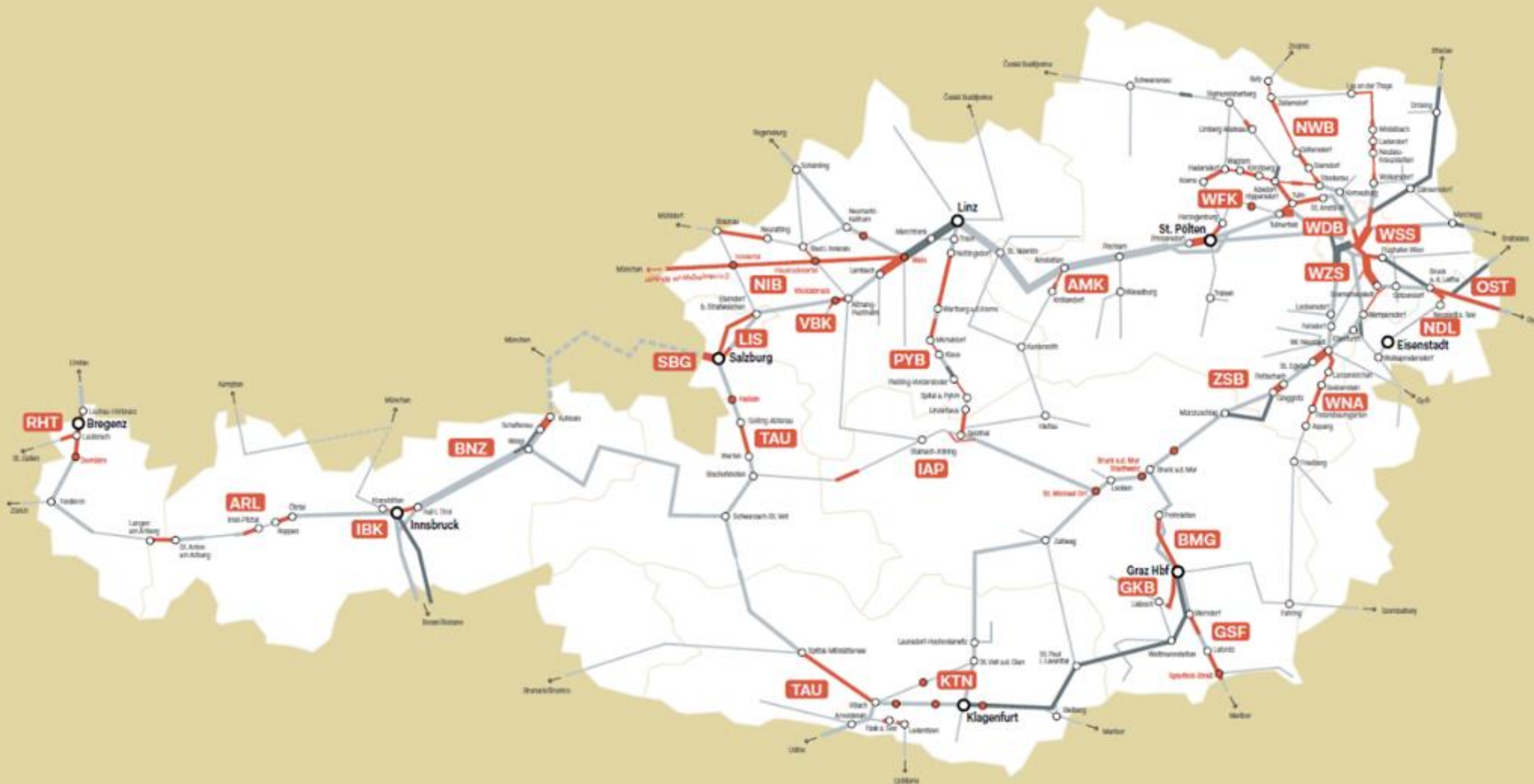


Link to the Target network 2025+

<https://infrastruktur.oebb.at/de/unternehmen/fuer-oesterreich/zukunft-bahn-zielnetz>

TARGET NETWORK 2040

ZIELNETZ
2040



From market needs and potentials to projects

... future services ...



Faster Connections



Integrated Timetable

Based on systematic train paths for freight and passenger

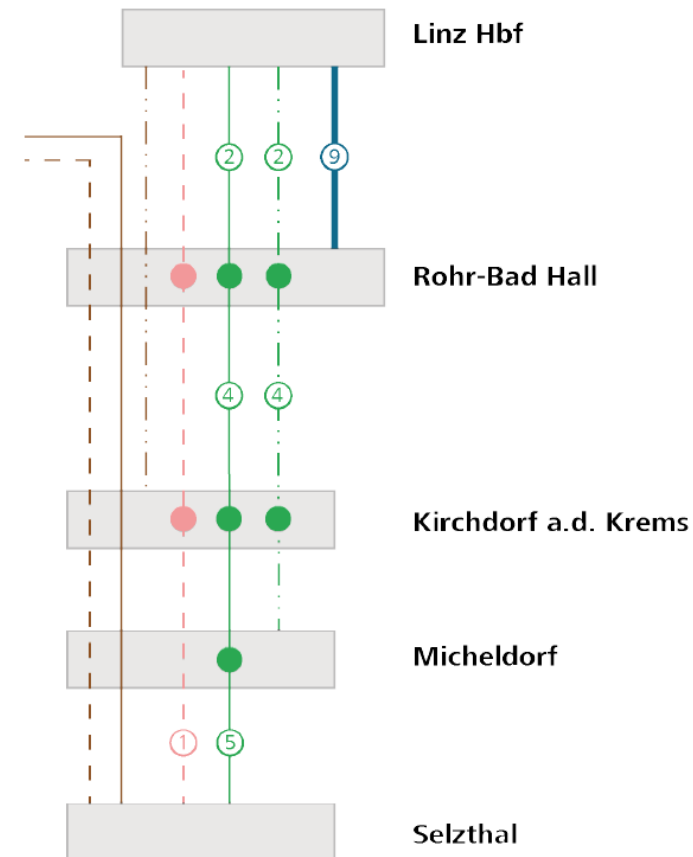


Mixed traffic

Based and designed for standardized market segments

systematic train paths

for long-term infrastructure development – freight and passenger



From market needs and potentials to the projects

... from a node-to-node model to an integrated timetable concept ...

Today



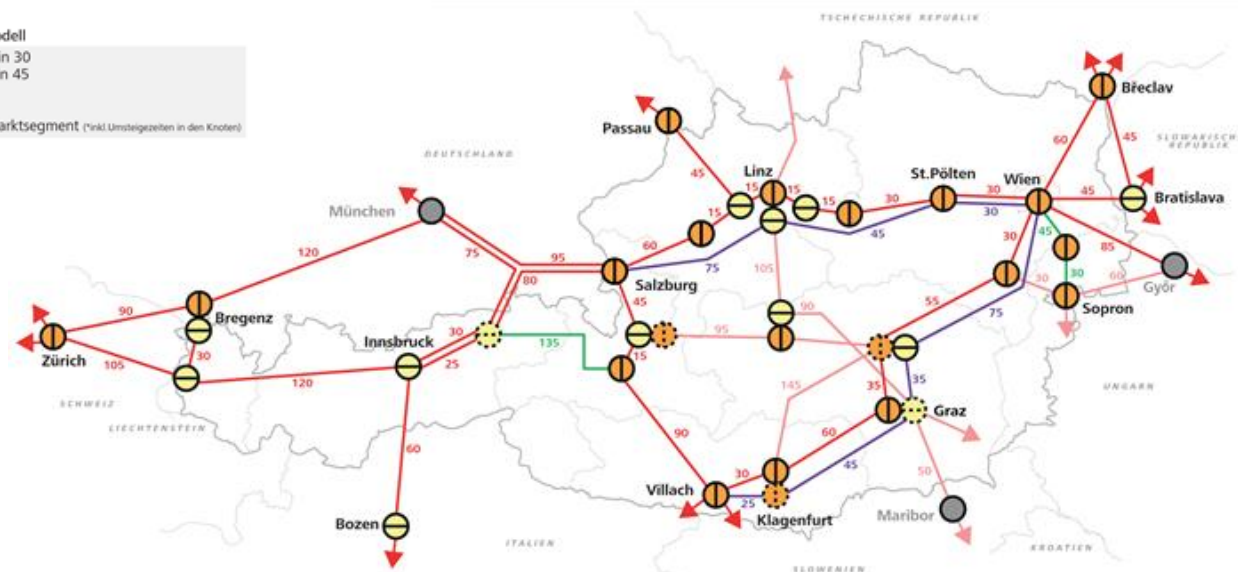
Marktsegmente für Trassensysteme des Personenverkehrs

- FVB Fernverkehr hochrangig beschleunigt
- FVH Fernverkehr hochrangig
- FVI Interregio
- SNV Schneller Nahverkehr

Erläuterung Knoten-Kanten-Modell

- Knoten Min 00 und/oder Min 30
- Knoten Min 15 und/oder Min 45
- Asymmetrischer Knoten
- Keine Knotenfunktion
- 30 Kantenfahrzeit* in Min je Marktsegment (*inkl. Umsteigezeiten in den Knoten)

Target 2030



From market needs and potentials to projects

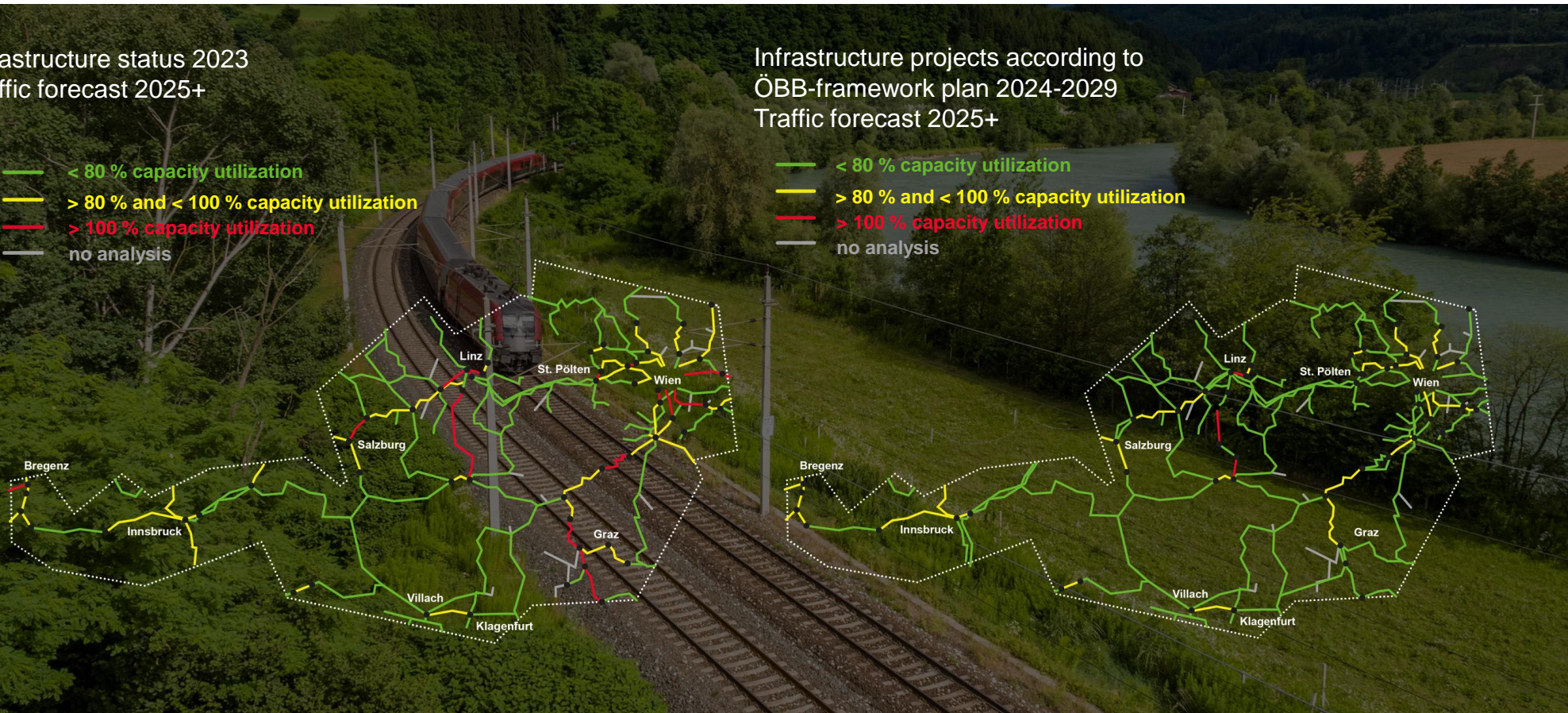
... more capacity in the network ...

Infrastructure status 2023
Traffic forecast 2025+

- < 80 % capacity utilization
- > 80 % and < 100 % capacity utilization
- > 100 % capacity utilization
- no analysis

Infrastructure projects according to
ÖBB-framework plan 2024-2029
Traffic forecast 2025+

- < 80 % capacity utilization
- > 80 % and < 100 % capacity utilization
- > 100 % capacity utilization
- no analysis



Renewable energy

... initiatives and measures ...

Sustainable electricity:
Clear focus on the optimal use of electricity from renewable energies

Less energy, more future:

Reduction in energy requirements by switching to LED lamps in train stations and tunnels



Park&Ride & PV:

Construction of photovoltaic systems on P&R facilities

Mini substations really big:

Feeding sustainable traction current into the overhead line via wind power & photovoltaics



Less gas

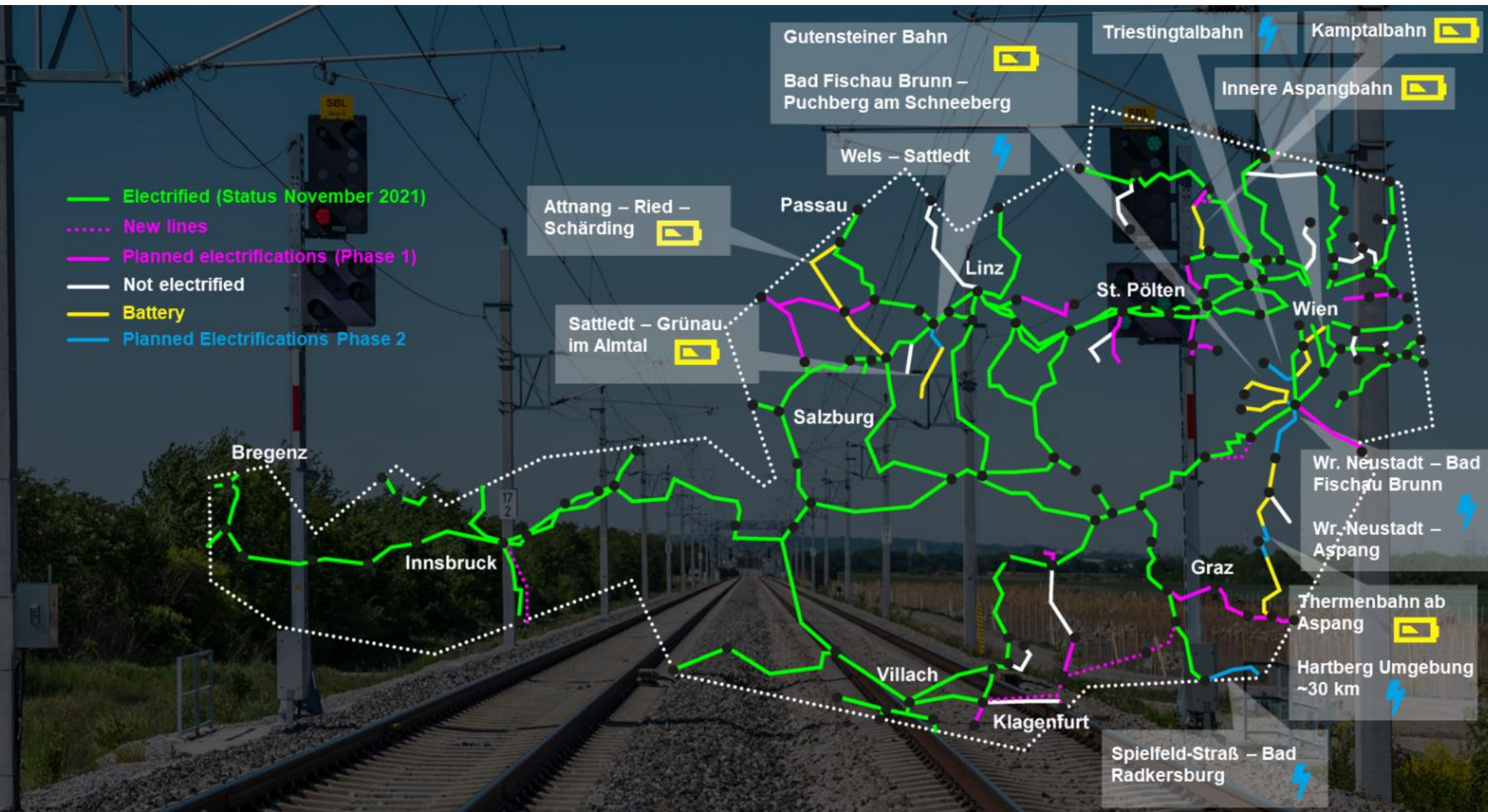
Conversion of gas-powered point heaters to electrical energy supply

Electrification Strategy

... Goal: 85% 2030 | 89% 2035 ...

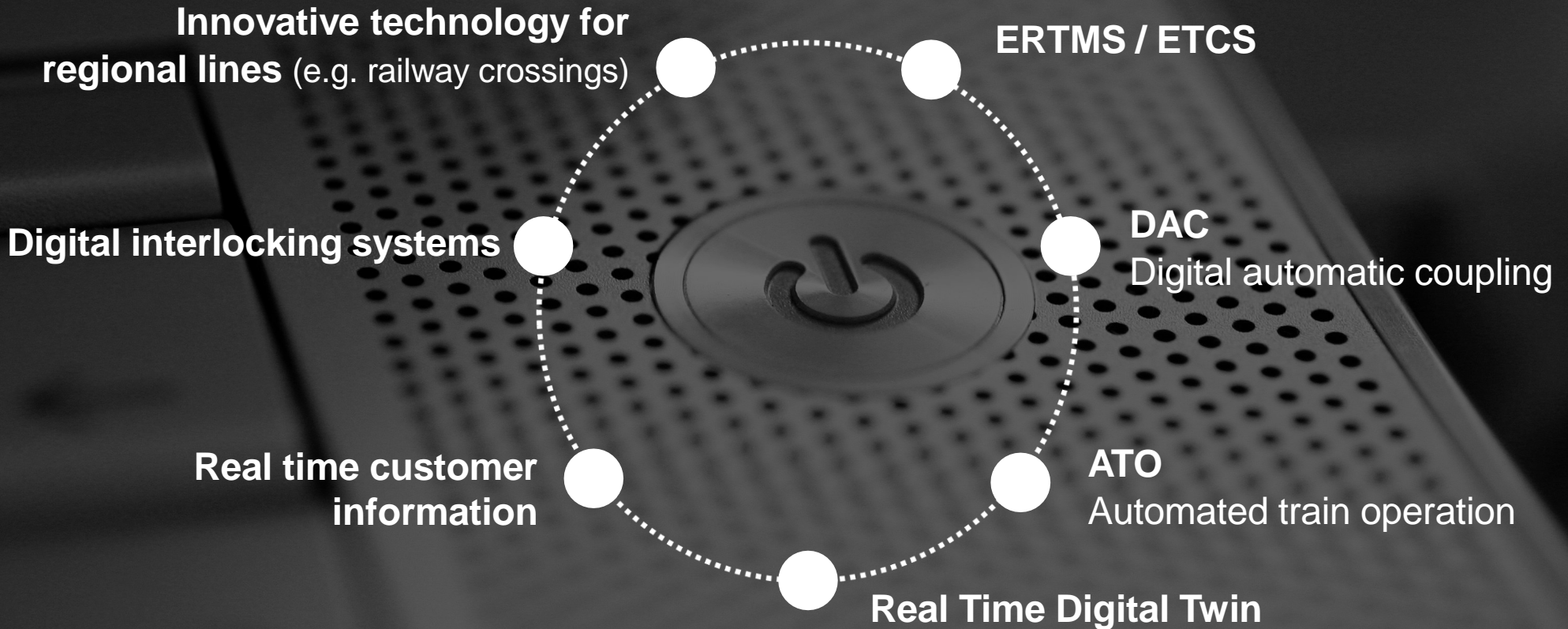


INFRA



Digitalization

... capacity | safety | efficiency ...



Freight traffic

... initiatives and projects ...

Strengthening of freight transport: In the upcoming years, targeted investments will be made in upgrade and expansion of freight transport facilities. This shifts more goods towards railways.

Increase of capacity:

Construction of 740m long siding tracks in the core network



Extension of terminals:

for the optimized connection between road and rail

Modernization of marshalling yards:

superstructure, overhead lines and electrical engineering, other equipment



Further measures:

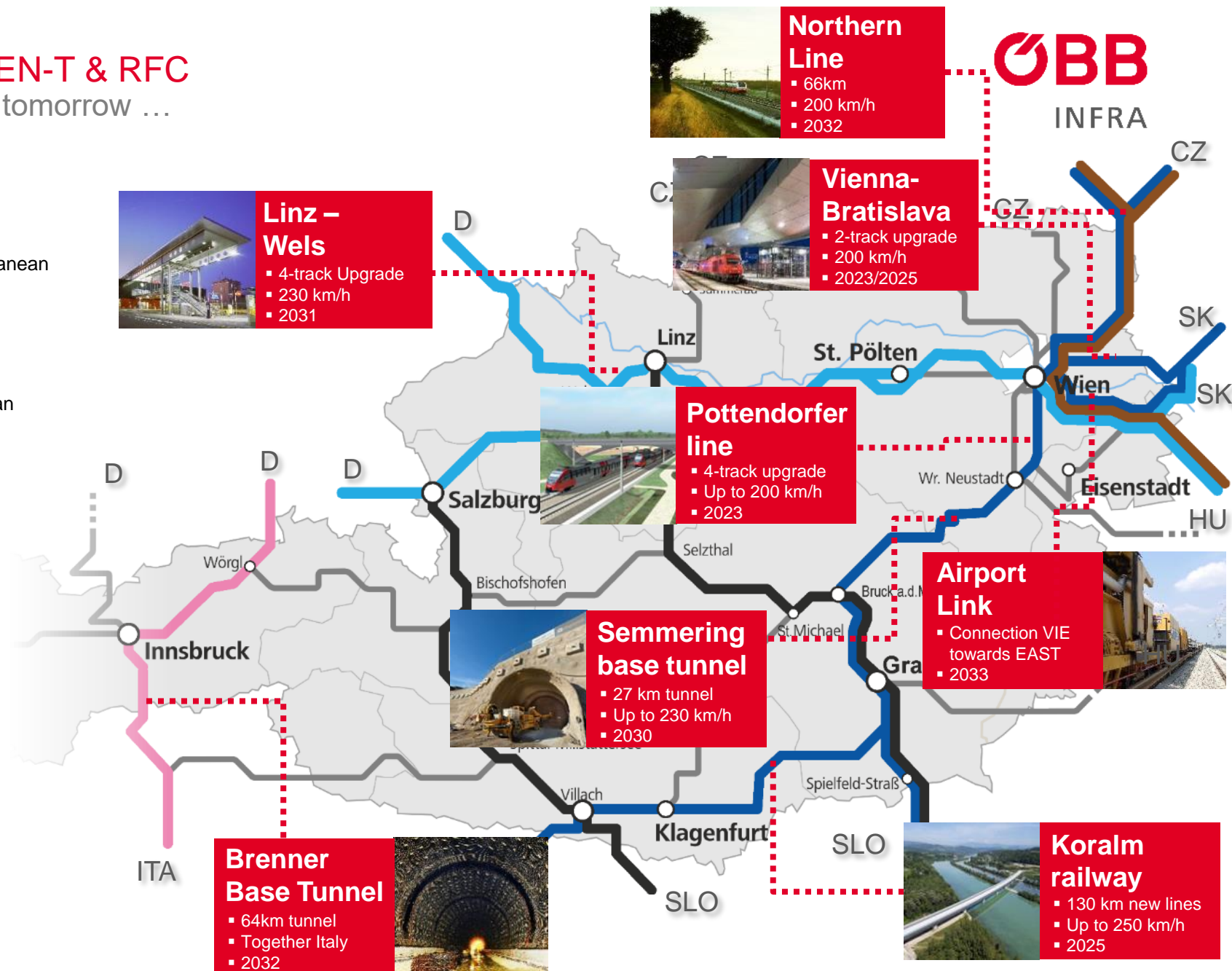
Freight transport initiatives for loading tracks and connecting railways

Corridors | TEN-T & RFC

... projects for tomorrow ...

Rail Freight Corridors

- 3 Scandinavian-Mediterranean
- 5 Baltic-Adriatic
- 7 Orient/East-Med
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- 10 Alpine – Western Balkan

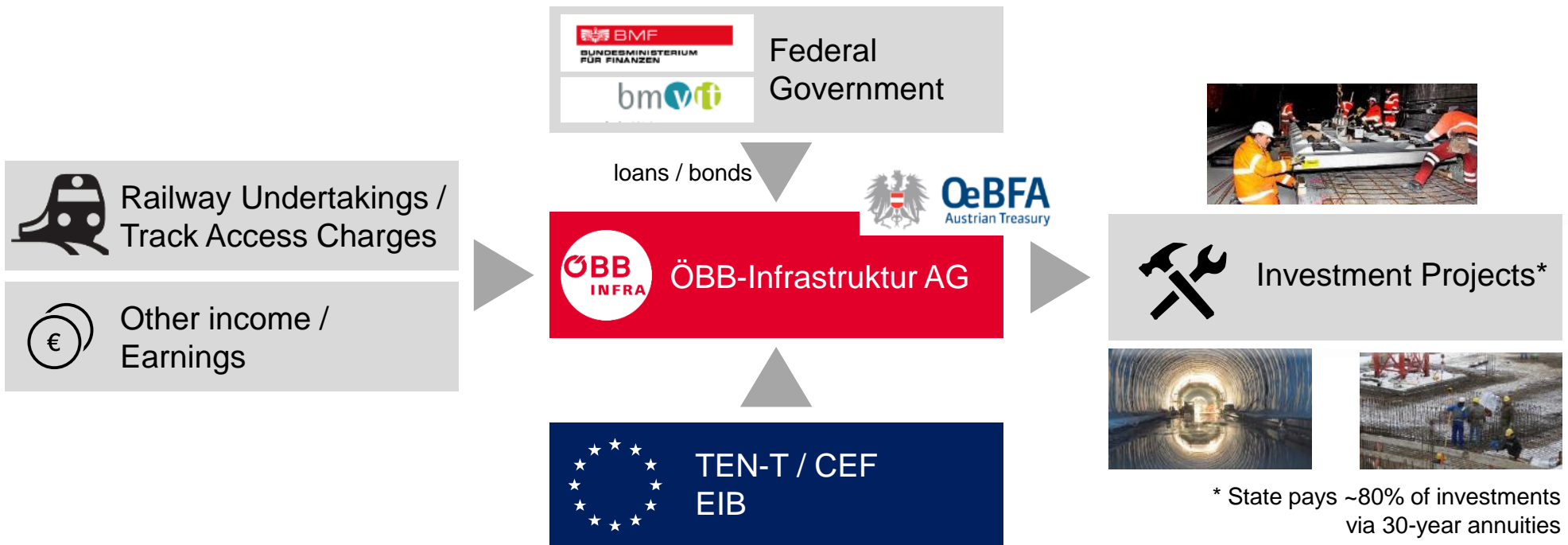




financing and funding

Financing

... The infrastructure expansion ...



ÖBB-Rahmenplan 2024-2029 | ÖBB-framework plan



Agreed by the **Austrian Government** on 06.11.2023

6-year investment and maintenance **program** (yearly updated)

Total investments in the period of 2024-2029: **21,1 bn €**

2 Grant Agreements with the State

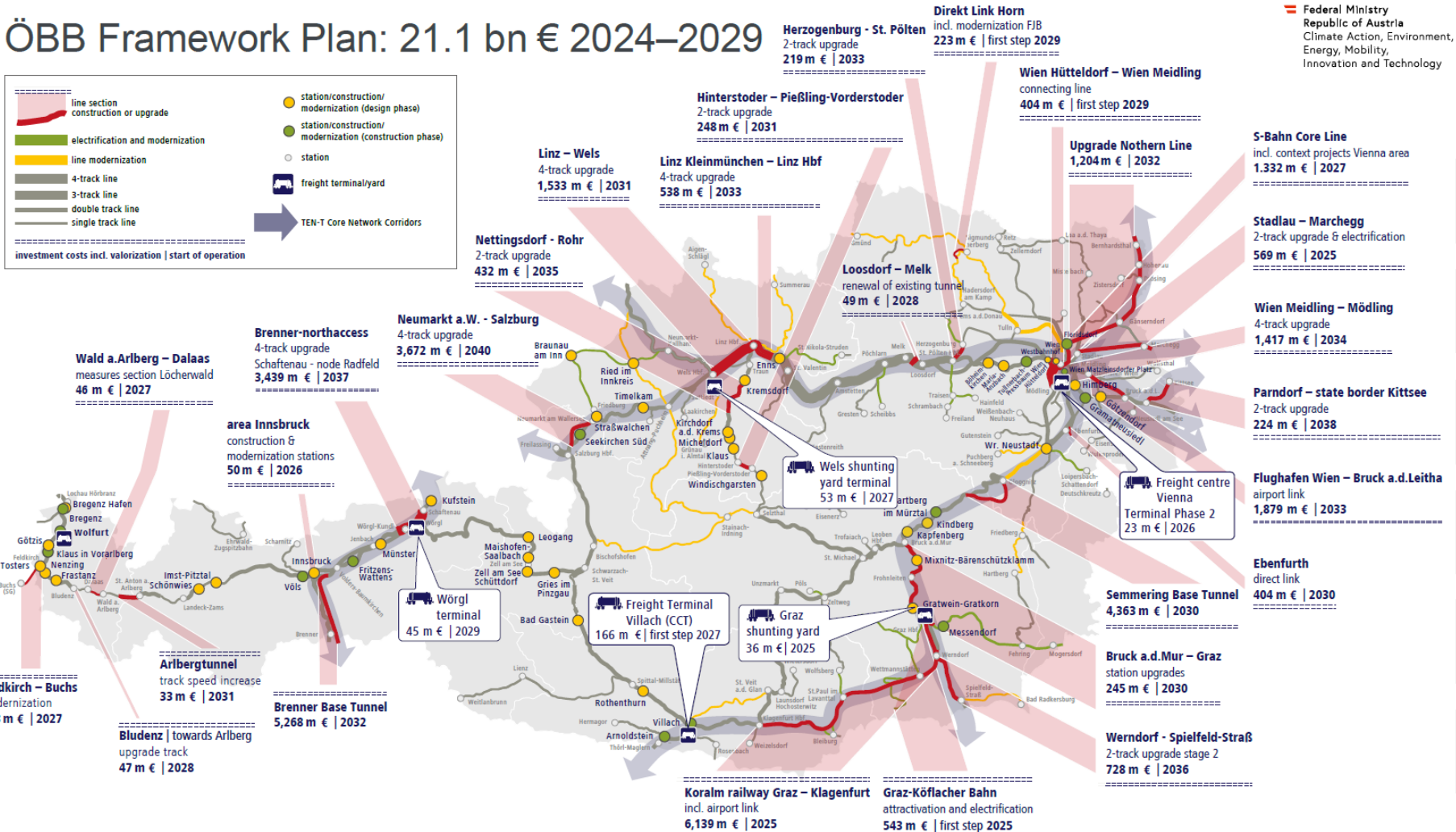
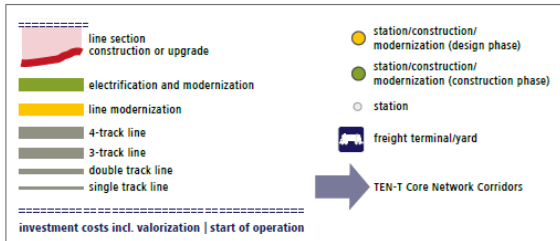
Yearly updated; includes the regulations concerning the grants and targets for the ÖBB Infrastructure

<https://infrastruktur.oebb.at/en/projects-for-austria/rahmenplan>

The ÖBB-Framework Plan (ÖBB-Rahmenplan)

... Projects | Re-Investments | Programs | Maintenance ...

ÖBB Framework Plan: 21.1 bn € 2024–2029



780 m €
per year
maintenance

838 m €
per year
reinvestment

32 m €
per year
> 1500 car parking lots
> 1500 bike sheds

894 m €
total 2024–2029
freight traffic
terminal, shunting yards, 740m sidings, etc.

2.8 bn €
total 2024–2029
electrification & modernization

2.4 bn €
total 2024–2029
increase safety & digitalization

... Thank you for your attention ...



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