



Dear business partners,

You are reading this year's last issue of our Newsletter which informs you about the latest developments in our company, about new business offers as well as about changes concerning the transport of goods by rail. In the first year of its publication, the Newsletter has gained a firm position in our mutual communication. I deliberately write mutual because the feedback we receive from you is very much appreciated. We are also very positive about the growing number of subscribers to this newsletter.

On behalf of ČD Cargo, I would like to wish you a peaceful and relaxing Christmas time filled with joy, love, and mutual understanding. May the coming holidays be not only a time of rest for all of us, but also an opportunity for new beginnings and hopes for the year ahead.

Jana Holanová
Business Development Director

Information on personnel matters

As of 1 January 2025, **Ms. Jana Holanová**, the current Director of Business Development, will become the Commercial Director of ČD Cargo. In her new position, she will be responsible not only for business development activities, but also for contacts with existing business partners in the transport of goods by rail.

Mr. Imrich Lelkes will be in charge of ČD Cargo's intermodal transport operations as of 1 January 2025, replacing Mr. David Vrtiška, who will newly become Managing Director of BOHEMIAKOMBI, spol. s r.o., which is a company with capital participation in ČD Cargo.

Professional biography of Mr. Imrich Lelkes:

After the management studies at the City University of Bratislava, Mr. Imrich Lelkes joined A. P. Moller-Maersk's Prague office in 1998, first as a Sales Coordinator and later as the National Sales Manager for the Czech and Slovak Republics. From 2011 to 2017, he worked for UASC (United Arab Shipping Company) as the General Manager for Central Europe. After a merger of UASC with Hapag-Lloyd in 2017, he returned to A. P. Moller-Maersk where he held various positions in the management of the intermodal and product departments for the Central and South Europe areas. Since February 2024, Imrich Lelkes has been involved in the development of intermodal transport within the entire ČD Cargo Group.



**In case of your interest in the offer of ČD Cargo services, please contact Jana Holanová
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Vectron Dual Mode in the ČD Cargo locomotive fleet



Operation of the locomotive is possible on non-electrified lines and lines with a 15kV/16.7 Hz supply system. That's why it makes it possible to effectively serve non-electrified private sidings or loading yards and then, without any redundant locomotive swapping and time delays to carry the goods as far as to the destination on electrified lines. German branch of ČD Cargo deploys this locomotive for instance on scrap iron trains or trains carrying chemical products.

„We have leased the Vectron from North Rail for a period of one year with an option,“ revealed Tomáš Tóth, Chairman of the Board of Directors of ČD Cargo, adding: „A modern vehicle fleet is a necessary precondition for expansion

into foreign markets. Last year, ČD Cargo transported almost 3 million tonnes of goods in Germany alone.“

Cargo Niederlassung Deutschland

A locomotive with number **248.082** reinforced the locomotive fleet of ČD Cargo at the beginning of April. It is a **Vectron Dual Mode** locomotive manufactured by Siemens, i.e. the same type of locomotive ČD Cargo tested in trial operation last year. During the loan, 4 063 km run was achieved with most of the performance being carried out on the right riverside line between Děčín – Mělník and Nymburk. However, it also appeared, for example, in Beroun and a matter of interest was its deployment on the non-electrified line between Děčín and Česká Lípa.

Cargo Non-financial reporting preparation



ČD Cargo prepares for obligation to publish Sustainability Report for 2024 in accordance with ESRS standards

1. **Double materiality**
 - ☐ Setting of important topics – baseline structure of non-financial reporting
2. **GAP analysis of ESRS indicators**
 - ☐ Differential analysis of important topics – whether required data is available
3. **Carbon footprint calculation**
 - ☐ ČD first calculated its carbon footprint in 2024 including Scope 3
 - ☐ Knowledge gained will be used in Sustainability Report
4. **Setting of sustainability goals and action plan**
 - ☐ Setting of objectives in sustainability area including partial measures and metrics for continuous evaluation
 - ☐ Strategic objectives: Being freight railway carrier of first choice for our customers, Reduction of CO₂ emissions, Being attractive employer
5. **Climate risks**
 - ☐ Effect of physical (e.g. floods, storms, landslides) and transitional risks (e.g. customer behavior, raw material cost)
6. **Setting of governance structure and reporting processes**
 - ☐ Setting of processes for data collection, consolidation and reporting
7. **EU Taxonomy**
 - ☐ Reporting of share of ČD activities that are considered sustainable according to EU taxonomy
8. **Collection of other non-financial data and non-financial report preparation**

Problems addressed

Necessity to repeat DMA in future

Scope – necessary split into numerical and descriptive parts

Use of different emission factors from individual suppliers

Setting of meaningfully quantifiable targets and metrics

Infrastructure analysis not available – assumed to be carried out in 2025

ČD internal capacities

Status

Completed 2024

Completed 2024

Completed 2024

Completed 2024

Completed 2024

To be completed in 03/2025

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ČD Cargo plans sharing data on sustainability with its partners:

Product carbon footprint:

- Sum of all emissions associated with transport of goods
- In 2025, preparation of methodology and first calculations
- In 2026, implementation of SW solution



Carbon footprint

- In 2025, we can provide our customers with certified values of emission calculation for whole ČD Cargo Group or the parent company ČD
- In parallel, we are working on certification of traction energy consumption calculation of customer transports with TÜV SÜD
- Next step will be to certify calculation of traction energy consumption emissions (in tCO₂e)
- Completion in 2025