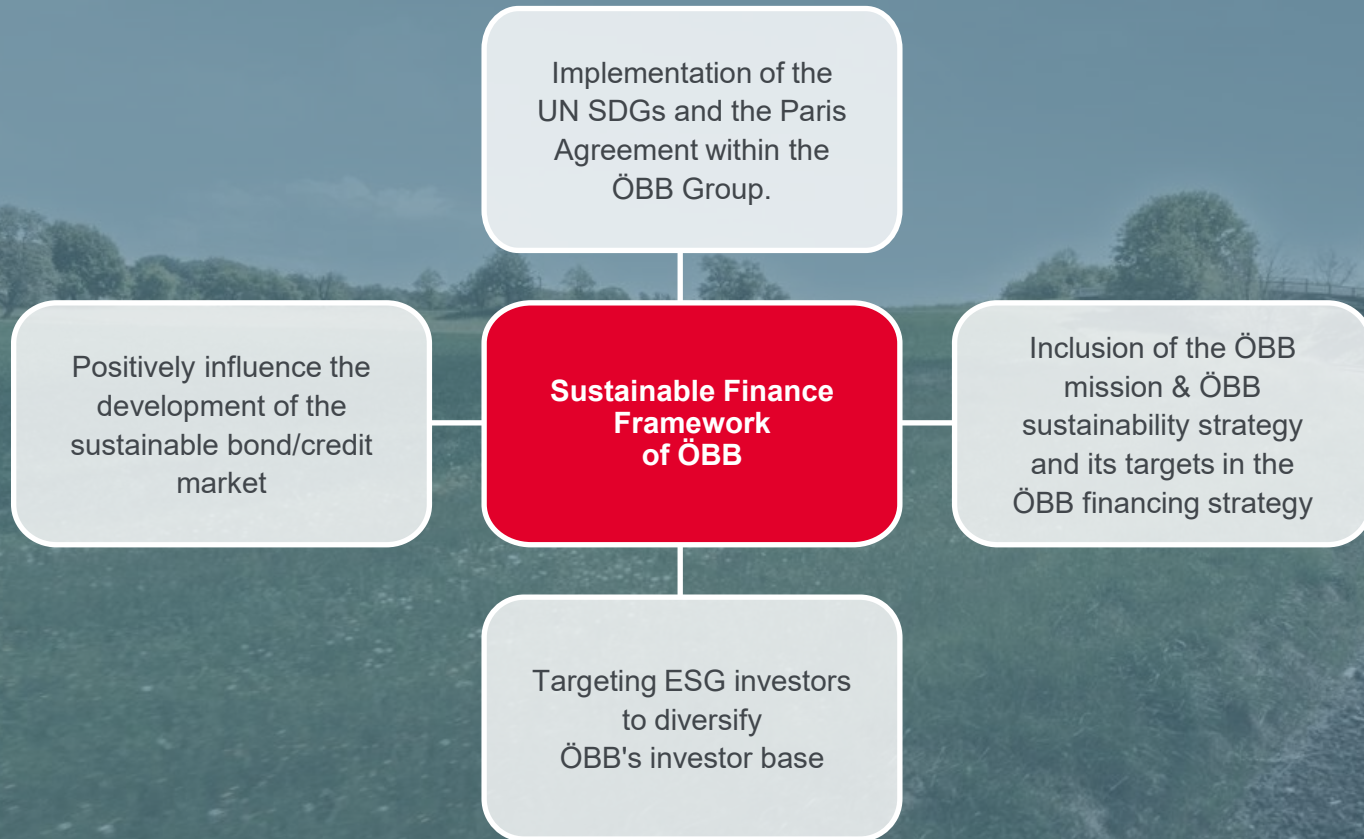




Sustainable Finance Report

ÖBB-Holding AG
As of 30.04.2026

TODAY. FOR TOMORROW. FOR US.

Rationale of the ÖBB Sustainable Finance Framework



Category and contribution to UN SDGs	Eligibility Criteria	EU Taxonomy Environmental Objective and Economic Activity
<p>Clean Transportation</p>  	<p>Modernization and renewal of rail transport¹:</p> <p>Acquisition, modernization, renovation and conversion of carriages and equipment for electrified rail transport with zero direct (tailpipe) CO₂ emissions² including:</p> <ul style="list-style-type: none"> • Railcars • Passenger coaches • Traction units • Freight wagons <hr/> <p>Modernization and renewal of service vehicles</p> <p>Acquisition, modernization, renovation and conversion of carriages and equipment for services along the rail infrastructure with zero direct (tailpipe) CO₂ emissions² including:</p> <ul style="list-style-type: none"> • Rescue trains • Maintenance trains • Shunting locomotives 	<p>Climate Change Mitigation</p> <p>6.1. Passenger interurban rail transport</p> <p>6.2. Freight transport by rail</p> <p>6.3. Urban and suburban transport, road passenger transport</p> <hr/> <p>Climate Change Mitigation</p> <p>n.a.³</p>

¹ The trains and wagons are not dedicated to the transport of fossil fuels.

² Alternatively, the trains and wagons have zero direct tailpipe CO₂ emission when operated on a track with necessary infrastructure and use a conventional engine where such infrastructure is not available (bimode).

³ Not covered within the EU Taxonomy (not EU Taxonomy eligible).

Allocation & Impact Report

ÖBB-Produktion GmbH





From:
Export Development Canada



To:
ÖBB-Produktion GmbH



Loan amount:
EUR 20 million



Signing date:
11.12.2025



Use of proceeds
Electric locomotives



Fully allocated

Final beneficiary	Green loan category	Eligible green project	Asset reference	Number of assets	Payment date	Net amount allocated
ÖBB-Produktion GmbH	Clean transportation: Modernization and renewal of rail transport	Electric multiple units: Siemens Vectron Series 1293	1293091, 1293092	2	29 Dec 2023	EUR 7,886,931.02
			1293093, 1293094, 1293095	3	06 Mar 2024	EUR 11,717,528.02
			1293131	1/12	31 Mar 2025	EUR 395,540.96
Allocated disbursements						EUR 20,000,000
Disbursements yet to be allocated						EUR 0

Annual energy savings per asset

825 MWh

Annual CO₂ savings per asset

125 t CO₂eq

Annual CO₂ savings for the allocated assets

638 t CO₂eq

Lifetime CO₂ savings for the allocated assets (30 y)

19,130 t CO₂eq

Assumptions and Methodology: Energy and CO₂ savings through transition to Siemens Vectron (series 1293)

Scope & Approach

- Comparison of the new Siemens Vectron locomotives of series 1293 to the predecessor
- The analysis is based on train-set kilometers, (i.e. full train operation, not standalone locomotive)
- Energy and emission savings are derived from the difference in average specific energy consumption and projected over annual utilization and lifetime

Input Parameters

- Average specific energy savings per train-set kilometers: 4.6 kWh
- Annual utilization per locomotive: 180,000 train-set kilometers
- Lifetime: 30 years
- Emission factor: 152 g CO₂eq/kWh¹

¹ Source: Umweltbundesamt: Harmonisierte österreichische direkte und vorgelagerte THG-Emissionsfaktoren für relevante Energieträger & Technologien (2025)

Allocation & Impact Report

Rail Equipment GmbH & Co KG



Arranger:
Erste Bank AG



To:
Rail Equipment GmbH & Co KG



Loan amount:
EUR 55 million



Signing date:
05.12.2024



Use of proceeds
Maintenance & rescue trains



Fully allocated

Allocation Report | Rail Equipment GmbH & Co KG

Final beneficiary	Green loan category	Eligible green project	Asset reference	Number of assets	Payment date	Share of total assets financed	Net amount allocated
Rail Equipment GmbH & Co KG	Clean transportation: Modernization and renewal of service vehicles	Maintenance trains by Plasser & Theurer GmbH	Prepayment for 17 Typ 1 and 13 Type 2 CatenaryCrafter electric motor tower cars	30	10 Dec 2024	6.6 %	EUR 17,123,889
			Prepayment for MultiCrafter electric track maintenance work	21			
			Prepayment for TransportUnit Steuerwagen	6			
		Rescue trains by Stadler Rail AG	Payment for 2 Servicejets and	5	12 Dec 2025	14.6 %	EUR 38,142,100
			Prepayment for 9 Servicejets	13	26 Mar 2026*		
Allocated disbursements							EUR 55,265,989
Disbursements yet to be allocated							EUR 0

* Latest invoice taken into account for the prepayments

Development of diesel-powered rail vehicles of the predecessor series (OBW X 630 and MTW 4ax) until 2030

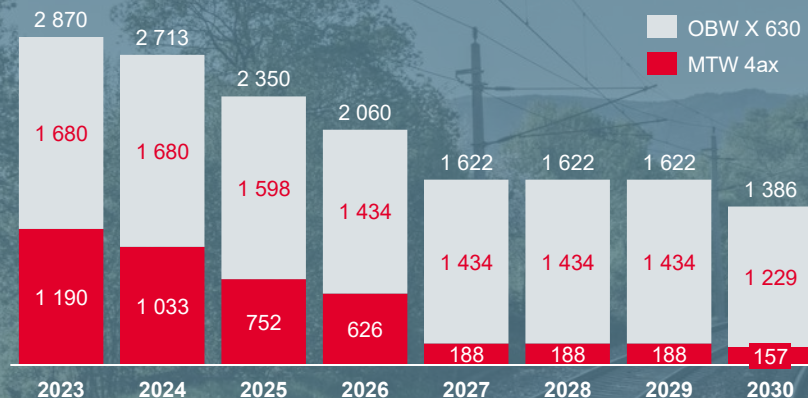
Annual CO₂ savings (vehicle strategy)*

1,484 t CO₂eq

Annual CO₂ savings for the financed share

98 t CO₂eq

Within the vehicle strategy for 2023 to 2030, the gradual electrification of the fleet will be resulting in a reduction use of diesel vehicles compared to the baseline level in 2023.



Assumptions and Methodology: CO₂ savings through reducing diesel vehicles

Scope & Approach

- Assessment of CO₂ emission reduction through the reduction of diesel-powered maintenance vehicles
- Calculations are based on current annual diesel consumption and associated emission levels and projected fleet reduction from 2023 to 2030 of the predecessor series MTW 4 ax and OBW X 630
- The new electric vehicle fleet demonstrates higher energy efficiency, enabling a reduction in diesel fleet size
- Total CO₂ savings are proportionally allocated from the overall investment volume (~EUR 260m) to the financed share (~EUR 17m)

Input Parameters

- Emission factor diesel: 2.65 kg CO₂eq/liter diesel

* Diesel fleet of OBW X 630 and MTW 4ax and associated CO₂ emissions in 2030 compared to 2023

Annual CO₂ savings per asset

280 t CO₂eq

Annual CO₂ savings for 18 assets

5,038 t CO₂eq

Annual CO₂ savings for the financed share

738 t CO₂eq

Lifetime CO₂ savings for the financed share (30 y)

22,128 t CO₂eq

Assumptions and Methodology: Energy and CO₂ savings through transition to electrified Servicejets

Scope & Approach

- Comparison of the new electrified Servicejets to the diesel-powered predecessors
- The analysis is based on train-set kilometers, (i.e. full train operation)
- CO₂ emission savings are calculated as the difference in emissions between diesel-powered and electrified Servicejets
- Total CO₂ savings are proportionally allocated from the overall investment volume (~EUR 261m for 18 Servicejets) to the financed share (~EUR 38m)

Input Parameters

- Annual utilization per Servicejet: 30,000 train-set kilometers
- Lifetime: 30 years
- Emission factor electricity: 152 g CO₂eq/kWh¹
- Emission factor diesel: 325 g CO₂eq/kWh¹

¹ Source: Umweltbundesamt: Harmonisierte österreichische direkte und vorgelagerte THG-Emissionsfaktoren für relevante Energieträger & Technologien (2025)

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