

Hamburg | 2023

Unternehmenspräsentation VTG



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- 3 Let's make Rail Easy – Wir stärken die Schiene

Inhalt

VTG auf einen Blick



VTG in Zahlen

Kennzahlen 2022

5.000

TANKCONTAINER



50

LOKS



84.000

GÜTERWAGEN



2.100

MITARBEITENDE



5

WERKE



467

Mio. €
EBITDA



1.306

Mio. €
UMSATZ



Das VTG-Netzwerk

- Wir sind europaweit für Sie da und finden die für Sie passende Lösung aus unserem umfangreichen Leistungsportfolio
- Profitieren Sie von dem großen lokalen Marktwissen unserer bestens vernetzten Expertinnen und Experten an 33 Standorten in 21 Ländern



Profitieren Sie von unserem umfangreichen Portfolio

Flottenmanagement

Waggonneubau

Waggoninstandhaltung

Fleet Services

Logistikleistungen

Schienenlogistik

Traktion



Digitallösungen

traigo

FastTrack

VTG Connect

Sensorik

„Make rail easy“ – wir stärken die Schiene

Multifunktionale Lösungen



Starker Partner für modulare und multifunktionale Angebote

- Der m²-Wagen ist modular aufgebaut
- Durch den Austausch der Langträger kann die Länge des Wagens verändert werden
- Sowohl ISO-Container als auch spezielle Aufbauten können aufgenommen werden

r2L



Starker Partner für nicht kranbare Auflieger

- Der r2L-Korb macht nicht kranbare Auflieger kranbar
- Es wird keine zusätzliche Rampe oder anderes Equipment benötigt
- Der r2L-Korb kann circa 97 % aller Auflieger-Typen aufnehmen

Electrified Wagon



Starker Partner für den Transport temperaturempfindlicher Waren

- Die SWS-PowerBox® nutzt die kinetische Energie der Radsätze und gibt sie an einen Generator weiter, der sie zu elektrischer Energie umwandelt
- Durch Akkus kann die Kühlkette auch im Stillstand des Wagens sichergestellt werden

New Energies



Starker Partner für die Energieversorgung der Zukunft

- Die New-Energies-Strategie zielt darauf ab, Sie bestmöglich bei der Transformation hin zu nachhaltigen Industrieprozessen zu begleiten.
- Wir bieten Ihnen Lösungen für den Schienentransport von CO₂, Wasserstoff, Ammoniak und LNG

Digitalisierung



Starker Partner für die digitale Schiene

- Digitalisierung der gesamten Flotte durch VTG Connector
- traigo: die digitale Plattform für die neue Schiene
- Sensorik: Sicherheit erhöhen, Effizienz steigern, Schäden vermeiden
- DAK: Engagement in zentralen Brancheninitiativen
- FastTrack: „Carsharing“ Prinzip

Steinhausen, April 2023

r2L Solution – VTG's answer to non-craneable trailers



Product Overview

Enabling non-craneable trailers to be craned and easily transported by rail

- Solution for transport of non-craneable trailers by rail
- Basket was founded by VEGA and produced by Kässbohrer
- Transport of non-craneable and craneable trailers up to 36t (basket remains in wagon)
- Loading directly on terminal floor (no ramp needed for loading and unloading)
- Vertical handling within terminals
- r2L basket can carry approx. 95% of all trailer types
- Optional: loading of short trailers with additional equipment mounted to the basket
- Stackable at terminal up to 5 units (in wagon up to 3 units)



r2L Basket

A cooperation for railway transport



Kässbohrer
Driven by professionals®



Driving the trailer into the r2L basket



Loading the r2L basket together with the trailer onto a pocket wagon

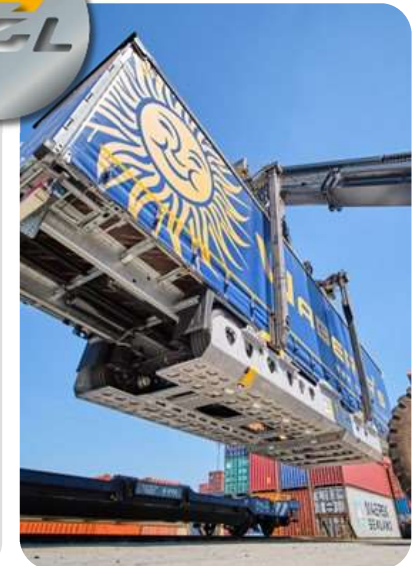
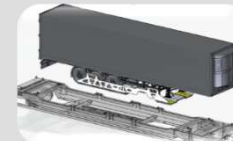
Loading Possibilities

Available Basket Options

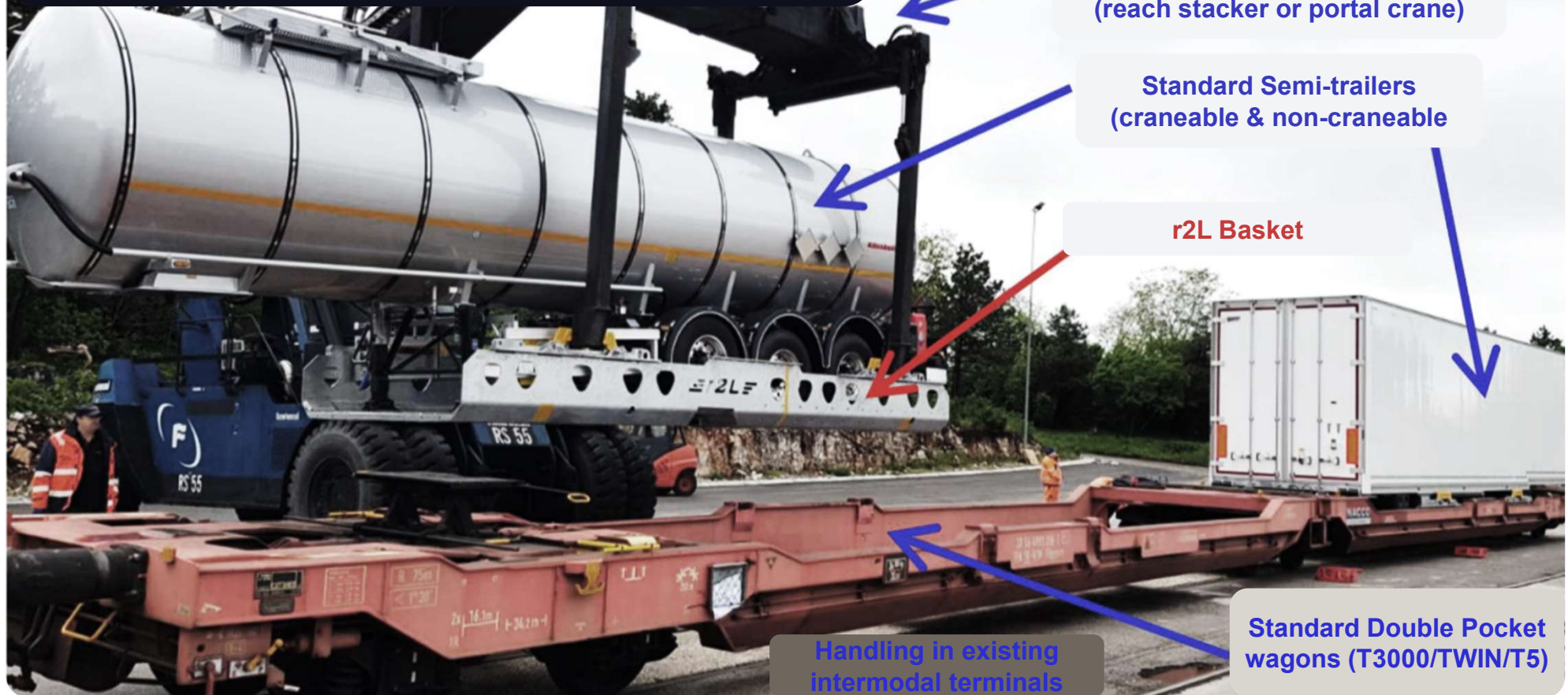


Basket Options - The Three Musketeers

- **r2L Trailer use**
For trailers up to 34t loaded onto T3000 or TWIN
- **r2L Trailer use light 3.0**
For trailers up to 36t loaded onto T3000/T4000/TWIN
- **r2L Multiuse**
For all vehicles up to 2.55m width



Usage of r2L Solution is possible with existing standard equipment



Existing Transports and Offers

Become part of the r2L Network

- VTG offers the r2L basket in combination with our double pocket wagons TWIN and T3000 (if required also in combination with traction service via RU Retrack)
- Generally, P410 relations can be covered with the solution
- Vehicles with excess with (>2.60m) are not suitable for the solution
- We would be happy to visit the terminals you use for your transports for a demo loading and explication of the use of the r2L solution
- To make sure to use the r2L solution best for your requirements and integrate it into your infrastructure we offer corresponding coaching



The future is rail
GREEN DEAL ON TRACK



Reduce CO₂ with us and start to enter intermodal transport chains



REAL. GREEN.  **TRANSPORT FOR LIFE.**



The future is rail
GREEN DEAL ON TRACK

Steinhausen, April 2023

VTG electrified wagons

for the transport of your temperature-controlled goods



Gefördert durch:



Bundesministerium
für Digitales
und Verkehr

aufgrund eines Beschlusses
des Deutschen Bundestages

VTG electrified wagons

Bringing environmentally friendly power to rail freight wagons



- **VTG electrified** – For eco-friendly, temperature-controlled rail freight transport
- Bringing power to the wagon for reefer containers, trailers and swap bodies to be transported
- Enabling the wagon to generate its own power for an easy handling, independent of the locomotive and any other wagons



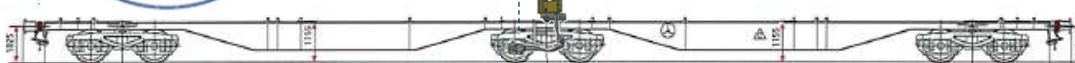
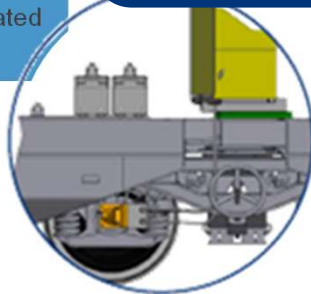
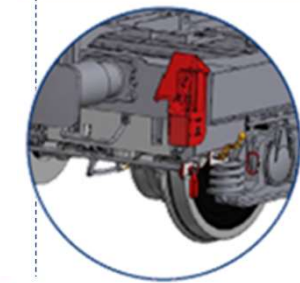
Product Overview

Functionality and Values

At the terminal or in the loading siding, the battery can be charged externally using type 2 charging plugs. In addition, CEE plugs are installed at each wagon end to supply power to all loading variations and conventional types of refrigerated container/trailer.

- Real-time monitoring
- 24-hour remote error analysis
- Independent of the locomotive and the other wagons
- Suitable for Sggmrs 90' and double pocket wagons
- Environmentally friendly
- No noise pollution

En route, the SWS-PowerBox® generates energy via a generator driven by a hydraulic pump that is mounted on the wheelset (starting at 30 km/h).



The SWS-PowerBox® contains batteries & is fixed to the wagon in order to bring power to be able to handle temperature-controlled containers, trailers and swap bodies.

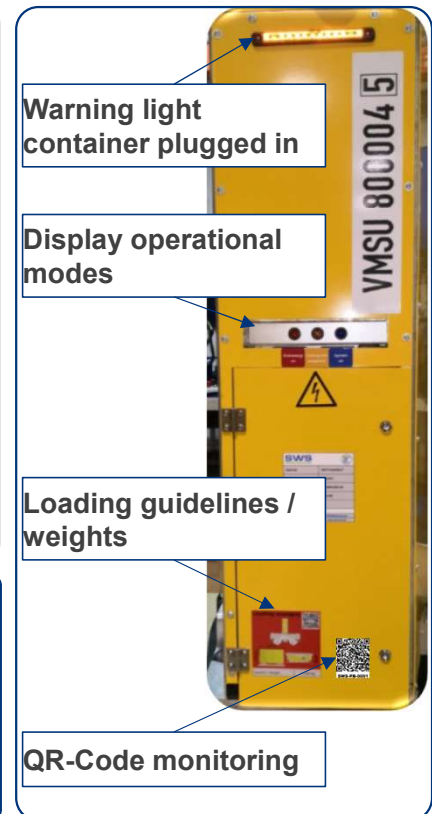
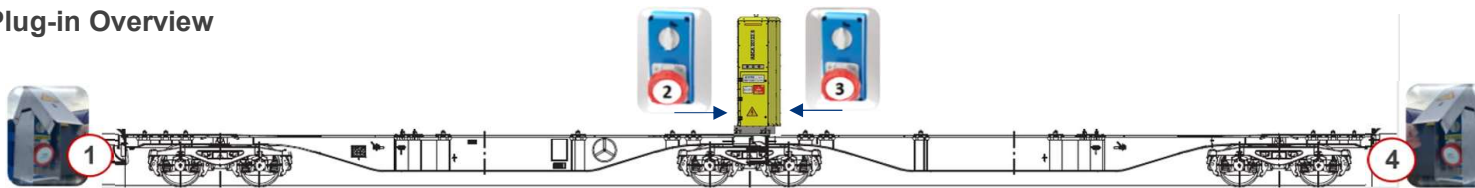


Handling of the Product

Further details on functionality

- Operating manual is directly available via QR code on the SWS-PowerBox® and integrated part of any rental contract for VTG electrified wagons
- Battery capacity:
 - Approx. 7h battery capacity without re-charging (dependent on the outside condition and power consumption of loaded container/trailer)
 - Loading of the battery via hydraulic pump at the wheelset starting at approx. at 30 km/h
- Clear planning of the transport needed
 - View on length of the route, speed, stops and handling etc.
 - Look for short idle times of the loaded wagon
 - External plug-in possibilities in terminals need to be checked in advance
- All involved parties of the transport need to be sensitized about the handling of the product
 - Monitoring of idle times, loading and unloading (including check of correct plugged-in containers and activation of the SWS-PowerBox®)
 - The 400V plug-ins can be handled without further training following the instructions in the operational manual

Plug-in Overview



Suitable for...

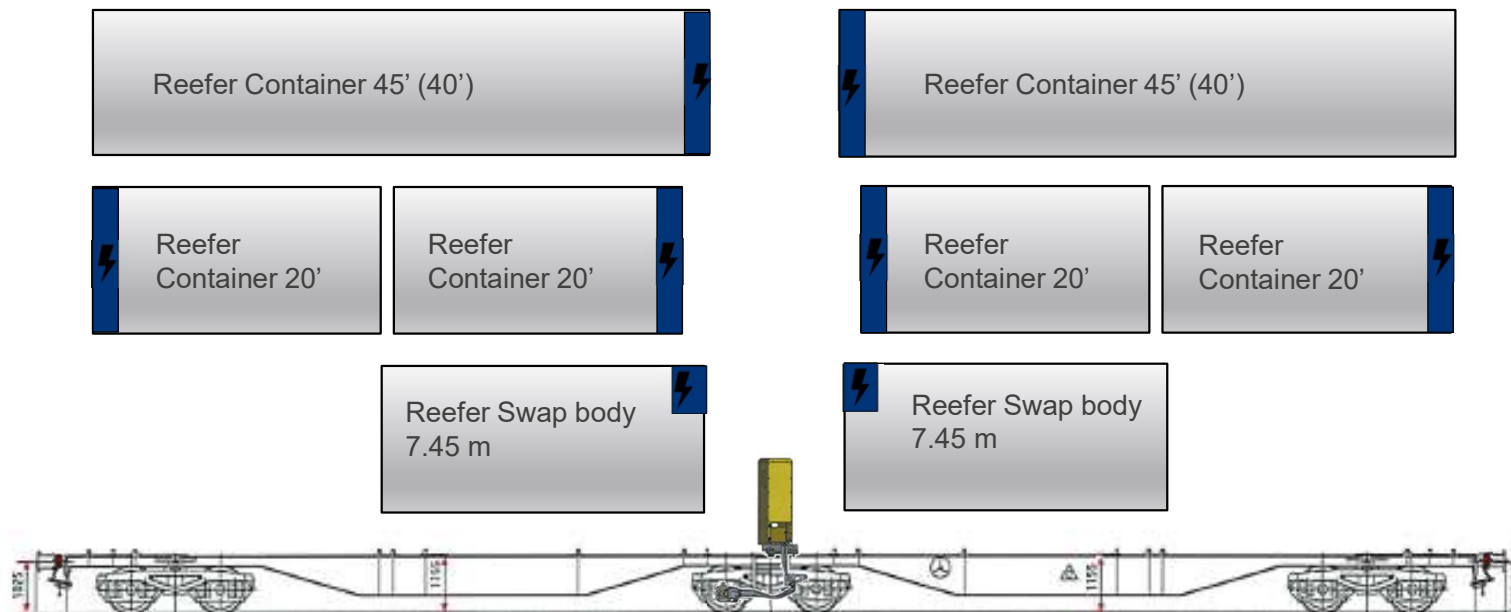
Characteristics of transport

- **Traffics with clearly defined routes and low idle times**
 - Knowledge about stops and duration
 - Knowledge about existing electricity loading possibilities within the terminals if long idle times are planned
 - Prevent long idle times (e.g., locomotive exchange or stops for customs etc.)
 - Traveling speed above 30 km/h advantageous to support the charging of the of the SWS-PowerBox®
- **Before you start a traffic, know it precisely**
 - Who is involved and needs to be aware about the handling of the SWS-PowerBox®?
 - Is there enough power for the whole transport or is there a possibility to recharge the batteries somewhere externally?
 - How many containers are being loaded (round trip or one way) and how are the requirements of the demand of electricity?

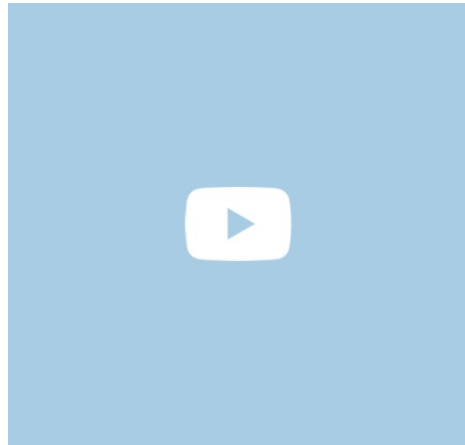
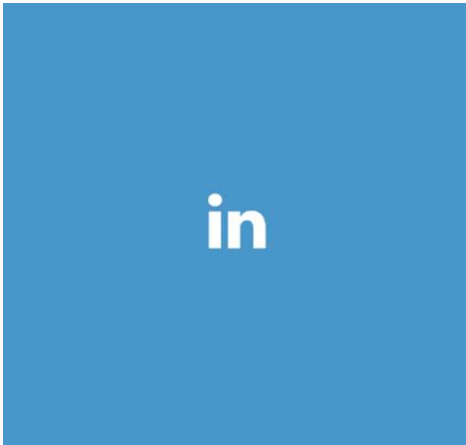
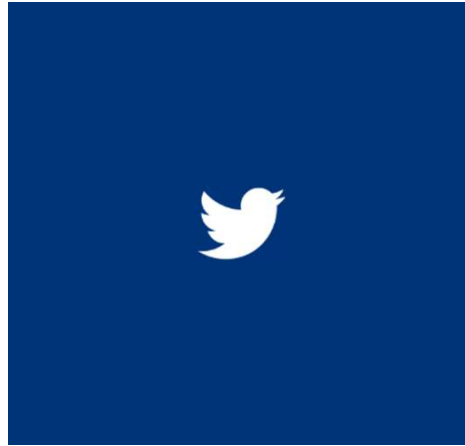


Available Option

Sggmrs 90' electrified



- Further/ more detailed loading possibilities visible on the loading scheme
- In the future Double Pocket Wagons (T3000/T4000) will also be equipped with SWS-PowerBox® for the transport of reefer trailers
- For concrete needs for craneable reefer trailers we can also discuss mounting on TWIN wagons



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