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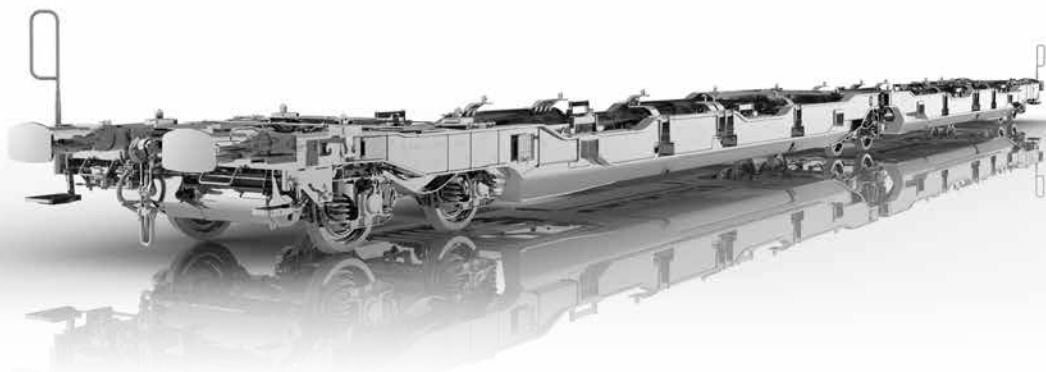
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TATRAVAGÓNKA AT TRANSPORT LOGISTIC 2023

After several years, the gates of the international fair of logistics, mobility, IT and supply chains TRANSPORT LOGISTIC 2023 will open again. The company TATRAVAGÓNKA a.s., as a prominent European manufacturer of freight wagons and bogies, will not miss this event. In this year also, the company will introduce several innovative solutions that respect market requirements and customers' needs. TATRAVAGÓNKA a.s. will introduce three new wagons:

- The first 6-axle intermodal wagon with integrated baskets **Sdggmrss for 1,668 mm and 1,435 mm** track gauges.
- The most effective wagon for transportation of trucks **Laados**.
- The fastest TSI intermodal wagon **Sggmrss 92'**.

In their own kind, all wagons are extraordinary in terms of their construction and design.



THE FIRST 6-AXLE INTERMODAL WAGON WITH INTEGRATED BASKETS IN EUROPE

Sdggmrss for 1,668 mm track gauge

One of the most significant new products of the company TATRAVAGÓNKA a.s. is represented by the first wagon of its kind – 6-axle intermodal wagon Sdggmrss with two integrated baskets designed for transportation and handling of non-craneable semi-trailers up to the maximal weight of 40 t. The wagon also disposes of the largest loading gauge of “e” type as for the articulated pocket wagons according to IRS 50 596-5.

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The main advantages of the basket wagon are:

- Transportation of craneable and non-craneable semi-trailer without any special lifting jigs.
- No extra costs and logistic problems related to lifting jigs.
- Integrated basket is a part of the wagon, and is used for transportation as well as for handling of semi-trailers.
- The maximal weight of a semi-trailer is 40 t, the same applies for non-craneable semi-trailers.

Currently, non-craneable semi-trailers are transported on T3000e wagons with application of special lifting jigs that are economically difficult, and they require great demands on logistic and storage. At the same time, it is necessary to mention that these jigs are not TSI approved as wagon parts. Their disadvantage is also that they need to be separately stored, because they cannot be transported without a semi-trailer, and also the fact that they cannot be used with craneable semi-trailers.

Another disadvantage of an external lifting jig is reduction of the maximal weight of transported semi-trailer, as the jig itself is considered to be a cargo.

The wagon disposes of an optimised hitch, and in combination with verified safety concept of the king pin, it increases safety of semi-trailer transportation. The overhang design is mechanically and hydraulically ready for the future installation of DAC. Thanks to the option of track gauge change, this 6-axle articulated wagon is suitable also for transportation on the Iberian Peninsula.

For the development of this wagon, TATRAVAGÓNKA a.s. cooperated with the largest intermodal forwarders in Europe. The aim of this cooperation was to achieve TSI approval, which relates to the whole wagon concept, including the basket itself. In the operation it means that in all loading cases, as well as in the empty condition, the basket remains in the wagon.

With regard to transportation of craneable semi-trailers, the wagon is not a direct competition for the successful project of T3000e wagon, but with regard to transportation of non-craneable semi-trailers, the wagon has no competition at the market.

This wagon provides our customers with a clean concept of transportation of non-craneable semi-trailers, but it also does not stay behind in the field of transportation of craneable semi-trailers, containers and swap bodies.

For the market launch, the produced wagons will be delivered to the Swiss intermodal specialist MFD Rail and can be leased there from mid-2024 onwards.

We would like to invite you to a personal meeting at the wagon, where we would be glad to answer all your questions.

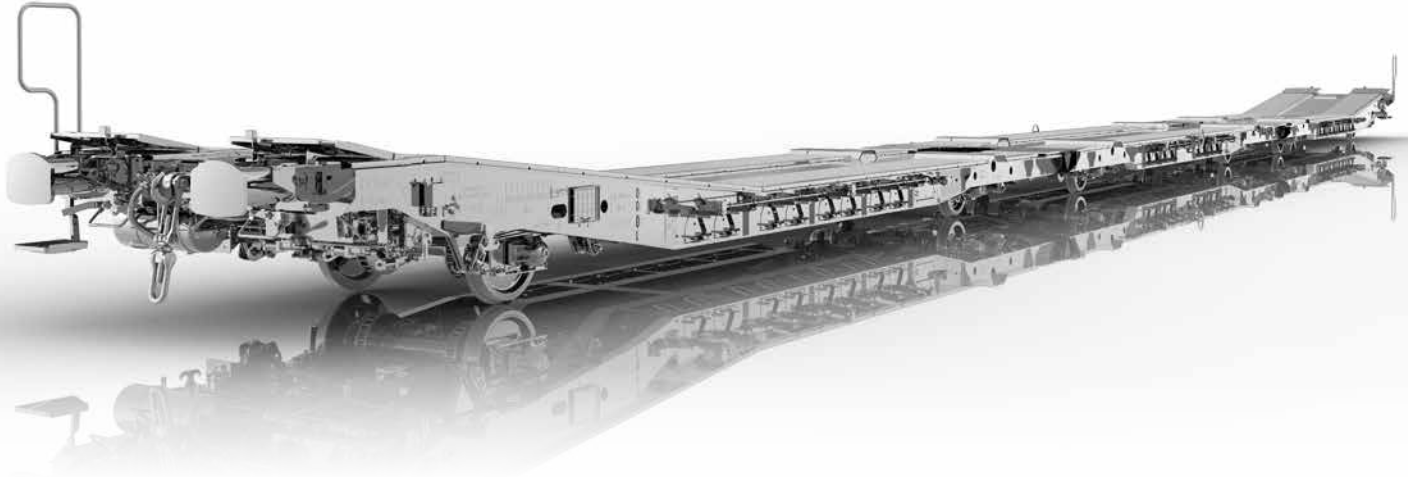
May 10, 2023, 3:00 p.m. – 5:00 p.m.

Wagon location: rail 1/6

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THE MOST EFFECTIVE WAGON FOR TRANSPORTATION OF TRUCKS IN EUROPE

Laados

The wagon of type Laados is 6-axle, 3-segment, single-deck running-gear wagon for transportation of truck tractors and light utility vehicles. By means of its optimized weight and increased axle load enabling transportation of heavy truck tractors up to 9.5 tonnes, the wagon adapts to the development of electromobility. Minimisation of loading height above top of rail facilitates loading of truck tractors, and the wagon inner profile enables smooth negotiability of truck tractors on the wagon.

The wagon complies with the applicable TSI regulations, valid UIC leaflets, ERRI recommendations, agreement on mutual use of freight wagons in the international transport AVV (RIV), EN and ISO standards. The wagon meets the conditions for TEN marking and for GC/GI2 gauge. The wagon was approved on the basis of assessment of national requirements in the individual selected countries. The wagon is designed for operation on specified European railway tracks with track gauge of 1,435 mm.

We would like to invite you to a personal meeting at the wagon, where we would be glad to answer all your questions.

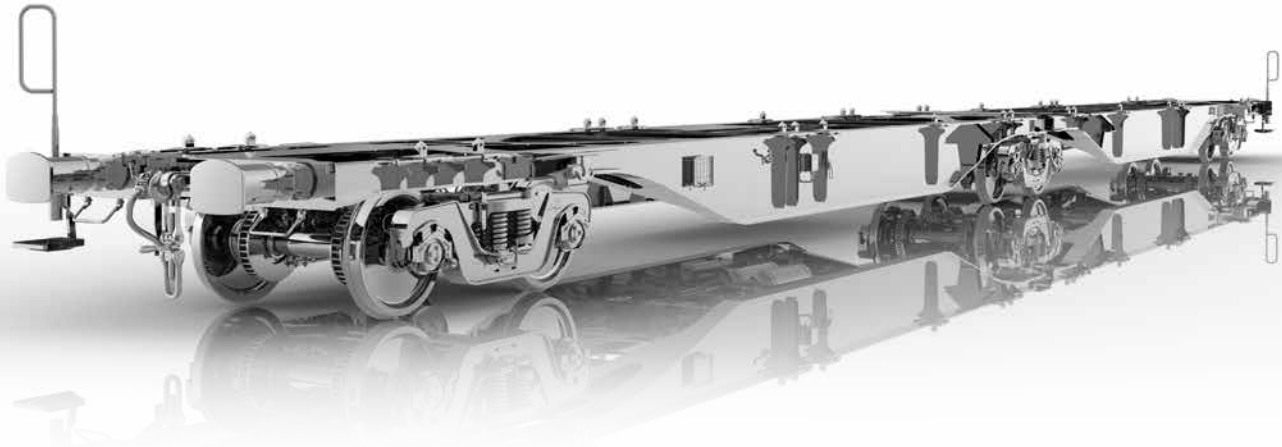
May 9, 2023, 12:00 noon – 2:00 p.m.

Wagon location: rail 1/6

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THE FASTEST TSI INTERMODAL WAGON IN EUROPE

Sggmrss 92'

We are proud to announce the launch of the Sggmrss 92', an innovative intermodal freight wagon designed to revolutionize the transportation of goods by rail produced for French company Modalis. Developed by a team of expert engineers, the Sggmrss 92' is built to travel at a speed of 140 km/h, making it the fastest freight wagon on the market.

This new type of wagon has been designed to meet the growing demand for faster and more efficient transportation of goods across Europe. With its enhanced speed capabilities, the Sggmrss 92' can carry more cargo over longer distances in shorter periods.

One of the most significant features of the Sggmrss 92' is its intermodal capabilities. The wagon can transport a variety of:

- refrigerated swap bodies,
- ISO containers: 4 x 20', 2x20', 2x30', 2x40' a 2x45',
- swap bodies: 2 x 7,15 - 7,82 m; 2 x 12,192 m; 2x14,02 - 14,06 m

making it highly versatile and adaptable to different cargo needs. This makes the Sggmrss 92' an ideal solution for a wide range of industries, from foodstuff, consumer goods to industrial supplies.

The Sggmrss 92' has been designed with safety in mind. It is equipped with state-of-the-art disc brake and new generation bogie RC25NT-D.

The wagon is DAC ready with correction number +1 for France and can be operated in block trains, or as individual wagon in combined train set.

Wagon location: rail 2/7

Except for these exhibits, it will be possible to see also other products from the company

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TATRAVAGÓNKA a.s. Intermodal transport will be represented by T4000 wagon of the company VTG that is designed for transportation of semi-trailers on the Iberian Peninsula, T3000 wagon of the company GATX and Sgmmns 41' of the company Wascosa. Also the company RailRelase will introduce its special 30' opened superstructure, optimised for heavy cargo, on our wagon Sgnss 60'.

“The exhibits of the company TATRAVAGÓNKA a.s. at TRANSPORT LOGISTIC 2023 fair reflect our determination to look for new solutions for the freight railway market and to accelerate performances of the intermodal transportation in Europe. We believe that our innovative thinking in wagon development will be a key element for transition to sustainable mobility of goods within ecological transportation. We are looking forward to visiting the fair and to personal meetings with the customers, partners and our friends.”



Alexej Beljajev Jr.
Sales Director