

Annual Report 2022
ÖBB-Infrastruktur AG



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Contents

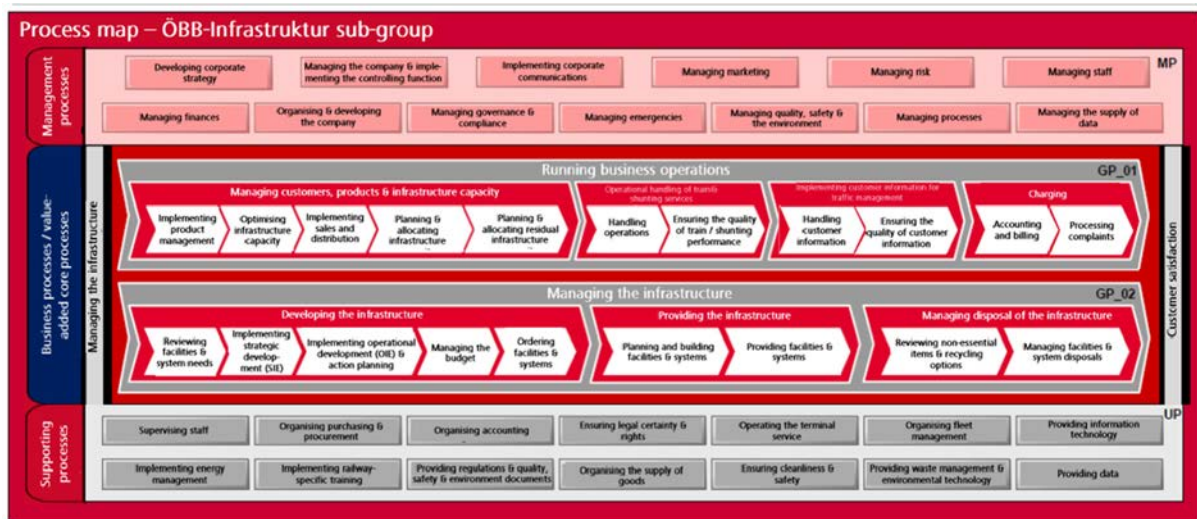
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Group Management Report

A. Group Structure and Investments

The ÖBB-Infrastruktur Group is required to ensure the use and provision of the Austrian rail infrastructure economically, efficiently and in a non-discriminatory manner for all railway undertakings. At the same time, the ÖBB-Infrastruktur Group provides Austrian rail infrastructure on behalf of the Republic of Austria. The financing of investments for the expansion of the rail infrastructure is ensured through the cash flow generated, through borrowed capital as well as guarantees and subsidies from the federal government on the basis of multi-year framework plans. The management, development and utilisation of the ÖBB Group's real estate is provided by ÖBB-Infrastruktur AG's subsidiary, ÖBB-Immobilienmanagement Gesellschaft mbH.

The following process map provides an overview of all essential and value-adding processes of the company. The presentation of the interrelationships, including the focus on customers and value creation, takes centre stage in this context. It is structured in accordance with process category (business, management and support processes) and built up in accordance with levels of detail.



ÖBB-Infrastruktur AG operates a certified integrated management system (IMS), which supports and monitors improvements in the areas of quality, environmental and employee protection, operational safety and asset management. The IMS comprises ÖBB-Infrastruktur AG incl. subsidiaries with 100% shareholding.

The effectiveness of the IMS is continuously audited by an accredited certification company. Internal audits and the ideas workshop, for example, help to ensure compliance with standards and continuous improvement. The usual management cycle "Plan - Do - Check - Act" is taken into account.

Measures, objectives and effectiveness of the integrated management system are continuously reviewed in the course of the implemented control logic (e.g. quality platform, environment and sustainability platform, safety management system, employee protection platform). If deviations and risks are identified, corrective measures are taken via the appropriate bodies. In addition, significant results and focal points of the IMS are brought to the attention of the Management Board of ÖBB-Infrastruktur AG in the course of an annual "management review" and, if necessary, strategic decisions for further development are resolved. The internal audit system, for example, has been expanded to include the option of conducting "remote audits" (audits that are conducted "online" in compliance with information security and data protection requirements).

ÖBB-Infrastruktur AG and its subsidiaries are certified pursuant to the standards listed below.

	AUSTRIAN NORM EN ISO 9001: 2015	AUSTRIAN NORM EN ISO 14001: 2015	ISO 45001: 2018	ISO 55001: 2014	SMS in accordance with Railways Act / Regulation (EU) 2018/762	SCC
ÖBB-Infrastruktur AG	X	X	X	X	X	
ÖBB-Immobilienmanagement GmbH	X	X	X			
Rail Equipment GmbH & Co KG	X	X	X			
ÖBB-Operative Services GmbH & Co KG	X	X	X			X

The parent company, Österreichische Bundesbahnen-Holding Aktiengesellschaft (hereinafter ÖBB-Holding AG), is a public limited company under Austrian law. The registered office of the company is Am Hauptbahnhof 2, A-1100 Vienna, with the company registered in the commercial register kept at the Commercial Court of Vienna under FN 247642f. The Federal Government holds all shares in ÖBB-Holding AG, which holds all shares in ÖBB-Infrastruktur AG. ÖBB-Infrastruktur AG is also a public limited company under Austrian law and is registered at the Commercial Court of Vienna with the company register number FN 71396w. The registered office of the company is Praterstern 3, A-1020 Vienna.

Investments

All of the ÖBB-Infrastruktur Group's investments are listed in detail in the investment overview in the annex to the Group's consolidated financial statements. An overview of the number of investments in Austria and abroad as well as ÖBB-Infrastruktur AG is provided as follows:

	as of Dec 31, 2022	as of Dec 31, 2021
Investments >50%	19	20
Investments 20–50%	4	4
<i>thereof abroad</i>	1	1
Investments <20%	1	1
<i>thereof abroad</i>	1	1
Total	24	25
<i>thereof abroad</i>	2	2

ÖBB-Infrastruktur Group

The ÖBB-Infrastruktur Group with a total of 18,374 employees (as of 31.12.2022) operates 1,037 passenger stations and stops as well as rail infrastructure in Austria, which are used by ÖBB-Personenverkehr AG, Rail Cargo Austria AG, two other companies belonging to the ÖBB Group and by other rail transport companies (RUs) not belonging to the ÖBB Group.

ÖBB-Infrastruktur AG has the following significant subsidiaries and investments:

ÖBB-Immobilienmanagement Gesellschaft mbH

ÖBB-Immobilienmanagement Gesellschaft mbH offers modern real estate services. ÖBB is one of the largest real estate owners in Austria with approx. 23,000 properties. ÖBB-Immobilienmanagement Gesellschaft mbH - a wholly owned subsidiary of ÖBB-Infrastruktur AG - acts as a comprehensive real estate service provider primarily within the ÖBB Group. Its area of responsibility includes the sale and utilisation of real estate, project development, implementation of the station offensive, real estate management, facility management and space management. It develops and disposes of non-operating real estate and manages a comprehensive portfolio of around 3,684 buildings and 1,037 passenger stations and stops over their entire life cycle. The range of services includes commercial and technical property management as well as facility responsibility for almost all building construction facilities of the ÖBB Group, including railway stations. Their area of responsibility also includes the creation of quality standards and testing systems relevant to building construction. Around 800 employees throughout Austria ensure the professional and efficient handling of the comprehensive service portfolio. In the financial year 2022, the ÖBB-Infrastruktur Group generated earnings contributions (proceeds less carrying amounts and provisions) of approx. EUR 72.7 million (py: approx. EUR 71.3 million) from the sale of real estate.

Besides the property management tasks in the area of station and real estate management, the ownership role for all properties (buildings and land) as well as for the passenger stations should be emphasised. ÖBB Immobilienmanagement GmbH is therefore responsible for the overall image of the station in terms of the mobility chain, including the station building, forecourts, roads, paths, Park & Ride facilities, customer sanitary facilities and platforms up to the platform edge. It is the competent point of contact both within the Group and vis-à-vis customers, local residents, local authorities and interest groups. One of the most important meaningful quality indicators of ÖBB's real estate management is: Quality check, malfunction indicators and complaints.

The target value set for overall customer satisfaction (average of all categories in the quality check) was achieved and even exceeded by 1.2 percentage points in 2022. The target values were achieved for at least seven of the eight QC categories. The only exception was the item "Cleanliness WC". This QC achievement level improved during 2022, but could not fully reach the planned target value. The requirements regarding cleanliness and maintenance with regard to the defined target value were exceeded for the second consecutive year. In the area of safety, the annual result is also slightly above the target corridor. In terms of accessibility, the target value was only just missed and is nevertheless also at a high level.

The QC Management Report showed that the number of facility-relevant measures requiring immediate rectification of the defects identified (excluding customer information and infrastructure) declined over the course of the year 2022. The current number of immediate action measures per traffic station averaged per month is 0.13, lower than the previous year (2021 at 0.24).

Since the immediate action measures are constantly at a very good low level, further analyses are to focus on the cause of the defects identified in order to continue to ensure or even improve the quality at the station.

At the beginning of the survey in 2013, the number of immediate action measures was comparatively at an average of 7,000 per month.

The total number of complaints in the 2022 financial year is 1,492. The classification of the number of complaints is as follows: Complaints Service 776, Safety 305, Cleanliness 411.

ÖBB-Operative Services GmbH & Co KG (previously Mungos Sicher & Sauber GmbH & Co KG)

ÖBB-Operative Services GmbH & Co KG is the group's comprehensive provider of security and cleanliness services. In the cleaning service area, stations throughout Austria - and therefore the area visible to customers - are cleaned by ÖBB-Operative Services GmbH & Co KG staff. The cleaning services include daily or regular maintenance cleaning as well as special cleaning (e.g. of roofs, application of floor sealants). In this context, the expertise of the staff is of particular importance: ÖBB-Operative Services GmbH & Co KG has employees in every province or area who have passed the master cleaning examination - this ensures that our internal clients receive good advice. ÖBB-Operative Services GmbH & Co KG offers a comprehensive graffiti removal service for railway undertakings (RUs). ÖBB-Operative Services GmbH & Co KG has been the general service provider for operational security services in the ÖBB Group since 01.01.2017. ÖBB-Operative Services GmbH & Co KG security guards ensure security and order at railway stations - through an intelligent area concept reflecting the actual situation, all railway stations in Austria are supervised either by mobile patrols or by stationary staff. Strategic security services have been part of the portfolio since 01.01.2019 in addition to operational security services through the integration of public security (formerly group security). ÖBB-Operative Services GmbH & Co KG is thereby developing into a one-stop shop within the group and guarantees efficient service provision. In addition to cleaning and security services, all operational customer information services of ÖBB Infrastruktur AG at the stations are also handled by ÖBB-Operative Services GmbH & Co KG. ÖBB-Operative Services GmbH & Co KG and its products are the public image of ÖBB-Infrastruktur AG for the end customer. In addition, ÖBB-Operative Services GmbH & Co KG has also been operating as a personnel leasing company for permanently appointed employees since 01.09.2019.

Rail Equipment GmbH & Co KG

The procurement and Group-wide leasing and utilisation of rail-bound special vehicles and equipment as well as road vehicles, their purchasing, financing as well as maintenance and servicing are within the remit of Rail Equipment GmbH & Co KG. In addition, Rail Equipment GmbH & Co KG supports the strategic orientation of the ÖBB-Group to become a total mobility service provider with the car sharing offer "ÖBB Rail&Drive".

WS Service GmbH

WS Service GmbH was founded at the end of 2013 and provides services for and in connection with railway turnouts. ÖBB-Infrastruktur AG holds a 51% investment in WS Service GmbH, while voestalpine Turnout Technology Zeltweg GmbH holds 49%. WS Service GmbH provides services for turnout and adjacent tracks, especially in the area of maintenance, inspection and repair.

The staff required to handle WS Service GmbH's range of services has been leased from ÖBB-Infrastruktur AG until 2021. Since the beginning of 2022, the employees have been admitted to the external market via ÖBB-Infrastruktur AG and leased to WS Service GmbH. WS Service GmbH currently has around 110 employees assigned by ÖBB-Infrastruktur AG.

In 2019, ÖBB-Infrastruktur AG invited tenders for turnout maintenance services on the entire ÖBB-Infrastruktur AG route network. In August 2019, WS Service GmbH was awarded the contract for this tender. A framework agreement was concluded, valid from 01.09.2019 to 31.12.2020, including an option to extend twice for two years respectively. In the past year, the second extension option was also taken up by ÖBB-Infrastruktur AG. The framework agreement was extended for another two years until 31.12.2024.

WS Service GmbH attaches great importance to the training and further education of its employees. It operates for example the WS Academy at the company's headquarters in St. Georgen, where employees, both of ÖBB-Infrastruktur AG and of external companies, have the possibility to train on turnout equipment during the courses.

WS Service GmbH has also established itself as a reliable partner in the area of connecting and private railways. In cooperation with Rail Cargo Austria AG, sidings are comprehensively supported in order to guarantee siding operators a legally compliant condition of their facilities.

In addition, the establishment of an installation team in the area of control and safety technology was started in 2022 in order to support ÖBB-Infrastruktur AG in repair and reinvestment activities nationwide in the future.

Weichenwerk Wörth GmbH

Weichenwerk Wörth GmbH is Austria's market leader in the production of turnouts, insulated joints and turnout-related logistics services and has also been able to position itself as an exporter to South-Eastern and Western Europe, particularly in the superstructure trade and in the industrial turnouts business sector. The holding in Weichenwerk Wörth GmbH is 43.05%.

Galleria di Base del Brennero - Brenner Base Tunnel BBT SE

Galleria di Base del Brennero - Brenner Base Tunnel BBT SE was founded on the basis of the state treaty between the Republic of Austria and the Italian Republic as a project company with the objective of realising railway infrastructure facilities on the Brenner axis between Innsbruck and Franzensfeste. The State Treaty stipulates that the project costs are shared equally between the two parties to the contract. ÖBB-Infrastruktur AG was therefore appointed for the Republic of Austria as owner of Galleria di Base del Brennero - Brenner Base Tunnel BBT SE with a share of 50%. The necessary financial resources are made available to ÖBB-Infrastruktur AG by the Republic of Austria in the respective applicable framework plan.

Other principal subsidiaries

Real estate projects are partly handled by outsourced project companies. Of particular note here are ÖBB-Realitätenbeteiligungs GmbH & Co KG, Elisabethstraße 7 Projektentwicklung GmbH & Co KG, Elisabethstraße 9 Projektentwicklung GmbH & Co KG, Gauermanngasse 2-4 Projektentwicklung GmbH & Co KG, Operngasse 16 Projektentwicklung GmbH & Co KG and Mariannengasse 16-20 Projektentwicklung GmbH & Co KG.

The ÖBB-Infrastruktur Group not only provides Austria's rail infrastructure, but is also the employer for a total of 18,374 employees. ÖBB-Infrastruktur AG works with partners in the following areas:

- Construction
- Transport
- Technical services
- Information technology and telecommunication:
- Facility management
- Office material
- Disposal etc

Branch offices

The ÖBB-Infrastruktur Group has no operational facilities or branch offices.

B. General Conditions and Market Environment

B.1. General economic conditions

Global economic development

Economic development in 2022 was dominated by the effects of the Ukraine war and the energy crisis with dramatic consequences for income and living conditions in many countries.

The global economy as a whole is expected to achieve stable GDP growth of 3.4% in 2022. Growth of around 2.9% is currently forecast for 2023. This means that the growth rates are significantly below the average of the last decade before the outbreak of the corona pandemic.¹

Global economic situation (Change in % compared to the prior year)

Key figures and forecasts for global economic performance		2020	2021	2022	2023
Gross domestic product, real	Eurozone	-6.1	5.3	3.2	0.3
	USA	-3.4	5.9	2.0	1.4
	China	2.2	8.4	3.0	5.2
	World trade	-3.0	6.2	3.4	2.9
Global trade (goods and services), real		-7.8	10.4	5.4	2.4
Value added in industrial production, real		-4.7	6.6	2.3	1.0
Consumer prices	Industrialised countries	0.7	3.1	7.3	4.6
	Developing/emerging countries	5.1	5.9	9.9	8.1
Crude oil price (USD)		-31.7	65.8	39.8	-16.2
Commodity price (USD)		6.5	26.4	7.0	-6.3

Source: IWF, European Commission, Oxford Economics.

Global economic development had already lost momentum before the outbreak of the war, following the rapid upswing in 2021. This was due in part to China's weak growth, caused by the still extremely rigid zero Covid 19 policy. It led to negative consequences for Chinese domestic demand, which were also reflected in a significant decline in import growth. In addition, global supply chains continued to be disrupted due to the temporary COVID 19-related port closures and the loss of production facilities.²

¹ IMF.

² Trading Economics, DVZ.

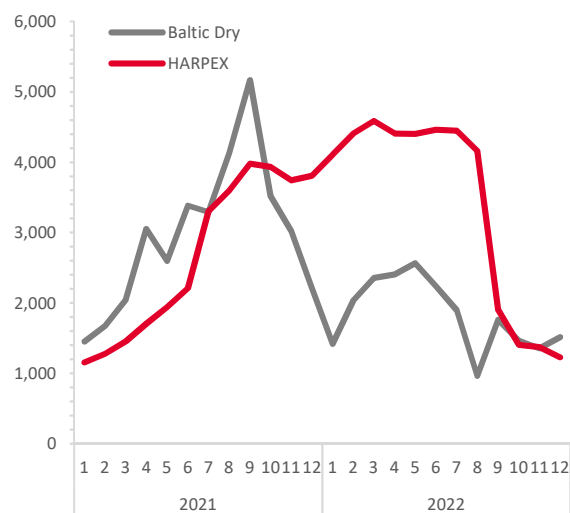
In addition, the US economy slipped into a technical recession at the beginning of the year, with negative growth rates in two consecutive quarters.³ This development was the result of the shock of disruptions in the supply chain, acute labour shortages and higher inflation rates as well as a drastic reversal of interest rates by the US Federal Reserve. As a result, key interest rates were raised successively over the course of the year in response to galloping core inflation, from 0.25% in January 2022 to 4.5% by December 2022.⁴

Energy and commodity prices had also already reached new highs at the beginning of 2022. This price development was caused by the unexpectedly strong recovery in demand after the lifting of the COVID-19-related restrictions in many states. This situation has worsened with the start of the war at the end of February 2022. For example, the (Brent) oil price averaged 42% higher for the year than the previous year. In June, a 10-year high of almost USD 120 per barrel was recorded. Copper and other commodity prices also reached new all-time highs. The increase in the price of gas was particularly dramatic. On average, the global gas price index in 2022 as a whole was 115% higher than the level of the previous year, despite a clear easing at the end of the year.⁵

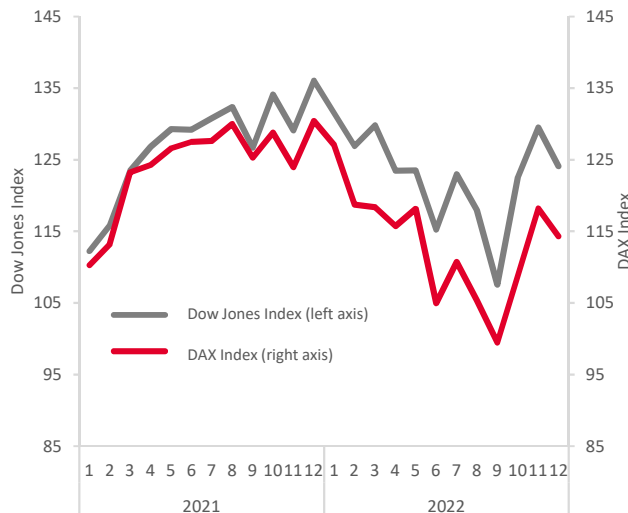
This development is also reflected in the inflation rates. The development of the core inflation, excluding food and energy prices, is especially dramatic, reaching a global average of 6.6% for the year. Developing and emerging countries have been particularly affected by this development, which has further exacerbated global imbalances.⁶ There was indeed a clear easing observed in the area of global supply chains from the second half of the year onwards, which was reflected in lower freight rates for commodities and containers. This was primarily due, however, to the economic slowdown that was already becoming apparent.⁷

Development of transport prices and stock market indices

Price development for raw material and container shipments
Baltic Dry und HARPEX Index



DAX und Dow Jones (Index 2010=100)
(Index points)



Source: Refinitiv.

The financial markets were largely unaffected by these developments. Real interest rates, as a result of the high inflation rates, remained negative despite the in part significant interest rate steps taken by the central banks. Although the development of the Dax as well as the Dow Jones Index has declined slightly since the outbreak of the Ukraine war, a collapse as at the beginning of the Covid 19 pandemic has not occurred. In the 4th The first quarter of 2022 even saw a significant recovery.

³ BEA, IMF.
⁴ OeNB, Orf.at.
⁵ World Bank.
⁶ IMF.
⁷ Fed.

At the same time, the expansionary fiscal measures around the Covid-19 aid programs and measures to cushion energy price increases in many countries are leading to increased uncertainty regarding the stability of public budgets. These are reflected accordingly in the yields of government bonds, especially in South America and Southern and Eastern Europe.⁸

In view of the multiple crises, uncertainties regarding further development are enormous. The tense situation in energy prices and inflation is likely to remain into 2023 in any case, although at the time of reporting it is assumed that the peak in price increases has passed. The period of moderate economic growth of the past decade with low interest and inflation rates together with relatively high economic and geopolitical security seems to be over. What is particularly concerning is the rising inequality both within national economies and also between countries. Again, the role of China as a global uncertainty factor should be emphasised. Whereas the country is increasingly striving for a hegemonic role externally, it is at the same time confronted with a number of challenges, both economically and socially, that need to be solved - from the ageing of society to a looming real estate and wealth crisis.

European economic development

Europe's economy has still grown comparatively strongly in 2022. GDP was up 3.3% year-on-year for the EU as a whole and 3.2% for the Eurozone. This was attributable to the sustained strength of the upswing in the first half of the year. For example, GDP growth in the EU in the first two quarters of 2022 was 5.6% and 4.3% year-on-year, respectively, compared to 5.5% and 4.2% in the Eurozone.⁹

Once again, the decisive growth impulses came from private consumption and the service sector. The growth is still related to the catch-up effects as a result of the corona-induced restrictions on economic life, which had an impact in many countries until 2022. Industrial development was also still able to benefit from the general upswing in the first half of the year - despite the outbreak of the Ukraine war on 24.02.2022. By the middle of the year, however, the prospects here also began to dim under the impression of the consequences of the war and the weakening US economy. In August, the purchasing managers' index for the Eurozone fell below the 50-point mark for the first time since the pandemic outbreak.¹⁰

In addition, the European economy was and is particularly affected by the upheavals on the energy markets due to the high dependence on Russian natural gas. The contraction of the gas supply by Russia, combined with the efforts of European countries to fill their storage facilities, developed a special dynamism. It has led to the price of natural gas in Europe rising by almost 150% on an annual average in 2022 compared to the previous year. It has even increased almost 12-fold compared to the year 2020. The situation was exacerbated by a prolonged heat wave and drought during the summer, which had a particularly severe impact on the electricity supply but also on agriculture in Central and Southern Europe.¹¹

The high cost of energy led to a massive increase in consumer prices, both directly and indirectly as producer prices were then passed through to consumers. EU-wide, the annual inflation rate stood at 9.3%, in the Eurozone only just below that at 8.5%.¹²

Energy-intensive industries, such as steel, paper and fertiliser production, in particular, have seen high energy costs lead to production cutbacks and factory closures throughout Europe.¹³ Conversely, in other sectors such as the automotive and mechanical engineering industries, full order books ensured positive developments for some time to come. In the 4th The second quarter of 2022, however, saw the pan-European industrial economy finally enter negative territory.¹⁴

⁸ IMF.

⁹ Eurostat.

¹⁰ Trading Economics.

¹¹ World Bank.

¹² European Commission.

¹³ Handelsblatt, Kleine Zeitung, Kurier.

¹⁴ Oxford Economics.

The economic development of the European countries in the RCG area is also extremely heterogeneous. Whereas Austria and most Eastern European countries still recorded significantly higher than average growth rates in 2022, the German economy remained well below the European average for another year in a row. Stagnation is expected to continue to prevail for the year 2023.¹⁵ This means that Germany joins the weakening pre-crisis development - industry was even in recession in 2019, which was only eclipsed by the catch-up process of the post-Covid 19 phase. The share of industry in terms of added value creation has been falling steadily for years.¹⁶

The signs for the overall European economic development in 2023 point to stagnation, with economic development in countries with a higher share of industry having a dampening effect.

The financial situation of public budgets in Europe remains tight, despite the phasing out of Covid 19 aid programs at the national level. Many states are taking extensive measures to compensate for inflation, especially the high energy costs. Accordingly, budget deficits in most Eurozone countries are likely to be well above the Maastricht target in both 2022 and 2023. The debt burden of the euro states in relation to GDP is 93% on average in 2022, and a similarly high value is expected for 2023.¹⁷

At the same time, the gradual increase of the prime rate to 2.5% by the end of the year has now also changed the financing environment for the countries after the long period of zero interest rates. Real interest rates are still negative. The ECB is likely to continue to raise interest rates in the medium term, given that inflation expectations are well above the 2% target. In addition, the ECB has started to phase out designated quantitative easing, i.e. the purchase of government bonds to expand the money supply.¹⁸

Austrian economic development

Austria's economy performed surprisingly well in 2022 given the difficult environment. The outbreak of the Ukraine war struck the Austrian economy during an upswing phase in the economy. In the first and second quarters of 2022, GDP growth rates of approx. 10% and 6%, respectively, were still clearly above average compared to the same quarters of the previous year. Once again, this development was driven by catching-up private consumption in the aftermath of the lockdowns and by net exports. In contrast, the development of gross fixed capital formation has already decreased.¹⁹

Key data and forecasts for the economic situation in Austria

Parameter	Unit	2020	2021	2022	2023
Gross domestic product, real		-6.5	4.6	4.7	0.3
Industrial production		-5.5	9.9	7.0	-2.1
Goods exports		-7.3	12.9	6.0	-0.1
Goods imports	Change in %	-6.2	14.2	3.1	0.1
Gross capital investment, real		-5.3	8.7	-1.0	0.2
Private consumer spending, real		-8.0	3.6	3.8	1.3
Inflation rate (consumer prices)		1.4	2.8	8.6	6.5
Maastricht deficit	in % of the GDP	-8.0	-5.9	-3.3	-2.0
Unemployment rate	in % of the labour force	9.9	8.0	6.3	6.5

Source: Statistik Austria, WIFO, Oxford Economics.

Austrian industry proved to be comparatively resilient, especially compared with Germany and Italy, although there were also individual production shutdowns in the paper industry in Austria due to the drastic increases in energy costs.²⁰ Industrial production growth rates in the first three quarters of 2022, especially in the first and second quarters, were again above average after an already strong 2021. At the same time, the subdued investment mood was already a harbinger of the already cooling economic expectations. Over the summer, the expectations indices in domestic manufacturing then finally turned negative.²¹ The forecasted stagnation of the overall economy in Germany, the country's most important trading partner, is expected to cause a weakening of the Austrian industrial economy in 2023.

¹⁵ IMF.

¹⁶ Handelsblatt.

¹⁷ IHS.

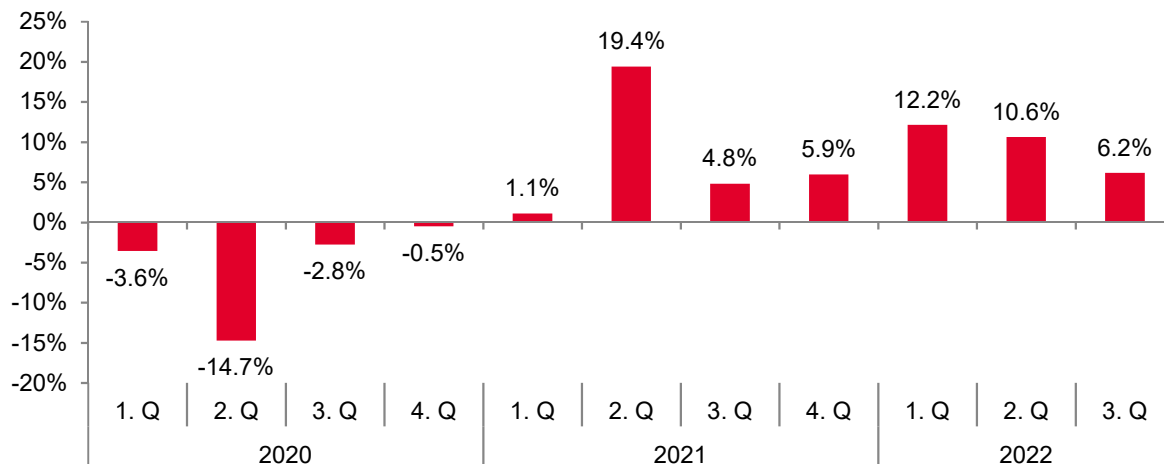
¹⁸ Handelsblatt.

¹⁹ OeNB.

²⁰ Industriemagazin, Orf.at.

²¹ WIFO.

Development of industrial production (including construction) in Austria
 (production index, employment adjusted, change compared to the same quarter of the previous year in %)



Source: Statistik Austria.

The massive increase in energy costs also set new records for inflation rates in 2022. This was mainly due to the high dependence on Russian natural gas for both electricity generation and heating. The weakening of the EUR exchange rate against the USD that began in mid-2022 had an additional price-driving effect on imports, as energy products and raw materials in particular are primarily quoted in USD. In September 2022, for example, prices rose by more than 10% compared to the same period of the previous year - the first time this has happened since the oil crisis in the 1970s.²² The annual inflation rate in 2022 was 8.6%. Although a decline in price increases is expected for 2023. The delayed pass-through of cost increases in many areas will, however, also ensure significantly above-average increases in consumer prices in 2023.²³

In 2023, with economic growth close to 0% and inflation remaining high, the signs for the economy as a whole indicate stagflation. Positive contributions to growth are again expected primarily from private consumption. This development is favoured primarily by the above-average wage agreements in many sectors in autumn 2022. They should allow for real wage growth on average for 2023 despite continued high inflation. The development in the domestic labour market also remains surprisingly positive. As a result, the unemployment rate in 2022 was 6.3%, lower than in 2018 and 2019. Only a slight increase to 6.5% is expected for 2023. In view of the acute shortage of skilled workers, many companies tend to retain employees for the time being despite the current difficult environment. In contrast, the slight increase in unemployment compared to 2022 is mainly due to the expected influx of foreign workers.²⁴

The phasing out of corona aid provides fiscal relief for the public budget. Expansive fiscal policy measures to compensate for inflation, such as one-off payments and the abolition of the cold progression, had an impact of around EUR 5.2 billion in special expenditures in 2022. These caused a slight delay in the reduction of the budget deficit.²⁵ In 2022, this was -3.3% compared to -5.9% the year before. At the same time, high inflation and the low interest rate environment continue to have a dampening effect on the government debt ratio and the budget deficit. In any event, the latter is likely to fall below the Maastricht upper limit of 3% of GDP again as early as 2023.

²² Statistik Austria.

²³ WIFO.

²⁴ WIFO.

²⁵ BMF.

Capital markets and the state budget

Since 2016, the funds required for ÖBB-Infrastruktur AG infrastructure investments have been raised on the capital market by the Austrian Federal Financing Agency (OeBFA). Financing costs are therefore determined by the interest rate level of federal bonds. After a negative period of two years, the average emission yields for German government bonds with an average maturity of approx. 14 years turned positive again in 2022. They reached a remarkable value of 1.29%, including when also compared to the pre-crisis level. In a monthly review, the emission yields Likewise showed positive values throughout 2022, irrespective of the maturity. The average yields of all Austrian federal bonds currently in circulation are now also clearly positive again for the first time after three years of negative developments, with a value of 1.279% in 2022.²⁶ This means that investors are now demanding a risk premium again in view of massive public spending and the increase in debt. Similarly, the ECB's abrupt departure from its zero interest rate policy in view of the dramatic inflation trend is not leaving the European bond market unscathed. An upward trend in emission yields is expected in the course of 2023.²⁷ Austria's credit rating remains high, the outlook of all major rating agencies is stable.²⁸

B.2. Political and regulatory framework

Social and political conditions were analysed on an ongoing basis. Based on these analyses, position papers, statements and amendments for relevant legislative initiatives in Austria and Brussels are formulated and information prepared for decision-makers. The staff work closely with ÖBB experts and external stakeholders to ensure the quality and relevance of this information.

In the past year, both the political and the media debate in Austria and in Europe were marked by crises - from Covid-19 to the war in Ukraine and the associated energy price crisis and high inflation to the climate crisis. The economic cushioning of the consequences of the crisis and the shaping of the framework conditions for a climate-friendly transport shift were generally in the political focus as well as in the centre of the work of the ÖBB employees entrusted with this task.

The consequences of the pandemic for the ÖBB Group were still clearly noticeable in 2022 - despite the increase in travellers, especially in long-distance traffic from May 2022, as well as the increase in freight volumes, especially in the first half of 2022. Accordingly, the ÖBB Group - primarily in dialogue with Austrian and European politicians - was committed to cushioning the costs of the system. This was achieved, among other things, through the temporary suspension of the usage charge, which has been extended until the end of 2022. The basis for this was the EU Regulation 2020/1429 based on the EU-COVID crisis framework.

Austrian aid scheme for rail freight renewed and notified

An important milestone was set with the stabilisation of the competitiveness of rail freight transport compared to road transport by truck. This was achieved by revising and re-notifying the existing Austrian state subsidy model. The domestic subsidy model has for years made a significant contribution to at least partially offsetting the fiscal and transport policy disadvantages of rail compared to road. As a result, the modal split share of rail freight transport in Austria, at approx. 29% of total freight transport volume, is significantly higher than the average of 18% in the EU area.

As the previous EU-notified aid framework expired at the end of 2022, a focus on the part of the ÖBB Group was placed on working on the extension and revision of the aid model for the next period, which is scheduled for 2023 to 2027. In the course of the adjustment, the maximum funding framework for rail freight transport - especially in the sensitive Alpine region - was also increased. At the same time, the previous model was supplemented by a train path price subsidy model, which applies to "single wagonload transport" (EWV), "unaccompanied combined transport" (UKV) and "rolling road" (RoLa). The federal budget for 2023 has earmarked funds of approx. EUR 173.0 million for the aid. It is available to all rail freight operators active in Austria. In 2021, this supported just under 60% of total domestic rail freight services.

This successful Austrian aid model is considered an international benchmark. The ÖBB-Group has set itself the aim of further extending this funding model in order to improve the framework conditions for the strongly internationally oriented rail freight transport throughout Europe. In the meantime, this model is being implemented in the same or similar ways in numerous European countries, including Germany, France, Hungary, Croatia, Slovenia and Slovakia.

²⁶ OeNB.

²⁷ Kurier, Tagesspiegel.

²⁸ OeBFA.

Ukraine war: Aid for displaced persons and stabilisation of commodity flows

One statement is confirmed in the year 2022 unfortunately: After the crisis is before the onset of the next. The vehement countermeasures against the economic consequences of the pandemic for the ÖBB Group were followed by Russia's attack on Ukraine on 24.02.2022, the greatest challenge since the Second World War, both for the European economy and for the entire European railway system.

The ÖBB-Group was heavily involved as part of the crisis management. This concerns the management of the influx of displaced persons from Ukraine as well as the stabilisation of international transport chains. The engagement took place primarily at international level within the framework of the chairmanship of the Community of European Railways (CER).

In the area of passenger transport, the main concern from the first day of the war was to ensure that fleeing women and children were brought to safety. In the course of 2022, a total of almost 500,000 "emergency tickets" were issued, enabling displaced persons from Ukraine to travel to a safe destination on ÖBB trains. Thousands of displaced persons were temporarily cared for and provided with food and sleeping accommodation at ÖBB stations, above all at Vienna Central Station. Thanks to the close cooperation with the authorities concerned and numerous aid organisations - Caritas and Volkshilfe in particular - it was possible to organise rapid and efficient assistance for thousands of displaced persons without disruption. One exemplary individual measure should be mentioned here. At the request of the Austrian Ministry of Sport, the ÖBB Group, together with the Polish railway company PKP, succeeded in evacuating all 82 students from the Zaporizhzhnya sports school to Vienna and accommodating them safely in Salzburg.

In the freight transport sector, the main concern from the beginning of the war was to secure the necessary raw material supplies for the domestic economy, primarily ore and oil, as well as international grain transports. These raw material transports took place via Hungary to Austria. They were assured within the framework of the EU initiative "Solidarity Lanes" and through the comprehensive commitment of the ÖBB subsidiary Rail Cargo Hungaria. The focus was also on grain shipments from Ukraine, which are urgently needed in Africa. The Rail Cargo Group - in cooperation with other companies - has created the so-called "Grain Lane" in order to be able to handle these successfully. This is an online marketplace for Ukrainian farmers, traders, logistics providers and consumers. Thanks to these measures and the prioritisation of grain transports since the outbreak of the war, RCG has been transporting approx. 150,000 tonnes of grain per month from Ukraine to their respective destinations - Italy, Germany, Austria, Slovakia and Slovenia - since 01.03.2022, with the majority being destined for onward transport to Africa.

The ÖBB Group has, of course, also provided transport for of goods for daily use since the outbreak of the war. These were deliveries of relief goods as well as urgently needed safety equipment for the railway workers of the Ukrainian railway Ukrzaliznytsia (UZ).

Rising energy prices as a major challenge for railway companies

The central issue in 2022 was rising energy prices. In addition to their socio-political relevance, these also have a massive economic impact on the entire ÖBB Group. By acting with foresight, it was possible to keep the effects of the enormous increase in energy prices in the past year within reasonable limits. At the same time, however, it was - and still is - necessary to create the preconditions both for cushioning the resulting additional costs for the following years and for ensuring the stable supply of electricity to the railway companies.

Support measures were also taken in Austria with the Corporate Energy Cost Subsidy Compensation Act 2022 and the Electricity Price Cost Compensation Act based on the EU crisis aid framework. However, these are largely unusable for the railway sector. Nevertheless, the railway sector, as a particularly energy-intensive sector, has been massively affected by the explosion in electricity prices across Europe. As a result, a comprehensive information and lobbying initiative was launched by CER under the chairmanship of ÖBB CEO Matthä in the second half of 2022. The aim was to obtain the European legal basis for crisis assistance to railway companies.

At the same time, in the course of the current energy crisis, it was necessary to counteract possible energy shortages and reduce the dependence of the railway system on the public electricity market. To this end, ÖBB-Group massively accelerated and extended its expansion program for the production of renewable energy in the past year. By 2030, approx. EUR 1.0 billion is to be invested in the expansion of electricity self-production. The share of traction current self-supply for the railway companies in the ÖBB network is to be increased to up to 60%. ÖBB-Group is currently working intensively on the necessary adaptation of the legal framework in order to accelerate the implementation of energy projects.

Climate protection, the perennial crisis

One of the core topics of the past year - although overshadowed by the numerous other current crises in the media - was once again climate change and its consequences for society and the economy. A crucial role in the fight against climate change is played by the transport sector, whose CO₂ emissions continued to rise in 2022, in contrast to industry. As Austria's largest climate protection company, ÖBB-Group assumes responsibility for the desired transport shift, among other things with a clear decarbonisation path as well as raising public awareness and through cooperation with environmental organisations.

The fulfilment of this central task required a renewed focus in the past year to achieve fair competitive conditions between rail and road and true costs (keyword: inclusion of environmental, social and safety costs). It was and is ÖBB-Group's task and declared aim to incorporate the ÖBB Group's positions in all tangible legislative projects relevant to climate protection in Austria and at EU level. This was achieved, for example, with the amendment of the Waste Management Act (AWG). This was already passed by Parliament at the end of 2021. The preparatory entrepreneurial steps necessary for the successful implementation in January 2023 needed to be taken in the past year. These were the prerequisite for this law to actually gain its effect and lead to the desired shift of waste transports to rail.

Furthermore, intensive work was undertaken on the preparation of the Mobility Master Plan 2030 as well as the basis for the Freight Transport Master Plan. Some of the key points here were the expansion or promotion of sidings and loading sidings as well as the construction and expansion of freight transport terminals. This is to promote the smooth interconnection of rail and road.

ÖBB Postbus faces an enormous challenge in the area of bus transport due to fierce competition on the basis of the lowest prices, the resulting loss of quality in the transport service and the lack of drivers. The dialogue with stakeholders at federal, provincial and municipal level was massively intensified in 2022 in order to achieve the urgently needed improvement of the framework conditions and the transport offer. The aim is to make it possible and easier for more people, especially in rural regions, to switch to public (bus) transport. The main objectives are, among other things, to anchor the best bidder principle in tenders and to provide contractual leeway to make the profession of bus driver more attractive, but also to raise awareness of the central role and the great potential of bus transport as an alternative to second cars in rural regions.

Agenda management topics at international level

Since February 2020, ÖBB CEO Andreas Matthä has chaired the CER, the Community of European Railway and Infrastructure companies. Accordingly, an international focus in 2022 was again on steering the CER's substantive work. This includes setting lobbying priorities with EU institutions and coordinating positions and interests among the around 70 European railway companies in the CER. Similar to the national level, crisis aid was also included as top priority at the international level in 2022. The initiative initially concerned COVID-19 and subsequently the energy price crisis and the international supply chain crisis resulting from the Ukraine war.

In addition, there was intensive collaboration on the redesign of the central legal framework conditions for the rail sector, which are constantly being revised by the EU Commission within the framework of the European Green Deal. In 2022, the focus was primarily on helping to shape the revision of the TEN-T Directive and the Directive for the European Freight Corridors (RFC). The agenda also covered the "Action plan for cross-border long-distance transport" including the associated directive on ticketing and the guidelines for public service obligations public transport service contracts). The PSO Guidelines primarily regulate the possibilities for the scope and award of public service contracts. The threatened scenario that needs to be averted is a restriction of the scope for national transport policy and a massive limitation of public transport contracts. These are an essential factor as a means of implementing the transport turnaround. ÖBB drafted position papers, established an alliance with other railway companies, institutions, associations and NGOs in Austria and Brussels and held around 100 stakeholder discussions at various levels in order to prevent these restrictions. The overriding objective was and is to maintain freedom of choice for public contracting authorities in defining and awarding transport services. This is the only means of ensuring that viable mobility models remain in place and evolve in order to achieve the EU's climate targets for transport.

Another focus at EU level in 2022 was to help shape the "Fit for 55" package. This includes legislative initiatives for an Emissions Trading Scheme for buildings and transport (ETS) and a regulatory proposal for Alternative Fuels Infrastructure (AFIR) and also several directive proposals in the field of energy taxation and energy efficiency of buildings. Furthermore, draft position papers and amendments to the Nature Restoration Directive were prepared. These are to ensure that "by 2050, ecosystems in the EU are restored". The ÖBB Group's concern here was and is to achieve a reasonable balance between the conflicting demands of climate protection on the one hand and nature conservation on the other. This is in order to contain the legal risks for the implementation of railway infrastructure projects.

The CEO Summit 2022, hosted by ÖBB in Vienna in July, was the highlight of the past year. 30 European railway CEOs travelled to Vienna for the event. In the course of the event, two important declarations were signed as a commitment and obligation by the European rail sector. The signatories to the "Commitment of the European Railway Sector to Support Ukrainian Railways (UZ)" pledged, among other things, to supply technical equipment and spare parts for the railways and to support the reconstruction of Ukrainian railways through the transfer of know-how. The second declaration is a "Declaration on the further digitalisation of the railway sector".

B.3. Market environment

The development of operating performance in the ÖBB-Infrastruktur AG network reflects the general upturn in passenger and freight transport by rail. The number of train kilometres travelled increased by 4.8% compared to the previous year. In relation to 2019, it was 4.5%. There was growth in both passenger and freight transport. The operating performance in rail passenger transport even reached a new high with an increase of 5.8% compared to 2021. This was due to the massive increase in demand in long-distance traffic. This is probably related to the climate ticket and the associated expansion of services by both ÖBB and its competitors. Freight traffic also recorded an increase of 2.0% in train kilometres compared to the previous year. This means stabilisation at about the pre-crisis level.²⁹

The TEN-T Regulation is currently being revised at European level. The Trans-European Transport Networks (TEN-T) were created in 2013 on the basis of EU Regulation 1315 / 2013. This regulation includes several transport modes and divides the European transport network into different network levels in accordance with priority. The EU Commission's ambitious legislative proposal for the revised legislative text was published in December 2021. From ÖBB's viewpoint the following are emphasised as positive: the planned introduction of so-called European transport corridors, the introduction of a new network category, called "extended core network". Accordingly, an implementation horizon of 2040 has been defined, and the Pyhrn and Tauern routes are to be included in this category. The EU Parliament committee in charge in is the Committee on Transport and Tourism. The final text of the law is expected in the second half of 2023, depending on the negotiations between the EU Commission, the EU Parliament and the EU Council.

The expansion of high-speed transport is a central component of European infrastructure policy. The Czech Republic, for example, has concretised corresponding plans within the framework of its Council Presidency. A separate organisational unit was created within the state infrastructure operator Správa Železnic, which is responsible for planning, awarding and handling the corresponding construction lots. The first section along the Prague - Brno - Ostrava axis is scheduled to go into operation in 2030 enabling speeds of up to 320 km/h to be achieved.³⁰

The expansion of the high-speed network in Italy is also continuing at a brisk pace. In January 2022, the Italian Salcef Group was awarded the construction lot for the Verona - Padua section. This section is part of the planned axis between Turin, Milan and Venice and as such also part of the so-called Mediterranean corridor within the TEN-T network. The work is scheduled for completion in 2026.³¹ An important addition to the high-speed network on the north-south axis is also the connection from Naples to Bari, which is scheduled for completion at the end of 2023.³²

²⁹ ÖBB Infrastruktur.

³⁰ Railtech.com.

³¹ Salcef.

³² Orf.at.

Along the Baltic-Adriatic corridor, the construction of the Slovenian Pekel tunnel north of Maribor will close an important gap for freight transport connections - especially between Austria and Slovenia. The tunnel construction is designed for speeds of up to 120 km/h and up to 90 trains per day. The planned opening date is the end of 2023.³³

Austrian international rail traffic is strongly affected by the current situation in Europe. A major factor is the now numerous construction sites as a result of the ongoing rail infrastructure measures, which make rail operations all the more complex. Industry in particular complains about serious problems in rail freight transport.

C. Economic report and outlook

The two reporting years were marked by the influence of the global COVID 19 crisis. Specific information on the statement of financial position and income statement effects is provided in the notes to the consolidated financial statements in Section 3. Please refer to the supplementary notes in the management report for an assessment of the effects of the Ukraine crisis.

C.1. Revenues development and performance indicators

Overview	2022	2021	Change	Change in %
Train-kilometres in million	163.8	156.6	7.2	5%
Gross tonnage-kilometres in million	82,233.3	78,681.6	3,551.7	5%
Self-generated traction power from ÖBB power plants in GWh	520	749	-229	-31%
Traction power from overhead contact line in GWh	1,800	1,763	37	2%
Floor space incl. exterior spaces rented out in thousands m ²	2,599	2,597	2	0%
Revenue in EUR million	984.4	931.6	52.8	6%
Total revenue in EUR million	3,478.3	3,318.9	159.4	5%
Total revenue per employee in TEUR	190	180	10	6%

Performance indicators

The development of train kilometre performance (train-km) serves as an important indicator for assessing the operational performance of the ÖBB-Infrastruktur Group. Compared to the previous year, the volume of services increased by approx. 7.2 million tkm to a total of approx. 163.8 million tkm (py: approx. 156.6 million tkm).

Development of train-kilometres by type of traffic in millions	2022	2021	Change	Change in %
Passenger transport	114.3	108.0	6.3	6%
<i>thereof ÖBB Group</i>	106.4	103.0	3.4	3%
Goods transport	41.7	40.8	0.9	2%
<i>thereof ÖBB Group</i>	26.7	27.3	-0.6	-2%
Service trains and light engines	7.8	7.8	0.0	0%
<i>thereof ÖBB Group</i>	5.5	5.5	0.0	0%
Total	163.8	156.6	7.2	5%
<i>thereof ÖBB Group</i>	138.6	135.8	2.8	2%

Another performance indicator is the development of gross tonnage-kilometres (TGT km). External railway undertakings accounted for approx. 19.4 billion BTkm or 25% of the total in the financial year 2021, whereas this figure for 2022 was approx. 22.0 billion BTkm or 27% of the total.

³³ Railtech.com.

**Development of gross tonnage-kilometers
by type of traffic** in millions

	2022	2021	Change	Change in %
Passenger transport	32,810.4	30,370.7	2,439.7	8%
<i>thereof ÖBB Group</i>	30,303.7	28,884.6	1,419.1	5%
Goods transport	48,248.9	47,184.2	1,064.7	2%
<i>thereof ÖBB Group</i>	29,025.5	29,566.0	-540.5	-2%
Service trains and light engines	1,174.0	1,126.7	47.3	4%
<i>thereof ÖBB Group</i>	873.4	845.4	28.0	3%
Total	82,233.3	78,681.6	3,551.7	5%
<i>thereof ÖBB Group</i>	60,202.6	59,296.0	906.6	2%

Other key performance indicators for the revenues generated are the in-house generation of traction current in ÖBB power plants and the leasable areas of the properties.

The electric power sector developed as follows:

Traction power in GWh	2022	2021	Change	Change in %
Self-generated traction power from ÖBB power plants	520	749	-229	-31%
Traction power from overhead contact line	1.800	1.763	37	2%

An explanation for the short-term decline in own generation of traction current in ÖBB power plants is provided in Chapter G.3. Environmental concerns.

The rentable area developed as follows:

Floor space incl. rentable exterior spaces in thousands m ²	2022	2021	Change	Change in %
Usage by external parties (outside the ÖBB Group)	625	644	-19	-3%
Usage by ÖBB Group companies (other than ÖBB-Infrastruktur AG)	224	233	-9	-4%
Usage by ÖBB-Infrastruktur AG	584	566	18	3%
Vacant and public space	1.148	1.136	12	1%
Floor space	2.581	2.579	2	0%
Exterior spaces rented out	18	18	0	0%
Total portfolio	2.599	2.597	2	0%

As in the previous year, the floor area of buildings, including leasable outdoor space, amounted to approx. 2.6 million m², of which about a quarter is leased externally. The remainder is leased within the Group, used by the ÖBB-Infrastruktur Group itself or are common areas and vacancies.

Net revenue and Total income

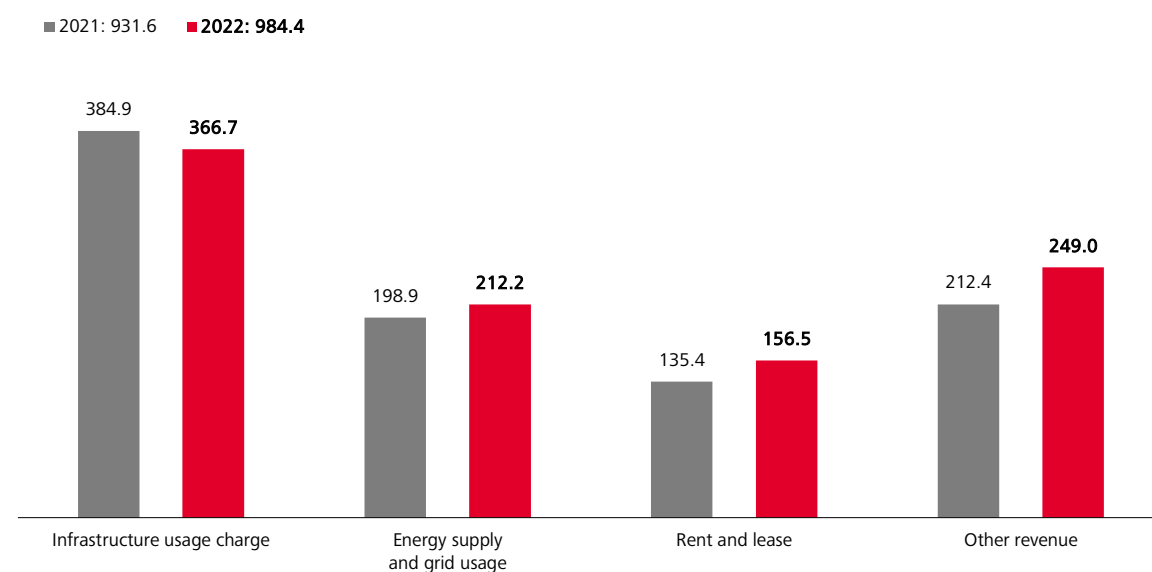
Revenue ÖBB-Infrastruktur Group in EUR million	2022	2021	Change	Change in %
Total group revenue	1,266.2	1,201.6	64.6	5%
less intra-group revenue	-281.8	-270.0	-11.8	4%
Revenue	984.4	931.6	52.8	6%
Other income (consolidated)	2,493.9	2,387.3	106.6	4%
Total income	3,478.3	3,318.9	159.4	5%
<i>thereof with other entities of the ÖBB Group</i>	650.8	671.8	-21.0	-3%

As previously noted, Group revenues reached approx. EUR 984.4 million (py: approx. EUR 931.6 million).

Revenue on an average of 18,299 employees (py: 18,444 employees) amounted to approx. TEUR 54 (py: approx. TEUR 51).

Revenue is mainly generated in Austria. Revenue of approx. EUR 45.0 million (py: approx. EUR 23.8 million) was generated with customers from abroad. These mainly relate to energy supplies and the infrastructure usage charge (infrastructure usage and service charges).

Development of Group revenue in EUR million



C.2. Results of operations

Overview	2022	2021	Change	Change in %
EBIT ³⁴ in EUR million	396.7	401.2	-4.5	-1%
EBIT margin ³⁵ in %	11.4%	12.1%	-0.7%	-6%
EBITDA ³⁶ in EUR million	1,278.4	1,262.1	16.3	1%
EBT in EUR million	-15.7	10.9	-26.6	>100%
Return on equity ³⁷ in %	-0.9%	0.6%	-1.5%	>100%
Return on assets ³⁸ in %	1.3%	1.4%	-0.1%	-7%

³⁴ EBIT corresponds to operating profit (not including earnings of investments accounted for using the equity method) in the consolidated income statement.

³⁵ EBIT margin: EBIT / Total income.

³⁶ EBITDA: EBIT + depreciation and amortisation.

³⁷ Return on equity: EBT / shareholders' equity.

³⁸ Return on total assets: EBIT / total capital.

Structure of the Income Statement

The structure of the Consolidated Income Statement of the ÖBB-Infrastruktur Group is as follows:

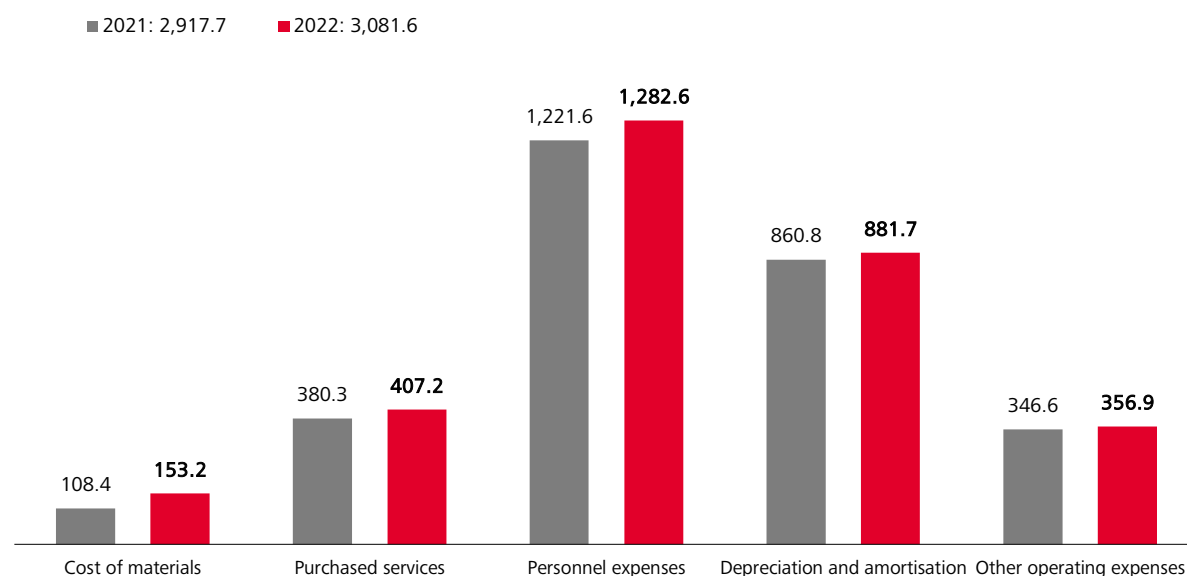
Structure of the Income Statement in EUR million	2022	in % of total income	2021	in % of total income	Change	Change in %
Revenue	984.4	28%	931.6	28%	52.8	6%
<i>thereof ÖBB-Infrastruktur AG</i>	965.3		910.8			
Other own work capitalized	355.7	10%	334.1	10%	21.6	6%
Other operating income and increase / decrease of inventories	2,138.2	62%	2,053.2	62%	85.0	4%
Total income	3,478.3	100%	3,318.9	100%	159.4	5%
<i>thereof from other Group entities</i>	650.8	19%	671.8	20%	-21.0	-3%
Cost of materials	153.2	4%	108.4	3%	44.8	41%
Purchased services	407.2	12%	380.3	12%	26.9	7%
Personnel expenses	1,282.6	37%	1,221.6	37%	61.0	5%
<i>thereof ÖBB-Infrastruktur AG</i>	1,159.4		1,103.9			
Depreciation and amortisation	881.7	25%	860.8	26%	20.9	2%
Other operating expenses (incl. impairments on trade receivables)	356.9	10%	346.6	10%	10.3	3%
Total expenses	3,081.6	88%	2,917.7	88%	163.9	6%
<i>thereof from other Group entities</i>	283.2	8%	246.2	7%	37.0	15%
EBIT	396.7	11%	401.2	12%	-4.5	-1%
Financial result	-412.4	-12%	-390.3	-12%	-22.1	-6%
<i>thereof from other Group entities</i>	-7.9	0%	-5.9	0%	-2.0	0%
EBT	-15.7	-1%	10.9	0%	-26.6	>100%

The total income of the ÖBB-Infrastruktur Group in the reporting year amounted to approx. EUR 3,478.3 million (py: approx. EUR 3,318.9 million), of which approx. EUR 650.8 million (py: approx. EUR 671.8 million) is generated with companies of other sub-groups of the ÖBB Group.

This means that, based on an average of 18.299 employees (py: 18,444 employees) generated income of approx. TEUR 190 (py: approx. TEUR 180).

Total expenses in the ÖBB-Infrastruktur Group amounted to approx. EUR 3,081.6 million (py: approx. EUR 2,917.7 million) and are divided into the following expense types:

Development of operating expenses in EUR million



The average personnel expenses per employee of the ÖBB-Infrastruktur Group amount to approx. TEUR 70 (py: approx. TEUR 66). As in the previous year, this corresponds to a personnel intensity³⁹ of 42%.

Material intensity⁴⁰ amounted to 5% (py: 4%). The average cost of materials and purchased services per employee was approx. TEUR 31 (py: approx. TEUR 27).

The ÖBB-Infrastruktur Group reported a negative financial result of approx. EUR 412.4 million (py: approx. EUR 390.3million).

EBT declined to approx. EUR -15.7 million (py: approx. EUR 10.9 million).

C.3. Net assets and financial position

Overview	Dec 31, 2022	Dec 31, 2021	Change	Change in %
Total assets in EUR million	31,033.7	28,901.8	2,131.9	7%
PP&E-to-total-assets ratio ⁴¹ in %	91%	92%	-1%	-1%
PP&E-to-net-worth ratio ⁴² in %	6%	7%	-1%	-14%
PP&E-to-net-worth ratio II ⁴³ in %	92%	91%	1%	1%
Equity ratio ⁴⁴ in %	6%	6%	0%	0%

Structure of the Consolidated Statement

The development of the Consolidated Statement of Financial Position structure of the ÖBB-Infrastruktur Group is as follows:

Structure of the Consolidated Statement of Financial Position in EUR million	Dec 31, 2020	Dec 31, 2021	Structure 2021	Dec 31, 2022	Structure 2022	Change from 2021 to 2022
Non-current assets	26,170.2	27,894.0	97%	29,959.4	97%	2,065.4
Current assets	646.7	1,007.8	4%	1,074.3	4%	66.5
Total assets	26,816.9	28,901.8	100%	31,033.7	100%	2,131.9
Shareholder's equity	1,440.2	1,737.3	6%	1,793.8	6%	56.5
Non-current liabilities	20,424.2	22,362.3	77%	24,105.3	78%	1,743.0
Current liabilities	4,952.5	4,802.2	17%	5,134.6	17%	332.4

Total assets of the ÖBB-Infrastruktur Group increased in the reporting year to approx. EUR 31,033.7 million (py: approx. EUR 28,901.8 million). The increase in non-current assets is mainly due to investments in property, plant and equipment. More detailed information on investments in the financial year is provided in Chapter C.4. Capital expenditure and financing measures.

After an increase in equity to approx. EUR 1,793.8 million (py: approx. EUR 1,737.3 million), the equity ratio was 6%, as in the previous year.

Trade receivables rose from approx. EUR 173.6 million to approx. EUR 189.8 million. Working capital⁴⁵ was approx. EUR -895.5 million (py: approx. EUR -634.6 million).

³⁹ Payroll ratio: Personnel expenses / total expenditure

⁴⁰ Material ratio: Cost of materials / total expenditure.

⁴¹ PP&E-to-total-assets ratio: Property, plant and equipment / total assets.

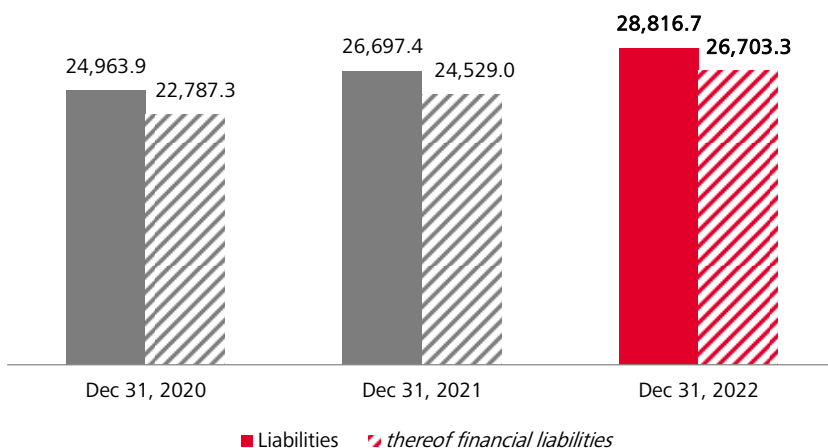
⁴² PP&E-to-net-worth ratio: Equity / property, plant and equipment

⁴³ PP&E-to-net-worth ratio II: (Equity + non-current liabilities) / property, plant and equipment

⁴⁴ Equity ratio: Equity / total capital.

⁴⁵ Working Capital: Inventories (excl. real estate recovery projects) + Trade receivables - Trade payables - Prepayments made on inventories.

Liabilities in EUR million



The liabilities of the ÖBB-Infrastruktur Group increased by a total of 8% to around EUR 28,816.7 million in the reporting year (py: approx. EUR 26,697.4 million).

For explanations of significant provisions, please refer to Note 26 in the Notes to the Consolidated Financial Statements.

Notes to the Consolidated Statement of Cash Flow

Free cash flow⁴⁶ decreased in the financial year to approx. EUR -2,011.6 million (py: approx. EUR -1,659.8 million).

Abstract from the Group Cash Flow Statement in EUR million	Dec 31, 2022	Dec 31, 2021	Change
Cashflow from operating activity	578.6	710.3	-131.7
Cashflow from investing activity	-2,590.2	-2,370.1	-220.1
Free cash flow	-2,011.6	-1,659.8	-351.8
Cash flow from financing activity	1,324.8	2,035.4	-710.6
Cash-effective change of funds	-686.8	375.6	-1,062.4

A detailed presentation of the consolidated cash flow statement is available in Note 34 to the consolidated financial statements.

C.4. Capital expenditure and financing measures

Overview	2022	2021	Change	Change in %
Capital expenditure in EUR million	3,262.3	2,850.8	411.5	14%
Capital expenditure ratio of total income ⁴⁷ in %	88%	82%	6%	7%
Capital expenditure ratio of carrying amounts ⁴⁸ in %	12%	11%	1%	5%

In total, the ÖBB Infrastructure Group invested approx. EUR 3,262.3 million in the reporting year (py: approx. EUR 2,850.8 million). This results in an capital expenditure ratio of 88% (py: 82%) of total income and 12% (py: 11%) of the carrying amounts as of 01.01. The calculation is made from the gross investments before deduction of the investment grants.

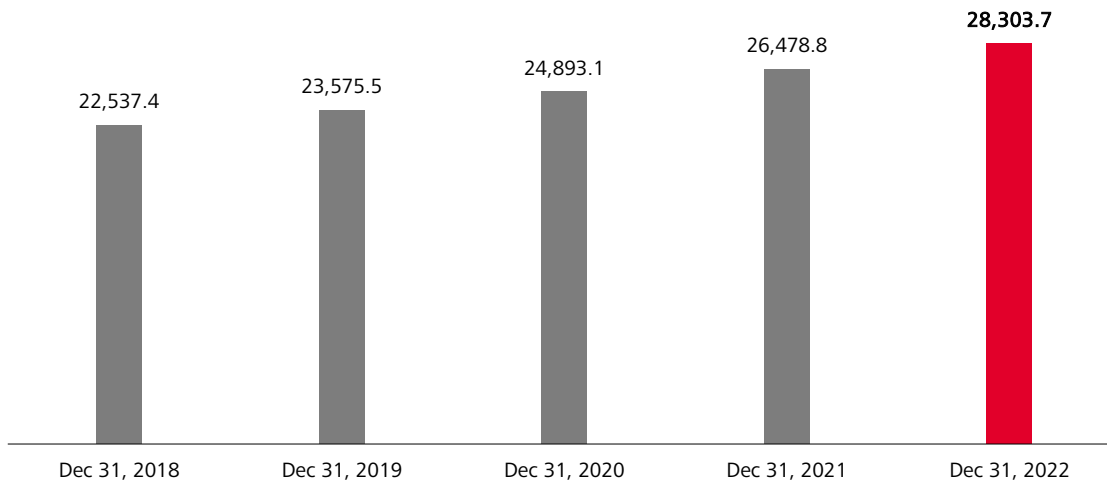
⁴⁶ Free cash flow: Cash flow from operating activities + cash flow from investing activities

⁴⁷ Capital expenditure ratio of total income: Investment in property, plant and equipment / total income

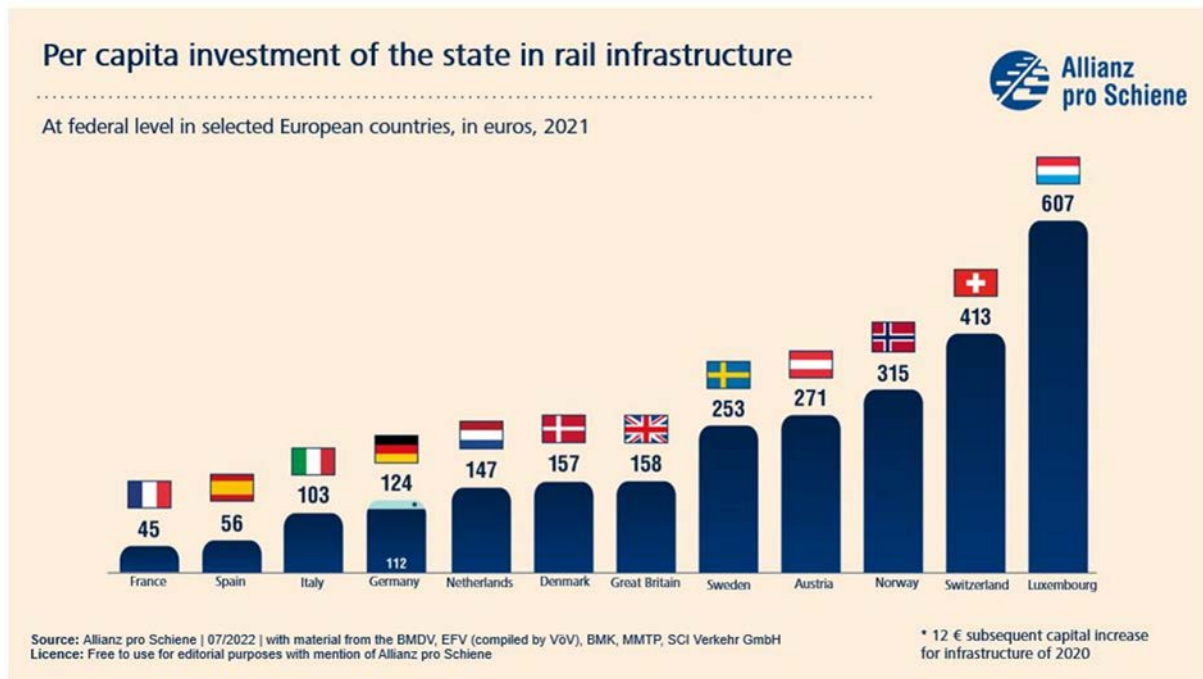
⁴⁸ Capital expenditure ratio of carrying amounts: Investment in property, plant and equipment / carrying amount of PP&E as of 01.01.

ÖBB-Infrastruktur AG has the option of financing debt capital via loans from the Republic of Austria in settlement by the Austrian Federal Financing Agency (OeBFA) instead of via its own bond affairs on the capital market. All existing bonds of ÖBB-Infrastruktur AG and their guarantees by the Republic of Austria remain unaffected by this expansion of ÖBB-Infrastruktur AG financing instruments. Further information is available in Note 25 to the consolidated financial statements.

Development of property, plant and equipment in EUR million



Austria is among the European leaders in per capita investment in the rail network:



Focus of capital expenditure 2022

In 2022, the ÖBB Infrastructure Group continued to work intensively on the implementation of the largest ever construction program. The investment sum of approx. EUR 19.0 billion for the next six years secured in the 2023 to 2028 framework plan of the Federal Ministry for Climate Protection is to be used for the implementation of numerous new construction and modernisation projects as well as maintenance work.

For example, the expansion and quality assurance of the rail network will establish the conditions for more trains being able to operate on the rail network overall. Meaning better and faster connections for rail travellers.

Investments in the main lines bring more speed between Austria's conurbations - and more comfort within the conurbations, such as in the Vienna metropolitan area. Besides the main lines, regional railways are being made more attractive and partially electrified. This makes the switch to the environmentally friendly means of transport by rail attractive even in rural areas as well as protecting the environment.

In addition, more capacity is created for freight transport enabling longer, heavier and therefore more economical operation of trains. This ensures competitiveness as opposed to road transport. Another focus is on the "digitalisation of rail" for greater safety and efficiency in rail operations. ÖBB is also optimising the mobile communications network along the routes for travellers. Investments are also being made in the digitalisation of customer information to provide rail passengers with up-to-date information.

Vienna metropolitan area

Two out of three rail travellers are underway in the eastern region. Many of them are commuters and regularly use the ÖBB-Infrastruktur AG route network. About 2,000 kilometres of rail are located in Vienna, Lower Austria and Burgenland - this corresponds to about 40% of the total network. ÖBB-Infrastruktur AG is therefore vigorously pushing ahead with improvements and capacity expansions in local transport.

In 2022, for example, ÖBB-Infrastruktur AG is working intensively on the extension of the Pottendorf line in order to further improve the situation for commuters from the south. 40% of all commuters are from there. Besides the start of construction in the Vienna section in February 2022, construction of the Wampersdorf station has also begun in the Münchendorf to Wampersdorf section in Lower Austria. Planning for the Wampersdorf - Ebenfurth section including the Ebenfurth loop was continued/submitted for approval in 2022.

The four-track extension of the southern line between Vienna Meidling and Mödling, including the construction of two new stops, will make the mobility offer for the south of Vienna and the district of Mödling even more attractive. Together with the Pottendorf line, six efficient tracks will then be available in the south of Vienna when the project is completed. Planning for in this regard continued in 2022.

The north benefits from the expansion of the northern railway. Project construction work on the southern section - from Vienna Süßenbrunn to Gänserndorf - began at the beginning of 2022. Planning is underway for the northern section - from Gänserndorf to Bernhardsthal. In total, about 66 km of track are to be modernised during ongoing operations as well as 17 stations and stops along the route made both attractive and barrier-free. The Park & Ride and Bike & Ride services are also to be expanded. In addition, railway crossings will be eliminated, which will allow for higher train speeds.

On the Marchegger Ostbahn - on the section Vienna Aspern North - Siebenbrunn-Leopoldsdorf - the full double-track extension started in spring 2022. The Vienna section of the line is already upgraded to double-track. In Lower Austria, seven railway stations were modernised and equipped with Park & Ride and Bike & Ride facilities, and railway crossings were replaced by underpasses or overpasses. In 2022, for example, the stations Siebenbrunn-Leopoldsdorf, Breitensee and Schönfeld-Lasse were completed. The electrification of the entire line will be completed with the timetable change 2022/2023.

One of the biggest challenges of the next few years is the modernisation of the congestion caused by the bottleneck of public transport in the Vienna metropolitan area - the so-called "S-Bahn Wien Stammstrecke" between Vienna Meidling and Vienna Floridsdorf. The Vienna S-Bahn program is a comprehensive package of construction measures. It is intended to ensure that local public transport between Vienna and Lower Austria remains punctual and reliable in the longer term. In addition to the modernisation of the S-Bahn Vienna main line, work is also being done on context projects beyond the city limits along the northern and southern axes. The aim is to increase the number of customers using local public transport in this area as well. Platforms will be extended along the north-west line and the south line. This enables new, modern and longer trains to be used in the future. These in turn offer more seats and therefore greater comfort for passengers. In Wiener Neustadt, the northern entrance to the main station is being upgraded from three to four tracks in order to efficiently integrate the Pottendorf line. New switching points also allow for more flexible operation when interconnecting trains. Other contextual projects include the construction of stabling and turning facilities, the digitalisation of the train control system by means of ETCS L2+ and the creation of barrier-free public transport as far as possible. Intensive work was done on the planning for all these measures in 2022. The start of the first construction work in Vienna is planned for autumn 2023.

An additional important piece of the inner-city public transport puzzle is the improvement of the rail link between Hütteldorf and Meidling. In future, the S80 should then operate in a 15-minute tact between Hütteldorf and Wien Aspern Nord. Planning including a design competition continued in 2022.

The modernisation of the Kamptalbahn, Traisentalbahn, Erlaufalpbahn or Mattersburger Bahn was also prepared during the reporting period. Work also began on the expansion of the Franz-Josefs-Bahn.

An attractive connection from the east of Austria to the airport and the city of Vienna is to be achieved with the "Flughafenspanne" project. The new connection means shorter journey times for commuters and relieves congestion on the heavily used urban transit routes. In 2022, planning has further advanced.

The Western Line success story continues

About one third of all trains run on the western line. The growth of freight and passenger traffic is forecast to continue. Accordingly, the expansion between Linz and Wels as well as the expansion between Salzburg and Köstendorf are necessary to meet the great demand for more trains and better connections.

In the reporting period, construction work on the expansion of the western line between Marchtrenk and Wels, started in November 2021, proceeded. In future, four tracks instead of the present two will ensure higher capacities on the heavily used western line. This will then offer better local transport services with a denser S-Bahn service and a regular scheduled timetable between Linz and Wels. The same applies to long-distance and freight transport. The Marchtrenk station is being modernised. Planning is underway for the extension of the section between Linz and Marchtrenk. Work continued on the west side of Linz Central Station. Planning is underway for the extension of the section between Linz West marshalling yard and Linz signal bridge (incl. Linz Franckviertel local transport hub).

An important junction between the western line and the Mattigtalbahn was completed in 2022 with the new Neumarkt am Wallersee station. In 2022, the official procedure for the extension between Köstendorf and Salzburg, which requires two single-tube tunnels, continued and intensive discussions were held with stakeholders.

Southern line in the last stretch

Piece by piece, the tunnel projects and line extensions are growing, ensuring that travellers will be able to travel between Vienna and Graz in less than two hours and between Graz and Klagenfurt in 45 minutes in the future.

More than 90% of the 27.3 km long Semmering Base Tunnel has been excavated, six of 14 tunnelling sections have been completed. Only about 2.5 km of excavation work still remains to be done. Meanwhile, the 130 km Koralm railway is turning into the final stretch: In spring 2022, the shell of the Koralm Tunnel was completed on the Kärnten side. In 2022, the focus was on the technical equipment of further sections of the line, the construction of stations and maintenance bases as well as the last shell construction section in the Graz area.

When the timetable changes in 2022/2023, environmentally friendly trains will be running on the 12 km long, newly electrified and barrier-free line between Klagenfurt and Weizelsdorf, using green traction current instead of diesel.

Stations and other investments

In 2022, our passengers could once again look forward to some improvements and modernised stations. These also include:

- Lienz Station
- Vienna Matzleinsdorfer Platz train stop
- Fehring Station
- Ternitz Station
- Friedberg Station
- Rohrbach-Vorau Station
- Grafendorf Station
- Rum train stop
- Peggau Deutschfeistritz Station
- Thal Station
- Langenzersdorf Station
- Ulrichskirchen Station
- St. Georgen Gusen Station (Summeraubahn)
- Traunkirchen and Traunkirchen village (Salzkammergutbahn)
- Obertraun-Dachsteinhöhlen and Obertraun-Koppenbrüllerhöhle (Salzkammergutbahn)
- Mattinghofen, Munderfing and Mauerkirchen railway stations
- Hard-Fußach and Lauterach-Unterfeld train stops

In summer 2022, the new highly modern ÖBB education campus in St. Pölten was also opened. An efficient connection to public transport is a matter of course for an educational institution of this kind. For example, the new "St. Pölten Bildungscampus" train stop was built on the Traisentalbahn railway line in the immediate vicinity of the main entrance.

An attractive entry point to the rail system is the parking deck in Hollabrunn, which has a capacity of more than 700 spaces and was completed in 2022.

Brenner axis

The railway expansion in the Tyrolean lowlands serves to increase the performance of the northern access route to the Brenner Base Tunnel. In a few years, trains will travel safely, quickly and comfortably between Innsbruck and Franzensfeste in South Tyrol on the tunnel route. It is therefore essential to direct rail traffic from the population and economic centres of Europe to the tunnel. The railways in Austria, Italy and Germany are implementing this with the expansion of the Munich - Verona railway axis as part of the European Scandinavia-Mediterranean core network corridor. In 2022, the first work (preliminary work for the construction of a shell tunnel) started in the Schaftenau - Radfeld section.

Planning work continued in 2022 for the section of the state border to Kufstein - Schaftenau.

The Brenner Base Tunnel

In 2022, the construction work of the shell structures for the Brenner Base Tunnel was continued by Galleria di Base del Brennero - Brenner Base Tunnel BBT SE. 154 km of the entire 230 km tunnel system have already been excavated, including 58 km of railway tunnels, 54 km of exploratory tunnels and about 42 km of other tunnel structures.

Tunnel construction work in the southbound direction was completed in the "H21 Sillschlucht" construction area after the portal abutment in October 2021. The river engineering works for the construction of the ramp structure in the Sill have also been completed. The slope removal work was completed in the area of the pre-tunnel using the cut-and-cover method, as was the piling work in the entire construction area. The concrete construction work for the retaining wall, for the cut-and-cover tunnel and for the portal structure is in progress. The construction of the railway bridges is also in full flow, with assembly starting as late as November 2022. In total, over 55% of the work has been completed.

Construction work on the "H41 Sillschlucht-Pfons" section began at the beginning of 2022. In April, after the construction site set-up phase, the strengthening and reinforcement measures in the exploratory tunnel and the remaining interior work in the Innsbruck connecting tunnels began immediately. In July 2022, the official impact ceremony took place. Immediately afterwards, blasting started in the area of the Innsbruck emergency stop node. Blasting of the main tunnels towards Innsbruck was started even as late as November 2022. The tunnel boring machines (TBMs) begin driving in a southerly direction in 2023. Currently, the TBMs are being produced. The acceptance tests at the works are scheduled to take place around the turn of the year.

Construction work on the "H52 Hochstegen" lot also began in the first half of the year. The ceremony to officially mark the start of the tunnel took place in May 2022. Currently, more than 35% of the construction lot has already been completed. The work in the area of the main tunnel Knoten Wolf is approx. 55% complete. The exploratory tunnel succeeded in penetrating the hydrogeologically very challenging section of the Rauhacke in the area of the "Hochstegen" fault zone. In November 2022, after successful coordination with the responsible authorities, the injection and tunnelling work began on the main tunnel level in this section.

The remaining construction section "H53 Pfons-Brenner" is still in the tendering process.

On Italian territory, the construction lots "H61 Mauls 2-3" and "H71 Eisackunterquerung" are in progress. Two continuous tunnel drives in the direction of the Brenner border are still in operation in the Mauls construction lot. In May 2022, the tunnel breakthrough between the two Italian construction lots took place. All four tunnel tubes under the Eisack River in the "H71 Eisack Unterquerung" construction lot were completed using a ground freezing method and as a result, work on the main tunnel tubes in this construction lot has been completed.

Migration of further route sections to the five operations control centres

In addition, the tax departments of the five operations control centres (OCCs) were significantly expanded again in 2022. For example, the Viehofen, Wampersdorf and Unter Purkersdorf operations centres were migrated to the Vienna operations centre, the Hörsching, Marchtrenk, St. Georgen a. d. Gusen, Weißenbach St. Gallen and Linz Wegscheid operations centres to the Linz operations centre, Schwänenstadt to the Salzburg operations centre, Leoben Donawitz, Weizelsdorf, Kühnsdorf Klopeinensee and Mittlern to the Villach operations centre and Telfs Pfaffenhofen to the Innsbruck operations centre. This means that about 62% of the main network of ÖBB-Infrastruktur AG is already controlled from the five operations control centres.

The OCC contingency concept describes how to return to operations as quickly as possible at a high standard, in the event of a disruption or incident and the disruptions to national and international train traffic kept to a minimum. The disruption concept provides for the seamless transfer of the takeover of OCC systems and operator stations to other OCC locations, which significantly facilitates operations management in the event of a disruption. In this context, the new construction of the OCC Vienna and the establishment of regional replacement workstations with a geo-redundant IT server landscape are planned or, in part, already being implemented. Since May 2021, a new operations building has been under construction on the site of Spittal am Millstätter See station, which is in future to be home to the replacement workstations of OCC Villach and the control of the branch lines. The completion of the EAP for BFZ Villach at the Spittal am Millstätter See site is scheduled for December 2023. The main work on the construction of the BFZ Vienna East 2 started in July 2021 - the commissioning is currently scheduled for December 2023.

ETCS – European Train Control System

The ETCS contributes to the standardisation of the European railway system and therefore to interoperable and cost-optimised access to the railway system. This strengthens the position of the rail system vis-à-vis other modes of transport in the long term.

The implementation of the ETCS migration plan enables and ensures interoperability on the basis of European specifications. This assures that the legal requirements are met both technically and in terms of time. It also guarantees close coordination with the OCC program in any case. This ensures the appropriate levels of safety, punctuality and quality for railway operations, which are becoming increasingly compact and complex, and ensures that customer requirements are met in the best possible way.

Digitalisation at ÖBB-Infrastruktur AG

ÖBB-Infrastruktur AG uses digitalisation and automation to further develop success criteria such as punctuality, safety and customer satisfaction as well as to facilitate access to the railway. Interdisciplinary thinking is applied, and initiatives arising from digitalisation are driven forward in a coordinated manner within the Group. These initiatives implement methods of automation and digitalisation in the railway system to improve capacity, economic efficiency and quality through greater efficiency.

Against the backdrop of the specific challenge of successfully handling the relevant affairs with their many aspects, the necessary processes are being established and work is being done on providing the required skills and resources. This creates a central prerequisite for a successful and targeted transformation process. The initiatives in the context of digitalisation were defined in close coordination with the affected areas within ÖBB-Infrastruktur AG, as this was the only way to achieve significant improvements that bring direct added value to the operational areas. The first measurable projects are the train running checkpoints and the train position service (project "Greenlight"). The latter includes the precise location of train positions in the track area. In the process, information about vehicles in the rail network will be made available digitally in a comprehensive and standardised manner, further operational processes will be supported, and safety will be further improved. Other projects include the digital switching and innovative regional rail technology.

The FSO programme has already made ÖBB-Infrastruktur AG one of the pioneers in the field of remote control and digitalisation in railway operations. Older switching designs are gradually being replaced by modern electronic switching systems in order to drive this process forward.

ÖBB-Infrastruktur AG implemented or intensified several cooperative projects with infrastructure operators during the reporting period in order to make efficient use of international findings and developments in the field of digitalisation for the further development of rail operations. This includes, for example, the cooperation between SBB and ÖBB-Infrastruktur AG in the Reference CCS Architecture and Systempillar committees. In addition, ÖBB-Infrastruktur AG has been a member of EULYNX and a Founding Member of Shift2Rail II since 2019 in order to actively promote the further development of switching technology and to anchor the benefits of digitalisation.

ÖBB-Infrastruktur AG relies on the concept of "Building Information Modelling" (BIM) in order to increase efficiency in the area of facility provision. BIM is an object-oriented, information-based planning method and links three-dimensional constructions with further information such as product properties, costs, construction sequence, operator-relevant details, etc.. This is how digital models become "intelligent". Since 2016, ÖBB-Infrastruktur AG has been working on the further development and integration of BIM into project management. Since 2018, initial projects have been implemented using BIM (e.g. Granitztal tunnel chain). As international standards for BIM in the infrastructure sector were still lacking, ÖBB-Infrastruktur AG actively collaborated with other infrastructure operators from all over the world in the development of standards - namely the IFC-Rail project conducted by buildingSMART International. In the reporting period, for example, the IFC standard for railway infrastructure was jointly finalised and submitted to ISO for standardisation. In this way, ÖBB-Infrastruktur AG is creating the prerequisites for an internationally coordinated, homogeneous and consistent data flow and therefore the prerequisites for a further increase in efficiency in the area of facility maintenance.

In addition to BIM, there are numerous other digitisation projects in ÖBB-Infrastruktur. An "ÖBB-Infra data factory" has been set up to maintain a comprehensive overview of data and make it available in a structured form. The focus of this data factory is to provide processes, methodologies and technical platforms at a high level of maturity and therefore optimise data-related decisions available for planning and controlling business processes. Among other uses, this should improve predictive scenarios in the area of action planning and maintenance and enable data-driven decisions in the future. The basis for this is a virtual data image of the ÖBB-Infrastruktur AG in a "Digital Twin ÖBB-Infrastruktur", which contains the track and route network and the equipment installation.

In the area of the "Digital Workplace", the implementation of two Group projects necessary for the digital transformation (Digital Reach and Microsoft 365 roll-out) is already well advanced. Many digital opportunities have been created to collaborate remotely and digitally as a result of the changes brought about by the pandemic on working life. These projects form the basis of the digitalisation of our operational units with mobile digital services. In the process, around 8,500 employees in the ÖBB-Infrastruktur Group will be equipped with a personal IT user for the first time. This means that every employee in Digital Reach has access to digital services (e.g. Microsoft 365, HR portal, mobile intranet) both in and out of working hours. In addition, a rollout of the cloud solution "Microsoft 365" is being implemented in non-operationally critical areas of the ÖBB-Infrastruktur Group to create a modern, digital workplace as part of the strategic group project "Microsoft 365".

Presentation of the entire framework plan and other investment projects

Project		Capital expenditure 2022 in EUR million	Projected or effected commissioning / completion
Modification and new construction of stations	Station Arnoldstein	6.0	2020 / 2026
	Station Dölsach	4.4	2022
	Station Fehring	2.4	2022
	Station Gramatneusiedl	20.0	2024
	Station Langenzersdorf	1.7	2022
	Station Leobendorf-Burg Kreuzenstein	4.8	2023
	Station Mallnitz-Obervellach	2.1	2022
	Station Mürzzuschlag	6.3	2024
	Station Obertraun-Dachsteinhöhlen and station Obertraun-Koppenbrüllerhöhle	8.3	2022
	Station Rum	3.7	2022
	Station Telfs-Pfaffenhofen	21.2	2023
	Station Ternitz	6.2	2022
	Station Thal	0.6	2022
	Station Traun	1.5	2023
	Station Traunkirchen and station Traunkirchen Ort	9.2	2022
	Station Tullnerbach-Pressbaum	16.6	2023
	Station Ulrichskirchen	2.9	2022
	Station Unter Purkersdorf	23.9	2022
	Station Wartberg im Müürztal	17.3	2024
	Vienna Franz-Josefs-Station	12.3	2023
	Station Vienna Matzleinsdorfer Platz	8.3	2022 / 2025
Parking garages	Hollabrunn; construction of parking garage	2.4	2022
	Wiener Neustadt; construction of parking garage 3	5.0	2023
Greater Vienna	Inzersdorf; construction of terminal (cargo center Vienna) ¹⁾	1.8	2016 / 2025
	Expansion of the Marchegger branch ²⁾	59.2	2018 / 2025 / 2035
	Vienna Meidling - Branch Altmannsdorf; two-track expansion	27.9	2023
	Greater Vienna; quality assurance local transport	11.3	2027
	Vienna Hütteldorf - Vienna Meidling; connecting railway	2.2	2028
	Vienna Meidling - Mödling; four-track expansion	5.8	2034
Western line	Attnang-Puchheim - Salzburg Central Station; expansion of existing line ³⁾	14.5	2029
	Linz - Wels; four-track expansion	77.3	2030
	Linz Kleinmünchen (a) - Linz Central Station; four-track expansion	2.0	2032
	Neumarkt-Köstendorf - Salzburg; new line	7.6	Planning
Southern line	Vienna Blumental - Wampersdorf; two-track expansion of the Pottendorfer line ⁴⁾	43.7	2023
	Wampersdorf – Wiener Neustadt; improvement of line	9.6	2024
	Graz - Klagenfurt; Koralm railway (projects under contract) incl. airport branch	510.0	2025
	Gloggnitz - Mürzzuschlag; new line (Semmering Base Tunnel)	404.8	2029
	Bruck a. d. Mur – Graz; station conversion	9.8	2030
	Süßenbrunn - Bernhardthal; expansion of existing line	35.7	2030
Pyhrn-Schober route	Linz Central Station – Summerau; improvement ⁵⁾	15.0	2023
	Linz - Selzthal; selective two-track expansion and station conversions	21.7	2034
Tauern axis	Karavanke Tunnel; safety measures	10.9	2021
	Golling-Abtenau – Sulzau; line improvement in the Pass Lueg area	11.5	2022
Brenner route	Brenner Base Tunnel	235.4	2032
	State border near Kufstein – Radfeld junction; Brenner North Approach	15.7	2034

Arlberg route	St. Margrethen – Lauterach; development for local transport and improvement ⁶⁾	13.0	2022
	Arlberg line; measures for timetable stability	6.9	2028
	Bregenz - Bludenz; expansion of local transport (Rhine valley concept)	4.3	2031
Programs	Noise protection	4.7	
	Park & Ride	13.8	
	Electrification	31.6	
	Regional rail network concept; line upgrades	66.5	
	Safety and operation management systems	221.6	
	Measures for customer satisfaction (mobile communications, data networks, wireless network)	1.0	
Reinvestments in the railway network		607.9	
Others (incl. intangible assets)		570.8	
Total master plan and other investment projects		3,262.3	

¹⁾ Commissioning of the service tracks, KLV and WLV facility took place in 2016. Phase 2 will be implemented by 2025.

²⁾ Commissioning of the Vienna section took place in 2018 (Erzherzog-Karl-Straße - Vienna Aspern). The full expansion in the Stadlau to Marchegg area will be commissioned by 2025 and in the Marchegg to state border area by 2035.

³⁾ Commissioning of the station conversion Neumarkt am Wallersee and Steindorf bei Straßwalchen already completed.

⁴⁾ Commissioning of the Hennersdorf - Münchendorf section took place in 2019. Expansion in the Ebreichsdorf section will be implemented by 2023.

⁵⁾ In 2022, commissioning of the St. Georgen an der Gusen and Lasberg-St. Oswald station conversions took place.

⁶⁾ In 2022, commissioning of the new Lauterach Unterfeld stop took place.

C.5. The strategy of the ÖBB-Infrastruktur Group

General conditions and challenges

For more than 180 years, the ÖBB-Infrastruktur Group has been creating the basis for transporting people and goods in a sustainable manner, therefore actively contributing to enhancing the quality of life as well as Austria's competitiveness. Customers are delighted with a high-performance infrastructure, operational excellence and attractive services - today and in the future.

The main tasks of the ÖBB-Infrastruktur Group include the provision of track capacity and the planning, construction, maintenance and operation of rail infrastructure as well as the provision of rail services. Diverse challenges need to be met in order to be able to continue to fulfil tasks with high quality, despite changing framework conditions:

- **Create capacities for the changeover.** The ÖBB-Infrastruktur Group is the backbone of the mobility turnaround in Austria. It is required to create the appropriate capacities to make the modal shift in passenger and freight traffic possible.
- **Safety and punctuality.** It must be possible to handle the expected increase in train density safely and reliably. Optimised and digitalised operating processes as well as a practised safety culture are the basis for the high future requirements.
- **Liberalisation.** The increasing number of RUs in the rail network require a further development of the "rules of the game on the network". Dedication of train path capacities for specific modes of transport and a reliable legal framework for the conditions of use of the rail network are necessary.
- **Stabilise finances.** Complexity and consequently (absolute) costs are increasing due to the growth of the facilities and increasing technology development. In addition to revenue management that is suitable for transport policy and regulation, cost growth must be curbed by optimising the depth of value creation, innovation, increasing labour productivity and strategic alliances.
- **Promote climate protection and sustainability.** The "Green New Deal" and the decarbonisation of the economy pose serious challenges for the transport sector. The ÖBB-Infrastruktur Group sees itself challenged to further expand the ecological competitive advantage of the railway system. Energy and climate protection need therefore to be placed at the centre of action.
- **Shaping a multimodal future.** The mobility market is undergoing profound change. Transport systems are growing together or developing more and more into networked mobility ecosystems, in which the rail system will continue to gain in importance. The ÖBB-Infrastruktur Group supports this future by providing multimodal station and terminal infrastructure as well as facility and operational data.

- **Use digitalisation to become better.** Digitalisation offers opportunities to create added value for customers and the organisation. A targeted use of digitalisation opens up the opportunity to connect people more easily and to further optimise processes.
- **Mastering generation management and increasing diversity.** To remain successful in the future, the ÖBB-Infrastruktur Group must continue to be an attractive employer with an inspiring and motivating culture of cooperation. Targeted generation management safeguards the know-how in the company. Innovative forms of cooperation, diversity and equal career opportunities for all employees must characterise the ÖBB-Infrastruktur Group as an employer in the future.

#INFRA.Mobilitätswende - The Corporate Strategy of the ÖBB-Infrastruktur Group

Under the title "#INFRA.Mobility Turnaround.", the ÖBB-Infrastruktur Group presents its strategic orientation for the next ten years in order to secure the Group's success in the long term.

The Vision: The ÖBB-Infrastruktur Group is a strong partner in the mobility transition:

- The ÖBB-Infrastruktur Group is improving its productivity and climate efficiency.
- The ÖBB-Infrastruktur Group is creating the capacity for the switch to rail.
- The ÖBB-Infrastruktur Group networks with its customers and partners both analogue and digital.
- The ÖBB-Infrastruktur Group is an attractive employer with diversity.

The following strategic objectives have been defined in order to achieve this vision and measure the success of the strategy.

- The ÖBB-Infrastruktur Group creates an attractive offer for the mobility turnaround.
- The ÖBB-Infrastruktur Group strengthens the ecological competitive advantage of the railway.
- The ÖBB-Infrastruktur Group increases productivity and climate efficiency.
- The ÖBB-Infrastruktur Group maintains safety and punctuality at a high level.

Derived from the vision and the strategic goals, the strategy of the ÖBB-Infrastruktur Group is based on six strategic directions:

- **Customer-centric business model - more track for our customers.** The ÖBB-Infrastruktur Group creates attractive services and focuses on its customers. It is the partner for reliable and smooth mobility in Austria and large parts of Europe. The new services bring the analogue and digital worlds together. Together with partners, it connects rail with road, shipping and aviation. The Group understands the requirements of its customers, and the customers feel that they are in good hands.
- **Optimised vertical integration - more focus for our customers.** The ÖBB-Infrastruktur Group makes optimal use of its employees and carefully manages its financial resources to achieve its goals. It focuses on the essentials and works together more simply and transparently in the future. Wherever it is not in a position to provide services itself, it places the highest priority on reliable partners and long-term relationships.
- **Digitalisation - a networked railway for our customers.** The ÖBB-Infrastruktur Group wants to manage rail operations more safely, economically and productively and to achieve shorter intervals on its lines. It relies on highly available digital signalling systems and intends to automate even more in the future. The facilities and systems are networked with each other and provide all data in real time. The increased level of automation in train production therefore enhances safety, capacity and cost-efficiency. Innovative and cost-effective technology is to be used for regional trains from 2025.
- **Innovative facility management - more sustainability for our customers.** The ÖBB Infrastructure Group invests responsibly and ecologically. Standards exist for the entire life cycle of facilities. All parts are digitally planned, fit together optimally and accessible to a great degree at any time. Together with its partners, ÖBB-Infrastruktur Group always thinks ecologically and highly efficiently - from design, planning and procurement, through construction to retirement.
- **Energy transition and climate protection - a green railway for customers.** The ÖBB-Infrastruktur Group is making a significant contribution to further expanding the ecological competitive advantage of the rail system. Green traction current is one of the foundations of climate-friendly mobility. By means of an expansion offensive for renewable energies, the decarbonisation of the operating facilities and the increase in energy efficiency, it is forcing the energy turnaround in the rail system. Comprehensive greening initiatives in the provision of facilities and in procurement strengthen the role of the ÖBB-Infrastruktur Group as Austria's leading company for climate protection.
- **Generation management and diversity - more diversity for customers.** The ÖBB-Infrastruktur Group is an attractive employer and promotes diversity, inclusion and equal opportunities. By 2030, many dedicated and diverse employees will have joined the Group, working together as a team to build a successful future. The Group is facing a major generational change. The aim is to pass on existing knowledge safely and to create space for new approaches and ideas.

Strategy implementation of the "Nordstern" program (North Star)

Six strategic programs were initiated analogue to the six strategic directions to ensure efficient implementation of the strategy. These are structured and organised under the Group-wide "Nordstern" program. This strategic program was already initiated in 2018 with a focus on the strategic dimension "Competitiveness" and is to be expanded to include the dimensions "Operational Excellence", "New Services", and "Strong Team".

The target network as an essential approach to strategy implementation

The target network 2025+ sets the strategic course for the expansion and maintenance of the railway infrastructure in Austria. It creates the conditions for the step-by-step introduction of a timetable for passenger transport and supports the further shift of goods transport from road to rail. The further development of the infrastructure service forms a basis for attracting additional demand for rail. On the basis of the target network 2025+, a network development plan (NEP) is drawn up, which contains specific objectives and specifications for the dimensioning of the infrastructure of the ÖBB route network.

The specifications and contents of the 2025+ target network and the NEP are then specified, prioritised and transferred to the respective route in stages in the route development plans (SEPs). The SEPs specify the guidelines for the further development of the routes by focusing on strategic objectives and measures. They show the way to achieving and implementing the 2025+ target network and form an important element in the operationalisation process. Work has already started on the target network 2040 in order to ensure that the right strategic measures continue to be taken in the future. The focus of the target network 2040 is the identification and prioritisation of expansion investments, especially for the period 2030 to 2040. The target network 2040 focuses on the following priorities, building on the target network 2025+:

- **Interval timetable and travel times:** Reduction of journey times and further development of the integrated interval timetable, especially along the main Austrian axes to improve the interconnection between long-distance, local and regional transport and to embed the Austrian rail network in the European high-speed network.
- **Conurbations and capacities:** Enabling higher frequency and new services for local and regional transport on the basis of expected demand, especially in conurbations, and ensuring sufficient capacity for transport and maintenance.
- **Goods transport:** Support the modal shift targets in goods transport through competitive rail freight transport infrastructure. **The focus is on securing the required facilities as well as the train path capacity and quality.**
- **Decarbonisation:** Complete decarbonisation of rail transport by 2040 through an economically optimal mix of electrification of lines and the use of vehicles with alternative drive technologies based on the electrification strategy.

Infrastructure - capital expenditure in upgrade and safety

The annual investment program will be expanded by 5% per year, building on the National Energy and Climate Plan. This is also reflected in the current framework plan 2023 to 2028 - endorsed by the Federal Government - with a total volume of approx. EUR 19.0 billion for the next six years. This framework plan follows on from the previous 2022 to 2027 framework plan.

The expansion and modernisation of the network will make a significant contribution to the local economy. In the process, there is targeted capital expenditure also in rural areas, which in particular provides stimulus for the regional economy - with a focus on small and medium-sized enterprises.

The largest projects in the current expansion program concern the Brenner axis and the new Southern line. A further area of focus is on the electrification and upgrading of regional railways as well as the main line of Vienna's rapid transit system. The expansion of freight terminals, the continuation of the station offensive, the Park & Ride and noise protection program as well as a comprehensive safety and operational management package (inclusive of digitalisation priorities) also contribute significantly to creating a highly attractive rail system for generations in accordance with the Target Network 2025+.

Research and development and innovation lead to success in the future

Innovation as an important lever for strategy achievement

Innovation is an essential lever for achieving the strategic goals of the ÖBB Group. Some successes have already been achieved in the past few years. It is important however to continue the work continuously and to anchor innovation more firmly in the company as a strong driver for strategy implementation. Innovation topics derived from the strategy and the focus on the core business make a significant contribution to further strengthening the competitiveness of the rail system. The impact of innovative strength is measured by the achievement of strategic goals.

Open Innovation

The ÖBB Group has established the Open Innovation method in order to strengthen the culture of innovation. New solutions and services are being sought together with internal stakeholders and customers in order to shape the rail travel of tomorrow. This includes suitable premises such as the "Open Innovation Lab" and a wide range of methods to enable innovation in addition to professionally qualified employees. The principle of "rapid prototyping" is applied in the implementation of innovation initiatives: Ideas are quickly developed into prototypes, which are immediately tested in the market with customers and further developed on the basis of feedback. The repetitive process allows ideas to be efficiently and quickly shaped into relevant products, services and processes. His method creates the possibility to understand customer needs in a short time and to tailor products for them.

Ideas workshop as a continuous improvement process (CIP)

The promotion of the potential of ideas submitted by all ÖBB employees and the so to jointly advance the further development of the Group's future is the aim of the ideas workshop. This is how we want to continuously optimise our products, services and processes. Internal experts check which ideas are to be carried forward to the next stages. In 2022 (as of 31.12.2022), 439 ideas were submitted by employees in the Ideas Workshop and 110 of these were successfully implemented. These improvement measures have enabled us to leverage a calculated savings potential of approx. EUR 18.1 million since 2015.

Research and development as the basis for innovation

Strategy-driven research and development is at the heart of the ÖBB-Infrastruktur Group's development efforts. Clearly defined corporate research areas will create multi-year perspectives and managed with the associated long-term R&D roadmaps. ÖBB positions itself together with strategic partners from various competence networks as the national lead partner of the railroad supply industry and core team partner in consortia. Participation in European research programs is a high priority in order to bundle research and development activities with international partners. This is also reflected in the "Shift2Rail" initiative. In a joint effort with other European railways, industry and the European Commission, measures are being brought together to make tomorrow's railways more punctual, reliable and cost-efficient.

C.6. Other important events and outlook

Outlook for the ÖBB Group

The Group strategy and the corporate and business strategies of the subgroups and associated companies form the basis for the business developments of the companies. To this end, compliance with the business mandates and the defined strategic Group framework must be ensured and the strategic fields of action of the subgroups must be mapped in their business activities and reported accordingly. Specific initiatives are to be planned for the achievement of the goals defined in the strategy and their contribution to the achievement of the goals is to be quantified. The transformation program "Nordstern" has been implemented in the Group for this purpose.

"Nordstern" transformation program

The "Nordstern" transformation program uses methodical support to continuously track the progress of strategy implementation and ensure the change process. At the same time, a series of specific milestones will serve to ensure the change is understandable to the employees of the Group. This is to support them to actively participate in the transformation.

Strategic KPIs (KPI = Key Performance Indicator) were defined and planned in the Group. They serve to further operationalise the Group, market and functional strategies and to continuously track their achievement. These KPIs support the Group companies in the detailed descriptions of the goals. Strategy implementation means launching and carrying out initiatives (i.e. programs and projects) that contribute to achieving the goals. As for the further implementation of the strategy, all relevant initiatives projects, programs, etc.) have been and will be linked to the strategic KPIs. This is to reinforce the alignment of daily work in relation to the strategy.

Trend.Radar

ÖBB itself needs to know the content of the trends that move the business and the industries or could influence them in the future. Should this knowledge be lacking, we automatically lack the basis for professional management. The discovery, analysis and evaluation of trends can therefore not be outsourced, but must take place within the Group. The motto is: Investing today in the future of tomorrow.

It is therefore important to deal with changes in the market environment at regular intervals and to keep an eye on current trends and their influence on the ÖBB Group. It is here that the ÖBB Trend.Radar assumes great significance. The trends "autonomous driving on the road", "artificial intelligence" and "3D printing" were and are continuously analysed, evaluated and assessed by an internal team. Trend teams are being set up and trend analyses initiated for other trends that will be relevant for the ÖBB Group in the short and medium term on the basis of expert assessments. Trends that are assigned to the "Perform" category in the course of the trend analysis are assumed to become relevant for ÖBB in the next five years.

As such, these need to be taken into account in the operational business and addressed through appropriate initiatives.

Outlook ÖBB-Infrastruktur Group

Framework Plan 2023 to 2028

The ÖBB Infrastructure Group is to invest around EUR 19.0 billion in a modern railway network over the next few years. This enables the largest rail infrastructure package of all time to continue to be implemented in a stable manner despite challenging general conditions. The project schedules were adjusted and updated to reflect the current status of project development.

Compared to the 2022 to 2027 framework plan, greater effort will be invested in the (re)construction of barrier-free stations over the next six years. The ÖBB infrastructure group is therefore able to push ahead with its goal of ensuring that access to the rail network is simple and convenient - in other words, as barrier-free as possible.

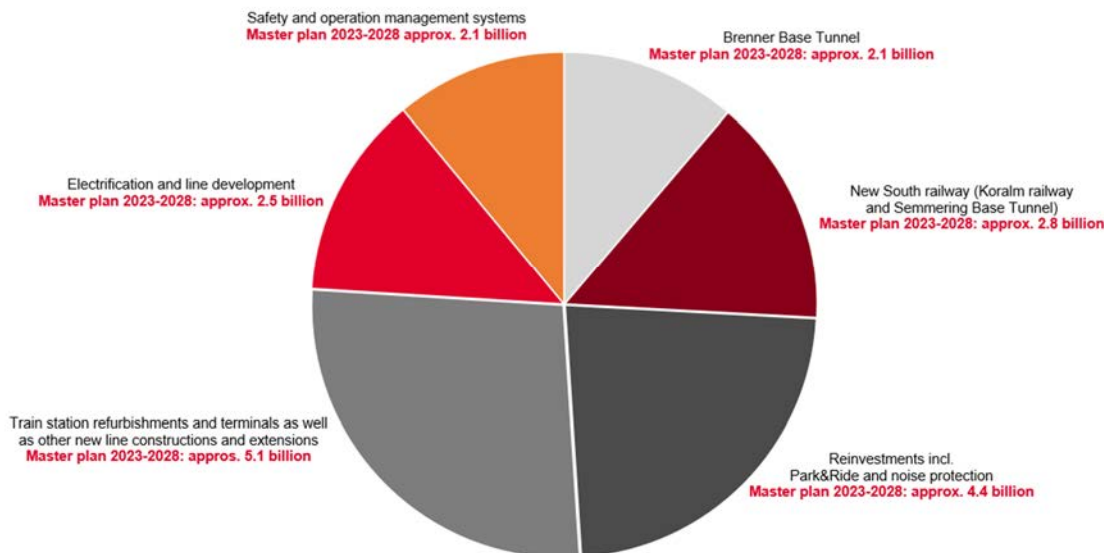
Increasing interest is also expected in freight transport in the coming years, so that more traffic is handled by rail in the future. Reasons for this include an amendment to the Waste Management Act and a revised subsidy system for connecting railways to companies. The 2023 to 2028 framework plan has earmarked funds for the construction and adaptation of freight loading points, among other measures, in order to further optimize those infrastructural requirements. This makes the transfer of transports between road and rail even more attractive.

In the Vienna metropolitan area, additional investments are being put into the expansion of train stations into multimodal mobility hubs, which also includes the construction of Park & Ride and Bike & Ride facilities.

This approach is being consistently pursued both for the major projects along the southern route and for the regional railroads. The planned enhancements and electrification continue on track. Significant investments are also planned in the area of digitalisation and automation in order to continue to ensure efficient and safe railway operations. This includes, among other things, the further development of electronic switching systems or the upgrade of the train control system to ETCS (European Train Control System). Automated operations management enables capacity to be expanded and punctuality and safety to be optimised.

Some adjustments will be made when the new Schaftebau - Radfeld junction line goes into operation. This is also determined by the updated planned commissioning of the Brenner Base Tunnel (expected in 2032) and is now scheduled for 2034. The capacities of the existing line are sufficient to cover the transitional phase of two years.

The four-track expansion of the western line in the greater Linz area will lead to an unbundling of the individual projects through adjustments to the current project developments. The planned commissioning date has been adjusted to 2030 due to the procedural situation regarding the Linz - Marchtrenk extension (appeals against the decision under railway law and nature conservation law are currently being examined by the Federal Administrative Court). The Marchtrenk - Wels project is running according to plan. Downstream of this, the four-track through connection of the western line between Linz Kleinmünchen and the eastern side of Linz Central Station is only achievable subsequently, by 2032, due to mutual operational dependencies.



Sustainability

Energy

The company will continue to push ahead with its own production of renewable energy. Overall, an additional 277 GWh is to be produced from renewable energy by 2030. In the hydropower sector, a revitalisation project was successfully completed in 2021 and two expansion projects are currently being implemented. By 2030, photovoltaic and wind power plants are to generate 225 GWh of electricity annually. The installation of photovoltaic facilities is planned on open spaces, buildings, railway platforms, noise barriers, but also on sealed or already polluted areas such as large-scale P&R facilities or landfills.

In addition to the expansion of solar power, the ÖBB-Infrastruktur Group is also committed to wind power. In autumn 2022, the world's first 16.7 Hz prototype wind turbine was commissioned.

Moreover, the phase-out of fossil fuels for space heating will be accelerated in the coming years: Phasing out gas and oil heating.

Sustainability report

ÖBB-Infrastruktur AG, as a company of public interest, is confronted with a large number of laws, directives and regulations in the area of sustainability reporting. A non-financial statement has already been published in the management report since the 2017 financial year. The requirements for the quality and quantity of sustainability reporting increase from year to year, new EU specifications for a sustainable economic and financial system within the framework of the Green Deal create the corresponding regulatory framework. In addition to the requirements of the EU Taxonomy Regulation on the classification of sustainable economic activities, the Corporate Sustainability Reporting Directive will introduce even more detailed reporting obligations (economic, environmental, social) from the 2024 financial year - including mandatory EU reporting standards. This should increase comparability and in turn ensure more transparency.

Digitalisation

To ensure that our customers can continue to benefit from the advantages of digitalisation in the future, ÖBB-Infrastruktur AG is already testing forward-looking switching technologies (cloud-capable solutions) and is increasingly focusing on cooperation with partner railways (DACH) in the area of digitalisation. Smart field elements, the resolution of limited actuating ranges, and more hardware-independent reinvestment cycles will make a significant contribution to reducing life-cycle costs and lower maintenance expenses in the medium to long term.

The definition and acceptance of the regional railway architecture 2026+, as part of the innovation programme "Regional Railway Technology", set the course for making regional railways more attractive. Bundling innovative technology for regional railways will optimise the capacity and cost-effectiveness of these lines. The program provides the basis for an overall safety technology and telematics equipment standard on regional railways. The main potential savings are expected to come in particular from the innovative design of rail crossings, the elimination of system discontinuities (e.g., through the use of ETCS L2 Only), the simplification of safety-related systems, and the use of modern mobile communications systems.

The European Train Control System ETCS Level 2 is the basis for any future automation in the areas of rail traffic of relevance to safety. ÖBB-Infrastruktur AG is pursuing the goal of implementing ETCS Level 2 throughout the heavily used route network and in doing so gradually replace the outdated point-based train control systems (PZBs). This measure contributes to a sustainable improvement of the existing safety performance.

The modernisation of the planning, scheduling and handling of AVZ services (services for facilities, shunting, train preparation) is being tested as a prototype in the "PORTHOS" project and subsequently implemented. This reduces media disruptions and minimises regular, manual activities. The objective is to create a highly automated feasibility check and control of all shunting locations by means of standardised interfaces. Five legacy applications will also be replaced through new, more process-optimised software implementation. The digitalisation of operational processes in rail operations will also reduce numerous manual activities and media disruptions through highly systemic support and the transmission of departure-accurate timetables and train documents via data interfaces. This will allow for the elimination of paper printouts, more precise dispatching, higher clocking as well as higher operational safety for train drivers, as targeted information will be available.

An automated conflict detection and resolution system is gradually being implemented in the digital traffic management system modules of ÖBB-Infrastruktur AG in order to be able to manage the increasing number of train journeys. The developments from the "AZL - adaptive train control" project identify conflicts on the rail network on the basis of real-time data and by means of intelligent algorithms. The automated resolution of conflicts is then implemented gradually in stages. The information of the optimised operational sequence is passed on to the drivers of the respective train via defined interfaces as a driving recommendation. This intelligent influencing of train traffic allows efficiency to be further increased, positively impacting operational quality and energy requirements.

In the course of digitalisation, data acquisition and data analysis of sensors such as train running checkpoints is also gaining in importance, as these are increasingly used as a basis for predictive maintenance applications and further optimisations in terms of cost reduction as well as for increasing safety and efficiency. Digitalised information and solutions at ÖBB-Infrastruktur AG, such as the ÖBB Infra-InfoHub, enable information to be networked with other transport infrastructure operators and therefore form the basis for multimodal transport management.

As another important strategic project, ÖBB-Infrastruktur AG is working on a central digital customer platform in order to be able to provide RU customers with an even better 360-degree service. This platform connects the customer processes with the operational processes in the ÖBB infrastructure.

The projects "DIEP" (Digitally Integrated End2End Process) and "Vara" (Project, Order, Resource and Settlement Management) were set up for the digitalisation of business processes. The aim is to create a continuous integrated digital process from planning to construction and operation with a transparent and standardised data flow. In the process, the local outdated IT tools as well as media and system breaks will be replaced by a modern integrated IT solution based on SAP. The operational employees are the focus of this solution, to ensure that they have the right data available at the right time, in the right place and in the right form, which are needed for their work and provide them with optimal support.

The implementation of the digital twin of ÖBB-Infrastruktur AG is proceeding apace. A real-time capability means that this requires integration into the operational processes of ÖBB-Infrastruktur AG and data made available immediately. Sensor systems for the individual objects of the digital twin are linked to the virtual installations in order to draw increasingly more knowledge and intelligence from the data.

The technical foundations for network segmentation (data network separation) were laid by consistently expanding the data network. This is accompanied by an increase in data network security (separation of operational network segments from office network segments), which is further strengthened by the already implemented expansion of systems for network security.

This also creates the conditions for increasing use of hybrid cloud services, which are a prerequisite for numerous digitalisation projects due to their flexibility and scalability. ÖBB-Infrastruktur AG collaborates with the ÖBB Group on the framework conditions and basis for the increasingly sensible use and management of these new possibilities.

Earnings outlook

The budget and medium-term planning 2023 to 2028 is based on the Group's strategic goals. The actions of the ÖBB-Infrastruktur Group over the next six years are geared to an expansion of services with a focus on customer benefits and economically sustainable growth.

D. Research and development

Tomorrow's matters need to be thought about today. ÖBB-Infrastruktur AG has made it its mission in 2022, more than ever before, to use the instrument of research and development to realise the vision of tomorrow's railway infrastructure, knowing that it is a role model and pioneer in the sector.

After all, without research there is no development and without development there are no new fields of research. Only by "staying on the ball" and "thinking outside the box" can something be made to happen. Dynamic and yet at the same time strategic action define the lines of action of successful research and development.

The R&D strategy #INFRA.R&D_2030 established in 2021, with the research roadmap as its basis, really gained traction in 2022. The defined goals and development fields were further expanded and pursued in alignment with the fundamental strategy of ÖBB-Infrastruktur AG #INFRA.mobilitätswende. Six strategic approaches form the cornerstones and main arteries along which 19 associated operational R&D lighthouse initiatives fan out into the individual core areas and deepen in terms of content.

The three top initiatives Rail4Future, TARO and ERJU, which are essential for the railway system of the future, were further advanced or established on the basis of the defined research goals, in addition to many other R&D projects. These three top initiatives interlock and intertwine their interests to enable the vision of the future rail infrastructure to be approached from several sides at the same time. In this context, research activities continue to be oriented where Europe is setting the pace thematically through harmonisation, regulation and TSIs, in cooperation with academia, industry and the rail sector in European research initiatives such as Shift2Rail and Europe's Rail Joint Undertaking.

The project "Rail4Future - Resilient Digital Railway Systems to enhance Performance", which officially started in April 2021 and which aims to promote automation and digitalisation in the railway system, organised a large hybrid knowledge-sharing event in March 2022. Board members, managing directors, representatives of funding bodies such as BMK, FFG, the provinces of Vienna and Styria as well as representatives of research institutions and universities discussed current challenges and future steps required for the design and development of tomorrow's railway infrastructure. Video greetings were conveyed by Federal Minister Gewessler (Federal Ministry of Labour and Social Affairs) and Federal Minister Schramböck (Federal Ministry of Economics and Technology). This project was acknowledged with the "ICT Digital Jewels" award in October 2022. State Secretary for Digitalisation Florian Tursky presented the award in a ceremonial setting.

The project "TARO - Towards Automated Railway Operations" focuses on regional railway technology, the automation of shunting and the establishment of a digital twin infrastructure. Findings will be utilised to develop specific preliminary stage projects for Automated Train Operation (ATO).

ÖBB-Infrastruktur AG's participation in the European rail research initiative "Europe's Rail Joint Undertaking" (ER-JU) really gathered pace in 2022. The ER-JU, with a project volume of approx. EUR 1.2 billion until 2031 and the cooperation of 25 European partners from the fields of railways, industry and research, is an important step towards the further development of the railway system and the creation of an integrated and interoperable overall European solution. ÖBB-Infrastruktur AG will be involved in four research fields with large-volume projects from 2023: AI-based conflict detection and resolution in real time, ETCS Level 3 Full Moving Block, automation of shunting, cost-efficient wayside assets.

ÖBB-Infrastruktur AG is supported in its research projects by national and international research programs. Close cooperation at national level exists primarily with the Federal Ministry of Transport, Innovation and Technology (BMK) and the Austrian Research Promotion Agency (FFG) through participation in individually funded projects as well as participation in the funding programme "COMET - Competence Centers for Excellent Technologies" and the research initiative Transport Infrastructure Research VIF.

ÖBB-Infrastruktur AG has for the first time prepared an annual report retrospectively on its research activities in 2021 in order to provide transparent insight into current research projects both internally and externally.

As of 31.12.2022, ÖBB-Infrastruktur AG had 80 partially interrelated and overarching R&D projects in progress. This also includes those individual projects that are being pursued as part of the research initiatives Transport Infrastructure Research VIF, Shift2Rail, TARO and Rail4Future.

The current project portfolio has a total volume of approx. EUR 24.5 million (for all current projects and their respective durations up to and including 2025 without deduction of subsidies).

Extract of current projects

The R&D initiatives described in extracts below, some of which are made up of several but interrelated individual projects, are presented in the context of the R&D lighthouse initiatives developed in the course of the strategic research initiatives.

Automation and digitalisation is one of, if not the biggest challenge of the railway system of the future. Both on a technical and human level. Implementing these processes increasingly with regard to standardisation at the European level and in view of advancing climate change - without losing sight of what is current at the moment - renders the entire project highly complex and is precisely what makes research and development such an interesting field of interaction.

Components and materials

The "Key Infrastructure Components" approach includes two landmark initiatives in which research projects within these sectors are concerned with the further development of basic construction materials and individual components of the rail system.

Many research initiatives have been launched, especially on the topic of "concrete as a basic material". The topic of "sustainability" also plays a major role here and ÖBB-Infrastruktur AG has taken on the task of actively looking for low-energy alternatives. The research project "ERESCON III" entered its third round in 2022, where know-how already gained was applied to the (further) development of ECO concrete. Specifically, novel concrete types and their composition and properties were reviewed and a selection of suitable, locally available substances was made, as well as the scientific evaluation of the newly developed formulations was investigated.

The research project "DaBeFoNa" - verification concepts for durable concretes - is also striking the same note. The focus here is not on the development, but on testing the sensitivity of the CO₂-reduced binder system in terms of durability and, subsequently, maintenance measures.

Continuity of ongoing operations is the core task of the railway system. Maintenance measures in particular are liable to impair railway operations. Minimising these measures by extending the service life of individual rail components is also an essential part of the current research projects. In the summer of 2022, the "NONIs" project was started. This problematic aspect is being addressed through the development of new, optimised and sustainable insulating joints. Defective insulated joints, especially in urban environments with many switches, lead to disruptions in the operating sequence and delays in the schedule at the expense of punctuality and customer satisfaction.

Climate resilience and energy efficiency

Environmental influences have always had a major impact on railway operations. ÖBB-Infrastruktur AG is upgrading its early detection and early warning systems in order to be prepared for new and challenging conditions in terms of climate and natural hazards. ÖBB-Infrastruktur has launched the "KlimZug" project together with UBIMET and the University of Natural Resources and Applied Life Sciences. The aim of this project is to trigger the expansion of the ÖBB weather warning system by means of a kind of artificial neural network by feeding in meteorological data.

R&D is also working on alternative drive systems and their energy supply as part of the "AADE" project. The future energy demand due to traffic and transport is examined and suitable solutions for energy supply are compared. The innovation of the project lies in the comprehensive consideration of developments and technologies from the transport and energy sectors and their possible implementation with any necessary adaptations in the existing network.

Train preparation and shunting

The "TARO" project deals with the shunting of the future, and at the same time this topic is represented by the Europe-wide introduction of a digital automatic coupler (DAC) with integrated power and data bus line (DAC Level 4). This replaces tedious manual coupling processes and enables sufficient power supply and a secure data line in the freight train. It therefore serves as an enabler function for the automation of operations and enables the train integrity of freight trains to be checked - at any location, at any time, throughout Europe.

Workplace of the future

The 19 landmark initiatives have been expanded to include another initiative - Workplace of the Future. In the coming years, the impending generation change and the resulting transfer of knowledge from an expert level to the specialists of tomorrow will be felt at all levels of ÖBB-Infrastruktur AG.

In addition, it is important to maintain the ÖBB-Infrastruktur Group as one of the largest and best employers in the country and, ideally, improve its position.

This task has also reached R&D. Brainstorming takes place in all conceivable areas in conjunction with the various business units. In 2022, the MaximizeMe project was launched, working with the Fraunhofer Institute, the Vienna University of Technology and the pilot factory to develop novel methods for maintenance and servicing work, while at the same time taking into account inclusion and diversity promotion goals in the workplace. Here, too, digitalisation plays an important role, and it is no longer possible to imagine this area without it.

In autumn 2022, the "ZuZugLeben" project was launched, which is dedicated to the development of a future image for ÖBB housing estates and their implementation. R&D, together with the Real Estate Business Unit, is handling the project funded by the Climate and Energy Fund as part of the Smart Cities initiative "Lighthouses for Resilient Cities 2040".

E. Corporate relationships

Parent company ÖBB-Holding AG

The parent company ÖBB-Holding AG is a public limited company under Austrian law. The company was founded and established on the basis of § 2 of the Federal Railway Structure Act 2003. ÖBB-Holding AG provides various services for ÖBB-Infrastruktur AG and other Group companies, such as marketing and treasury services. These are settled by Group allocation or by activity allocation to the Group companies. In the financial year 2022, the ÖBB-Infrastruktur Group was charged approx. EUR 18.4 million (py: approx. EUR 18.8 million) as a Group allocation.

Direct subsidiaries of ÖBB-Holding AG are primarily the subgroup parent companies ÖBB-Personenverkehr Aktiengesellschaft ("ÖBB-Personenverkehr AG"), Rail Cargo Austria Aktiengesellschaft ("Rail Cargo Austria AG") and ÖBB-Infrastruktur Aktiengesellschaft ("ÖBB-Infrastruktur AG").

ÖBB-Personenverkehr AG

The task of ÖBB-Personenverkehr AG is, in particular, the transport of passengers, including the provision of public services, as well as the production and operation of all facilities necessary for this purpose, with the exception of the rail infrastructure, and the handling of all business related to this or prompted by it, as well as, above all, the operation of a public passenger transport service on the basis of tariffs and timetables. In the financial year 2022, the company generated total income of approx. EUR 246.1 million (py: approx. EUR 352.6 million). Approx. EUR 16.7 million (py: approx. EUR 17.2 million) was charged to the ÖBB-Personenverkehr Group.

In 2022, an office building was leased, which was partially subleased to other companies of the ÖBB Group by means of a sublease agreement, resulting in lease receivables totalling approx. EUR 106.0 million, of which approx. EUR 6.3 million relate to ÖBB-Personenverkehr AG.

Rail Cargo Austria AG

Rail Cargo Austria AG's main task is the transport of goods, including the provision of public services, as well as the production and operation of all facilities necessary for this purpose, with the exception of the rail infrastructure, and the handling of all business related to this or prompted by it, as well as, above all, the operation of a goods transport service. Rail Cargo Austria AG generated total income of approx. EUR 117.5 million in the financial year 2022 (py: approx. EUR 88.7 million). Rail Cargo Austria AG charged the ÖBB-Infrastruktur Group approx. EUR 0.8 million (py: approx. EUR 1.4 million).

Rail Cargo Logistic Environmental Services GmbH

In the reporting year, Rail Cargo Logistic Environmental Services GmbH generated total income of approx. EUR 13.8 million (py: approx. EUR 11.8 million). ÖBB-Infrastruktur AG was charged approx. EUR 44.8 million (py: approx. EUR 74.2 million). Purchased services amounting to approx. EUR 25.8 million (py: approx. EUR 30.1 million) were capitalised.

ÖBB-Produktion Gesellschaft mbH

The joint subsidiary of ÖBB-Personenverkehr AG and Rail Cargo Austria AG is ÖBB-Produktion Gesellschaft mbH ("ÖBB-Produktion GmbH"). The company's task is in particular to provide traction and services for other railway undertakings. In the financial year 2022, the company generated total income of approx. EUR 187.9 million (py: approx. EUR 184.1 million). The ÖBB-Infrastruktur Group was charged approx. EUR 20.5 million (py: approx. EUR 18.0 million). Purchased services amounting to approx. EUR 0.4 million (py: approx. EUR 0.4 million) were capitalised.

ÖBB-Technische Services-Gesellschaft mbH

The joint subsidiary of ÖBB-Personenverkehr AG and Rail Cargo Austria AG is ÖBB-Technische Services-Gesellschaft mbH. The task of the company is in particular the provision of services in connection with rail-bound vehicles. In the financial year 2022, the company generated total income of approx. EUR 38.9 million (py: approx. EUR 33.8 million). The ÖBB-Infrastruktur Group was charged approx. EUR 42.2 million (py: approx. EUR 34.1 million).

ÖBB-Business Competence Center GmbH

As an intra Group services company, ÖBB-Business Competence Center GmbH mainly provides standardised administrative services. In the financial year 2022, the company generated total income of approx. EUR 24.0 million (py: approx. EUR 18.718.718.7 million). The ÖBB-Infrastruktur Group was charged approx. EUR 124.2 million (py: approx. EUR 98.3 million) for internal services. Purchased services amounting to approx. EUR 15.1 million (py: approx. EUR 8.4 million) were capitalised.

In 2022, an office building was leased, which was partially subleased to other companies of the ÖBB Group by means of a sublease agreement, resulting in lease receivables totalling approx. EUR 106.0 million, of which approx. EUR 90.0 million relates to ÖBB-Business Competence Center GmbH.

F. Opportunity and Risk Report

The opportunity and risk management procedure applies to all relevant business processes and key financial indicators in the main Group companies, and therefore is considered to be an important instrument of corporate governance. The objective is to promptly identify and proactively manage opportunities and risks through appropriate measures. The objective is to protect existing and future success and growth potential. All identified opportunities and risks are continuously subjected to qualitative and quantitative measurement, particularly with respect to the possible impacts and likelihood of occurrence. The basis for this are the updated valuations or empirical values.

The ÖBB Group defines opportunities and risks generally as events or developments that might cause a positive or negative deviation of results from the assumptions made during planning. Consequently, the revision of the opportunity and risk portfolio is conducted synchronously with the planning processes.

This ensures that the Supervisory Board and Audit Committee of ÖBB-Holding AG and of the Group companies are provided with detailed information regarding the current opportunity and risk situation. The primary objective of the risk policy is to ensure the unrestricted safeguarding of the company activities. Consequently, risks may only be taken if they are calculable and associated with an increase in income and in the company value.

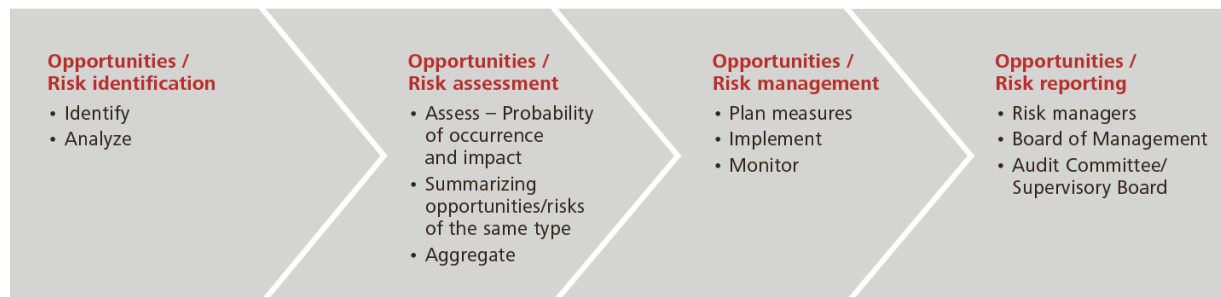
Ukraine crisis

In view of the geopolitical developments, especially in Ukraine, ÖBB-Group’s central risk management conducted Group-wide ad hoc analyses in the reporting period in addition to the regular risk inventory. Measures were defined and implemented with the support of the crisis coordination set up in ÖBB-Holding AG. In addition, Group-wide measures have been taken to avoid sanctions violations. The Supervisory Board was informed about risks and the measures taken.

The uncertainties and effects of the current situation that are relevant for ÖBB-Group are able to be assigned as before to the existing risk categories. Significant uncertainties with a potentially high impact have been identified, including (selection):

- Increased market risks
- Margin reduction due to increased energy procurement costs
- Rising procurement costs for investments and maintenance measures
- Natural gas supply shortages to Austria and the resulting coming into force of state energy steering measures
- General supply chain issues
- Cyber security

Opportunity and risk management process



This process is supported by risk management software. Individual risks and opportunities are reviewed in the Group-wide opportunity and risk platform. Subsequently, a report is prepared for the Board of Management of ÖBB-Holding AG, which depicts the most important risks and the corresponding countermeasures or opportunities. On this basis, the Supervisory Board and the Audit Committee are provided with comprehensive information on the current opportunity and risk situation.

The most recent opportunity and risk reports, on the one hand, and the results of the auditor’s review of the functionality of the opportunity and risk management system, which are reviewed in the course of the audit of the annual financial statements in accordance with Rule 14.3.8.5 of the Public Corporate Governance Code, on the other hand, are reported annually to the Audit Committee of the Supervisory Board. This should ensure that the Supervisory Board obtains a continuous picture of the efficiency and effectiveness of the system that is implemented. The regular dialogue with the audit committee also offers the opportunity to identify new risk-related topics top down and to deal with them further within the framework of risk management. In addition, a Governance, Risk and Compliance Committee was established in 2017 to formally promote a stronger integration of risk-related functions (risk management, ICS, compliance, process management, etc.).

The function of a Group Risk Manager has been established in the ÖBB-Infrastruktur Group to ensure the professional handling of opportunities and risks and the ongoing implementation of the risk and opportunity management process: The Group Risk Manager is responsible for the opportunity and risk management process in the Group and in the company. In the Group, the Risk Manager performs the opportunity and risk consolidation and aggregation and determines its overall opportunity and risk position, which is then compared with the risk acceptance and risk bearing capacity limits. If necessary, further need for action is derived from this and measures are initiated. The Risk Manager reports to the Board of Management as well as to the Group Opportunity and Risk Manager, submits the opportunity/risk report including risk prioritisation as well as the relevant control measures and assumes advisory and training tasks. In addition, decentralised risk managers and contact persons have been defined in all business areas, staff offices and in all major investments to support the risk owners in identifying opportunities and risks in their respective areas of responsibility.

The most important opportunities and risks, none of which threaten the existence of the company, are distributed among the individual opportunity and risk areas as follows:

Strategy

Against the backdrop of some very dynamic developments that are difficult to predict, in particular the Ukraine conflict, raw material and energy prices, the monetary policy of central banks and interest rate developments, as well as possible supply bottlenecks in Asia and geopolitical dynamics, the achievement of strategic goals is sometimes more risky than in previous years. The increasingly dynamic developments in the environment are countered within the ÖBB-Infrastruktur Group in that, in addition to the strategic realignment under the title "#INFRA.mobilitätswende", the Group-initiated "Nordstern" program and the transformation program continue to proceed. Both programmes prepare the company for significant challenges and risks arising from current circumstances and challenges, in particular from developments in the energy market and all the consequences resulting directly or indirectly from them, from increased competitive pressure and technological change over the next ten years. In addition, the foundation of operational excellence is to be strengthened. Regular monitoring is undertaken for the defined measures to implement the initiatives, which are incorporated in the budget and medium-term planning.

Should further COVID-19 waves or other pandemics in general occur, the effects of all measures ordered by the authorities (especially time-limited fee reductions or fee waivers) could lead to a deterioration of the result and liquidity in the medium term, and worst-case scenarios occur that have not already been taken into account in the planning or compensated for by countermeasures. The experience and knowledge gained over the past months in coping with the pandemic, have, nevertheless, had a risk-reducing effect.

Operating business

Risks from force majeure and natural hazards are countered with established systems and programs. For example, a natural hazard management system has been implemented (incl. weather information system, flood information system, natural hazard information map). Climate risks sometimes have a high influence on the own generation of traction current - a year with dry weather may cause a not inconsiderable difference between the own generation forecast and the actual generation. As a result, shortfalls need to be covered on the market, whereby higher prices are also to be expected in the event of a dry year - due to the energy price developments of the past year, a risk occurrence would be associated with correspondingly greater effects. This risk is countered, among other things, by storage optimisation and a rolling procurement strategy in order to keep the effects as low as possible should the risk materialise. Risks of failure in the area of all telecommunications services and the essential data network services for railway operations are countered with preventive measures to reduce risk, such as emergency plans, the creation of redundancies or a local relocation of the operations premises. It is not possible to completely rule out partial or total failures due to terrorism, sabotage or natural events such as fire, despite the extremely high failure safety of the operations control centres. A holistic failure concept for key elements such as switching, remote control areas, OCC cells and customer information systems is therefore part of the operations management strategy. Regular inspections of equipment are performed as measures to reduce the risk of a decline in revenue and additional expenses due to quality problems with equipment, including rolling stock and locomotives. Training programs and information events are regularly organised to mitigate the risk of accidents caused by ÖBB employees. The risk of terrorist attacks is reduced both by targeted measures and instructions (behavioural recommendations) and through close cooperation with the Federal Ministry of the Interior. Specific incident concepts were drawn up in the operational and energy areas on the one hand, and blackout crisis staff exercises conducted on the other to be better prepared for the effects of a blackout on the infrastructure side. The purpose of the crisis management exercise is to simulate procedures and highlight any weaknesses. A Group-wide blackout prevention project under the leadership of ÖBB-Infrastruktur AG was initiated or implemented in 2022. The existing emergency and contingency plans are continuously evaluated and reviewed by exercises conducted annually. The uncertainties regarding Russian gas supplies led to the development of a step-by-step emergency plan under the auspices of the ÖBB-Infrastruktur Group (with regard to a gas supply stop or an energy reduction event), and put into effect throughout the Group in October. The objective is that, if necessary, targeted measures enable rail traffic to be maintained even with reduced energy availability.

Sales and distribution

Risks exist primarily due to the uncertainties driven by the Ukraine crisis with regard to economic development and the associated transport volumes in freight transport (higher energy prices mean a decline in industrial production), increasing competition, intensified cost pressure (due to high and volatile electricity prices) and regulatory issues (regulatory proceedings with regard to infrastructure utilisation fees and traction power grid fees). The monitoring and analysis of customer behaviour and a targeted adjustment of the offer reduce these risks, as does rolling energy procurement in order to be able to offer customers competitive prices. This measure also increases the opportunity to attract new customers and to further exploit the market potential of existing customers.

Personnel, management and organisation

Uncertainties regarding the development of inflation lead to risks in relation to planned salary valorisations, as salary settlements deviating from the plan may occur annually. Various compensatory measures have already been developed to counter this risk in order to be ready to react appropriately should this risk materialise and to keep the impact on results as low as possible.

Even though the situation is currently much less relaxed than last year, the coronavirus contagion among staff is still likely to lead to resource bottlenecks. Strict hygiene and distance regulations as well as organisational measures such as visitor restrictions, an additional vaccination program in the Group, a reduction in the number of participants at face-to-face meetings, and increased cleaning depending on the traffic lights (see explanation below under "Legal and liability") have a risk-reducing effect. When the traffic light is red in a region, the handover of duties in operations control centres takes place virtually, masks are compulsory (except at the workplace), there are extensive home office regulations, there are no face-to-face meetings, etc. Within Europe, it is currently assumed that there will be no further adverse effects on economic development in the forecast horizon. Additional effects arising from general assumptions on potential pandemic risks are, however, still taken into consideration in the management of opportunities and risks.

There is the risk that the non-implementation or partial implementation of planned measures, such e.g. Efficiency increases or recruitment and knowledge transfer, could result in additional personnel costs and effort. Rigorous monitoring procedures mitigate this risk.

Finances and accounting

Almost all of ÖBB-Infrastruktur AG's energy hedging transactions qualify as derivatives under IFRS 9. The majority of the hedging transactions qualify as cash flow hedges provided that the purchase is guaranteed, and the fair value measurement is therefore not recognised in the income statement (this is the case for approx. 90% of the portfolio). A small part of the planned purchase volume requires measurement at fair value through profit or loss due to fluctuations in own generation or actual consumption. High volatility on the energy markets is a major challenge (with sometimes extreme price fluctuations within a few days, as was the case in the 3rd quarter 2022, for example) is accompanied by corresponding valuation risks/opportunities depending on market developments, which are recorded as "Electricity accounting risk".

Law and liability

The "Code of Conduct" contains the ethical principles and general principles that guide the Group's business activity. This code mitigates the risk of costs arising from penalties for violations of antitrust regulations. A Compliance Team was set up in 2013 to assist primarily in this area of risk as part of an early warning and monitoring system. This ultimately serves to avoid risks and as such prevent damage.

Changes in legislation and regulations - both at national and international level - can lead to increased system costs (e.g. due to new technical or organisational requirements). Accordingly, the development is carefully reviewed for possible effects in order to react at an early stage.

In accordance with the Association Responsibility Act, a company can be held responsible and punished for acts of its employees or decision-makers that are punishable by law. That also applies to the ÖBB-Infrastruktur Group. This risk needs to be addressed. The legal risk management system of the Group addresses this risk by identifying offences under criminal law. Furthermore, in the areas of negligence, the environment and corruption, for example, the current status is assessed and measures are taken to avoid risks. Preventive measures have also been taken with the introduction of control and reporting systems, as well as with the issuing of general behavioural instructions through the "Code of Conduct". Appropriate training and the creation of clear areas of responsibility also serve to minimise risks.

Purchasing and procurement

Risks arise primarily from the considerable price increases on the energy markets in the past year - price risks, credit risks and also valuation risks are countered in addition to the expansion of own generation through risk-minimising procurement and market strategies in the energy sector, which are thoroughly evaluated in the context of price developments and volatilities and adjusted if necessary. In particular, the focus is on contractual arrangements with customers - high and very volatile electricity prices require binding purchase quantities. Otherwise, the consumption risk (volume and price components) caused by the customer would not be acceptable for ÖBB-Infrastruktur AG.

After the COVID 19-related supply bottlenecks, cost and price increases for individual construction products and components, among others, and the slight recovery at the end of 2021, rising prices and an increasing risk of supply bottlenecks have been observed again since the beginning of 2022 and the Ukraine war. A Group-wide task force under the leadership of the strategic Group purchasing department (ÖBB-Holding AG), which is dealing specifically with the consequences of the Ukraine crisis, closely timed monitoring and targeted control and substitution measures have so far reduced the impact on operations. Further effects are evaluated on an ongoing basis and anticipated as best as possible, e.g. in order to assess any scheduling and financial consequences for construction projects at an early stage and to compensate for them as best as possible. The considerable price increases on the energy markets sometimes have an effect on other price indices after a time delay, so that risks for price valorisations deviating from the plan should not be ruled out. To mitigate this risk, contracts can be appropriately formulated by observing and analysing the market.

Data processing

System failures can cause additional costs and loss of revenue in the operating business divisions. A range of measures are constantly being taken to reduce this risk: to increase the availability of IT (e.g. equipping the server rooms), as well as to increase confidentiality (e.g. awareness training for employees) and the integrity of data (e.g. back-up backups). In addition to the technical safeguards, the Group's Chief Information Security Officer ensures uniform control and monitoring (security governance) of information security throughout the Group. This task is performed by the Chief Information Security Officer together with the contact persons in the subgroups and companies. Security governance is there to ensure that damage - e.g. from malware - or identified risks are mitigated through regular auditing of the implemented measures. The "Information Security Next Level" program was launched to counter the increased threat of cyber attacks. The program focuses on the creation of a detailed set of rules for information security including associated processes, ensuring the implementation of the NIS Act (NISG audit has already been successfully completed), ensuring a complete and sustainable assessment of IT / OT as well as the implementation of the Group projects TOM (Target Operating Model) and PROTECT+.

Subsidiaries and investments

Subsidiaries and investments are considered within this risk area. There is a risk here that budget values are not achieved. In the real estate sector, the realisation proceeds and the exact realisation dates depend on the respective market developments. Risk management takes place early on in the negotiation process and through targeted portfolio management.

Risks related to financial instruments

Original financial instruments

The ÖBB-Infrastruktur Group holdings of original financial instruments are shown in the statement of financial position. These are receivables and liabilities from financing activities, trade receivables and payables as well as financial assets and securities. Detailed information is available in the respective disclosures in the notes to the consolidated financial statements.

Derivative financial instruments

ÖBB-Infrastruktur Group employs derivative financial instruments to hedge against risks associated with currencies, interest rate changes and raw material prices. Furthermore, a derivative exists to offset mismatches from payment flows arising from former CBL transactions. Derivative financial instruments are concluded only with reference to a hedged item. Derivative financial instruments are measured in accordance with the applicable accounting standards.

The last financial derivative used in the ÖBB-Infrastruktur Group is a structured derivative with a nominal value of approx. EUR 20.0 million and was dissolved in the current reporting year.

Risk definition and risk management with respect to financial instruments

ÖBB-Holding AG conducts financial transactions, with except for commodity hedging instruments, in the name and for the account of Group companies - on the basis of their mandate and only with their consent. ÖBB-Holding AG has established a risk-oriented control environment. It includes, among other elements, policies and procedures for the assessment of risks as well as approval, reporting and monitoring of financial instruments. The top priority in all financial activities is to protect the assets of the Group companies. An important task of the Group Finance department, which is responsible for this, is the identification, measurement, and limitation of financial risks. Risk limitation does not mean absolute elimination of financial risks. Risk limitation means the reasonable and transparent control of quantifiable risk centers within a specific framework for activities that need to be agreed with the respective Group companies. A Group directive prohibits the issue or holding of derivative financial instruments for speculative purposes. Derivative financial instruments are concluded only with reference to a hedged item. The most important financial risks are described in more detail below.

Liquidity risk

The primary aim of ÖBB-Infrastruktur-Group in financial terms is to secure the necessary liquidity. Liquidity risk is the risk that an entity will encounter difficulty in meeting its obligations arising from financial liabilities. These may be settled by payment in cash or delivery of another financial asset. A consistent safeguarding of the liquidity of all Group companies is one of the main tasks of the Group Finance department of the ÖBB Group.

This task is accomplished through liquidity planning, the agreement of sufficient credit lines and the adequate diversification of lenders.

Interest rate risk

Risks arising from changes in market interest rates may affect the financial result of the ÖBB-Infrastruktur Group due to the structure of its Consolidated Statement of Financial Position. It is therefore important to limit the influence of possible market interest rate fluctuations on the development of results, while coordinating the level with the Group companies.

Derivative financial instruments for managing interest rate risks are transacted on the basis of portfolio analyses and recommendations by Group Finance, and of corresponding decisions by Group companies. There are currently no such derivatives.

Currency risk

ÖBB-Infrastruktur Group companies are not exposed to any material currency risks. Most finance agreements are denominated in Euro.

Credit risk

Credit risk describes the potential for losses due to non-fulfilment of financial obligations by business partners. The risks mainly relate to money market transactions, trade receivables, investments, positive present value Comodity Derivate. Counterparty risk management is subject to limits that are assigned individually for each financial partner and checked daily for compliance.

Commodity risk

ÖBB-Infrastruktur AG operates its own hydropower plants. It assumes the technical, commercial and legal responsibility for power installations and equipment and includes the energy efficiency competence center for energy procurement at ÖBB. Energy facilities are power plants, frequency transformers, substations as well as main supply facilities and control centres. Risk management in the energy area is provided by ÖBB-Infrastruktur AG.

Approx. two thirds of the required traction current and all the electricity to supply the operating facilities (stations, etc.) are procured from the electricity market. The ÖBB-Infrastruktur Group is therefore strongly affected by electricity price volatility. The risk management strategy therefore provides for price hedging.

It is especially relevant for the ÖBB-Infrastruktur Group that prices are secured and fixed in advance, as the prices charged to customers are also fixed by 30.09. of the year prior to the start of delivery. Price hedging takes place by concluding forwards for the planned purchase quantities of traction current, loss energy and operating equipment. In addition to price hedging, hedging also serves to increase planning security, which is necessary as a basis for price calculation. Further information are available in Note 29.4. to the consolidated financial statements.

Internal control system

The internal control system forms an essential part of company-wide risk management and, by systematically managing process-related risks through the targeted implementation of risk-reducing and regularly monitored organisational control measures, makes a supporting contribution to achieving the company's goals and to safeguarding and protecting the company's assets. It also supports the reliability of accounting processes for compliant financial reporting.

The ICS comprises the following elements: Identification, analysis, evaluation, control, effectiveness monitoring, documentation and communication of ICS-relevant processes, risks and controls as well as the monitoring of these activities.

The internal control system set up by the Executive Board is based on the internationally proven COSO framework (Committee of Sponsoring Organizations of the Treadway Commission). This provides a recognised concept for the design of an internal control system. The scope and orientation of the ICS correspond to the company-specific requirements and the specifications of the ÖBB Group.

Objective

The objectives of the ICS are the conformity of financial reporting with the rules, the promotion of operational efficiency (operations) and the adherence to legal obligations and internal guidelines (compliance). The identification and assessment of risks that jeopardise these objectives and the implementation of risk-reducing controls provide reasonable assurance of achieving these objectives.

Organisation and implementation

In addition to the legal provisions and the company-specific requirements for the ICS of the companies, minimum standards and processes for the ICS are regulated in the ÖBB Group by central guidelines. These are prepared by ÖBB-Holding AG and regularly adjusted to current Group requirements. The implementation of these guidelines is mandatory for the Group companies. In addition to defining responsibilities and accountabilities, these guidelines also contain methods for determining the scope of the ICS, the identification and assessment of risks and the documentation and monitoring of controls.

Ensuring effectiveness

The ICS is adapted and further developed to changing requirements through periodic evaluations of risks and controls. The controls are monitored at regular intervals by means of ICS tests to ensure their effectiveness. The proper execution of the controls subject to testing is verified on the basis of objective evidence. Any deviations detected are counteracted by introducing corrective measures to restore the risk-reducing effect of the control.

In addition to the ICS tests, the ICS is audited by the Corporate Audit Department on a selective basis in the course of its auditing activities. The audit of the ICS in the accounting process is a fixed component of the audit of the financial statements by the auditors. The Audit Committee of the Supervisory Board monitors the effectiveness of the ICS on the basis of regular reporting by the Executive Board.

G. Non-financial performance indicators

G.1. Statement of the Board of Management on the non-financial performance indicators

Economic engine, Value-creating Investments and Sustainable Financing

The railway has been a driver of technical progress and urbanisation from the very beginning. Even today, ÖBB-Infrastruktur AG enables a sustainable mobility alternative through its investments in and operation of the rail infrastructure. Sustainable stands for social, ecological and economic sustainability. The latter refers to economic activity as the basis for lasting prosperity.

The investments of the ÖBB-Infrastruktur Group have a positive impact on value creation and employment, both in the construction phase and through improved accessibility and greater comfort in the operating phase. Studies show: One euro invested leads to a value added of two euros in the Austrian economy. An investment of EUR 1 billion generates approx. 15,000 jobs in the construction phase, and the improved accessibility from the start of operations secures and generates thousands more jobs, promotes interaction between the regions and strengthens their competitiveness.

ÖBB-Infrastruktur Group is a strong partner and driver for the domestic economy. At the same time, it is one of the largest clients of the Austrian construction and railway industry with a major economic significance. The ÖBB-Infrastruktur Group directly employs more than 18,000 people, secures further jobs outside the Group with its orders and their added value, and also offers jobs with meaning and prospects. Austrian small and medium-sized enterprises benefit disproportionately from the orders for new construction projects and modernisations.

The following are some of the goals pursued throughout the Group:

- Network expansion to approx. 10,000 track km (basis framework plan 23-28) by 2030
- Increase capacity to 200 million train-km by 2030
- Increase in container throughput to approx. 688.5 thousand intermodal transport units by 2028

The framework plan is the primary tool for the implementation of the goals. In accordance with the framework plan 2023 to 2028, ÖBB-Infrastruktur AG is to invest approx. EUR 3.0 billion per year in rail infrastructure over the next six years. This not only creates value for public transport and the basis for shifting traffic from road to rail, but is also a driver for the Austrian economy. New railway stations like Vienna's main station are a good example of how investments become the calling card of cities. The success stories also include the expansion of the Western Line, the extension of the infrastructure in the Lower Inn Valley, the Brenner Base Tunnel or the Southern line with Semmering Base Tunnel and Koralm line, which is currently under construction.

In 2022, approx. 524 thousand (py: approx. 533 thousand) intermodal transport units (ITE) were handled in the terminals of ÖBB-Infrastruktur AG. Sales increased by 9.3% compared to the previous year. ÖBB-Infrastruktur AG enables the shift of road transports to rail with these important hubs between rail and road.

Mobility providers with responsibility

Climate change is one of the central topics of our time. The weather is becoming more extreme. Greenhouse gas emissions are increasing instead of decreasing. The achievement of the climate targets to which Austria has committed itself requires the consumption of diesel and petrol in Austria to be halved by 2030, according to the Federal Environment Agency - not insignificant targets for the transport and mobility sector. It is therefore clear that there is no way to achieve these targets without the support of the railways.

ÖBB-Infrastruktur Group has the responsibility of providing an infrastructure that meets the high requirements of the future. The new framework plan 2023 to 2028 forms the ideal basis for the expansion.

Another equally big challenge for the company continued to be the corona crisis. ÖBB-Infrastruktur Group has been affected at all levels by the crisis. First of all, those employees who were affected by short-time work and home office - on top of all the private burdens that accompany the crisis. The railway network has shown - and this is a point of pride - that it is reliable even in very unusual and challenging times. ÖBB has also used the crisis as an opportunity. Work processes were adapted and conditions for digital, location-independent work were created or expanded.

Commitment to climate, nature and infrastructure

As the largest mobility service provider and a pioneer in the field of sustainable mobility, the ÖBB Group is one of Austria's most important climate protection companies. The transport sector is called upon to make a substantial contribution to enable Austria to achieve its climate protection targets. This is why the ÖBB Group has set itself the ambitious goal of the ÖBB Climate Protection Strategy 2030: CO₂ neutrality in the mobility sector by 2030 and CO₂-neutral in the Group in the period from 2040 to 2050. This approach significantly supports the achievement of Austria's climate targets. This includes the electrification of further railway lines, the use of alternative drive technologies on rail and road, the expansion of renewable energies and the increase in energy efficiency.

Electricity generation from renewable sources continues to hold great potential for climate protection. The ÖBB-Infrastruktur Group is therefore working on innovative ideas and further options to increase the share of renewable energy produced in-house. The hydropower plants are also being optimised and the first wind power plant for traction power production started operation in 2022. A total of EUR 1 billion is to be invested in the generation of renewable energies in the coming years.

Anyone who travels by rail or transports goods by rail is actively protecting the climate. Driving a car fuels climate change per person-kilometer with greenhouse gas emissions about 17 times more than traveling by train, and by plane about 31 times more.⁴⁹ Each ton of freight transported by road causes approx. 41 times more CO₂ equivalents than by rail.⁵⁰

The railway requires little space for a lot of traffic: Roads and car parks require 18 times more space than rail infrastructure. At the same time, sealing of the ground is a growing environmental problem.⁵¹ Rail only needs a third to a sixth of the space compared to road for the same transport performance. Important habitats and areas that are important for biodiversity are also often found along the railway. ÖBB-Infrastruktur Group has therefore long been committed to the protection of rare plants and animals. Measures are constantly being taken to preserve Austria's natural treasures and therefore its biological diversity: Greening of embankments with regional seeds, planting of old fruit tree varieties, river restoration, construction of bridges for wildlife and much more. Changing to rail therefore makes a valuable contribution to a future worth living for generations to come.

The ÖBB Infrastructure Group is taking further steps towards an efficient, non-discriminatory and environmentally friendly rail infrastructure with the expansion strategy "Target Network 2025+" and the work already underway on the Target Network 2040 - as the basis for more trains, more rail passengers, more goods and better interval services on the unrivaled sustainable rail network in order to continue to meet the requirements of customers and society in the future. The leading role of the ÖBB-Infrastruktur Group in terms of sustainable mobility is also repeatedly confirmed by external, independent bodies in the sustainability rating of the leading international ESG rating agency ISS in the area of transport infrastructure companies worldwide, by achieving Prime Status.

Barrier free access to the railway

More than one million people in our country are temporarily or permanently restricted in their mobility. Barrier-free and convenient access to all mobility services for all people - whether with or without disabilities, lots of luggage, prams or temporary mobility restrictions - is a declared goal of ÖBB. Dialogue with the interest groups is promoted in order to enable the optimum at every stop and station, in addition to the legal framework conditions for customers. ÖBB also relies on services and cooperation partners for the so-called first and last mile to ensure comprehensive, affordable and easy access to mobility.

The ÖBB Infrastructure Group is making great efforts in this area through barrier-free construction or modernization of stations and is seeking direct dialog with those affected and experts.

Getting equipped for the generational change

Numerous retirement-related departures presage a generational change in the company in the coming years. Many new colleagues will join us. Our way of working is to become even more independent from the workplace. This upcoming change requires that we are perceived as an attractive employer on the internal and external labour market. The roll-out of the new employer brand took place in 2019. This positions ÖBB as an employer with jobs and tasks with meaning. As: The employees of one of Austria's most important climate protection companies are already working today to ensure that future generations will also have more from life tomorrow.

In 2022, the ÖBB-Infrastruktur Group was one of the largest apprenticeship training companies in Austria, with approx. 1,800 apprentices (including apprentices General Private Foundation for Vocational Training). Under the motto "#nasicher", the aim is to continue to inspire more young people to take up training with the ÖBB Group. In addition, the proportion of apprentices who are taken on by the Group after completing their training is to rise sharply. A special focus is on training and taking on female apprentices, especially in technical professions. In 2020, the new training workshops were opened in Bludenz and Knittelfeld. Construction of the new education campus in St. Pölten was completed in 2022 and will provide an excellent training and education facility for many new generations.

Professional talent management and clear perspectives are intended to promote and motivate employees in order to secure existing know-how in the company and to enable the internal re-staffing of key employees. Career models support sustainable career management within the Group.

⁴⁹ VCÖ (Federal Environment Agency Data 2021).

⁵⁰ Data source: WKO 2022.

⁵¹ Study VCÖ and Austrian Hail Insurance.

G.2. General information

Legal framework

ÖBB-Infrastruktur AG is a reporting company within the meaning of the NaDiVeG (Sustainability and Diversity Improvement Act). Pursuant to § 267a of the Austrian Commercial Code - UGB (consolidated financial statements) and the Federal Act BGBl. I Nr. 20/2017 - NaDiVeG - this non-financial statement supplements the management report of the ÖBB-Infrastruktur Group. The non-financial statement is to include such information as is necessary for an understanding of the development and performance of the business, the position of the company and the impact of its activities, and shall, as a minimum, address environmental, social and employee affairs, respect for human rights and the fight against corruption and bribery. The management report is prepared and published annually and includes the non-financial statement required to be published in the separate financial statements pursuant to § 243b UGB and § 267a UGB (Consolidated non-financial statement of the ÖBB Infrastructure Group). Relevant consolidated disclosures in the Group management report for the separate financial statements are presented separately as "thereof disclosures". The information and data for the current management report refer to the 2022 financial year; the previous year's figures for 2021 are provided for comparison purposes. The disclosure of the non-financial statement of ÖBB-Infrastruktur AG takes into account: Federal Law Gazette (BGBl.) I Nr. 20/2017 - NaDiVeG - and the GRI standards (GRI = Global Reporting Initiative). This report has been prepared in accordance with the GRI Universal-Standards 2021. The reporting boundary includes ÖBB-Infrastruktur AG and its major subsidiaries.

Structure of the decision-making bodies

In the 2022 financial year, the Board of Management of ÖBB-Infrastruktur AG consisted of three persons, who are required to exercise the due care and diligence of a prudent and conscientious business manager in their function. Each member of the Executive Board is responsible for a department and is obliged to inform the other members of the Executive Board about important events in their area of responsibility. The allocation of responsibilities, cooperation, information and reporting duties of the Board of Management as well as a list of measures requiring the approval of the Supervisory Board are regulated in the rules of procedure for the Board of Management or the rules of procedure for the Supervisory Board.

The Supervisory Board is responsible for monitoring the management and determining the allocation of business. The basis for the activities of the Supervisory Board is primarily the German Stock Corporation Act (AktG), the Articles of Association, the Rules of Procedure for the Supervisory Board and the Federal Public Corporate Governance Code (B-PCGK). Together, the Supervisory Board and the Board of Management of ÖBB-Infrastruktur AG form the bodies for decisions relating to economic, ecological and social topics.

At the time of reporting, the following committees have been established in the Supervisory Board of ÖBB-Infrastruktur AG: Audit Committee, Infrastructure Investment Committee, Nominating/Personnel Committee, and Real Estate Committee. The task of the committees is, to prepare the negotiations and resolutions and then also to monitor the implementation of the resolutions for the Supervisory Board. In addition, committees may - insofar as the corresponding authority has been granted and mandatory legal provisions or the provisions of the B-PCGK do not stipulate the fulfilment of tasks by the full Supervisory Board - pass resolutions or make recommendations for resolutions.

In the financial year 2022, the Supervisory Board of the company consisted of nine members, six shareholder representatives (elected by the Annual General Meeting) (with women accounting for 50%) and three employee representatives (delegated in accordance with § 110 Labour Constitution Act - ArbVG). A member of the Board of Management of ÖBB-Holding AG, who also acts as Chairman of the Audit Committee and the Real Estate Committee, and the Secretary General of the Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology, who also chairs the Supervisory Board of the Company and the Infrastructure Investment Committee and the Nomination/Personnel Committee, are represented as stakeholders on the Supervisory Board of ÖBB-Infrastruktur AG and its committees. No member of the Management Board of ÖBB-Infrastruktur AG or its subsidiaries is also a member of the Supervisory Board of the company or its committees in accordance with § 90 (1) AktG.

When appointing the members of the Supervisory Board, each person proposed for election to the Annual General Meeting pursuant to § 87 (2) AktG - together with their curriculum vitae - outline their professional qualifications and their professional or comparable functions and confirm that there are no circumstances which raise concerns of partiality in connection with their activities on the Supervisory Board. In addition, it is confirmed that no board functions are held at any other company and that there are no business or personal relations with the company or its Management Board that constitute a conflict of interest or bias to the detriment of ÖBB-Infrastruktur AG. The members of the Supervisory Board of ÖBB-Infrastruktur AG were appointed at the company's Annual General Meeting held in 2020 for the maximum term stipulated in the Articles of Association or by law until the end of the Annual General Meeting that decides on the discharge for the financial year 2024.

The limited liability companies in which ÖBB-Infrastruktur AG holds an interest each have a management board, while ÖBB-Operative Services GmbH and ÖBB-Immobilienmanagement Gesellschaft mbH each have a Supervisory Board appointed as a controlling body. In all cases, the management of the partnerships (GmbH & Co. KGs) is the responsibility of the management of the respective GmbHs, which are appointed as general partners.

More detailed information on the composition of the Management Board of ÖBB-Infrastruktur AG, the Supervisory Board and its committees, as well as the management and the Supervisory Board of ÖBB-Operative Services GmbH and ÖBB-Immobilienmanagement Gesellschaft mbH, respectively, is available in the Corporate Governance Report 2022.

Sustainability management

Sustainability is an integral part of the ÖBB-Infrastruktur Group's business processes. Group targets and strategic approaches are defined by ÖBB-Holding AG and implemented in the subgroups within the framework of market and functional strategies. The development of effective measures and their targeted implementation is realised by the ÖBB-Infrastruktur Group acting on its own responsibility.

The strategy of the ÖBB-Infrastruktur Group ("#INFRA.Mobilitätswende" - see Chapter C.5.) was developed taking into account the key strategic challenges in the environment of ÖBB-Infrastruktur AG and internally within the company and was endorsed by a Supervisory Board meeting in April 2021. This resolution defined not only the vision but also the strategic goals of the subgroup. The integrated planning process of the ÖBB-Infrastruktur Group requires that the strategy and strategic goals are reviewed once a year and adjusted if necessary. A part of this review is also the evaluation of the materiality analysis, which is a central component of the environmental and internal analysis.

As early as 2008, a dedicated coordination unit was implemented at ÖBB-Holding AG for the Group-wide management of sustainability agendas. The position of Sustainability Coordinator was also established in the ÖBB-Infrastruktur Group by decision of the Board of Management in 2009. Sustainability management and non-financial reporting in the ÖBB-Infrastruktur Group are anchored in the Finance, Services, Real Estate board department of ÖBB-Infrastruktur AG and are coordinated by the sustainability team based there. The implementation of the programs and initiatives is basically the responsibility of the responsible business units together with the respective experts. Ongoing changes and the constant increase in EU requirements in the area of sustainability necessitate the provision of relevant further education and training as well as intensive interdepartmental coordination within the Group. There is also a regular exchange (partly at board level) with stakeholders outside the ÖBB Group, which has been intensified in recent years in line with demand.

Established meeting structures and processes ensure coordination and the transfer of information between the different levels in the company. Current developments and challenges in the area of sustainability are a fixed item on the agenda of the Supervisory Board meetings of the ÖBB-Infrastruktur Group, which take place five times a year. As a result of the supervisory board meetings, further measures are developed which are likely to have an impact on the (sustainability) strategy of the company. The non-financial statement is also an important part of the management report and consequently requires the attention of the supervisory board's audit committee. Sustainability issues are also addressed in the supervisory board meetings of the subsidiaries (e.g. ÖBB-Immobilienmanagement GmbH). Important matters that require a resolution are also submitted to the Executive Board meetings. In addition, the members of the Executive Board, the heads of the business units, the managing directors and the heads of staff of the subgroup exchange views on ecological, economic and social issues on a quarterly basis within the framework of a steering group and in topic-specific workshops. At the end of 2022, an additional bi-monthly INFRA Sustainability Board was implemented at this level. Strategic decisions for the subgroup, especially regarding key figures of the corporate strategy INFRA.Mobilitätswende, are also decided by the members of the Executive Board in the Corporate Development Board.

At the operational level, business units, staffs and subsidiaries of ÖBB-Infrastruktur AG exchange information, among other things, within the framework of the Environment and Sustainability Platform (see Chapter G.3).

A continuous exchange with ÖBB-Holding AG is also essential in order to define and work on focal points and current key topics of the ÖBB Group. In 2021, ÖBB-Holding AG established a sustainability board for this reason. At this level, the CEO, board members and managing directors of all subgroups have the opportunity to discuss the most important sustainability issues several times a year and to determine the strategic direction of the Group in these areas. In addition, a Group-wide sustainability platform has been established, where the respective sustainability officers from ÖBB-Holding AG and the sub-groups coordinate on a quarterly basis with regard to Group-wide sustainability topics and implementation measures for the ÖBB sustainability strategy.

The ÖBB Group has functioning control bodies or mechanisms that perform their tasks. The duties of the Supervisory Board are defined by law, the Articles of Association and the Rules of Procedure for the Supervisory Board. The highest supervisory body (Supervisory Board), which holds ordinary meetings five times a year and additional extraordinary meetings as required, is regularly provided with standardised reports on the topics of human resources, compliance, auditing, data protection, risk management, internal control system, security, sustainability and diversity in particular - in addition to the financial and activity reports as part of the Executive Board's report to the Supervisory Board submitted at almost every Supervisory Board meeting. Critical issues are also addressed with ad hoc reports to the Supervisory Board and information to the owner.

Materiality analysis

In addition to other instruments, the materiality analysis is a method that the ÖBB Infrastructure Group uses at regular intervals to identify and prioritise the issues that are essential to it and to set priorities in the development of measures. In addition, in accordance with the guidelines of the Global Reporting Initiative (GRI), the focus of sustainability reporting is on materiality. This means that companies are increasingly focusing their reporting on topics that are of great importance to them and their stakeholders.

In 2015, ÖBB-Group conducted its first materiality analysis with the involvement of its stakeholders; this was updated in 2018. The aim was to identify and prioritise those topics that are essential for both the ÖBB Group and the stakeholders. This approach simultaneously served to contact and consult with both key internal and external stakeholders.

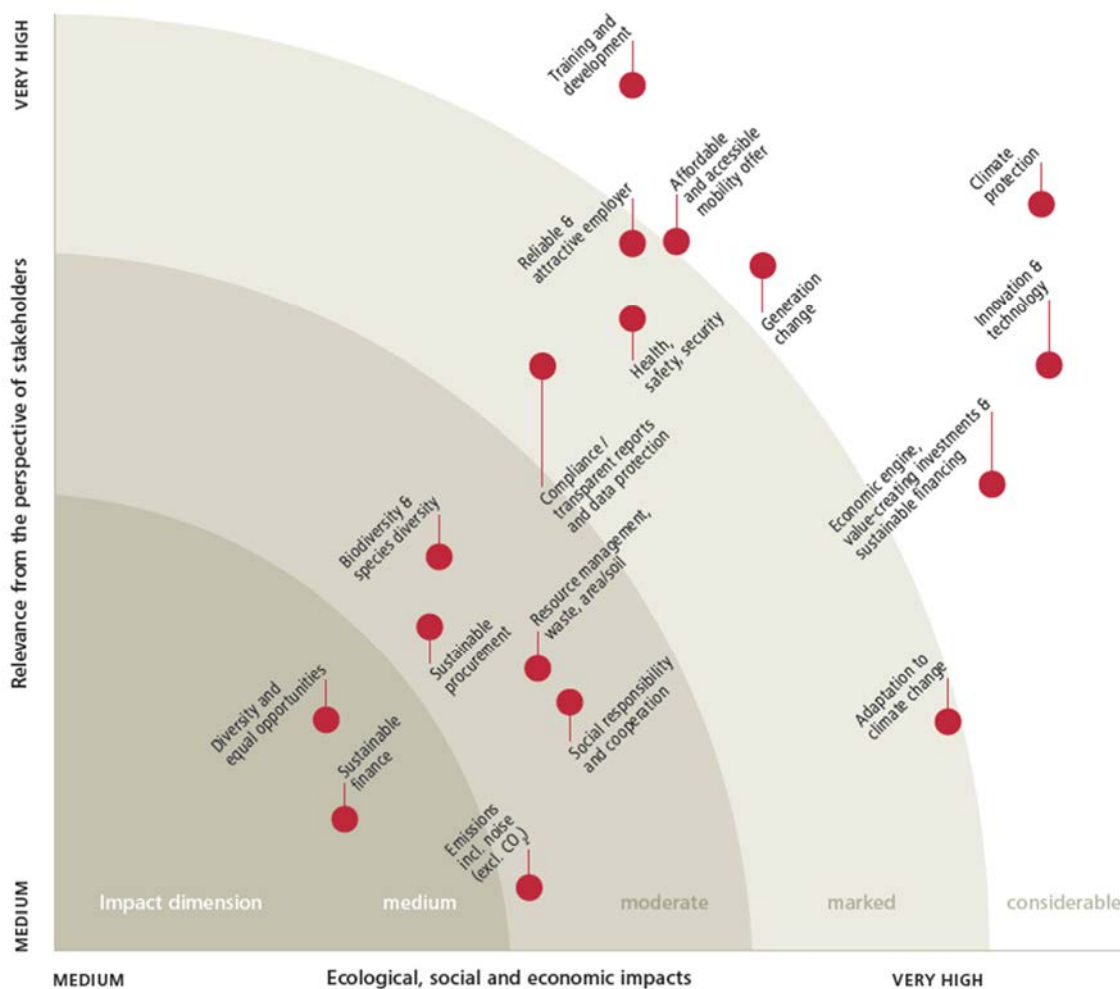
Updating the key sustainability topics

In 2021, the material topics were reassessed as part of a new edition of the materiality analysis. The relevance and importance of these topics was assessed in the stakeholder survey (internal and external) conducted in autumn 2021 on the basis of the 17 building blocks of ÖBB's sustainability strategy. Approx. 2,700 people were asked to participate in the survey as internal and external stakeholders (private customers, business customers, employees, investors, suppliers, interest groups and the specialist public, politicians and regulators, the public & media) in order to assess the relevance of the individual sustainability modules. Although the stakeholder survey was conducted by ÖBB-Holding AG, the requirements specific to the ÖBB-Infrastruktur Group were taken into account.

The ÖBB Infrastructure Group also conducted internal expert interviews and workshops in 2021 in order to gain a fundamental understanding of the risks and opportunities of the ÖBB Infrastructure Group in the context of sustainability (economy, ecology and social issues). The most important risks and opportunities of the ÖBB Infrastructure Group with regard to sustainability were identified in these encounters based on a broad spectrum of perspectives of the participants and a resulting final list of 20 risks was evaluated in an online tool (more information in the next paragraph). These results were combined with those of the stakeholder survey - the result is the ÖBB-Infrastruktur Group materiality matrix, which was submitted to the Supervisory Board.

In 2022, the main topics were analysed again in the course of the strategy review, especially with regard to current developments such as the energy crisis (see also Chapter B.2). The challenges as defined in the corporate strategy remain and therefore there were no changes in the main topics compared to the previous year.

The materiality of ÖBB-Infrastruktur Group



Those topics in the two upper materiality ranges (pronounced and considerable) were identified as material topics of high importance, and the topics in the two lower ranges (medium and moderate) are also considered as further topics. The relevant information is explained in the following chapters under the respective concerns (environmental, social and employee concerns, respect for human rights and combating corruption and bribery). Some topics are included in other sections of the management report (or outside Chapter G). The respective chapter and page references are available from the GRI Content Index (Chapter G.7.).

Key topics of significant importance	Concerns / Chapter
<ul style="list-style-type: none"> - Climate Protection - Innovation and Technology - Economic engine, Value-creating Investments and Sustainable Financing - Training and further education - Generational change - Affordable and accessible mobility services - Adaptation to climate change - Health / Safety / Security - Reliable and Attractive Employer - Compliance / Transparent Reports and Data Protection 	<ul style="list-style-type: none"> - Environment - Social and workers - Chapter G.1 - Social and workers - Social and workers - Social and workers - Environment - Social and workers - Social and workers - Combating corruption and bribery

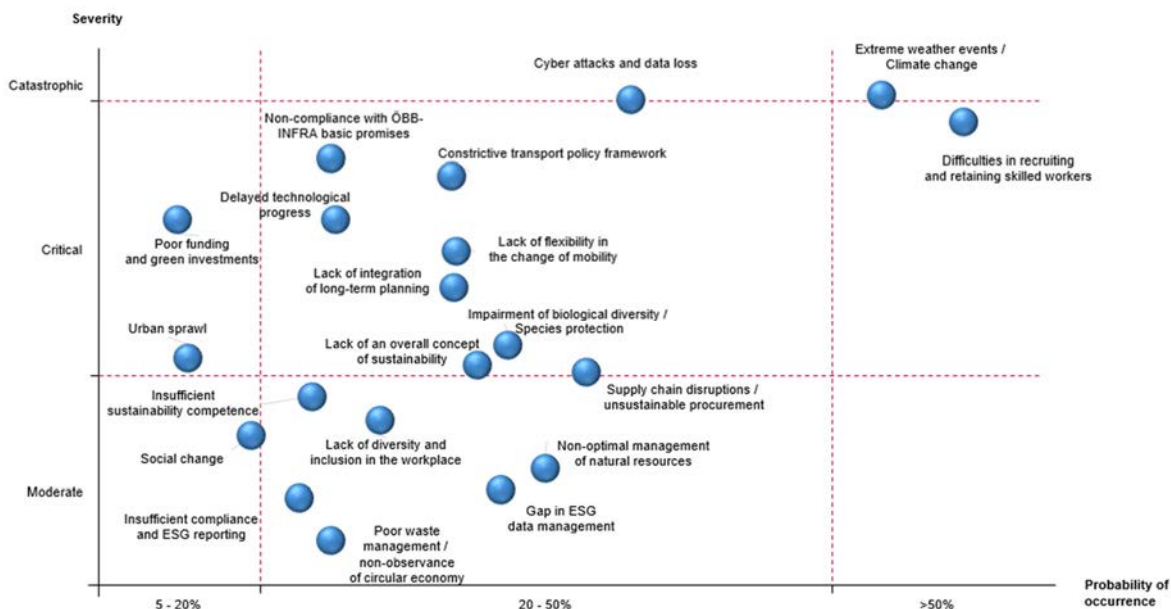
Further topics	Concerns / Chapter
<ul style="list-style-type: none"> - Social responsibility and cooperation - Resource management, waste, land / soil - Biodiversity & Species Diversity - Emission incl. noise (excl. CO₂) - Sustainable Procurement - Sustainable Finance - Diversity and equal opportunities 	<ul style="list-style-type: none"> - Social and workers - Environment - Environment - Environment - Environment - Environment - Social and workers

ESG risk and impact analysis

It is essential to recognise ESG opportunities and risks (ESG = Environment, Social, Governance) in good time in order to better prioritise them, to develop strategies (further) and to implement targeted management measures.

In 2021, ÖBB-Infrastruktur AG therefore performed an ESG risk assessment (based on a Dynamic Risk Assessment). In the course of expert interviews and workshops with more than 20 internal participants from various areas of the company, risks with regard to sustainability were identified.

In the first step, a basic understanding of the main risks and opportunities of ÖBB-Infrastruktur AG was created through individual discussions with selected experts from various functions of the company (using a structured questionnaire). These affairs were then discussed in a workshop with 24 participants to consider risks and trends that could pose current or future risk implications for the industry. Individual discussions and the workshop provided the basis for identifying and grouping frequently mentioned risks. A final list of 20 risks was implemented in an interactive online tool and individually evaluated by all participants in terms of severity, probability of occurrence, interconnectedness and speed of occurrence. The following figure shows the result of the risk assessment in the dimensions of probability of occurrence and severity.



This method of risk assessment additionally allows to identify the links and impacts between individual risks as well as to map risks that are most often seen in context (scenarios). The evaluations support ÖBB-Infrastruktur AG in minimising risks in a targeted manner. The result of the ESG risk assessment was furthermore used to define the x-axis of ÖBB-Infrastruktur AG's materiality matrix.

The following table lists the 20 risks identified for ÖBB-Infrastruktur AG on the basis of internal expert interviews and group workshops. Legal measures minimize the impact on economic, environmental and social concerns. In addition, the corresponding ESG opportunities were developed in 2022 and also presented in this table. The numbering in the last column shows the structure of the sustainability modules for the ÖBB Group and is not a cross-reference to the information in this report.

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Extreme weather events / Climate change	<ul style="list-style-type: none"> - Implementation of ÖBB's climate protection strategy to reduce the CO₂ footprint - Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions - Thermal renovation of buildings - Further greening of the energy mix - Expansion of electricity generation from renewable energy: Hydropower, photovoltaics, wind - Efficient use of air-conditioning systems, but also pushing alternative solutions (vertical and horizontal forms of greenery - natural shading) - Promotion of bicycles for commuting - Construction and maintenance of Bike & Ride facilities - Continuous expansion / conversion of the e-fleet at Rail&Drive and the ÖBB vehicle fleet - Diverse projects on climate change adaptation and natural hazard management - Rockfall and avalanche obstructions - infra:wetter: Warnings, for example heavy rain, thunderstorms, snow amounts, etc. - Natural hazard map - Water-permeable surface sealing on forecourts and park & ride facilities - Phasing out oil-fired heating systems by 2030 & fossil gas heating systems by 2034 	<ul style="list-style-type: none"> - Energy supply independent of the market - Increasing the attractiveness of the rail system and thereby increasing the switch to climate-friendly mobility - Employee retention - Development of new services - Accelerated capacity expansion - Potential acceleration of EIA procedures for construction projects 	<ol style="list-style-type: none"> 1. Climate Protection 2. Adaptation to climate change

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Economy, Social affairs	Difficulties in recruiting and retaining skilled workers	<ul style="list-style-type: none"> – Job offensive: Presence at various target group-specific recruiting events, cooperation with educational institutions – Employer-Branding – Targeted health promotion for employees – Creation of framework conditions to promote work capability, for example through healthy leadership and addiction prevention, consulting on work capability – Occupational reintegration – Regular employee survey – Equal opportunities regardless of language, gender and gender identity, age, sexual orientation, origin and religion – Leadership development – Extensive range of internal and external professional and personal training opportunities – Wide range of career opportunities within the company thanks to the possibility of moving within the Group – Fairness and flexible working time models – Measures to reconcile work and family: flexible working hours, teleworking, ÖBB child care – Mentoring programs for diverse target groups – Apprenticeship training – Priority programs to increase the proportion of women – Programme “HR 2025” 	<ul style="list-style-type: none"> – Qualified and motivated employees – Relevant know-how in the company through recruitment of skilled workers – Sustainable corporate success – Increasing MA diversity – Strengthening own education & training initiatives – Accelerating the implementation of new, more flexible working models – Developing innovative, attractive incentive systems 	<p>14. Reliable and Attractive Employer</p> <p>15. Generation Change</p> <p>17. Training and further education</p>
Economy, Social affairs	Cyber attacks and data loss	<ul style="list-style-type: none"> – Information Security Next Level" program for the creation of a detailed set of rules for information security – Optimisation of information security reporting for top management – Expanding the InfoSec organisation to address the increased global threat environment – Initiation / implementation of NIS-G compliance (completion by Q4 2022) – Extension of the existing security incident and event management system (SIEM) – Expansion of forensic follow-up by means of risk-based vulnerability analysis 	<ul style="list-style-type: none"> – Increasing operational safety – Increasing cyber resilience – Balancing digitalisation and security objectives 	<p>7. Innovation and Technology</p> <p>10. Health / Safety / Security</p> <p>12. Compliance / Transparent reports and data protection</p> <p>16. Economic engine, Value-creating Investments and Sustainable Financing</p>

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Constrictive transport policy framework	<ul style="list-style-type: none"> – Targeted awareness raising or representation of interests – Economic effects of railway capital expenditure – Economic effects of railway operation – Further efficiency improvement programs in production (quality, attractiveness) – PRIME Status in ISS ESG Rating 	<ul style="list-style-type: none"> – Strengthening existing competitive advantages of the rail system as a differentiating feature – Securing future financing – Expansion of lobbying competence – Reduced pressure in achieving the ambitious investment program of the next years 	<ol style="list-style-type: none"> 1. Climate Protection 2. Adaptation to climate change 3. Emission incl. noise (excl. CO₂) 7. Innovation and Technology 9. Affordable and accessible mobility services 13. Social Responsibility and Cooperation 16. Economic engine, Value-creating Investments and Sustainable Financing
Economy, Social affairs	Non-compliance with basic promises of ÖBB-Infrastruktur AG	<ul style="list-style-type: none"> – Safety management system – Group-wide operational safety index – Human rights training for security personnel (ÖBB-Operative Services GmbH & Co KG) – Targeted deployment of security personnel – Increased presence of emergency forces at flashpoints – Implementation of technical improvements, e.g. further expansion with 500 Hz magnets to reduce the risk of collision – Further development of the safety culture and introduction of a new corporate value "Living Safety" – Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions – Blackout crisis exercises and infrastructure development project to strengthen blackout resilience – OCC contingency concept within the framework of the operational management strategy 	<ul style="list-style-type: none"> – Credibility / Reputation – Increase in productivity, capacity and quality – Employee: satisfaction – Customer-centricity to safeguard basic promises 	<ol style="list-style-type: none"> 2. Adaptation to climate change 7. Innovation and Technology 10. Health / Safety / Security 16. Economic engine, Value-creating Investments and Sustainable Financing

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Lack of flexibility in the change of mobility	<ul style="list-style-type: none"> - ÖBB Rail&Drive-Carsharing - Construction and maintenance of Bike & Ride facilities - Smart maintenance - Alternative drives - Train preparation and shunting of the future (DAC - digital automated coupler) - F&E program - Tools and platforms for increasing innovation potential (e.g., through idea workshops, innovation programs, open innovation platforms) - Creation of priority topics for the implementation of specific measures (integrated mobility, digitalisation of customer information, services at the station) - Digitalisation, other ways of communicating and obtaining information 	<ul style="list-style-type: none"> - Increasing the attractiveness of the railway system through successfully integrated mobility offers - New business models & services for customers - Topic and innovation leadership (mobility), - Customer acquisition 	<ul style="list-style-type: none"> 1. Climate Protection 3. Emission incl. noise (excl. CO₂) 7. Innovation and Technology 9. Affordable and accessible mobility services 13. Social Responsibility and Cooperation
Ecology, economy and social affairs	Delayed technological progress	<ul style="list-style-type: none"> - Automation of rail transport - Digital models and simulation in the digital twin - Modernisation of the vehicle fleet - Smart maintenance - Alternative drives rail and road - Train preparation and shunting of the future (DAC - digital automated coupler) - F&E program - Tools and platforms for increasing innovation potential (e.g., through idea workshops, innovation programs, open innovation platforms) - Creation of priority topics for the implementation of specific measures (integrated mobility, digitalisation of customer information, services at the station) - Digitalisation, other ways of communicating and obtaining information - Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions 	<ul style="list-style-type: none"> - Increasing productivity, capacity and quality through innovation and technological progress - Increasing the lifespan of existing technologies - Promoting technology partnerships, joint ventures & co. 	<ul style="list-style-type: none"> 7. Innovation and Technology 9. Affordable and accessible mobility services 15. Generation Change 16. Economic engine, Value-creating Investments and Sustainable Financing 17. Training and Further Education

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Lack of integration of long-term planning	<ul style="list-style-type: none"> – Climate protection established as a top strategic priority throughout the Group (sustainability/climate protection strategy) – Topic of climate protection prepared in a structured manner (ambition / goals, strategic directions with initial measures defined) – Implementation of ÖBB's climate protection strategy to reduce the CO₂ footprint – Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions – Investments in accordance with the framework plan 	<ul style="list-style-type: none"> – Credibility / Reputation – Sustainable corporate success – Developing new approaches to planning – Long-term planning through the use of new strategic foresight and scenario techniques 	All 17 building blocks
Ecology, economy and social affairs	Supply chain disruptions / unsustainable procurement	<ul style="list-style-type: none"> – Promotion of sustainable production suppliers – Consideration of sustainability criteria in the procurement process. – Supplier assessment through supplier management system – Support for the "Railponsible" initiative and the use of the "Ecovadis" sustainability platform – Transparency in the award criteria using TCO models (life cycle assessment) – Supplier codex – Promotion of the recycling economy – Expansion of capacities for own generation of traction current – Trading partner monitoring or rolling procurement in the energy sector 	<ul style="list-style-type: none"> – Cost and material savings through efficient resource management and circular economy – Reducing greenhouse gas emissions – Competitive advantage – Development of new supplier markets and diversification of the supplier structure – Optimisation of the supply chain – Reducing dependencies 	4. Resource management, waste, land / soil 6. Sustainable Procurement 16. Economic engine, Value-creating Investments and Sustainable Financing

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Impairment of biological diversity / Species protection	<ul style="list-style-type: none"> – Use of lighting alternatives – Optimal use of lighting, through sensible planning / implementation – Avoidance, mitigation, compensation and replacement measures for interventions in the landscape ecosystem – Biological monitoring and mapping of areas of interest – Bird protection measures on power lines and glass surfaces – Use of autochthonous, regional seeds and plants – Measures to control invasive neophytes – Planting flower meadows and promoting beekeeping on railway land – R&D project on wildlife warning systems for railway installations – Continuous optimisation measures of the spraying equipment of the chemical vegetation control by optical green recognition – Multiple R&E projects for glyphosate phase-out and replacement with efficient chemical, physical, and mechanical alternatives – Eco-forest islands – Danube Free Sky Project – Sealing of traction current pylons to prevent heavy metal contamination in the soil 	<ul style="list-style-type: none"> – Preservation and promotion of biodiversity – Development of new collaborations and implementing new biodiversity / conservation initiatives 	<ol style="list-style-type: none"> 1. Climate Protection 2. Adaptation to Climate Change 4. Resource management, waste, land / soil 5. Biodiversity & Species Diversity
Ecology, economy and social affairs	Poor funding and green investments	<ul style="list-style-type: none"> – Compliance instruments and code of conduct – Objectification of the sustainability performance based on the audit by external rating agencies – Presentation of the economic added value of railway capital expenditure – Requirement of sustainability certificates within the framework of the tender procedure. – Audit procedures by ICS, auditors, SCHIG and Auditor General's Office – Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions – Investments in accordance with the framework plan – PRIME Status in ISS ESG Rating 	<ul style="list-style-type: none"> – Credibility / Reputation – Securing future financing through new financing strategies 	<ol style="list-style-type: none"> 7. Innovation and Technology 8. Sustainable Finance 16. Economic engine, Value-creating Investments and Sustainable Financing

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Lack of an overall concept of sustainability	<ul style="list-style-type: none"> – Climate protection established as a top strategic priority throughout the Group (sustainability/climate protection strategy) – Topic of climate protection prepared in a structured manner (ambition / goals, strategic directions with initial measures defined) – Implementation of ÖBB's climate protection strategy to reduce the CO₂ footprint – Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions – PRIME Status in ISS ESG Rating 	<ul style="list-style-type: none"> – Credibility / Reputation – Sustainable corporate success through a holistic concept – Development of sustainability as an integral part of corporate management 	All 17 building blocks
Ecology, economy and social affairs	Non-optimal management of natural resources	<ul style="list-style-type: none"> – Resource-efficient approach to the use of raw materials, water, land / soil, for example, through: – Savings in reinforcing steel – Use of wood as a building material – Use of "green concrete" – Alternative construction methods, e.g. free-form shell / wildlife bridge – Component preparation and reuse of, for example, rails, sleepers and track ballast – Promotion of the recycling economy – Avoidance, mitigation, compensation and replacement measures for interventions in the landscape ecosystem 	<ul style="list-style-type: none"> – Cost and material savings through efficient resource management and circular economy – Reducing greenhouse gas emissions – Increased supply chain resilience – Reduced dependency through forced circular economy 	<ol style="list-style-type: none"> 1. Climate Protection 4. Resource management, waste, land / soil 5. Biodiversity & Species Diversity 6. Sustainable Procurement

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Economy, Social affairs	Lack of diversity and inclusion in the workplace	<ul style="list-style-type: none"> – Protect and demand respect for human rights from employees, partners and suppliers – Human rights training for security personnel (ÖBB-Operative Services GmbH & Co KG) – Gender equality policy and regional gender equality officers – Diversity management with strategic diversity goals and diversity report – Equal opportunities regardless of language, gender and gender identity, age, sexual orientation, origin and religion – Increase intercultural competence through ÖBB language learning exchange, intercultural theme events etc. – Disability-Management – Communication measures and further training programs – Active integration of refugees in the apprenticeship system – Priority programs to increase the proportion of women – Women’s Career Index 	<ul style="list-style-type: none"> – Promoting innovative strength through diversity in the workplace – Employee satisfaction – Positioning as an attractive employer – Improved recruitment opportunities (by broadening the applicant base) 	11. Diversity and Equal Opportunity 15. Generation Change
Ecology, economy and social affairs	Insufficient sustainability competence	<ul style="list-style-type: none"> – Climate protection established as a top strategic priority throughout the Group (sustainability/climate protection strategy) – Topic of climate protection prepared in a structured manner (ambition / goals, strategic directions with initial measures defined) – Implementation of ÖBB’s climate protection strategy to reduce the CO₂ footprint – Development and implementation of the ÖBB-Infrastruktur AG corporate strategy #INFRA.Mobilitätswende with six strategic directions – Continuous development and enhancement of sustainability competence of employees and required resources 	<ul style="list-style-type: none"> – Credibility / Reputation – Relevant know-how in the company through sustainability experts – Standardised integration of sustainability competence in personnel development 	All 17 building blocks

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Urban sprawl	<ul style="list-style-type: none"> – Stakeholder dialogues and customer journeys to improve accessibility/convenience – Development of integrated mobility offers – Increase the attractiveness of railway stations and stops in rural regions 	<ul style="list-style-type: none"> – Increasing the attractiveness of the railway system through successful integrated mobility offers – Development of new services and offers 	<ul style="list-style-type: none"> 1. Climate Protection 4. Resource management, waste, land / soil 5. Biodiversity & Species Diversity 9. Affordable and accessible mobility services
Ecology, economy and social affairs	Gap in ESG data management	<ul style="list-style-type: none"> – Objectification of the sustainability performance based on the audit by external rating agencies – Audit procedures by ICS, auditors, SCHIG and Auditor General's Office – Continuous development and enhancement of sustainability competence of employees and required resources 	<ul style="list-style-type: none"> – Efficiency increase – Sustainable corporate success through strategic planning – Securing future financing – Creation of an integral ESG data centre and dashboard 	All 17 building blocks

Impact	Risks	Measures (excerpt)	Opportunities	Essential / further topics (sustainability components of the ÖBB Group)
Ecology, economy and social affairs	Social change	<ul style="list-style-type: none"> - Customer service and customer satisfaction surveys - Market research - Continuous further development of accessibility at stations - Stakeholder dialogues and customer journeys to improve accessibility/convenience - Development of integrated mobility offers - Increase the attractiveness of railway stations and stops in rural regions - Social commitment through support of the fund-raising campaign "Licht ins Dunkel" (Light into Darkness), safety training in schools, promotion of pupils with a migration background, Team ÖBB, Orphan Support Association 	<ul style="list-style-type: none"> - Increasing the attractiveness of the railway system through successful integrated mobility offers - Enabling accelerated expansion of capacities 	<p>7. Innovation and Technology 9. Affordable and accessible mobility services 13. Social Responsibility and Cooperation</p>
Ecology, economy and social affairs	Insufficient compliance and ESG reporting	<ul style="list-style-type: none"> - Comprehensive compliance management system established - Compliance officer for prevention, early detection - Code of conduct as a binding code of conduct with behavioural guidelines - Compliance training and consulting - Anti-corruption unit - Objectification of the sustainability performance based on the audit by external rating agencies - Requirement of sustainability criteria within the framework of award procedures - Audit procedures by ICS, auditors, SCHIG and Auditor General's Office 	<ul style="list-style-type: none"> - Credibility / Reputation - Securing future financing - ESG Compliance & Reporting as stakeholder management tool 	<p>1. Climate Protection 12. Compliance / Transparent reports and data protection 13. Social Responsibility and Cooperation</p>
Ecology, economy and social affairs	Poor waste management / non-observance of circular economy	<ul style="list-style-type: none"> - Resource-efficient approach to the use of raw materials, water, land / soil, for example, through: <ul style="list-style-type: none"> - Savings in reinforcing steel - Use of wood as a building material - Use of "green concrete" - Alternative construction methods, e.g. free-form shell / wildlife bridge - Component preparation and reuse of, for example, rails, sleepers and track ballast - Promotion of the recycling economy 	<ul style="list-style-type: none"> - Cost and material savings through efficient resource management and circular economy - Reducing greenhouse gas emissions 	<p>3. Emission incl. noise (excl. CO₂) 4. Resource management, waste, land / soil 6. Sustainable Procurement</p>

Non-financial key indicators

Overview of the most important non-financial key indicators	2022	2021	Unit
General			
Railway line (construction length)	4,935	4,965	Kilometres
Passenger stations (transport stations)	1,037	1,038	Number
Train kilometres travelled annually	163.8 million	156.6 million	Kilometres
Transport volume	82.2 billion	78.7 billion	Gross tonne-kilometres/year
Punctuality in passenger transport total, all railway undertakings ¹⁾	95.4	96.7	Percent
Punctuality in goods transport total, all railway undertakings ¹⁾	75.2	77.8	Percent
Customer satisfaction ²⁾	n/a	n/a	Score out of 100
Corporta rating (ISS ESG - Institutional Shareholder Services) ³⁾	n/a	n/a	Rating Grade
Environment			
Chemical vegetation control	1.2	5.3	Tonnes
Traction power from Austrian renewable energies ⁴⁾	100	100	Percent
Electrification of the railway network	74	74	Percent
Total energy demand ⁵⁾	461	464	Gigawatt hours
Total emissions ⁵⁾	44,585	42,858	Tons of CO ₂ eq
Water consumption	2.0 million	2.1 million	Cubic meter
Total waste ⁷⁾	6,696,910	5,433,121	Tonnes
External car sharing stations	44	38	Number
Total number of bike & ride parking spaces	50,791	48,881	Number
Total area of ÖBB-Infrastruktur AG	189.4	189.6	Square kilometres
Trees in the tree register (reporting date Dec 31)	10,246	10,423	Number
Rockfall and avalanche obstructions	204	202	Kilometres
Noise barriers and dams	1,025	1,013	Kilometres
Social and employee topics			
Active employees and apprentices	18,374	18,435	Persons
<i>thereof ÖBB-Infrastruktur AG</i>	16,355	16,426	Persons
Tenured employees	7,678	8,517	Persons
<i>thereof ÖBB-Infrastruktur AG</i>	6,827	7,575	Persons
Apprentices	1,498	1,523	Persons
<i>thereof ÖBB-Infrastruktur AG</i>	1,498	1,523	Persons
Average age in Austria (excl. apprentices)	45.0	45.5	Years
<i>thereof ÖBB-Infrastruktur AG</i>	44.5	45.1	Years
Percentage of women (incl. apprentices)	11.0	9.9	Percent
<i>thereof ÖBB-Infrastruktur AG</i>	9.5	8.5	Percent
People with disabilities	2.7	2.9	Percent
<i>thereof ÖBB-Infrastruktur AG</i>	2.5	2.8	Percent
Accessibility			
Train stations that are modern and barrier-free	430	398	Number
Research			
Research and development projects in progress (reporting date Dec 31, 2021)	80	89	Projects
Safety			
Passenger transport		78 times safer than road ⁸⁾	
Transport of dangerous goods		42 times safer than road ¹⁰⁾	

Additional information on the non-financial key indicators is available in the following text passages:

n.a.: current value for the respective year not available (e.g. due to COVID-19 pandemic)

¹⁾ The threshold for punctuality is five minutes for passenger transport and thirty minutes for goods transport.

²⁾ No Group-wide customer satisfaction survey was conducted in 2022.

³⁾ The last corporate rating of ÖBB-Infrastruktur AG took place in December 2020.

⁴⁾ Refers to customers who purchase traction current from ÖBB-Infrastruktur AG.

⁵⁾ The reported total energy demand in GWh is made up of the energy sources traction current, three-phase current, natural gas, district heating, district cooling, heating oil, liquid gas, metallurgical coke, wood pellets and fuel consumption. In 2022, diesel consumption by the shunting locomotives was included in total energy demand.

⁶⁾ Scope 1 und Scope 2 market based. In 2022, diesel consumption by the shunting locomotives was included in total emissions.

⁷⁾ There is a deviation of 0.004% in the 2021 data due to a system change in FY 2022.

⁸⁾ Traffic fatalities per 10 billion passenger kilometres (years 2018 to 2020 in Austria), source: UBA 2021, BMK 2021, Statistik Austria 2021, graph: VCÖ 2021.

⁹⁾ Hazardous goods accidents per billion tonne-kilometres calculated over the average of the years 2004 to 2013, Source: Pro-Rail Alliance based on Federal Statistical Office.

G.3. Environmental concerns

General information

ÖBB-Infrastruktur Group plans, builds and operates rail infrastructure facilities in all nine federal provinces and is obliged by various legal requirements to avoid negative impacts on protected assets such as water, soil, air, animals, plants and their habitats, humans, cultural assets, etc. as far as possible and to mitigate or compensate for unavoidable impacts. In addition, the ÖBB-Infrastruktur Group operates a certified integrated management system (IMS), which also includes environmental management in accordance with ISO 14001. Within the framework of the IMS policy, the ÖBB-Infrastruktur Group is committed to the goals of creating or maintaining a safe and future-oriented infrastructure, safe and punctual operations, healthy employees, efficient and sustainable use of resources, and satisfied customers in accordance with the precautionary principle. Interested parties have access to the IMS policy via the homepage. A core component of environmental management in accordance with ISO 14001 is also the management of environmentally relevant opportunities and risks as well as environmentally relevant emergency preparedness and hazard prevention.

See also Chapter F for further information on the risk management process of the ÖBB-Infrastruktur Group, as well as Chapter G.2. regarding the handling of ESG risks.

In order to secure the sustainability advantage of the ÖBB Group and to remain the pioneer for environmentally friendly mobility solutions in Austria, strategic directions (see Chapter C.5.) have been defined. These support existing Group goals and ensure long-term win-win situations for society, the environment and the ÖBB Group.

Environmental guidelines, environmental assessment, environmental program

The environmental guidelines of the ÖBB-Infrastruktur Group are the guideline for categorising the significant environmental aspects, which are determined by the environmental assessment. The environmental assessment is performed with the support of the environmental information system of ÖBB-Infrastruktur AG and is the starting point for the environmental programs of the divisions, staffs and subsidiaries at the operational level. Monitoring and the exchange of information take place within the framework of the Environment and Sustainability Platform, whose task is a sub Group-wide exchange and the advancement of environmental topics. The key environmental affairs identified at the strategic level in the materiality matrix are also a regular topic of the Environment and Sustainability platform.

Climate protection

Climate change is one of the great challenges of these times. The ÖBB Group makes a significant contribution to Austria's climate protection by shifting traffic to rail but the potential for modal shift is far from exhausted. The goals of the EU Green Deal (goal: climate-neutral economy by 2050) and the national target of climate neutrality in Austria from 2040 reinforce the importance of rail and public transport. The main obstacles lie in the area of transport policy framework conditions and the distortions of competition resulting from the lack of true costs and the lack of implementation of the polluter-pays principle.

The ÖBB Group has set itself ambitious goals with the ÖBB Climate Protection Strategy 2030:

- CO₂ neutrality in the mobility sector by 2030,
- CO₂ neutrality in the Group 2040 to 2050 as well as
- Continuing the modal shift by enhancing the attractiveness of the system and expanding capacity through both conventional expansion and the use of new technologies.

The ÖBB-Infrastruktur Group plays an important role in the implementation of these ambitious goals and has set strategic goals for this purpose as part of its corporate strategy (see Chapter C.5.). The use of climate-friendly hydropower makes an important contribution to the ÖBB Group's CO₂ footprint. This approach enables the ÖBB Infrastructure Group to significantly support the achievement of Austria's climate targets. Key levers for achieving the target are the further electrification of rail lines, the use of alternative drive technologies on rail and road, the expansion of renewable energies and the increase in energy efficiency.

Objectives

Aim	KPI	Ambition Target year	2022	2021
Phasing out oil heating systems by 2030 (Basis 2019: 256 pieces)	Number of oil heating systems	0	221	233
Phase out fossil gas heating systems by 2034 (Basic 2022: 1,268 pieces)	Number of fossil gas heating systems	0	1,268	n / a
Increasing the degree of electrification to 85% by 2030 and to 89% by 2035	% electrified route network	85% / 89%	74	74
Increasing ÖBB's own production from renewable energies to 40% in the traction current sector by 2030	% Share of renewable energy in traction current	40%	26%	37%
Increasing energy efficiency by more than 30% by 2030 (base year 2017)	kWh / train-km	2.15	2.86	3.07
100% electrification of the Vehicle fleet-Road by 2030 (class M1).	% E-vehicles Road (class M1)	100%	12.34%	8.44%

The short-term decline in the share of own generation of traction current from 37% to 26% is mainly due to two temporary effects caused by the budding construction projects. Firstly, the former Obervellach I power plant was decommissioned in May 2022 in the course of the Obervellach II project. In addition, one of the reservoirs of the ÖBB infrastructure group was lowered at the end of 2021 due to construction work. These technical factors were compounded by the exceptionally low precipitation levels, which had a negative impact on own hydropower generation.

Energy

The ÖBB Group needs electricity, gas and heat to supply the trains as well as the operating facilities (e.g. stations, operating sites).

The energy supply of the electrified Austrian railway network is ensured by the traction power supply system. Some 8,000 km of overhead lines are supplied via approx. 60 substations, which in turn are connected via a 2,000 km long traction current network (110/55 kV).

Since 2018, the ÖBB Group has exclusively used green traction current from 100% renewable energy sources. A large part of the electricity required for operations comes from eight ÖBB hydropower plants (seven produce traction current, one three-phase), four partner hydropower plants and currently six traction current solar power plants. Since the end of 2022, the wind power plant in Höflein has also been feeding 6.75 GWh into the overhead line of the Eastern Railway (Vienna - Budapest). In addition, by feeding energy directly into the railway's own grid, existing renewable energy resources are used where consumption occurs. This direct link between electricity generation and rail transport is a successful example of sector coupling (power-to-mobility). This relieves the public electricity grid and losses for conversion and transport are avoided. The remaining amount of green traction current required is purchased from the market. Seven frequency converters connect the traction current network, which is operated at a frequency of 16.7 Hz, to the public 50 Hz networks. The electricity obtained via these frequency converters also comes 100% from renewable energy sources (secured with guarantees of origin).

In a second step, the three-phase power supply of all stations, offices, workshops and other operating facilities was also converted to electricity from 100% renewable energy sources in 2019. Photovoltaic systems that produce 50 Hz three-phase current generate it directly where it is used. 50 Hz photovoltaic facilities therefore supply the buildings and operating facilities with green electricity.

Expansion of renewable energy

ÖBB's own production of sustainable electricity is at the heart of its ambitious climate protection strategy. Investments in the expansion of renewable energy will continue to increase until 2030. The ÖBB Group has been a pioneer in electromobility for over 100 years. ÖBB-Infrastruktur AG already produces approx. one third of its own traction current from hydropower.

When new power plants are built, care is taken to ensure that additional impacts are minimised or that the conditions for achieving good ecological status are restored. Fish ladders have been built in existing power plants and the measures of the national water management plan are being implemented.

The Tauernmoos power plant project - construction of a pumped storage power plant with a capacity of 170 MW - will enable the hitherto unused energy potential between the two largest existing reservoirs, Tauernmoossee and Weißsee, to be exploited. The pumped storage power plant with an additional annual production of approx. 16 GWh will not pollute any further water bodies.

The "Obervellach II power plant" project will replace the existing Obervellach and Lassach power plants, with due regard to the European water management framework conditions. The Obervellach and Lassach hydropower plants, which have been in operation for more than 90 and 100 years respectively and have reached the end of their technical service life, were therefore decommissioned in May 2022 and November 2021 respectively. The new power plant will have an annual energy production of about 125 gigawatt hours (GWh) after renovation, which means an increase in electricity production of more than 35% at the site in Kärnten.

The reinvestment project "Spullersee power plant, site optimisation" also makes a significant contribution to achieving these strategic objectives. The power plant underwent the largest rebuild project in its around 100-year history. The renewal of the penstock and gallery pipeline brought the power plant up to the state of the art in 2021 and secured the traction power supply in Vorarlberg. In addition, the increasing volume of rail traffic and in particular the densification of rail traffic (interval timetable) requires an increase in the performance of the traction current system. The Spullersee power plant uses domestic hydropower and is used to supply environmentally friendly, CO₂-free traction current as fuel for the "green railway".

Besides the projects to expand hydropower, ÖBB-Infrastruktur AG is also pushing to expand the railway's own photovoltaic and wind power plants. In the area of 50 Hz photovoltaic systems, the expansion programme launched in 2020 consistently progressed. In addition to the 39 existing plants with an annual electricity production of approx. 4,300 MWh at the end of 2021, 23 50 Hz plants with an annual electricity production of approx. 2,600 MWh were built in 2022.

ÖBB is a pioneer in the field of 16.7 Hz photovoltaic technology. In 2015, the world's first 16.7 Hz traction power photovoltaic facility went into operation in Wilfleinsdorf (Lower Austria). In 2020, two more traction power photovoltaic systems were added: a rooftop system and a pilot project of a photovoltaic system on a noise barrier. In 2021, two additional traction power photovoltaic facilities were erected on open land (Lower Austria) and one rooftop facility (Vienna) with a total output of 4,361 kWp. A total of six traction power photovoltaic facilities with a total output of 5,477 kWp are in operation. The expansion of photovoltaics is to continue in the coming years.

In addition, in the autumn of 2022, the world's first 16.7 Hz prototype wind turbine with approx. 3 MW and a production of 6.75 GWh was commissioned, which feeds directly into the overhead line of the Eastern Railway (Vienna - Budapest). Other wind turbine sites have the potential for development based on the operational experience of this pilot facility.

Electrification

A multi-stage electrification plan is to raise the electrification level to 85% by 2030. The current diesel fleet is to be gradually replaced by alternative drive technologies for branch lines and shunting areas where electrification is not feasible for economic reasons. This involves an ongoing comparison of available technology and the economic viability of alternative drive technologies in the context of electrification.

Energy efficiency

The topic of energy efficiency is of central importance to the ÖBB-Infrastruktur Group not only for ecological but also for economic reasons. Optimisation of buildings and facilities is an important factor for improving energy efficiency in the future. Positive results are evident in the reduction of energy costs and the protection of the environment through reduced emissions. The ÖBB-Infrastruktur Group is as a result making an important contribution to Austria's climate protection goals and safeguarding our living space and with the conversion of the traction current supply and the three-phase current supply to 100% renewable energy sources.

Examples of energy efficiency measures implemented in 2022:

- Heat
 - Building renovation - renovation of 20 buildings
- Diesel
- Electrification (Klagenfurt main station - Weizelsdorf, Marchegger Ostbahn)
- Increase in the number of electric vehicles to 229 units

Phase out oil-fired heating systems by 2030

At the end of 2022, ÖBB-Infrastruktur AG is still in possession of a total of 221 oil-fired heating systems in its existing buildings. 35 systems have been converted since 2019.

The order and number of existing oil-fired heating systems that will be converted to alternative energy sources by fiscal year 2030 will be, was determined based on their year of construction.

The following alternative energy sources are envisaged in place of oil-fired heating systems, taking into account local conditions and the expected connection, installation and operating costs:

- Local or district heating - if a local distribution network is available
- Heat pumps - ambient heat and electricity as an energy source (air / water, brine / water or water / water) with underfloor heating or low-temperature convectors.
- Pellets - solid fuel heating using the oil tank room as pellet storage with existing radiators.
- Infrared panels - electrically operated heating surfaces with a very low heating demand.

Phase out fossil gas heating systems by 2034

In view of the political situation and rising gas prices, the phase-out of heating oil is followed by the phase-out of natural gas. Legislation and subsidies that support the phase-out of fossil gas are expected to continue. There are significant opportunities for centralising heating systems and switching to low-temperature systems. Furthermore, given the certifications of grid electricity and the relatively high greenhouse gas emissions from the combustion of natural gas, significant potential savings of greenhouse gas emissions can be expected with a corresponding change of energy source.

Green real estate

ÖBB's building stock is to be evaluated with regard to possible optimisation potential and successively renewed in accordance with the Group-wide sustainability strategy so that the goal of climate neutrality is achievable by 2040. In addition to the technical potential, the strategic orientation of the product portfolios and the administrative circumstances are taken into account. Three pilot projects in Bad Aussee, Graz and Wörgl are to develop a methodology for the holistic evaluation of the existing building stock, define relevant key figures and create processes for the selection of energy efficiency measures.

The Covid-19 situation and the very high workload of the implementing companies, as well as the supply bottlenecks, meant that the implementation deadlines for the pilot projects could not be met and there was therefore a project delay. The pilot site in Bad Aussee was completed in 2022. The completion of the other construction projects (Wörgl and Graz) is scheduled for 2023.

The next steps are to further develop the evaluation methodology, taking into account the findings from the pilot projects.

Key energy figures at a glance

Energy demand ¹⁾²⁾ in GWh	2022	2021	Change	Change in %
Traction power	16.6	31.6	-15.0	-47%
Three-phase current	239.6	230.7	8.9	4%
Natural gas	74.8	74.1	0.7	1%
District heating and cooling	47.6	49.1	-1.5	-3%
Solid and liquid fuels	18.0	20.3	-2.3	-11%
Fuel (rail and road vehicles) ³⁾	64.5	58.1	6.4	11%
Total energy demand	461.1	463.9	-2.8	-1%
Renewable energy share of traction power in %	100	100	0	0%
Renewable energy share of three-phase current in %	100	100	0	0%
Power from unknown sources in %	0	0	0	0%

¹⁾The figures for energy demand cover the entire ÖBB-Infrastruktur Group. The following energy sources were additionally included in reporting in 2022 compared to the previous year: Diesel for shunting locomotives (fuels for rail and road vehicles are included). In addition to these changes, there are also jumps in consumption values due to different weather patterns and plant usage. Traction power energy losses within the organisation are not shown here, but are presented in the overall Group (ÖBB Sustainability Report 2022).

²⁾The table of performance indicators (Chapter C.1.) includes the traction current provided by ÖBB-Infrastruktur AG. The majority of these are used by railway companies (e.g. ÖBB-Personenverkehr AG) for the traction of trains. The traction current demand in the table of the non-financial statement (Chapter G.3.) reflects ÖBB-Infrastruktur AG's own demand for the provision of infrastructure - an example of this is the traction current demand of point heating systems. This is a small part of the total traction current provided. Consequently, the two values differ from each other.

³⁾In 2022, diesel consumption by the shunting locomotives was also included in total emissions.

Greenhouse gas emissions

The ÖBB Group is pursuing a step-by-step decarbonisation strategy along the three areas of mobility, buildings and Scope 3 emissions in order to achieve its ambitious climate protection targets. Overall control lies with ÖBB-Holding AG; reduction measures are reported by the subgroups and implemented on their own responsibility.

The classification of greenhouse gas emissions into scopes is based on the Greenhouse Gas Protocol. Scope 1 emissions include all direct emissions of a company, mainly from combustion processes (e.g. burning of fuels or natural gas). Scope 2 emissions include indirect emissions that result from the generation of grid-based energy sources - i.e., purchased electricity, steam, heating, or cooling. Scope 3 emissions include all other indirect greenhouse gas emissions caused along a company's value chain (for example, by goods and services procured, in waste disposal, or by business travel).

Greenhouse gas emissions in metric tons of CO ₂ -eq	2022	2021	Change	Change in %
Natural gas	14,993	14,808	185	1%
Solid and liquid fuels	4,714	5,464	-750	-14%
Fuel (rail and road vehicles) ¹⁾	16,480	14,730	1,750	12%
Refrigerant	967	1,007	-40	-4%
SF6	0	0	0	0%
Scope 1	37,154	36,009	1,145	3%
Traction power	0.62	0.00	0.62	100%
Three-phase current	1,164	0	1,164	100%
District heating and cooling	6,265	6,849	-584	-9%
Scope 2²⁾	7,430	6,849	581	8%
Total emissions³⁾	44,584	42,858	1,726	4%

¹⁾ In 2022, diesel consumption by shunting locomotives was also included in total emissions.

²⁾ Scope 2 market-based values. The market-based method reflects emissions from electricity that companies have consciously chosen - by means of contractually regulated instruments - (e.g. green electricity). The location-based method (Scope 2 location-based), on the other hand, reflects the average emission intensity of an energy source in the respective region (use of average emission factors, e.g. of the respective country). The Scope 2 location-based values (emission factors as of FY 2022 [AT]) are 22,380 t CO₂-eq (2022) and 17,814 t CO₂-eq (2021), respectively.

³⁾ Scope 1 und Scope 2 market based. Emission factors used for the calculation correspond to the currently available emission factors of the Federal Environment Agency (as of 2020). The following energy sources were additionally included in reporting in 2021 compared to the previous year: LPG and metallurgical coke consumption, district cooling, diesel consumption of rail-bound vehicles, external car sharing, SF6 and refrigerant losses. In addition to these changes, there are also jumps in consumption values due to different weather patterns and plant usage. Emissions from biogenic energy sources - these are not included in the above table - amount to 3.5 t CO₂-eq (2022) and 4.0 t CO₂-eq (2021), respectively.

Refrigerant and SF6

Air-conditioning systems are used by the ÖBB-Infrastruktur Group for cooling buildings (e.g. offices), for cooling technical rooms (telecommunications, control and safety technology, etc.) and in tunnel structures (cross passages, emergency exit structures, etc.). The refrigerants are necessary to maintain the operation of the air conditioning systems and are filled and hermetically sealed during the commissioning process and remain in the system until the air conditioning system is terminated. In the course of dismantling, the refrigerants are extracted from the system and disposed of or reused in accordance with legal requirements. The air conditioning systems are regularly serviced and maintained. Should leaks occur in the refrigerant circuit of the air conditioning system during operation, these refrigerants require replenishment for the proper operation of the air conditioning systems.

In the area of medium-voltage 50 Hz switchgear and high-voltage 16.7 Hz switchgear, the ÖBB-Infrastruktur Group relies on the use of sulphur hexafluoride (SF6 gas). The compact design and the insensitivity of these systems to external influences are essential, especially for use in tunnel projects (e.g. Semmering Base Tunnel, Koralm Tunnel, etc.). Density monitors are used to monitor the gas density in electrical equipment. No emissions occur during regular operation, as these are closed systems.

Scope 3

The Group-wide recording and reduction of Scope 3 emissions required a structured approach. This process is controlled centrally by ÖBB-Holding AG and with the cooperation of the ÖBB subgroups. Some of these Scope 3 emissions are easily influenced directly by ÖBB with targeted measures; for others, ÖBB is dependent on the market and/or technological developments. That is why different application depths are set for potential Scope 3 greenhouse gas reduction targets. Eight of the fifteen Scope 3 subcategories of the Greenhouse Gas Protocol are relevant to the ÖBB Group - four of which have already been reported in detail with the Group-wide GHG balance since 2021 - while the remaining subcategories are presented in a range for the time being. The detailed data is planned to be expanded in stages. In 2022, the determination of the data basis for the deepening of these remaining Scope 3 subcategories was started - primarily for the procurement of capital and consumer goods and services. By the end of 2023, the initial version of a decarbonization pathway for the Scope 3 emissions of the ÖBB Group is planned. Data on Scope 3 emissions of the ÖBB Group are therefore already available, and further details are in preparation. Initial measures (e.g., regarding sustainable procurement or offsetting air travel required for business purposes) are already being implemented on an ongoing basis.

Vehicle fleet management

As of 31.12.2022, the ÖBB-Infrastruktur Group operates a fleet of 3,313 motor vehicles and 2,169 rail-bound vehicles. The bundling of fleet management agendas in the subsidiary Rail Equipment GmbH & Co KG ensures the efficient use of resources. Rail Equipment GmbH & Co KG is a fleet manager, full-service vehicle provider and service provider for road vehicles of the ÖBB Group and rail-bound (special) vehicles of the ÖBB Infrastructure Group. Rail Equipment GmbH & Co KG supports a total mobility service for rail and bus customers (first / last mile).

Car sharing

An internal Group car-sharing scheme optimizes the utilisation of company vehicles. At present, 534 vehicles are available to employees at over 90 stations for business trips.

The "ÖBB Rail&Drive" brand offers 380 vehicles, including 53 electric vehicles, and 23 electric charging stations to rail customers at 44 stations. The objective is to simplify access to the rail system, increase customer satisfaction and enhance intermodal competitiveness. The positive development has led to the ongoing development of the car sharing service, as well as its expansion and extension through cooperations.

ÖBB Rail&Drive-Locations



E-Mobility

Electric mobility should expand the functionality of the transport station as a multimodal mobility hub. Here, the number of e-cars will increase significantly in the coming years. In recent years, the ongoing renewal of the vehicle fleet has led to a continuous reduction in CO₂ emissions. By the end of 2022, vehicles with Euro 6 engines will be in operation almost exclusively, and the e-vehicle fleet will be continuously expanded.

Special attention is attached to the greening of the vehicle fleet in the procurement of motor vehicles in order to further promote this positive development. Criteria for emissions (both CO₂ and NOX) and fuel consumption have been specified and evaluated. This ensures that the ÖBB-Infrastruktur Group's vehicle fleet will continue to be ecologically oriented and equipped with the latest engine technology in the future. Wherever possible, preference is given to the procurement of electric or hybrid vehicles.

The e-vehicle fleet of the ÖBB Infrastructure Group comprises 229 electric vehicles at the end of the 2022 financial year, 53 of which are offered as part of the Austria-wide "ÖBB Rail&Drive" car-sharing service. In addition, 128 electric bicycles are currently in use. The decarbonisation of the vehicle fleet is being driven forward by increasing the use of vehicles with alternative drive technology. The electric vehicle fleet is to be increased to up to 380 vehicles in the entire Group by the end of 2023 in order to achieve a further reduction in CO₂ emissions.

Rail vehicles

Rail-bound vehicles are used in the existing network to ensure system availability, to perform maintenance and installation work and to ensure safe operation. As individual vehicle types reach the end of their technical service life in the next few years, extensive procurement programmes have been launched.

This concerns the procurement of

- 50 heavy-duty maintenance vehicles and 6 driver carriages,
- 18 emergency trains as well as
- 90 ballast wagons,

to be delivered in the years 2023 to 2028.

These procurements allow the substitution of existing diesel-powered rail vehicles. The vehicles are equipped with an innovative electric hybrid drive, which enable a significant reduction in fuel consumption in the future.

Key figures on the vehicle fleet at a glance

Vehicle fleet ÖBB-Infrastruktur Group in pieces	2022	2021	Change	Change in %
Number of rail-bound vehicles	2,169	2,214	-45	-2%
Number of 3.5 tonne trucks	136	142	-6	-4%
Number of trucks less than 5 tonnes	17	17	0	0%
Number of trucks more than 5 tonnes	26	24	2	8%
Total number of vehicles	3,313	3,325	-12	0%
Number of vehicles with Euro 4 emissions class	3	5	-2	-40%
Number of vehicles with Euro 5 emissions class	33	42	-9	-21%
Number of vehicles with Euro 6 emissions class	3,277	3,278	-1	0%
<i>of which number of multi-lane e-vehicles</i>	229	168	61	36%

Adaptation to climate change

Climatic changes, be they changes in precipitation patterns (more intense precipitation, rain, snow, etc. in a specific, tending to be shorter time interval), the increase in average temperatures, the increase in wind speeds or the change in terms of frequency and intensity of weather events, can also have an impact on the entire railway structure as well as on the area close to the railway (embankments, slopes, torrent and avalanche catchment areas, etc.) and therefore ultimately on railway operation. Safe railway operations, optimum route availability and minimisation of system disruptions are a basic requisite for ÖBB to be able to offer its mobility services. Railway infrastructure therefore also needs to adapt to the effects of climate change. The establishment of monitoring and early warning systems is of great importance in addition to the implementation of preventive measures in order to support adaptation to climate change in the best possible way.

Objectives

- Targeted development and expansion of suitable preventive measures
- Introduce monitoring and early warning systems to identify hazards early and quickly and provide information efficiently
- Implementation of the already defined uniform procedure for repair and maintenance work in the track at high temperatures.
- Preservation and maintenance of the area of managed protection forest
- Demand-driven facility management for rockfall and avalanche control structures

The essential foundations for the adaptation and reduction measures, both in the organisational and in the technical as well as in the normative areas, were already laid in 2012 within the framework of the research project "KLIWA" together with the Federal Environment Agency and the Institute of Meteorology at the University of Natural Resources and Applied Life Sciences. The research work was continued in the course of transport infrastructure research with the project "clim_ect, climate change and impacts on natural hazards", which was completed in 2021. With the help of the project results, statements can be made about the probability of occurrence of a weather-related damage event. This is accomplished with the overlap of meteorological data including weather observations and a concrete small-scale reference level. This makes it possible to identify hazard corridors on the rail infrastructure in the future and take preventive action. In addition, another project was launched in 2021 on climate change adaptation, forecasting extreme weather events and the impact of climate change on the primary energy supply to power rail transport.

Small-scale, heavy precipitation events in particular may increasingly lead to floods, mudslides or landslides, depending on regional and local conditions. It is very difficult however to make specific statements on climate related changes, as it is especially difficult to predict these localised extreme weather events, which result in major consequential damage.

Precipitation data is used with the aim of using the best possible current basis for the dimensioning of drainage systems. The dimensioning of drainage systems requires the use of precipitation data that is as current as possible and also updated on an ongoing basis. These precipitation data are obtained from the Federal Ministry of Agriculture, Forestry, Regions and Water Management via internet retrieval.

Damage to railway facilities and line interruptions due to storms are also increasingly possible in the future. In addition, heat and water stress or pests may impair the protective capacity of forests. Natural hazard management also includes forestry activities to ensure the protective forest function in the alpine areas and to guarantee safe and undisturbed railway operations, as unsuitable vegetation in the railway environment can have a negative impact on railway operations. In total, the ÖBB-Infrastruktur Group owns 4,239 ha of forest throughout Austria (including 3,370 ha of conservation forest, which remains constant in size).

In order to protect the railway infrastructure from landslides, mudflows or avalanches, a functional and stable protective forest as well as rockfall and avalanche barriers are of great importance.

Key figures at a glance	2022	2021
Rockfall and avalanche barriers in km	204	202

Another possible risk is track distortions, which could increase in the future due to the increase in heat days and rising daily maximum temperatures. Appropriate preventive measures, such as the dispatch of heat warnings via the infra:wetter weather warning system, as well as damage prevention measures based on this and a uniformly defined procedure for work on the track, have already been put in place.

Measures aimed at being prepared for possible consequences are of particular importance with regard to climate change. Effective preventive measures or monitoring and early warning systems that detect emerging dangers at an early stage and inform about them quickly and efficiently are of great importance in this context. In this way, the necessary steps are taken in good time and possible damage averted or reduced. This makes a decisive contribution to safe railway operations and optimum track availability.

Individual measures are described below.

Infra:wetter

Infra:wetter is a route-related weather warning system that provides users with information on major weather situations and regional meteorological conditions as well as a preview of the coming 72 hours. In addition, warnings, for example heavy rain, thunderstorms, snow amounts, etc., can be sent via infra:wetter in different intensity levels by email or SMS and delivered to the users in accordance with their requirements for warning levels and transmission times. This allows for the best possible preparation and planning for the predicted weather scenarios.

Weather data, some of which is also obtained from ÖBB's own railway-specific weather stations, is processed by a private weather service and made available on ÖBB's own infra:wetter platform. All authorised persons then have access to current meteorological information at any time. In addition to individual weather station data, radar data can also be retrieved and displayed. A separate procedural instruction regulates the dispatch of continuously updated weather warnings via SMS and email.

Since an increase in extreme weather events, such as extreme temperature peaks in winter and summer, as well as more short-term occurrences of alternating weather conditions, especially heavy rain and storms as well as thunderstorms, have been observed, the following further development measures have already been implemented for the infra:wetter:

- Development of a mobile infra:wetter version
- Forecasts for snow drifts and possible breakage of trees caused by wind
- Introduction of thresholds for heat warnings in the summer months
- Adjustments to the current thresholds for the different warnings based on analyses and evaluations as needed

Natural hazard map

The natural hazard map shows the results of the nationwide standardised and objectively surveyed potential hazard areas due to natural hazards, in particular rockfall and torrent events, along the ÖBB route network.

The catchment areas of the different processes as well as existing protective structures are surveyed and documented with standardised recording sheets for those stretches with general exposure to natural hazard processes. The field surveys are preceded by numerical semi-quantitative impact calculations, and any supplementary findings are made in the course of the preliminary site survey. An information category is determined by a commission of ÖBB's own experts for each potentially hazardous area together with the exposure of the construction stage to the natural hazard process. The shape and size of the railway passage are also recorded with regard to torrent processes, as these determine whether events can be safely diverted or performed.

The complete survey of potential danger spots on the most sensitive stretches in terms of natural hazards has been completed for the rockfall and torrent processes by the end of 2019. In 2022, the natural hazard warning map was completed, including the commission's definitions of the warning categories and any necessary measure definitions resulting from them. In the current years, the natural hazard information map is to be updated as needed in the course of the regular process of plant construction and maintenance. The same applies to the comparison of the contents with the hazard zone plans of the torrent and avalanche control authorities.

This strategic overview serves as a basis for implementing preventive risk-reducing measures, which can be technical or organisational. The five-levels of categorisation make needs-based prioritisation possible. In combination with the infra:weather warnings, specific local short-term operational decisions on measures can be made. The natural hazard map is also therefore an important knowledge base with regard to climatic changes in order to maintain the high safety standard for the protection against natural hazards.

Flood impact

Plans depicting the flood impact show, for the purpose of operational safety and line availability, those line sections where the railway lines in Austria are potentially affected by floods. A technical concept of measures (feasibility study) is deposited for the specifically affected sections of line in order to be available as a basis for medium and long-term planning projects. The contents of the flood impact assessment also form an essential basis for the evaluation of flood protection projects by third parties that may have an influence on the railway. For example, the plans are used when negotiating contribution payments with third parties.

The federal government and the federal provinces as well as various civil engineering offices have obtained and continue to obtain the current runoff studies along the entire route network, evaluate them for ÖBB Group's questions and - if appropriately verified for plausibility - present them internally. The flood stop lines and their absolute water level position are compared in relation to the height of the railway embankment or the upper edge of the rails. If necessary, possible protective measures such as dam protection, retention areas, etc. are proposed.

Should no measures or only relatively extensive measures be required to protect the railway due to the terrain conditions and the routing of the railway line, then flood level gauges are also set up at certain points. These are able to measure the flood level, which is then read on the PC at any time via remote transmission. An example of this occurs on the Salzburg - Wörgl line in the Pass Lueg area.

Preventive tree removal - "Bahnniederwald"

The aim of preventive tree removal is to reduce the impairment of the railway caused by branches or falling trees during storms and thunderstorms as much as possible, therefore further increasing availability and safety.

By evaluating clearance scanner data, sections of track with trees in close proximity to the track are detected. The current state of the trees is taken into account when selecting the sections of track where the trees will be felled in the following year, enabling the creation of the low level "Bahnniederwald". In terms of size, about 120 km of railway low level woodland will be created in 2022.

Resource management, waste, land / soil

The ÖBB Infrastructure Group is focused on the mindful and sustainable use of resources. In addition to the circular economy, the topics of "land consumption", "soil sealing" and "sustainable forms of use" for non-operational railway land continue to gain in importance. Land utilisation in Austria is far above the target value according to the government program. In recent years, the road network has grown by several hectares per day, while the rail network has in turn shrunk. In this context, rail infrastructure is an extremely land-saving form of transportation infrastructure. Whereas motorised private transport requires 100 m² of traffic area per person transported, rail transport requires only 7 m²⁵². In freight transport, the land requirement per kilometer of track network is three times higher on road than on rail⁵³.

The Austrian road network is about 24 times longer than the rail network.



The total area sealed for traffic in Austria is about 1,240 km² (which corresponds to approx. half the area of the province of Vorarlberg), with road traffic taking up 96%⁵⁴. The share of ÖBB's transport area in the total transport area in Austria is only 2.4%.

⁵² Pro-Rail Alliance: Land utilisation by mode of transportation (06/2020).

⁵³ Association of Connecting Railway Companies (VABU).

⁵⁴ VCÖ Press Release (07/2021).

Objectives

- Assuming a pioneering role in the field of the circular economy and supporting Austria's transformation to a sustainable economy
- Efficient and sustainable use and management of raw materials / materials and products
- Reduction of soil sealing and of land usage

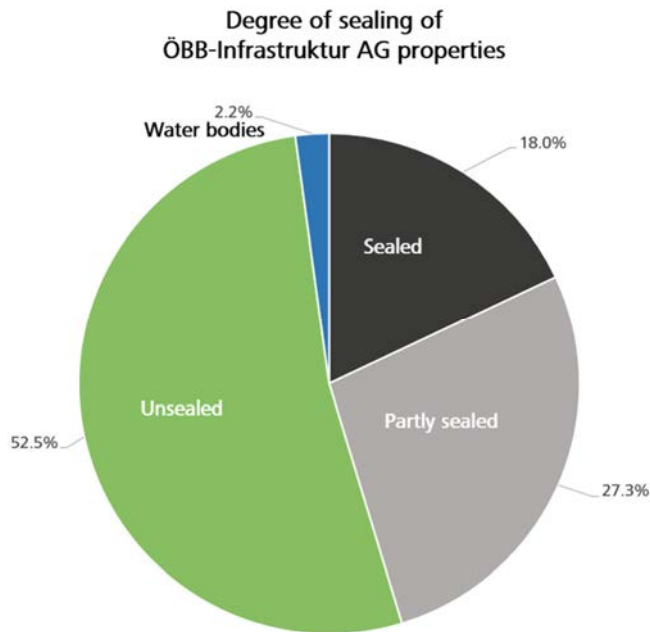
Area

Area of ÖBB-Infrastruktur AG*) in km ²	2022	2021
Total area	189.4	189.6
Managed net building floor space of all buildings (incl. railway stations)	8.3	8.3
Net floor space of buildings (excluding railway stations)	2.6	2.6
Other open spaces (gardens, meadows, embankments, etc.)	6.9	7.0
Park & Ride facilities	1.3	1.3

*) Areas under the management of ÖBB-Immobilienmanagement GmbH.

The "Potential Area Analysis" project was conducted with the Institute for Landscape Development, Recreation and Nature Conservation Planning, Department of Space, Landscape, Infrastructure at the University of Natural Resources and Applied Life Sciences in order to better assess the land cover and potential usage of all railway land owned by the ÖBB Infrastructure Group, and completed in 2021.

Diverse satellite data and publicly available databases were used to create an accurate picture of the land cover on railway land. Nearly 24,000 properties on over 18,800 hectares total throughout Austria were analysed.



Sealed: Parking and traffic areas, buildings; semi-sealed: Railway ballast bodies, gravel areas; unsealed: Grassland, arable land, forest and shrubland, gardens.
 Source: Schauppenlehner, T., Hainz-Renetzedler, C., Lux, K., Frühwirth, R. (2022): Determination of the economic, social and ecological potential of ÖBB open spaces - final report. Institute for Landscape Development, Recreation and Conservation Planning, University of Natural Resources and Applied Life Sciences, Vienna. 75 S (on behalf of ÖBB-Infrastruktur AG).

In total, the ÖBB-Infrastruktur Group owns more unsealed forest and meadow area than sealed traffic area. There are particularly high proportions of forest in the provinces of Tyrol, Vorarlberg and Kärnten due to the important protective forest function for the rail infrastructure in the alpine route areas. In regions with few forests, such as Burgenland, the forests on railway land increase the diversity of the landscape. Due to the higher density of rail networks, high-capacity lines and larger stations, high shares of rail lines are found in the provinces of Vienna, Lower Austria and Upper Austria. Water surface areas also make up a significant proportion of the railway land in the provinces of Salzburg and Vorarlberg, as the large hydroelectric power storage lakes for traction power production are located there.

In addition, various case studies of extensive sustainable land use, such as urban gardening, grazing, energy production, etc., were developed and visualised.

The ÖBB-Infrastruktur Group has launched a program to further reduce soil sealing by evaluating unsealing measures in the regulations and framework plan and launching the first pilot projects.

Waste management and resource management

The ÖBB-Infrastruktur Group is one of the largest waste producers in Austria, both as a builder of major infrastructure projects and in the course of maintaining existing infrastructure facilities.

Waste management system delineation

The type, origin, quantity and whereabouts of waste are documented by the ÖBB-Infrastruktur Group as the waste owner (waste producer) in accordance with the requirements of waste legislation pursuant to Section 17 of the Waste Management Act 2002 (AWG 2002). This is done via internal processes and systems (procedural and work instructions, environmental information system, EDM reports, AISAG reports, etc.) separately for each calendar year.

In accordance with the currently valid Waste Management Act, the obligations of the ÖBB-Infrastruktur Group under waste management law end when the waste is handed over to authorised collectors and treaters and the environmentally compatible recycling or disposal of this waste is explicitly commissioned. All further stages of use, i.e. the actual recovery or disposal or treatment of the waste in accordance with the waste hierarchy in the Waste Management Act (preparation for re-use, recycling, other recovery and disposal), are the responsibility of the authorised collectors and treaters.

Waste generated and waste-related impacts

The main material inputs result from the main tasks of ÖBB-Infrastruktur Group: the planning, construction and operation of railway infrastructure facilities. In this context, ÖBB-Infrastruktur AG strives to use materials sustainably by focusing on their recycling potential. The main mass is track ballast (permanent way ballast), of which about 700,000 t are purchased per year. Concrete sleepers are in second place with around 60,000 t per year. The third most important input in terms of volume is the rails with about 30,000 tonnes per year, all of which can be reused. By defining the materials to be used, in particular the use of concrete sleepers instead of impregnated wooden sleepers, it is possible to reinstall or recycle most of these materials at the end of their long service life.

Waste from the ÖBB-Infrastruktur Group's own activities arises exclusively in the course of major construction projects based on renewal / new construction / expansion projects, maintenance (inspection / maintenance / fault clearance / repair work) and the operation of the facilities. A distinction is made here between construction waste, operational waste and municipal waste. Separate disclosure is provided for ferrous and non-ferrous metals ("scrap / metal waste") as part of the reporting for the non-financial statement.

Large quantities of construction and demolition waste consist of different types of waste (including waste of mineral origin, metal waste, wood waste) or subordinate quantities of hazardous waste. Part of the disposal of construction and operational waste of ÖBB-Infrastruktur Group is managed by means of individual contracts or framework agreements by the disposal partner Rail Cargo Logistics - Environmental Services GmbH (RCL-ES) in the form of a subsidiary of Rail Cargo Austria AG. Municipal waste at properties managed by ÖBB-Immobilienmanagement Gesellschaft mbH is recycled or disposed of in an environmentally sound manner by ÖBB-Immobilienmanagement Gesellschaft mbH (e.g. train stations, train stops or office locations). Disposal of the majority of construction waste from major infrastructure projects is managed through separate construction contracts (individual contracts).

The ÖBB-Infrastruktur Group's own landfills are of particular importance in this context, as they are essential components of infrastructure projects (e.g. Semmering Base Tunnel or construction of the Koralm railway) in the public interest (see EB/UVF procedure), and for this purpose construction waste is disposed of taking into account the best possible reduction of transport routes and therefore also emissions.

Waste management and circular economy

In the sense of ecological and recycling management, excavated materials are reused in infrastructure projects of the ÖBB-Infrastruktur Group to the extent that they are suitable for backfilling uneven terrain or for making adjustments to the terrain from a structural and environmental point of view and to the extent that this is permissible. The focus within the ÖBB-Infrastruktur Group is on the careful use of resources and efforts to avoid waste and reuse materials. This is manifested, for example, in the form of mechanical cleaning of track ballast and its reinstallation in the ballast bed, as well as in the form of subsoil rehabilitation using an excavation machine (AHM). In the process, the upper section of the ballast bed is broken up, mixed with new material and reinstalled in the track as a base course. The remaining track ballast material will be excavated and disposed of together with the subgrade. This results in reuse in the sense of resource conservation and a reduction in the amount of waste.

ÖBB-Infrastruktur AG - Recovery of track ballast in t	2022	2021
Recovery of track ballast by cleaning machines	247,000	320,000
Recovery of track ballast by mechanical subsoil rehabilitation	22,000	23,000

Concrete sleepers are reused in the track network of the ÖBB-Infrastruktur Group after inspection and on the basis of their technical suitability as "construction or concrete sleepers". A large proportion of the used concrete sleepers are also sold after they have been inspected (for mechanical damage, contamination and structural suitability, among other things) and the rail fastening elements have been removed, and are then provided for further use in keeping with their intended purpose..

ÖBB-Immobilienmanagement Gesellschaft mbH began a cooperation with the Materialnomaden company in 2021 with the aim of taking a more holistic view of the circular economy. The aim is to consider the circular economy in all its facets and to promote both the reuse and recycling of materials. In an initial joint process, a survey was conducted of the potential for reuse and reallocation of resources in real estate demolition projects. As part of a pilot project, Gedersdorf railway station was deconstructed in 2022 and suitable materials were kept in circulation; the results obtained will be subject to an evaluation in 2023.

In the course of invitations to tender, the ÖBB-Infrastruktur Group expressly and irrevocably commissions suitable contractors to recycle or dispose of the waste generated in an environmentally sound manner.

In the case of the company's own landfills, the processing is managed by the head of Access Control on behalf of the ÖBB-Infrastruktur Group. The legal requirements (including DVO 2008 as amended) and the internal requirements (waste balance reporting; EDM portal) are handled in close coordination with the ÖBB-Infrastruktur Group. Externally appointed landfill supervisors (official supervisors) accompany the execution and verification.

The project management receives the required waste certificates from the contractor in the case of disposal via construction contracts (individual contracts). After a plausibility check (type, quantity, origin, whereabouts) has been conducted, the data are transmitted to the defined agents for entry into the Environmental Information System (EIS).

The recording of all hazardous and non-hazardous waste, which is disposed of via the disposal partner RCL-ES, is automated by RCL-ES.

ÖBB-Immobilienmanagement Gesellschaft mbH collects the number of existing waste containers (container size) per fraction per property (if owned by the ÖBB-Infrastruktur Group), which are not disposed of via the service contracts (framework contracts) of RCL-ES, as well as the emptying intervals and continuously checks this for updates. The data are recorded in a data processing system by the designated user(s) of ÖBB-Immobilienmanagement Gesellschaft mbH.

Furthermore, the respective environmental coordinators (U-K) of the organisational units of the ÖBB-Infrastruktur Group perform random plausibility checks of the waste data. The waste officers reserve the right to conduct further random plausibility checks of the waste data. Any anomalies are brought to the attention of the respective U-K for clarification or resolution.

The waste related data available is then possible in report form by means of data processing system.

Waste tableau of the ÖBB-Infrastruktur Group

Type of waste in tons (t) ¹⁾²⁾	Construction project waste		Operational waste		Scrap		Municipal waste		Total	
	2022	2021	2022	2021	2022	2021	2022	2021	2022	2021
Other recycling: mechanical, biological and chemical-physical processes ³⁾	448	598	977	931	24	14	0	0	1,449	1,543
Other recovery: energy recovery	21,096	17,564	354	374	0	0	0	0	21,450	17,938
Utilisation	21,544	18,162	1,331	1,305	24	14	0	0	22,899	19,481
Off-site landfills	855	1,155	417	0	0	0	0	0	1,272	1,155
Elimination	855	1,155	417	0	0	0	0	0	1,272	1,155
Hazardous waste	22,399	19,317	1,748	1,305	24	14	0	0	24,171	20,636
Handover to recycling	1,330,716	637,076	26,199	7,657	38,482	26,891	3,785	3,551	1,399,182	675,175
Other recycling: Reuse in the construction project	1,626,438	250,989	0	0	0	0	0	0	1,626,438	250,989
Other recycling: Reuse outside construction	107,707	211,004	0	2	0	0	0	0	107,707	211,006
Other recycling: mechanical, biological and chemical-physical processes	56	88	5,588	3,346	0	0	0	0	5,644	3,434
Other recovery: energy recovery	547	650	227	276	0	0	9,226	8,844	10,000	9,770
Utilisation	3,065,464	1,099,807	32,014	11,281	38,482	26,891	13,011	12,395	3,148,971	1,150,374
Off-site landfills	2,616,703	2,394,192	2,862	2,796	132	152	221	114	2,619,918	2,397,254
In-house disposal sites	903,852	1,864,858	0	0	0	0	0	0	903,852	1,864,858
Elimination	3,520,555	4,259,050	2,862	2,796	132	152	221	114	3,523,770	4,262,112
Non-hazardous waste	6,586,019	5,358,857	34,876	14,077	38,614	27,043	13,232	12,509	6,672,741	5,412,486
Total waste	6,608,418	5,378,174	36,624	15,382	38,638	27,057	13,232	12,509	6,696,912	5,433,122
thereof utilisation	3,087,008	1,117,969	33,345	12,586	38,506	26,905	13,011	12,395	3,171,870	1,169,855
thereof elimination	3,521,410	4,260,205	3,279	2,796	132	152	221	114	3,525,042	4,263,267

¹⁾ No distinction was made between recovery/disposal on/off site, as this is not relevant at the site, except in the case of reuse in the construction project and the company's own landfills, these are listed as categories. Small deviations occur due to rounding of the decimal places of the tonnes to whole numbers.

²⁾ There is a deviation of approx. 0.01% in the 2021 data due to a system changeover in FY 2022.

³⁾ Hazardous waste is subjected to a mechanical, biological and chemical-physical process before recycling.

Water consumption

The economical and efficient use of water is a key issue for the future and one of the challenges of our time. The ÖBB Infrastructure Group is therefore particularly concerned with the sustainable use of water. The water consumption of the ÖBB-Infrastruktur Group amounted to approx. 2.0 million m³ in 2022. Most of the water (drinking and non-potable water) comes from the municipal supply; in addition, there are 137 springs located on railway land that are used on the basis of existing water rights from the past. ÖBB-Infrastruktur Group does not operate any water treatment facilities for municipal wastewater, but discharges it into the central, public drainage system.

Key figures at a glance	2022	2021
Water consumption in m ³	2,046,415	2,151,876

Sustainable track drainage is a key factor in ensuring the long-term safety and stability of railway tracks. In this process, the precipitation water from the track structure and any water flowing in over embankments is collected via ditches, ditch walls or drainages and safely conveyed to the nearest receiving watercourse (discharge point into a body of water). The amount of water that accumulates depends on the number of tracks and the topographical conditions. Water extraction or water consumption does not take place here. If, for example, underground water comes to the surface in embankments, it is collected and also channelled to the nearest receiving watercourse. The discharge of precipitation water into the receiving water (e.g. stream, river, groundwater) takes place in such a way that there are no harmful effects. In the case of receiving waters with water pressure, retention devices such as flow control gates or retention basins are provided, depending on the volume of water and the possible absorption capacity of the receiving water. In the course of water recirculation, water tests are also performed from a chemical perspective, especially for the individual construction phases, so that appropriate measures can be taken to ensure that the receiving waters are not adversely affected by water recirculation. Examples are: Sedimentation basins, water protection systems, filter systems, etc. As a rule, regular railway operations do not cause any pollution of the receiving water or leakage of harmful substances. Water from incidents (e.g. in the tunnel) is collected separately. The discharges are always equipped with shut-off facilities that are possible to close immediately in the event of a malfunction. This prevents the discharge of polluted water into bodies of water. Discharges are only in accordance with the requirements of the Water Act and in compliance with the relevant water law permits. Consultations with the authorities, fishing rights holders, municipalities, etc. take place before applications for water law permits are made. The aim here is to reach a consensus and to ensure the sustainable discharge of the railway water into the receiving watercourse without negatively affecting it.

The bodies of water may be designated as protected areas (e.g. groundwater protection areas or groundwater conservation areas). Reuse of the discharged water by other organisations does not take place. In the case of projects subject to EIA, an ecological inventory of the affected area is also undertaken in the course of planning. Measures are developed and ultimately implemented after obtaining all the necessary permits, so that the natural habitats for fauna and flora are preserved. This means that the railway projects also make a significant ecological contribution.

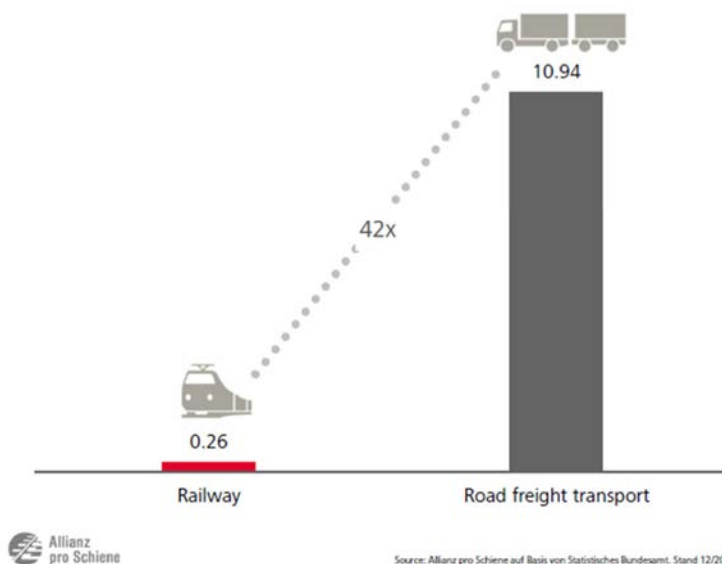
Dangerous goods

In the ÖBB-Infrastruktur AG, dangerous goods are transported for ongoing maintenance and upkeep purposes of the infrastructure and facilities. These are mainly Class 3 substances - flammable liquids. These are mainly the classic fuels gasoline, diesel, mixture and various paints and varnishes. In addition, various gases are also required, especially for welding work.

The company's own employees therefore need to be instructed in the use of dangerous goods in accordance with ADR / RID 1.3 and compliance with the regulations needs to be monitored by means of random checks. Operationally, the relevance lies primarily in the forwarding of information and coordination during assistance operations after incidents, whether and where dangerous goods are present on the train.

Rail is generally a much safer mode of transport for the transport of dangerous goods than road, for example.

Dangerous goods:
Rail is 42 times safer than transport by truck
 Dangerous goods accidents per billion tonne/km,



The Regulations on the International Carriage of Dangerous Goods by Rail (RID) 2021 edition provides reporting guidelines for accidents and incidents involving dangerous goods in the course of carriage or loading. The quantity thresholds vary depending on the hazardous nature of the substances. Such reports are to be submitted to the BMK in cases of injury to persons, damage to property or the environment, or closure of a main traffic route.

In 2022, there were no incidents that would have required such notification in accordance with section 1.8.5 of RID (European Agreement concerning the International Carriage of Dangerous Goods by Rail).

In addition, a total of 1,037 checks were conducted on RID vehicles in operation by employees of the ÖBB-Infrastruktur Group - Technical Monitoring 2022. No notifications in accordance with RID were required for these controls either.

Biodiversity & Species Diversity

The biodiversity on railway land is impressive and enables natural habitats for animals and plants. Scientific data collection on railway areas repeatedly underline their enormous value, regardless of whether they are recently created compensation areas or railway areas that have existed for over a hundred years. Their extensive cultivation means that the areas surrounding the railway act as a refuge and migration corridor for rare animal and plant species, as well as a connecting element between different habitats in Austria. As one of the largest land managers in the country, ÖBB-Infrastruktur Group also assumes responsibility for the habitat of fauna and flora through various nature and species protection projects in all federal provinces as well as through diverse cooperations with environmental NGOs.

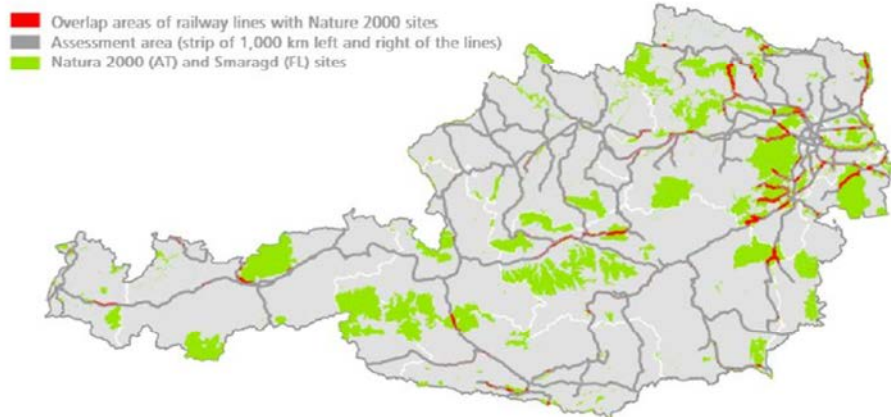
Objectives

- Setting targeted initiatives for the creation and improvement of habitats in the vicinity of the railway line.
- Implementation of species and nature conservation measures in line with railroad operational requirements
- Promotion of awareness raising on the topic of "biodiversity and species diversity" among employees
- Further reduction in the use of chemical pesticides in vegetation control on railway tracks.

The ÖBB-Infrastruktur Group route network of approx. 5,000 km runs through almost all cultural landscape areas in Austria, the lowest point is in the municipality of Purbach on Lake Neusiedl at 128 m above sea level, the highest point is at the Brenner Pass at 1,370 m above sea level. Many route kilometers and railway footprints are located in or near nature conservation areas, such as Natura 2000 protected areas. The following map is updated annually to show the overlap in area of rail infrastructure with these particularly sensitive landscape areas. The location of the most important protected areas in Austria (nature conservation, landscape protection but also water protection and sanctuary areas) can be intersected with the route network via the web GIS application of the ÖBB-Infrastruktur Group.

Contract points for ÖBB-Infrastruktur AG railway lines with Natura 2000 sites – 2022

Based on a strip up to 1000 m left and right of the track as the evaluation area, there is an overlap of 857,92 km² with Natura 2000 sites



Sources: ÖBB-Infrastruktur AG and European Environment Agency (EEA), 2022
 Note: Natura 2000 (EU) and Smaragd (FL) correspond to the same category of protected areas
 Scale: 1:3,500,00

Explanation of the illustration: The assessment area shown above was chosen in order to be comparable with a scientific study by the University of Vienna on the influence of the landscape area in 2012, which also used this grid. The data, however, do not allow any conclusions to be drawn about an actual negative or positive impact on the Natura 2000 sites by railway operations, and only serve as a basis for planning. The protected area designation "Smaragd" (Emerald) in the Principality of Liechtenstein corresponds to the EU's Natura 2000 protected area category.

Nature conservation and species protection in Austria are legally established at the level of provincial legislation. All new construction and expansion projects are therefore also planned and implemented in accordance with nature conservation and species protection law in the course of the approval procedure. Construction of railway facilities involves the avoidance, mitigation, compensation and replacement of negative environmental impacts in the context of projects subject to EIA in order to obtain a project that is capable of being approved. In addition, specific regulations related to the environment and nature conservation (guidelines and regulations for roads, RVS, and guidelines and regulations for railways, RVE) are used. The incorporation of the respective Red Lists of endangered species is therefore systematically ensured in the project planning.

In recent years, hundreds of hectares of ecological compensation areas valuable for nature conservation have been created in the vicinity of major new construction and expansion projects (a quantitative record and location of these areas in the geographic information system of ÖBB-Infrastruktur Group is being planned). These areas have demonstrably contributed to the significant improvement of biodiversity in the respective regions and today represent important stepping stone biotopes. However, in an increasingly intensively used and built-up landscape, the railways' accompanying areas on the existing network also enable habitat networking and migration opportunities for migrating animal species. Crossing facilities enable animal species with high habitat requirements to cross the railway lines without danger.

Measures (excerpt)

A highlight of 2022 was winning the IENE Project Award. IENE stands for Infrastructure and Ecology Network Europe - an institution originally launched back in 1996 by the Dutch Ministry of Transport, Public Works and Water Management. IENE now has over 400 members from more than 50 countries and serves as a global networking, knowledge and experience exchange platform for all actors in the transport infrastructure sector (administration, business, science, NGOs). At this year's conference, ÖBB-Infrastruktur AG was able to convince with the Wildbrücke Aich / Mittlern on the Kärntner Koralmbahn and win the IENE Project Award 2022. The wildlife bridge, built on site for the first time in the world as a free-form shell by means of pneumatically inflated concrete slabs, impresses with its greatly reduced use of materials such as reinforcing steel (-65%) and concrete (-50%) compared to a conventional frame structure. This is associated with a reduction of precursor emissions in the amount of 1,300 t CO₂ equivalents. This construction method was developed and implemented in close cooperation with the Vienna University of Technology and the Koralm railway project management "2". This project has therefore pursued the goals of nature conservation and climate protection in an exemplary manner and presented this innovation to an international audience of experts from all over the world.

In addition, a research project was launched to test wildlife warning devices for use on railway tracks in order to largely avoid wildlife collisions at neuralgic points in the future. As there are hardly any usable devices and experiences worldwide for the application of wildlife detectors on railway facilities, ÖBB-Infrastruktur AG has done pioneering work in this regard, which has already attracted great interest internationally.

In 2019, ten forest areas were also selected at non-critical locations to be developed as "eco-forest islands" as close to nature as possible. In 2022, the suitability of additional areas was assessed, and these may be added in 2023. A total area of 70 ha in the "railway forest" is designated as an eco-forest island.

Traffic safety in the vicinity of tree growth also needs to be ensured in areas accessible to the public, such as railway stations or Park & Ride facilities. ÖBB-Infrastruktur Group has created its own tree registry for this purpose. As of 31.12.2022, 10,246 trees and 203 diverse tree species were recorded in the tree cadastre. Publically accessible railway land was home to Norway maple, birch and horse chestnut as the three most common tree species in 2022, with approximately 770 to 900 specimens each.

Key figures at a glance	2022	2021
Number of trees in the tree cadastre	10,246	10,423
Number of diverse tree species	203	205

Plastic caps are fitted to the mast tops to protect large birds from electric shocks in coordination with the bird protection organisation *Bird Life Austria*. The ÖBB-Infrastruktur Group is also a partner in the EU Life Project "*Danube Free Sky*"⁵⁵. In the course of this project, among other aspects, 63 km along three rail lines in the eastern part of Lower Austria, which is important for bird protection in Austria will be equipped with extensive bird protection measures to exclude electrocution and line collision as far as possible. In 2022, more than 22 km of railway line or approx. 300 mast tops in areas that are highly sensitive for bird protection were equipped with insulation caps, which then protect the birds from electrocution.

Bird impact on glass surfaces is prevented by a bird protection marking in the form of 4 mm thick black lines at 50 mm intervals on the glass surfaces. Unfortunately, nature conservation law proves to be an obstacle when it comes to implementing voluntary biotope improvement measures for protected species. These measures, such as the creation of amphibian spawning grounds or the spreading of seeds of strictly protected plants, would be operationally, technically and financially feasible, but are often not realisable due to the prohibitions in species protection law, as there is a risk of later complications and requirements in the case of operational or construction measures. ÖBB-Infrastruktur AG has also been actively involved in the preparation of the National Biodiversity Strategy 2030 and, among other aspects, has also pointed out the dilemma mentioned above.

⁵⁵ see <https://danubefreesky.eu/en/>.

ÖBB-Infrastruktur AG is also one of the rail infrastructure companies actively involved in the "Reverse" project, which is supported by the International Union of Railways (UIC). Negative and positive impacts of the railway on biodiversity is to be analysed in detail and guidelines and an action plan for the railway sector developed in order to be able to present the contributions of the railway to SDG 15 (Life on Land). ÖBB-Infrastruktur AG heads this working group and is a key driver of this international project for the protection of biodiversity. 2022, this project was completed with two publications. For the first time, internationally agreed guidelines for the conservation and promotion of biodiversity in the railway environment are now available (<https://www.shop-etf.com/en/leaflets-irs>).

The "ÖBB-Rail Bees" project, which was launched in 2021, creates habitat for the honey bee in particular on twelve railway green spaces in six provinces. Four additional areas were added in 2022. The "ÖBB-Rail Bees" make an important contribution to plant pollination, biodiversity and the efficient use of unused but valuable railway green areas. In addition, a sustainable, enjoyable natural product is created for rail customers, who in turn get to savour it on the Railjet and Nightjet.

After a pilot project for sustainable and natural green space management had already been implemented in two Kärnten municipalities in 2021, the "Blühwiese" project was rolled out across Austria in 2022. A total of approx. 13,000 m² of green areas in the immediate vicinity of the station were transformed into nature and insect oases. The most diverse types of flowering meadows were planted in order to achieve the optimum for nature and biodiversity in each individual area - with success: the flowering meadows not only serve as an important food source for different bee and insect species, but are also habitats and refuges for numerous birds and small animals.

After almost three years of preparatory work, the "Handbuch Naturschutzfachkraft - Praktischer Naturschutz für Baustellen, Betriebsgelände und Infrastrukturen" - Handbook Nature Conservation Specialist - Practical Nature Conservation for Construction Sites, Industrial Sites and Infrastructures was also published in 2022 by Fraunhofer IRB Verlag, with the active cooperation of ÖBB-Infrastruktur AG (especially on the topic of nature and species conservation in the railway context). This technical book represents the state of the art in the field of nature and species conservation in connection with construction and raw materials management, water management, in the management of traffic routes and company premises as well as public infrastructures.

In order to increase awareness and knowledge about the preservation of biodiversity as one of the most essential bases of life, the ÖBB-Infrastruktur Group also offers various training and information programs (see also further training in the area of environment and sustainability in Chapter G.4.).

Chemical control of vegetation

ÖBB-Infrastruktur Group needs to keep the tracks as free of vegetation as possible due to obligations under railway law to ensure safe railway operations. Signals and railway crossings need to be clearly visible. Employees also need to be able to move freely on adjoining walkways and loading platforms - including passengers in an emergency. In addition, the gravel bed must be permeable to air and water and as such free of plants that accumulate water. This prevents frost heave and the track remains stable and load-bearing.

The track systems in the ÖBB network are currently treated with vegetation control products once a year to ensure this, as part of the process of vegetation control. On main tracks and continuous main tracks, the vegetation control products are applied by means of a spraying train ("Greentracker"), which is equipped with an optical green detection system and EDP-supported spraying control for precise treatment. The greenery detection system used here makes it possible to only apply spraying agents where there is actually plant growth in the immediate track area. Chemical vegetation control on station and shunting tracks is performed with manually controlled small sprayers (rail-mounted and two-way vehicles). A prototype small injection unit, also equipped with greenery detection, was developed and tested in order to improve selectivity in the small injection units. The purchase of further such devices which enable automatic green detection in the future is already underway.

From 2022, ÖBB will completely abandon the use of glyphosate - the vegetation protection substances containing this active ingredient have been replaced by alternatives. The alternative vegetation control products used are approved for use on railway tracks by the Federal Office for Food Safety (BAES). These include vegetation control products with the active substances flazasulfuron, flumioxazine, iodosulfuron and diflufenican. In 2022, approx. 1.2 t of active substances were used, 4.2 t less than in the previous year (cf. 2021: -78%). The large difference is related to the glyphosate phase-out. The ÖBB-Infrastruktur Group continues to participate intensively in research projects in order to make further - including non-chemical - processes available for the track area. A mix of methods - chemical, mechanical, physical (thermal / electrical) - are to be used in the future. Until other methods have achieved efficacy and track suitability, however, treatment of tracks with pesticides as part of chemical vegetation control remains the most important measure for keeping tracks free of vegetation. ÖBB-Infrastruktur Group is also involved in an international exchange with other railway operators in order to find solutions to this problem, which is similar for the entire railway sector.

Key figures at a glance	2022	2021
Quantity of active ingredients used per year in kg	1,168	5,397 *)
Track kilometers checked for vegetation	8,340	7,847
Areas controlled for vegetation in ha	5,642	5,290
Treated proportion of controlled area (%)	31%	32%

*) of which 5,300 kg Glyphosate

Emission incl. noise (excl. CO₂)

Rolling wheels generate sound due to physical laws which cannot be overridden. Quiet trains, however, are a basic prerequisite for rail transport as an essential component of environmentally friendly mobility. It is therefore important to contain or reduce the generation of noise emissions.

Objectives

- Reducing rail noise emissions even further

In the course of noise remediation on existing lines, noise barriers and soundproof windows are erected or subsidised. Noise protection measures are taken into account and implemented from the outset for new and upgraded lines. As a result, in 2022, there were about 1,000 km of noise barriers and noise protection dams on nearly 5,000 km of track (construction length) and nearly 10,000 km of railtrack in the ÖBB-Infrastruktur AG network.

Key figures at a glance	2022	2021
Noise barriers in km	960	948
Noise dams in km	65	65

In spring 2022, the second report "Monitoring Schallemissionen Eisenbahnverkehr Wörthersee" was published with reference to the double-track southern line in the central region of Kärnten. On the basis of measurements of train journeys, the proportion of quiet freight wagons in the calendar year 2021 was 83% of all passing freight wagons on an annual average (2020: 64%, i.e. an increase of 19 percentage points). The average pass-by level (median) at the measuring point at 7.5 m from the track axis is 87.2 dB for goods trains and 76.9 dB for passenger trains. Exemplary sound emission levels were also calculated in accordance with sound propagation calculation rules: At the exemplary distance of 30 m from the railway line, a rating level night of 58 dB results without noise protection measures, while a rating level night of 46 dB is achieved with appropriate noise protection on the railway side in the form of a 2 m high noise protection wall.

The European Environmental Noise Directive 2002 / 49 / EC requires noise mapping to be undertaken every five years. Road traffic, air traffic, rail traffic and commercial noise are recorded. In compliance with the specifications, main railway lines with more than 30,000 trains per year as well as conurbations are mapped with regard to noise immissions. The results are noise maps, which subsequently form the basis for national action planning for further noise reduction. In 2021, preparations and surveys took place, because for the first time the calculations were made with the EU-wide harmonised calculation model, formerly known as CNOSSOS-EU. The results will be published in www.laerminfo.at in 2022.

Future topics for reducing railway noise continue to be developed within the framework of research projects at the ÖBB-Infrastruktur Group: The focus is on the systematic testing of superstructure components as well as the mutual dependencies between vehicle and track in terms of sound technology and the reduction of additional sound radiation in steel bridges. Furthermore, forecasts are prepared in terms of noise, which take into account future developments such as traffic forecasts (cf. VPÖ 2040+) or transport policy plans (cf. Mobility Master Plan). A selection of research projects within the framework of the "Leise Gleise" initiative is available at <https://konzern.oebb.at/de/leise-gleise/forschung-entwicklung>.

Sustainable procurement

ÖBB-Infrastruktur AG serves as one of the most important clients for the Austrian economy and industry with the expansion and maintenance of the railway infrastructure in Austria. ÖBB-Infrastruktur AG recorded a total order volume of approx. EUR 2.0 billion in 2022. In addition, approx. 5,000 creditors have been listed.

The Austrian Federal Procurement Act (Bundesvergabegesetz) is relevant to procurement, which has as its principles the equal treatment of all applicants and bidders, non-discrimination, proportionality, transparency and fair and equitable competition. The objective is to award a contract for a service to an authorised, reliable and efficient contractor at a reasonable price.

To this end, a suitability test of the companies to be considered for the award of the contract is performed for each award procedure. The suitability criteria relevant for the suitability test is objectively determined for each award procedure in accordance with the subject matter of the service and the estimated contract value. In addition to the examination of the authority and technical as well as economic capacity, this examination also includes an examination within the framework of reliability. In this context, inquiries are made in accordance with the Wage and Social Dumping Prevention Act and the Employment of Foreign Nationals Act. Furthermore, queries are made from the register of associations, whereby criminal proceedings or convictions registered there are to be clarified on the part of the companies.

Companies are excluded from participation in the award procedure if this examination reveals that the company has committed serious misconduct in its professional activities, in particular against provisions of labour, social or environmental law.

Contractors will also be excluded from participation in the procurement process, among other aspects, if the Lead Buyer has knowledge of a final conviction of the company involving any of the offences listed below. This also applies - if the entrepreneur is not a natural person - to persons who are members of administrative, management or supervisory bodies or who have powers of representation, decision-making or control therein:

- Membership of a criminal association or organisation (§§ 278 and 278a StGB (German Criminal Code))
- Terrorist organisation, terrorist offences or terrorist financing (§§ 278b to 278d StGB)
- Corruptibility, acceptance of advantage, bribery, granting of advantage or prohibited intervention (§§ 304 to 309 StGB and § 10 UWG), fraud (§§ 146 to 148 StGB), embezzlement (§ 153 StGB), acceptance of gifts (§ 153a StGB)
- Misuse of financial support (§ 153b StGB)
- Money laundering (§ 165 Criminal Code-StGB)
- Slavery, trafficking in human beings or cross-border trafficking in prostitution (§§ 104, 104a and 217 StGB)
- A corresponding criminal offence under the regulations of the country in which the trader is domiciled

The Code of Conduct for Suppliers substantiates the statements of the Code of Conduct of the ÖBB Group (see Chapter G.6.) and describes the requirements that ÖBB-Holding AG and its subgroup companies place on the business conduct of their suppliers. This Code of Conduct is a declaration of the behaviour expected of suppliers and their employees within the ÖBB Group and serves, among other things, to improve supplier relations and communicate their expectations. Specifically, our Code of Conduct for Suppliers includes provisions on the following core elements:

- Corruption
- Competition
- Foreign trade restrictions
- Data protection and intellectual property rights
- Respect for human rights
- Diversity and Equality
- Prohibition of forced labour
- Health and safety in the workplace
- Working hours and incentive compensation
- Freedom of association (collective bargaining)
- Environmental protection and climate protection
- Sub-contractors
- Sanctions

At the 25th meeting of the Board of Management of ÖBB-Holding AG on 02.11.2021, the Code of Conduct for Suppliers was unanimously approved by the Board of Management of ÖBB-Holding AG and is to apply to tenders throughout the ÖBB Group.

As part of the Railsponsible sustainability initiative, which aims to improve the sustainability of the supply chain in the rail industry, EcoVadis is currently being used to improve the assessment of companies' sustainability performance. This is a supplier assessment tool specialising in sustainability aspects in global supply chains. It serves to generate added value and transparency along the supply chain. An EcoVadis rating includes the following points:

- Rating of companies based on 21 CSR criteria in accordance with international standards and currently applicable guidelines and regulations - e.g. ISO 26000 (area of environment, social aspects, ethics)
- Additional consideration of external sources of information (e.g. NGOs)
- Review and analysis by CSR analysts using proven methodology
- Verification of documents in all languages
- Transparency and credibility towards stakeholders

Objectives

- The ÖBB Group's target here is for 60% of companies to have a sustainability rating by 2030. As of 31.12.2022, approx. 53% of the procurement volume was assessed for sustainability.

Ecological criteria are applied in procurement in the award criteria as well as in the performance specifications, especially in the technical specifications and the definition of execution conditions. If consideration is given by means of award criteria, the award of the corresponding contract is made to the technically and economically most advantageous tender (best bidder principle). In the tender documents, all award criteria (e.g. quality, price, technical value, aesthetics, practicality, environmental characteristics, operating costs, profitability, after-sales service and technical assistance, delivery date and delivery/performance period), the use of which is envisaged, are indicated in proportion to the importance attributed to them (weighting of award criteria). The aim of procurement based on the best bidder principle is for contracting authorities to derive the greatest possible economic benefit from the procurement and to keep the costs for contracting authorities as low as possible. Examples of ecological award criteria are transport distances (distances), resource consumption, environmentally harmful ingredients, emissions in the production process, degree of recycling or recoverability of the product or parts of the product, maintenance and disposal costs, etc.

In the course of the performance specification, the ecological requirements for products and services are already included in the planning phase of a project when defining the subject of the contract. The earlier environmental aspects are taken into account in the procurement process, the sooner they are implemented. Increased attention is given to an ecological selection of building materials (e.g. by specifying the use of green concrete, which causes less CO₂-equivalent in production by reducing the need for cement). This is done in collaboration with experts to assess pollutant analyses, market supply and life cycle assessment results. Furthermore, it is important to ensure that the effect of the regulations is not to give certain companies a competitive advantage from the outset. The specifications need to be generally accessible.

Sustainable procurement is also considered within this framework. Essentially, this is done in the definition of the subject matter of the contract in such a way that the system selection and choice of building materials also take into account, in particular, subsequent maintenance costs, the service life and the emission of greenhouse gases. A criterion for the evaluation of the "LifeCycleCosts" of bridge structures was developed for this purpose within the framework of the award criteria, and in the case of alternative offers, effects on the "LifeCycleCosts" are also taken into account within the criterion framework. Furthermore, a TCO-CO₂ calculation model was developed to determine greenhouse gas emissions.

The procurement process is an essential element of the risk analysis, and as such, controls and related tests have been incorporated in the internal control system (ICS). The most important element here is the implementation of the award procedure in compliance with the dual control principle for the essential decisions and procedural steps as a general optimisation and control instrument. In practical terms, this means that each award is accompanied by at least two staff members in the capacity of a control and steering element. As a Group-wide requirement, this is to be undertaken within the framework of the lead buyer principle (lead buyer is the responsible purchaser of the corresponding commodity group). This means that all procurements with an estimated contract value of more than TEUR 50 are to be effected through the respective lead buyer company. This excludes call-offs of master agreements concluded by a lead buyer company. The efficacy of this control is tested by monthly evaluations within the framework of the ICS and documented in the ICS system on a quarterly basis.

Another control within the framework of the internal control system is the use of the "ProVia" tender platform. This ensures both that the procurement process is handled in a standardised manner and that it is documented accordingly. In addition, process steps are in place via the tender platform that offer the highest possible level of security with regard to compliance. Examples include the data room and secret choice of bidder. Monthly evaluations are also conducted for this control as part of the ICS and documented in the ICS system on a quarterly basis.

As a further measure, the Supplier Code of Conduct introduced last year by the ÖBB-Group was applied across all procurements included in the ProVia procurement system. The acceptance of the Code of Conduct by the suppliers is mandatory prior to the cooperation. In 2022, the procurement volume subject to an independent CSR assessment was further increased from 48% to 53%. In addition, ÖBB-Infrastruktur AG conducts risk-based supplier audits that are continuously developed and adapted to new requirements. Since 2021, it has also been possible to be classified via ÖBB-Group's own questionnaire. This free option is aimed in particular at small and medium-sized enterprises.

Currently, checks and tests for

- the implementation of a procurement procedure by applying an exemption clause,
- the mandatory performance of an in-depth tender review in the event of a very high overrun of the contract value compared to the cost estimate under public procurement law,
- the review of tender documents for construction contracts and
- assess three other risk areas as part of the internal control system.

Sustainable Finance

Disclosure pursuant to Article 8 EU Taxonomy Regulation

Major investment is needed to make an effective shift towards sustainability. The OECD estimates that approx. EUR 6.4 trillion⁵⁶ would be needed annually worldwide to achieve the Paris climate targets. Countries are not able to finance this on their own; additional private investment is needed. These findings have given rise to the EU Action Plan with ten measures to mobilise private capital for sustainable activities. These measures also include the introduction of a classification system for environmentally sustainable business activities - the so-called EU Taxonomy Regulation (EU Taxonomy Regulation). This should promote the channelling of capital flows into environmentally sustainable investments and activities and avoid greenwashing. The EU Taxonomy-Regulation (Reg.) is therefore a transparency instrument for investors and companies. In this way, investors will in future be able to assume a uniform basis when investing in projects and economic activities that have a significant positive impact on the climate and the environment.

In July 2020, the EU Taxonomy Regulation (2020/852) was published. According to the regulation, economic activities are environmentally sustainable if they make a significant contribution to achieving at least one environmental objective and do not significantly compromise any other environmental objective and comply with the minimum protection criteria. The EU Taxonomy-Reg. contains a total of six environmental objectives (Art. 9 EU Taxonomy-Reg.) - climate change mitigation, adaptation to climate change, sustainable use and protection of water and marine resources, transition to a recycling economy, pollution prevention and control, protection and restoration of biodiversity and ecosystems.

In the first reporting year 2021, the regulation was applied throughout Europe in a simplified implementation (facilitation provision). In the first year of reporting, the non-financial companies concerned only had to conduct an evaluation of the taxonomy eligibility (Article 8 of the EU Taxonomy Regulation) of their economic activities on the basis of the first two environmental objectives (climate protection and adaptation to climate change) and publish the shares of turnover, CapEx and OpEx attributable to the taxonomy-eligible and non-taxonomy-eligible activities. From the 2022 financial year onwards, the shares of taxonomy-compliant and non-taxonomy-compliant economic activities are to be disclosed in the form of key performance indicators. For this reason, comparative figures for the previous financial year are only given for tax-allowable and non-tax-allowable economic activities respectively. These KPIs were determined in the financial year 2022 using the same methodology as in the previous year.

⁵⁶ <https://www.klimaaktiv.at/bauen-sanieren/gebauedeklaration/eu-taxonomie-immobilien-klimaaktiv-gebaeudebewertung.html>

The ÖBB Group is a sustainable, climate and environmentally friendly group of companies. The ÖBB Group therefore wants to take advantage of the opportunities offered by the EU Taxonomy Regulation and therefore be in a position to implement sustainable forms of financing in the future. Although in the ÖBB Group only ÖBB-Infrastruktur AG is currently a public interest entity and obliged to comply with the first provisions arising from the EU Taxonomy Regulation, in this report, as in the previous year, a voluntary assessment is made from the Group perspective by the parent company ÖBB-Holding AG and its fully consolidated subsidiaries.

Note: ÖBB-Infrastruktur AG reports on its obligations under the EU Taxonomy Regulation in a non-financial statement that is part of the Group management report of the ÖBB-Infrastruktur consolidated financial statements.

Procedure for identifying taxonomy and compliant economic activities in the ÖBB-Group

A list of the "taxonomy-eligible" economic activities of the ÖBB Group has been drawn up to determine the relevant financial ratios; this list is evaluated annually and updated if necessary. The 360-degree screening process for evaluation is divided into the following steps:

- Screening of NACE codes classified by "applicable", "maybe", and "not applicable".
- Comparison of the NACE codes with those of the respective economic activities per company in the "EU Taxonomy Compass" of the European Commission.
- Conducting an "impact analysis" based on the processes and business activities in the ÖBB Group.
- Unclear or ambiguous economic activities were examined in more detail in coordination meetings with experts.
- Checking the key figures for relevant economic activities. The financial ratios analysed are in accordance with the consolidation principles applicable to the Group's financial reporting under the applicable accounting standards (IFRS).
- Based on this list of relevant economic activities, the existing reporting system was supplemented with an input mask containing individual measures that can be assigned to the framework in order to enable standardised, appropriate data collection.
- Elevation of the significant contribution to one of the two published environmental goals and assurance of compliance with the technical assessment criteria as well as the "Do No Significant Harm" criteria (DNSH criteria) by technical experts of the subsidiaries. A climate risk and vulnerability analysis is also conducted in the course of the analysis. For this purpose, physical climate risks that are essential for some economic activities were subjected to a robust climate risk and vulnerability analysis. This was followed by an assessment of existing adaptation measures and whether additional adaptation solutions will be needed in the future to reduce significant physical climate risks. In a final step, the required minimum protection standards for the ÖBB Group were surveyed.

The overlap of the results of the technical assessment criteria and the fulfilment of the DNSH criteria, as well as the positive conclusion of the analysis of the minimum protection standards, results in the outcome presented below for the taxonomy compliance of the ÖBB Group. As is shown in the tables, not all taxonomy-eligible economic activities are taxonomy-compliant at the present time, as the technical assessment criteria or the DNSH criteria are not met in certain areas.

Taxonomy-compliant economic activities in ÖBB-Infrastruktur-AG

The very broad structure of the ÖBB-Infrastruktur Group's business activities means that 11 of the economic activities currently listed in the EU taxonomy are relevant to the environmental goal of "climate protection" and therefore eligible for taxonomy. The following taxonomy-eligible economic activities have been identified from the current perspective:

Activity number	Activity	Process description
4.1	Power generation using photovoltaic technology	Operation of and marketing of the generation of photovoltaic facilities
4.3	Power generation from wind power	Operation of and marketing of the generation of wind power facilities
4.5	Electricity generation from hydropower	Operation and marketing of the generation of the hydropower plants
4.9	Transmission and distribution of electricity	Transport of traction current from connection to 50Hz grid or power plant to end user (traction unit)
4.10	Electricity storage	Construction and operation of pumped storage power plants
4.15	District heating/district cooling distribution	Distribution of district heating/cooling and operation of associated networks (main supply) from public connection to consumer
6.5	Transportation by motorcycles, passenger cars and commercial vehicles	Offering a demand-oriented and ecological mobility offer, including the necessary systems and services (Rail & Drive, Car:pool)
6.14	Rail transport infrastructure	Planning, construction (renewal and expansion), maintenance, ownership and operation of rail infrastructure
7.2	Renovation of existing buildings	The building renovation complies with the current requirements for major renovations
7.3	Installation, maintenance and repair of energy-efficient equipment	Individual renovation measures consisting of the installation, maintenance or repair of energy-efficient equipment
7.7	Acquisition and ownership of buildings	Acquisition of real estate and exercise of ownership

The impact analysis conducted in the financial year 2021 identified capital expenditure (CapEx) for the development of construction projects for residential and non-residential buildings as a taxonomy-eligible economic activity on the part of the ÖBB-Infrastruktur Group and allocated it to the economic activity "7.1 New construction". The FAQs on the EU Taxonomy Regulation published by the EU Commission in February and December 2022 and the clarifications and explanations contained therein regarding the allocation to economic activities result in capital expenditure on buildings constructed after 31.12.2020 being reported under economic activity "7.7 Acquisition and ownership of buildings" from the 2022 financial year onwards.

Furthermore, in the financial year 2021, the ÖBB Infrastructure Group identified revenues and capital expenditures from railway-specific education as a taxonomy-eligible economic activity and allocated them to the economic activity "11. Education and training". The FAQs on the EU Taxonomy Regulation published by the EU Commission in February and December 2022 and the clarifications and explanations contained therein regarding the allocation to economic activities resulted in rail-specific education no longer being reported as a taxonomy-eligible economic activity from the 2022 financial year onwards, as rail-specific education is neither an adaptation activity nor an enabling activity for climate change adaptation. The change in taxonomy capability is not significant.

The identified taxonomy-eligible economic activities in the ÖBB-Infrastruktur Group were all allocated 100 % to the first environmental objective (climate protection), taking into account the specifications in Annex I of the EU Taxonomy Regulation. A potential significant contribution of turnover, CapEx and / or OpEx from these activities to the second environmental goal (adaptation to climate change) in accordance with the requirements of Annex II was therefore not reported separately in order to avoid double counting. Double counting has also been avoided by allocating the activities of the individual companies in the group to a specific activity from the EU Taxonomy Regulation. Individual audit steps ensured that the economic activities in the area of turnover, CapEx and OpEx are distinguishable from each other and that double counting is avoided.

An assessment of the EU Taxonomy Regulation, which is still under development, with regard to the four further environmental objectives to be published and the further economic taxonomy-eligible activities already announced by the EU Commission is currently not possible.

The reported ratios on taxonomy-eligible and taxonomy-compliant turnover, capital expenditure (CapEx) and operating expenses (OpEx) have been calculated in accordance with the requirements of Article 8 of the Delegated Act of the EU Taxonomy Regulation. There were no significant changes in the procedure for calculating the KPIs compared to the previous year.

Sales revenue associated with taxonomy-compliant economic activities (KPI sales revenue)

Based on the requirements of the EU Taxonomy Regulation, the sales ratio shows the sales generated from taxonomy-compliant economic activities in relation to the Group's total net sales in accordance with IFRS.

The KPI sales revenue for the financial year 2022 is as follows:

Economic Activities	Turnover in million EUR	Proportion of Turnover in %	Substantial Contribution Criteria			DNSH-criteria („Do No Significant Harm“)							Minimum Safeguards	Taxonomy aligned (A.1) or eligible (A.2) % proportion of turnover 2022	Taxonomy aligned (A.1) or eligible (A.2) % proportion of turnover 2021	Category "Enabling Activity"	Category Transitional Activity	
			% Climate Change Mitigation	% Climate Change Adaptation	*)	% Climate Change Mitigation	% Climate Change Adaptation	Water	Circular Economy	Pollution	Biodiversity and ecosystems	Y/N						Y/N
A. TAXONOMY-ELIGIBLE ACTIVITIES																		
A.1. Environmentally sustainable activities (Taxonomy-aligned)																		
4.1. Electricity generation using solar photovoltaic technology	0.13	0.01%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	0.0%	n/a		
4.3. Electricity generation from wind power	0.06	0.0%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	0.0%	n/a		
4.5. Electricity generation from hydropower	30.67	3.1%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	3.1%	n/a		
4.9. Transmission and distribution of electricity	156.27	15.9%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	15.9%	n/a		E
6.14. Infrastructure enabling low-carbon road transport and public transport	348.11	35.4%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	Y	Y	35.4%	n/a		
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)	535.24	54.4%													54.4%			15.9%
Taxonomy-Eligible but not environmentally sustainable activities (not A.2. Taxonomy-aligned)																		
4.15. District heating/cooling distribution	15.39	1.6%																
6.5. Transport by motorbikes, passenger cars and light commercial vehicles	0.51	0.1%																
6.14. Infrastructure enabling low-carbon road transport and public transport	42.06	4.3%																
7.7. Acquisition and ownership of buildings	80.62	8.2%																
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned) (A.2)	138.58	14.1%													0.0%			
Sum (A.1 + A.2)	673.82	68.5%													54.4%			
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																		
Turnover of Taxonomy-non-eligible activities	310.55	31.5%																
Total (A+B)	984.37	100.0%																

*) The delegated acts for the other environmental objectives of the EU taxonomy are not yet available and therefore economic activities can only make a significant contribution to the environmental objective "climate protection" or "adaptation to climate change", the other environmental objectives are not listed in the presentation.

Abbreviations:
 Y/N Yes/No
 n/a not applicable
 E Enabling activity
 T Transitional activity

The taxonomy-compliant share of turnover is calculated as the part of net turnover in goods or services, including intangible goods, associated with taxonomy-compliant economic activities (numerator) divided by net turnover (denominator), in each case for the financial year 01.01.2022 to 31.12.2022.

The above-mentioned revenues per economic activity mainly consist of revenues from contracts with customers pursuant to IFRS 15 in the sense of the Delegated Acts of the EU Taxonomy Regulation. Revenue from the transport sector (economic activity 6.5.) and the commercial and real estate and transport sector (economic activity 6.14.) includes revenue from leases (IFRS 16).

In 2022, approx. 54.4% of the ÖBB-Infrastruktur Group's revenue can be classified as taxonomy-compliant (see note 4 in the notes to the consolidated financial statements). The largest contribution here is provided by the economic activity "6.14. Rail transport infrastructure". This includes, for example, the planning and construction of rail infrastructure, the provision of rail infrastructure including facilities and equipment and the operation and maintenance of demand-oriented and safe rail infrastructure. A share of 14.1% of the total sales revenue in the financial year 2022, which results from the non-fulfilment of technical assessment criteria predominantly in the area of construction and real estate of the economic activity 7.7 "Acquisition and ownership of buildings", is assessed as taxonomy-eligible but non-compliant. Approx. 51.7% of the reported taxonomy-compliant revenues are accounted for by revenues from contracts and customers and approx. 2.6% by other revenues. The share of total sales revenue from taxonomy-eligible economic activities was approx. 71.6% in the previous year.

Capital expenditure on assets related to taxonomy-compliant economic activities (KPI CapEx)

The calculation of the CapEx ratio takes into account the total additions in accordance with the statement of changes in fixed assets in the consolidated financial statements as at 31.12.2022 without taking into account cost contributions received for property, plant and equipment and intangible assets, including additions of rights of use in accordance with IFRS 16 and additions of investment property. The figures are given before depreciation, amortisation, impairment losses or other changes in value. Not relevant are investments through joint ventures, investments in financial instruments, leases that have no recognition of a right of use and advance payments on account.

In agreement with the BMK, capital expenditures in accordance with the master plan and subsequently the other investment plan of Activity 6.14 Rail Infrastructure are reported excluding capitalised interest on borrowings in accordance with IAS 23 and, in the interests of comparability, this approach is also endorsed for EU taxonomy reporting. In line with this logic, total capital expenditure, i.e. the denominator, is also reported excluding capitalised interest on borrowings. This has no significant impact on the level of the key figures.

The KPI CapEx for the financial year 2022 is as follows:

Economic Activities	CapEx in million EUR	Proportion of CapEx in %	Substantial Contribution Criteria		DNSH-criteria („Do No Significant Harm“)							Minimum Safeguards	Taxonomy-aligned (A.1) or eligible (A.2) proportion of CapEx 2022 in %	Taxonomy-aligned (A.1) or eligible (A.2) proportion of CapEx 2021	Category "Enabling Activity" Category "Transitional Activity"
			Climate Change Mitigation in %	Climate Change Adaptation in %	Climate Change Mitigation in %	Climate Change Adaptation in %	Water	Circular Economy	Pollution	Biodiversity and ecosystems					
A. TAXONOMY-ELIGIBLE ACTIVITIES															
A.1. Environmentally sustainable activities (Taxonomy-aligned)															
4.1. Electricity generation using solar photovoltaic technology	2.36	0.1%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	0.1%	n/a	
4.3. Electricity generation from wind power	3.82	0.1%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	0.1%	n/a	
4.5. Electricity generation from hydropower	83.65	2.6%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	2.6%	n/a	
4.9. Transmission and distribution of electricity	27.20	0.9%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	0.9%	n/a	E
4.10. Storage of electricity	72.94	2.4%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	2.4%	n/a	E
6.14. Infrastructure enabling low-carbon road transport and public transport	2,332.18	73.2%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	73.2%	n/a	
CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)	2,526.15	79.2%											79.2%		3.2% 0.0%
Taxonomy-Eligible but not environmentally sustainable activities (not Taxonomy-aligned)															
A.2. Taxonomy-aligned															
6.5. Transport by motorbikes, passenger cars and light commercial vehicles	3.21	0.1%													
6.14. Infrastructure enabling low-carbon road transport and public transport	242.50	7.6%													
7.2. Renovation of existing buildings	44.96	1.4%													
7.3. Installation, maintenance and repair of energy efficiency equipment	2.22	0.1%													
7.7. Acquisition and ownership of buildings	199.78	6.3%													
CapEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned) (A.2)	492.67	15.5%											0.0%		
Sum (A.1 + A.2)	3,018.82	94.7%											79.2%		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES															
CapEx of Taxonomy-non-eligible activities	169.36	5.3%													
Total (A+B)	3,188.18	100.0%													

*) The delegated acts for the other environmental objectives of the EU taxonomy are not yet available and therefore economic activities can only make a significant contribution to the environmental objective "climate protection" or "adaptation to climate change", the other environmental objectives are not listed in the presentation.

Abbreviations:
 Y/N Yes/No
 n/a not applicable
 E Enabling activity
 T Transitional activity

The additions per economic activity mainly relate to additions from investments in property, plant and equipment (IAS 16). The Transport division also records investments in intangible assets (IAS 38), additions to leases (IFRS 16) and additions to investment property in the context of rail transport infrastructure. The additions in construction and real estate consist of investments in property, plant and equipment (IAS 16) and leases (IFRS 16).

In the financial year 2022, approx. 79.2% of the capital expenditure of the ÖBB-Infrastruktur Group can be recorded as taxonomy-compliant (see notes 14, 15 and 16 in the notes to the consolidated financial statements). Here too, the economic activity 6.14. "Rail transport infrastructure" makes the largest contribution in percentage terms. This is attributable to the current framework plan of the ÖBB-Infrastruktur Group. In addition, about 15.5% of the investments classify themselves as taxonomy-eligible but not as environmentally sustainable activities due to the lack of requirements for meeting the technical assessment criteria or the "do no significant harm" criteria. Approx. 20.87% of the additions were made in the context of a CapEx plan, approx. 3.9% of the additions were not related to turnover-related economic activities ("C-list Investments"). The share of total investments in taxonomy-eligible economic activities was approx. 94.9% in the previous year.

The additions to rights of use for land and buildings relate to the leasing of a property in Lassallestrasse in the amount of approx. EUR 164.7 million. The fixed assets movement schedule of the ÖBB-Infrastruktur Group also shows the disposals of approx. EUR 106.0 million from sub-lease agreements with affiliated companies of the rest of the ÖBB Group for this property, which were classified as finance leases.

The economic activity 6.14. Rail transport infrastructure was examined in the course of determining the KPI CapEx by means of a detailed analysis to determine whether the framework plan of ÖBB-Infrastruktur AG, which concerns the actual and future electrified lines 2022 to 2027 with a volume of approx. EUR 18.2 billion, meets the requirements for a CapEx plan pursuant to Delegated Regulation (EU) 2021/2178, Annex I, point 1.1.2.2. The criteria could be affirmed on the basis of a detailed analysis.

The framework plan is endorsed annually by the Republic of Austria in the Council of Ministers and approved by the Supervisory Board of ÖBB-Infrastruktur AG. The framework plan puts key aspects of the government's rail program on track and makes an important contribution to achieving climate neutrality. The main basis for the preparation of the ÖBB framework plans is the target network of ÖBB-Infrastruktur AG, in which the main transport policy objectives are anchored (see Notes C.5 in the Group Management Report). Among other aspects, the complete decarbonisation of rail transport by 2040 is an important focus and aims at an economically optimal mix of electrification of lines and the use of vehicles with alternative propulsion technologies based on the electrification strategy. The current and future electrification of the lines in accordance with the framework plan forms the basis for the additions in accordance with Art. 8 of the EU Taxonomy Regulation to economic activity 6.14. Rail transport infrastructure. The expansion of the electrification of the rail transport infrastructure makes a significant contribution to the environmental goal of climate protection. There are no relevant research, development or innovation activities. The electrification of further sections of the line is to take place by 2035. The overall capital expenditure in the 2022 financial year, which will be incurred during the reporting period, amounts to approx. EUR 2,571.2 million.

Non-capitalised direct operating expenses in accordance with the EU Taxonomy Regulation associated with taxonomy-compliant economic activities (KPI OpEx)

Operating expenses as defined by the EU Taxonomy Regulation are, in addition to non-capitalisable expenses for research and development activities, expenses for short-term leases, all maintenance and repair expenses, and other directly attributable costs relevant to the ongoing maintenance and preservation of the functionality of intangible and tangible assets. Operating expenses are determined on the basis of the respective expense items in accordance with the IFRS Consolidated Income Statement 2022.

The KPI OpEx for the financial year 2022 is as follows:

Economic Activities	OpEx in million EUR	Proportion of OpEx in %	Substantial Contribution Criteria		DNSH-criteria („Do No Significant Harm“*)								Minimum Safeguards	Taxonomy aligned (A.1) or eligible (A.2) proportion of OpEx 2022	Taxonomy aligned (A.1) or eligible (A.2) proportion of OpEx 2021	Category “Enabling Activity” “Transitional Activity”
			Climate Change Mitigation in %	Climate Change Adaptation in %	Climate Change Mitigation Y/N	Climate Change Adaptation Y/N	Water Y/N	Circular Economy Y/N	Pollution Y/N	Biodiversity and ecosystems Y/N						
A. TAXONOMY-ELIGIBLE ACTIVITIES																
A.1. Environmentally sustainable activities (Taxonomy-aligned)																
4.1. Electricity generation using solar photovoltaic technology	0.04	0.0%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	0.1%	n/a		
4.5. Electricity generation from hydropower	10.67	1.4%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	1.4%	n/a		
4.9. Transmission and distribution of electricity	15.88	2.1%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	2.1%	n/a	E	
6.14. Infrastructure enabling low-carbon road transport and public transport	336.70	43.7%	100%	0%	n/a	Y	Y	Y	Y	Y	Y	Y	43.7%	n/a		
OpEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)	363.30	47.1%											47.1%		2.1%	0.0%
Taxonomy-Eligible but not environmentally sustainable activities (not A.2. Taxonomy-aligned)																
4.15. District heating/cooling distribution	0.08	0.0%														
6.14. Infrastructure enabling low-carbon road transport and public transport	179.32	23.3%														
7.7. Acquisition and ownership of buildings	46.92	6.1%														
OpEx of Taxonomy-eligible but not environmentally sustainable activities	226.32	29.3%											0.0%			
Sum (A.1 + A.2)	589.62	76.4%											47.1%			
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																
OpEx of Taxonomy-non-eligible activities	181.64	23.6%														
Total (A+B)	771.25	100.0%														

*) The delegated acts for the other environmental objectives of the EU taxonomy are not yet available and therefore economic activities can only make a significant contribution to the environmental objective "climate protection" or "adaptation to climate change", the other environmental objectives are not listed in the presentation.

Abbreviations:
 Y/N Yes/No
 n/a not applicable
 E Enabling activity
 T Transitional activity

The numerator contains that part of the listed operating expenses that is attributable to taxonomy-compliant sales revenues. The denominator includes all operating expenses from the categories - research and development, building refurbishment, short-term leasing, maintenance and repair and all other direct expenses related to daily maintenance. The KPI OpEx is as follows:

The share of taxonomy-compliant operating expenses is calculated at approx. 47.1% for the 2022 financial year. The largest contribution here continues to be made by economic activity 6.14. "Rail transport infrastructure" with approx. 43.7%. Approx. 29.3% of the operating expenses are listed as taxonomy-capable, but not ecologically sustainable. The operating expenses of environmentally sustainable activities (taxonomy-compliant) in the amount of approx. 47.1% result from maintenance and repairs (external workshops, materials and purchased services) and the resulting personnel expenses. The share of total operating expenses for taxonomy-eligible economic activities was approx. 83.1% in the previous year.

Avoidance of double counting

The identified taxonomy-eligible economic activities in the ÖBB Group were all allocated 100 % to the first environmental objective (climate protection), taking into account the specifications in Annex I of the EU Taxonomy Regulation. A potential significant contribution of turnover, CapEx and / or OpEx from these activities to the second environmental goal (adaptation to climate change) in accordance with the requirements of Annex II was therefore not reported separately in order to avoid double counting. Double counting has also been avoided by allocating the activities of the individual companies in the group to a specific activity from the EU Taxonomy Regulation. Individual audit steps ensured that the economic activities in the area of turnover, CapEx and OpEx are distinguishable from each other and that double counting is avoided.

Materiality

The basic population was considered and analysed when deriving the values for determining the taxonomy-relevant key figures.

Task Force on Climate-related Financial Disclosure (TCFD)

ÖBB reports for the first time on the recommendations of the Task Force on Climate-related Financial Disclosures, better known as TCFD. This is an initiative launched in December 2015 by the Financial Stability Board (FSB), an international body established with the support of G20 members to promote international financial stability. The purpose of the TCFD is to help identify the information needed by investors, lenders and insurance companies to appropriately assess and evaluate climate-related risks and opportunities. The TCFD published its conclusive recommendations on behalf of the FSB in 2017. These recommendations provide a framework for developing more effective climate-related financial information through existing reporting processes.

This report provides general climate-related information from ÖBB at the following points:

- Impact of climate change on ÖBB - see Chapter Adaptation to climate change
- Climate resilience and climate scenarios - see Chapter Sustainable Finance / EU Taxonomy
- Key measures for adaptation to climate change in the ÖBB Group:
 - Strategic measures: Climate protection and adaptation to climate change are essential topics of the ÖBB-INFRA.sustainability strategy (with goals, thrusts, key figures and portfolio of measures) - see Chapter INFRA.mobility transition, ESG risk and impact analysis, climate protection and adaptation to climate change

Specific recommendations of the TCFD on disclosure

The TCFD is an advocate for the disclosure of information on climate-related opportunities and risks of companies. They are required to demonstrate how they are positioned in terms of governance, strategy, risk management and measurable objectives to take advantage of key climate-related opportunities as well as mitigating risks.

ÖBB Group supports the recommendations of the TCFD on reporting specific climate-related information, discloses this information in accordance with the TCFD and also refers to relevant pages in the report with further more detailed information:

Department	TCFD-relevant detailed information	Chapter (Page number follows when management report is final)
Governance of climate-related risks and opportunities	Supervision / Controlling:	
	Supervisory Board ÖBB-Infrastruktur AG and Control ÖBB-Infrastruktur AG	
	Top management	G.2. General information
	Process / Tools:	
	Opportunity and risk management	F. Opportunity and Risk Report G.2. ESG risk and impact analysis
	Sustainability management	G.2. Sustainability management
	Sustainability strategy	C.5. #INFRA.Mobilitätswende - The Corporate Strategy of the ÖBB-Infrastruktur Group Materiality analysis
Strategy	Group strategy (environment analyses)	C.5. The Corporate Strategy of the ÖBB-Infrastruktur Group
	Sustainability strategy	C.5. #INFRA.Mobilitätswende (mobility transition) – The Corporate Strategy of the ÖBB-Infrastruktur Group
Climate-relevant risk management	Climate protection strategy / decarbonisation pathways	G.3. Climate Protection G.3. Sustainable Procurement
	Opportunity and risk management	G.2. ESG risk and impact analysis
Indicators und Objectives	Climate protection strategy / decarbonisation pathways (annual target reconciliation, monitoring, adaptation measures).	G.3. Climate Protection G.3. Adaptation to climate change
	Sustainability strategy goals - climate protection	G.3. Climate Protection
	Aims Sustainability strategy - Adaptation to climate change	G.3. Adaptation to climate change
	CO ₂ footprint (greenhouse gas balance)	G.3. Climate Protection
	Key figures on climate protection	G.3. Climate protection, sustainable finance
	Key figures on adaptation to climate change	G.3. Adaptation to Climate Change, Sustainable Finance

Corporate ESG Rating

Since 2012, ÖBB-Infrastruktur AG has been regularly subjected to an ESG rating (Environment, Social, Governance) by ISS ESG (formerly oekom research AG) in the transport infrastructure sector, with over 100 indicators being used for assessment.

The most recent rating was in 2020. ÖBB-Infrastruktur AG was rated as a top investment for ethical, ecological and socially responsible investment for the fourth time. In the independently conducted assessment, transport infrastructure companies from Europe, North and South America, Asia and Australia were subjected to rigorous scrutiny. ÖBB-Infrastruktur AG was even rated one notch higher than in previous years and has once again achieved prime status. In this way, ÖBB-Infrastruktur AG is underlining its international pioneering role. Investments in railway infrastructure are therefore a particularly sustainable form of investment with high added value for the environment and society. This is of enormous importance especially in light of the EU Green Deal and the associated EU taxonomy.



In March 2018, oekom research AG was acquired by the US rating agency ISS (Institutional Shareholder Services), which has been active in the field of corporate responsibility and ESG ratings since 1985 and has been majority-owned by Deutsche Börse since 2021.

As one of the leading international ESG rating agencies, ISS is a specialist in the independent analysis and evaluation of environmental and social performance of companies that raise money from the capital market to finance projects. ISS ESG provides investors with independent assessments so that they can make their investment decisions according to strict sustainability considerations.

Further information on the ISS ESG rating at: <https://www.issgovernance.com/esg/ratings/corporate-rating/>.

G.4. Social and employee affairs (incl. stakeholder management)

Stakeholder management

ÖBB-Infrastruktur Group is in contact with a large number of stakeholders: Owners, politicians and authorities, private and business customers, residents, employees and other ÖBB Group companies, cooperation partners, investors, suppliers, the public and the media.

<p>Owner / political environment</p>	<p>Owner and political environment (e.g. countries, municipalities)</p> <p>ÖBB-Infrastruktur AG is building the Austrian rail infrastructure on behalf of the owner Republic of Austria. The Republic of Austria is both an owner and a customer of ÖBB-Infrastruktur AG in the sense that the expansion of the rail infrastructure in Austria is „ordered“ through agreed reference frameworks. There are also contributions for maintenance and operations management – Section 42(1) and (2).</p>
<p>B2B Business to business</p>	<p>Railway undertakings and other business customers</p> <p>Railway undertakings on the Austrian railway network – As of Dec 31, 2021: 67 Other business customers: from the areas of energy, real estate (tenants, lessees, buyers of ÖBB real estate,...), terminals (e.g. operators, shipping companies or forwarders), etc.</p>
<p>B2C Business to consumer</p>	<p>Passengers and people who spend time at the train station for other purposes</p> <p>Passengers use the services of ÖBB-Infrastruktur AG at the train station upon arrival or departure. People who spend time at the train station for other purposes: e.g. people picking up travellers or going to the station to shop.</p>

There are infrastructure usage contracts with 69 railway undertakings and three Authorised Applicants (NEVU) (cut-off date 31.12.2022). The share of external RUs measured in terms of train kilometers in passenger transport is 6.9% (py: 4.6%). The share of external RUs in goods transport on the basis of gross tonne-kilometers is 39.9% (py: 37.3%). The significantly increased share of external RUs in passenger transport is due to the return to a timetable comparable to pre-pandemic times after the COVID-19-related cancellations in 2021 (e.g. City Airport Train - CAT, WESTbahn GmbH).

In 2022, 57 external customers had concluded a traction power grid usage contract with ÖBB-Infrastruktur AG and 54 of them also had an energy supply contract (as of 31.12.2022). As in the previous year, this corresponds to a market share of approx. 96% in the liberalised traction current and energy market. Since 01.01.2018, all ÖBB-Infrastruktur AG customers have been supplied with traction current that comes 100% from renewable energy sources.

More digital customer information through new LED displays on the platforms

ÖBB customers appreciate visual information about their trains that shows them the current status dynamically and in real time - what is the status of my train today, are there delays or where can I find my carriage? Electronic displays optimally fulfil these expectations. The new displays are advantageous in several ways: They offer a significantly larger, active display area, which creates more space for customer information. At long-distance stations, the train's carriage sequence is also displayed for example. The technical basis of the new displays is LED technology, which makes them one third more energy-efficient than the previous LCD displays. In addition, more information is available in colour and higher resolution, while costing about 30 per cent less than their predecessors.

The latest generation of platform displays was put into operation in 2022 in Vienna Matzleinsdorf, Strebendorf, Lauterach and Hohenems. More have been installed in Salzburg Hbf, Graz Hbf, Vienna Heiligenstadt, Baden, Tulln Stadt, Puch bei Hallein, Golling-Abtenau, Rankweil and St. Michael.

Customer satisfaction

Customer satisfaction surveys are conducted at regular intervals (at least every two years) in the "Market / Contract Customer" (B2B) and "Customer" (B2C) areas. Customer satisfaction surveys are not conducted separately for the customer groups "Owners / Political Environment" due to the complexity and the existing cooperation.

Different methods are used here (quantitative, qualitative, structural equation models, etc.). The added value of these surveys with these customer groups may be described as follows:

- Knowledge of service provider satisfaction
- Survey of tangible potential for improvement
- Knowledge of future expectations / long-term customer needs
- Original feedback of the users
- Knowledge of basic opinions on ÖBB-Infrastruktur AG for the derivation of strategic strengths and weaknesses or opportunities and risks

Objectives

- Increasing customer satisfaction to 76% in 2030.

The satisfaction of B2C customers with the services of the ÖBB-Infrastruktur Group is surveyed by an external company through a Group-wide survey of passengers. The survey is conducted through telephone interviews, written questionnaires (self-completion) and observations or mystery tours. The KPI value is based on the rating of those completing the questionnaire themselves. Questions relevant to the ÖBB-Infrastruktur Group are asked on the following topics: Punctuality, accessibility of the station, guidance system at the station, information at the station as a rule, total journey time & duration, personal feeling of safety at the station, cleanliness and state of maintenance of the station, information at the station in case of irregularities, suitable connections to other trains, station infrastructure, waiting areas.

The maximum number of points is 100. The self-completion value for 2022 is 75% and is considered "good". Maintaining customer satisfaction is a major challenge, and therefore only a small increase is expected. The Group-wide customer satisfaction surveys planned for autumn 2020 and 2021 were not conducted due to the COVID 19 pandemic.

The results of the customer satisfaction surveys are provided to the company and the departments concerned by the "Corporate Development" unit, which provides the basis for further strategic orientation and for the further derivation of operational measures.

Complaint management

Irrespective of surveys, customer service (complaint management) is an indicator of customer satisfaction. The ÖBB-Infrastruktur Group has established a central customer service in the "B2C" area for stakeholders such as passengers, residents, station visitors, etc. Enquiries and complaints about infrastructure issues such as station facilities (park & ride, lifts, seating, etc.), customer information at stations, station cleanliness, construction work, etc. are dealt with there. Concerns relating to passenger transport are handled directly by the ÖBB-Personenverkehr customer service.

Enquiries and complaints received by the ÖBB Infrastructure Group via letter, e-mail (infra.kundenservice@oebb.at), contact form (<https://infrastruktur.oebb.at/de/kontakt/kontaktformular>) or social media are processed by the Customer Service and forwarded to the specialist departments. An (initial) response to the customer to be provided within 48 hours (on working days). If other subgroups of the ÖBB Group are affected, these enquiries and complaints are forwarded accordingly.

Items requiring action as well as attachments (incoming mail, correspondence with the customer if applicable, internal correspondence, email undeliverability logs, etc.) are recorded and stored in the IT application "Remedy Complaint Management" during the process of handling enquiries and complaints. Periodic evaluations are the basis for management.

Information and raising awareness

As the constructor and owner of numerous large-scale rail infrastructure projects, which are realised under highly complex conditions - for the most part during ongoing operations - stakeholder management is of considerable relevance: Planning and construction projects require tailor-made and coherent public relations work to ensure successful implementation. Information, communication and the widest possible involvement of the population affected by the projects are the main pillars of the measures used. These include the production of information folders, route maps, information for local residents, photos and films, exhibitions and info boxes, but also the organisation of events (ground-breaking ceremonies, tunnel inaugurations and breakthroughs, plan exhibitions, opening ceremonies, etc.) and site visits, as well as the presentation of the projects on the Internet and on social media channels.

There are two pillars of communication with neighbouring residents and stakeholders: firstly, an information policy that is as transparent as possible at eye level, and secondly, information and involvement of all parties involved at the earliest possible stage. No concealment is made of the fact that the construction work may be noisy for a limited period of time and lead to restrictions. Ultimately, however, it is the customers who benefit from the expansion of the railway infrastructure in the form of improved services. Switching to the climate-friendly means of transport by rail therefore becomes easy and attractive.

Proven models of stakeholder and citizen participation are used in the planning and implementation of rail infrastructure projects: The requisite parties are brought on board at an early stage with "round tables", dialogue forums or accompanied route selection procedures. The decisive factor here is to start these activities at a very early stage. In most cases, this leads to an acceptable solution for everyone.

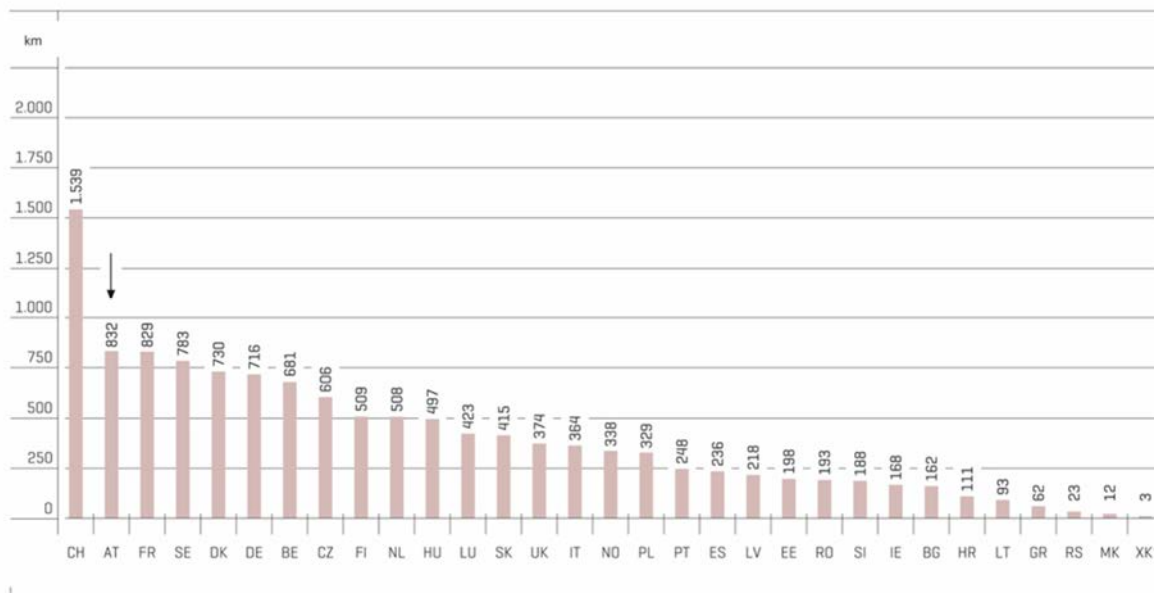
The topic of "Safety on Railway Installations" is enormously important, which is why a lot of time and money is invested every year in raising awareness of dangers on railway installations. Every year in Austria people have accidents on railway tracks as a result of rash actions, ignorance and carelessness, some unfortunately also with fatal outcomes. It is important to inform and educate young people in particular in order to avoid these accidents. Therefore a safety campaign is launched every year at the beginning of school to promote safety behaviour near railway facilities. This directly involves one of the most important and potentially most vulnerable stakeholder groups. The focal hub of the campaign is the ÖBB website www.passaufdichauf.at and also at oebb.at/Sicherheit.

In addition, safety lectures are offered to schools throughout Austria at their request to raise awareness of dangers at railway installations.

The topic of "raising awareness of the correct behaviour at railway crossings" is given special attention every year in relation to the "International Level Crossing Awareness Day" (ILCAD) at the beginning of June. In 2022, to assist the objective of this day, journalists and driving schools were invited to take part in a special train trip to see how road users behave at railway crossings from the perspective of a train driver. In addition, folders on safety at railway crossings were distributed and a press release was issued warning of the possible dangers at railway crossings due to carelessness. A Europe-wide exchange of ideas on International Rail Crossing Day takes place within the framework of ILCAD meetings of the International Union of Railways (UIC).

As a cooperation partner at the ÖAMTC event "YoMoCon", ÖBB-Infrastruktur AG communicates safety in more entertaining ways. YoMoCon stands for Young Mobility Convention and is an event of the ÖAMTC Upper Austria, which took place on 4 and 5 July 2022 at the ÖAMTC Fahrtechnikzentrum Marchtrenk. ÖBB-Infrastruktur participated as a cooperation partner in order to raise awareness of the possible dangers at railway facilities for the participating pupils. The event is one of the largest road safety events in the whole of Austria. The concept of the YoMoCon is "road safety within your grasp" and serves as an important contribution to raising awareness and acquiring competences for the mobility of young road users. Colleagues from ÖBB-Infrastruktur and a team from ÖBB-Operative Services GmbH & Co KG made their contribution on site with interactive stations and entertaining presentations for more safety. 1,850 pupils from 88 school classes were introduced to safety-related topics in a playful way at four stations.

Austrian rail passengers are in 1st place within the European Union in terms of kilometers travelled and, according to the European Commission's Eurobarometer (2018), are among the most satisfied rail customers in the EU.



Distance travelled by train per inhabitant in 2020. Source: Rail Control (IRG-Rail Market Report)

Personnel

The ÖBB Group as an attractive employer with diversity

The ÖBB Infrastructure Group is constantly becoming more diverse and is in the midst of a generational change. In 2022, 813 employees with a permanent position retired and 708 employees left the ÖBB-Infrastruktur Group. To counteract this, 4,691 employees (including foreign countries and apprentices) were added to the ÖBB Group in 2022 - in the ÖBB-Infrastruktur Group, the figure was 1,526 employees. The mobility shift and increasing technological developments are changing the demands placed on managers and employees, the technologies used and the qualifications required. The main topics and challenges of the ÖBB-Infrastruktur Group are generational change, positioning the ÖBB-Infrastruktur Group as an attractive and diversified employer, promoting the health of employees and offering training and further education in a targeted manner. The goal of the ÖBB-Infrastruktur Group and its employees is to always provide the best service for customers.

Key personnel figures at a glance

The staffing figures of the ÖBB-Infrastruktur Group are as follows:

Number of employees (headcount)	31.12.2022	31.12.2021	Change		Average	
			Reporting date	in %	2022	2021
Employees	5,599	5,076	523	10%	5,358	4,913
Workers	3,599	3,319	280	8%	3,516	3,237
Tenured employees	7,678	8,517	-839	-10%	8,076	8,920
Total (excl. apprentices)	16,876	16,912	-36	0%	16,950	17,070
Apprentices	1,498	1,523	-25	-2%	1,349	1,374
Total (incl. apprentices)	18,374	18,435	-61	0%	18,299	18,444

Number of employees (FTE)	31.12.2022	31.12.2021	Change		Average	
			Reporting date	in %	2022	2021
Employees	5,452.8	4,963.6	489.2	10%	5,223.4	4,799.0
Workers	3,587.3	3,309.0	278.3	8%	3,505.8	3,227.1
Tenured employees	7,527.0	8,352.7	-825.7	-10%	7,918.3	8,753.6
Total (excl. apprentices)	16,567.1	16,625.3	-58.2	0%	16,647.5	16,779.7
Apprentices	1,498.0	1,523.0	-25.0	-2%	1,348.9	1,373.8
Total (incl. apprentices)	18,065.1	18,148.3	-83.2	0%	17,996.4	18,153.5

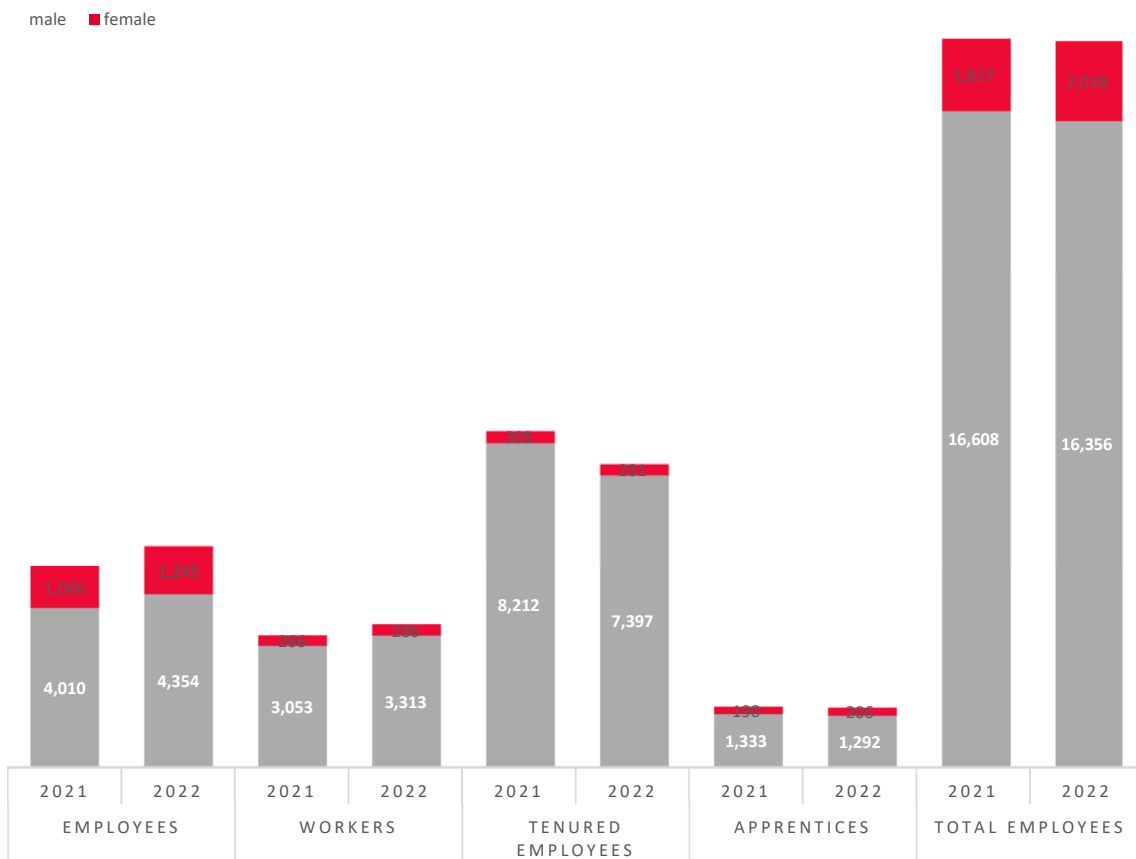
Tenured employees are ÖBB staff members who are subject to the "general terms and conditions for employment with Austrian Federal Railways" (AVB), whose employment began prior to 01.01.1995, and cannot be terminated, as a result of the provisions in the AVB. This category of employees will shrink over the next few years due to an impending wave of retirements.

Most of the employees of the ÖBB-Infrastruktur Group are subject to collective bargaining agreements or the General Terms and Conditions of Contract (GTC), the vast majority of which are definitive). In the subsidiary Rail Equipment GmbH & Co KG, there is no underlying collective agreement for a small group of employees. The Salaried Employees Act is applicable here. This means that 99.9% of employees are covered by a collective bargaining agreement. There are no distinctions in the compensation systems for women and men. In principle, the contractual minimum salaries are granted within the scope of collective bargaining agreements. A large proportion of employees receive remuneration in excess of these minimum salaries.

The number of employees in the ÖBB-Infrastruktur Group fell in the year under review to 18,374. Approx. 42% (py: approx. 46%) of the workforce comprised of employees with permanent positions. The average age (excluding apprentices) was approx. 45.0 (py: approx. 45.5) years. The share of women (including apprentices) was approx. 11.0% (py: approx. 9.9%).

Gender distribution by employment relationship

TOTAL NUMBER OF EMPLOYEES ÖBB-INFRASTRUKTUR GROUP AS AT 31.12.



In 2022, 15,901 (py: 16,160) men and 1,651 (py: 1,499) women were employed full-time and 455 (py: 448) men and 367 (py: 328) women were employed part-time.

In addition, an average of 294 (py: 299) external leasing employees (FTE) were employed in the 2022 financial year, particularly in the area of facility services (security, cleaning).

In 2022, the ÖBB-Infrastruktur Group had a total of 411 (py: 360) temporary and 17,963 (py: 18,075) permanent employees, of whom 302 (py: 262) were men and 109 (py: 98) women, and 16,054 (py: 16,346) men and 1,909 (py: 1,729) women.

Admitted employees ÖBB Group ¹⁾ GRI 401-1	2021				2022			
	Woman	%	Man	%	Woman	%	Man	%
Employees	78	29.4%	143	14.2%	116	35.3%	192	18.6%
Workers	6	9.0%	167	10.2%	12	16.2%	208	12.1%
Tenured employees	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Apprentices	68	35.8%	381	28.6%	83	40.3%	371	28.7%
Employees – domestic under 30 years of age	152	29.1%	691	17.3%	211	34.6%	771	19.0%
Employees	69	10.8%	133	5.2%	112	34.0%	165	5.9%
Workers	30	23.3%	145	11.7%	25	33.8%	183	13.3%
Tenured employees	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Apprentices	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Employees - domestic between 30 and 50 years of age	99	11.4%	278	5.2%	137	14.6%	348	6.6%
Employees	11	6.8%	16	0.6%	8	4.5%	21	4.1%
Workers	11	15.7%	15	1.2%	8	9.4%	22	10.3%
Tenured employees	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Apprentices	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Employees – domestic over 50 years of age	22	5.1%	31	0.4%	16	0.8%	43	0.6%
Employees	158	14.8%	292	7.3%	236	19.0%	378	8.7%
Workers	47	17.7%	327	10.7%	45	15.7%	413	12.5%
Tenured employees	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Apprentices	68	35.8%	381	28.6%	83	40.3%	371	28.7%
Employees²⁾	273	14.9%	1,000	6.0%	364	18.0%	1,162	7.1%

1) The rate of departures was calculated with a simple calculation of the data (cut-off date: 31.12). Number of employees who left the ÖBB Group / number of employees by employment contract * 100.

2) ÖBB-Infrastruktur-Group.

**Employees who have left
the ÖBB-Infrastruktur Group¹⁾
GRI 401-1**

	2021				2022			
	Woman	%	Man	%	Woman	%	Man	%
Employees	30	11.3%	37	3.7%	44	13.4%	77	7.4%
Workers	16	23.9%	170	10.3%	14	18.9%	200	11.6%
Tenured employees	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Apprentices	14	7.4%	52	3.9%	19	9.2%	72	5.6%
Employees – domestic under 30 years of age	60	11.5%	259	6.5%	77	12.6%	349	8.6%
Employees	24	9.1%	62	2.4%	35	4.7%	75	2.7%
Workers	5	7.5%	64	5.2%	11	8.7%	80	5.8%
Tenured employees	0	0.0%	16	1.0%	0	0.0%	8	0.7%
Apprentices	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Employees - domestic between 30 and 50 years of age	29	3.3%	142	2.7%	46	4.9%	163	3.1%
Employees	13	8.1%	23	5.3%	10	5.6%	27	5.2%
Workers	9	12.9%	12	7.0%	9	10.6%	10	4.7%
Tenured employees	18	8.9%	781	11.7%	23	11.1%	807	12.8%
Apprentices	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Employees – domestic over 50 years of age	40	9.2%	816	11.2%	42	9.0%	844	12.0%
Employees	67	6.3%	122	3.0%	89	7.1%	179	4.1%
Workers	30	11.3%	246	8.1%	34	11.9%	290	8.8%
Tenured employees	18	5.9%	797	9.7%	23	8.2%	815	11.0%
Apprentices	14	7.4%	52	3.9%	19	9.2%	72	5.6%
Employees²⁾	129	7.1%	1,217	7.3%	165	8.2%	1,356	8.3%

1) The rate of departures was calculated with a simple calculation of the data (cut-off date: 31.12). Number of employees who left the ÖBB Group / number of employees by employment contract * 100.

2) ÖBB-Infrastruktur-Group.

Training and further education

ÖBB-Infrastruktur AG places a special focus on training and further education. The company supports its employees and managers with a coordinated and comprehensive range of training courses from the time they join the company to the time they leave it, in the spirit of lifelong learning and the continuous development of employees in line with professional requirements. New employees are quickly integrated into the company and job-relevant knowledge is systematically built up. The acquired knowledge is securely passed on to the next generation. The rotation program "infra:techrotation" quickly prepares career starters in the technical field and above all in line with the needs for their future tasks.

Objectives

- Comprehensive professional and personal development opportunities for employees
- Increase the proportion of women in apprenticeship training to $\geq 20\%$ by 2026 (see Chapter Diversity and Equal Opportunities).

Technical training and apprenticeship training in the ÖBB-Infrastruktur Group

ÖBB-Infrastruktur AG bundles ÖBB-Group's railway-specific training and further education under the motto "From apprenticeship to master's degree". The "Training and Further Education" (AWB) business division provides top-quality offers for this purpose for the ÖBB Group and the Austrian economy. A large proportion of the apprenticeships, the entire operational, vehicle-related training and further education of employees, is conducted by the business unit itself; in addition, cooperation with external training providers is coordinated.

As the largest technical apprentice trainer, ÖBB-Infrastruktur AG offers 20 apprenticeships throughout Austria. Currently, around 1,800 young people, 17.3% of them girls (including apprentices at the General Private Foundation for Vocational Training), are being trained as highly qualified skilled workers, primarily in technical professions. The apprentices benefit from modern teaching and means of learning as well as newly built apprentice workshops and a new apprentice home. In 2022, 420 final apprenticeship examinations were completed successfully. Of these, approx. 75% of apprentices have been taken on so far. The training is distinguished by the state, for example with the Viennese seal of quality as a "TOP apprenticing company". The apprenticeship graduates win numerous prizes and awards in vocational competitions every year.

The apprenticeship training department of ÖBB-Infrastruktur AG has invested in many new and modern facilities in recent years. The new training workshop in Vienna was opened in October 2018. The Vienna training workshop in the 10th district currently offers approx. 650 apprentices optimal conditions for learning a technical profession at the most modern state of the art. The site is also home to a purpose-built future lab, where robotics, virtual reality and augmented reality are studied for educational purposes alongside 3D printing. For example, trainers and apprentices implemented a virtual reality project in which Vienna's main railway station was digitally recreated enabling them to practise maintenance tasks on signalling systems. Augmented reality supports the modern learning process with three-dimensional and interactive images in the training materials, e.g. of an electric motor.

Investments are also being made in other locations: In the last few years, approx. 44.0 million was invested in the training workshops in Feldkirch, Innsbruck and Knittelfeld as well as in the apprentices' home in St. Pölten for a new building/reconstruction. In addition, developments are also evident in the range of professions on offer: Since autumn 2019, young people have been learning the future-oriented professions of "e-commerce office clerk" application development - coding. In addition, the apprenticeships electrical engineering - energy technology and refrigeration technology will be offered in 2020, which create added value in the area of the "green economy".

ÖBB-Infrastruktur AG also promotes "Apprenticeship and Matura" which therefore opens up an opportunity for its apprentices to gain further qualifications. Over 130 young people have taken advantage of these. In addition to professional training, the promotion of social competence is also of great importance. Under the motto "Women & Girls into Technology!", the apprenticeship training is committed to making technical training even more attractive for women and girls, and was therefore able to achieve a proportion of 20.32% in new admissions among female apprentices for the first time this year. This commitment earned ÖBB-Infrastruktur AG's apprenticeship training the "amaZone Award" in 2019.

"Diversity is an opportunity" - ÖBB-Infrastruktur AG operates a training project specifically geared to the needs of young refugees. Currently 117 refugees are being supported in special development programs, intensive training in German and mathematics as well as tutoring and mentoring throughout their apprenticeship.

The pandemic situation has led to a strong development of the e-learning systems. In March 2020, for example, a learning platform was installed for the apprentices, which provided a variety of learning content independent of time and place as part of the necessary distance learning measures.

In 2022, as in 2021, the education and training sector was again faced with major challenges in the form of the COVID 19 pandemic. Numerous measures were taken to ensure the continuation of the required courses, as defined in an annual plan, as well as the legally prescribed further training for all employees: A partial switch to online teaching and e-learning, safe framework conditions and clear rules of the game in our educational institutions, e.g. regarding the wearing of mouth and nose protection masks and spacing, as well as a testing strategy already started in autumn 2020, have allowed the operationally important further training to be conducted as well as the training for the required junior staff.

A high-level conference was organised by the apprenticeship training department of ÖBB-Infrastruktur AG and the European Commission on 9 and 10 June 2022 on the occasion of the "European Year of Youth" to promote the international discourse on "Vocational Education and Training". In terms of content, the development of the topics "Green and Digital Transformation", "Gender Equality" and "Mobility and transnational Cooperation" continued successfully.

ÖBB-Infrastruktur AG's apprenticeship training was honoured with the "VET Excellence Award" as the European winner in the large company category during the "European Vocational Skills Week" in 2022.

In the area of railway-specific training, the focus of the two training centres in Vienna's Kundratstraße and at the training campus in St. Pölten continues to be on the railway-specific job profiles of "train driver", "train dispatcher" and "wagon technician". The implementation of the "New Train Dispatcher Training" and the decentralised design of the shunting training track mean that all nine regional training centres and eight training locations are also an essential part of passing on operational knowledge and know-how to our new employees in the course of the upcoming generation change. In addition, the regional locations ensure the implementation of in-company training and as such contribute to reliable operations management. Furthermore, thousands of internal and external participants are trained in safety behaviour and working in the track vicinity every year. In total, the more than one hundred specialist trainers provided 115,606 days of training.

The annual training of employees who perform operational functions and activities contributes to safety management.

For this purpose, ÖBB-Infrastruktur AG offers training and further education for ÖBB employees, but also for employees of (in 2022) 510 third-party companies outside the Group. Surveys of internal and external clients are conducted every two years. This year's participation in the large-scale B2B customer satisfaction survey of ÖBB-Infrastruktur resulted in an average score of 1.5. The most important assets are training quality and strong customer relations.

In the area of adult education, 116 different educational products of the highest quality are offered to internal and external customers on a non-discriminatory basis.

Technological progress is changing the railway-specific professions and consequently the training and further education of the ÖBB-Infrastruktur Group. Large parts of training and development are performed via e-learning, which also greatly reduces the amount of travel that used to be necessary. Resources are saved and learning materials are produced digitally instead of handing out voluminous printed scripts. For this purpose, the participants in the vehicle and traction training were equipped with tablets and the participants in the train dispatcher training were equipped with laptops. In 2021, a dedicated digital task force was set up to prepare and roll out - together with the teaching staff - defined content in training and continuing education courses for blended learning using learning apps, e-learning and formats in the field of VR / AR. This is intended to support flexible working in an increasingly dynamic environment. The aim is to focus on digital learning formats in combination with classic training formats and to offer modern continuing education opportunities.

In the area of sustainability in the educational centres, the Vienna site has again submitted the ratification process for the Austrian Eco-label. The state-of-the-art training campus for railway-specific professions is accredited with the "climate-active building standard". The inspection for the Austrian Ecolabel was successfully undertaken at the campus.

Personnel Development

The entire product portfolio for the further training of managers, experts and employees is the responsibility of Human Resources Development. The focus of the various educational offers and programs is placed on the one hand on the development of personal and social skills and on the other hand on the development of professional skills.

As in the previous years, HR Development - determined by the persistence of the pandemic - continued to adapt the entire portfolio for online processing as well, in order to be able to react flexibly to the respective needs in the future.

ÖBB Infrastructure Group employees who work as trainers were again offered various training and further education courses in trainer qualification by Personnel management in 2022. These include the online training "infra:Digital Trainer:in", developed further in 2021, in which trainers and instructors are able to improve their skills in the use of digital tools and design their online training courses interactively. In 2022, further in-depth seminars were offered.

In the area of onboarding, the "INFRA Welcome Days" were mainly offered in an online format to welcome the new employees and provide them with orientation and information about ÖBB-Infrastruktur AG.

In June 2022, the final event of the Management Excellence Programme took place, which started in cooperation with the WU Executive Academy in May 2021 for the top reporting level of ÖBB-Infrastruktur AG. This tailored programme comprised six modules and aimed to develop management skills accordingly as well as to make a significant contribution to the strategic undertakings of the organisation.

At Group-wide level, 360° feedback was conducted as a leadership assessment for all managers from 04. to 29.10.2021, in the interests of targeted training and development. The identified strengths and development areas were discussed in the employee meetings together with the higher-level manager, and targeted development measures for the managers are derived and implemented as required. In 2022, based on these results, development conferences were held for each division and department in order to exchange information on performance and potential within the company, to make these visible and, in the medium term, to create a good basis for succession planning through targeted planning and promotion of career paths.

At the transnational level, after the first successful implementation in 2018, managers from the second reporting level were again nominated for the DACH Leadership Network, a management programme in cooperation with DB and SBB, with the aim of strengthening mutual understanding with regard to culture and leadership. The focus is on learning from each other and the mutual exchange of experiences related to leadership. The first programme module is scheduled for January 2023.

Generational management continued with the existing pools of junior staff and the "Fit4Future" and "infra:karriere" programs.

In March 2022, the ninth round of the "infra:karriere" talent program started with 14 participants from various areas of the Group. It supports the business units in preventively qualifying employees in order to ensure the smooth running of the business in the future.

The newly developed "Female Business Impact" programme started in September 2022 and is an innovative human resources development measure designed to strengthen talented women in specialist and expert positions in particular and to accompany generational change. Professional know-how, personal empowerment, peer learning and networking are addressed through targeted formats. It started in 2022 as a pilot in the Finance, Services, Real Estate division.

The rotation programme "infra:techrotation" was designed and implemented very successfully in 2021 in order to cover the personnel needs in the technical area in a targeted manner and to prepare young professionals for their future tasks quickly and in line with requirements. The second round started with 14 participants in October 2022.

In addition, ÖBB-Infrastruktur AG participated in the Group-wide "Trainee4mobility" 2021 / 2022 programme. This programme prepares trainees for specific positions. Four takeover acceptance positions from the areas of controlling and route and facility development were registered for the 2022 / 2023 round with a start date in October 2022.

In 2022, employees were again given the opportunity to participate in the Group-wide training courses of the ÖBB akademie.

Further education in the field of environment and sustainability

In order to offer employees a further training program on the extensive topic of "sustainability", an internal seminar entitled "Railway Ecology" was already created in 2010.

The three-day seminar places the topics of "ecology", "environmental protection", "climate protection", "nature conservation" and "sustainable development" in the railway context. Active nature conservation work is performed together on railway property as part of an outdoor day.

In 2014, the seminar was awarded by the Austrian UNESCO Commission as a UN Decade Project in the Decade of Education for Sustainable Development 2005 to 2014.

As of 2022, a total of 236 employees from a wide range of organisational units of ÖBB-Infrastruktur AG have participated and given the seminar an overall average rating of 1.4 in accordance with the school grading system.

ÖBB-Infrastruktur AG was actively involved in the development of a modular e-learning programme on climate protection and sustainability for all employees in the Group, led by ÖBB-Personenverkehr AG, in order to offer a low-threshold and easily accessible training programme on these topics.

Attractive employer and generational change

The ÖBB-Infrastruktur Group is currently in the midst of a generational change. Approx. 7,000 new employees need to be found by 2024. In order to be able to successfully master the generational change and the associated challenges, a strong commitment is required with regard to the strategic focus areas: the ÖBB employer brand must be further strengthened, targeted training and further education must be accelerated, and human resources management must be made even more effective. This forms a solid basis for optimal planning and control. Strategic planning determines the long-term requirements for employees in the so-called mass functions (dispatchers, shunting and technical maintenance).

All company representatives need to pull together to ensure that potential employees are enthusiastic about the company and are subsequently taken on board. Everyone, from managers to employees, is a brand ambassador and makes an invaluable contribution to the long-term success of the company through their commitment to their daily work and the way they talk about the company. Recruiting is conducted across many different audiences with a wide range of education and experience levels. HTL technicians and technicians with academic degrees are just as much in demand as craftsmen.

Objectives

Aim	KPI	Ambition Target year	2022	2021
Increase employee satisfaction to >70 by 2030	Score	>70	not available ¹⁾	73.0
Reduction of the early fluctuation rate ²⁾ to 15% by 2030	Percent	15%	14.8	13.0

¹⁾ No employee survey was conducted in 2022.

²⁾ Uniform Group definition: The calculation is made by dividing the other departures (dismissible employees) by the average number of dismissible employees (HC), for all employees with less than two years of service.

ÖBB employee survey

Building on the employee survey conducted in September 2021, the ActionGroup of the ÖBB Infrastructure Group took place in 2022 in order to deal with the resulting findings and derive appropriate measures from them. The focus of the discussion topics was set by the three Executive Board members: Performance counts at ÖBB (identification), reduction of bureaucracy (identification) and workload (job satisfaction). The aim was to generate measures for the respective fields of action and, at the same time, to ensure that they could be implemented for the entire ÖBB infrastructure group. Each business area / unit / subsidiary was represented by a member of staff in the ActionGroup.

The implementation of the ActionGroups in the business units / head offices / subsidiaries was organised on a unit-specific basis. The fields of action dealt with were defined by the business units themselves (see also Chapter Health / Safety / Security).

Employer Branding, Personnel Marketing and Recruiting

The entire apprentice recruiting function is transferred to the training and further education area of ÖBB Infrastruktur as of September 2022. The new Nasicher.at site has created a digital solution for all apprentices that enables the entire apprentice recruitment process to be handled effectively. At the same time, uniform standards for apprentice recruitment including employer branding were developed in the "HR2025" programme and coordinated and communicated within the ÖBB Group.

Employer branding measures are generally handled jointly by the ÖBB Group and the Recruiting Solution Centre - the focus here is on those target groups that are of great importance for safeguarding the core business of ÖBB-Infrastruktur AG.

In 2022, the various cooperations with HTLs and technical universities outside Vienna were further intensified. Personal contact is established at an early stage within the framework of numerous cooperations with relevant educational institutions, in particular with HTLs and universities. In view of this, it was also necessary in 2022 to focus more on digitalisation and offer corresponding online formats. This already arouses interest in the ÖBB-Infrastruktur Group among potential future applicants.

At the same time, further job videos were produced to give applicants a good insight into their future field of work.

As in previous years, steps were taken to ensure that planned obligatory internships could be completed. Diploma students again had the opportunity to complete their dissertations within the framework of a fixed-term employment contract. Once again, pupils and students were able to gain a comprehensive insight into the working world of ÖBB-Infrastruktur AG and gain their first work experience. The "infra:exploring" programme at HTL Mödling and the "infra:mentoring" personnel marketing programme were continued successfully in cooperation with FH Campus Wien.

One of the management's major concerns is to give young people the opportunity to receive sound apprenticeship training in the company so that they can quickly gain a foothold in the company afterwards.

ÖBB housing program

The ÖBB housing program offers new and existing employees contemporary and affordable housing. The ÖBB housing program comprises around 500 residential properties with approx. 6,000 apartments throughout Austria. These are all owned by ÖBB-Infrastruktur. Some of the properties are getting on in years. The objective since 2017 has therefore been to renovate the residential buildings, including existing green spaces and apartments, to contemporary standards. The redevelopments are financed through sales of dispensable buildings and land. So no additional tax money is being used.

The housing program staff renovate vacant apartments, optimizes floor plans for different living needs, constructs balconies and elevators, renovates facades, and overhaul the overall condition of the building and apartment furnishings. This contributes significantly to the increase in property value.

Particular attention is given to energy efficiency during the refurbishment this is achieved through measures such as full thermal insulation on the facade, window replacement and, where possible, photovoltaic facilities, heat pumps or district heating connections. This means that the ÖBB housing program meets the "klimatektiv Silver Standard" for refurbishment.

There is a separate rent regulation for ÖBB employee apartments. The socially graduated model provides that employees with a gross monthly income of up to EUR 2,500 receive a discount of 40%, up to EUR 3,000 30% and up to EUR 3,500 20%. Monthly income includes base salary including overpay, but excludes fringe benefits and one-time rewards.

ÖBB employees have the possibility to register for the flats of the ÖBB housing programme as well as for all flats for which ÖBB has referral rights throughout Austria via ÖBB-Wohnen on the intranet. ÖBB-Immobilienmanagement Gesellschaft mbH manages the flats and, after ÖBB-Wohnen has awarded the contract, takes care of the inspection and contract preparation, among other aspects.

Diversity and equal opportunities

The ÖBB Infrastructure Group is committed to a corporate culture of anti-discrimination, equal opportunities, diversity and respectful encounters and cooperation. The diversity in the company, lived by women, men, diverse people, employees of all ages, employees with or without disabilities and from many parts of the world, is evidence of a modern corporate culture. Numerous and promising measures are part of the #INFRA.mobility turnaround and also increase the attractiveness of the company as an employer. For example, priority programs such as "More female dispatchers" or "Women in engineering #joboffenSIEve" help to increase the proportion of women. Measures such as various mentoring programmes, enhancing the attractiveness of paternity leave, various workshops and trainings (such as DisAbility Awareness Trainings) and many more also make a positive contribution.

Since 2011, an equal opportunities policy has regulated equal opportunities for employees in the ÖBB Group. In 2015, the Board of Management of ÖBB-Infrastruktur AG signed the "Diversity Charter", an initiative of the Austrian Federal Economic Chamber. In 2020, the "Charter of Inclusion" for employees with disabilities was signed. This regulates unrestricted barrier-free travel and creates awareness and acceptance for a fair, equal and prejudice-free working and living environment and the framework conditions and measures that are necessary. 2021, at the initiative of ÖBB-Infrastruktur AG, human resources and equal opportunity officers from the ÖBB Group developed a concept of measures to ensure a non-discriminatory teaching and working environment during the practical assignments of apprentices.

The new "Guidelines for Gender-Inclusive Language" have also been valid since 2021: Since then, for example, the colon has been used to mark the genders (e.g. Mitarbeiter:innen) and the third gender (inter / diverse) is displayed for applications and in SAP for the entire personnel record.

"Yes" to diversity

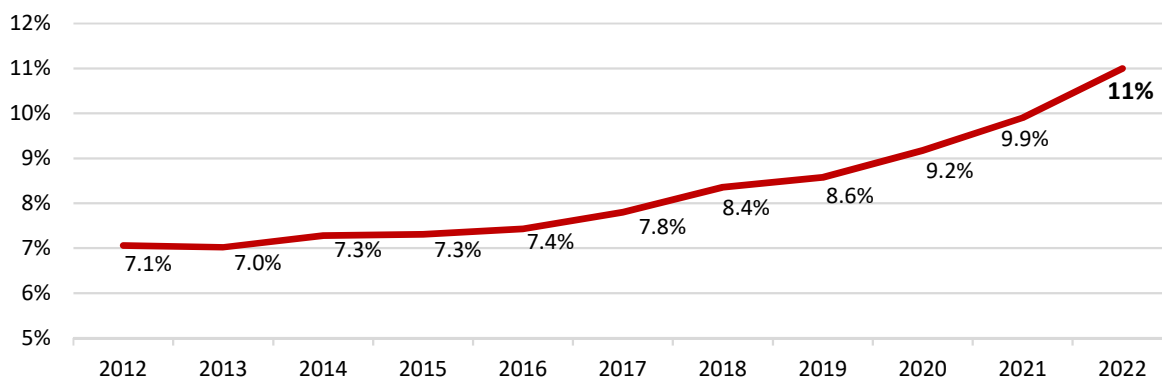
ÖBB-Holding AG sets strategic diversity targets in the "Diversity Charter 2026" and regularly monitors the achievement of these targets. It is the responsibility of ÖBB-Infrastruktur AG to realise the diversity goals with the help of programs, projects and measures. The focus of this charter is the continuous increase in the proportion of women and the proportion of employees with disabilities. The proportion of women in the ÖBB-Infrastruktur Group in 2022 is 11.0% (py: 9.9%). By 2026, the proportion of women is planned to increase to 11.9%. By 2026, the proportion of employees with disabilities is planned to increase to 4%. As part of the "Program for Employees with Disabilities," measures are being taken to create barrier-free workplaces, especially at office locations. Targeted diversity management allows innovative strength, customer competence and employer attractiveness to be increased.

Objectives

Diversity Charta 2026	2026	2022		2021	
	TARGET	ACTUAL TK Infra (subgroup)	TARGET	ACTUAL TK Infra (subgroup)	TARGET
Increase in the proportion of women of the ÖBB-Infrastruktur Group to 11.9% by 2026	11.9%	11.0%	10.2%	9.9%	9.8%
Proportion of women among new hires (company-wide)	≥ 20%	23.9%	≥ 20%	21.5%	≥ 20%
Successively increasing the proportion of women in management positions (Group-wide)	Successive Increase	13.6%	Successive Increase	10.7%	Successive Increase
Increasing the proportion of women in apprenticeship training	≥ 20%	13.8%	≥ 20%	12.5%	≥ 20%
Proportion of women in the further education programs of the ÖBB akademie	25%	29.1%	25%	26%	25%
Proportion of women in the supervisory boards of ÖBB-Inland AGs and GmbHs	30%	50%	30%	50%	30%
Increasing the proportion of employees with disabilities	4.0%	2.7%	3.4%	2.9%	3.2%

The ÖBB Infrastructure Group has also set itself the ambitious goal of increasing the proportion of female employees to 17% by 2030.

Increase in the proportion of women since 2012



Measures to increase the proportion of women

Many different measures have already been taken to continue to consistently increase the proportion of women at ÖBB-Infrastruktur-Group.

The newly revised "RailMap*Reconciliation Work & Private", which will be launched in 2021, is an internal information and communication platform for all employees regarding time-off and maternity leave management. All the information you need about the various parental leave models, the MINT kindergartens close to the company, childcare options, the Nannies4ÖBB Kids, parent network meetings and the parental leave talks is available there. However, work-life balance is also ensured by various offers such as paternity leave, flexitime arrangements, part-time models or even home office arrangements - the latter were set out in a company agreement on teleworking in 2021.

The share of female dispatchers has been further increased by the "More Dispatchers" priority program on occupational groups through the implementation of many measures. Furthermore, the campaign for women in the technology area has been successfully communicated. In external communication, female role models determine the image of these occupational groups in order to break down stereotypes and outdated role models. Interculturality at ÖBB-Infrastruktur AG plays an increasingly important role. The focus of the cooperation with the AMS is on female youth with political asylum status. The cooperation with the association T.I.W. (Association for Training, Integration and Further Education) was continued as well as the START scholarship, which is to again support two students with a migration background for the next two years.

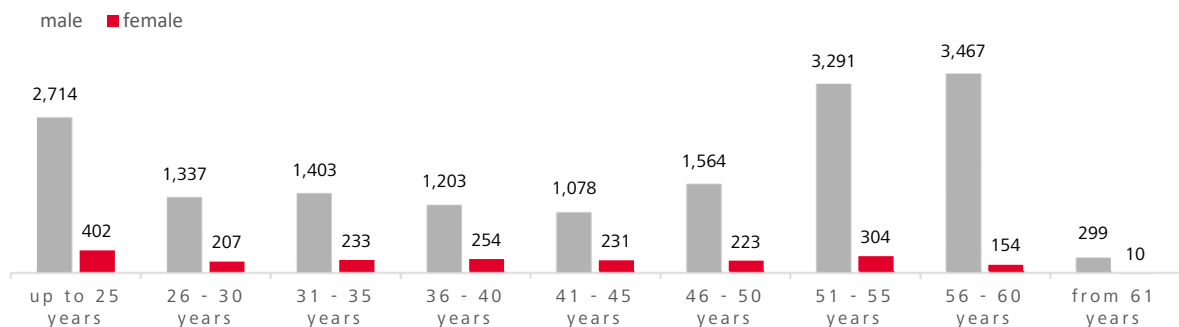
Many of these measures have been included in the Diversity Toolbox, which is available to managers and team coordinators. These measures are achievable with the support of Diversity Management and other departments. These include measures such as gender and diversity training, various e-learning courses, various coaching offers, girls' days and supervision of student theses. This toolbox is constantly being expanded and supplemented - in 2022, for example, the many measures for employees with disabilities were also included.

Improvement of employer attractiveness for women

The Women's Career Index™ (FKi) was introduced in 2020 by ÖBB-Infrastruktur AG, measures the employer attractiveness for women and underlines the continuous improvement process in the four fields of action: company, working hours, family and career, and external impact. In 2021, the first Women's Career Index™ progress measurement was conducted at ÖBB-Infrastruktur AG. It was also conducted again in 2022. More than 300 companies from eleven countries participate in the Women's Career Index™, a data-based, independent, internationally recognised benchmark and measurement tool. The use of that measurement tool enables ÖBB-Infrastruktur AG not only to make an international comparison with other companies from all sectors, but also to measure its own annual progress in the advancement of women. Individual measures that promote women are not considered in isolation, but rather the interrelationships and impact mechanisms of measures that support women's advancement and promote diversity are examined. In the initial indexing, ÖBB-Infrastruktur AG achieved a ranking in the lower midfield. The improvement in the FKi ranking in 2022 now places ÖBB-Infrastruktur AG, which has a technical and artisan orientation, in the upper midfield. This is particularly noteworthy as not only companies from the infrastructure and plant engineering sectors are participating, but also from the service or financial sectors, for example. The decisive factor in increasing the attractiveness of the company for women and therefore an improvement in the FKi was, initially, the top-down commitment of management, which recognised the need for action in the advancement of women and responded accordingly. Then also, the interdisciplinary composition of the working group made it possible to involve the areas critical to success, to consolidate acceptance, and to translate commitment into effective measures and anchor these sustainably in the operational processes.

The following table shows the ratio of male to female employees per age group in 2022 compared to 2021:

	< 30 years	31 - 50 years	> 50 years	Total	%
Percentage of women 2022	13.1%	15.2%	6.2%	11.0%	
Percentage of women 2021	11.6%	14.0%	5.6%	9.9%	
Male 2022	4,051	5,248	7,057	16,356	89.0
Male 2021	3,984	5,335	7,289	16,608	90.1
Female 2022	609	941	468	2,018	11.0
Female 2021	522	872	433	1,827	9.9
Total 2022	4,660	6,189	7,525	18,374	100.0
Total 2021	4,506	6,207	7,722	18,435	100.0



Diversity Report

The ÖBB-Infrastruktur Group informs about facts and figures regarding the diversity dimensions age, gender, disability and nationalities in a semi-annual diversity report.

The trend in the development of the proportion of women continues to be positive. There are currently 39 female managers (in 2021 there were 31). This represents an increase from 10.7% to 13.6%. The average age, including apprentices (also those in the retention period), is 42.8 years and has therefore fallen slightly compared with the previous year (43.3).

As in the previous year, the share of women among the shareholder representatives on the Supervisory Board of ÖBB-Infrastruktur AG is 50%, and two thirds of the members of the Board of Management (also as in the previous year). On the Supervisory Board, ages range from one person between 30 and 50, and all the others over 50. In the case of the Supervisory Boards, the diversity targets of at least 30% women were exceeded: at ÖBB Immobilienmanagement Gesellschaft mbH, ÖBB-Operative Services GmbH and ÖBB-Infrastruktur AG, the proportion of capital representatives is 50%. Among the members of the Management Board of the ÖBB-Infrastruktur Group, one person is aged between 30 and 50 and 2 people are over 50.

The average age of the shunting staff is 45. The proportion of women there is 1.3% (py: 1.2%). The percentage of female train dispatchers has increased from 7.1% (2017) to 11.2% (2022). The average age of train dispatchers is 45.1 years (37.8 years for women).

The proportion of employees with disabilities in the ÖBB-Infrastruktur Group is 2.7% (py: 2.9%), an increase of 294 employees. At the end of 2022, 1,124 employees (py: 969) were of non-Austrian nationality, which corresponds to 6.1% of all employees.

Regional Equal Opportunity Officer

The ÖBB Equal Opportunities Policy from 2011 regulates the honorary function of the regional equal opportunities officers and the equal opportunities committee. Neither gender nor sexual orientation, ethnicity, religion, ideology, age or disability is to lead to discrimination within the ÖBB Group. Equal treatment in the ÖBB Group is to be standard practice. For this reason, ten regional Equal Opportunity Officers throughout Austria are available to provide trustworthy advice and support to colleagues who feel discriminated. The Equal Opportunity Panel assists the Equal Opportunity Officers when a situation requires further discussion or action.

Health / safety / security

Many factors influence the ability to work and the health of managers and employees in the workplace. Just as diverse as the influencing factors and the needs are, the offers and measures of the company health management must be in order to strengthen the working ability and health of the executives and employees. In addition, safety is an essential quality feature for customers and employees. The trust of customers, employees and also the owner in ÖBB is further strengthened by a responsible approach to safety risks, which in turn makes an important contribution to the company's success.

Health management

The task of occupational health management is to promote and maintain the ability to work and the health of employees, taking into account resources and workloads. The offers and measures of occupational health management are communicated through the broad multiplier network as well as through the intranet, the staff newspaper, the newsletter, the screens and the notice boards.

The group-wide project "HR 2025" involved various working groups in 2022 to restructure health management, which was centralised in ÖBB-Business Competence Center GmbH in the same year.

No personal health data was collected through the offers and measures and as a result, it was not documented. There is no interface with the health care service providers, such as WELLCON Gesellschaft für Prävention und Arbeitsmedizin GmbH (WELLCON), to exchange such data. The ÖBB-Infrastruktur Group strictly complied with the provisions of data protection law (GDPR).

Occupational healthcare

Occupational medical and occupational psychological care has been provided by the partner WELLCON for many years. Their occupational physicians work closely with the company's own safety specialists and together they check compliance with the safety and health regulations during regular inspections. Counselling topics include both psychological and physical stresses and strains. Deviations and suggestions for improvement are documented in the course of reporting and implemented by responsible persons. This interdisciplinary work also includes, for example, involvement in affairs relating to work equipment, work processes, construction measures, furnishing and equipping with personal protective equipment. WELLCON also carries out the fitness examinations in accordance with ÖBB 32 (guideline for the health suitability of employees in railway operations and their environment) and the occupational medical examinations in accordance with VGÜ (ordinance on health monitoring at the workplace) for ÖBB-Infrastruktur AG.

WELLCON, in cooperation with the BVAEB, has been offering a job-related health check-up ("GUB - Gesundheit und Beruf") for all employees with an interest in this area since January 2022. GUB is a survey that focuses on occupational stress. ÖBB employees are informed about their possible health risks at work. GUB consists of the modules "Shift", "Stress" and "Attitude". A module is assigned according to the needs of the employee. Should risks or (pre-) illnesses become apparent during the examination, participants receive individual recommendations on location to improve or maintain their health. This distinguishes GUB from a general screening.

Offers and measures for health promotion in the workplace

The measures for the 2022 programme were primarily drawn up on the basis of the results of the 2021 employee survey. In the 2021 employee survey, the "work ability index" was surveyed for the first time. The measures are intended to maintain and promote the ability to work, taking into account specific fields of action and target groups. Depending on the results of the 2021 Employee Survey - Work Ability Index, a measure from the 2022 programme is then selected by the manager (e.g. health coaching for managers, prevention of musculoskeletal disorders, working successfully in a home office, actively combating burnout, etc.).

Guidelines for the interpretation of the results and the derivation of measures were prepared and made available to managers in collaboration with the Group-wide ÖBB health management. Furthermore, the managers in the ÖBB-Infrastruktur Group were able to consult the health management. The measures derived and implemented were subject to uniform monitoring throughout the Group, which was conducted in the ÖBB-Infrastruktur Group by the health management team.

An additional package of measures was the continuation of the health toolbox, which was introduced in 2021. In 2022, special focus was placed on the measures "Online training on the dialogue forms of presence management", "Impulse day - 5 risks check of the BVAEB" and the "Birthmark screening". As part of the "Healthy Workplace" offering, in-depth workplace inspections were conducted in 2021 in two selected areas to further improve working conditions and reduce permanent stress. This was undertaken using the scientifically recognised leading indicators method. Based on the findings, measures were already taken in 2021, which were continued and monitored in 2022. These are measures for prevention and sick leave prevention, such as the use of technical aids.

Appropriate basic and advanced training courses were held in 2022 to strengthen and further develop the Austria-wide multiplier network (health coaches, health circle facilitators, vital coaches) and new sports materials were made available for the health corners. Moreover, three virtual workplace health management forums have taken place for the exchange of information and for networking and topic coordination.

As in previous years, various offers needed to be adapted in 2022 due to corona. This made the online exercise programmes on "HIIT - High Intensity Interval Training" for all and kickboxing for women all the more successful in 2022.

Together with the other companies of the ÖBB Group, offers on the topics of "Women's and men's health" and "Healthy leadership and addiction prevention" were implemented in 2022. Moreover, based on the results of the "Impulstage-5 Risiken Check", online lectures and workshops on various health topics (exercise / posture, mental health, nutrition, prevention) were offered together with the BVAEB. Group-wide services for company reintegration (BWE) and "work ability counselling" (BAF) continued to be offered. The BWE offer is available for employees who are at risk of losing their ability to work or who have already lost their ability to work. The BWE is implemented on the basis of a structured process involving various experts. The implementation is based on the voluntary participation and personal responsibility of the employees. As in 2021, this offer was also implemented in 2022 in accordance with the current corona possibilities with the help of digital means of communication (e.g. online meetings). In 2022, the "Work Ability Counselling" service continued to support managers and employees concerning psychosocial affairs and also acted as an interface to internal and external relevant departments.

Since 2022, the ÖBB Group has been offering its employees the new health programme "Health on Track", which was developed in consultation with the Group Works Council. In April 2022, employees were able to participate in the pilot project and contribute their experience to the further development of the programme. Since November 2022, the programme has taken place at three locations and on three selected topics. The three selected topics are assigned to defined workloads: Stress, attitude and irregular work attendance. One of these topics is available for selection during a three-day stay at a health facility and a six-month online follow-up period.

Work and age

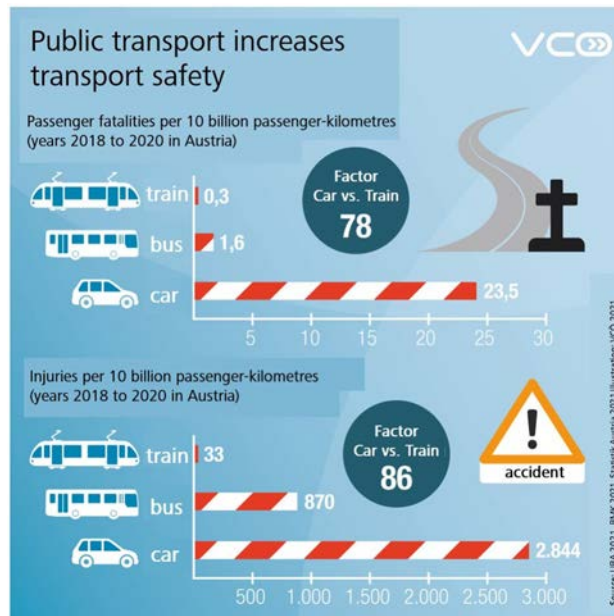
The working time models created together with the employee representatives, which are intended to enable older employees to remain healthy and productive in working life for longer, are used by the employees of all group companies if the prerequisites are met and a corresponding agreement is reached with the employer.

As of the reporting date of 31.12.2022, 182 employees were in statutory partial retirement pursuant to Section 27 of the AIVG. In addition, 219 AVB employees with definite employment contracts had already taken up the offer of age-appropriate part-time work "Arbeit und Alter" (Work and Age) by this reporting date before the requirements for statutory partial retirement had been met.

Security

Safety is always the top priority in all activities within the ÖBB Group. The certified safety management systems introduced in the subgroups help manage the safety services provided. Findings from incidents, accident investigations, internal reviews (safety checks, audits, etc.) and trend monitoring feed into the safety action plan. The safety management systems, trend monitoring and safety action plan make a significant contribution to identifying safety risks in good time, proactively deriving measures and controlling residual risks. This is achieved by focusing on further expansion of technology and further development of the organisation, and by increasing awareness of people's behaviour and safety culture. The expansion of systematic learning from deviations, errors and "near misses" helps to identify risks in good time and to initiate countermeasures.

Generally speaking, the railway is a very safe means of transport compared to private transport. The risk to travellers of having a train accident is 78 times (death) and 86 times (injury) lower in Austria than in a car - as shown in the graph below.



There is a transparent and comprehensible presentation of all safety-relevant developments based on key indicators. These are submitted annually to the National Safety Authority. Since 2017, the development of the ÖBB Group's safety performance has been recorded uniformly across all companies on the basis of a Group-wide operational safety index.

The index is composed of relevant operational incidents (e.g. train collision or derailment) and events that make an actual incident likely ("defects or accident precursors") and is related to train kilometres travelled. The safety index is a reporting indicator that shows the Group's operational safety performance in Austria at a glance. Only those incidents and occurrences for which the infrastructure is the trigger are taken into account.

Objectives

Aim	KPI	Ambition target year	2022	2021
Improvement of safety performance (Operational Safety Index) to 50% by 2030	Operational Safety Index ÖBB-Infrastruktur Group (score) ^{*)}	50	71.1	69.5

^{*)} The higher the safety index, the more incidents have occurred - i.e. the worse the safety performance.

Every year, approx. EUR 3.0 billion is invested in new construction, expansion and maintenance of infrastructure facilities. In addition, new vehicles with state-of-the-art train control systems help ensure safe operations. Measures accompanying the safety strategy, such as the focus on measures with the greatest impact, as well as the expansion of the safety and error culture, form another significant contribution to the topic of "safety".

Furthermore, a significant focus is placed on the subjective perception of safety of the customers. The basis for this is regular observation of the parameters that influence the feeling of safety. It is possible to derive countermeasures in a targeted manner and at an early stage from the development of the individual parameters. These include, for example, structural measures for better lighting and more security personnel at the stations and on the trains.

Assaults on staff were the subject of a comprehensive package of measures in 2019, and were implemented in 2020. This concerns, for example, the reinforcement of service and control teams and the accompaniment of train conductors by security personnel on certain train connections in local traffic. Furthermore, all security staff have been equipped with body cameras since 2021.

The level of safety on the ÖBB-Infrastruktur AG network has been continuously improved in recent years. The reasons for this are, firstly, the regular monitoring of ÖBB's safety performance by means of safety-relevant key figures for the early detection of any problem areas that may arise and, secondly, the rapid countermeasures taken when deviations are detected.

The security action plan defines and consistently implements security measures. These measures are the tool for maintaining the safety level, counteracting deviations and regularly improving safety performance.

Focal points from the safety action plan (exemplary for Safety and Security):

- *Security at railway stations - Security programs*
 - Roll-out Bodycam is broadly completed.
 - One course "Safety-oriented scenario training" and three courses "De-escalation and self-protection" were completed.
- *Safety culture*

The safety culture includes measures to reinforce the safety awareness of employees and as such further increase safety performance. A safety culture is not a self-propelling process, instead it needs to be consistently embedded and reinforced by all those involved.

"Live Safety" is an additional value that was created in 2020. It is intended to help ensure that safety is the focus of all activities. The steps towards a "safety culture" lead to the establishment of a learning organisation with trust, fairness and transparency. The objective is to sustainably reduce incidents caused by human error. The achievement of this goal required several coordinated steps and measures (e.g. consequence management or dealing with modern media).

– *Reduction of collision risk*

- Installation of clear-track signalling systems: The installation programme for clear track detection systems continued to move forward. This significantly reduces the collision risk of train movements, which contributes to a considerable improvement in the level of safety.
- Retrofit program PZB (intermittent traction control) - Indusi magnets: The aim of the measure is to reduce the number of collisions following unauthorised signal crossings and therefore make a significant contribution to reducing the risk of collisions. In this connection, approx. 1,000 additional 500 Hz magnets will be installed on the ÖBB-Infrastruktur AG network by 2023.
- ETCS Upgrade: ETCS is the interoperable train control system that takes over the control of the train. It reduces the risk of collision by almost 100%.

– *Reducing the risk of derailment*

- Installation of train movement checkpoints: Train running checkpoints are various sensors at defined points in the ÖBB network for checking the perfect condition of a train during its journey (e.g. hot axle box detection systems, loading gauge checks, weight checks, etc.).

– *Safe shunting*

Steps have been taken to reduce shunting incidents due to an identified trend in shunting related incidents and accidents. This is intended to reverse the trend in shunting incidents.

- Shunting signals - prohibition of shunting in blue colour: The number of signal overruns during the shunting process has risen sharply in recent years. Currently, white is the colour used for both the free term and the stop term. The test operation at 14 shunting signals in Wels marshalling yard should provide information as to whether a stop term in a different colour (blue) results in improvements.
- Brake block NEW: Block braking and securing of vehicles has been redesigned and is primarily intended to improve the braking of wagons and as such prevent collisions when shunted.

– *Railway crossings*

Accidents at intersections between road and rail are caused by road users to a proportion of 99%. Nevertheless, improvements continue to be undertaken at considerable financial expense. For example, railway crossings are regularly abandoned and replaced by overpasses or subways, or non-technically secured crossings are equipped with technical safety devices.

– *Operational regulations*

Since 2017, every operational staff member has had access - automatically via the regulations database - to the regulations relevant to his or her work. The enormous advantage of this is that employees receive all the provisions relevant to their activities in one set of rules and not need to sift through a wide variety of instructions. This significantly increases the clarity for the employee and reduces the complexity of the rules and regulations.

Standards and rules are regularly checked to ensure that they are up to date and applicable, and are further developed with the involvement of the users.

– *Safety walk*

Aims of the safety walk are:

- Improving safety performance and culture
- Message from the management: Safety is essential
- Identify opportunities for improvement

The safety walks were suspended in the 2022 financial year due to corona.

Employee protection

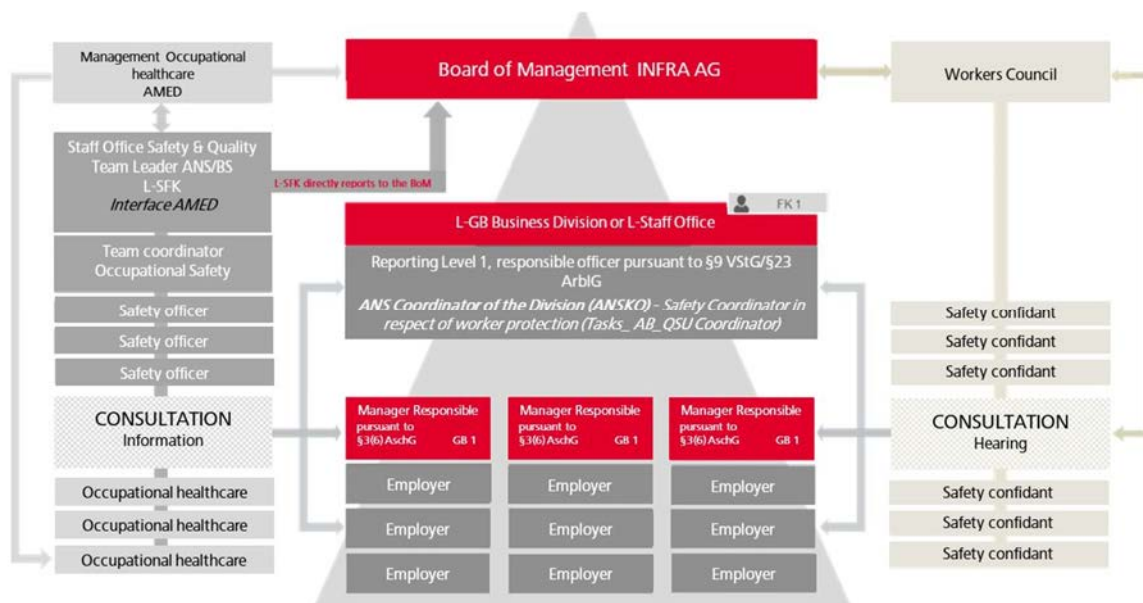
The employees are crucial for the success of ÖBB-Infrastruktur AG. The health and performance of employees are therefore of particular importance. As an employer, ÖBB-Infrastruktur AG needs to respond flexibly to changing lifestyles in addition to the already high demands placed on employees. Worker protection and its ongoing development are therefore an essential basis for our daily activities. The employees are regularly informed about healthy measures and behaviour and their workplaces in the operational and administrative areas are ergonomically designed and evaluated. The focus is on the complete prevention of accidents and work-related illnesses as well as the long-term preservation of the individual's ability to work.

Management system

The aims of occupational health and safety constitute part of the integrated management system and are based on EN ISO 45001:2018. The system is regularly audited internally and externally and covers all employees, activities and workplaces. The annual audits review the specifications and requirements of the occupational safety and health management system and systematically collect and document deviations as well as potential sources of danger and risks. The Integrated Management System reviews the results of the audits internally and implements them through the management. The management reviews the objectives, quality and orientation as part of the annual management review.

Thematic anchoring

The topics of employee protection and fire protection are firmly anchored in the Safety and Quality unit. The following roles have been set up for this purpose in order to fulfil the legal and organisational tasks: the function of the senior safety officer, the senior fire protection officer as well as a team coordinator for occupational safety and a team coordinator for fire protection. The senior safety officer reports directly to the Board of Management and advises it on a wide range of topics and aspects of employee protection.



Based on the legal requirements of the Employee Protection Act (ASchG as amended), all sites are required to implement an occupational safety organisation staffed by representatives of the employer, safety experts, occupational physicians, safety officers, members of the works council, first aiders, fire prevention officers, fire prevention officers and firefighting and evacuation personnel. Mutual information on occupational health and safety concerns and the coordination of company occupational health and safety facilities is ensured through the Central Occupational Health and Safety Committee and the local occupational health and safety committees. The measures to improve safety and health at work are also discussed within this framework. Since the participation and involvement of employees is crucial when it comes to generating ideas and suggestions relating to the topic of "occupational safety," all employees have the opportunity to submit suggestions for ongoing improvements as part of the ideas management process.

Furthermore, the function of an employee protection coordinator has been established in each business unit, who promotes employee protection topics, ensures the implementation of ANS specifications and the documentation of the contents of the employee protection system. Similarly, there is participation in audits and management evaluations as well as representation of the business unit in employee protection matters.

Internal communication is ensured within the framework of the institutionalised quarterly employee protection platform. It acts as a centre of competence and clearing house for ÖBB-Infrastruktur AG in matters of employee protection, affairs substantiated directives in matters of employee protection law and acts as an interface between the Board of Management and the organisational divisions. The management of the employee protection platform is the responsibility of the chief safety officer (L-SFK).

Employee protection is integrated into the ÖBB safety strategy at the level of the ÖBB Group via the expert committee on occupational safety and the safety platform.

Hazard identification, risk assessment and incident investigation

The preparation and observance of risk assessments for all areas is the basis of efficient prevention work for avoiding occupational accidents, damaging events or work-related health hazards. These are continuously checked for topicality and expanded as needed, such as for the analysis of work-related mental stress. All employees have the opportunity to participate in the quantitative survey and then to participate in the qualitative analysis in small groups. Appropriate countermeasures are initiated by managers on the basis of the results if relevant work-related mental stress is identified.

The use of appropriate work equipment and personal protective equipment as well as the design of safe framework conditions are also important preventive measures. The required minimum standard of personal protective equipment that must be worn was redefined in 2021 in accordance with the hazards in the respective area of stay and activity. Audits, training, instructions and inspections of all workplaces are conducted regularly to identify hazards and assess risks.

In the case of occupational accidents, the §3(6) person in charge conducts a post-accident evaluation in cooperation with the prevention experts and with the involvement of the works council or the safety representative and other experts. The results of the analysis of the new risk and opportunity evaluation are used as a basis for adapting the safety and health protection documents if necessary and also for communication in the ANS platform for the purpose of deriving comprehensive measures.

Key aspect: Accident prevention measures

Good prevention culture means that employee protection is systematically integrated into the company's processes and structures as part of a positive safety culture.

- In order to support managers and employees in living safety on a daily basis, standards of conduct have been established, starting in 2019: Setting an example, being attentive, working in accordance with the rules
- Watching out for each other and addressing unsafe actions
- Learning from mistakes and recognising and eliminating causes

The following tools / methods have been newly introduced or expanded for the further development of occupational safety and health in 2021 / 22:

– Tools / methods

- Proactive dialogue on safety via performance boards
- Conducting safety walks
- Fault classification system
- Cause identification system
- Methodology for discontinuing in-house customary practices
- Safety interaction cards
- Short-card occupational accidents, near-miss accidents
- Table PPE (Personal Protective Equipment) - Minimum Requirements in the Hazardous Area (Policy PPE)
- Implementation of electronic safety and health documents

The value "Living Safety" has been anchored in the standard processes since 2020:

- Living safety in the target agreement process
- Living safety in the employee appraisal interview
- ÖBB Award (Safety Role Model of the Year)
- Living Safety - campaign
- Safety-Briefings
- Safety as an agenda topic in meetings

ÖBB-Infrastruktur AG has set itself another ambitious goal in 2019 in order to achieve a reduction in accidents and to strengthen the safety culture even further: the reduction of the "ASVG occupational accident rate". This is to be reduced by 33% by 2024. The ASVG occupational accident rate is calculated from the number of all reported occupational accidents resulting in at least four days of absence, per 1,000 employees. Commuting accidents are not included. The injury types "Tumble/Fall" and "Sprain/Twisting an ankle" were the most common in the ÖBB-Infrastruktur Group in 2022, followed by "Pinching/Crushing".

A program of measures specifically tailored to the areas and hazards to prevent occupational accidents was developed and integrated into the safety action plan of ÖBB-Infrastruktur AG in order to achieve the objectives. The security action plan describes the strategic security fields of action with their security measures and the expected effects. A regular report on the current status and timetable is provided by the managers responsible for implementation within the framework of the steering committee.

Employee training on occupational safety

Training and education as well as practical exercises or practical use are essential in the area of worker protection in order to visualise weak points or potential hazards. It is the only means of achieving a change in attitude and a longer-term change in behaviour.

The topic of occupational safety is a fixed component of many railway-specific training courses (e.g. train dispatchers, shunters, safety guards, safety supervisors). In the courses, in-house safety experts act as lecturers to address railway-specific basics and point out specific hazards.

A mandatory internal training is the basic training for §3(6)-person pursuant to ASchG. The task of the §3(6)-person is to ensure the implementation of and compliance with the necessary protective measures pursuant to the ASchG in their area of responsibility and to report deviations in order to bring about their elimination or to arrange for their elimination. The objective of the basic training is to provide participants with an overview of the legal basis as well as their tasks and activities. A refresher course is required every three to five years depending on the type of hazard (e.g. shunting, construction work in the hazardous area of the tracks every three years).

Safety experts also act as lecturers at the courses for training as a safety officer (basic and refresher course), which are organised by the BVAEB, in order to go into the railway-relevant basics and to point out hazards. The training to become a safety liaison officer continues to be a focal point in the course of an apprenticeship.

The courses "SIG 1 Safety in the Track Area" and "SIG 2 Behaviour in the Danger Area of Tracks / Traction Power Installations" serve as basic training for both employees and external persons / contractors to obtain permission to enter non-public railway installations. The objective is to provide a basic operational and electro-technical understanding to persons who work in or near the hazardous area of the tracks in order to perform non-operational activities. The purpose of this is to ensure, through the correct behaviour, that safety is guaranteed when staying and carrying out work operations in the danger zone of tracks and when carrying out work operations in the area of traction current installations.

Avoidance and mitigation of occupational health and safety impacts directly related to business relationships

It is of great concern to ÖBB-Infrastruktur AG that all external companies working for the company also work as safely as possible. For example, clear regulations apply to contractors with the objective of reducing security risks from business relationships to a minimum even before they begin.

Construction sites harbour high accident risks. For this reason, occupational health and safety measures still require the full attention of the client and the companies carrying out the work. The comprehensive protection and prevention measures are anchored in the regulations for the protection of employees specifically applicable to the railways (including the Railway Workers' Protection Ordinance (Eisenbahn-Arbeitnehmer:innenschutzverordnung - EisbAV) and written operating instructions).

The planning coordinator is required to draw up a safety and health protection plan (SiGe-Plan) for construction work, in which the necessary safety measures are specified relating to the approach of rail-bound vehicles, the hazards of the electric current and for journeys in connection with the construction work. The measures for the protection of railway operations and other collective protection measures are also to be included to this end.

The measures required for planned construction work that results in restrictions to the infrastructure facilities are to be specified in the operating and construction instructions. The same applies to fault repairs that cause restrictions to the infrastructure facilities; here, too, the measures required for this are to be specified in the "Rapid Repair" operating instruction. The SiGe plan forms the basis for determining the necessary measures of the operating and construction instructions or for the "rapid repair".

Company-specific functions for the protection of workers in the danger zone of the tracks, such as the supervisory body of the railway operator or the safety supervision, is always to be performed by employees of ÖBB-Infrastruktur AG during all work assignments.

Access to non-public railway facilities is also prohibited as a matter of principle. Employees of external companies and their subcontractors who work in or near the danger zone of the tracks in order to perform non-operational activities needs to first successfully complete a training course pursuant to SIG 1 and SIG 2 and possess the appropriate permit card. In the same respect, the medical condition of the employees pursuant to ÖBB 32 - Guidelines on the Medical Condition of Employees in Railway Operations and Environs is required. ÖBB Guideline 32 regulates the procedure and content of safety-relevant medical suitability examinations in railway operations and ensures the safety of actions and legal certainty. Measures to combat the COVID-19 pandemic are continuously evaluated and implemented in accordance with the current legal status and infection incidence in cooperation with the external companies involved and in coordination with the WKO.

Key figures on occupational safety at a glance

ÖBB-Infrastruktur AG employees and Leasing employees on behalf of ÖBB-Infrastruktur AG		Unit	2022	2021
Number of hours worked			26,913	27,018
Employees	1,000 employees		26,177	26,574
Leasing employees			736	444
Fatal occupational accidents			1	1
Employees	Quantity		1	1
Leasing employees			0	0
Rate of fatalities due to work-related injuries			0.037	0.037
Employees	per 1 million working hours		0.038	0.038
Leasing employees			0	0
Serious work-related injuries ¹⁾			3	9
Employees	Quantity		3	8
Leasing employees			0	1
Rate of work-related injuries with serious consequences ¹⁾			0.11	0.33
Employees	per 1 million working hours		0.11	0.30
Leasing employees			0.00	2.25
Documented work-related injuries			461	450
Employees	Quantity		435	434
Leasing employees			26	16
Rate of documented work-related injuries			17.1	16.7
Employees	per 1 million working hours		16.6	16.3
Leasing employees			35.3	36.1

¹⁾ Complies with GRI Universal Standard 403-9, serious occupational accidents >180 lost days

Innovation and Technology

Innovation and technological progress are essential levers for achieving the strategic goals of the ÖBB Group. The mobility transition and a further shift of traffic to rail requires an optimisation of the rail system, which in turn is only manageable with the use of new technologies to some extent. The ongoing further development of the overall system of mobility, logistics and infrastructure and related research and development activities is therefore of central importance in the ÖBB-Infrastruktur Group.

Objectives

- Increasing capacity, quality and productivity with the help of innovative and digital technologies
- Developing and offering innovative products and services
- Strengthening the competitiveness of the railway system
- ETCS Upgrade: 2,202 km ETCS L2 track by 2030

Further information and measures are contained in Chapters C.4, C.5, C.6 and D of this management report.

Affordable and accessible mobility services

The ÖBB-Infrastruktur Group is guided by the needs of its customers, and mobility services are therefore continuously developed and expanded. The focus is on the consistent expansion and further development of barrier-free mobility services on the ÖBB network. The linchpins are therefore stations and stops, as well as the associated range of services. Punctuality and links to other public mobility services (such as bus, tram, metro, etc.) and individual transport (such as Park & Ride, Bike & Ride) are important in order to maintain a competitive advantage in the market, in addition to easy, convenient and barrier-free access to the railway system.

Barrier-free accessibility

Barrier-free and convenient access to trains and buses for people with disabilities, people with strollers, the elderly and passengers with luggage or bicycles is an important goal. In practice, barrier-free traffic not only means transport facilities and means of transport that are accessible without steps, but also barrier-free communication. This also includes the design of information offers, guidance and orientation systems in accordance with the two-senses principle. This means that at least two of the three senses (sight, hearing and touch) must always be addressed.

Objectives

Aim	KPI	Ambition target year	2022	2021
Increasing accessibility: by 2027, 90% of travellers can travel barrier-free	% of travelers, who travel without barriers to access	90%	86%	85%

The table above shows the degree of fulfilment (KPI) of the implementation of the Accessibility Strategy in 2021 and 2022 as a percentage of travellers who are able to use an accessible transport station in their trip in relation to the total frequency (travellers / day). In 2022, the target value of 84% was exceeded by 2 percentage points at 86%, as in the previous year. The focus in 2023 remains firmly on stations with a passenger frequency of 1,000 passengers per day or more. The clear aim is to make the network of barrier-free railway stations ever more closely interlinked and also to set regional priorities (school and educational locations, health resorts, hospitals and the like).

Ternitz (Lower Austria), St. Georgen an der Gusen (Upper Austria), Fehring (St), Innsbruck Messe (T) and Lauterach Unterfeld (V) are examples of modern, sustainable and architecturally appealing station projects from 2022.

As more and more smaller railway stations (frequency of less than 1,000) are being designed barrier-free in the medium term in accordance with the implementation strategy, lower rates of increase are to be expected in the future. In 2027, the actual value will only be slightly above the target value of 90% based on the measure planning.

Development of stages and implementation plans

In 2006, ÖBB-Holding AG, together with those responsible for the subgroups and experts, developed the stage plan in accordance with § 19 of the Federal Disability Equality Act (BGStG) for the ÖBB Group as a whole. The measures contained in the staged plan (2006 to 2015) were agreed with the organisations of people with disabilities.

At the beginning of 2016, the Group companies updated their plans and drew up new implementation plans for additional transport stations (stations and stops with passenger stops) and the vehicle fleet. These business plans correspond to the so-called National Implementation Plan (NIP), which the BMK has issued and published for Austria in accordance with TSI-PRM⁵⁷. In 2018, the measures already implemented and further targets until 2027 were discussed with stakeholders from associations and representatives of parliament.

By the end of 2022, 86%⁵⁸ of all ÖBB passengers already benefited from over 400 modern, barrier-free stations and stops. The offer of barrier-free mobility is being successively expanded and improved. In 2027, in accordance with the implementation plan, more than 90% of passengers on the ÖBB-Infrastruktur AG network will be able to travel without barriers to accessibility.

Key figures at a glance	2022	2021
Train stations that are modern and barrier-free	430	398

More stations and stops are being designed to be barrier-free every year. As in the previous year, more than 25 stations were comprehensively modernised or completely rebuilt in the 2022 reporting year. Examples are: Lustenau Unterfeld (V), Rum and Thal (both T), Steinfeld bei Straßwalchen (S), Traun (OÖ), Ternitz and Breitensee (both NÖ) and Mallnitz-Obervellach (K). This path of modernising stations and stops continues to be consistently pursued in 2023. The ÖBB Group is particularly concerned with the construction and expansion of Park & Ride facilities, including car parking spaces for the disabled and barrier-free e-charging points, as well as the connection to local modes of transport (especially bus connections).

Also in 2022, direct exchange with people with disabilities, interest groups and experts was actively pursued - increasingly via digital communication channels. The Stakeholder Dialogues on Accessible Travel took place online in 2022 with regional representatives from disability associations and political representatives. In these online dialogues with experts and customers, ÖBB's Equality / Diversity Management invited them to digital meetings to present lighthouse projects and to look together into the future of barrier-free travel. Among the topics discussed and highlighted were products and innovations in information and wayfinding as well as station furnishings with regional relevance. Experts from ÖBB-Infrastruktur, as well as travellers, colleagues and prominent experts (including Hilfgemeinschaft, Österreichischer Behindertenrat, Bundesministerium für Inneres, Bundesministerium für Klimaschutz, Österreichischer Gehörlosenbund, Bizeps, Vida, TU Wien, myAbility, Verein Blickkontakt) participated in the discussion. Participants in the stakeholder dialogues are always invited to provide feedback in order to better address current and future needs.

These practical experiences are valuable suggestions for ÖBB-Infrastruktur AG to find even better solutions in the future. Every detail is important in this regard. Often it is small, additional assistance that leads to relief and relief for people with and without disabilities when using the railway. In addition, there is a close exchange with other railways in the EU region, as the challenges in the area of accessibility need to be mastered across borders and in constructive cooperation. ÖBB-Infrastruktur AG bases its implementation on the legal and technical regulations of the EU, in particular the TSI-PRM (Regulation [EU] No. 1300/2014), as well as on national specifications and standards, e.g. ÖNORM B 1600 (Barrier-free construction - planning principles).

⁵⁷ Technical Specification for Interoperability relating to Accessibility of the Union Rail System for Persons with Disabilities and Persons with Reduced Mobility
⁵⁸ Calculated on the basis of the average daily passenger frequencies 2018 for the ÖBB-Infrastruktur AG network.

Punctuality

Punctuality is an essential quality criterion for both customer satisfaction and sustainability. The more punctual trains are on the road, the less energy is ultimately consumed, as time reserves in the timetable allow for optimising energy-efficient driving. Punctuality is the ratio of stops reached on time to all stops, the threshold for punctuality is five minutes which is mathematically rounded.

In reality, punctuality is negatively influenced by many factors. ÖBB-Infrastruktur AG records all the minutes of delay that occur and assigns them to defined causes by means of a coding system for quality assurance purposes. This allows systematic causes to be identified and targeted measures derived. The individual causes are also stored with the respective areas that are responsible for setting up the measures required. Essentially, the following primary clusters of causes are differentiated:

- Infrastructure: Equipment malfunctions, slowdowns and construction work, operational management
- Railway undertaking: Vehicle breakdowns, commercial reasons, staff / vehicle rotation
- Neutral: Neighbouring railways, external influences (e.g. weather)

The largest share of disruptive influences lies with the neighbouring railways with a good third, followed by all other clusters with a share of between 7% and 12%, only the operational management is negligible with 1%.

The focus of the ÖBB-Infrastruktur Group is on the ongoing optimisation of facility availability, timely reinvestment in facilities to avoid slowdowns, pushing deviation schedules during construction works and operational excellence in dispatching.

Punctuality is managed within the ÖBB-Infrastruktur Group within the framework of the regular punctuality steering group and at Group level within the punctuality circle at expert level and in the punctuality steering committee at the level of the members of the Management Board / managing directors.

Park & Ride expansion

The intelligent linking of transport modes is essential for a sustainable and efficient transport system. ÖBB-Infrastruktur AG has already built additional Park & Ride facilities in recent years in order to make the interface between motorised private transport (MIV) and the railway system as convenient as possible. The aim is to continue this approach in the next few years by putting approx. 1,500 new car parking spaces into operation or repairing them. The primary focus for the construction of new Park & Ride facilities (car parking spaces) at transport stations is on the feeder routes to the conurbations. There are no plans to build park & ride facilities directly in the capital cities. Park & Ride facilities should be located in such a fashion that motorised private transport is already addressed in a structured manner in the vicinity of the "source" (early transfer to public transport).

In addition, the car sharing service Rail&Drive offers a flexible combination of travelling by train and car (see Chapter G.3).

Bike & Ride

The new construction / expansion of bike & ride facilities should facilitate access to the railway. The bicycle is an important part of the mobility chain and the provision of Bike & Ride facilities at transport stations in the network of ÖBB-Infrastruktur AG makes a significant contribution in terms of sustainable mobility. When constructing new or additional Bike & Ride facilities, cooperation between ÖBB-Infrastruktur AG and the municipalities and provinces involved is mandatory (see BMK Park & Ride Facilities Guideline). In accordance with the current framework plan, an average of approx. 1,500 parking spaces are to be added or existing facilities renewed each year from 2023 to 2028.

Currently, ÖBB-Infrastruktur AG is focusing strongly on increasing the quality of bicycle parking facilities such as the roofing and double-deck parking facilities. At the end of 2022, there were 50,791 parking spaces for two-wheelers (including 3,380 motorbike parking spaces and 46,041 bicycle spaces) at ÖBB facilities.

Key figures at a glance	2022	2021
Number of bike & ride parking spaces in units	50,791	48,881
New construction / maintenance of bike & ride parking spaces per year in units	1,775	2,622

Social Responsibility and Cooperation

The ÖBB Group is convinced that companies, as part of a society, also have a social responsibility. The ÖBB Group's commitment is to strengthen people, the environment and the economy regionally in order to make a positive contribution to society together with trustworthy partners.

The ÖBB Infrastructure Group fulfils this responsibility with various internal and external projects and in cooperation with other companies.

Memberships and contribution to society

Currently, the organisational units or the subsidiaries of ÖBB-Infrastruktur AG are members of 98 national and international organisations and institutions in the fields of transport, energy, technology, etc. These include the International Union of Railways (UIC), the Austrian Energy Agency (AEA) and many more.

A survey by the European Brand Institute shows that the value of the ÖBB brand as an integrative indicator of economic success has developed positively in recent years and continued to rise in 2022: ÖBB ranks fifth among Austria's top brands with a brand value of approx. EUR 2.0 billion.

The European Brand Institute also examined the contribution of the brands of public sector companies and organisations to sustainable development in Austria in the sectors of transport, utility infrastructure, energy, health and social infrastructure, finance and media in the four categories of brand leadership, product/services, social responsibility and investment in Austria as part of the "Sustainable Brand Rating Austria 2022" again in 2022. The catalogue of criteria with 52 indicators, derived from the UN Sustainable Development Goals (SDGs) of Agenda 2030 and ISO 20671, was evaluated with the "EBI Scoring Model" and converted into a "Sustainable Brand Rating". These surveys show that the ÖBB Group is once again Austria's leading sustainable brand (Above Average Score AAA).

The ratings of the European Brand Institute refer to the ÖBB Group. However, since the public hardly perceives ÖBB's subgroups as independent companies and the ÖBB-Infrastruktur Group is ÖBB-Group's largest subgroup, the results of the aforementioned studies are also representative for the ÖBB-Infrastruktur Group.

Light in the darkness ("Licht ins Dunkel")

ÖBB-Group connects a large number of people with different fates every day. Some of these fates tell special stories and show that help is often urgently needed. For this reason, ÖBB has again been a partner of "Licht ins Dunkel" in 2022 and for more than thirteen years. In the past years, ÖBB has been able to collect more than one million euros in donations for children and families in need together with its customers, station visitors, ÖBB employees and a large number of other supporters. The partnership with "Licht ins Dunkel" is the biggest CSR campaign of the ÖBB Group and pays into the corporate philosophy at all levels. In the course of 2022, EUR 60,150 in donations was collected. The donations go to various "Licht ins Dunkel" projects with a focus on mobility and children.

Guardian Angels Festival 2022 (Schutzengelfest)

The Gardens of Tulln once again hosted the Guardian Angel Festival in 2022. The aim of this event is to raise children's awareness of safety on the way to school in a playful way. A total of approx. 1,000 schoolchildren aged six to ten took part and were able to gain an impression of the activities of the organisations present at the 20 stations. The ÖBB Group was represented by employees from Passenger Transport, Infrastructure and ÖBB-Operative Services. The children learned through fun and games about the different symbols on the stations, the guidance system for the blind and the correct separation of waste at the stations by means of a waste separation game.

Additional projects and cooperative ventures, for example on the topic of safety and accessibility, are described in Chapter G.4. Stakeholder management and finding affordable and accessible mobility services.

G.5. Respect for human rights

The business activities of the ÖBB-Infrastruktur Group are geographically limited for the most part to Austria and the EU area as well as Liechtenstein and Switzerland. The construction sites are also located on Austrian territory or, in special cases, in the neighbouring EU member states. The fundamental rights granted under the Constitution, in particular the principle of equality under the Federal Constitutional Law, as well as the European Convention for the Protection of Human Rights and Fundamental Freedoms (ECHR) apply. Independent courts monitor compliance with these rights. As a member of the Chamber of Commerce, the ÖBB-Infrastruktur-Group is also committed to its principles of "human rights, environmental standards, social standards" and is aware of its social responsibility.

In addition, there are further tangible requirements and measures in the area of human resources with regard to equal opportunities, diversity and inclusion (see Chapter Diversity and Equal Opportunity).

ÖBB-Operative Services & Co KG is an internal service provider primarily responsible for cleanliness and safety at railway stations. It is of particular importance that all people interacting with the company - both employees and customers - are treated with dignity and respect. It is based on respect of human rights. All employees at ÖBB-Operative Services GmbH & Co KG are trained to withdraw from dangerous situations and to regard de-escalation as the most important premise for action. The internal work instructions and the internally developed standards of conduct also reflect this approach.

The training for "Employees in Security and Customer Information" at ÖBB-Operative Services GmbH & Co KG places special emphasis on the topics of "Customer Orientation", "De-escalation", "Legal Basics" - including "Human Rights". A comprehensive training program has been developed for this purpose, which is significantly above the industry average: Employees are already taught the legal basics in the "basic safety training" as well as the topic of "customer orientation" during a basic training. Safety-oriented scenario training" is used to deepen these competences and also focuses on the topic of "prevention (risk assessment, self-protection and protection of others)".

The module "De-escalation and self-protection", which is held by the Security Academy in the course of a close cooperation with the Federal Ministry of the Interior, places special emphasis on the topic of "human dignity" - negative examples are also dealt with and patterns of perception are breached. These trainings are provided for all security and customer information staff as part of the training program.

In addition, ÖBB-Operative Services GmbH & Co KG places particular emphasis on customer satisfaction, which includes all people who spend time at the stations. Discriminatory behaviour would obviously run counter to this goal and is therefore neither encouraged nor tolerated. The excellent customer ratings testify to the success of the measures.

The goal is therefore to generate outstanding customer satisfaction. Since customers at the stations are very diverse, we need to be particularly sensitive to the issue of human dignity. As a result, all employees are regularly trained in the security area in the topics of "customer orientation," "de-escalation" and "legal basics" - where possible, even with the involvement of the Ministry of the Interior.

There were no known incidents in connection with the issue of acceptable working conditions that would have led to legal proceedings throughout the subgroup in the 2022 business year. The number of human rights violations in the 2022 financial year is zero.

G.6. Combating corruption and bribery

Compliance organisation in the ÖBB-Infrastruktur Group

Ethical behaviour on the part of the company and its employees is the basis for trust and sustainable success. As one of Austria's largest companies, whose sole shareholder is the Republic of Austria, the ÖBB Infrastructure Group has a special responsibility to organise its business processes effectively, efficiently and transparently. A zero-tolerance policy with regard to violations of the law and corruption plays a decisive role in determining the company's strategic orientation.

A compliance organisation has been established in the ÖBB Group in fulfilment of the organisational responsibility of the board members and managing directors, which works towards compliance with internal and external regulations.

In the ÖBB Group, the function of a "Chief Compliance Officer" is established as a separate staff office within the management of ÖBB-Holding AG. In addition, the subgroup parent companies (ÖBB-Infrastruktur AG, Rail Cargo Austria, ÖBB-Personenverkehr AG) have compliance officers who are also organisationally assigned to the management as separate staff units.

The Chief Compliance Officer and the compliance officers in the subgroup parent companies are not subject to any instructions from management in the performance of their duties. They undertake no other operational tasks at the same time in order to maintain their independence, in particular to avoid conflicts of interest.

The core competence of the compliance organisation is combating economic crime and corruption and minimising economic crime and corruption risks in the ÖBB Group.

Compliance management system in the ÖBB Group and the ÖBB-Infrastruktur Group

The compliance management system is based on international standards and is as follows:



Code of Conduct of the ÖBB Group

The Code of Conduct of the ÖBB Group describes the ethical principles and general principles on which the ÖBB Group bases its business activities and which constitute essential elements of its corporate culture. It applies to the members of the Board of Management, managing directors, executives and employees of the ÖBB Group and is demonstrably acknowledged upon signing the employment contract. The Code of Conduct of the ÖBB Group regulates the principles for relations with customers and business partners, public appearances and cooperation with each other. The main objectives of the Code of Conduct include strengthening ethical standards across the Group, creating a working environment that promotes integrity, respect and fair conduct, and initiating and conducting business in a law-abiding, economically and socially responsible manner. ÖBB-Holding AG and the subgroup companies have voluntarily committed themselves to compliance with the Code of Conduct by means of a corresponding board resolution. The Code of Conduct is to be strictly adhered to by all ÖBB employees as well as by the Executive Board members, managing directors and managers. The Code of Conduct is supplemented by various guidelines that provide important orientation for all employees.

Prevention through compliance training and consulting

One of the core tasks of the compliance organisation of the ÖBB Group is to sensitise and advise the employees of the ÖBB Group to compliance-relevant topics and guidelines on a long-term and sustainable basis. It is therefore particularly important to make all employees (including apprentices) aware of the specific situations in which a compliance risk may exist in their daily work. The compliance organisation is accessible to every employee and proactively advises on the most important compliance topics and contents of the Code of Conduct. Regular face-to-face and video conference trainings and awareness-raising measures tailored to the respective target groups and corresponding risks further increase awareness of compliance-related topics.

Since 2018, the previous tasks have been supplemented by a compliance e-learning program. Another important element of the preventive work is the offer of individual counselling for the management and all employees.

Early recognition

Identifying potential Compliance threats early is essential to be able to respond appropriately to them. In addition to the Group-wide "Fraud Management" project, this also includes conducting risk analyses and compliance audits. These measures serve the primary objectives of damage prevention and hazard control.

ÖBB employees are obliged to inform their employer immediately and demonstrably as soon as they become aware that a conflict of interest could arise. The employer is then to decide on the further steps to be taken. In accordance with the code of conduct, the higher the official function of the person, the more critical the assessment standards need to be in avoiding conflicts of interest. The ownership structure of the ÖBB Group means that it also acts in accordance with the Federal Public Corporate Governance Code, which sets out measures to avoid and disclose conflicts of interest. Members of the Executive Board are only permitted to be engaged in ancillary occupations, in particular mandates in supervisory bodies, with the consent of the supervisory body. Furthermore, conflicts of interest of the members of the Executive Board are prevented by subjecting them to a non-competition clause, prohibitions on demanding and accepting benefits and the pursuit of personal interests, as well as the obligation to disclose conflicts of interest, in particular with regard to transactions between the Executive Board and the company. In addition, the provisions of the employment contracts of the management bodies include reporting and approval obligations to prevent conflicts of interest.

Reaction

The compliance organisation, as the central point of contact for handling every referral, is obliged to follow up all leads. Informants are afforded special protection with regard to their personal data. The results of such investigations lead to recommendations regarding potential improvements as well as sanctions to be taken.

Compliance locates sensitive areas of the company that are particularly susceptible to risk in terms of core competence, evaluates the structures and processes in place in these areas and designs measures to minimise compliance risks.

Compliance recommendations are also aimed in particular at the sustainable elimination of weaknesses. The implementation of possible sanctions following the identification of compliance violations is the sole responsibility of the respective management body.

The compliance organisation is required to report to the supervisory board and the Executive Board at regular intervals. To this end, the Compliance Officer of ÖBB-Infrastruktur AG submits annual written activity reports to the Management Board and Supervisory Board of ÖBB-Infrastruktur AG and to the Chief Compliance Officer of ÖBB-Holding AG. The compliance officer submits quarterly reports in written form to the Management Board of ÖBB-Infrastruktur AG and the Chief Compliance Officer of ÖBB-Holding AG. Finally, in the case of special events or acute compliance violations, the compliance officer reports immediately to the Chief Compliance Officer of ÖBB-Holding AG and the management body of the company concerned.

Anti-Corruption Unit

The anti-corruption unit, headed by the Chief Compliance Officer, is the central point of contact for questions, information and tips in connection with corruption in the ÖBB Group. All information that reaches the ÖBB Group's anti-corruption unit is treated in strict confidence and with the necessary care.

Whistleblowers seeking to report violations of the Code of Conduct or facts that give rise to suspicion of white-collar crime or corruption may do so at any time by telephone, mail, e-mail or in person - in any case confidentially - to the Compliance Organisation. Anonymous reporting is also a possibility. In addition, an electronic whistleblower system was introduced.

G.7. GRI Index of Contents

The following GRI content index lists the standard disclosures, material topics and indicators reported by ÖBB-Infrastruktur AG. Reference to the relevant section of the group management report facilitates the locating of information for readers.

Application Declaration	ÖBB-Infrastruktur AG reports in accordance with the GRI standards for the period from 01.01.2022 to 31.12.2022.
GRI 1 used	GRI 1: Basis 2021
Applicable GRI industry standard(s)	Currently not applicable.

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
GENERAL DISCLOSURES				
GRI 2: General disclosures 2021	2-1 Organisation profile	Chapter A P. 2-6		
	2-2 Entities taken into account in the organisation's sustainability reporting	Consolidated Financial Statements Note 35	The scope of consolidation of the non-financial statement corresponds to that of the consolidated financial statements of ÖBB-Infrastruktur AG.	
	2-3 Reporting period, reporting frequency and contact position	Chapter G.2. P. 47	infra.kundenservice @oebb.atinfra.kundenservice @oebb.atinfra.kundenservice @oebb.at	
	2-4 Rectification or restatement of information		In the current report, the following change in reporting was included compared with the previous year: Adjustment of the Scope 2 market-based emission factor	
	2-5 External testing	The independent auditor's report is included in the Notes to the Consolidated Financial Statements.	The non-financial statement has been subjected to an independent external limited assurance review by Ernst & Young Wirtschaftsprüfungsgesellschaft m.b.H..	
	2-6 Activities, value chain and other business relationships	Chapter A P. 2-3, C.1. P. 15 ff., C.2. P. 17 ff., C.3. P. 29 f., C.4. P. 22 ff., G.3. P. 83 f. and G.4. P. 94 ff.	No significant changes in the organisation and its supply chain.	12
	2-7 Employees	Chapter A P. 4, C.1. P. 17, C.2. P. 18 f. and G.4. P. 94 ff., P. 102 ff.		5, 8, 10

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
GENERAL DISCLOSURES				
GRI 2: General disclosures 2021	2-8 Staff, who are not employees	Chapter G.4. P. 94 ff., P. 102 ff.		5, 8, 10
	2-9 Management structure and composition	Chapter G.2. P. 47		
	2-10 Nomination and selection of the highest governance body	Chapter G.2. P. 47		
	2-11 Chairperson of the highest governance body	Chapter G.2. P. 47		
	2-12 Role of the highest governance body in the supervision of impact management	Chapter G.2. P. 47 and G.6. P. 123 ff.		
	2-13 Delegation of responsibility for impact management	Chapter G.2. P. 47 f.		
	2-14 Role of the highest governance body in sustainability reporting	Chapter G.2. P. 47 f.		
	2-15 Conflicts of interest	Chapter G.2. P. 47 and G.6. P. 123 ff.		
	2-16 Transmission of critical issues	Chapter G.2. P. 47 and G.6. P. 123 ff.	An exact number of critical issues is not reported across the Group.	
	2-17 Accumulated knowledge of the highest governance body	Chapter G.2. P. 47 and G.6. P. 123 ff.		
	2-18 Assessment of the performance of the highest governance body	Chapter G.2. P. 47, G.6. P. 123 ff. and consolidated financial statement P. 77 ff.		
	2-19 Remuneration policy	Chapter G.2. P. 98 f. and consolidated financial statement P. 77 ff.		
	2-20 Procedure for the determination of the remuneration	Chapter G.2. P. 98 f. and consolidated financial statement P. 77 ff.		

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
GENERAL DISCLOSURES				
GRI 2: General Disclosures 2021	2-21 Ratio of total annual remuneration		Due to the extensive evaluation of the actual salary data to determine the median level of annual remuneration for employees, it is not possible to show the data for the 2022 financial year with a reporting deadline in mid-March 2023. A report will be programmed for 2023, which will enable the evaluation of the average level (median) in order to be able to show the ratios in the 2024 report (for 2023).	
	2-22 Declaration of Application of the Sustainable Development Strategy	Chapter G.1. P. 45 ff.		8
	2-23 Declaration of commitment to principles and courses of action	Chapter A. p. 2 f., C.5. P. 28 ff., G.3. P. 63 und G.6. P. 123 f.		3, 6, 7, 8, 11, 12, 13, 14, 15, 16
	2-24 Inclusion of political commitments	Chapter B.2. P. 11 and G.2. P. 48 ff.		
	2-25 Procedure for the elimination of negative impacts	Chapter B.2. P. 11 ff. G.2. P. 48 ff., G.4. P. 95 and G.6. P.123 f.		
	2-26 Procedure for obtaining advice and reporting issues of concern	Chapter and G.4. P. 95 f. and G.6. P. 123 f.		

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
GENERAL DISCLOSURES				
GRI 2: General Disclosures 2021	2-27 Compliance with laws and directives		Enterprise Risk Management records risks with a value of EUR 500,000 or more on a regular basis (3 times a year) as part of the risk identification process. In addition, risks are qualitatively assessed in the course of the compliance hazard analyses with regard to damage potential or probability of occurrence. There were no significant lawsuits, sanctions or fines against ÖBB-Infrastruktur AG in 2022 caused by violations of laws or regulations in the social, economic or environmental areas.	
	2-28 Membership in associations and interest groups	Chapter G.4. P. 121		17
	2-29 Approach to stakeholder engagement	Chapter G.2. P. 49 and G.4. P. 94 f.		17
	2-30 Tariff agreements	Chapter G.4. P. 98 f.		8

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
GENERAL DISCLOSURES				
GRI 3: General Disclosures 2021	3-1 Procedures for identifying key topics	Chapter G.2. P. 49 ff.		
	3-2 List of material topics	Chapter G.2. P. 50 f.	<p>Key topics of great significance:</p> <ul style="list-style-type: none"> - Climate Protection - Innovation and Technology - Economic engine, Value-creating Investments and Sustainable Financing - Training and further education - Generation Change - Affordable and accessible mobility services - Adaptation to Climate Change - Health / Safety / Security - Reliable and attractive employer - Compliance/transparent reports and data protection <p>There were no changes in the main topics compared to the previous year.</p>	
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
GRI 200: Economic topics				
Key topic: Innovation and Technology				
GRI 3: Key topics 2021	3-3 Management of material topics	Chapter C.4. P. 21 ff., C.5. P. 29 f., C.6. P. 32 f. and D. P. 35 ff.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	9, 11
	R&D projects in progress	Chapter D. P. 35 and G.2. P. 64		9, 11

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
GRI 200: Economic topics				
Key topic: Economic engine, Value-creating Investments and Sustainable Financing				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.4. P. 21 – 26, C.5. P. 28, C.6. P. 31 f. and G.1. P. 45 f.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	5, 8, 9, 11
GRI 201: Economic performance 2016	201-1: Direct economic value generated and distributed	Chapter C.1. P. 15 and C.2. P. 17 ff.		8, 9
	201-4: Financial support from the public sector	Consolidated Financial Statements Note 32 and P.29 ff and Management Report B.2. P. 11 ff.		8
GRI 203: Indirect economic evaluations 2016	203-1: Infrastructure investments and subsidised services	Chapter C.4. P. 21 – 28, C.6. P. 31 f. and G.1. P. 44 f.		5, 9, 11
	203-2: Significant indirect economic effects	Chapter G.1. P. 44 ff., P. 52 - 61		8, 11
Key topic: Affordable and accessible mobility services				
GRI 3: Key topics 2021	3-3 Management of key topics	G.1. P. 44 and G.4. P. 119 f.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	9, 10, 11
	Barrier-free train stations	Chapter G.4. P. 118		9, 10, 11
	Bike & Ride facilities	Chapter G.3. P. 121		11, 13

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
GRI 200: Economic topics				
Key topic: Compliance / Transparent Reports and Data Protection				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter F. P. 39 ff., G.1. P. 44, G.2. P. 47 f., G.4. P. 109 and G.6. P. 122 f.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	5, 8, 9, 11
GRI 205: Combating corruption 2016	205-1: Operations audited for corruption risks		The compliance audits conducted throughout the Group are recorded in the annual compliance activity report and are not published for reasons of confidentiality.	16
GRI 206: Anti-competitive behaviour 2016	206-1: Legal proceedings based on anti-competitive behaviour, cartel and monopoly formation		There were no significant lawsuits, sanctions or fines against ÖBB-Infrastruktur AG in 2022 that were caused by violations of laws or regulations in the economic area.	16
GRI 415: Political influence 2016	415-1: Party donations		ÖBB-Infrastruktur AG has not made any direct or indirect donations to political parties in the form of financial contributions or benefits in kind.	16
GRI 418: Protection of customer data 2016	418-1: Substantiated complaints regarding the violation of the protection and loss of client data		ÖBB-Infrastruktur AG is not aware of any complaints from customers in connection with the violation of customer data protection at the time of preparing this non-financial statement.	16

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
GRI 300: Ecological topics				
Key topic: Climate Protection				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter B.2. P. 12 f., C.5. P. 31, P. 34 f., C.6. P. 39, G.1. P. 45 and G.3. P. 63 ff.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	3, 7, 8, 9, 11, 12, 13, 14, 15
GRI 302: Energy 2016	302-1: Energy consumption within the organisation	Chapter G.3. P. 66		7, 8, 12, 13
	302-4: Reduction of energy consumption	Chapter G.3. P. 66		7, 8, 12, 13
GRI 305: Emissions 2016	305-1: Direct GHG emissions (Scope 1)	Chapter G.3. P. 67		3, 12, 13, 14, 15
	305-2: Indirect energy-related GHG emissions (Scope 2)	Chapter G.3. P. 67		3, 12, 13, 14, 15
	ÖBB Vehicle fleet	Chapter G.3. P. 68		9, 13
Key topic: Adaptation to climate change				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter G.1. P. 45 f. and G.3. P. 70 ff.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	7, 11, 13
GRI 201: Economic performance 2016	201-2: Financial implications of climate change for the organisation and other climate change related risks and opportunities	Chapter G.2. P. 51 - 61 and G.3. P. 70	Risks from force majeure and natural hazards, which have increased in recent years due to climate change, are regularly assessed and budgetary provisions are made on the basis of experience. Worst case scenarios evaluate events that exceed the long-term average.	
	Rockfall and avalanche obstructions	Chapter G.3. P. 70		

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
GRI 400: Social topics				
Key topic: Health / Safety / Security				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter A. P. 2, P. 4, C.5. P. 28 ff., F. P. 42, and G.4. P. 110 - 118	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	3, 8, 16
GRI 403: Occupational health and safety 2018	403-1: Management system for occupational health and safety	Chapter G.4. P. 114 f.		8
	403-2: Hazard identification, risk assessment and incident investigation	Chapter G.4. P. 115		8
	403-3: Occupational healthcare services	Chapter G.4. P. 109		8
	403-4: Employee participation, consultation and communication on occupational health and safety	Chapter G.4. P. 109 f., P. 113 f.		8, 16
	403-5: Employee training on occupational health and safety protection	Chapter G.4. P. 117		8
	403-6: Promoting the health of employees	Chapter C.5. P. 29 and G.4. P. 109 f.		3
	403-7: Avoidance and mitigation of occupational health and safety impacts directly related to business relationships	Chapter G.4. P. 112 f.		8
	403-8: Employees covered by an occupational health and safety management system	Chapter G.4. P. 112 f.		8
	403-9: Work related injuries	Chapter G.4. P. 112 - 118		3, 8
GRI 416: Customer health and safety 2016	416-1: Assessment of the health and safety impacts of different categories of products and services		100% of the product and service categories are covered by a management system.	3

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
Key topic: Training and further education				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.5. P. 33 f., G.1. P. 53 and G.4. P. 101 ff.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	4, 8
GRI 404: Training and further education 2016	404-2: Employee skills enhancement and transition assistance programs	Chapter G.4. P. 101 ff.		4, 8
Key topics: Reliable and attractive employer and generational change				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.5. P. 29 f., G.1. P. 44 and G.4. P. 104 ff.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	4, 8
GRI 401: Employment 2016	401-1: Newly hired employees and employee fluctuation	Chapter G.4. P. 99		5, 10, 8
	Early fluctuation rate	Chapter G.4. P. 105		

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
Key Topic (NaDiVeG): Respect for human rights				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter G.5. P. 122	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	8, 10, 16
GRI 410: Security practices 2016	410-1: Security personnel trained in human rights policies and procedures	Chapter G.5. P. 122		10, 16
FURTHER TOPICS				
GRI 200: Economic topics				
Sustainable Finance				
	EU Taxonomy Regulation	Chapter G.3. P. 85 ff.		8
	Corporate ESG Rating	Chapter G.1. P. 93		8, 9, 11
GRI 300: Ecological topics				
Resource management, waste, land / soil				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter G.3. P. 72 - 78	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	3, 6, 8, 11, 12
GRI 303: Water and waste water 2018	303-1: Water as a communal resource	Chapter G.3. P. 76 f.		6, 12
	303-2: Dealing with the effects of water recirculation	Chapter G.3. P. 76 f.		6

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
KEY TOPICS OF SIGNIFICANT IMPORTANCE				
Resource management, waste, land / soil				
GRI 306: Waste 2020	303-5: Water consumption	Chapter G.3. P. 76		6
	306-1: Waste generated and significant waste-related impacts	Chapter G.3. P. 75 f.		3, 6, 11, 12
	306-2: Management of significant waste-related impacts	Chapter G.3. P. 75 f.		3, 6, 8, 11, 12
	306-3: Accrued waste	Chapter G.3. P. 76		3, 11, 12
	306-4: Waste diverted from disposal	Chapter G.3. P. 76		3, 11, 12
	306-5: Waste forwarded for disposal	Chapter G.3. P. 76		3, 11, 12
	Land utilisation ÖBB-Infrastruktur AG	Chapter G.3. P. 73		11, 12
Sustainable procurement				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter G.3. P. 63 and P. 83 f.	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	5, 8, 12, 16
GRI 308: Environmental assessment of the suppliers 2016	308-1: New suppliers screened against environmental criteria	Chapter G.3. P. 84 f.	These rights are not endangered in ÖBB-Infrastruktur AG's sphere of activity.	
GRI 407: Freedom of association and collective bargaining 2016	407-1: Operations and suppliers where the right to freedom of association and collective bargaining may be threatened		These rights are not endangered in ÖBB-Infrastruktur AG's sphere of activity.	
GRI 408: Child labour 2016	408-1: Operations and suppliers with significant risk of incidents of child labour		There are no risks of this nature in ÖBB-Infrastruktur AG's field of activity.	
GRI 409: Forced or compulsory labour 2016	409-1: Operations and suppliers with significant risk for incidents of forced or compulsory labour		There are no risks of this nature in ÖBB-Infrastruktur AG's field of activity.	

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
FURTHER TOPICS				
Biodiversity & Species Diversity				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.4. P. 22 f., G.1. P. 44 f. and G.3. P. 78 - 82	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	6, 14, 15
GRI 304: Biodiversity 2016	304-1: Owned, leased, and managed operational sites located in or adjacent to protected areas and areas of high biodiversity value outside of protected areas	Chapter G.3. P. 79		6, 14, 15
	304-2: Significant impacts by activities, products and services on biodiversity	Chapter C.4. P. 22 ff., G.3. P. 78 - 82		6, 14, 15
	ÖBB tree cadastre	Chapter G.3. P. 80		15
	Chemical control of vegetation	Chapter G.3. P. 81 f.		6, 14, 15
Emission incl. noise (excl. CO₂)				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.4. P. 22 f., P. 27 f. and G.3. P. 82	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	11, 15
	Noise barriers and dams	Chapter G.3. P. 82		11

GRI Standard	New	Reference or page references	Notes, justifications, omissions	SDG
BASIS				
GRI 1: Basis 2021				
FURTHER TOPICS				
GRI 400: Social topics				
Social Responsibility and Cooperation				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter G.4. P. 93 ff., P. 104 f., P. 118 ff. and G.5. P. 122	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	10, 11, 17
GRI 413: Local communities 2016	413-1: Operational facilities with local community involvement, impact assessments and support programs		Based on the legal requirement associated with the approval of the construction and operation of the facilities, this point is guaranteed.	11, 12, 14, 15
Diversity and equal opportunities				
GRI 3: Key topics 2021	3-3 Management of key topics	Chapter C.5. P. 29, G.4. P. 100, P. 104 - 109	The management approach is assessed as part of the annual management review on the results of the individual management systems in Chapter A. S. 2 and specialised strategies by the Executive Board.	5, 8, 10
GRI 405: Diversity and equality of opportunity 2016	405-1: Diversity in supervisory bodies and among employees	Chapter G.4. P. 105 ff.		5, 8
	405-2: Ratio of women's to men's basic salary and remuneration		An income report is prepared every two years in the first quarter of the following year pursuant to the Equal Treatment Act. Detailed information is not published for reasons of confidentiality.	5, 8, 10
GRI 406: Non-discrimination 2016	406-1: Incidents of discrimination and remedial action taken		In 2022, one case was pending before the Equal Treatment Commission. The lawsuit was dismissed.	5, 8

H. Notes on the Group Management Report

This management report contains statements and forecasts referring to the future development of the ÖBB-Infrastruktur Group and its operational economic environment. Any and all forecasts were made based on the information available at the time of compilation. Actual developments may therefore differ from the expectations described in the management report.

Vienna, 20.03.2023

Members of the Executive Board

Mag.^a Silvia Angelo
(Finance, Services, Real Estate)

Dipl.-Ing.ⁱⁿ Judith Engel, MBA MSc MSc
(Network Expansion and Infrastructure
Provision)

Dipl.-Ing. Dr. Johann Pluy
(Operations, Market, Digitalisation)

Glossary

ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road
AVB	General terms and conditions for employment with Austrian Federal Railways
Bf.	Railway station
BFS	Operational Management Strategy
BFZ	Operational management headquarter
GDP	Gross domestic product
BMK	Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology
BTKm	Gross tonnage-kilometres
BVAEB	Insurance institution for public service employees, railway and mining
CER	Community of European Railway and Infrastructure Companies
CO ₂	Carbon dioxide
CORE	Core option
EBIT	Earnings before interest and tax
EBITDA	Earnings before interest, tax, depreciation and amortisation
EBT	Earnings before tax
ETCS	European Train Control System
EUR	Euros
RU	Railway operator
R&D	Research and Development
FTE	Full-Time-Equivalent
GRI	Global Reporting Initiative
GWh	Gigawatt hour
Hbf	Central Station
HR	Human Resources
IFRS	International Financial Reporting Standards
ICS	Internal Control System
ISO	International Organization for Standardisation
km	Kilometre(s)
km ²	Square kilometre(s)
m	Meter(s)
million	Million(s)
billion	billion(s)
NACE Code	Statistical classification of economic activities in the European Community
RID	Regulations for the international carriage of dangerous goods by rail
RPL	Master plan
SIL	Safety Integrity Level
SMS	Safety management system
t	Tonnes
TEUR	EUR thousand
USD	United States Dollar
EIA	Environmental impact assessment
py	previous year
REG	Regulation
tkm	Train kilometres

Declaration pursuant to § 124 (1) Stock Exchange Act

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Declaration of all legal representatives

We confirm to the best of our knowledge that the consolidated financial statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the Group as required by the applicable accounting standards and that the Group management report gives a true and fair view of the development and performance of the business and the position of the Group, together with a description of the principal risks and uncertainties the Group faces.

We confirm to the best of our knowledge that the parent company financial statements give a true and fair view of the assets, liabilities, financial position and profit or loss of the company as required by the applicable accounting standards and that the management report gives a true and fair view of the development and performance of the business and the position of the company, together with a description of the principal risks and uncertainties the company faces.

Vienna, 20.03.2023

Members of the Executive Board

Mag.^a Silvia Angelo
(Finance, Services, Real Estate)

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(Network Expansion and Infrastructure
Provision)

Dipl.-Ing. Dr. Johann Pluy
(Operations, Market, Digitalisation)

Consolidated Financial Statements

Consolidated Income Statement 2022

	Note	2022 in TEUR	2021 in TEUR
Revenue	4	984,368.0	931,567.7
Change in finished goods, work in progress and services not yet chargeable		1,721.7	323.9
Other own work capitalised	5	355,659.1	334,090.4
Other operating income	6	2,136,593.6	2,052,885.6
Total income		3,478,342.4	3,318,867.6
Cost of materials and purchased services	7	-560,411.3	-488,735.3
Personnel expenses	8	-1,282,606.0	-1,221,602.5
Depreciation and amortisation	9	-881,745.2	-860,830.6
Other operating expenses	10	-357,751.7	-345,986.2
Impairment charges from trade receivables	20	869.3	-476.6
Earnings before interest and taxes (EBIT excluding investments recorded at equity)		396,697.5	401,236.4
Earnings of investments recorded at equity	17	1,197.8	615.1
Interest income	11	20,704.3	16,746.3
Interest expenses	11	-388,170.5	-427,112.7
Other financial income	12	12,265.8	28,434.5
Other financial expenses	12	-58,364.5	-9,042.6
Financial result (incl. earnings of investments recorded at equity)		-412,367.2	-390,359.5
Earnings before income taxes (EBT)		-15,669.6	10,877.0
Income taxes	13	15,802.2	76,416.7
Net income		132.5	87,293.7
Proportion of net income attributable to:			
shareholder of the parent company		-231.1	86,703.3
non-controlling interests		363.6	590.3

Consolidated Statement of Comprehensive Income 2022

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	Note	2022 in TEUR	2021 in TEUR
Net income		132.5	87,293.7
Remeasurement gains (losses) on defined benefit plans		6,400.4	-33.4
Income taxes		-33.6	-4.5
Items that will never be reclassified ("recycled") subsequently to the income statement		6,366.8	-37.9
Unrealized income from cash flow hedges	24	261,936.5	330,249.6
Reclassification of realized income from cash flow hedges	24	-200,586.0	-49,856.0
Income taxes		-10,709.8	-70,098.4
Items that have been or will be reclassified ("recycled") subsequently to the income statement		50,640.7	210,295.2
Other comprehensive income after tax		57,007.5	210,257.3
Comprehensive income		57,140.0	297,551.0
Proportion of comprehensive income attributable to:			
shareholder of the parent company		56,776.4	296,960.7
non-controlling interests		363.6	590.3

Consolidated Statement of Financial Position as of 31.12.2022

Assets	Note	Dec 31, 2022 in TEUR	Dec 31, 2021 in TEUR
Non-current assets			
Property, plant and equipment	14	28,303,746.4	26,478,775.1
Intangible assets	15	913,580.6	818,339.2
Investment property	16	234,839.2	191,722.8
Investments recorded at equity	17	49,609.4	50,483.5
Other financial assets	18	301,119.8	192,253.0
Other receivables and assets	20	77,554.9	89,264.5
Deferred tax assets	13	78,962.5	73,168.1
		29,959,412.8	27,894,006.1
Current assets			
Inventories	21	85,374.8	90,832.7
Trade receivables	20	189,819.2	173,594.8
Other receivables and assets	20	351,214.7	283,282.7
Other financial assets	18	415,406.7	392,393.0
Assets held for sale	19	78.6	35,592.4
Cash and cash equivalents	22	32,438.1	32,096.9
		1,074,332.0	1,007,792.5
		31,033,744.8	28,901,798.6
Shareholders' equity and liabilities			
Shareholders' equity			
Share capital	23	500,000.0	500,000.0
Additional paid-in capital	24	538,884.2	538,884.2
Cash flow hedge reserve	24	267,517.4	216,876.7
Remeasurement of defined benefit plans	24	-3,104.0	-9,470.8
Retained earnings	24	489,981.5	490,212.6
Equity attributable to the shareholder of the parent company		1,793,279.1	1,736,502.7
Equity attributable to non-controlling interests	23	559.6	786.3
		1,793,838.7	1,737,289.1
Non-current liabilities			
Financial liabilities	25	23,870,746.8	22,097,995.5
Provisions	26	214,656.0	244,034.8
Other liabilities	27	19,860.6	20,250.6
		24,105,263.4	22,362,280.9
Current liabilities			
Financial liabilities	25	2,832,523.5	2,431,038.1
Provisions	26	202,129.9	191,564.3
Trade payables	27	1,126,546.5	842,340.1
Other liabilities	27	967,042.7	1,305,788.6
Liabilities held for sale	19	6,400.0	31,497.4
		5,134,642.7	4,802,228.6
		31,033,744.8	28,901,798.6

Consolidated Statement of Cash Flow 2022

	Note	2022 in TEUR	2021 in TEUR
Earnings before income taxes (EBT)		-15.670	10.877
Non-cash expenses and income			
+ Depreciation and amortisation on property, plant and equipment, intangible assets and investment property	9	1,027,688	1,010,583
+ Depreciation/ - appreciation on non-current financial assets		-177	-139
- Amortisation of investment grants	9	-145.943	-149.753
+ Losses / - gains on disposal of property, plant and equipment, intangible assets and investment property		-19.996	-20.140
+ Losses / - gains on disposal of asset groups held for sale	19	-2.459	0
- Other non-cash income / + other non-cash expenses		-3.374	-566
+ Interest expenses	11	388.171	427.113
- Interest income	11	-20.704	-16.746
Changes in assets and liabilities			
- Increase / + decrease in inventories	21	3.652	4.340
- Increase / + decrease in trade receivables and other assets		-78.849	-439.697
+ Increase / - decrease in trade payables, other liabilities and deferrals		-22.876	386.017
+ Increase / - decrease in provisions	26	-20.664	24.624
- Interest paid		-521.416	-534.908
+ Interest received		11.231	8.693
- Income tax paid	13	-2	-2
Cash flow from operating activities a)		578.613	710.296
+ Proceeds from disposal of property, plant and equipment and intangible assets		31.246	99.569
- Expenditures for property, plant and equipment and intangible assets	14, 15	-2,894,501	-2,652,579
- Expenditures for investments in financial assets		-200	-618
+ Proceeds from investment grants	14, 15	233.746	180.418
+ Proceeds from the sale of subsidiaries	19	32.380	0
+ Dividends received		1.729	3.111
+ Proceeds from the redemption of loans granted (from investing activities)		5.333	0
Cash flow from investing activities b)		-2,590,266	-2,370,099
- Dividends distributed to non-controlling shareholders		-590	-454
+ Proceeds from issue of loans	25, 34	0	79.140
- Redemption of loans	34	-1,517,664	-1,056,182
- Cash paid from the redemption of lease liabilities	34	-10.045	-8.624
+ Proceeds from other borrowings (from financing activities)	34	2,853,143	3,421,523
- Proceeds from other repayments (from financing activities)	34	0	-400.000
Cash flow from financing activities c)		1,324,844	2,035,403
Funds at the beginning of the period		-533.679	-909.279
Change in funds resulting from cash flows (a+b+c)		-686.809	375.600
Funds at the end of the period		-1,220,488	-533.679

See Note 34 for details on the composition of the funds.

Statement of Changes in Shareholders' Equity 2022

in TEUR	Share capital	Additional paid-in capital	Cash flow hedge reserve	Remeasurement of defined benefit plans	Retained earnings	Total equity	Equity attributable to non-controlling interests	Total shareholders' equity
As of Jan 01, 2021	500,000.0	538,884.2	6,581.5	-9,433.0	403,509.3	1,439,542.0	650.7	1,440,192.7
Net income					86,703.3	86,703.3	590.3	87,293.7
Other comprehensive income			210,295.2	-37.9		210,257.3		210,257.3
Comprehensive income			210,295.2	-37.9	86,703.3	296,960.7	590.3	297,551.0
Dividends distributed to non-controlling shareholders							-454.7	-454.7
As of Dec 31, 2021	500,000.0	538,884.2	216,876.7	-9,470.8	490,212.6	1,736,502.7	786.3	1,737,289.1

in TEUR	Share capital	Additional paid-in capital	Cash flow hedge reserve	Remeasurement of defined benefit plans	Retained earnings	Total equity	Equity attributable to non-controlling interests	Total shareholders' equity
As of Jan 01, 2022	500,000.0	538,884.2	216,876.7	-9,470.8	490,212.6	1,736,502.7	786.3	1,737,289.1
Net income					-231.1	-231.1	363.6	132.5
Other comprehensive income			50,640.7	6,366.8		57,007.5		57,007.5
Comprehensive income			50,640.7	6,366.8	-231.1	56,776.4	363.6	57,140.0
Dividends distributed to non-controlling shareholders							-590.3	-590.3
As of Dec 31, 2022	500,000.0	538,884.2	267,517.4	-3,104.0	489,981.5	1,793,279.1	559.6	1,793,838.7

Further details on the Statement of Changes in Shareholders' Equity are reported in Notes 23 and 24.

Notes to the Consolidated Financial Statements as of 31.12.2022

A. BASIS OF PREPARATION AND ACCOUNTING POLICIES

ÖBB-Infrastruktur Aktiengesellschaft (hereinafter ÖBB-Infrastruktur AG), with its registered office in Austria, 1020 Vienna, Praterstern 3, FN 71396 w, is a registered joint stock corporation as defined in the Austrian Stock Corporation Act, whose shares are held by Österreichische Bundesbahnen Holding Aktiengesellschaft (hereinafter ÖBB-Holding AG). The shares of ÖBB-Holding AG are 100% reserved for the Austrian federal government.

ÖBB-Infrastruktur AG and its subsidiaries form the ÖBB-Infrastruktur AG Group (hereinafter ÖBB-Infrastruktur Group). The share capital is unchanged from the previous year and is divided into 100,000 no-par value shares. The shares are registered shares and are issued in the name of ÖBB-Holding AG. The shares are not publicly traded. The sub-group has a Group relationship with ÖBB-Holding AG and is part of its fully consolidated Group. The Consolidated Financial Statements of ÖBB-Holding AG are filed in the commercial register under FN 247642 f at the Vienna Commercial Court.

The task of ÖBB-Infrastruktur AG is in particular that of a railway infrastructure company, which plans, builds, maintains (maintenance, inspection, fault clearance, repair and reinvestment), provides and operates a need-related and safe rail infrastructure (including high-performance lines). In addition, shunting services are also available.

The core activities of the ÖBB-Infrastruktur Group also include energy purchasing, energy supply and electric power portfolio management, as well as the leasing and development of real estate.

Pursuant to § 51 of the Federal Railways Act as amended, ÖBB-Infrastruktur AG is not required to hold a concession under the Railways Act 1957 for the construction or operation of main and branch lines. It is granted the rights and obligations of a railway company for the planning and construction of new rail infrastructure projects.

The financing of the capital expenditure for the expansion of the rail infrastructure as well as the operation and maintenance are ensured through internally generated cash flows, through borrowings as well as guarantees and financing from the federal government on the basis of multi-year framework plans or grant agreements. The management, development and utilisation of the ÖBB Group real estate is the responsibility of ÖBB-Immobilienmanagement GmbH, a subsidiary of ÖBB-Infrastruktur AG. The construction of the Brenner Base Tunnel and, all necessary structures required for the construction work and the subsequent operation, as well as the provision of the equipment and the facilities after completion for the network access beneficiaries in the operating phase is the responsibility of Galleria di Base del Brennero - Brenner Base Tunnel BBT SE, a joint venture of the ÖBB-Infrastruktur Group.

1. Accounting principles

ÖBB-Infrastruktur AG is required to prepare consolidated financial statements in accordance with § 244 of the Austrian Commercial Code (UGB). The consolidated financial statements as of 31.12.2022 were prepared in accordance with § 245a (1) UGB in conjunction with the "IFRS Regulation" in accordance with the International Financial Reporting Standards ("IFRS") issued by the International Accounting Standards Board ("IASB"), "IAS") and the interpretations of the International Financial Reporting Interpretation Committee ("IFRIC", "SIC") which became effective and were endorsed by the European Union as of 31.12.2022, as well as the additional requirements of § 245a UGB. ÖBB-Infrastruktur AG presents these consolidated financial statements in accordance with IFRS as exempting consolidated financial statements in accordance with internationally recognised accounting principles pursuant to § 245a of the Austrian Commercial Code (UGB).

The consolidated financial statements are prepared in Euro (EUR). All amounts indicated in these Notes are presented in EUR millions (EUR million) or thousands (TEUR), unless another currency unit is indicated. Rounding differences may occur as the rounded presentation includes figures not shown that are subject to precise internal calculation. In the interest of being reader-friendly, explicit gender-specific spelling has been omitted in some cases.

Disclosures on amended and new IFRS regulations

The following standards and interpretations were amended compared to the consolidated financial statements as of 31.12.2021 or were to be applied initially on a mandatory basis due to their endorsement by the EU or due to their coming into effect.

Revised and amended standards / interpretations		Effective as of ¹⁾	Significant impact on the Consolidated Financial Statements
IFRS 3	Reference to the framework concept	Jan 01, 2022	no
IAS 16	Income before reaching operational readiness	Jan 01, 2022	no
IAS 37	Onerous contracts - Costs of fulfilling contracts	Jan 01, 2022	no
AIP 2018-2020	Annual Improvements Cycle 2018 - 2020	Jan 01, 2022	no

¹⁾ To be applied to fiscal years beginning on or after the date indicated.

Outlook on future IFRS amendments

The following standards and interpretations were endorsed by the IASB and endorsed by the EU, except for those specified in Note 2. The option of applying individual standards early was not exercised.

Standards / interpretations		Effective as of ¹⁾	Expected significant impact on the Consolidated Financial Statements
New standards and interpretations			
IFRS 17	Insurance Contracts	Jan 01, 2023	is being analysed
IFRS 17	First-time application of IFRS 17 and IFRS 9	Jan 01, 2023	no
Amended standards and interpretations			
IAS 1	Disclosures on accounting policies	Jan 01, 2023	no
IAS 8	Definition of accounting-related estimates	Jan 01, 2023	no
IAS 12	Deferred taxes relating to assets and liabilities from a single transaction	Jan 01, 2023	no
IAS 1	Classification of debt as current or non-current	Jan 01, 2024 ²⁾	no
IFRS 16	Sale and Leaseback transactions	Jan 01, 2024 ²⁾	is being analysed
IAS 1	Classification of debt with covenants	Jan 01, 2024 ²⁾	no

¹⁾ Applicable for financial years beginning on or after the date indicated.

²⁾ Not yet endorsed by the EU.

The amendment to IFRS 16 contains requirements for the subsequent measurement of leases under a sale and leaseback for seller-lessees. This is primarily intended to standardise the subsequent measurement of leasing liabilities in order to prevent inappropriate profit realisation. In principle, the amendment means that the payments expected at the beginning of the term must be taken into account in the subsequent measurement of lease liabilities in the context of a sale and leaseback arrangement. In each period, the lease liability is reduced by the expected payments and the difference to the actual payments is recognised in profit or loss. The effect of the amendments to IFRS 16 is currently being evaluated in the ÖBB-Infrastruktur Group.

An analysis is currently performed to determine whether the ÖBB-Infrastruktur Group has any contracts that could be subject to IFRS 17.

There are no other standards that are not yet effective and expected to have a material impact on the ÖBB-Infrastruktur Group in the current or future reporting period and on foreseeable future transactions.

2. Consolidation principles and basis of consolidation

Consolidation principles

Reporting date

The reporting date for all fully consolidated companies included in the comprehensive consolidated financial statements is 31.12.

Foreign currency conversion

Foreign currencies are translated in accordance with the functional currency concept. The functional currency of all subsidiaries included in the consolidated financial statements is the respective national currency. The consolidated financial statements are presented in Euro, the functional currency of the parent company.

Since all subsidiaries have the Euro as their functional currency, no currency translation from the inclusion of foreign operations was necessary in the preparation of the consolidated financial statements.

Foreign currency transactions are first translated into the functional currency by the Group companies at the spot rate applicable on the date of the transaction. Monetary assets and liabilities denominated in a foreign currency are translated into the functional currency at each reporting date at the respective spot rate. Translation differences from financial assets and financial liabilities are recognised in the financial expenses or financial income respectively. Non-monetary items measured at historic acquisition or production cost denominated in a foreign currency are translated at the rate applicable on the date of the transaction. Non-monetary items measured at fair value denominated in a foreign currency are translated at the rate applicable at the time the fair value is determined.

Consolidation

Subsidiaries (capital consolidation)

Subsidiaries are entities controlled by the Group. The Group controls an investee when it is exposed, or has rights, to variable returns from its involvement with the investee and has the ability to affect those returns through its power of control over the entity. The financial statements of subsidiaries are included in the consolidated financial statements from the date the Group obtains control until the expiration of control.

Accordingly, the results of operations of the businesses acquired or sold during the reporting year are included in the Consolidated Statement of Comprehensive Income from the date of acquisition or until the date of disposal respectively. Should the Group lose control of a subsidiary, it derecognises the assets and liabilities of the subsidiary and other equity components.

Accounting policies are applied consistently by all subsidiaries in the ÖBB-Infrastruktur Group.

Business combinations

Business combinations are accounted for using the purchase method. The acquisition costs are measured as the aggregate of the consideration transferred, measured at fair value at the acquisition date, plus the share of the non-controlling interest in the acquired company. For each business combination, the acquirer measures the share of non-controlling interest in the acquired company at the corresponding share of the identifiable net assets of the acquired company. Acquisition related costs incurred as part of the business combination are recognised as an expense and reported in other operating expenses.

When the Group acquires an entity, it assesses the appropriate classification and designation assets acquired and liabilities assumed in accordance with the contractual terms, economic circumstances and general conditions at the acquisition date. This also includes a separation of embedded derivatives in underlying contracts. When business combinations are achieved in stages, the acquirer's equity interest previously held in the acquiree is remeasured to fair value at the acquisition date and the resulting gain or loss is recognised in profit or loss. Any agreed contingent consideration is recognised at fair value at the acquisition date. Subsequent changes in the fair value of a contingent consideration representing an asset or a liability are recognised either in the income statement or in other comprehensive income in accordance with IFRS 9 "Financial Instruments". Contingent consideration classified as an equity instrument is not remeasured, its subsequent settlement is accounted for in equity.

Goodwill is initially measured at cost, being the excess of the consideration transferred plus the amount of non-controlling interests over the identifiable assets acquired and liabilities assumed. When this consideration is less than the fair value of the net assets of the subsidiary acquired, the difference is recognised in the profit or loss. After initial recognition, goodwill is measured at cost less accumulated impairment losses. For the purposes of impairment testing goodwill acquired in a business combination, from the acquisition date, is allocated to each of the Group's cash-generating units which are expected to benefit from the synergies of the business combination. This applies regardless of whether other assets or liabilities of the acquired company are allocated to these cash-generating units.

When goodwill has been allocated to a cash-generating unit and an operation within that unit is disposed of, the goodwill associated with the operation disposed of is included in the carrying amount of the operation when determining the gain or loss on disposal of the operation. The amount of the portion of goodwill disposed of is determined based on the relative values of the operation disposed of and the portion of the cash-generating unit retained.

Associated companies

An associated company is an entity over which the Group has significant influence. Significant influence is the power to participate in the financial and operating policy decisions of the investee but not control or joint control over the decision-making processes.

Interests in associated companies are included in the consolidated financial statements using the equity method unless they are classified as held for sale. Initial recognition is at acquisition cost. These are subsequently adjusted for changes in the ÖBB-Infrastruktur Group share of net assets after the acquisition date as well as impairment losses. Losses in excess of the investment in the associated company are not recognised unless a commitment for additional contributions exists..

Should the acquisition cost of the ÖBB-Infrastruktur Group share be more than the fair values of the identifiable assets and liabilities of the associated company at the date of acquisition, such difference is accounted for as goodwill included in the value of the investment. Should the acquisition cost of the ÖBB-Infrastruktur Group share be less than the fair values of the identifiable assets and liabilities at the date of acquisition, the difference is recognised in profit or loss in the period the acquisition occurred.

Joint ventures

A joint arrangement is an arrangement where two or more parties under joint control hold the rights to the net assets under the agreement.

A joint venture is a contractual arrangement regarding an economic activity in which two or more parties have joint control. If these rights are included in the net assets of the agreement, and are not rights to its assets and liabilities for its debts, these joint ventures are included in the consolidated financial statements using the equity method.

Elimination of intercompany accounts

Receivables are offset with the corresponding liabilities and provisions between the subsidiaries included in the consolidated financial statements in the course of the elimination of intercompany accounts.

Revenue and expense elimination

All intra-Group expenses and revenues are eliminated in the course of the revenue and expense elimination. In the case of assets constructed by the ÖBB-Infrastruktur Group, any related revenues are reclassified as own work capitalised, after taking into account the elimination of any intercompany profits or losses.

Unrealised profit elimination

Unrealised profits resulting from intra-Group sales of assets or asset construction and from contribution of assets to subsidiaries were eliminated in the consolidated financial statements.

Composition of and change in the basis of consolidation

In addition to ÖBB-Infrastruktur AG, 13 (py: 14) subsidiaries are consolidated and three (py: four) associated or joint ventures (of which one is foreign; py: one) are accounted for using the equity method, resulting in a total of 17 (py: 19) companies. The companies included in the consolidated financial statements are disclosed in Note 35.

The basis of consolidation is defined to enable the consolidated financial statements to give a true and fair view of the net assets, financial position and results of operations of the ÖBB-Infrastruktur Group. The subsidiaries not consolidated are those with a low volume of business, with total turnover, assets and liabilities and each less than 1% of the Group values.

Basis of consolidation	Consolidated	At equity method of accounting	Total
As of Dec 31, 2021	15	4	19
<i>thereof foreign companies</i>	<i>0</i>	<i>1</i>	<i>1</i>
Disposal	-1	-1	-2
As of Dec 31, 2022	14	3	17
<i>thereof foreign companies</i>	<i>0</i>	<i>1</i>	<i>1</i>

In 2022, the shares in Güterterminal Werndorf Projekt GmbH, Vienna were sold, therefore the subsidiary is no longer included in the consolidated financial statements. The assets and liabilities of this subsidiary were recognised as "Held for sale" as of 31.12.2021. The company Breitspur Planungsgesellschaft mbH in Liqu., Vienna, is in liquidation, therefore significant influence on this company no longer exist and the company is no longer accounted for by applying the equity method as of 31.12.2022. There were no changes in the basis of consolidation in 2021.

3. Summary of significant accounting policies

Basis of preparation of financial statements

The consolidated financial statements are prepared on the basis of the principle of amortised cost. This excludes derivative financial instruments and equity instruments measured at fair value and personnel provisions accounted for using the PUC method.

Property, plant and equipment and investment property

Property, plant and equipment and investment property in accordance with IAS 40 are carried at cost less depreciation and any impairment losses. Cost includes certain expenses incurred during the construction or development of the rail infrastructure network, such as acquisition cost, material and personnel expenses, directly attributable fixed and variable overhead, the present value of obligations resulting from demolition, dismantling and removing the asset, restoration of sites, and borrowing costs directly attributable to qualifying assets. VAT charged by suppliers with a subsequent entitlement to input tax deduction is not included in acquisition or production cost.

Significant parts of an asset are capitalised separately if they have different useful lives than the rest of the asset. This is not the case if their acquisition cost is insignificant in relation to the entire acquisition costs for the item.

Property, plant and equipment and investment property are depreciated on a straight-line basis over the estimated useful life of the asset and depreciation is recognized in the line item depreciation and amortisation in the consolidated income statement. Leasehold improvements are also depreciated over the shorter of their estimated useful life or the term of the lease.

In 2022 and 2021, no significant changes were made to useful lives and are as follows:

	Years
Buildings	
Substructure	20–150
Power plants	80
Tunnels	80 and 150 respectively
Railway tracks	100
Other substructures	20 and 80 respectively
Superstructure	10–50
Roadbed and track	35–40
Security and telecommunications equipment	5–30
Automobiles and trucks	5–25
Technical equipment and machinery	
High-voltage and lightning equipment	5–50
Tools and equipment	4–20
Machinery	9–15

Rights of use recognised in accordance with IFRS 16 are amortized straight-line over their useful lives and were unchanged to the previous year:

	Years
Right-of-use asset for land and buildings	2–35
Right-of-use-asset for automobiles and trucks	4–5 (py: 2–5)
Right-of-use asset for technical equipment and machinery	8 (py: 2–8)
Right-of-use asset for other plant, furniture and fixtures	6

Costs for maintenance measures and repairs are expensed as incurred, whereas replacement, expansion, and value-increasing capital expenditures are capitalised. The distinction between maintenance measures and repairs that are expensed immediately and investments that are capitalised as mandatory is based on the rules of IAS 16 and accounting principles derived from these for Group-specific circumstances. The cost and accumulated depreciation and amortisation of assets sold or retired are removed from the accounts, and resulting gains or losses are recognised in other operating income or expenses. The useful lives and methods of depreciation presented above apply to those assets that are reported in the line item "Investment Property".

Asset-related subsidies (investment grants)

Grants awarded to ÖBB-Infrastruktur Group (investment grants) are recognised in the statement of financial position if it is certain that the payment will be received and all attached conditions for receiving the grants are fulfilled. The asset-related grants, primarily investment grants, are deducted directly from the cost of the subsidised assets. The depreciation expenses less income from the amortisation of these investment grants are recognised in the consolidated income statement. In principle, investment grants are amortised over the useful life of the asset for which the grant was received.

Goodwill and other intangible assets

Goodwill or other intangible assets with an indefinite useful life are not currently recognised by the ÖBB-Infrastruktur Group.

Intangible assets with a definite useful life are recognised at acquisition cost, less amortisation on a straight-line basis.

Intangible assets are amortised on a straight-line basis over its estimated useful life, and amortization is recognized in the line item Depreciation and Amortisation in the Consolidated Income Statement.

Straight-line depreciation in the financial year 2022 is based on the following useful lives, unchanged from the previous year:

	Years
Investment grants	5–80
Concessions, property rights, licenses	4–20
Development costs	4
Software	2–15
Other intangible assets	5–20

Impairment of property, plant and equipment, intangible assets and as financial investments in property

Property, plant and equipment, intangible assets and investment property with finite useful lives are tested for impairment whenever events or changes in circumstances indicate that the carrying amount of an asset exceeds its recoverable amount. The impairment test is performed for all items of property, plant and equipment and intangible assets. In accordance with the provisions of IAS 36 "Impairment of Assets", an impairment loss is recognised if the carrying amount exceeds the higher amount of the fair value less cost to sell and value in use. The fair value less cost to sell corresponds to the amount that can be obtained in an arm's length sales transaction. The value in use corresponds to the discounted estimated future net cash flows that are expected to arise from the continuing use of an asset and from its disposal at the end of its useful life. Impairment losses are recognised in the line item 'Depreciation and Amortisation' in the consolidated income statement. The ÖBB-Infrastruktur Group determines the value in use as it can be assumed that the value in use is above the fair value less cost of sale.

If changes in circumstances indicate that the carrying amount of an asset exceeds its recoverable amount, the value in use is calculated in the context of the impairment test. The value in use is determined by estimating the future cash flows of the cash-generating units based on the business plans that were derived from past results and the best estimates of the Board of Management of future developments. The growth rates assumed in the business plans (budget 2023 and medium-term planning 2024 to 2028) reflect the weighted average growth rates based on market estimates. Cash flow forecasts exceeding the period covered by the business plan are based on steady growth rates for subsequent years and are not in excess of the long-term weighted average growth rate for the industry and the country where the cash-generating unit operates.

Should the recoverable amount of the cash-generating unit be in excess of its carrying amount, no impairment exists for the relevant cash-generating unit. Should the recoverable amount of the cash-generating unit be less than its carrying amount, an impairment loss is recorded for this unit. The impairment is allocated proportionately to the assets of the cash-generating unit, although the assets of the cash-generating unit may not be written down below their recoverable amount. The reductions in the carrying amount represent expenses from the impairment of the individual assets.

Should there be an indication that an asset is no longer impaired, the impairment loss is reversed in full or in part through profit or loss, up to a maximum of the amortised cost.

No indicators of an impairment were identified for any cash-generation unit neither in 2021 nor in 2022, therefore no impairment tests were performed. No indicator of impairment currently exists for the rail infrastructure cash-generating unit due to the following preamble to the grant agreements pursuant to § 42 of the Federal Railways Act: "ÖBB-Infrastruktur AG is a railway infrastructure company whose tasks are in the public interest and are further defined in more detail in § 31 of the Federal Railways Act. The basis for the financing of the company is § 47 Federal Railways Act, according to which the federal government must ensure that ÖBB-Infrastruktur AG has the funds necessary to fulfil its tasks and maintain its liquidity and equity, insofar as the tasks are covered by the business plan pursuant to § 42 (6) Federal Railways Act. The commitment regulated by the federal government in this provision is implemented specifically in the grant agreements pursuant to § 42 (1) and (2) of the Federal Railways Act. It is the understanding of the contracting parties that the objective of the grant agreements, irrespective of the respective term of the contract, is to permanently ensure the value of the assets of the ÖBB-Infrastruktur AG sub-group used for the tasks pursuant to § 31 of the Federal Railways Act, which also complies with the legal mandate of the Federal Railways Act".

See Note 32 for more detailed information is provided in the chapter "Service relationships with the government, framework plan for infrastructure investments and the liability due to the government".

Impairment of investments in associated companies and joint ventures

Subsequent to the application of the equity method to the carrying amount of the investment, IAS 28.40 and IFRS 11 require a review at each reporting date to determine whether there is objective indication that the carrying amount is impaired. If indicators are identified, the recoverable amount of the investment must be determined in accordance with IAS 36. If there is an impairment loss, the investment must be written down accordingly. Please refer to the above paragraph "Impairment of property, plant and equipment, intangible assets and investment property" for information on any impairment of the shares in the joint venture Galleria di Base del Brennero - Brenner Base Tunnel BBT SE and the shares in associated companies.

If there are indications that the investment in the company accounted for using the equity method may be impaired, the carrying amount is tested for impairment. There is no separate test of the pro rata goodwill. The test is performed for the entire carrying amount of the investment. Therefore impairment losses are not allocated separately to the goodwill included in the carrying amount of the investment and can also be fully reversed in subsequent periods.

Non-current assets and liabilities held for sale and disposal groups held for sale

Non-current assets and liabilities held for sale as well as non-current groups of assets and liabilities held for sale are measured at the lower of its carrying amount and fair value less costs of sell. Assets classified as held for sale are not subject to further depreciation and are reported as a separate item in the statement of financial position. Gains or losses from the sale of these assets and liabilities are reported together with gains and losses from the disposal of property, plant and equipment and intangible assets as other operating income or expenses or in the other financial result as far as investments are concerned. Non-current assets and liabilities are classified as held for sale if a corresponding Supervisory Board resolution has been passed and a sale is also expected within twelve months.

Inventories

Inventories include, in the first instance, stocks of materials and spare parts used primarily for the company's own rail network expansion, the maintenance and fault clearance of rail network operations and, in the second instance, real estate recovery project.

Material stocks and spare parts are measured at the lower of cost and net realisable value, whereby costs are determined using the moving average price method. The net realisable value is determined based on the estimated selling price in the ordinary course of business, less estimated costs to complete and selling cost still to be incurred. Self-manufactured inventories and refurbished reusable materials are recognized at production cost. Allowances are recognized for obsolete inventory and excessive manufacturing costs of self-manufactured inventories. For spare parts and materials, replacement costs are deemed to be the best available measure of their net realisable value.

Inventories also include real estate no longer used for operational purposes that are being developed for subsequent sale ("real-estate recovery projects"). These are former railways stations and railway facilities as well as service buildings that were used for continuing operations. These refer to significant projects that are being developed on a large scale. These real-estate recovery projects are held for sale in the ordinary course of business or are in the process of production or development for sale.

They are recognized at cost and measured at the lower its carrying value and net realisable value as of the reporting date. The net realisable value is the estimated selling price less the production costs still to be incurred and any costs of disposal.

Financial instruments

Recognition and derecognition

Financial assets and liabilities are recognised when the ÖBB Group becomes a party to the contractual provisions of the financial instrument. Financial assets are de-recognised when:

- all the contractual rights to the cash flows from the financial asset have expired or been settled or
- all risks and rewards resulting from the asset have been transferred to another party or
- the power to control the financial asset has been transferred to another party in its entirety.

A financial liability may only be de-recognised when it has been extinguished, i.e., when the contractual obligation has been settled or cancelled or has expired. Purchases and sales of financial assets are recognised at the settlement date (date of fulfilment), derivative financial instruments are recognised at the date of conclusion (trade date).

Financial assets and liabilities are initially recognised at the fair value of the consideration given or received. Transaction costs are included in the amount initially recognised, except in the case of financial instruments measured at fair value through profit or loss.

Classification and measurement of financial assets

The ÖBB Group classifies financial assets into the following measurement categories:

- measured at amortised cost
- measured at fair value through equity (FVOCI)
- measured at fair value through profit or loss (FVTPL)

The classification and measurement of financial assets that are debt instruments depends on the company's business model for managing financial assets and contractual cash flows. The ÖBB Infrastruktur Group only reclassifies debt instruments if the business model for managing these types of assets changes. As no debt instruments are currently held at fair value through other comprehensive income in the ÖBB-Infrastruktur Group, no further explanation is required.

Debt instruments measured at amortised cost

A debt instrument is measured at amortised cost if both of the following conditions are met:

- The asset is held within the framework of a business model whose objective is to collect contractual cash flows from the assets.
- The contractual terms financial asset result in cash flows at specified points in time that represent solely payments for principal and interest.

Interest income from these financial assets is stated in the financial result using the effective interest method.

Trade receivables, other receivables and financial assets (e.g. securities) are measured at amortised cost less impairment.

Cash and cash equivalents

The ÖBB-Infrastruktur Group recognizes cash on hand, cash in banks with remaining terms since the date of acquisition of up to three months and credit balances due from affiliated company ÖBB-Finanzierungsservice GmbH which manages the liquidity between the different companies in the ÖBB-Holding Group as liquidity equivalents. Money market deposits with terms of more than three months are classified as other current financial assets along with securities. Cash and cash equivalents less the current liabilities towards ÖBB-Finanzierungsservice GmbH represent the funds for the Statement of Cash Flow.

Trade receivables

Trade receivables are recognised from the date on which they arise. Any unconditional right to receive the transaction price is recognised as a receivable. Trade receivables without significant financing components are initially measured at the transaction price.

Equity instruments measured at fair value through profit or loss

The Group measures all equity instruments at fair value through profit or loss.

Debt instruments measured at fair value through profit or loss

A debt instrument that is neither measured at amortised cost nor at fair value through other comprehensive income, is measured at fair value through profit or loss. The ÖBB-Infrastruktur Group holds no debt instruments that are recognised at fair value through profit or loss.

Derivatives

Derivative financial instruments are measured at fair value. Changes in the fair value of derivative financial instruments are recognised in profit or loss or in other comprehensive income, depending on whether the derivative instrument is used to hedge the fair value of an item recognised in the Statement of Financial Position ("fair value hedge") or fluctuations in future cash flows ("cash flow hedge"). For derivative financial instruments designated as a fair value hedge, changes fair value of the hedged risks and of the derivative financial instrument are recognized in profit or loss. For derivative financial instruments designated as cash flow hedges, changes in the fair value of the effective portion of the hedging instrument are recognised in other comprehensive income in equity (cash flow hedge reserve). The effects reported in the cash flow hedge reserve are recognised in profit or loss when the underlying hedged item affects profit or loss. Changes in the fair value of the ineffective portion of the hedge and changes in the fair value of derivative financial instruments not classified as a hedge are recognised in profit or loss immediately. Hedge Accounting is applied in the ÖBB-Infrastruktur Group. See Note 29.3 on hedge accounting.

Classification and measurement of financial liabilities

Financial liabilities are measured at amortised cost (FLAC) or at fair value through profit or loss (FVTPL). A financial liability is measured at FVTPL if it is classified as being held for trading or is a derivative.

Financial liabilities (FLAC) are initially measured at their fair value and subsequently at amortised cost using the effective interest method.

Financial liabilities (FVTPL) are measured at fair value, and any gain or loss from the subsequent measurement is recognised through profit or loss.

Impairment of financial assets (IFRS 9)

The Group assesses the credit risk associated with debt instruments measured at amortised cost or at fair value through other comprehensive income based on forward-looking information. Credit risk is the risk of financial losses if a customer or counterparty to a financial instrument fails to meet its contractual obligations. The carrying amounts financial assets correspond to the maximum credit risk.

IFRS 9 provides for a general impairment model (three-step model) and a simplified method for determining the expected loss.

General impairment model

In accordance with the general impairment model, a distinction is made between three levels of impairment. The amount of the impairment loss is measured in accordance with the allocation financial instrument to one of these three levels. The general impairment model is applied to all financial instruments except for trade receivables.

Stage 1: expected credit losses within the next twelve months

Stage 1 basically includes all financial instruments at inception as well as financial instruments that have not experienced any significant deterioration in credit quality since inception. The expected loss corresponds to the present value of the expected payment defaults arising from possible default events within the next twelve months (12-month expected credit loss) after the reporting date.

Stage 2: expected credit losses over the entire term – no deterioration in credit rating

If there is a significant increase in the credit risk but no objective evidence of an impairment, the expected credit losses on loans and advances must be increased to the amount of the expected credit losses over the entire remaining term. There is a rebuttable presumption of a transfer from stage 1 to stage 2 if contractual payments are past due for more than 30 days.

Stage 3: expected credit losses over the entire term – impaired creditworthiness

If there is objective evidence that a financial asset is impaired, the asset is transferred to stage 3. If the contractual cash flows are past due by more than 90 days, there is a rebuttable presumption that there is objective evidence of default. Thus, the financial instrument must be transferred to Stage 3. The determination of whether a financial asset has experienced a material increase in credit risk is based on an estimation of probabilities of default conducted at least annually, which takes into account both external rating information and internal information about the credit quality financial asset.

The probability of default is taken into account at the initial recognition of the financial assets and a significant increase in the credit risk during all reporting periods. To assess whether the credit risk has increased significantly, the credit risk with respect to the asset on the reporting date is compared with the credit risk at the time of initial recognition. The available, appropriate and reliable forward-looking information is taken into account.

Irrespective of the above analysis, there is a significant increase in credit risk if settlement of the contractual cash flows is more than 30 days past due. A default on a financial asset occurs when the counterparty fails to make contractual payments within 90 days of the due date. Financial assets are written off when they are no longer expected to be realisable according to reasonable estimates. If receivables have been written off, enforcement measures are continued in order to realise the due receivable. Any amounts recovered are recognised in profit or loss.

Financial instruments with low credit risk

For debt instruments with a low credit risk that have an investment grade rating, the ÖBB-Infrastruktur Group applies the relief provision from the allocation to the relevant levels and allocates these in all cases to level 1. ÖBB-Infrastruktur Group considers this to be applicable, if debt instruments have a rating of BBB- or higher at Standard & Poor's.

Simplified impairment model

Trade receivables

The ÖBB-Infrastruktur Group applies the simplified approach for trade receivables mandatory under IFRS 9, where expected life-time credit losses are estimated upon the initial recognition of the receivables. In accordance with the simplified impairment model, a loss allowance must be recognised for all instruments, irrespective of their credit quality, amounting to the expected credit losses over the remaining term. The simplified approach is to be applied to trade receivables or assets that are within the scope of IFRS 15 and that contain no significant financing component. If objective evidence of impairment exist (e.g. insolvencies), individual loss allowances are recognized.

The credit risk for trade receivables is determined on a collective basis. The Group's credit risk is mainly influenced by the individual characteristics of its customers. For the trade receivables the estimated life-time expected payment defaults were determined based on experience with actual payment defaults from the last eight years using the simplified impairment model. The historical default rates are adjusted for expected future changes in macroeconomic factors such as gross domestic product (GDP), the unemployment rate and insolvency rates.

Fair value of financial instruments

The carrying amounts of cash and cash equivalents, trade receivables and payables, receivables due from and liabilities due to related companies approximate their fair values. With the exception of cash and cash equivalents, this is fair value hierarchy level 3. The fair value of non-current financial receivables, other financial assets without quoted market prices, financial liabilities and swap agreements is based on the present value of future cash flows, discounted at the ÖBB-Infrastruktur Group's estimated current interest rate at which comparable financial instruments may be concluded. Existing credit risk is considered when determining the fair values. This fair value is allocated to hierarchy level 2.

The fair value of listed securities and bonds is allocated to either fair value hierarchy level 1 or 2 (Note 29.7).

The fair value of equity instruments is determined using multiples and assigned to fair value hierarchy level 3.

Provisions

Provisions are recognised when the ÖBB-Infrastruktur Group has a present obligation (legal or constructive) arising from a past event and it is probable that the settlement of the obligation will result in an outflow of resources and the amount of the obligation can be measured with sufficient reliability.

The amount of the provision recognised is the best estimate at the reporting date of the expenditure required to settle the present obligation. In doing so, the inherent risks and uncertainties must be taken into consideration in the obligation. If a provision is measured based on estimated cash flows for the fulfilment of the obligation, such cash flows are discounted if the interest effect is material.

If it can be assumed that some or all of the provision necessary for the fulfilment of the economic benefits will be reimbursed by an outside third party, this claim is recognised as an asset when the reimbursement is virtually certain and its amount can be reliably estimated. See Note 26.2 for further details.

Leases

Lessee

At the inception of the contract, the ÖBB-Infrastruktur Group assesses whether the contract constitutes or contains a lease. This is the case when the contract conveys the right to control the use of an identified asset for a specified period of time, in exchange for consideration. The ÖBB-Infrastruktur Group uses the definition of a lease under IFRS 16 to assess whether a contract conveys the right to control an identified asset.

On the commencement date, the Group records an asset for the right of use granted and a lease liability. The right of use is initially measured at cost, which is equal to the initial measurement of the lease liability, adjusted for payments made on or before the commencement date, plus any initial direct costs and the estimated costs of dismantling or removing the underlying asset or the site on which it is located, less any incentives received under the lease.

Subsequently, the right of use is amortised on a straight-line basis from the commencement date to the end of the lease term unless ownership of the underlying asset is transferred to the ÖBB-Infrastruktur Group at the end of the lease term or the cost of the right of use reflects the fact that the ÖBB-Infrastruktur Group exercises a purchase option. In that case, the right of use is amortised over the useful life of the underlying asset, which is determined in accordance with the rules for property, plant and equipment. In addition, the right of use is continuously adjusted for impairment where necessary and adjusted for certain remeasurement of the lease liability.

The lease liability is initially recognised at the present value of the lease payments outstanding at the inception of the lease, discounted by using the interest rate implicit in the lease the lease or, if this interest rate cannot be readily determined, using the ÖBB-Infrastruktur Group incremental borrowing rate.

The lease payments included in the measurement of the lease liability comprise:

- fixed payments, including in substance fixed payments;
- variable lease payments that depend on an index or (interest) rate, initially using the index or (interest) rate applicable at the commencement date;
- amounts expected to be payable under a guaranteed residual value; and
- the exercise price of a call or renewal option if the ÖBB-Infrastruktur-Group is reasonably certain to exercise it, and penalties for early termination of the lease unless the ÖBB-Infrastruktur Group is reasonably certain it will not terminate the lease prematurely.

The lease liability is measured at the amortised cost using the effective interest method. It is remeasured if future lease payments change due to a change in an index or (interest) rate, if the ÖBB-Infrastruktur Group adjusts its estimate of the expected payments from a guaranteed residual value, if the ÖBB-Infrastruktur Group changes its assessment regarding the exercise of a purchase, extension or termination option, or if an in-substance fixed lease liability changes.

If the lease liability is remeasured in this way, the carrying amount of the right of use is adjusted accordingly or, if the carrying amount of the right of use has been reduced to zero, the adjustment is recognised in profit or loss.

In the statement of financial position, the ÖBB-Infrastruktur Group reports rights of use assets that do not meet the definition of investment property under property, plant and equipment, and lease liabilities under financial liabilities.

Information on the accounting policies for cross-border leasing transactions is provided in Note 30.3.

Short-term leases and leases based on low-value assets

The ÖBB-Infrastruktur Group applies the relief not to recognise rights of use assets and lease liabilities for leases for which the underlying asset is of low value (up to EUR 5,000.00), short-term leases and intangible assets. The ÖBB-Infrastruktur Group recognises the lease payments associated with these leases as an expense on a straight-line basis over the term of the lease.

Lessor

In order to classify each lease, the ÖBB-Infrastruktur Group has made an overall assessment of whether the lease substantially transfers all the risks and rewards incidental to ownership of the underlying asset. If this is the case, the lease is classified as a finance lease; if not, it is an operating lease. In making this assessment, the ÖBB-Infrastruktur Group considers certain indicators, such as whether the lease will last for most of the useful life of the asset.

If ÖBB-Infrastruktur Group acts as an intermediary lessor, it accounts separately for the head lease and the sublease. It classifies the sublease on the basis of its right of use under the head lease, rather than on the basis of the underlying asset. If the head lease is a short-term lease to which the ÖBB-Infrastruktur Group applies the exceptions described above, it classifies the sublease as an operating lease.

Lease payments under operating leases are recognised by the Group as income in revenue on a straight-line basis over the term of the lease.

Employee benefit commitments

The ÖBB-Infrastruktur Group has only entered into one individual contractual pension obligation for a former member of the Board of Management. In addition, there are, only defined contribution plans for pensions. In this case, the ÖBB-Infrastruktur Group makes contributions into private-sector or public-sector pension schemes and employee benefit funds on the basis of statutory or contractual obligations. Apart from the contribution payments, there are no further payment obligations. The regular contributions are recognised as personnel expenses in the respective period.

All other obligations (severance payments for employees whose employment began before 01.01.2003 and anniversary bonuses) result from unfunded defined benefit plans and are accrued accordingly. The ÖBB-Infrastruktur Group calculates the provision using the projected unit credit method (PUC method) in accordance with IAS 19 "Employee Benefits". The remeasurement of net defined benefit obligations contains only actuarial gains or losses. The defined benefit obligations are measured in accordance with actuarial principles and are based on an objective estimate of the discounting factor and rate of compensation increasing along with staff turnover. In accordance with this method, the Group recognises actuarial gains and losses from provisions for severance payments in other comprehensive income and those from provisions for anniversary bonuses in personnel expenses.

Following a legal amendment, employees hired in Austria after 01.01.2003 are covered by a defined contribution plan with regard to obligations from severance payments. Contributions are paid into a defined contribution plan.

See Note 0 for further details.

Changes in existing provisions for decommissioning, restoration and similar obligations

In accordance with IAS 16 "Property, Plant and Equipment", the acquisition cost of property, plant and equipment also includes the initial estimated cost of dismantling and removing the item and restoring the site on which it is located. Provisions for decommissioning, restoration and similar obligations are measured in accordance with the provisions of IAS 37 "Provisions, Contingent Liabilities and Contingent Assets". The effects of changes in the measurement of existing decommissioning, restoration and similar liabilities are accounted for in accordance with IFRIC 1 "Changes in Existing Decommissioning, Restoration and Similar Liabilities". The regulations provide that any increase in such obligations reflecting the passage of time should be recognised in profit or loss. Changes in the measurement resulting from changes in the estimated timing or amount of the outflow of resources required to settle the obligation or from a change in the discount rate are added to or deducted from the cost of the related asset in the current period. The amount deducted from the acquisition cost of the asset is not to exceed the carrying amount.

Contract assets and contract liabilities

Contract assets relate to the ÖBB-Infrastruktur Group's conditional claims for consideration in return for the complete fulfilment of contractual services. Claims from contract assets, less amounts already charged to the customer, are also reported in the trade receivables item. The amount is charged to the customer when the Group has fulfilled its performance obligations.

Contract liabilities relate to payments received prematurely, i.e. before the contractual performance obligation has been fulfilled. These are recognised as revenue as soon as the ÖBB-Infrastruktur Group fulfills its contractual obligations. Contract liabilities include prepayments and other prepayments received for subsequent periods, which are reported as a separate item in the Statement of Financial Position. No contractual liabilities have been identified in either reporting year.

Revenue recognition

The ÖBB-Infrastruktur Group recognises revenue when it fulfils a performance obligation by transferring a promised good or service to a customer. A good or service is considered to be transferred when the customer obtains.

If significant financing components exist, they are recognised in the statement of comprehensive income separately from revenues from contracts with customers if, at the inception of the contract, it is expected that the period between transfer and payment for the goods or services will be more than one year. The ÖBB-Infrastruktur-Group has not identified any contracts in which the period between the transfer of the promised good or service to the customer and the payment by the customer exceeds one year. Accordingly, the promised consideration is not adjusted for the fair value of the cash.

If costs to obtain or fulfill a contract with a customer are incurred, and the contract term is more than one year, these costs are capitalised. The ÖBB-Infrastruktur Group has not identified any such contracts for which the contract term exceeds one year and for which such significant contract costs occurred which have not already been capitalised on the basis of IAS 16. Accordingly, no contract initiation or fulfilment costs were capitalised.

Description of the most important revenue items from contracts with customers

Infrastructure usage charge (IBE)

For the use of the rail infrastructure of the ÖBB-Infrastruktur Group, railway undertakings (RUs) are charged track access charges. The contracts contain the orders placed by the individual RUs and are concluded by the ÖBB-Infrastruktur-Group with the RUs. These orders are based on the Network Statement (SNNB), which contains a list of individual services for each working timetable period (e.g., for train paths, train movements and other services, transport stations, shunting). The charges per service and any surcharges- or discounts are published in the Network Statement. They are applied on a non-discriminatory basis to all RUs (without granting discounts).

The basic provisions for determining infrastructure usage charges (route levy) and service charges are contained in §§ 67 to 69b Railways Act. The basis for the charges tariff is the definition of the services to be provided to the RU. A key service of the ÖBB-Infrastruktur Group is the so-called "train path" product (minimum access package). The minimum access package includes the main range of services without which orderly access to the railway infrastructure would not be possible.

The route levies are published annually in the SNNB of ÖBB-Infrastruktur AG in conformity with the law. RUs have been ordering their train paths for the working timetable periods since December 2017 on the basis of the published Network Statement. The services are invoiced on a monthly basis and are based on the ACTUAL-accounting and settlement. The services ordered are charged to the customer one month in arrears. The customer simultaneously receives and consumes the benefit provided by the company as the company performs. Any claims for reimbursement that are uncertain both in terms of substance and amount, depend on future events and may lead to an impending outflow of resources in the future are recognised in accordance with IAS 37. The amount of the possible recovery is estimated and a corresponding provision is created.

The services rendered are invoiced monthly retrospectively. The record of accounting for the month of December takes place in the year of delivery. No accruals or deferrals are therefore required.

Energy deliveries and network usage charges

The performance obligation of the ÖBB-Infrastruktur Group consists of the supply of traction current power for traction units, auxiliary operations, wagon equipment and customer-specific fixed installations. A distinction is made between annual order quantities, repeat order quantities and short-term order quantities. Furthermore, the traction current network of the ÖBB-Infrastruktur Group is made available for the supply of traction current. The network usage charge is invoiced in accordance with the applicable network usage conditions. The charges are published annually by ÖBB-Infrastruktur AG in conformity with the law.

The transaction price is specified in the contracts. The fixed contracted quantity is determined for peak and off-peak tariffs as well as for energy recycling, based on the notification by the customers. The energy price per MWh is determined for these peak and off-peak tariffs.

The agreed tariffs are the stand-alone selling prices. This is the respective price at which the ÖBB-Infrastruktur Group also sells this service to all other customers. The network charge in particular is a regulated price with no possibility of any divergence. All performance obligations are provided at the same time as the supply of energy, which is why there is no need to apportion the transaction price.

The supply of traction power and the service of network utilisation and conversion are continuous, i.e. the customers receive the benefit of the company service and use the service while it is being provided. The transfer of control takes place at the time of utilisation by the customers.

The services rendered are invoiced monthly retrospectively. The invoice for December is recognized in the year of delivery.. No accruals or deferrals are therefore required.

Proceeds from real estate recovery projects

Real estate recovery projects relate to properties that are no longer used for operational purposes and are being developed for subsequent sale. These are former railway stations and railway facilities that were used for continuous operations. These include substantial projects such as the areas of the former Südbahnhof, the Vienna North freight terminal and the Nordwestbahnhof, which are being developed on a major scale. Proceeds are recognised when control over the property transfers to the customer.

The sales proceeds correspond to the contractually agreed transaction price. In most cases, the consideration is due when the legal title is transferred. In rare cases, a deferred payment may be agreed, but generally not to exceeding a period of twelve months. Therefore, no significant financing component is included in the transaction price.

Other sales revenue

Other sales revenue includes revenue from telecommunications services, repair services, cleaning and security services and services in connection with the operation of the container terminals, which are mainly recognised on a time-period basis.

Rental revenue

Rental revenue accrues for the letting and leasing of real estate and passenger cars and is subject to IFRS 16. These are fixed price contracts where revenue is recognised in the reporting period in which the services are provided. Rents are recognised on an accrual basis in accordance with the provisions of the relevant agreement. Sales based rents are rents that are charged depending on the revenue generated by the tenant and are realised when the amount can be determined with sufficient reliability.

Expense-related grants

The ÖBB-Infrastruktur Group recognizes grants that compensate expenses in profit or loss in the period when the compensated expenses are recognized and upon fulfilment of the preconditions attaching to the grant. See the explanations in Note 32 regarding the specifics of the grants for infrastructure financing. The federal grant pursuant to § 42 (1) and (2) of the Federal Railways Act for operations management, inspection, maintenance, fault clearance and repair as well as expansion and reinvestment (annuity subsidy) is a government grant, since the federal government wishes to promote the expansion of the railway infrastructure through this subsidy. As a result the ÖBB-Infrastruktur Group reports these grants under other operating income. Such grants are not netted against the subsidised expenses in the income statement.

Interest and dividends

Interest is recognised using the effective interest method in accordance with IFRS 9. Dividends are recognised when the shareholder's right to receive payment is established.

Borrowing costs are capitalised for significant qualifying assets in accordance with IAS 23 "Borrowing Costs". See Note 14 for further details.

Research and development costs

In accordance with IAS 38 "Intangible Assets", research costs refer to original and planned research performed to gain new scientific or technical knowledge and understanding, and they are recognised as expenses in the period in which they are incurred. Development costs are defined as costs incurred for using research findings to achieve technical and commercial feasibility. If the development costs cannot be separated from research costs, the development costs are recognised as expenses in the period in which they are incurred, in accordance with IAS 38. If the recognition requirements of IAS 38 be met, development costs are recognised as intangible assets.

Tax position

Pursuant to § 50 (2) of the Federal Railways Act as amended by Federal Law Gazette No. 95/2009, ÖBB-Infrastruktur AG has been exempt from federal taxes except for of value-added tax, from federal administrative levies and from court and judicial administrative levies since 2005, insofar as these levies and charges result from the performance of the respective tasks of ÖBB-Infrastruktur AG provided for in the Federal Railways Act (partial tax exemption).

Essentially, the following areas have been classified as subject to income tax:

- Income from the electric power business
- Provision of non-railway infrastructure-related services
- Management (incl. development and sale) of real estate that does not constitute railway assets within the meaning of § 10a Railway Act
- Investment management

In December 2005, a tax group contract was concluded with ÖBB-Holding AG as head of the tax group and a majority of the subsidiaries of the entire Group, including ÖBB-Infrastruktur AG and its subsidiaries as Group members. Accordingly, rules on tax equalisation were agreed between the Group parent and the Group members. The positive tax assessments determined in accordance with these provisions are calculated in accordance with the "stand-alone" method (calculated from the tax independence of the individual group members for calculating the levy). Negative tax allocations are only compensated to the group members concerned when the losses are effectively utilised by the group parent. The tax allocations are due after the completion of the external tax audit following the legally binding assessment of the Group holding company's corporate income tax.

There is a fiscal unity for VAT purposes with ÖBB-Holding AG as the controlling company in accordance with §2 para. 2 UStG.

Deferred taxes

Deferred taxes are recognised - subject to existing exemption provisions - for all temporary differences between the tax base of assets and liabilities ("tax base") and their carrying amounts in the IFRS financial statements (so-called liability method), insofar as these relate to assets and liabilities connected with non-exempt business operations.

If deferred taxes arise from the initial recognition of an asset or a liability resulting from a transaction other than a business combination which neither affects the accounting profit or loss nor the taxable profit at the time of the transaction, no deferred taxes are recognised at the time of initial recognition and thereafter.

Deferred tax liabilities arising from temporary differences in connection with investments in subsidiaries and associated companies are recognised, unless the ÖBB-Infrastruktur Group is able to control the timing of the reversal of the temporary differences and it is probable that the temporary differences will not reverse in the foreseeable future due to this influence.

Deferred taxes are measured at the tax rates (and under the tax regulations) that have been enacted or substantially enacted on the reporting date and that are expected to apply in the period when the deferred tax claims are realised or the deferred tax liabilities are expected to be settled.

Deferred tax assets are recognised to the extent that it is probable that future taxable profit will be available against which the temporary differences and loss carryforwards are utilised.

Deferred taxes are offset directly with equity or credited to it when the tax relates to items that are offset or credited to equity in the same or another period.

Use of estimates and judgement

The preparation of the consolidated financial statements requires the Board of Management to make estimates and assumptions that may affect the amounts of assets, liabilities, and contingent liabilities reported at the reporting date and the amounts of income and expenses of the period under review. Actual results may differ from these estimates. All estimates and assumptions are updated on a regular basis and are based on experience and other factors including expectations with respect to future events deemed to be reasonable under the given circumstances.

In applying the accounting policies of the ÖBB-Infrastruktur Group, the Board of Management makes discretionary decisions, for example in the application of hedge accounting, in the assessment of the transfer of relevant risks in leasing transactions, in the assessment of the extent to which extension or termination options as lessee are exercised in the assessment of the term of leasing contracts, and in the recognition and accounting of federal grants pursuant to §§ 41f BBG. Additionally, as of the reporting date, the Board of Management made key assumptions concerning the future and identified key sources of estimation uncertainty at the reporting date which bear a significant risk of causing a material adjustment to the carrying amounts of assets and liabilities in the next financial year:

a. Employee benefit plans

Obligations for severance payments and anniversary bonuses are measured by applying parameters such as the expected discount rate, long-term rate of compensation increases, and staff turnover. If the development of the relevant parameters differs significantly from the expectations, this can have a decisive effect on the provisions and, as a result, on the net personnel expenses for severance payments and anniversary bonuses of the ÖBB-Infrastruktur Group. With regard to long-term personnel provisions (severance payments and anniversaries), the discount rate, rate of compensation increases and fluctuations were adjusted to the changed conditions in both financial years. See Note 26.1 for an illustration of the effect of possible changes in parameters.

b. Estimated useful lives of property, plant and equipment and intangible assets

The estimated useful lives are determined according to the circumstances of the company with usual maintenance costs. Actual use may differ from these estimates. A sensitivity analysis showed that if the useful life (remaining useful life) changed by +/- 1 year, depreciation would increase by EUR 115.9 million (py: EUR 113.9 million or reduced by . EUR 91.2million (py: EUR 86.3 million). The adequacy of the useful lives is subject to an annual or case-by-case review.

The useful lives determined in 2021 will principally apply unchanged in 2022. In financial 2021, the useful lives of certain assets in other equipment, factory and office equipment were extended from five to eight years. This has decreased the annual depreciation in the amount of EUR 1.3 million. This was a change of estimate that is applied prospectively.

c. Provisions

Provisions are measured according to the best estimate, i.e., the amount that the company would have to pay, under reasonable consideration, to settle or transfer the obligation to a third party as of the reporting date. In 2022 year, the provisions already existing in the previous year for infrastructure utilisation fees charged in the past were adjusted accordingly; they reflect the current status of the regulatory proceedings. The necessary adjustments are disclosed in the schedule of provisions.

As of 31.12.2022, several regulatory proceedings existed. These proceedings, which are at different procedural levels, cover the period from December 2011 to December 2022. In terms of content, the main issues are the determination and setting of the infrastructure usage charge (from December 2011 to December 2017), the charges under the new infrastructure charging model for the period December 2019 to December 2022 ("train path" product with regard to directly attributable costs and market surcharge in conformity with the law up to and including the working timetable period 2021) and the admissibility of the level of station charges for the use of service facilities from December 2011 to 2021. When determining the provisions for infrastructure charges, the subsequent elimination of market surcharges for certain network timetable periods up to the reporting date was also taken into account.

Further proceedings concern the traction current grid usage charges for the period from 2016. For the 2019 and 2020 charge years, notices were issued by the SCK in April 2021, against which appeals were filed with the Federal Administrative Court (BVwG). Since these appeals have no suspensive effect, corresponding credits the RUs were issued in 2021.

The outcome of the pending proceedings may lead to a change in the charges previously invoiced by ÖBB-Infrastruktur AG, resulting in a reimbursement obligation for ÖBB-Infrastruktur AG (a subsequent claim for charges is also conceivable, but legally in dispute). These risks were assessed individually for each case or proceeding with the involvement of experts and corresponding provisions were recognised. The necessity and amount of the provisions are largely dependent on management assumptions and estimates of the outcome of the proceedings. Uncertainties exist in particular due to the difficulty in assessing results of the interpretation of legal issues by the supervisory authority, administrative courts or courts of law that have not yet been fully judged, possible restrictions on the temporal effect of decisions, and with regard to the type, scope and amount of recognised costs and market surcharge as a basis for charging tariffs for the use of rail infrastructure.

Only if a decommissioning of individual lines is expected in the foreseeable future or has already been initiated the decommissioning costs are estimated and provisions are recognised. The amount of the expected decommissioning costs depends largely on the assumptions of the decommissioning scenarios.

The provision for environmental protection measures relates to the costs incurred in removing contamination from the company's properties and land. The basis of the cost estimate is based on the presumed extent of contamination. The cost estimate is based on a conservative remediation, i.e. total excavation with subsequent landfilling. Should other remediation measures be agreed with the responsible authority that lead to a reduction in expenditure, this will reduce the respective provision.

The provision for clearance costs covers contractual obligations in connection with the sale of properties and costs not yet incurred in connection with properties that have already been sold but are still under development.

A sensitivity analysis showed that the provisions for environmental risks and for decommissioning costs would increase by EUR 3.8 million or decrease by EUR 3.8 million if costs changed by +/- 10%. The sensitivity analyses for clearance costs of property was not performed, as the provision consists of many individual amounts for which different parameters, estimates and calculations are applied. The modification of individual parameters would therefore not have any particular significance. See the safeguard clause IAS 37.92 with regard to regulatory procedures (Note 26.2).

See Note 26.2 for the provision amounts.

d. Income taxes

Deferred tax assets were recognised for temporary differences between the tax base and the carrying amounts of assets and liabilities and for losses carried forward. Reference is made to the partial tax exemption regarding the tax situation of ÖBB-Infrastruktur AG (listed under the heading "Tax situation"). When assessing the recoverability of deferred tax assets, the Board of Management evaluates the expected usage within the five-year tax planning period (Note 13).

The deferred tax assets are recognized on existing loss carryforwards and temporary differences are based on an estimate of taxable results for the next five years. Should the tax assessment on the qualification of the sub-segments of ÖBB-Infrastruktur AG as tax-exempt and taxable change, or should insufficient taxable results be available in the future, this may have a significant impact on the amount of deferred tax assets.

Tax matters are subject to uncertainties regarding their assessment by the tax authorities, and it cannot be precluded that in individual cases these authorities may reach different conclusions than ÖBB-Infrastruktur AG. If changes in the assessment are probable, a corresponding provision is recognized.

e. Financial obligations

Various proceedings, lawsuits and other claims against or by ÖBB-Infrastruktur AG and its subsidiaries are pending in the ordinary course of business. These issues are subject to a large number of uncertainties, and the outcome of the negotiations or processes cannot be predicted with certainty. Consequently, as of 31.12.2022, the Board of Management is unable to determine the total amount of financial liabilities or claims, or their impact on the ÖBB-Infrastruktur Group financial position with final certainty. These procedures could materially affect the results when they are finalised. However, the Board of Management believes that after final settlement of such cases, the outcome will not significantly exceed the provisions recognised, and therefore will not have any significant consequences on the consolidated financial statements.

f. Information related to climate policy aspects and risks (climate change)

The ÖBB-Infrastruktur Group understands sustainability in a holistic way and combines successful business management with ecological compatibility and social responsibility. This achieves a sustainable corporate orientation in the sense of the preventative principle. Based on this holistic approach, both the opportunities and the risks, by the company on the environment as well as for the company itself, are identified in terms of sustainability. Based on a climate risk and vulnerability analysis, which was performed for the first time in the ÖBB-Infrastruktur Group in 2022, as well as a more general opportunity and risk analysis, the following topics were identified that have an impact on the ÖBB-Infrastruktur Group.

- The risk of increased extreme weather events (floods, mudslides, storms, heat waves, etc.) has an impact on the operation of trains/buses and infrastructure as well as on customers. To counteract this, the ÖBB-Group is taking appropriate measures, such as the introduction of suitable monitoring and early warning systems as well as targeted research and development focuses to increase the resilience of facilities, systems and vehicles.
- However, climate change also presents an opportunity for the company in terms of growth in public transit and expansion of rail and bus services, resulting in a potential increase in revenue/sales. Subsequently, however, this is also associated with necessary investments in expanding the capacity of the rail system.
- Due to climate change and related developments, the ÖBB-Infrastruktur Group is directly and indirectly exposed to the risk of an increase in energy prices, both for renewable energy (due to shortages on the market) and for fossil energy (due to the introduction of the CO₂ tax).

Management has considered the effects of climate change in the course of preparing the consolidated financial statements. The climate risk and vulnerability analysis did not result in any effects on the recognition of provisions or indications for impairments of assets or necessary adjustments of useful lives. Furthermore, no aspects related to climate change were identified that would lead to an adjustment of the carrying amounts of assets and liabilities in the current consolidated financial statements.

Distinction of maturities

Deferred taxes are to be recognised as non-current in accordance with IAS 12. The current portion is therefore disclosed accordingly in the notes (Note 13). Realisation properties are recognised in inventories, although their realisation is not expected within the next twelve months. The long-term portion is disclosed in the Notes (Note 21). Where trade receivables and trade payables are non-current, they are still included in current items in accordance with IAS 1 "Presentation of Financial Statements" and are disclosed in Note 20 and Note 27.

Offsetting

The carrying amount of disposed property, plant and equipment and intangible assets are netted with the sales proceeds and are reported in other operating income or other operating expenses. (Note 29.5). Furthermore, income from the structuring and profiling of electricity purchases as well as from balancing energy is offset.

Concentration of risks

As of the reporting dates, no significant dependence on particular non-Group customers, suppliers or creditors whose sudden default might significantly affect business operations existed. Furthermore, there is no concentration of personnel services or providers of other services, franchises and licenses or other rights on which ÖBB-Infrastruktur Group is dependent and whose sudden loss could seriously jeopardise business operations. The ÖBB-Infrastruktur Group invests liquid funds with credit and financial institutions with good credit ratings and with ÖBB-Finanzierungsservice GmbH. Reference is made to Note 32 with regard to the financing and grants provided by the Republic of Austria as well as grant agreements and the dependency on companies of the rest of the ÖBB Group.

COVID pandemic and Ukraine crisis- financial implications

The COVID pandemic had a financial impact on the 2022 and 2021 reporting years. The most significant effects on the consolidated income statement are detailed in the following.

As of the reporting date the ÖBB-Infrastruktur Group had received and recognized COVID 19 investment grants amounting to EUR 0.4 million (py: EUR 0.4 million). The investment grants are used for the vehicle fleet. Revenue from the use of infrastructure decreased by EUR 85.9 million (py: EUR 129.6 million) as a result of the reduction in the infrastructure usage charge for Austria; it was refunded by the federal government pursuant to § 42 BBG and increased other operating income. The rent credits granted due to restricted use amounted to EUR 5.1 million for the last time in 2021.

Refund amounts due to notices of separation according to the Epidemic Act, for exempted employees with risk certificates pursuant to ASVG and for employees on short-time work in the amount of EUR 4.7 million (py: EUR 9.9 million) were received and recognized in other operating income. The additional expense for ordering protective masks and disinfectants amounts to EUR 1.1 million (py: EUR 1.5 million) and is reported under other operating expenses.

The war in Ukraine caused enormous price jumps on the energy markets during 2022, which led to an unprecedented all-time peak at the end of August. The Europe-wide dry period put additional pressure on energy prices. The good supply situation meant - firstly, Russian gas supplies could be replaced and the gas storage facilities well filled, albeit at high prices, and secondly, unusually mild temperatures prevailed, requiring comparatively little gas to be stored - price volatility subsequently eased somewhat and the general price level declined, but nevertheless remained at a high level. Furthermore, there is low liquidity and high volatility in the energy markets. Prices tended to decline by the reporting date. This trend continued at the beginning of the year, although it fluctuates with the temperatures. The continued war and the uncertain supply situation in the coming winter mean that the market situation remains tense and fraught with uncertainty.

Possible future effects of the Ukraine crisis on the measurement of individual assets and liabilities are analysed on an ongoing basis. The business activities and thus the net assets, financial position and results of operations are indirectly impacted by the effects of the war in Ukraine. The indirect impact results from increased energy and commodity prices, changes in the interest rate landscape and exchange rates. When determining the risk provision for trade receivables, additional provisions in the form of a scalar factor were taken into account in previous years due to the coronavirus pandemic. This adjustment was maintained in the 2022 financial year due to the risk environment created by the Ukraine crisis.

As of 31.12.2022, the equity investment in Breitspur Planungsgesellschaft mbH, Vienna was impaired by EUR 0.3 million, as the company is in liquidation. As the purpose of the company is the planning of the continuation of the broad-gauge rail infrastructure from the border of Ukraine through Slovakia to and in Austria, an impairment loss was recognised due to the war in Ukraine.

In addition, high inflation rates resulted in cost increases in personnel expenses due to collective bargaining agreements.

All subsidiaries of the ÖBB-Infrastruktur Group are based in Austria. There is no significant business activity with customers or suppliers from Ukraine or Russia and therefore no significant allowances for expected credit losses on receivables in these countries were required.

B. NOTES ON THE CONSOLIDATED STATEMENT OF FINANCIAL POSITION AND THE CONSOLIDATED INCOME STATEMENT

4. Sales revenue

	2022 in EUR million	2021 in EUR million
Infrastructure usage charge	366.7	384.9
Energy supply and grid usage charge	212.2	198.9
Revenue from rent	156.5	135.4
Revenue from real estate development projects	59.9	37.4
Other revenue	189.1	175.0
Total	984.4	931.6
<i>thereof from affiliated companies</i>	<i>648.4</i>	<i>671.3</i>

The infrastructure usage charge is mainly paid by other companies of the ÖBB Holding Group for the provision of railway infrastructure. The revenues from "Energy deliveries and grid utilisation fees" include grid utilisation fees of approx. EUR 73.7 million (py: approx. EUR 87.7 million).

In 2022, due to the abolition of the market surcharges for the 2022 working timetable period (12.12.2021 to 31.12.2022), credits of approx. EUR 136.9 million (py: none) were issued to customers for the infrastructure usage charge, of which approx. EUR 6.7 million was attributable to the 2021 financial year. The federal government has reimbursed this amount in its entirety under § 42.

Rental revenue accrues from the rental and leasing of real estate.

Other revenue also includes revenue from telecommunications services, repair services, cleaning and security services, services in connection with the operation of the container terminals and construction contracts for third parties.

Revenue from contracts with customers is classified into the following categories pursuant to IFRS 15:

in EUR million	2022 Revenue according to IFRS 15	Term of the contract		Date of transfer of services		Sales channels	
		Current	Non-current	Time-related	Period-related*)	Direct sales	Intermediary
Revenue							
Infrastructure usage charge	366.7	366.7	0.0	0.0	366.7	366.7	0.0
Energy supply and grid usage charge	212.2	212.2	0.0	0.0	212.2	212.2	0.0
Revenue from real estate development projects	59.9	59.9	0.0	59.9	0.0	59.9	0.0
Other revenue	180.8	180.8	0.0	16.1	164.7	180.8	0.0
Total	819.6	819.6	0.0	76.0	743.6	819.6	0.0

*) The time-related revenues are recognised in accordance with the fulfilling of the performance obligation.

in EUR million	2021 Revenue according to IFRS 15	Term of the contract		Date of transfer of services		Sales channels	
		Current	Non-current	Time-related	Period-related*)	Direct sales	Intermediary
Revenue							
Infrastructure usage charge	384.9	384.9	0.0	0.0	384.9	384.9	0.0
Energy supply and grid usage charge	198.9	198.9	0.0	0.0	198.9	198.9	0.0
Revenue from real estate development projects	37.4	37.4	0.0	37.4	0.0	37.4	0.0
Other revenue	169.2	169.2	0.0	46.9	122.3	169.2	0.0
Total	790.4	790.4	0.0	84.3	706.1	790.4	0.0

*) The period-related revenues are recognised in accordance with the fulfilling of the performance obligation.

Rental income of approx. EUR 156.5 million (py: approx. EUR 135.4 million) is not reported in the above table as it is exempt from IFRS 15. See Note 33 (Segment reporting) for a breakdown of revenue by geographical area.

All outstanding revenues relate to periods of no more than one year or are invoiced at a fixed rate. As permitted by IFRS 15, the transaction price allocated to these unfulfilled performance obligations is not disclosed.

5. Other own work capitalised

Directly attributable personnel expenses and expenses for materials as well as appropriate parts of material and work overheads were taken into account in determining the own work capitalised in connection with the construction of assets. These own contributions are mainly incurred in connection with the construction or expansion of the railway infrastructure. Own work capitalised relates to approx. 55% (py: approx. 55%) personnel costs, approx. 29% (py: approx. 28%) material costs and approx. 16% (py: approx. 17%) material costs.

6. Other operating income

	2022 in EUR million	2021 in EUR million
Government grants pursuant to Section 42 of the Austrian Federal Railways Act	2,063.1	1,970.4
Gain from the disposal of property, plant and equipment, intangible assets, investment property and non-current assets held for sale	41.3	52.6
Miscellaneous other operating income	32.2	29.8
Total	2,136.6	2,052.9
<i>thereof from affiliated companies</i>	<i>2.6</i>	<i>0.6</i>

The government grant pursuant to § 42 of the Federal Railways Act serves to ensure the provision, operation and maintenance of the railway infrastructure and for expansion and reinvestment as well as for the fulfilment of statutory duties to the extent that the revenues to be generated by the users of the railway infrastructure are not sufficient to cover the expenses incurred in the event of economical and efficient management. See Note 32 for more details on the grant agreement. Reference is made to Note 4 with regard to the remuneration for the waiving of market premiums.

7. Cost of materials and purchased services

	2022 in EUR million	2021 in EUR million
Cost of materials	153.2	108.4
Purchased services	407.2	380.3
<i>thereof maintenance expenses</i>	<i>334.8</i>	<i>308.0</i>
Total	560.4	488.7
<i>thereof from affiliated companies</i>	<i>125.1</i>	<i>105.4</i>

Cost of materials includes expenses of approx. EUR 103.2 million (py: approx. EUR 74.3 million) for the purchase of traction current and electricity for resale to third parties. The production costs of sold real estate recovery projects, which are recognised as expenses, amount to approx. EUR 20.6 million (py: approx. EUR 9.8 million).

The cost of purchased services mainly relates to supplies and services in connection with repairs, maintenance (especially rail infrastructure), waste disposal costs, cleaning and other services as well as transport services (freight services).

8. Personnel expenses and employees

	2022 in EUR million	2021 in EUR million
Wages and salaries	1,011.5	968.0
Statutory social security contributions	249.6	242.4
Expenses for severance payments	11.1	8.0
Pension costs	10.4	3.3
Total	1,282.6	1,221.6

The interest expense from the compounding of personnel provisions is reported under personnel expenses.

The employee structure is as follows:

Number of employees	Dec 31, 2022	Dec 31, 2021	Change		Average	
			Reporting date	in %	2022	2021
Employees	5.599	5.076	523	10%	5.358	4.913
Workers	3.599	3.319	280	8%	3.516	3.237
Tenured employees	7.678	8.517	-839	-10%	8.076	8.920
Total (excl. apprentices)	16.876	16.912	-36	0%	16.950	17.070
Apprentices	1.498	1.523	-25	-2%	1.349	1.374
Total (incl. apprentices)	18.374	18.435	-61	0%	18.299	18.444

Number of employees FTE	Dec 31, 2022	Dec 31, 2021	Change		Average	
			Reporting date	in %	2022	2021
Employees	5,452.8	4,963.6	489.2	10%	5,223.4	4,799.0
Workers	3,587.3	3,309.0	278.3	8%	3,505.8	3,227.1
Tenured employees	7,527.0	8,352.7	-825.7	-10%	7,918.3	8,753.6
Total (excl. apprentices)	16,567.1	16,625.3	-58.2	0%	16,647.5	16,779.7
Apprentices	1,498.0	1,523.0	-25.0	-2%	1,348.9	1,373.8
Total (incl. apprentices)	18,065.1	18,148.3	-83.2	0%	17,996.4	18,153.5

9. Depreciation and amortisation

	2022 in EUR million	2021 in EUR million
Depreciation on property, plant and equipment	980.5	964.2
Amortisation of intangible assets	42.5	42.4
Depreciation on investment property	4.6	4.1
Less amortisation of investment grants	-145.9	-149.8
Total depreciation and amortisation	881.7	860.8

10. Other operating expenses and impairment losses on trade receivables

Other operating expenses and impairment losses on trade receivables of the ÖBB-Infrastruktur Group comprise the following:

	2022 in EUR million	2021 in EUR million
Operating costs (incl. IT)	113.2	91.9
Office requirements	65.5	58.6
Loss on disposal of property, plant and equipment and intangible assets	21.3	32.5
Holding levy	18.4	18.8
Non-income taxes	18.0	38.3
Travel costs	16.2	15.6
Training and continuing education	7.5	5.5
Miscellaneous	97.7	84.8
Total other operating expenses	357.8	346.0
Impairment losses/reversals of impairment losses on trade receivables	-0.9	0.5
Total	356.9	346.5
<i>thereof from affiliated companies</i>	<i>158.0</i>	<i>140.7</i>

Operating Taxes includes all non-income-related taxes (electric power levy, motor vehicle tax, property tax, road use levy, other taxes and levies, etc.).

Miscellaneous other operating expenses relate in particular to the costs of short-term leases or leases of low-value assets as well as license expenses, expense allowances, insurance, damage claims, marketing and advertising costs, the hiring of personnel, payments to affiliated companies for transport services to employees and company kitchens.

The expenses for services rendered by the auditors of the consolidated financial statements and the individual financial statements are also included in the miscellaneous other operating expenses and break down as follows:

	2022 in TEUR	2021 in TEUR
Annual financial statements and consolidated annual financial statements audit	385	363
Other auditing services	51	48
Other services	74	32
Total	510	443

As in the previous year, the annual and consolidated financial statements were audited by Ernst & Young Wirtschaftsprüfungsgesellschaft m.b.H. in the 2022 financial year. In 2022 and 2021, in addition to the audit of the financial statements, the audit of the non-financial statement in the group management report and the annual financial report in XHTML format were charged.

11. Interest income and interest expenses

The interest result of the ÖBB-Infrastruktur Group comprises the following:

	2022 in EUR million	2021 in EUR million
Interest income / expenses		
Interest income	20.7	16.7
Interest expenses	-388.2	-427.1
<i>thereof from affiliated companies</i>	<i>-3.8</i>	<i>-0.7</i>
Total	-367.5	-410.4
<i>thereof from affiliated companies</i>	<i>-3.8</i>	<i>-0.7</i>

Interest income relates to the investment of cross-border leasing transactions terminated in the reporting year and interest from deposits of former cross-border leasing transactions as well as negative interest of approx. EUR 8.8 million (py: approx. EUR 10.8 million) from loans taken out. Interest income is recognised using the effective interest method.

Interest expenses before capitalisation of borrowing cost amount to approx. EUR 499.0 million (py: approx. EUR 535.2 million). Of this amount, approx. EUR 305.4 million (py: approx. EUR 362.8 million) is attributable to bonds, approx. EUR 105.2 million (py: approx. EUR 105.4 million) to liabilities to banks and approx. EUR 57.7 million (py: approx. EUR 39.3 million) to the Austrian Federal Financing Agency (OeBFA). In addition, interest expenses are incurred for EUROFIMA loans and other borrowings as well as expenses similar to interest. Of the total interest expenses, approx. EUR 110.8 million (py: approx. EUR 108.1 million) was capitalised on qualifying assets pursuant to IAS 23 (see Note 14).

Expenses for liability fees amount to approx. EUR 12.9 million (py: approx. EUR 14.4 million). Other interest expenses include in particular interest expenses and deferrals from former cross-border leasing transactions of approx. EUR 1.3 million (py: approx. EUR 1.3 million).

12. Other financial result

The other financial result of the ÖBB-Infrastruktur Group comprises the following:

	2022 in EUR million	2021 in EUR million
Other financial result		
Other financial income	12.3	28.4
<i>thereof from measurement/foreign currency translation differences</i>	8.5	7.2
<i>thereof from affiliated companies</i>	3.0	0.0
<i>thereof from the measurement of derivatives</i>	0.5	20.0
Other financial expenses	-58.4	-9.0
<i>thereof from the measurement of derivatives</i>	-44.5	-0.8
<i>thereof from measurement/foreign currency translation differences</i>	-9.7	-7.2
<i>thereof from affiliated companies</i>	-2.0	-1.0
Total	-46.1	19.4
<i>thereof from affiliated companies</i>	1.0	-1.0

In addition to exchange rate differences, other financial income relates in particular to oncharges in connection with cross-border leasing transactions and measurement results from derivatives held for trading.

In addition to exchange rate differences, other financial expenses result in particular from changes in the fair value of derivative financial instruments. Other financial expenses include expenses from the expiry of cross-border leasing transactions as well as expenses from the measurement that were charged to other affiliated companies.

13. Income taxes

Tax expense/tax income

The item Income Taxes comprises the following:

	2022 in EUR million	2021 in EUR million
Expense/benefit from tax allocation (group taxation)	-0.7	-0.7
Deferred tax expense/benefit	16.5	77.1
<i>thereof from tax rate adjustments</i>	-10.8	0.0
Income taxes	15.8	76.4

Taxes are calculated at 25% of the estimated taxable profit for the financial year. In January 2022, the gradual reduction of the corporate income tax rate from 25% to 23% was enacted. From 01.01.2023, a corporation tax rate of 24% will apply for the calendar year 2023 and from 01.01.2024 this will be 23%.

As of December 31, 2022 the tax rate of 24% applicable from 01.01.2023 and the future tax rate of 23% applicable from 01.01.2024 were used to measure deferred tax assets and deferred tax liabilities, depending on when the reversal of the temporary differences is expected.

Deferred taxes developed as follows:

	2022 in EUR million	2021 in EUR million
Deferred tax assets	73.2	66.2
Recognised amounts as of Jan 01	73.2	66.2
Change in deferred taxes		
<i>recognised in other comprehensive income</i>	-10.7	-70.1
<i>recognised in profit or loss</i>	16.5	77.1
Recognised amounts as of Dec 31	79.0	73.2
<i>thereof deferred tax assets</i>	79.0	73.2
<i>thereof deferred tax liabilities</i>	0.0	0.0

Deferred taxes recognised in other comprehensive income mainly result from differences between the IFRS carrying amounts and tax bases from electric power derivatives as well as actuarial gains and losses in accordance with IAS 19.

Due to the underlying differences between the carrying amounts in the IFRS consolidated financial statement and the relevant tax bases in the amount of approx. EUR 61.5 million (py: approx. EUR 48.8 million) are considered non-current. The most significant current deferred tax assets relate to inventories of approx. EUR 0.6 million (py: approx. EUR 7.6 million) and deferred taxes on loss carryforwards of approx. EUR 83.9 million (py: approx. EUR 76.3 million), which are expected to be used in 2023. These are offset by current deferred tax liabilities resulting mainly from electric power derivatives in the amount of approx. EUR -67.0 million (py: approx. EUR -59.5 million).

The following table shows the main reasons for the difference between the income taxes recognised in the income statement and the income taxes resulting from applying the statutory tax rate of 25% to the taxable profit for the year.

	2022 in EUR million	2021 in EUR million
Income before income tax according to IFRS	-15.7	10.9
Adjustment of tax-exempt portion pursuant to Section 50 (2) of the Austrian Federal Railways Act	147.3	122.8
IFRS result for the year - taxable portion	131.6	133.7
<i>Group tax rate</i>	<i>25%</i>	<i>25%</i>
Expected expense (-) or benefit (+) from taxes in the financial year	-32.9	-33.4
Tax rate changes	-10.8	0.0
Investment income	1.0	7.0
Recognition of previously unrecognised tax losses	55.6	95.6
Non-deductible operating expenses and other additions	2.9	7.3
Accounted income taxes	15.8	76.4
Effective corporate tax rate	-12.0%	-57.1%

*) Smallest amounts.

The effective corporate tax rate of -12.0% (py: -57.1%), which deviates significantly from the statutory corporate tax rate of 25%, results mainly from adjustments to the recognition of deferred taxes from loss carryforwards and other deferred tax assets. The change in the deferred tax rate from 25% to 24% and 23% respectively and the resulting measurement of deferred tax assets and liabilities reduced tax income by approx. EUR 6.2 million. The tax amounts of the cash flow hedges from electricity derivatives recognised in other comprehensive income were reduced by approx. EUR 4.6 million as a result. This results in a total effect of approx. EUR 10.8 million.

Deferred tax assets and deferred tax liabilities as of 31.12.2022 are the result of temporary measurement differences between the carrying amounts in the consolidated financial statements and the relevant tax bases as well as tax loss carryforwards. Recognition adjustments were necessary as the future taxable results justifying the recognition of deferred tax assets were reassessed.

Deferred taxes are attributable to the following significant items in the statement of financial position, loss carryforwards and tax credits:

in EUR million	Deferred tax		Deferred tax	
	assets	liabilities	assets	liabilities
	Dec 31, 2022	Dec 31, 2022	Dec 31, 2021	Dec 31, 2021
Assets				
Property, plant and equipment	8.2	-4.5	10.2	-5.9
Investment property	4.6	-5.6	5.0	-6.0
Financial assets	0.4	-123.4	0.0	-119.7
Inventories	5.8	0.0	7.6	0.0
	18.9	-133.5	22.8	-131.6
Liabilities				
Financial liabilities	4.7	0.0	5.0	0.0
Provisions	0.3	-13.7	0.4	-4.8
Other financial liabilities	46.2	-0.1	114.7	-72.3
	51.2	-13.8	120.1	-77.1
Tax losses carried forward	156.1	0.0	138.9	0.0
Deferred tax assets or deferred tax liabilities	226.2	-147.3	281.9	-208.7
Offsetting	-147.3	147.3	-208.7	208.7
Net deferred tax assets or deferred tax liabilities	79.0	0.0	73.2	0.0

When assessing deferred tax assets, the Board of Management evaluates the prospective usage within the five-year tax planning period. The use of deferred tax assets requires sufficient taxable income during the periods in which the temporary differences or tax losses can be utilised. The Board of Management considers the scheduled release of deferred tax liabilities and the estimated future taxable income for this assessment.

Based on the taxable income of previous years and the forecasts for taxable income in future years in which tax assets are expected to be utilised, the Executive Board believes that it is probable that the tax benefits from the deferred tax assets will be realised in the amount of approx. EUR 79.0 million (py: approx. EUR 73.2 million). The temporary differences in property, plant and equipment and investment property result mainly from the different depreciation start dates (pro rata temporis under IFRS compared to the half-year rule under tax law) as well as from different acquisition costs for tax purposes and from the accounting of lease transactions in accordance with IFRS 16. The temporary differences in inventories result from deviating acquisition costs for tax purposes. The temporary differences from the financial assets and liabilities arise due to the different measurement of the electric power derivatives under IFRS (fair value measurement) and tax law (provision for contingent losses). Financial liabilities mainly include the temporary differences from lease liabilities in accordance with IFRS 16.

The tax loss carryforwards originate from companies in Austria and may be carried forward indefinitely. The annual offsetting against loss carryforwards in Austria is limited to 75% of the respective taxable income, but approx. EUR 1,880.5 million (py: approx. EUR 1,996.6 million) results from the pre-Group tax losses of ÖBB-Infrastruktur AG and may therefore be offset in full against taxable results achieved in future periods. The change results from the differences that arose due to the tax assessments made in the financial year and the originally considered tax results.

No deferred taxes are recognised for tax loss carryforwards of approx. EUR 1,216.6 million (py: approx. EUR 1,440.8 million), as it is not certain that they may be utilised in the foreseeable future.

No deferred taxes were recognised on temporary differences of approx. EUR 9.3 million (py: approx. EUR 9.3 million) from shares in associated companies and subsidiaries.

14. Property, plant and equipment

The classification of property, plant and equipment, the changes in the financial year and the development of the investment grants to property, plant and equipment are presented in the following statement of changes of property plant and equipment.

in EUR million	Land and buildings	Right-of-use asset for land and buildings	Automobiles and trucks	Technical equipment and machinery	Other plant, furniture and fixtures	Right-of-use asset for other property, plant and equipment	Assets under construction	Total
Cost 2022								
<i>Cost as of Jan 01, 2022</i>	30,410.3	96.3	439.8	10,751.2	182.8	0.6	7,077.9	48,958.9
Additions	744.6	172.4	17.6	253.9	18.1	0.0	1,844.4	3,051.1
Disposals	-115.4	-110.6	-12.7	-64.8	-4.1	-0.1	-2.9	-310.6
Transfers	332.1	0.0	1.1	208.8	-0.5	0.0	-552.0	-10.5
Cost as of Dec 31, 2022	31,371.6	158.1	445.8	11,149.1	196.4	0.5	8,367.4	51,689.0
<i>Accumulated depreciation and amortisation as of Jan 01, 2022</i>								
Depreciation and amortisation	-579.1	-10.2	-31.4	-346.8	-12.9	-0.1	0.0	-980.5
Disposals	94.4	0.8	11.3	60.1	4.1	0.2	0.0	170.9
Transfers	0.5	0.0	0.0	-2.3	2.1	0.0	0.0	0.3
Accumulated depreciation and amortisation as of Dec 31, 2022	-10,996.7	-33.2	-333.2	-6,583.2	-155.9	-0.4	0.0	18,102.6
<i>Carrying amounts before investment grants as of Jan 01, 2022</i>								
Carrying amounts before investment grants as of Dec 31, 2022	20,374.9	124.9	112.6	4,565.9	40.4	0.1	8,367.4	33,586.4
Investment grants 2022								
<i>As of Jan 01, 2022</i>	-9,642.1	0.0	-5.4	-2,961.1	-4.9	0.0	-909.6	-13,523.1
Additions	-54.1	0.0	0.0	-19.8	0.0	0.0	-171.0	-244.9
Disposals	53.0	0.0	0.0	23.8	0.1	0.0	0.2	77.0
Transfers	-19.4	0.0	0.0	-10.9	0.0	0.0	31.7	1.4
As of Dec 31, 2022	-9,662.6	0.0	-5.4	-2,968.0	-4.9	0.0	-1,048.8	13,689.6
<i>Accumulated depreciation and amortisation as of Jan 01, 2022</i>								
Depreciation and amortisation	101.3	0.0	0.1	39.1	0.1	0.0	0.0	140.5
Disposals	-46.0	0.0	0.0	-23.0	-0.1	0.0	0.0	-69.1
Transfers	-0.7	0.0	0.0	0.0	0.0	0.0	0.0	-0.7
Accumulated depreciation and amortisation as of Dec 31, 2022	5,853.5	0.0	5.1	2,543.8	4.5	0.0	0.0	8,407.0
<i>Investment grants as of Jan 01, 2022</i>								
Investment grants as of Dec 31, 2022	-3,809.1	0.0	-0.3	-424.1	-0.4	0.0	-1,048.8	-5,282.6
<i>Carrying amounts after investment grants as of Jan 01, 2022</i>								
Carrying amounts after investment grants as of Dec 31, 2022	16,565.8	124.9	112.4	4,141.8	40.1	0.1	7,318.6	28,303.7

in EUR million	Land and buildings	Right-of-use asset for land and buildings	Automobiles and trucks	Technical equipment and machinery	Other plant, furniture and fixtures	Right-of-use asset for other property, plant and equipment	Assets under construction	Total
Cost 2021								
<i>Cost as of Jan 01, 2021</i>	29,510.7	93.7	436.5	10,419.8	183.2	1.3	5,906.6	46,551.9
Additions	778.7	2.6	32.1	211.6	9.0	0.0	1,702.3	2,736.3
Disposals	-162.8	0.0	-29.4	-47.0	-10.8	-0.7	-4.3	-255.0
Transfers	283.7	0.0	0.6	166.9	1.4	0.0	-526.6	-74.0
Cost as of Dec 31, 2021	30,410.3	96.3	439.8	10,751.2	182.8	0.6	7,077.9	48,958.9
<i>Accumulated depreciation and amortisation as of Jan 01, 2021</i>								
Depreciation and amortisation	-567.5	-8.3	-32.9	-343.4	-11.9	-0.2	0.0	-964.2
Disposals	116.5	0.0	23.7	40.9	10.3	0.3	0.0	191.7
Accumulated depreciation and amortisation as of Dec 31, 2021	-10,512.5	-23.9	-313.1	-6,294.2	-149.2	-0.5	0.0	-17,293.3
<i>Carrying amounts before investment grants as of Jan 01, 2021</i>								
	19,449.2	78.1	132.6	4,428.1	35.6	0.7	5,906.6	30,031.0
<i>Carrying amounts before investment grants as of Dec 31, 2021</i>								
	19,897.8	72.4	126.7	4,457.0	33.6	0.1	7,077.9	31,665.6
Investment grants 2021								
<i>As of Jan 01, 2021</i>	-9,649.4	0.0	-5.2	-2,945.4	-4.9	0.0	-799.0	-13,403.9
Additions	-44.3	0.0	-0.2	-15.7	0.0	0.0	-164.2	-224.4
Disposals	68.4	0.0	0.0	12.3	0.0	0.0	0.1	80.8
Transfers	-16.8	0.0	0.0	-12.3	0.0	0.0	53.5	24.4
As of Dec 31, 2021	-9,642.1	0.0	-5.4	-2,961.1	-4.9	0.0	-909.6	-13,523.1
<i>Accumulated depreciation and amortisation as of Jan 01, 2021</i>								
Depreciation and amortisation	5,756.8	0.0	4.9	2,500.0	4.4	0.0	0.0	8,266.1
Disposals	105.0	0.0	0.1	39.3	0.1	0.0	0.0	144.5
Disposals	-62.9	0.0	0.0	-11.5	0.0	0.0	0.0	-74.4
Accumulated depreciation and amortisation as of Dec 31, 2021	5,798.9	0.0	5.0	2,527.8	4.5	0.0	0.0	8,336.2
<i>Investment grants as of Jan 01, 2021</i>								
	-3,892.6	0.0	-0.3	-445.4	-0.5	0.0	-799.0	-5,137.8
Investment grants as of Dec 31, 2021	-3,843.2	0.0	-0.4	-433.3	-0.4	0.0	-909.6	-5,186.9
<i>Carrying amounts after investment grants as of Jan 01, 2021</i>								
	15,556.6	78.1	132.3	3,982.7	35.1	0.7	5,107.6	24,893.2
<i>Carrying amounts after investment grants as of Dec 31, 2021</i>								
	16,054.6	72.4	126.3	4,023.7	33.2	0.2	6,168.3	26,478.8

"Rights of use for other property, plant and equipment" on the reporting date mainly include rights of use from the leased fleet of vehicles, technical equipment and machinery and leased other equipment, operating and office equipment, which are shown together.

The additions to rights of use for land and buildings relate to the leasing of a property in Lassallestrasse in the amount of approx. EUR 164.7 million. The disposals relate to sub-lease agreements with affiliated companies of the rest of the ÖBB Group for this property amounting to approx. EUR 106.0 million, which were classified as finance leases.

The ÖBB-Infrastruktur Group received non-repayable investment grants for property, plant and equipment, which are deducted from costs. Both the depreciation of subsidised assets and the amortisation of investment grants are recognised in the income statement under the item "Depreciation and Amortisation".

The additions in 2022, excluding rights of use, amount to approx. EUR 2,878.7 million (py: approx. EUR 2,733.7 million) and mainly relate to master plan projects and investments in the southern line, investments in station conversions and new buildings, expansion work in the Vienna metropolitan area and investments in the expansion of the western line. These are mainly buildings, technical equipment and machinery as well as assets under construction.

Reclassifications include amounts reclassified from the item "Assets under construction" to the specific asset accounts for completed assets of property, plant and equipment and intangible assets and assets reclassified from or to the items "Assets held for sale" (Note 19) and from or to "Inventories" (Note 21). See Note 0 under "Estimates of the useful lives of property, plant and equipment and intangible assets" for information on changes in estimates.

In 2022, the ÖBB-Infrastruktur Group capitalised borrowing costs on the production costs of qualifying assets in the amount of approx. EUR 110.8 million (py: approx. EUR 108.1 million) pursuant to the provisions of IAS 23. The underlying interest rate on borrowed capital is approx. 2.0 % (py: 2.3 to 2.3 %). Of the government grants, an amount of approx. EUR 104.2 million (py: approx. EUR 103.6 million) was recognised as a cost contribution for capitalised borrowing costs.

As of 31.12.2022, the contractual obligations for the acquisition of property, plant and equipment (purchase commitments) amounted to approx. EUR 2,115.8 million (py: approx. EUR 2,531.1 million).

Automobiles and trucks, other technical equipment and machinery serve as collateral for EUROFIMA loans in the amount of approx. EUR 44.6 million (py: approx. EUR 50.9 million).

Losses from the disposal of property, plant and equipment amounted to approx. EUR 21.3 million (py: approx. EUR 32.5 million), resulting from the scrapping and demolition of assets and the sale of vehicles and other operating equipment as well as transfers of assets to the public. Income from the disposal of property, plant and equipment amounted to approx. EUR 41.3 million (py: approx. EUR 52.6 million) and relates in particular to the sale of real estate. In both years reported, compensation contributions amounted to approx. EUR 0.1 million (py: approx. EUR 0.1 million) were appropriated.

Investment grants from third parties

The development of the investment grants is shown in the statement of changes in fixed assets. The main investment contributors are the Republic of Austria, the former Eisenbahn-Hochleistungsstrecken AG and Schieneninfrastrukturfinanzierungs GmbH.

15. Intangible assets

The breakdown of the intangible assets and the changes in the financial year are presented in the following schedule of intangible assets.

in EUR million	Concessions, protective rights, licenses and development costs	Investment grants to third parties	Intangible assets in development phase	Total
Cost 2022				
<i>Cost as of Jan 01, 2022</i>	219.6	1,544.5	97.4	1,861.5
Additions	11.5	123.8	75.8	211.2
Disposals	-2.2	0.0	-0.3	-2.4
Transfers	6.7	25.5	-32.2	0.1
Cost as of Dec 31, 2022	235.6	1,693.8	140.8	2,070.2
<i>Accumulated depreciation and amortisation as of Jan 01, 2022</i>				
Depreciation and amortisation	-159.8	-296.6	0.0	-456.4
Disposals	-17.5	-25.1	0.0	-42.5
Disposals	2.1	0.0	0.0	2.1
Transfers	0.3	-0.7	0.0	-0.4
Accumulated depreciation and amortisation as of Dec 31, 2022	-174.9	-322.4	0.0	-497.3
<i>Carrying amounts before investment grants as of Jan 01, 2022</i>				
	59.8	1,247.9	97.4	1,405.1
Carrying amounts before investment grants as of Dec 31, 2022	60.7	1,371.4	140.8	1,573.0
Investment grants 2022				
<i>As of Jan 01, 2022</i>	-35.6	-686.8	0.0	-722.4
Additions	-1.8	-75.6	0.0	-77.4
Disposals	0.1	0.0	0.0	0.0
Transfers	2.1	-3.5	0.0	-1.4
As of Dec 31, 2022	-35.3	-765.9	0.0	-801.2
<i>Accumulated depreciation and amortisation as of Jan 01, 2022</i>				
Depreciation and amortisation	27.0	108.8	0.0	135.8
Disposals	1.7	3.7	0.0	5.4
Disposals	-0.1	0.0	0.0	-0.1
Transfers	0.0	0.7	0.0	0.7
Accumulated depreciation and amortisation as of Dec 31, 2022	28.6	113.2	0.0	141.8
<i>Investment grants as of Jan 01, 2022</i>				
	-8.6	-578.0	0.0	-586.6
Investment grants as of Dec 31, 2022	-6.7	-652.7	0.0	-659.4
<i>Carrying amounts after investment grants as of Jan 01, 2022</i>				
	51.2	669.9	97.4	818.5
Carrying amounts after investment grants as of Dec 31, 2022	54.0	718.8	140.8	913.6

in EUR million	Concessions, protective rights, licenses and development costs	Investment grants to third parties	Intangible assets in development phase	Total
Cost 2021				
<i>Cost as of Jan 01, 2021</i>	204.7	1,489.7	55.6	1,750.0
Additions	9.1	44.2	61.2	114.5
Disposals	-2.7	-0.3	-1.0	-4.0
Transfers	8.5	10.9	-18.4	1.0
Cost as of Dec 31, 2021	219.6	1,544.5	97.4	1,861.5
<i>Accumulated depreciation and amortisation as of Jan 01, 2021</i>				
Depreciation and amortisation	-144.5	-272.3	0.0	-416.8
Disposals	-17.9	-24.5	0.0	-42.4
Disposals	2.6	0.2	0.0	2.8
Accumulated depreciation and amortisation as of Dec 31, 2021	-159.8	-296.6	0.0	-456.4
<i>Carrying amounts before investment grants as of Jan 01, 2021</i>	60.2	1,217.4	55.6	1,333.2
Carrying amounts before investment grants as of Dec 31, 2021	59.8	1,247.9	97.4	1,405.1
Investment grants 2021				
<i>As of Jan 01, 2021</i>	-33.0	-640.9	0.0	-673.9
Additions	-2.7	-45.6	0.0	-48.3
Disposals	0.0	0.0	0.0	0.0
Transfers	0.1	-0.3	0.0	-0.2
As of Dec 31, 2021	-35.6	-686.8	0.0	-722.4
<i>Accumulated depreciation and amortisation as of Jan 01, 2021</i>				
Depreciation and amortisation	25.3	105.2	0.0	130.5
Depreciation and amortisation	1.7	3.6	0.0	5.3
Accumulated depreciation and amortisation as of Dec 31, 2021	27.0	108.8	0.0	135.8
<i>Investment grants as of Jan 01, 2021</i>	-7.7	-535.7	0.0	-543.4
Investment grants as of Dec 31, 2021	-8.6	-578.0	0.0	-586.6
<i>Carrying amounts after investment grants as of Jan 01, 2021</i>	52.5	681.7	55.6	789.8
Carrying amounts after investment grants as of Dec 31, 2021	51.2	669.9	97.4	818.5

The ÖBB-Infrastruktur Group received non-repayable investment grants for intangible assets, which are presented as a reduction of costs. Both the amortisation of these assets and the amortisation of all corresponding investment grants are recognised in profit or loss under the item "Depreciation and Amortisation". The average remaining useful life of investment grants to third parties is approx. 33.7 years (py: 32.1 years).

Intangible assets under development are intangible assets that were purchased but not yet completed and are not yet in use.

Expenditure on research and development amounted to approx. EUR 4.1 million (py: approx. EUR 4.4 million). In the financial year, expenses of approx. EUR 0.8 million (py: approx. EUR 0.6 million) were capitalised as development costs in non-current assets under the item "Concessions, industrial property rights, licenses and development costs".

The additions to the item "Investment grants to third parties" mainly result from investment grants paid to Galleria di Base del Brennero - Brenner Base Tunnel BBT SE.

16. Investment in property

Only properties that do not qualify as railway assets (§ 10a Railway Act) and therefore may be freely leased or sold to third parties are assigned to this category. Essentially, properties for lease purposes and building rights are therefore reported under investment property. The useful lives of these properties correspond to the useful lives of those properties reported under property, plant and equipment.

	2022 in EUR million	2021 in EUR million
Cost		
<i>As of Jan 01</i>	367.7	344.6
Additions	20.4	13.6
Additions due to transfer from inventories	0.0	11.1
Additions at cost from subsequent acquisitions	16.3	3.1
Disposals at cost	-7.4	-7.2
Transfers from/to intangible assets	11.8	2.5
As of Dec 31	408.8	367.7
Accumulated depreciation		
<i>As of Jan 01</i>	-176.0	-178.3
Depreciation and amortisation	-4.1	-4.1
Impairments	-0.5	0.0
Disposals	6.7	6.4
As of Dec 31	-174.0	-176.0
<i>Net carrying amount as of Jan 01</i>	191.7	166.2
Net carrying amounts as of Dec 31	234.8	191.7

If investment property is leased out, this is done by means of operating leases. The resulting rental income, excluding operating costs, amounted to approx. EUR 20.4 million (py: approx. EUR 20.0 million). Directly attributable expenses (including repairs and maintenance, but excluding operating costs) amount to approx. EUR 5.1 million (py: approx. EUR 6.2 million). In addition, operating expenses of approx. EUR 0.0 million (py: approx. EUR 0.4 million) were incurred, for properties that do not generate rent income. The ÖBB-Infrastruktur Group has not entered into any contracts for the maintenance of its investment property that results in an obligation in this regard.

The fair value is approx. EUR 1,060.0 million (py: approx. EUR 844.8 million). The measurement of 79% (py: 80%) of the properties is performed with the utilisation of external appraisals that are not based exclusively on market data and are therefore assigned to hierarchy level 3. The fair values of the remaining investment properties were determined by internal experts of ÖBB-Immobilienmanagement GmbH using a discounted cash flow calculation based on the actual rents for the respective lease property. The fair values determined in this way were also allocated to hierarchy level 3 in accordance with IFRS 13.

17. Investments accounted by equity method

Investments accounted for using the equity method in both reporting years include shares in a joint venture and in three (py: three) associated companies.

Joint venture name and registered office	Ownership share in %	
	Dec 31, 2022	Dec 31, 2021
Galleria di Base del Brennero – Brenner Basistunnel BBT SE, I-39100 Bozen	50.0	50.0
Associated company name and registered office		
	Ownership share in %	
	Dec 31, 2022	Dec 31, 2021
LCA Logistik Center Austria Süd GmbH, A-9586 Fürnitz	50.0	50.0
Weichenwerk Wörth GmbH, A-3151 St. Georgen am Steinfeld	43.1	43.1
Breitspur Planungsgesellschaft mbH in Liqu., A-1010 Vienna	Deconsolidation	27.7

The following tables presents a summary of the financial information for the companies accounted for using the equity method in which ÖBB-Infrastruktur AG holds an interest as of the reporting date. The table also presents a reconciliation of the summarised financial information to the carrying amount of the Group's equity share. The values of Galleria di Base del Brennero - Brenner Base Tunnel BBT SE are preliminary and adjusted to the accounting method in the Group.

in EUR million	Galleria di Base del Brennero – Brenner Basistunnel BBT SE		other associated companies totaled	
	Dec 31, 2022	Dec 31, 2021	Dec 31, 2022	Dec 31, 2021
Revenue	0.0	0.0	47.7	46.7
Depreciation	-0.7	-0.7	-1.0	-1.0
Interest income	0.1	0.1	0.0	0
Interest expenses	-0.0 *)	-0,0 *)	-0.0 *)	-0.0 *)
Tax expense	0.0 *)	0.0 *)	0.0 *)	0.0 *)
Annual profit / loss from continuing operations	0.0	0.0	1.9	0.8
Overall result	0.0	0.0	2.6	-11.7
Cash and cash equivalents	107.6	143.5	2.4	3.9
Other current assets	223.9	118.3	15.2	15.8
Non-current assets	12.6	12.8	22.8	22.3
Current liabilities	261.1	168.7	13.1	13.4
Non-current liabilities	1.9	24.8	4.3	4.4
Net assets 100%	81.1	81.1	23.0	24.2
Interest of the Group in the net assets as of Jan 01	40.6	40.6	9.9	12.5
Overall result attributable to the Group	0.0	0.0	1.5	0.4
Impairment	0.0	0.0	-0.3	0.0
Disposal of shares	0.0	0.0	-0.6	0.0
Dividends received from associated companies	0.0	0.0	-1.7	-3.1
Carrying amount of the interest in the investee as of Dec 31	40.6	40.6	8.9	9.9

*) Smallest amount.

The Galleria di Base del Brennero - Brenner Base Tunnel BBT SE (hereafter BBT SE) is the only joint agreement of the Group. BBT SE is an independent legal entity. Since the Group holds a residual interest in the net assets it has classified its investment as a joint venture. The purpose and task of BBT SE is the planning and construction of the Brenner Base Tunnel. The overall project comprises the construction of the railway tunnel between Tulfes/Innsbruck and Franzensfeste with the main, exploratory and access tunnels, multi-function stations, technical facilities, the operations control center, the necessary landfill sites and the bridges and sites required to carry out the construction work, as well as the commissioning of the tunnel. The provisions of the State Treaty dated 30.04.2004 specify that the share capital of BBT SE is divided 50% each between Italy and Austria. The 50% on the Austrian side is wholly owned by ÖBB-Infrastruktur AG. The 50% of the Italian share is wholly owned by TFB Società di Partecipazioni S.p.A. ÖBB-Infrastruktur AG has committed itself to funding 50% of the cost of construction of the Brenner Base Tunnel, for which it has received a 100% investment grant from the federal government.. Italy and Austria have contractually agreed to invest additional amounts in proportion to their investments to compensate for any losses, if necessary.

In its preliminary annual financial statements, BBT SE reported total income (other operating income) of approx. EUR 24.4 million (py: approx. EUR 23.3 million) and total expenses of approx. EUR 24.8 million (py: approx. EUR 23.4 million) in addition to the figures listed above. Cost contributions of approx. EUR 100.0 million (py: approx. EUR 30.0 million) were paid to BBT SE. The reimbursements contractually agreed with the state of Tyrol in the course of the share acquisition and the payments made by the federal government in connection with the cross-financing of roads amounted to approx. EUR 69.7 million (py: approx. EUR 36.0 million).

The reporting date of Weichenwerk Wörth GmbH is 31.03 The company is included on the basis of interim financial statements as of 31.12. The business activities of Weichenwerk Wörth GmbH include the production and recycling of switches and components, buffer stops, insulating joints as well as the logistics and transport of the products produced and service activities on switches.

The company Breitspur Planungsgesellschaft mbH in Liqu. is in liquidation, with the result that there is no longer any significant influence on this company as of 31.12.2022 and therefore it was not accounted for by applying the equity method. The purpose of the company was the planning of the continuation of the 1520-millimetre broad-gauge rail infrastructure from the border of Ukraine through Slovakia to and in Austria. In January 2021, the shareholding increased by 2.74% to 27.74% as not all owners participated to the same extent in a capital increase.

The purpose of LCA Logistik Center Austria Süd GmbH is the site development of a dry port (branch of the Port of Trieste) in Fürnitz, Kärnten. The pro rata loss was recognised in full in the at equity accounting and covered by shareholder contributions.

18. Other financial assets

2022			
in EUR million	Current	Non-current	Total
Investments	0.0	1.5	1.5
Financial assets - leasing	4.3	109.1	113.4
<i>thereof from affiliated companies</i>	<i>4.3</i>	<i>109.1</i>	<i>113.4</i>
Other financial assets	411.1	190.4	601.5
Total	415.4	301.0	716.4
thereof from affiliated companies	4.3	109.1	113.4
<i>thereof measured at amortised cost</i>	<i>6.6</i>	<i>189.6</i>	<i>196.2</i>

2021			
in EUR million	Current	Non-current	Total
Investments	0.0	0.8	0.8
Financial assets - leasing	0.0	27.0	27.0
<i>thereof from affiliated companies</i>	<i>0.0</i>	<i>6.6</i>	<i>6.6</i>
Other financial assets	392.4	164.5	556.9
<i>thereof from affiliated companies</i>	<i>1.9</i>	<i>0.0</i>	<i>1.9</i>
Total	392.4	192.3	584.7
thereof from affiliated companies	1.9	6.6	8.5
<i>thereof measured at amortised cost</i>	<i>4.5</i>	<i>100.6</i>	<i>105.1</i>

Financial assets - leasing

In 2022, finance lease receivables from the sub-lease agreement with other companies of the ÖBB Group for the property in Lassallestrasse amounting to approx. EUR 106.0 million are presented.

In 2022, the last cross-border leasing transaction (CBL) was dissolved. In this context, only receivables from claims against other companies of the ÖBB Group resulting from the termination of leasing transactions amounting to approx. EUR 7.5 million (py: approx. EUR 6.6 million) are reported as of 31.12.2022. In the previous reporting year, financial assets related to leasing of approx. EUR 20.4 million related to assets from cross-border leasing transactions (CBL) that were subject to restraints on disposal.

Other financial assets

In addition, other financial assets of approx. EUR 0.0 million (py: EUR 24.2 million) were pledged as collateral for lease liabilities. See Notes 30.1 and 0 for more details on leasing and CBL transactions. Also included are derivatives in connection with electric power transactions amounting to approx. EUR 223.1 million (py: approx. EUR 194.5 million), which are not in a hedging relationship, and to approx. EUR 295.7 million (py: approx. EUR 284.3 million), which are in a hedging relationship, as well as remaining deposits from terminated CBL transactions amounting to approx. EUR 81.7 million (py: approx. EUR 51.5 million).

Allowances

The following table shows a summary of the credit risk for financial assets:

Financial assets as of Dec 31, 2022 at amortised cost in EUR million	Credit rating *)	Gross carrying amount	Allowance (expected 12-month credit loss)	Net carrying amount
"Low risk" category	AAA to A	139.3	0.0 **)	139.3
"Average risk" category	BBB to B	56.9	0.0 **)	56.8
"Doubtful" category	CCC to C	0.0	0.0	0.0
"Loss" category	D	0.0	0.0	0.0
Total exposure		196.2	0.0	196.2

*) Corresponds to the rating by an external rating agency (Standard & Poor's)

**) Smallest amount.

Financial assets as of Dec 31, 2021 at amortised cost in EUR million	Credit rating *)	Gross carrying amount	Allowance (expected 12-month credit loss)	Net carrying amount
"Low risk" category	AAA to A	55.2	0.0 **)	55.2
"Average risk" category	BBB to B	49.9	0.0 **)	49.9
"Doubtful" category	CCC to C	0.0	0.0	0.0
"Loss" category	D	0.0	0.0	0.0
Total exposure		105.1	0.0	105.1

*) Corresponds to the rating by an external rating agency (Standard & Poor's)

**) Smallest amount.

The loss allowance and gross amounts of financial assets measured at amortised acquisition cost are as follows:

Credit risk of financial assets measured at amortised cost as of Dec 31 in EUR million	2022	2021
Gross carrying amount	196.2	105.1
Allowance	0.0 *)	0.0
<i>of which expected 12-month credit loss</i>	<i>0.0 *)</i>	<i>0.0</i>
Carrying amount	196.2	105.1

*) Smallest amount.

19. Assets held for sale and liabilities held for sale

Assets held for sale developed as follows:

Assets held for sale	2022 in EUR million	2021 in EUR million
<i>As of Jan 01</i>	<i>35.6</i>	<i>0.1</i>
Additions (group of assets)	0.0	35.5
Disposals by sale	-35.5	0.0
As of Dec 31	0.1	35.6
<i>of which reported at amortised cost</i>	<i>0.1</i>	<i>35.6</i>

These are additions to the disposal group in the 2021 financial year related to the assets of the subsidiary Güterterminal In 2021, additions to the disposal group related to the assets of the subsidiary Güterterminal Werndorf Projekt GmbH. All shares (100%) were sold to Steirische Infrastruktur-Beteiligungs GmbH and Cargo-Center-Graz Betriebsgesellschaft m.b.H. by contract dated 25.02.2022. Closing took place on 28.03.2022.

The assets and liabilities of the asset group held for sale as of 31.12.2021 were as follows:

	2021 in TEUR
Breakdown of assets and liabilities of the asset group held for sale	
Property, plant and equipment	34,519.7
Intangible assets	52.5
Deferred tax assets	364.7
Trade receivables	562.6
Other receivables	13.1
Assets in connection with the asset group held for sale	35,512.6
Financial liabilities	24,930.5
Trade payables	155.0
Other liabilities	11.9
Liabilities in connection with the asset group held for sale	25,097.4

The purchase price and the liabilities assumed by the acquirer exceed the net assets transferred. The other assets held for sale in the amount of approx. EUR 0.1 million (py: approx. EUR 0.1 million) relate to land and buildings. The contracts have already been concluded, but the economic ownership will not be transferred until 2023. No significant assets were designated as held for sale after the reporting date as of 31.12.2022.

The fair values correspond to the agreed purchase prices or the expected results of negotiations with the contractual partners, and are therefore allocated to hierarchy level 3 in accordance with IFRS 13. Assets held for sale are only reported if corresponding Supervisory Board resolutions have been passed and the sale is highly probable within 12 months.

The expected proceeds in 2023 for assets held for sale are all higher than the current carrying amounts of the assets. In 2022, the ÖBB-Infrastruktur Group recognised gains from the disposal of the group of assets held for sale of approx. EUR 2.4 million and from the other assets held for sale of approx. EUR 2.9 million (py: approx. EUR 3.9 million), which are reported together with the result from the disposal of property, plant and equipment in other operating income.

The other liabilities held for sale in the amount of approx. EUR 6.4 million are a provision for a cost contribution that ÖBB-Infrastruktur AG has to pay to the purchaser of a railway line, as the purchaser will also assume the decommissioning obligation. This obligation is recognised at its carrying amount.

20. Trade and other receivables

This item is classified as follows:

Dec 31, 2022 in EUR million	Current	Non-current	Total
Trade receivables	189.8	0.0	189.8
<i>thereof from affiliated companies</i>	54.7	0.0	54.7
<i>thereof contract assets (construction contracts)</i>	22.9	0.0	22.9
Other receivables and assets	351.2	77.6	428.8
<i>thereof financial instruments</i>	74.9	0.6	75.5
Total	541.0	77.6	618.6

Dec 31, 2021			
in EUR million	Current	Non-current	Total
Trade receivables	173.6	0.0	173.6
<i>thereof from affiliated companies</i>	66.3	0.0	66.3
<i>thereof contract assets (construction contracts)</i>	18.7	0.0	18.7
Other receivables and assets	283.3	89.3	372.6
<i>thereof financial instruments</i>	42.2	0.2	42.4
Total	456.9	89.3	546.2

The carrying amounts of trade receivables and other receivables (in respect of financial instruments) approximate their fair values due to their short term nature. Trade receivables include receivables with a remaining term of more than one year of approx. EUR 2.7 million (py: approx. EUR 2.6 million).

Trade receivables include contract assets of approx. EUR 16.0 million (py: approx. EUR 12.5 million) in connection with services for third parties for which the performance obligation is not yet completed.

The other receivables and assets are mainly prepaid fees for guaranties to the government of approx. EUR 78.8 million (py: approx. EUR 91.5 million), input tax on advance invoices of approx. EUR 53.2 million (py: approx. EUR 40.9 million), input tax credits from filing periods November and December of approx. EUR 165.5 million (py: approx. EUR 141.0 million), the salaries for January paid in December amounting to approx. EUR 30.0 million (py: approx. EUR 30.5 million) and receivables from investment grants of approx. EUR 23.1 million (py: approx. EUR 12.4 million) and sale of properties of approx. EUR 28.8 million (py: approx. EUR 14.4 million).

Allowances developed as follows:

in EUR million	Trade receivables		Other receivables	
	2022	2021	2022	2021
<i>As of Jan 01</i>	20.0	20.1	0.4	0.4
Utilization	-2.4	-0.7	0.0	0.0
Net revaluation of loss allowances	-0.9	0.5	0.0	0.0
As of Dec 31	16.9	20.0	0.4	0.4

The following table shows a summary of the credit risk for trade receivables and other receivables:

Default risk		
in EUR million	2022	2021
Trade receivables	206.7	193.6
Other receivables	75.9	42.8
Total gross carrying amount receivables	282.6	236.4
less write down	17.2	20.2
Carrying amount	265.4	216.1

The following table contains information on the credit risk and expected credit losses from trade receivables:

Dec 31, 2022 Analysis of default risk by maturity of trade receivables in EUR million	Gross carrying amount (before impairment)	Individual allowance	Gross carrying amount after individual allowance	Flat rate specific loss allowance (IFRS 9)	in %	Net carrying amount
not past due	177.4	0.1	177.2	1.1	0.6%	176.1
up to 90 days past due	9.3	0.0	9.3	0.4	3.9%	8.9
90 to 180 days past due	1.5	0.4	1.2	0.3	25.7%	0.9
180 to 360 days past due	2.5	0.8	1.7	1.1	65.1%	0.6
more than 360 days past due	16.0	11.7	4.3	0.9	21.8%	3.3
Total exposure	206.7	13.1	193.6	3.8	2.0%	189.8

Dec 31, 2021 Analysis of default risk by maturity of trade receivables in EUR million	Gross carrying amount (before impairment)	Individual allowance	Gross carrying amount after individual allowance	Flat rate specific loss allowance (IFRS 9)	in %	Net carrying amount
not past due	157.9	0.7	157.2	0.3	0.2%	156.9
up to 90 days past due	5.5	0.3	5.1	0.3	5.2%	4.9
90 to 180 days past due	1.1	0.3	0.8	0.2	32.4%	0.5
180 to 360 days past due	3.8	1.0	2.8	1.0	35.1%	1.8
more than 360 days past due	25.3	14.7	10.6	1.1	10.3%	9.5
Total exposure	193.6	17.1	176.5	2.9	1.7%	173.6

The following table contains information on the credit risk and expected credit losses from other receivables:

Dec 31, 2022 Analysis of default risk of other receivables in EUR million	Credit rating *)	Gross carrying amount (before impairment)	Allowance	in %	Net carrying amount
"Low risk" category	AAA to A	72.0	0.0 **)	0.0%	71.9
"Average risk" category	BBB to B	0.3	0.0	0.0%	0.3
"Doubtful" category	CCC to C	0.4	0.4	100%	0.0
"Loss" category	D	0.0	0.0	0%	0.0
Total exposure		72.6	0.4	0.5%	72.2

*) Corresponds to the rating by an external rating agency (Standard & Poor's)

**) Smallest amount.

Dec 31, 2021 Analysis of default risk of other receivables in EUR million	Credit rating *)	Gross carrying amount (before impairment)	Allowance	in %	Net carrying amount
"Low risk" category	AAA to A	38.2	0.0 **)	0.0%	38.2
"Average risk" category	BBB to B	0.4	0.0	0.3%	0.4
"Doubtful" category	CCC to C	0.4	0.4	100%	0.0
"Loss" category	D	0.0	0.0	0%	0.0
Total exposure		39.0	0.4	0.9%	38.6

*) Corresponds to the rating by an external rating agency (Standard & Poor's)

**) Smallest amount.

See Note 29.2.c for further details.

21. Inventories

Inventory is composed as follows:

	Dec 31, 2022 in EUR million	Dec 31, 2021 in EUR million
Inventories	86.2	91.7
less write down	-0.8	-0.9
Total	85.4	90.8
<i>thereof recovery objects</i>	<i>44.2</i>	<i>56.4</i>

Inventories are measured at the lower of acquisition or production cost and net realisable value, whereby acquisition and production costs are determined using the moving average price method. The net realisable value is determined based on the estimated selling price in the ordinary course of business, less estimated manufacturing and distribution costs still to be incurred.

Inventories include, stocks of materials and spare parts for the expansion and maintenance of rail network operations, as well as real estate development projects. The cost of materials and other purchased services is disclosed in Note 7. As in the previous year, no write downs from prior periods were reversed. The real estate development projects relate to properties no longer used for operational purposes and which are under development for subsequent sale. These are former railway stations and railway facilities that were used for continuous operations. These include substantial projects such as the areas of the former Südbahnhof, the Vienna North freight terminal and the Nordwestbahnhof, which are being developed on a major scale.

In 2022, the impairments amount to approx. EUR 0.8 million (py: approx. EUR 0.9 million) and are reported in cost of materials and purchased services.

Real estate development projects with a carrying amount of approx. EUR 44.2 million (py: approx. EUR 56.4 million) are classified as non-current at approx. EUR 41.3 million (py: approx. EUR 43.6 million).

22. Cash and cash equivalents

This item is classified as follows:

	Dec 31, 2022 in EUR million	Dec 31, 2021 in EUR million
Cash on hand	0.0*)	0.0*)
Cash in banks	1.0	1.7
Current account ÖBB-Finanzierungsservice GmbH (Group clearing)	31.4	30.4
Total	32.4	32.1

*) Smallest amount.

This item includes investments as well as credit balances with credit institutions, ÖBB-Finanzierungsservice GmbH and cash in hand, all of which are current (due in less than three months). The carrying amounts of these assets are equivalent to their fair values. ÖBB-Infrastruktur Group freely disposes over all cash and cash equivalents. See Note 34 for further details on cash and cash equivalents as shown in the cash flow statement.

23. Share capital, Non-controlling interests

Share capital

The share capital of ÖBB-Infrastruktur AG is unchanged at EUR 500.0 million and is fully paid-in. The share capital is divided into 100,000 registered shares. All shares are held by ÖBB-Holding AG.

Non-controlling interests

This item reflects the shares of equity of the fully consolidated subsidiaries not attributable to ÖBB-Infrastruktur AG. The development of this item is presented in the Consolidated Statement of Changes in Shareholders' Equity.

The following table shows 100% of the financial information for WS Service GmbH, the only Group subsidiary with non-controlling interests (49%).

	Dec 31, 2022 in EUR million	Dec 31, 2021 in EUR million
Non-current assets	0.4	0.4
Current assets	4.7	4.7
Non-current liabilities	0.0*)	0.0*)
Current liabilities	4.0	3.5
Net assets	1.1	1.6
Carrying amount of non-controlling interests (pro rata)	0.5	0.8
Revenue	11.5	11.2
Profit	0.7	1.2
Other comprehensive income	0.0	0.0
Overall result	0.7	1.2
<i>Profit attributable to non-controlling interests</i>	<i>0.4</i>	<i>0.6</i>
<i>Other comprehensive income attributable to non-controlling interests</i>	<i>0.0</i>	<i>0.0</i>
Cash flow from operating activities	1.3	1.7
Cash flow from investing activities	-0.1	-0.1
Cash flow from financing activities	-1.2	-0.9
Net increase (net reduction) in cash and cash equivalents	0.0	0.7

*) Smallest amount.

24. Reserves and retained earnings

The capital reserves remain unchanged from the previous year at approx. EUR 538.9 million (py: approx. EUR 538.9 million). These result mainly from recruiting measures in the past.

The cash flow hedge reserve developed as follows:

in EUR million	Cash flow hedge reserve	
	Development of carrying amount	Income taxes included therein
<i>As of Jan 01, 2021</i>	6.6	-2.2
Changes in the fair values	247.7	-82.6
Realised gains and losses	-37.4	12.5
As of Dec 31, 2021 = As of Jan 01, 2022	216.9	-72.3
Changes in the fair values	196.4	-65.5
Realised gains and losses	-145.8	54.8
As of Dec 31, 2022	267.5	-83.0

In addition, actuarial losses from the revaluation of the provisions for severance payments of approx. EUR 3.1 million (py: approx. EUR 9.5 million) are reported under the item "Revaluation of defined benefit plans". See the Consolidated Statement of Changes in Shareholders' Equity for further explanation.

Income taxes included in other comprehensive income relate only to taxable items. The amount of income taxes of approx. EUR 54.8 million reclassified to the income statement in 2022 includes approx. EUR 4.6 million resulting from the change in the tax rate (Note 13). The cash flow hedge reserve relates exclusively to commodity derivatives and here exclusively to forward contracts for electric power.

25. Financial liabilities

Financial liabilities comprise the following:

2022

in EUR million	up to 1 year	1 to 5 years	more than 5 years	Total
Bonds	1,000.0	3,557.2	4,326.1	8,883.3
Liabilities to banks	9.1	575.2	3,344.0	3,928.3
Financial liabilities leasing	16.1	55.8	170.1	242.0
<i>thereof from affiliated companies</i>	0.1	0.2	0.6	0.9
Other financial liabilities	1,807.3	1,902.0	9,940.3	13,649.6
<i>thereof due to the Federal Government (OeBFA)</i>	195.0	1,787.2	9,934.2	11,916.4
<i>thereof from affiliated companies</i>	1,253.2	0.0	0.0	1,253.2
Total	2,832.5	6,090.2	17,780.5	26,703.3
<i>thereof from affiliated companies</i>	1,253.3	0.2	0.6	1,254.1

2021

in EUR million	up to 1 year	1 to 5 years	more than 5 years	Total
Bonds	1,498.6	4,552.4	4,326.5	10,377.5
Liabilities to banks	14.8	378.0	3,552.9	3,945.7
Financial liabilities leasing	8.6	47.5	41.4	97.5
<i>thereof from affiliated companies</i>	0.0	0.2	0.7	0.9
Other financial liabilities	909.0	397.2	8,802.1	10,108.3
<i>thereof due to the Federal Government (OeBFA)</i>	0.0	350.0	8,736.8	9,086.8
<i>thereof from affiliated companies</i>	541.1	0.0	0.0	541.1
Total	2,431.0	5,375.1	16,722.9	24,529.0
<i>thereof from affiliated companies</i>	541.1	0.2	0.7	542.0

Of the liabilities to banks, approx. EUR 3,838.1 million (py: approx. EUR 3,843.4 million) relate to financing by the European Investment Bank (EIB).

Federal guarantees

The federal government has guaranteed for bonds with a carrying amount of approx. EUR 8,823.6 million (py: approx. EUR 10,322.0 million). Furthermore, liabilities at EUROFIMA with a carrying amount of approx. EUR 87.9 million (py: approx. EUR 87.9 million) are secured by guarantees from the federal government.

Bonds issued

The bonds with a total nominal value of approx. EUR 8,825.0 million (py: approx. EUR 10,325.0 million) are structured as follows:

Fair value	Currency	Term	ISIN	Interest rate
100,000,000.00	EUR	2006 - 2036	XS0243862876	2.9900%
100,000,000.00	EUR	2006 - 2036	XS0244522396	2.9900%
100,000,000.00	EUR	2006 - 2036	XS0252697130	3.5000%
50,000,000.00	EUR	2006 - 2036	XS0252721450	3.5000%
100,000,000.00	EUR	2006 - 2036	XS0275973278	3.4900%
80,000,000.00	EUR	2006 - 2036	XS0275974599	3.4900%
100,000,000.00	EUR	2007 - 2037	XS0321318163	4.0000%
100,000,000.00	EUR	2007 - 2037	XS0324893626	4.0000%
50,000,000.00	EUR	2007 - 2037	XS0324895670	4.0000%
100,000,000.00	EUR	2007 - 2037	XS0328866982	4.0000%
50,000,000.00	EUR	2007 - 2037	XS0331427905	4.0000%
50,000,000.00	EUR	2007 - 2037	XS0336043517	3.9900%
50,000,000.00	EUR	2010 - 2030	XS0497430172	4.2100%
70,000,000.00	EUR	2010 - 2030	XS0503724642	4.2000%
100,000,000.00	EUR	2010 - 2030	XS0512125849	3.9000%
1,500,000,000.00	EUR	2010 - 2025	XS0520578096	3.8750%
1,000,000,000.00	EUR	2011 - 2026	XS0691970601	3.5000%
200,000,000.00	EUR	2011 - 2031	XS0717614951	4.0000%
1,350,000,000.00	EUR	2012 - 2032	XS0782697071	3.3750%
1,000,000,000.00	EUR	2013 - 2023	XS0949964810	2.2500%
75,000,000.00	EUR	2013 - 2033	XS0954197470	2.1250%
1,000,000,000.00	EUR	2013 - 2033	XS0984087204	3.0000%
1,000,000,000.00	EUR	2014 - 2024	XS1138366445	1.0000%
500,000,000.00	EUR	2014 - 2029	XS1071747023	2.2500%

In the period from 2005 to 2014, ÖBB-Infrastruktur AG issued a program of Euro Medium Term Notes (EMTN). The payments in respect of the bonds issued under this framework agreement are unconditionally and irrevocably guaranteed by the Republic of Austria. All the bonds listed above were issued by ÖBB-Infrastruktur AG under this program.

In 2015, six bonds (approx. USD 108.5 million) were issued, of which three (py: three) in the amount of approx. 63.8 million (py: approx. 61.9 million USD) with CUSIP numbers A5790#AD0 (maturity date 2026), A5790#AE8 (maturity date 2025) and A5790#AF5 (maturity date 2025) are still outstanding.

Financial liabilities Leasing

In the current reporting year, the last cross-border leasing transaction (CBL) was terminated, meaning that liabilities from leasing to other companies amounting to approx. EUR 20.4 million were reported for the last time as of 31.12.2021.

The leasing liabilities in accordance with IFRS 16 increased by approx. EUR 166.6 million in 2022 due to the lease of a property in Lassallestrasse. Financial liabilities from leases pursuant to IFRS 16 amount to approx. EUR 242.0 million (py: approx. EUR 77.1 million). See Note 14 for information on collateral provided.

Other financial liabilities

Of the other financial liabilities of approx. EUR 13,649.6 million (py: approx. EUR 10,108.3 million), a carrying amount of approx. EUR 11,916.4 million (py: approx. EUR 9,086.8 million) relates to liabilities to the Federal Government (OeBFA). Of the liabilities to the federal government (OeBFA), approx. EUR 195.0 million (py: approx. EUR 0.0 million) are current. There are 85 financings with terms up to the year 2120.

ÖBB-Infrastruktur AG has raised the necessary financing since 2017, primarily through loans from the Republic of Austria in settlement through the Austrian Federal Financing Agency (OeBFA) instead of through its own bond issues on the capital market. All existing bonds of ÖBB-Infrastruktur AG and their guarantees by the Republic of Austria remain unaffected by this expansion of ÖBB-Infrastruktur AG financing instruments.

The conditions of the long-term financial liabilities to the federal government (OeBFA) are as follows:

Fair value	Currency	Term	Nominal interest rate	Effective interest rate
400,000,000.00	EUR	2017 - 2027	0.5000%	0.5532%
50,000,000.00	EUR	2017 - 2027	6.2500%	0.3983%
100,000,000.00	EUR	2017 - 2034	2.4000%	1.0777%
200,000,000.00	EUR	2017 - 2047	1.5000%	1.5492%
553,650,000.00	EUR	2017 - 2086	1.5000%	1.7704%
250,000,000.00	EUR	2018 - 2117	2.1000%	1.8725%
800,000,000.00	EUR	2019 - 2117	2.1000%	1.2845%
964,600,000.00	EUR	2019 - 2029	0.5000%	-0.2831%
250,000,000.00	EUR	2020 - 2030	0.0000%	-0.2148%
1,400,000,000.00	EUR	2020 - 2040	0.0000%	-0.0840%
100,000,000.00	EUR	2020 - 2040	0.0000%	0.0150%
150,000,000.00	EUR	2020 - 2026	0.7500%	-0.6520%
200,000,000.00	EUR	2021 - 2023	0.0000%	-0.6930%
182,000,000.00	EUR	2021 - 2027	0.5000%	-0.6150%
200,000,000.00	EUR	2021 - 2028	0.7500%	-0.2800%
850,000,000.00	EUR	2021 - 2031	0.0000%	-0.1751%
1,066,000,000.00	EUR	2021 - 2036	0.2500%	0.3106%
200,000,000.00	EUR	2021 - 2037	4.1500%	0.1210%
370,000,000.00	EUR	2021 - 2051	0.7500%	0.3102%
125,000,000.00	EUR	2021 - 2071	0.7000%	0.7786%
25,000,000.00	EUR	2021 - 2086	1.5000%	0.7750%
280,000,000.00	EUR	2022 - 2024	1.6500%	1.2350%
200,000,000.00	EUR	2022 - 2026	2.0000%	2.1070%
90,000,000.00	EUR	2022 - 2026	0.7500%	1.6620%
468,850,000.00	EUR	2022 - 2027	0.5000%	2.1300%
785,600,000.00	EUR	2022 - 2028	0.0000%	1.9450%
272,000,000.00	EUR	2022 - 2030	0.0000%	2.1250%
250,000,000.00	EUR	2022 - 2031	0.0000%	1.7160%
150,000,000.00	EUR	2022 - 2032	0.9000%	2.9300%
290,000,000.00	EUR	2022 - 2047	1.5000%	2.5500%
400,000,000.00	EUR	2022 - 2051	0.7500%	2.4740%
60,000,000.00	EUR	2022 - 2071	0.7000%	2.1420%
25,000,000.00	EUR	2022 - 2086	1.5000%	2.4660%
65,000,000.00	EUR	2022 - 2120	0.8500%	2.3080%
11,772,700,000.00	EUR	Total		

The other financial liabilities to affiliated companies are due to ÖBB-Finanzierungsservice GmbH and mainly relate to liabilities from current financing amounting to approx. EUR 1252.9 million (py: approx. EUR 565.8 million). These liabilities are part of the cash flow fund.

Other financial liabilities relate to EUROFIMA loans of approx. EUR 87.9 million (py: approx. EUR 87.9 million), to accrued interest of approx. EUR 163.5 million (py: approx. EUR 188.9 million) and from derivative financial instruments of approx. EUR 196.8 million (py: approx. EUR 175.0 million). Of the derivative financial instruments, derivatives with a carrying amount of approx. EUR 6.0 million (py: approx. EUR 0.7 million) relate to hedging instruments.

In both financial years, the ÖBB-Infrastruktur Group fulfilled all obligations arising from the loan and credit agreements.

26. Provisions

ÖBB-Infrastruktur Group recognises provisions when an outflow of resources is probable, and the amount of the provision can be reliably estimated. A provision is recognised in the amount of the probable obligation. In the event of scenarios with equal probabilities, the expected amount determined according to the probability is recognised as provision.

26.1. Provisions for personnel

	Dec 31, 2022 in EUR million	Dec 31, 2021 in EUR million
Statutory severance payments	31.8	36.9
Pensions	0.8	1.1
Anniversary bonuses	116.7	132.9
Total	149.2	170.9

Apart from the exception of the actuarial gains or losses from the provision for statutory severance payments and pensions, all changes to personnel provisions that affect profit or loss are recognised in personnel expenses.

Actuarial assumptions

The following table shows the assumptions used in measuring the obligations for anniversary bonuses, severance payments and pensions:

	Dec 31, 2022	Dec 31, 2021
Discount rate severance payment	4.20%	1.30%
Discount rate pensions	4.20%	1.25%
Discount rate anniversary bonuses	4.10%	1.00%
Rate of compensation increase	5.20%	3.90%
Rate of pension payment increases	2.00%	2.00%
Employee turnover rate anniversary bonuses of tenured employees	0.00 - 1.29%	0.00 - 1.24%
Employee turnover rate anniversary bonuses of other workers and employees	0.00 - 7.61%	0.00 - 7.42%

The Group is usually exposed to the following actuarial risks relating to severance payments and anniversary bonuses: Interest rate risk and salary risk.

Interest rate risk: A decrease in the interest rate leads to an increase in provisions.

Salary risk: The present value of the provisions is determined on the basis of the future salaries of the beneficiary employees. As a result, increases in the salaries of the beneficiary employees lead to an increase in provisions.

Statutory severance payments

A provision for severance payments was recognised for severance claims arising from statutory and contractual regulations for those employees who are not tenured employees. As required by IAS 19, the actuarial calculation of the provision is performed using the projected unit credit method (PUC method), and on the biometric parameters of the Actuarial Association of Austria (AVÖ) 2018-P – mixed portfolio – actuarial assumptions for pension insurance.

Severance obligations to employees hired before 01.01.2003, are covered by defined benefit plans as described below. Following legal amendment, employees hired in Austria after 01.01.2003 are covered by a defined contribution plan. In this context, the ÖBB-Infrastruktur Group has paid approx. EUR 6.4 million and approx. EUR 5.5 million into the defined contribution pension plan (VBV Vorsorgekasse AG and APK-PENSIONSKASSE AG) in the years 2022 and 2021 respectively.

Upon retirement, eligible employees receive a severance payment equal to a multiple of their monthly base salary – based on their period of service – but no more than twelve monthly salaries. Upon termination of employment, up to three months' salaries are paid immediately, any benefit in excess of that amount being paid over a period not exceeding ten months. In the event of death, the employees' heirs are entitled to 50% of the severance payment.

The following table shows the components of net periodic severance costs for the period as well as the development of the provision for severance payments in the two reporting years:

	2022 in EUR million	2021 in EUR million
<i>Defined benefit commitments as of Jan 01</i>	<i>36.9</i>	<i>35.9</i>
Service cost	1.5	1.5
Interest cost	0.5	0.4
Subtotal recorded in the net income	2.0	1.9
Actuarial losses (+) / gains (-) from changes in demographic assumptions	0.0	0.0
Actuarial losses (+) / gains (-) from changes in financial assumptions	-8.2	0.0
Experience adjustments	2.1	0.1
Recognised in other comprehensive income	-6.1	0.1
Severance payments	-1.1	-0.8
Company sales and acquisitions as well as transfers in the ÖBB Group	0.1	-0.2
Present value of the commitments as of Dec 31	31.8	36.9

Provisions for severance payments of approx. EUR 1.5 million are due in 2023, approx. EUR 3.5 million are due in 2024 to 2028 and approx. EUR 26.8 million after 2028. The average term (duration) is 14.1 (py: 15.7) years.

The following sensitivity analysis for the provision of severance payments outlines the effect on the obligations of changes in key actuarial assumptions. In each case one significant factor was changed, while the others were held constant. In reality, however, it is unlikely that these factors are not in correlation. The calculation of the obligation using changed parameters is analogous to the calculation of the actual obligation using the projected unit credit method (PUC method) Projected unit credit method (PUC method) in accordance with IAS 19.

A change in the actuarial assumptions would have the following effect:

Sensitivity analysis of the provisions for severance payments	Change in assumption	Increase of the parameter/ change DBO		Decrease of the parameter/ change DBO		
		in %	2022 in EUR million	2021 in EUR million	2022 in EUR million	2021 in EUR million
Interest rate	+/-0.2		-0.9	-1.1	0.9	1.2
Salary increase	+/-0.2		0.8	1.1	-0.9	-1.1

Anniversary bonuses

Tenured and certain other employees (together "employees" in this context) are entitled to anniversary bonuses. Eligible employees receive two months' salary after 25 years of service and four months' salary after 40 years of service, in accordance with statutory and contractual provisions. Employees who have at least 35 years of service at the time of retirement are also paid a pro rata anniversary bonus of up to four months' salary.

As required by IAS 19, the actuarial calculation of the provision was based on the PUC method. It is based on the biometric actuarial bases of the Aktuarvereinigung Österreichs (the Actuarial Association of Austria) (AVÖ) 2018-P – for male and female employees – actuarial assumptions for pension insurance.

The provision is accrued over the service period with a deduction to reflect employees who leave the company prematurely. Actuarial gains and losses are recognised immediately in profit or loss in the period in which they occur.

The following table shows the components of the anniversary benefit expenses for the period and the development of the anniversary provisions in the two reporting years:

	2022 in EUR million	2021 in EUR million
<i>Defined benefit commitments as of Jan 01</i>	<i>132.9</i>	<i>136.1</i>
Service cost	6.9	6.7
Interest cost	1.3	0.7
Anniversary bonuses	-9.6	-10.7
Company sales and acquisitions as well as transfers in the ÖBB Group	-0.1	-0.4
Actuarial losses (+) / gains (-)	-19.7	-1.5
Experience adjustments	5.0	2.0
Present value of the commitments as of Dec 31	116.7	132.9

The average duration is 8.1 (py: 9.1) years.

A change in the actuarial assumptions would have the following effect:

Sensitivity analysis of the provisions for anniversary bonuses	Change in assumption in %	Increase of the parameter/ change DBO		Decrease of the parameter/ change DBO	
		2022 in EUR million	2021 in EUR million	2022 in EUR million	2021 in EUR million
		Interest rate	+/-0.2	-1.8	-2.3
Salary increase	+/-0.2	1.8	2.4	-1.8	-2.3

Pensions

Defined contribution plans

In Austria, pension benefits for employees are generally provided by the social insurance institutions and for railway employees by the Insurance Institution for Railways and Mining and, on the basis of § 52 of the Federal Railway Act, by the federal government. The ÖBB-Infrastruktur Group is legally obliged to pay contributions for pensions and health care for active tenured employees to the Insurance Institution for Railways and Mining. In addition, the ÖBB-Infrastruktur Group offers a defined contribution plan to all employees of the ÖBB-Infrastruktur Group in Austria. The company contributions are calculated as a percentage of remuneration and may not exceed 1.2%. The expenses of this plan in the years 2022 and 2021 amounted to approx. EUR 10.3 million and approx. EUR 3.2 million, respectively.

Defined contribution plans

A defined benefit pension plan (payments from the age of 60) exists for a former member of the Board of Management, for which the ÖBB-Infrastruktur Group has made payments since 2010. The plan, which is unfunded, provides pension payments that are a percentage of salary depending on years of service. The pension amounts to a maximum of 13.2% final salary, including the state pension. The measurement was based on actuarial principles assuming a discount factor of 4.20% (py: 1.25%) and a retirement age of 60.

26.2. Other provisions

in EUR million	As of Jan 01, 2022	Utilization	Release	Accretion expense	Additions	As of Dec 31, 2022
Environmental protection measures	33.6	-0.9	0.0	0.0	2.4	35.1
Asset retirement obligation	31.5	-2.7	-6.5	-1.0	0.0	21.3
Demolition cost and similar obligations	20.3	-2.6	-1.5	0.6	3.0	19.8
Indemnity pensions	2.4	-0.2	-0.1	0.1	0.0	2.2
Miscellaneous	177.0	-2.4	-5.0	7.2	12.4	189.2
Total other provisions	264.7	-8.8	-13.1	6.9	17.8	267.5
<i>thereof long-term</i>	<i>73.1</i>					<i>65.4</i>

The provision for environmental protection measures relates to expected remedial measures from soil contamination. It was recognised on the basis of the corresponding legal provisions with the probable expected expenses which resulted in a reversal in the amount of approx. EUR 0.0 million (py: approx. EUR 0.4 million).

The asset retirement obligation relates to future expenses in connection with the demolition and clearing of assets and the restoration of sites. These are railway lines that have already been closed or will be closed in the near future. This provision was only recognised for those routes whose decommissioning is sufficiently certain

The provision for demolition cost and similar obligations includes contractually agreed obligations for the removal of existing legal and technical encumbrances and similar obligations in connection with land sales that have already been concluded.

The obligations from indemnity pensions are measured on the basis of biometric accounting principles and discounted at a rate of 3.25% (py: 0.02%).

Miscellaneous other provisions mainly include provisions for legal disputes. Provisions for litigation are made for all identifiable litigation risks existing at the reporting date, based on management's best estimate. The provision relates to numerous litigations arising from the company's business operations. Provisions are also included for the recovery of infrastructure utilisation fees and traction current grid usage fees with regard to ongoing regulatory proceedings. As disclosure of information in accordance with IAS 37.92 could seriously affect the company's position in these proceedings, no information is provided on the amount of the provision or any contingent liabilities in excess of this amount. See Note 0 for the § Use of Estimates and Judgements in this regard.

Expected payment date for the provisions

Non-current provisions are discounted at interest rates of 3.17% to 3.44% (py: 0% to 0.43%) depending on the term, if applicable. Adjustments due to changes in the discount rate were insignificant. Of the other provisions, approx. EUR 65.4 million (py: approx. EUR 73.1 million) are classified as non-current. The payment date for these provisions is expected after 2023. The provisions classified as current are expected to result in a cash outflow in 2023, whereby mainly the provisions for legal disputes and parts of the provisions for environmental protection measures and decommissioning costs, clearance costs and similar obligations were classified as current. Should there be any uncertainties about the due date, the provisions in question were predominantly classified as current (mainly relates to the remaining other provisions).

27. Trade payables and other liabilities

2022			
in EUR million			
	Current	Non-current	Total
Trade payables	1,126.5	0.0	1,126.5
<i>thereof from affiliated companies</i>	181.5	0.0	181.5
<i>thereof to third companies</i>	945.0	0.0	945.0
Other liabilities	967.0	19.9	986.9
<i>thereof deferral of federal subsidies</i>	737.9	0.0	737.9
<i>thereof accrued personnel liabilities</i>	81.9	0.0	81.9
<i>thereof taxes</i>	23.3	0.0	23.3
<i>thereof social security</i>	19.1	0.0	19.1
<i>thereof income tax assessment</i>	5.7	0.0	5.7
<i>thereof miscellaneous liabilities</i>	99.1	19.9	119.0
Total	2,093.5	19.9	2,113.4

2021			
in EUR million			
	Current	Non-current	Total
Trade payables	842.3	0.0	842.3
<i>thereof from affiliated companies</i>	54.8	0.0	54.8
<i>thereof to third companies</i>	787.5	0.0	787.5
Other liabilities	1,305.8	20.3	1,326.1
<i>thereof deferral of federal subsidies</i>	1,104.3	0.0	1,104.3
<i>thereof accrued personnel liabilities</i>	71.7	0.0	71.7
<i>thereof taxes</i>	25.4	0.0	25.4
<i>thereof social security</i>	17.3	0.0	17.3
<i>thereof income tax assessment</i>	5.0	0.0	5.0
<i>thereof miscellaneous liabilities</i>	82.1	20.3	102.4
Total	2,148.1	20.3	2,168.4

Trade payables include liabilities with a remaining term of more than one year in the amount of approx. EUR 61.8 million (py: approx. EUR 64.7 million), which are nevertheless to be reported as current in accordance with IAS 1.70.

The accruals for personnel mainly include overtime and unused holidays amounting to approx. EUR 70.2 million (py: approx. EUR 63.5 million).

Other accruals and deferrals under other liabilities mainly include accrued income from building rights and rental agreements of approx. EUR 12.7 million (py: approx. EUR 12.9 million).

See Note 32 for further information on the accrual of federal grants.

C. OTHER NOTES TO THE CONSOLIDATED FINANCIAL STATEMENTS

28. Other guarantees and contingent liabilities

	2022 in EUR million	2021 in EUR million
Contingent liabilities from lease transactions	0.0	44.5
Other contingent liabilities	16.0	19.5
Total	16.0	64.0

Contingent liabilities from cross-border leasing

As of 31.12.2021 the contingent liabilities from leases transaction related to those cross-border leasing transactions with no economic substance and for which the associated assets and obligations were consequently not recognised in the financial statements. As of 31.12.2021, there were recourse claims against other companies in the ÖBB Group in this regard amounting to approx. EUR 44.5 million. Contingent liabilities no longer apply due to the dissolution of the last cross-border leasing transaction in 2022.

Other contingent liabilities disclosed relate to guarantees and uncertain liabilities, whereby the extent of the cash outflows depends on the future course of business.

29. Financial instruments

29.1. Risk management

The ÖBB-Infrastruktur-Group is subject to market (interest rate and currency), credit (creditworthiness of contractual partners) and liquidity risks. The Group views financial risk management as the management of market risks and the business management of the individual companies' portfolios with respect to interest rate, currency, and commodity price trends. ÖBB-Infrastruktur Group uses derivative financial instruments to hedge these risks. Derivative financial instruments are concluded only with reference to a hedged item.

A core task of risk management is to identify, measure, and mitigate financial risks. Risk mitigation does not mean completely eliminating financial risks, but rather the reasonable management within a precisely defined framework of risks that can be quantified at any time.

ÖBB-Holding AG, which carries out financial transactions except for hedging instruments for commodities in the name and for the account of ÖBB-Infrastruktur AG and its subsidiaries only after receiving the latter's approval and mandate, has established a risk-related control environment that includes, among other things, policies and procedures for the assessment of risks, approval, reporting and monitoring of financial instruments. Top priority in all financial activities is to protect the assets of the ÖBB-Infrastruktur Group.

29.2. Types of risk

Financial risks are defined as follows:

- 29.2.a. Interest rate risk
- 29.2.b. Currency risk
- 29.2.c. Credit risk
- 29.2.d. Liquidity risk

- 29.4. Commodity risks (electric power price fluctuations)

29.2.a. Interest rate risk

Risks from the exposure to changes of interest rates are risks to the profitability and the value of the ÖBB-Infrastruktur Group and may occur in the following forms:

- Interest payment risk (increased interest cost due to the market development)
- Present value risk (change in value of the portfolio)

Risks arising from changes in market interest rates may affect the financial result of the ÖBB-Infrastruktur Group due to the structure of its Consolidated Statement of Financial Position. It is therefore important to limit possible market interest rate fluctuations above a certain level, for example by using derivative financial instruments, to keep their impact on earnings development to a minimum.

The use of appropriate derivative instruments to manage interest risks (interest rate swaps) is based on portfolio analyses and recommendations by ÖBB-Holding AG and corresponding decisions by the companies of the ÖBB-Infrastruktur sub-Group. The ÖBB-Infrastruktur Group is exposed to interest rate risks mainly in the Eurozone. To implement the risk strategy as effectively as possible, it uses interest rate derivatives where necessary taking the present debt structure into account.

Financial instruments (current and non-current) Dec 31, 2022 in EUR million	Carrying amount financial instruments (see Note 29.5)	non-interest sensitive financial instruments	fixed interest financial instruments	variable interest financial instruments
Financial assets	716.5	528.8	187.7	0.0
Trade receivables	166.9	166.9	0.0	0.0
Other receivables and assets	75.5	75.5	0.0	0.0
Cash and cash equivalents	32.4	0.0	0.0	32.4
Total	991.3	771.2	187.7	32.4
<i>thereof from affiliated companies</i>	<i>199.5</i>	<i>62.2</i>	<i>106.0</i>	<i>31.4</i>
Financial liabilities	26,703.2	609.6	24,840.7	1,252.9
Trade payables	1,123.2	1,123.2	0.0	0.0
Other liabilities	771.8	771.8	0.0	0.0
Total	28,598.2	2,504.6	24,840.7	1,252.9
<i>thereof due to the Federal Government (OeBFA)</i>	<i>11,916.4</i>	<i>0.0</i>	<i>11,916.4</i>	<i>0.0</i>
<i>thereof from affiliated companies</i>	<i>1,435.6</i>	<i>182.7</i>	<i>0.0</i>	<i>1,252.9</i>

Financial instruments (current and non-current) Dec 31, 2021 in EUR million	Carrying amount financial instruments (see Note 29.5)	non-interest sensitive financial instruments	fixed interest financial instruments	variable interest financial instruments
Financial assets	584.7	488.6	96.1	0.0
Trade receivables	154.9	154.9	0.0	0.0
Other receivables and assets	42.4	42.4	0.0	0.0
Cash and cash equivalents	32.1	0.0	0.0	32.1
Total	814.1	685.9	96.1	32.1
<i>thereof from affiliated companies</i>	<i>105.2</i>	<i>74.8</i>	<i>0.0</i>	<i>30.4</i>
Financial liabilities	24,529.0	447.9	23,537.6	543.5
Trade payables	838.9	838.9	0.0	0.0
Other liabilities	1,133.1	1,128.5	0.0	4.6
Total	26,501.0	2,415.3	23,537.6	548.1
<i>thereof due to the Federal Government (OeBFA)</i>	<i>9,086.8</i>	<i>0.0</i>	<i>9,086.8</i>	<i>0.0</i>
<i>thereof from affiliated companies</i>	<i>596.8</i>	<i>56.0</i>	<i>0.0</i>	<i>540.8</i>

A fundamental reform of the main reference interest rates is being undertaken worldwide, including the replacement of some "Interbank Offered Rates" (IBORs) with alternative, almost risk-free interest rates (referred to as "IBOR reform"). There is uncertainty about the timing and methods of transition. EURIBOR can continue to be used as a reference interest rate without restriction. This allows market participants to continue using EURIBOR for existing contracts. ÖBB-Infrastruktur-Group assumes that EURIBOR will remain the reference interest rate for the foreseeable future (at least until 2025).

None of the current Group EURIBOR-linked credit agreements contain adequate and robust fallback clauses for a cessation of the reference rate. Various industry groups are working on corresponding fallback clauses for different instruments and EURIBORs, which the Group will implement as appropriate. The Group has been closely monitoring the market and the outcomes of the various industry working groups that are managing the transition to the new reference rates. This includes announcements by the relevant supervisory authorities. In response, there will be ongoing coordination with commercial banks, discussions with SAP consultants regarding implementation of fallback clauses as well as interaction with the Treasury interest lobby group are being perused.

Sensitivity analysis for interest rate risk

IFRS 7 requires a sensitivity analysis for market risks, showing how profit or loss and equity would be affected by hypothetical changes in market interest rates. The effects in each period are determined by applying the hypothetical changes in the risk variables to the portfolio of financial instruments at the reporting date. For the purpose of the sensitivity analysis, the portfolio at the reporting date is assumed to be representative for the entire year.

Fluctuations in the market interest rates levied on original fixed interest financial instruments only affect profit or loss if measured at fair value. Accordingly, fixed interest financial instruments measured at amortised cost are not exposed to any interest rate risks.

Market interest rate fluctuations of original variable interest financial instruments, for which interest payments are not hedged against interest rate risks with cash flow hedges, are included in the calculation of profit-related sensitivities.

Market interest rate changes of derivative financial instruments that are not included in a hedging relationship according to IFRS 9 have an impact on other financial expenses and income (changes in the fair value on financial assets) and are therefore included in the profit-related sensitivity calculations.

Sensitivity analysis interest rate risk as of Dec 31, 2022 in EUR million	Effect in income statement		Effect in shareholders' equity	
	+100 base points	-100 base points	+100 base points	-100 base points
Assets				
Cash and cash equivalents	0.9	-0.1	0.0	0.0
Liabilities				
Financial liabilities	-12.5	12.5	0.0	0.0

Sensitivity analysis interest rate risk as of Dec 31, 2021 in EUR million	Effect in income statement		Effect in shareholders' equity	
	+100 base points	-100 base points	+100 base points	-100 base points
Assets				
Cash and cash equivalents	0.9	0.0	0.0	0.0
Liabilities				
Financial liabilities	-5.4	5.3	0.1	0.0

The clearing balances with ÖBB-Finanzierungsservice GmbH reported in cash and cash equivalents have a minimum interest rate of 0% until September 2022; negative interest was not charged.

As of 31.12.2022 and 31.12.2021 there were no interest rate derivatives designated in a hedging relationship.

29.2.b. Currency risk

The ÖBB-Infrastruktur Group is exposed to exchange rate risks resulting primarily from original financial liabilities denominated in foreign currencies. As of the reporting date, the ÖBB-Infrastruktur Group was not exposed to any significant risks relating to foreign currency liabilities.

All cash flows (lease payments and returns on assets) relating to cross-border leases are settled with matching maturities in US dollars. Notwithstanding default on the investments, therefore, the ÖBB-Infrastruktur Group is not exposed to any currency risk in connection with these transactions.

The following table shows the net foreign currency risk:

Currency-sensitive financial instruments	2022 in USD million	2021 in USD million
Other financial assets	87.0	109.0
Other financial liabilities	-95.0	-115.0
Net exchange rate risk	-8.0	-6.0

Sensitivity analysis for interest rate risk

Accordingly, the ÖBB-Infrastruktur Group was only exposed to currency risks from unhedged foreign currency liabilities to a minor extent in both financial years. Should the euro have appreciated (depreciated) by 10% against the US dollar, there would have been no material impact on earnings at either date of financial position.

29.2.c. Credit risk

Counterparty credit risk describes the potential loss from failure by financial partners to honour their financial commitments (primarily money market transactions, investments, positive present value derivatives). Compliance with the limits underlying the counterparty credit risk management system that are individually assigned to each financial partner are checked daily. ÖBB-Infrastruktur Group conducts business only with financial partners with a defined rating and objective risk classification by the capital market.

The ÖBB-Infrastruktur Group has introduced a counterparty risk management system in which limit determination and allocation of limits are primarily based on the evaluation of credit default swap data from ÖBB Holding Group financial partners. This ensures the Group's ability to respond rapidly to any changes in the capital markets' risk assessment of the financial partner. The applicable limits and their utilisation are monitored daily to ensure timely, risk-focused response to market disruptions.

As of 31.12.2021, counterparty risks exist in connection with cross-border leasing. For cross border leasing transactions, security deposits, payment undertaking agreements and swaps were concluded with financial partners for lease installments during the term and the acquisition cost at the end of the term. See Note 0 for more information on cross-border leases.

The financial assets of the ÖBB-Infrastruktur Group mainly comprise cash and cash equivalents, trade receivables, other receivables and securities. These items represent the maximum exposure of the ÖBB-Infrastruktur Group to credit risk with respect to the financial assets.

The credit risk is composed as follows:

Credit risk from financial instruments in EUR million	Gross exposure (carrying amount plus impairment)	less collateral (Fair Value)	Net exposure
Total exposure 2022			
Financial assets	716.4	0.0	716.4
Trade receivables	183.8	-3.1	180.7
Other receivables and assets	75.9	0.0	75.9
Cash and cash equivalents	32.4	0.0	32.4
Risk current and non-current assets	1,008.4	-3.1	1,005.4
Credit risk from issued guarantees	16.0	0.0	16.0
Total credit risk as of Dec 31, 2022	1,024.4	-3.1	1,021.4
Total exposure 2021			
Financial assets	584.7	0.0	584.7
Trade receivables	174.8	-26.7	148.1
Other receivables and assets	42.8	0.0	42.8
Cash and cash equivalents	32.1	0.0	32.1
Risk current and non-current assets	834.3	-26.7	807.6
Credit risk from issued guarantees	64.0	-44.5	19.5
Total credit risk as of Dec 31, 2021	898.3	-71.2	827.1

See Note 20 with regard to the maturities of the receivables. The collateral for trade receivables consists of escrow deposits for real estate development projects.

29.2.d. Liquidity risk

The primary goal of the ÖBB-Infrastruktur Group in financial terms is to secure the necessary liquidity for all companies in the ÖBB-Infrastruktur Group. For the ÖBB-Infrastruktur Group liquidity risk also means any restriction on its ability to borrow and raise capital (for example, due to a lower credit rating from a rating agency or an internal bank rating) in terms of volume and conditions for the provision of financial resources, which could impair the implementation of the corporate strategy or the financial flexibility.

The task thus consists of analysing the liquidity risk and consistently securing liquidity (mainly by liquidity planning, agreement of sufficient credit lines, and sufficient diversification of creditors). The following tables show the contractually agreed (undiscounted) interest and redemption payments on original and derivative financial liabilities. Actually expected maturities do not deviate from the contractually agreed maturities.

Reconciliation of carrying amounts with original and financial liabilities as of Dec 31, 2022 in EUR million	Carrying amount of current liabilities	Carrying amount of non-current liabilities	Total	less non-financial instruments	Financial instruments	Original financial liabilities	Derivative financial liabilities
Bonds	1,000.0	7,883.3	8,883.3	0.0	8,883.3	8,883.3	0.0
Liabilities to banks	9.1	3,919.2	3,928.3	0.0	3,928.3	3,928.3	0.0
Finance lease and CBL liabilities	16.1	225.9	242.0	0.0	242.0	242.0	0.0
Other financial liabilities	1,807.3	11,842.3	13,649.6	0.0	13,649.6	13,452.8	196.8
Trade payables	1,126.5	0.0	1,126.5	3.3	1,123.2	1,123.2	0.0
Other liabilities	967.0	19.9	986.9	215.1	771.8	771.8	0.0
	4,926.0	23,890.6	28,816.6	218.4	28,598.2	28,401.4	196.8

Reconciliation of carrying amounts with original and financial liabilities as of Dec 31, 2021 in EUR million	Carrying amount of current liabilities	Carrying amount of non-current liabilities	Total	less non-financial instruments	Financial instruments	Original financial liabilities	Derivative financial liabilities
Bonds	1,498.6	8,878.9	10,377.5	0.0	10,377.5	10,377.5	0.0
Liabilities to banks	14.8	3,930.9	3,945.7	0.0	3,945.7	3,945.7	0.0
Finance lease and CBL liabilities	8.6	88.9	97.5	0.0	97.5	97.5	0.0
Other financial liabilities	909.0	9,199.3	10,108.3	0.0	10,108.3	9,933.4	175.0
Trade payables	842.3	0.0	842.3	3.4	838.9	838.9	0.0
Other liabilities	1,305.8	20.3	1,326.1	193.0	1,133.1	1,133.1	0.0
	4,579.1	22,118.3	26,697.4	196.4	26,501.0	26,326.1	175.0

in EUR million	Carrying amount Dec 31, 2022	non-cash Carrying amount Dec 31, 2021	Carrying value of 2023 cash flows		Carrying value of 2024-2027 cash flows		Carrying value of 2028 et seq. cash flows	
			Interest *) 2023	Redemption *) 2023	Interest 2024-2027	Redemption 2024-2027	Interest 2028 et seq.	Redemption 2028 et seq.
Original financial liabilities								
Bonds	8,883.3	0.0	266.5	1,000.0	794.7	3,557.2	836.3	4,326.1
Liabilities to banks	3,928.3	0.0	104.8	9.1	387.3	575.2	437.2	3,344.0
Finance lease and CBL liabilities	242.0	0.0	4.2	16.1	14.7	55.8	23.9	170.1
Other financial liabilities	13,452.8	24.9	85.6	1,443.7	326.5	1,879.5	3,054.4	9,934.3
Trade payables	1,123.2	0.0	0.0	1,061.4	0.0	61.8	0.0	0.0
Other liabilities	771.8	0.0	0.0	771.8	0.0	0.0	0.0	0.0
Total	28,401.4	24.9	461.1	4,302.1	1,523.2	6,129.5	4,351.8	17,774.5

*) Other financial liabilities include liabilities from accrued interest payments for bonds and liabilities to credit institutions. The actual interest payments 2022 from these accrued liabilities are reported in the line Bonds and Liabilities to Banks and not in Other Financial Liabilities.

in EUR million	Carrying amount Dec 31, 2021	non-cash Carrying amount Dec 31, 2021	Carrying value of 2022 cash flows		Carrying value of 2023-2026 cash flows		Carrying value of 2027 et seq. cash flows	
			Interest *) 2022	Redemption *) 2022	Interest 2023-2026	Redemption 2023-2026	Interest 2027 et seq.	Redemption 2027 et seq.
Original financial liabilities								
Bonds	10,377.5	0.0	339.6	1,498.6	920.3	4,552.4	977.1	4,326.5
Liabilities to banks	3,945.7	0.0	105.1	14.8	402.1	378.0	526.3	3,552.9
Finance lease and CBL liabilities	97.5	20.4	0.6	8.6	2.1	27.1	1.5	41.4
Other financial liabilities	9,933.4	22.0	65.2	541.1	259.7	378.0	2,860.3	8,796.8
Trade payables	838.9	0.0	0.0	774.2	0.0	64.7	0.0	0.0
Other liabilities	1,133.1	0.0	0.0	1,133.1	0.0	0.0	0.0	0.0
Total	26,326.1	42.4	510.5	3,970.4	1,584.2	5,400.2	4,365.2	16,717.6

*) Other financial liabilities include liabilities from accrued interest payments for bonds and liabilities to credit institutions. The actual interest payments 2021 from these accrued liabilities are reported in the line Bonds and Liabilities to Banks and not in Other Financial Liabilities.

The aforementioned interest payments and repayments of financial liabilities due not include those from existing cross-border leasing transactions (until 31.12.2021) or residual items from already terminated cross-border leasing transactions amounting to approx. EUR 24.9 million (py: approx. EUR 42.4 million). These repayments and interest payments are offset by identical cash inflows and are netted in the cash flow, as the payments due not effected the bank accounts of the ÖBB-Infrastruktur Group. Proceeds from the assets are instead transferred directly from the debtor to the creditor.

in EUR million	Carrying amount Dec 31, 2022	Cash flows 2023		Cash flows 2024-2027		Cash flows 2028 et seq.	
		Interest 2023	Redemption 2023	Interest 2024-2027	Redemption 2024-2027	Interest 2028 et seq.	Redemption 2028 et seq.
Derivative financial liabilities							
Interest rate derivatives not designated as hedges	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Power derivatives – Cash flow hedges	6.0	0.0	0.0	0.0	50.9	0.0	0.0
Other derivatives not designated as hedges	190.8	0.0	276.5	0.0	32.2	0.0	0.0
Total	196.8	0.0	276.5	0.0	83.1	0.0	0.0
Financial guarantees							
Other guarantees	16.0	0.0	5.1	0.0	5.5	0.0	5.4

in EUR million	Carrying amount Dec 31, 2021	Cash flows 2022		Cash flows 2023-2026		Cash flows 2027 et seq.	
		Interest	Redemp- tion	Interest	Redemp- tion	Interest 2027 et seq.	Redemp- tion 2027 et seq.
Derivative financial liabilities							
Interest rate derivatives not designated as hedges	0.9	0.8	0.0	0.0	0.0	0.0	0.0
Power derivatives – Cash flow hedges	0.7	0.0	0.0	0.0	10.5	0.0	0.0
Other derivatives not designated as hedges	173.4	0.0	0.1	0.0	4.6	0.0	0.0
Total	175.0	0.8	0.1	0.0	15.1	0.0	0.0
Financial guarantees							
Other guarantees	19.5	0.0	11.9	0.0	7.6	0.0	0.0

The table includes all financial instruments held in the portfolio as of the reporting date for which payments have already been contractually agreed. Estimated payments for future new liabilities were not included in future cash flows. Foreign currency amounts were translated using the rate prevailing on the reporting date. Variable interest payments from the financial instruments were determined on the basis of the interest rates existing on 31.12.2022 and 31.12.2021.

The following disbursements are to be assumed with regard to derivative financial assets:

in EUR million	Carrying amount Dec 31, 2022	Cash flows 2023	Cash flows 2024-2027	Cash flows 2028 et seq.
Power derivatives not designated as hedges	223.1	100.7	18.9	0.0
Power derivatives – Cash flow hedges	295.7	64.5	133.4	0.0
Total	518.8	165.2	152.3	0.0

in EUR million	Carrying amount Dec 31, 2021	Cash flows 2022	Cash flows 2023-2026	Cash flows 2027 et seq.
Power derivatives not designated as hedges	194.5	81.8	18.1	0.0
Power derivatives – Cash flow hedges	284.3	74.8	115.3	0.0
Total	478.8	156.6	133.4	0.0

29.3. Hedging transactions

Hedge accounting

The ÖBB-Infrastruktur Group applies the hedge accounting regulations in accordance with IFRS 9 (Hedge Accounting) to hedges of assets and liabilities and future cash flows. This reduces volatilities in the Consolidated Income Statement. A distinction is made between fair value hedges and cash flow hedges, depending on the type of underlying hedged item.

The effective portion of the change in the fair value of the hedging instrument for cash flow hedges is initially recognised in other comprehensive income in equity and reclassified to profit or loss at the time the expected hedged cash flows affect profit or loss. Fair value hedges, on the other hand, require the carrying amount of the underlying hedged item to be adjusted for changes in the fair value of the hedged risk through profit or loss.

The ÖBB-Infrastruktur Group meets the requirements of IFRS 9 for hedge accounting as follows:

At the inception of the hedge, the relationship between hedging instrument and underlying hedged item, and the reason for the hedge are documented. This includes both the specific allocation of hedging instruments to the hedged assets and liabilities and planned transactions as well as the assessment of effectiveness of the hedging instruments. Existing hedging measures are reviewed on an ongoing basis to ensure that the requirements for hedge effectiveness continue to be met. Should this not be the case and a recalibration of the hedge relationship is not possible, or the hedging instrument expires or is sold or terminated, then the hedge relationship is terminated.

The ÖBB-Infrastruktur Group also conducts hedging transactions which are not in compliance with the formal requirements of IFRS 9 but which contribute to economically effective hedging of financial risks in accordance with the principles of the risk management.

29.4. Commodity risks

The Power Supply Management/Energy Sector division of ÖBB-Infrastruktur AG is responsible for the procurement of grid-based energy sources and energy-related products (emission certificates, guarantees of origin) in the ÖBB Group. All of these products are either supplied to internal or external customers or used to operate the 16.7 Hz traction current network. Price fluctuations of these products influence the expenses of the ÖBB-Infrastruktur Group and thus represent a market risk. The ÖBB-Infrastruktur Group is strongly affected by electricity price volatility, since about two thirds of the required traction current and all the electricity to supply the operating facilities (stations, etc.) are purchased on the electric power market. The risk management strategy therefore provides for price hedging.

A significant risk in the procurement of energy is the fluctuation of market prices. This is particularly important in view of the fact that the sales prices for traction current and the tariffs for operating facilities for each calendar year have to be fixed in the fourth quarter before the start of deliveries while the tariffs for the use of the traction current grid need to be announced for the first time at least one year earlier. It is therefore particularly relevant for the ÖBB-Infrastruktur Group to have already hedged or fixed the prices in advance. Prices are hedged by concluding forward contracts for the planned purchase volumes for traction current, energy losses and operating equipment. In addition to hedge price, hedging also serves to increase planning reliability, which is necessary as a basis for price calculation.

The ÖBB-Infrastruktur Group resolved to implement a long-term rolling hedge in view of the procurement strategies and to diversify risks. The defined procurement period varies depending on the underlying hedged items (up to three years for energy). A certain percentage of the quantity to be procured (a required coverage, the target purchase quantity) must be purchased at defined points in time for each procurement year by the energy industry portfolio management. An upper and lower quantity corridor has been defined to incorporate the price expectation of the portfolio management in the procurement. There is the possibility to hedge more or less quantity than the target purchase quantity within the lower and upper corridors, depending on the price expectation. This corridor ceases to apply at the end of the procurement period, i.e. the target purchase quantity corresponds to 100% coverage.

29.4.1. Cash flow hedges

The ÖBB-Infrastruktur Group has concluded electric power forward purchase contract (long-term procurement contracts, electric power forward contracts on the purchasing side). These electric power forward purchase contract serve to hedge the electric power procurement price for the planned purchase volumes, taking into account the management of the generation portfolio and the long-term purchase contracts. The forward purchase contracts are conducted on the OTC market (forwards). The cash flow changes of the planned electric power purchases resulting from the change in the electric power price are offset by the cash flow changes forward contracts, which were to be classified as derivatives according to IFRS 9. The purpose of the hedging transaction is to fix the variable electric power prices of the electric power purchases planned. Should purchase contracts be closed by offsetting transactions after the final purchase contracts have been negotiated, both transactions are recognised at fair value through profit or loss. The amount recognised in other comprehensive income until closing is transferred to profit or loss upon settlement of the forward contract (operating facilities settled).

In the case of electric power forward contracts designated as cash flow hedges, ÖBB-Infrastruktur AG only designates the price component of the expected future procurement related to the European Energy Exchange Settlement Price as hedged risk. The hedged risk component has historically covered 100% of the changes in the fair value of the underlying transaction. The electric power price zone separation into the areas of Germany and Austria as of 01.10.2018 means that the hedge no longer covers the transport surcharge.

The ÖBB-Infrastruktur Group hedges approx. 1,200 GWh per delivery year on a rolling basis over three years for the purchase of traction current and energy losses as well as approx. 310 GWh for operating facilities.

Derivatives with a positive fair value are reported in current or non-current financial assets, depending on the maturity (Note 18). Derivatives with a negative fair value are reported in current or non-current financial liabilities depending on the maturity (Note 25).

Power derivatives designated as hedges Dec 31, 2022			Nominal volume (contract price)	Average exercise price	Fair value
Maturity	Number of forwards	MWh	in EUR million	in EUR million	in EUR million
Portfolio	193	2,523,888	248.8		289.7
<i>thereof maturing 2023</i>	<i>63</i>	<i>1,058,040</i>	<i>64.5</i>	<i>61.0</i>	<i>185.7</i>
<i>thereof maturing 2024</i>	<i>96</i>	<i>1,071,648</i>	<i>128.7</i>	<i>120.1</i>	<i>96.1</i>
<i>thereof maturing 2025</i>	<i>34</i>	<i>394.200</i>	<i>55.6</i>	<i>141.1</i>	<i>7.9</i>

Power derivatives designated as hedges Dec 31, 2021			Nominal volume (contract price)	Average exercise price	Fair value
Maturity	Number of forwards	MWh	in EUR million	in EUR million	in EUR million
Portfolio	539	3,273,158	200.7		283.5
<i>thereof maturing 2022</i>	<i>289</i>	<i>1,322,360</i>	<i>74.8</i>	<i>56.6</i>	<i>193.4</i>
<i>thereof maturing 2023</i>	<i>203</i>	<i>1,353,558</i>	<i>84.9</i>	<i>62.7</i>	<i>79.2</i>
<i>thereof maturing 2024</i>	<i>45</i>	<i>570.960</i>	<i>38.8</i>	<i>68.0</i>	<i>11.0</i>
<i>thereof maturing 2025</i>	<i>2</i>	<i>26.280</i>	<i>2.2</i>	<i>82.6</i>	<i>0.1</i>

In principle, the effectiveness of every derivative designated as a hedging instrument is subject to a prospective effectiveness measurement and is also tested at each reporting date in order to determine the effectiveness of the hedge relationship and to ascertain any potential ineffectiveness. Ineffectiveness is measured by comparing the cumulative changes in the fair value of the designated hedging instruments since the designation of the hedging relationship and the cumulative changes in the fair value of the underlying hedged item in relation to the hedged risk. A hypothetical derivative is formed to determine the cumulative changes in the fair value of the underlying hedged item in relation to the risk of changes in the European Energy Exchange Settlement price.

Inefficiencies may result from the fact that the concluded procurement transactions may be based on different load profiles and that quantity deviations may arise in the context of cascading and profiling, as the hypothetical derivative does not change in this case. Furthermore, ineffectiveness may arise if the credit risk of the trading partner differs significantly from that of ÖBB-Infrastruktur AG. In addition, reductions in the planned purchase quantity may lead to short-term excess collateralisation, which, however, compensates over time.

The fair value of the electric power purchase forwards as of the reporting date is determined on the basis of European Energy Exchange futures quotations, discounted using current interest rate curves.

Amounts reclassified from other comprehensive income to profit or loss are recognised in cost of materials.

The accumulated other comprehensive income from the electric power forwards designated as cash flow hedges is as follows:

Power forwards in EUR million	CFH	CFH closed	OCI total	Deferred tax	OCI after tax
<i>As of Dec 31, 2020</i>	<i>9.8</i>	<i>-1.1</i>	<i>8.8</i>	<i>2.2</i>	<i>6.6</i>
Traction power	310.4	0.0	310.4	77.6	232.8
Forwards for operating facilities	19.9	0.0	19.9	5.0	14.9
Forwards for operating facilities closed	-6.2	6.2	0.0	0.0	0.0
Transfer to income statement 2021	-50.9	1.0	-49.9	-12.5	-37.4
As of Dec 31, 2021	283.0	6.2	289.2	72.3	216.9
Traction power	204.7	0.0	204.7	51.2	153.6
Forwards for operating facilities	57.2	0.0	57.2	14.3	42.9
Forwards for operating facilities closed	-59.5	59.5	0.0	0.0	0.0
Transfer to income statement 2022	-195.7	-4.9	-200.6	-54.8	-145.8
As of Dec 31, 2022	289.7	60.8	350.5	83.0	267.5

See Note 13 for more information on the deferred taxation.

29.4.2. Other electric power derivatives

The following table shows the maturity of those forwards that are concluded for hedging purposes but do not in comply with the formal requirements of IFRS 9 for cash flow hedges due to, among other factors, fluctuations in the actual volume of consumption.

Power derivatives not designated as hedges Dec 31, 2022	Number of forwards		Nominal volume	Average exercise price	Fair value
Maturity	Purchases	MWh	in EUR million	in EUR million	in EUR million
Portfolio	744	1,884,344	423.9		41.6
<i>thereof maturing 2023</i>	<i>600</i>	<i>1,642,004</i>	<i>377.1</i>	<i>229.7</i>	<i>31.8</i>
<i>thereof maturing 2024</i>	<i>143</i>	<i>233.580</i>	<i>45.4</i>	<i>194.4</i>	<i>9.8</i>
<i>thereof maturing 2025</i>	<i>1</i>	<i>8.760</i>	<i>1.3</i>	<i>153.0</i>	<i>0.1</i>

Power derivatives not designated as hedges Dec 31, 2022	Number of forwards		Nominal volume	Average exercise price	Fair value
Maturity	Sales	MWh	in EUR million	in EUR million	in EUR million
Portfolio	84	1,553,158	359.9		-4.8
<i>thereof maturing 2023</i>	<i>65</i>	<i>1,375,426</i>	<i>318.9</i>	<i>231.9</i>	<i>-6.5</i>
<i>thereof maturing 2024</i>	<i>19</i>	<i>177.732</i>	<i>41.1</i>	<i>231.1</i>	<i>1.7</i>

Power derivatives not designated as hedges Dec 31, 2021	Number of forwards		Nominal volume	Average exercise price	Fair value
Maturity	Purchases	MWh	in EUR million	in EUR million	in EUR million
Portfolio	403	1,527,959	99.7		194.5
<i>thereof maturing 2022</i>	<i>381</i>	<i>1,256,351</i>	<i>81.4</i>	<i>64.8</i>	<i>179.8</i>
<i>thereof maturing 2023</i>	<i>20</i>	<i>254.040</i>	<i>17.3</i>	<i>68.1</i>	<i>14.2</i>
<i>thereof maturing 2024</i>	<i>2</i>	<i>17.568</i>	<i>1.0</i>	<i>59.4</i>	<i>0.5</i>

Power derivatives not designated as hedges Dec 31, 2021	Number of forwards		Nominal volume	Average exercise price	Fair value
Maturity	Sales	MWh	in EUR million	in EUR million	in EUR million
Portfolio	73	1,552,898	109.6		-168.7
<i>thereof maturing 2022</i>	<i>61</i>	<i>1,129,274</i>	<i>81.3</i>	<i>72.0</i>	<i>-146.0</i>
<i>thereof maturing 2023</i>	<i>11</i>	<i>420.480</i>	<i>28.0</i>	<i>66.6</i>	<i>-22.6</i>
<i>thereof maturing 2024</i>	<i>1</i>	<i>3.144</i>	<i>0.3</i>	<i>89.1</i>	<i>-0.1</i>

Derivatives with a positive fair value are reported in current financial assets (Note 18). Derivatives with a negative fair value are reported in financial liabilities (Note 25). Changes in the fair value of power derivatives without a hedging relationship are recognised in profit or loss under other financial result.

29.4.3. Electricity derivatives sensitivity

An increase or reduction in the electricity price by 10% with no change in the assessment of the credit risk and the interest component would lead to an increase or reduction in the other comprehensive income of approx. EUR 29.0 million and an increase or reduction in the financial income in the income statement of approx. EUR 3.7 million. These amounts are prior to the consideration of income taxes.

29.5. Additional disclosures in accordance with IFRS 7

Capital management

The financial management of the ÖBB-Infrastruktur Group aims to maintain an excellent credit rating. Due to the special situation and the legally defined task of the company, as well as the agreement of the public sector to subsidise infrastructure investments (both construction as well as operation and maintenance) not covered by the earnings generated by the company, the capital structure is managed primarily by applying key figures that measure indebtedness and are compared to the respective budgeted figures. In principle, the financing requirements are determined in the annual planning process, taking into account the repayments over the next few years, the planned capital expenditure, the grants provided by the federal government and the operating cash flow. The resulting financing needs are covered in the short term by credit lines or the Group internal cash pool and in the long term by external financing. The company defines equity as share capital, reserves, profit earned. The managed equity amounts to EUR approx. 1,793.3 million as of 31.12.2022 (py: approx. EUR 1,736.5 million).

Additional disclosures regarding the financial instruments

Cash and cash equivalents, trade receivables as well as other financial receivables mostly have short remaining maturity. Accordingly, their carrying amounts as of the reporting date approximate the fair value. The fair values of other non-current receivables are equivalent to the present values of the cash flows associated with the assets discounted at the applicable interest rates.

The carrying amounts of trade payables and other financial liabilities approximate their fair values. Non-current other receivables and assets or non-current other liabilities and debts are essentially non-financial instruments. The fair values of liabilities to banks and other financial liabilities are determined as the present values of the payments associated with the liabilities, based on the applicable interest rate curve. The non-financial instruments and the financial instruments from hedge accounting are presented in a separate column in the reconciliation below in order to enable the reconciliation with the carrying amount of the item.

The fair values of the relevant items on the statement of financial position stated in the tables below relate solely to the financial instruments. All financial assets and liabilities are measured consistently according to Level 2, with the exception of the item cash and cash equivalents and the issued bonds with an ISIN number, which are reported under financial liabilities. Level 2 measurement are based on input parameters – other than the quoted prices included at Level 1 – that are either directly or indirectly observable on the market for the asset or liability. The fair value of long-term financial instruments is based on discounted cash flows.

The fair values of the issued bonds with an ISIN number of approx. EUR 8,802.1 million (py: approx. EUR 12,146.7 million) is the quoted market price. Of this amount, unadjusted quoted prices are available for approx. EUR 8,802.1 million (py: approx. EUR 12,146.7 million) (Level 1 measurement). Level 1 fair values are those resulting from quoted prices (unadjusted) in active markets for identical financial assets or liabilities. The source for the quotations is Reuters. The bonds were issued through the stock exchanges in Luxembourg and Vienna. The fair value of the bonds with CUSIP numbers initially issued in 2015 is approx. EUR 57.6 million (py: approx. EUR 58.6 million). These were determined using a measurement model based on market parameters in accordance with Level 2.

Financial assets as of Dec 31, 2022 in EUR million	Carrying amount	less non- financial instruments	Financial instruments	FVtPL equity instruments	Mandatory at FVtPL	At Amortised Cost	Cash	Hedge Accounti ng	Fair Value
Non-current assets									
Financial assets	301.1	0.0	301.1	1.5	0.0	189.6	0.0	110.0	301.1
Other receivables and assets	77.6	77.0	0.6	0.0	0.0	0.6	0.0	0.0	0.6
Current assets									
Financial assets	415.4	0.0	415.4	0.0	223.1	6.6	0.0	185.7	415.4
Trade receivables	189.8	22.9	166.9	0.0	0.0	166.9	0.0	0.0	166.9
Other receivables and assets	351.2	276.3	74.9	0.0	0.0	74.9	0.0	0.0	74.9
Cash and cash equivalents	32.4	0.0	32.4	0.0	0.0	0.0	32.4	0.0	32.4
Total carrying amount per category				1.5	223.1	438.6	32.4	295.7	

Financial liabilities as of Dec 31, 2022 in EUR million	Carrying amount	Less non- financial instruments	Financial instruments	At Amortised Cost	At Fair Value through Profit and Loss (Held for Trading)	Hedge Accounting	Leasing	Fair Value *)
Non-current liabilities								
Financial liabilities	23,870.7	0.0	23,870.7	23,638.8	0.0	6.0	225.9	20,654.2
Other liabilities	19.9	19.9	0.0	0.0	0.0	0.0	0.0	0.0
Current liabilities								
Financial liabilities	2,832.5	0.0	2,832.5	2,625.6	190.8	0.0	16.1	2,816.0
Trade payables	1,126.5	3.3	1,123.2	1,123.2	0.0	0.0	0.0	1,123.2
Other liabilities	967.0	195.2	771.8	771.8	0.0	0.0	0.0	771.8
Total carrying amount per category				28,159.4	190.8	6.0	242.0	

*) The fair values stated for the financial liabilities exclude any values for leasing liabilities.

Financial assets as of Dec 31, 2021 in EUR million	Carrying amount	less non- financial instruments	Financial instruments	FVtPL equity instruments	Mandatori- ly at FVtPL	At Amortised Cost	Cash	Hedge Account- ing	Fair Value
Non-current assets									
Financial assets	192.3	0.0	192.3	0.8	0.0	100.6	0.0	90.9	192.3
Other receivables and assets	89.3	89.1	0.2	0.0	0.0	0.2	0.0	0.0	0.2
Current assets									
Financial assets	392.4	0.0	392.4	0.0	194.5	4.5	0.0	193.4	392.4
Trade receivables	173.6	18.7	154.9	0.0	0.0	154.9	0.0	0.0	154.9
Other receivables and assets	283.3	241.1	42.2	0.0	0.0	42.2	0.0	0.0	42.2
Cash and cash equivalents	32.1	0.0	32.1	0.0	0.0	0.0	32.1	0.0	32.1
Total carrying amount per category				0.8	194.5	302.4	32.1	284.3	

Financial liabilities as of Dec 31, 2021 in EUR million	Carrying amount	Less non- financial instruments	Financial instruments	At Amortised Cost	At Fair Value through Profit and Loss (Held for Trading)	Hedge Accounting	Leasing	Fair Value *)
Non-current liabilities								
Financial liabilities	22,098.0	0.0	22,098.0	22,024.2	4.6	0.7	68.5	25,826.5
Other liabilities	20.3	20.3	0.0	0.0	0.0	0.0	0.0	0.0
Current liabilities								
Financial liabilities	2,431.0	0.0	2,431.0	2,252.7	169.7	0.0	8.6	2,464.0
Trade payables	842.3	3.4	838.9	838.9	0.0	0.0	0.0	838.9
Other liabilities	1,305.8	172.7	1,133.1	1,133.1	0.0	0.0	0.0	1,133.1
Total carrying amount per category				26,248.9	174.3	0.7	77.1	

*) The fair values stated for the financial liabilities exclude any values for leasing liabilities.

Offsetting of financial instruments

In accordance with the regulations of IFRS 7.13C, actual offsetting amounts in the statement of financial position and potential offsetting amounts have to be disclosed. As there are no agreements regarding actual netting, the following tables only show the potential offsetting amounts from electric power derivatives based on netting agreements and other agreements with contractual partners.

As of Dec 31, 2022 in EUR million	Gross carrying amount reported	Potential offset amount not reported in the financial statement	Net amount after potential offsetting
Power derivative assets	223.1	-59.7	163.4
Power derivative liabilities	-186.3	59.7	-126.6

As of Dec 31, 2021 in EUR million	Gross carrying amount reported	Potential offset amount not reported in the financial statement	Net amount after potential offsetting
Power derivative assets	194.5	-108.3	86.2
Power derivative liabilities	-168.8	108.3	-60.5

Notes to the Consolidated Income Statement and Consolidated Statement of Financial Position

The interest results that are not derived from financial instruments according to the categories of IFRS 9 are composed primarily of the compounding of other provisions.

Net financial results by measurement categories

The net profit by measurement category is presented in the following schedule:

Result of subsequent measurement

Dec 31, 2022 in EUR million	Interest income / expenses	At fair value	Foreign currency translation	Impairment/ appreciation	Result from disposal	Result from investments	Other
Financial Assets at amortised cost (FAAC)	10.8	0.0	8.5	0.2	0.0	0.0	1.0
FVtPL (equity instruments)	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Financial Instruments measured at FVtPL (mandatory approach)	0.0	0.0	0.0	0.0	0.0	0.0	-44.0
Financial Liabilities measured at Amortised Cost (FLAC *)	-369.1	0.0	-8.3	0.0	2.4	0.0	0.0

*) Interest expenses include negative interest from loans amounting to approx. EUR 8.8 million.

Result of subsequent measurement

Dec 31, 2021 in EUR million	Interest income / expenses	At fair value	Foreign currency translation	Impairment/ appreciation	Result from disposal	Result from investments	Other
Financial Assets at amortised cost (FAAC)	5.9	0.0	7.2	0.0	0.0	0.0	-1.0
FVtPL (equity instruments)	0.0	0.1	0.0	0.0	0.0	3.1	0.0
Financial Instruments measured at FVtPL (mandatory approach)	0.0	0.0	0.0	0.0	0.0	0.0	20.3
Financial Liabilities measured at Amortised Cost (FLAC *)	-410.9	0.0	-7.2	0.0	0.0	0.0	0.0

*) Interest expenses include negative interest from loans amounting to approx. EUR 10.8 million.

The amounts included in the income from investments relate exclusively to dividends.

The net interest result from financial liabilities classified as "Financial Liabilities Measured at Amortised Cost" essentially includes interest expenses from bonds and loans as well as cross-border leasing transactions. The ÖBB-Infrastruktur Group recognises the other components of the net result in other financial expenses or in other financial income. The total interest income calculated by applying the effective interest method is approx. EUR 10.8 million (py: approx. EUR 5.9 million).

Income (py: expenses) from value adjustments of trade receivables and other receivables and assets of approx. EUR 0.9 million (py: approx. EUR 0.5 million) is not included in the net financial result, but in the operating result. See Note 20 for more information.

29.6. Derivative financial instruments

The following table shows the recognised fair values of all derivative financial instruments. They are classified into those that are part of an effective hedging relationship in accordance with IFRS 9 (cash flow hedge) and those that are not.

in EUR million	Assets		Liabilities	
	Carrying amounts as of Dec 31, 2022	Carrying amounts as of Dec 31, 2021	Carrying amounts as of Dec 31, 2022	Carrying amounts as of Dec 31, 2021
Interest rate swaps				
without hedge relation	0.0	0.0	0.0	0.9
Power forwards				
without hedge relation	223.1	194.5	186.3	168.8
designated as cash flow hedge	295.7	284.3	6.0	0.7
Other derivatives				
without hedge relation	0.0	0.0	4.5	4.6
Total	518.8	478.8	196.8	175.0

The other derivatives without a hedging relationship relate to swaps in connection with the remaining position of a terminated cross-border leasing transaction.

29.7. Fair value hierarchy

The following table shows how the fair values of recognised assets and liabilities at fair value were determined, whereby a classification into a three-level hierarchy reflects the market proximity of the data used in the determination.

Dec 31, 2022 in EUR million	Level 2	Level 3	Total
Derivatives designated as hedge instrument	295.7	0.0	295.7
Derivatives not designated as hedge instrument	223.1	0.0	223.1
Equity instruments	0.0	1.5	1.5
Financial assets	518.8	1.5	520.3
Derivatives designated as hedge instrument	6.0	0.0	6.0
Derivatives not designated as hedge instrument	190.8	0.0	190.8
Financial liabilities	196.8	0.0	196.8

Dec 31, 2021 in EUR million	Level 2	Level 3	Total
Derivatives designated as hedge instrument	284.3	0.0	284.3
Derivatives not designated as hedge instrument	194.5	0.0	194.5
Equity instruments	0.0	0.8	0.8
Financial assets	478.8	0.8	479.6
Derivatives designated as hedge instrument	0.7	0.0	0.7
Derivatives not designated as hedge instrument	174.3	0.0	174.3
Financial liabilities	175.0	0.0	175.0

The different levels were determined as follows:

Level 1: Quoted prices (unadjusted) are available in an active market for identical financial instruments.

Level 2: Other parameters than those stated for Level 1 were used which are observable for the financial instrument (either directly, i.e., as prices, or indirectly, i.e., derived from prices).

Level 3: Parameters were used which are not exclusively based on observable market data.

No transfers between the individual levels occurred. See Note 29.1 for further details on these financial instruments.

30. Leasing transactions

30.1. Lessor

ÖBB-Infrastruktur AG is the owner of the rail infrastructure and the large majority of the real estate in the ÖBB Group.

The assets leased to third parties are, on the one hand, investment properties (IAS 40) and, on the other hand, buildings that are partially leased out but whose share is not predominant and which therefore are not in the scope of IAS 40 or are reported separately. The large majority of the lease agreements can be terminated. The infrastructure provided to Rail Cargo Austria AG, ÖBB-Personenverkehr AG and other rail operators for use against payment is charged on the basis of a current price list (kilometres driven or gross tonnes transported), and is therefore not a leasing but a service relationship.

In both reporting years, there are approx. 26,000 tenancy agreements, predominantly with indefinite terms, which can be terminated with a maximum notice period of six months. Of these, approx. 4,000 (py: approx. 4. 100) are external fixed-term leases ending between 2023 and 2112 (py: 2022 and 2112), and within the ÖBB Group 28 (py: 60) leases ending between 2023 and 2114 (py: 2022 and 2114), whereby the long-term leases are building rights granted for property, which were classified as operating leases. Contingent lease payments relate exclusively to lease agreements that are concluded with third parties and not with Group companies.

The leased properties, except for investment properties, are non-separable parts of buildings such as railway stations, and therefore the disclosure of their carrying amount is neither meaningful nor possible.

Operating leases

The undiscounted minimum leasing payments from the fixed-term operating leasing contracts on the reporting dates are as follows:

Dec 31, 2022				
in EUR million	Total	up to 1 year	1 to 5 years	more than 5 years
Land and buildings	694.4	51.0	121.0	522.4
<i>thereof from affiliated companies</i>	<i>84.5</i>	<i>1.3</i>	<i>4.2</i>	<i>79.0</i>
Automobiles and trucks	8.1	3.2	4.8	0.1
<i>thereof from affiliated companies</i>	<i>7.1</i>	<i>2.8</i>	<i>4.2</i>	<i>0.1</i>

Dec 31, 2021				
in EUR million	Total	up to 1 year	1 to 5 years	more than 5 years
Land and buildings	615.8	45.2	113.4	457.2
<i>thereof from affiliated companies</i>	<i>84.7</i>	<i>1.4</i>	<i>4.5</i>	<i>78.8</i>
Automobiles and trucks	8.5	3.7	4.7	0.1
<i>thereof from affiliated companies</i>	<i>7.6</i>	<i>3.4</i>	<i>4.1</i>	<i>0.1</i>

In 2022, contingent lease payments of approx. EUR 9.2 million (py: approx. EUR 7.5 million) were recognised in profit or loss.

Finance leasing

The following table presents a maturity analysis of the lease receivables and shows the undiscounted lease payments to be received after the reporting date.

For Dec 31, 2021	Minimum	Included	
in EUR million	lease payments	interest expense	Net investment
2023	6.6	-2.3	4.3
2024 - 2027	26.1	-8.1	18.0
after 2027	98.1	-14.4	83.7
Total of minimum lease payments	130.8	-24.8	106.0

In 2022, financial assets include finance lease receivables from the sub-lease agreement with other ÖBB Group companies for the property in Lassallestrasse in the amount of approx. EUR 106.0 million. In 2021, the Group was not a lessor in a finance lease agreement.

30.2. Lessee

Rights of use

The lease agreements mainly concern buildings. The lease agreements have a maximum term of up to 2039. The rights of use are presented in property, plant and equipment (Note 14). The agreed period for which there is an option to terminate or to extend a lease is considered to estimate the term of the lease contracts. Should a contract be concluded for an indefinite period, where a termination would result in a significant economic disadvantage, a lease term is estimated.

Lease liabilities

The following table provides an analysis of the maturities of lease liabilities and shows the undiscounted lease payments to be paid after the reporting date.

For Dec 31, 2022 in EUR million	Minimum lease payments	Included interest expense	Present value
2023	20.3	-4.2	16.1
2024 - 2027	70.5	-14.7	55.8
after 2027	194.0	-23.9	170.1
Total	284.8	-42.8	242.0

For Dec 31, 2021 in EUR million	Minimum lease payments	Interest expense included	Present value
2022	9.2	-0.6	8.6
2023 - 2026	8.7	-2.0	6.7
after 2026	63.3	-1.5	61.8
Total	81.2	-4.1	77.1

As of 31.12.2022, leasing liabilities have increased by approx. EUR 166.6 million due to the lease of a property in Lassallestrasse.

Amounts recognised in the Consolidated Income Statement

in EUR million	2022	2021
Interest expenses for lease liabilities	2.3	0.7
Expenses for short-term leases	0.6	0.7
Expenses for leases of a low-value asset	0.4	0.4
Amortisation of right-of-use assets	10.3	8.5
Income from the sublease of rights of use	0.7	0.0

Amounts recognised in the Cash Flow Statement

in EUR million	2022	2021
Total cash paid for leases	11.2	9.3
<i>thereof repayment portion</i>	9.9	8.6
<i>thereof interest portion</i>	1.3	0.7

Total cash outflows comprise interest and repayments, with repayments presented in the financing cash flows and interest in operating cash flows. Payments for short-term leases and for leases of low-value assets are reported in the operating cash flow.

Options to extend a lease

Some property lease agreements contain options to extend a lease that can be exercised by the Group up to one year before the end of the non-cancellable contract term. The Group assesses both on the commencement date and again if a significant change in circumstances occurs whether it is reasonably certain that the extension option will be exercised. The lease agreements do not contain any special restrictions or covenants.

30.3. Cross-border leasing agreements

In the period from May 1995 to December 2002, Österreichische Bundesbahnen (now ÖBB-Infrastruktur AG) concluded 17 cross-border leasing transactions (CBL transactions) for infrastructure assets and rolling stock. The last open CBL transaction was terminated in 2022. The termination of this transaction and a transaction from previous years resulted in claims against affiliated subsidiaries of the rest of the ÖBB Group amounting to approx. EUR 7.5 million (py: approx. EUR 6.6 million).

Accounting treatment until 31.12.2021

Securities (investments with banks and PUAs) were measured at amortised cost and were recognized in the statement of financial position if required. The financial assets were initially offset by leasing liabilities. In the course of a rating downgrade of a repayment vehicle in the past, US Treasuries were contractually acquired for hedging purposes, and were financed externally via loans and bonds. Amounts denominated in foreign currencies are translated at the exchange rate applicable at the reporting date. Any exchange rate-related impairments and increases in value are offset by corresponding exchange rate effects on the leasing liabilities. Exchange rate effects on the above-mentioned US Treasuries and the corresponding debt financing were passed on within the Group.

In the consolidated financial statements as of 31.12.2021, the financial assets in connection with unrelated leasing transactions amounted to approx. EUR 20.4 million and the related financial liabilities to approx. EUR 20.4 million. The impairments were determined depending on historical probabilities of default measured by the rating of the contractual partners and the residual term of the transaction. As of 31.12.2021, there were impairment adjustments of approx. EUR 0.01 million on investments.

Treatment of transactions without separate economic substance (linked transactions) as of 31.12.2021

No assets and liabilities were recognised for transactions that had no economic substance and consequently did not have to be accounted for as leases. The obligations under civil law arising from the leases were presented as contingent liabilities in the event that the respective contractual partners under the debt assumption agreements are unable to comply with the payment obligations. As of 31.12.2021, contingent liabilities from CBL transactions amounted to approx. EUR 44.5 million.

31. Service License Agreements (SIC 29)

The following explanations and disclosures relate to the requirements of SIC 29 (Service License Agreements). This refers to agreements between companies for the provision of services that give the public access to important economic and public facilities.

Concessions Liechtenstein and Switzerland

Service license agreements within the meaning of SIC 29 relate to the rail infrastructure sector.

In accordance with EU law and the national legal systems of the countries involved, ÖBB-Infrastruktur AG, as infrastructure manager of those lines or parts of lines of its network that are located on foreign territory, requires concessions from the respective national railway authorities.

- ÖBB-Infrastruktur AG was granted the previously existing railway concession for the line on Liechtenstein territory as "Infrastructure concession on the line Liechtenstein-Austrian state border at Schaanwald to the Liechtenstein-Swiss state border at Schaan" by decision of the Government of the Principality of Liechtenstein of 15.12.2020, LNR 2020-1825/BNR 2020/1848 AP 330.0. This concession is limited to 47 years and expires on 31.12.2067.
- For the partial sections on Swiss territory, ÖBB-Infrastruktur AG was granted the hitherto existing "Concession Nr. 5030 for the construction and operation of a railway infrastructure" by orders of the Federal Department of the Environment, Transport, Energy and Communications dated 03.03.2017 and 04.11.2021
 - for the St. Margrethen - Border (- Bregenz) line for a period of fifty years, i.e. until 31.12.2067, and
 - for the line Buchs SG - border (- Feldkirch) renewed until 31.12.2067.

ÖBB-Infrastruktur AG thus has current and valid infrastructure concessions as an infrastructure manager until the end of 2067 within the meaning of the relevant provisions of EU law for the §§ of the existing cross-border railway lines to Switzerland and Liechtenstein that are located on foreign territory and thus has the rights and obligations of a railway infrastructure manager there for the lines covered by the concessions - comparable to the legal position granted to it in Austria by § 51 of the Federal Railway Act.

After the Liechtenstein government bill on the approval of a commitment credit was rejected in a referendum on 20.08.2020, there is a lack of the necessary financing basis for the expansion project for reinvestment, selective double-track expansion and modernisation of the Feldkirch - Buchs line, which was officially approved by notices of the BMVIT of 11.06.2015, BMVIT-820.371/0001-IV/SCH2/2015 and decision of the government of the Principality of Liechtenstein of 16.12.2016.

Until a trilateral consensus is reached between the countries involved and ÖBB-Infrastruktur AG on a possible extension, which is not under discussion in the medium term, the Feldkirch - Buchs line will essentially be maintained in its current condition, suitable for safe and orderly railway operations, and made available to railway undertakings for the operation of services within the scope of their access rights.

In this regard, a rehabilitation of the existing line is planned, probably starting in 2024ff. The infrastructure assets in Liechtenstein and Switzerland are owned by ÖBB-Infrastruktur AG and have a carrying amount of approx. EUR 25.5 million as of 31.12.2022 (py: approx. EUR 26.9 million). The concessionaire provides the transport of passengers, luggage and freight.

32. Related party transactions

Supplies to and from related parties

Related companies or related parties include affiliated, not fully consolidated subsidiaries of the ÖBB-Infrastruktur-Group or the ÖBB-Holding Group, associated companies with any subsidiaries, joint ventures with any subsidiaries, the shareholder of ÖBB-Holding AG (Republic of Austria) as well as its most significant subsidiaries and the members of the management in key positions (members of the Management Board and Supervisory Board of ÖBB-Infrastruktur AG and members of the management and supervisory boards of fully consolidated subsidiaries of ÖBB-Infrastruktur AG) and the close family members as well as the related companies of the members of the management in key positions.

Business relationships exist at arm's length with companies in which the Republic of Austria holds direct or indirect interests (e.g. Österreichische Bundes- und Industriebeteiligungen GmbH, OMV Aktiengesellschaft, Autobahnen- und Schnellstraßen-Finanzierungs-Aktiengesellschaft, Telekom Austria AG, Schieneninfrastruktur-Dienstleistungsgesellschaft mbH, Verbund AG), which are also to be classified as related parties under IAS 24, within the range of services provided by the ÖBB-Infrastruktur Group. The transactions pursuant to IAS 24 that were conducted with these companies in the reporting year involved ordinary transactions in the course of the operating business. Significant transactions (sales revenue of approx. EUR 38.3 million [py: approx. EUR 19.6 million], expenses of approx. EUR 120.9 million [py: approx. EUR 90.0 million]) were undertaken with the Verbund AG Group. Unpaid invoices from or to these companies on the reporting date are recognised as trade receivables and trade payables. The other transactions were of minor importance and accounted for less than 2% of the cost of materials and purchased services and of the sales revenue.

Purchases were conducted at market prices less standard volume discounts and other discounts based on the scope of the business relationships.

The volume of transactions between the ÖBB-Infrastruktur Group and related companies of the remaining ÖBB-Infrastruktur Group as well as the receivables and liabilities outstanding from these transactions at the end of the financial year are detailed in the following:

in EUR million	Affiliated companies of the Rail Cargo Austria sub-group		Affiliated companies of the ÖBB-Personenverkehr sub-group		Affiliated, not fully consolidated companies of ÖBB-Infrastruktur		Other affiliated companies	
	2022	2021	2022	2021	2022	2021	2022	2021
Sale of goods/rendering of services	140.1	108.0	293.0	393.6	0.0	0.0	217.8	170.3
Purchase of goods/services/fixed assets	46.3	46.3	66.7	62.8	0.0	0.0	170.1	137.0
Trade receivables	5.6	3.9	6.4	35.0	0.0	0.0	42.7	27.4
Other financial assets	0.0	0.0	22.9	6.9	0.0	0.0	90.6	1.6
Trade payables	11.1	8.8	30.2	16.6	0.0	0.0	140.1	29.5
Other financial liabilities	0.0	0.0	0.0	0.1	0.3	0.3	1,253.8	541.6

Transactions with affiliated companies of the other companies of the ÖBB Group are reported separately under the individual items in the Notes to the consolidated financial statements. The financial liabilities to other affiliated companies are mainly to ÖBB-Finanzierungsservice GmbH.

The parent company ÖBB-Holding AG provided services in the reporting year, among others in the areas of controlling, finance, communication, marketing, production, technology, safety, audit, Group accounting and taxation, strategy, corporate development, law, compliance, as well as strategic Group procurement, strategic IT management and strategic personnel management, which are charged based on individual agreements or using internal apportionment of the costs. Sales revenue was approx. EUR 4.5 million (py: approx. EUR 2.9 million), expenses approx. EUR 21.4 million (py: approx. EUR 21.0 million). As of 31.12.2022, receivables of approx. EUR 169.5 million (py: approx. EUR 145.0 million) and liabilities of approx. EUR 10.4 million (py: approx. EUR 9.7 million) are reported. The receivables from ÖBB-Holding AG consist in particular of sales tax credits (sales tax group).

In 2022, an office building was leased, which was partially subleased under a sublease agreement to companies belonging to the ÖBB Group. This results in leasing receivables totaling approx. EUR 106.0 million, of which approx. EUR 90.0 million is attributed to ÖBB-Business Competence Center GmbH and approx. EUR 9.6 million to ÖBB-Business Competence Center GmbH, approx. EUR 9.6 million to ÖV Ticketshop GmbH and approx. EUR 6.3 million to ÖBB-Personenverkehr AG.

The Group relationships with associated companies and joint ventures are disclosed in the following table. No advances or loans were granted to members of the Management Board or Supervisory Board of the parent company ÖBB-Holding AG and ÖBB-Infrastruktur AG, nor were any contingent liabilities entered into for the benefit of related parties. The transaction mentioned relates to sales in connection with real estate between the ÖBB-Infrastruktur Group and a company related to the Supervisory Board.

in EUR million	Companies related to Supervisory Boards		Associated companies		Joint ventures	
	2022	2021	2022	2021	2022	2021
Sale of goods/rendering of services (total revenue)	0.1	0.1	4.2	4.1	0.5	0.4
Purchase of goods/services/fixed assets (total expense)	0.0	0.0	33.3	33.4	0.0	0.0
Trade receivables	0.0*)	0.0*)	0.5	0.9	0.0	0.4
Trade payables	0.0	0.0	2.2	2.4	0.0	0.0

*) Smallest amount.

See Note 28 for information on guarantees given to affiliated companies.

Service relationships with the federal government, framework plan for infrastructure investments and the federal government's liability

General information

ÖBB-Infrastruktur AG is a railway infrastructure company whose tasks are in the public interest and are defined in more detail in § 31 Federal Railways Act. The basis for the financing of the company is § 47 Federal Railways Act, according to which the federal government must ensure that ÖBB-Infrastruktur AG has the funds necessary to fulfil its tasks and maintain its liquidity and equity, insofar as the tasks are covered by the business plan pursuant to § 42 (6) Federal Railways Act. The commitment regulated by the federal government in this provision is implemented specifically in the grant agreements pursuant to § 42 (1) and (2) Federal Railways Act. It is the understanding of the contracting parties that the objective of the grant agreements, irrespective of the respective term of the contract, is to permanently ensure the value

of the assets of ÖBB-Infrastruktur AG used for the tasks pursuant to § 31 Federal Railways Act, which also complies with the legal mandate of the Federal Railways Act.

ÖBB-Infrastruktur AG bears the costs for the fulfilment of its tasks. The federal government provides, for this purpose,

- a grant to ÖBB-Infrastruktur AG pursuant to § 42 (1) Federal Railways Act at their request, in particular for the operation of the railway infrastructure and its provision to users, to the extent and provided the revenues to be generated by the users of the railway infrastructure under the respective market conditions are not sufficient to cover the expenses incurred in the course of economical and efficient management, and
- pursuant to § 42 (2) Federal Railways Act, grants for the maintenance, planning and construction of rail infrastructure.

Two separate agreements, each with a term of six years, are to be concluded between the Federal Ministry for Climate Protection, Environment, Energy, Mobility, Innovation and Technology (BMK) in agreement with the Federal Ministry of Finance (BMF) and ÖBB-Infrastruktur AG regarding the grants pursuant to § 42 (1) and (2) Federal Railways Act, in which the object of the grant, the amount of the grants to be awarded for it, the general and special grant conditions and the payment modalities are to be stipulated.

The Schieneninfrastruktur-Dienstleistungsgesellschaft mbH (SCHIG) monitors the compliance with the obligations assumed by ÖBB-Infrastruktur AG in the grant agreements pursuant to § 42 Federal Railways Act. Monitoring refers to the economical, efficient and appropriate use of funds in the planning, construction, maintenance, provision and operation of a need-related and safe rail infrastructure.

The framework plan 2023 to 2028 was endorsed by the Republic of Austria in the Council of Ministers on 21.10.2022 and submitted to the Supervisory Board of ÖBB-Infrastruktur AG on 30.11.2022.

Financing of the infrastructure

The grant agreement pursuant to § 42 (2) Federal Railways Act is based on the business plan to be prepared by ÖBB-Infrastruktur AG pursuant to § 42 (6) Federal Railways Act. One component of the business plan is the six-year framework plan to be drawn up by ÖBB-Infrastruktur AG in accordance with § 42 (7) of the Federal Railways Act, which must contain the funds for maintenance (in particular repair and reinvestment) and for expansion investments on an annual basis. The business plan and framework plan are to be supplemented annually by one year each and adjusted to the new six-year period.

The grant agreement for the years 2022 to 2027 stipulates that the share to be assumed by the federal government for expansion investments and reinvestments in accordance with the framework plan 2022 to 2027 (with the exception of the Brenner Base Tunnel) amounts to 80% of the annual capital expenditure, for which grants are paid in the form of an annuity spread over 30 years. The Brenner Base Tunnel project receives a 100% subsidy from the federal government in the form of an annuity spread over 50 years. The long term financing rate of ÖBB-Infrastruktur AG currently in effect is used as the interest rate.

The share to be assumed by the federal government for expansion investments (excluding the Brenner Base Tunnel) and reinvestments will be continuously reviewed and, if necessary, adjusted to current requirements for future grants.

The federal government also provides a subsidy for inspection and maintenance, fault clearance and repair of the rail infrastructure operated by ÖBB-Infrastruktur AG. The amount of the grant is determined taking into account the liquidity requirements on the basis of the business plan of ÖBB-Infrastruktur AG, the specified limit of the total grant according to § 42 Federal Railways Act and the achievement of the targets (performance and output targets) according to the grant agreement pursuant to § 42 (1) Federal Railways Act. Changes in the functionality and/or scope of the rail infrastructure operated by ÖBB-Infrastruktur AG will result in an increase or decrease of the subsidy. ÖBB-Infrastruktur AG must therefore reach an agreement with the Federal Ministry of Transport, Building and Urban Affairs and the Federal Ministry of Finance before making such changes.

In 2022, a government grant of approx. EUR 1,260.4 million (py: approx. EUR 1,078.0 million) was awarded for expansion and reinvestment on the basis of the valid grant agreement for the years 2022 to 2027 pursuant to Section 42 (2) Federal Railways Act, of which only EUR 1,064.1 million was paid out. Government grants for inspection, maintenance and fault clearance costs amounted to approx. EUR 430.7 million (py: approx. EUR 603.3 million).

ÖBB-Infrastruktur AG has contributed approx. EUR 100.0 million (py: approx. EUR 30.0 million) to BBT SE for the construction costs of the Brenner Base Tunnel. The payments contractually agreed with the state of Tyrol in the course of the share acquisition and the payments made by the federal government to ÖBB-Infrastruktur AG in connection with the cross-financing of roads amounted to approx. EUR 69.7 million (py: approx. EUR 36.0 million).

Operation of the infrastructure and apprenticeship costs

ÖBB-Infrastruktur AG is required to submit an annual rationalisation and savings plan with a forecast to the Federal Ministry of Transport, Innovation and Technology and the Federal Ministry of Finance.

The basis of the agreement on the subsidy pursuant to § 42 (1) Federal Railways Act is in particular the business plan to be prepared by ÖBB-Infrastruktur AG for a period of six years pursuant to § 42 (6) Federal Railways Act with a precise description of the measures required for the fulfilment of its tasks to provide the rail infrastructure in a need-related and safe manner, including the time and cost plans as well as the rationalisation plans and a preview of the usage and other charges.

Pursuant to § 45 Federal Railways Act, the BMK has commissioned SCHIG to monitor compliance with the obligations assumed by ÖBB-Infrastruktur AG in the grant agreement.

This grant agreement defines the targets to be achieved by ÖBB-Infrastruktur AG in connection with the grant pursuant to § 42 Federal Railways Act.

The targets to be specifically achieved by ÖBB-Infrastruktur AG are classified in particular into general, quality, safety and efficiency targets, which are agreed with due regard to the statutory tasks of ÖBB-Infrastruktur AG; they are laid down in the business plan agreed between the federal government and ÖBB-Infrastruktur AG pursuant to § 42 (6) Federal Railways Act.

Compliance with the obligation for ÖBB-Infrastruktur AG arising from the Federal Railways Act to ensure and continuously improve the quality and safety of the rail infrastructure to be operated is assessed in connection with the granting of grants by applying key figures.

Unless otherwise agreed between ÖBB-Infrastruktur AG and the federal government, the annual grants are to be reduced in the course of the update by the pro rata operating expenses for those rail infrastructures that are transferred to other operators or are no longer operated by ÖBB-Infrastruktur AG in deviation from the provisions of the business plan pursuant to § 42 (6) Federal Railways Act.

The total grants granted pursuant to § 42 Federal Railways Act in 2022 amount to approx. EUR 2,403.5 million (py: approx. EUR 2,594.4 million). The investment grant for expansion and reinvestment of approx. EUR 1,221.0 million (py: approx. EUR 1,078.0 million) was increased by approx. EUR 20.1 million (py: approx. EUR 92.8 million) due to the investment measures conducted and in line with the interest rate development in profit or loss to approx. 1,241.0 million (py: approx. 985.3million). The grant for operational management, inspection, maintenance, fault clearance and repair of approx. EUR 1,182.5 million (py: approx. EUR 1,516.4 million) was reduced by approx. EUR 363.5 million (py: approx. EUR 531.1 million) due to an improvement in the operational business development and the more favourable interest rate development in profit or loss. The grant of approx. EUR 104.2 million (py: approx. EUR 103.6 million) attributable to borrowing cost capitalised in accordance with IAS 23 is to be regarded as an investment grant and serves to cover future expenses incurred in the form of depreciation. This grant is disclosed as a reduction of the subsidy pursuant to § 42 (1) Federal Railways Act the financial statements and is presented as a reduction of the investment grant. An amount of approx. EUR 822.1 million (py: approx. EUR 985.2) was therefore recognised in income for operational management, inspection, maintenance, fault clearance and repair. The accrued amounts in connection with grants for expansion and reinvestment of approx. EUR 24.3 million (py: approx. EUR 89.1 million) and in connection with management and apprentice training in an amount of approx. EUR 70.4 million (py: approx. EUR 206.1 million) are reported in other liabilities while the accrued amount from maintenance in an amount of approx. EUR 15.9 million (py: approx. EUR 6.4 million) is reported in deferred income. The final calculation of the annuity for the Brenner Base Tunnel results in a repayment component for ÖBB-Infrastruktur AG of approx. EUR 4.2 million (py: approx. EUR 3.7 million), which is recognised in deferred income.

The development of the grants in 2022 is therefore as follows:

in EUR million	Total grant	Deferrals	Income or loss in 2022
§ 42 (1) operational management	751.8	-344.6	407.3
§ 42 (2) inspection, maintenance and repair	430.7	-15.9	414.8
§ 42 (2) Investment (annuity)	1,221.0	20.1	1,241.0
Total other operating income	2,403.5	-340.3	2,063.1

In the reporting year, an amount of approx. EUR 582.5 million was repaid to the federal government in December. The repayment relates both to liabilities already recognized as of 31.12.2021, and to federal grants received in 2022.

The development of grants in 2021 was as follows:

in EUR million	Total grant	Deferrals	Income or loss in 2021
§ 42 (1) operational management	913.1	-524.7	388.4
§ 42 (2) inspection, maintenance and repair	603.3	-6.4	596.9
§ 42 (2) Investment (annuity)	1,078.0	-92.8	985.2
Total other operating income	2,594.4	-623.9	1,970.5

See Note 25 with regard to the guarantees and financing assumed by the federal government since 2017, which have primarily been raised through loans from the Republic of Austria in settlement by the Austrian Federal Financing Agency (OeBFA).

In addition, there were further grants (generally cost contributions to investment measures) from the Austrian provincial governments and municipalities amounting to approx. EUR 53.1 million (py: approx. EUR 69.1 million), with outstanding receivables of approx. EUR 1.4 million (py: approx. EUR 0.5million) as of the reporting date. In addition, EU subsidies of approx. EUR 43.1 million (py: approx. EUR 42.3 million) were granted. The investment grants and EU grants are cost contributions from the public sector or the EU that were recognised as a reduction in costs of the related assets.

Remuneration of the members of the Board of Management and of the executive management at the subsidiaries

The Board of Management of ÖBB-Infrastruktur AG consisted of three members on both reporting dates. No advances or loans were awarded to members of the Board of Management, and no contingent liabilities were entered into to the benefit of any of these individuals. Pursuant to § 266 Z 2 Austrian Commercial Code (UGB), approx. TEUR 1,115 (py: approx. TEUR 1,127) was spent on the total remuneration granted to the Executive Board for the active Executive Board members in the reporting years, which also includes variable components and remuneration in kind as well as subsequent variable payments for previous periods for a retired Executive Board member in 2022. Statutory contributions to the pension fund for employees were made in the amount of approx. TEUR 15 (py: approx. TEUR 18). Holiday provisions increased by approx. TEUR 5 from approx. TEUR 33 to approx. TEUR 38. Approx. TEUR 80 (py: TEUR 147) was paid to pension funds. The provisions relating to target agreements as of 31.12.2022 amount to approx. TEUR 407 (py: approx. TEUR 392). Pension payments of approx. TEUR 45 (py: approx. TEUR 44) accrued for former members of the Executive Board. Provisions for pensions were reduced by approx. TEUR 331 (py: TEUR 98).

The total remuneration of the members of the Board of Management is composed of fixed and variable components. The amount of the variable annual component is subject to the achievement of objectives agreed with the Executive Committee of the Supervisory Board at the beginning of each financial year.

In view of the difficult economic conditions resulting from the COVID-19 crisis, the members of the Board of Management agreed in 2021 to make a voluntary solidarity contribution by foregoing one month's salary.

The employment contracts of the top executives (board members of the parent companies and managing directors of companies at similar levels) include a performance-related component, whereby the success of the company is significantly reflected in the remuneration. In principle, two-thirds of the remuneration of top executive management consists of a fixed basic salary, and one-third is a variable performance-related component. For the purpose of defining goals, a score card is drawn up individually for each company at the beginning financial year, in which clearly agreed, mainly quantitative economic, social and ecological targets are set. The target figures are aligned with the success of the ÖBB-Infrastruktur-Group. The variable components of the salaries that were paid out are included in the remuneration of the members of the Management Board indicated above.

The members of the Executive Board of ÖBB-Infrastruktur AG participate in an external pension fund scheme based on a defined contribution plan, except for members of the Executive Board who are seconded for the time of their activity in the Board within a definite ÖBB employment relation in accordance with the general terms and conditions for employment with Österreichische Bundesbahnen (AVB). In connection with this pension fund regulation, all provisions recognised as of 31.12.2020 in the amount of approx. TEUR 95 were reversed in 2021. A contractually agreed payment of approx. TEUR 119 was made as a contribution to the pension fund. The company itself assumes no pension commitments.

The total remuneration paid to the managing directors of subsidiaries for their work as managing directors in the reporting years amounted to approx. TEUR 852 (py: approx. TEUR 634), which also includes variable components and remuneration in kind. Managing directors who are also employees of the ÖBB Group receive no separate remuneration for their managing director activities.

Remuneration of members of the Supervisory Board

Remuneration may be awarded to the members of the Supervisory Board in accordance with the Rules of Procedure for the Supervisory Board of ÖBB-Infrastruktur AG. The basic remuneration for a Supervisory Board mandate is TEUR 14 per year. This is unchanged from the previous year. In addition, each Supervisory Board member receives an attendance fee of EUR 800 for each meeting of a Supervisory Board, the Executive Committee or any other committee. The chairperson of the Supervisory Board receives twice the basic remuneration. Members of the Supervisory Board who are members of the Board of Management, managing directors, employee representatives or employees of the ÖBB Group receive no Supervisory Board remuneration.

The Supervisory Board remuneration of the capital representatives of the members of the Supervisory Board of ÖBB-Infrastruktur AG for their work in the ÖBB-Infrastruktur Group amounted to approx. TEUR 164 (py: approx. TEUR 168). No remuneration was paid to other Supervisory Board members at the Group companies.

33. Segment reporting

A business segment is a part of a company that engages in business activities from which it may earn revenues, incurs expenses and whose operating results are regularly reviewed by the chief operating decision makers of the company in respect to the allocation of resources to the respective segment and assessing its performance. It is a group of assets and operating activities that provides products or services that are subject to risks and returns that are different from those of other business segments and for which relevant financial information is available.

Information on segment reporting

Segment reporting of the ÖBB-Infrastruktur Group is based on its management structure. The ÖBB-Infrastruktur Group has only one segment - rail infrastructure.

Information at corporate group level

Major customers pursuant to IFRS 8.34 are ÖBB-Personenverkehr AG (total revenue of approx. EUR 246.1 million [py: approx. EUR 352.6 million]), ÖBB-Produktion GmbH (total revenue of approx. EUR 187.9 million [py: approx. EUR 184.1 million]) and Rail Cargo Austria AG (total income of approx. EUR 117.5 million [py: approx. EUR 88.7 million]). This revenue results primarily from the infrastructure usage charge and the sale of traction current. These companies are part of the ÖBB Group and are therefore affiliated companies.

The following table provides a segmentation of Group revenue based on geographic markets based on the location of the registered office of the customers, irrespective of the origin of the goods and services.

Revenue	2022 in EUR million	2021 in EUR million
Austria	939.4	907.7
Germany	16.8	12.0
Other markets	28.2	11.9
Total	984.4	931.6

Change in finished goods, work in progress and services not yet chargeable, other own work capitalised and other operating income	2022 in EUR million	2021 in EUR million
Austria	2,493.3	2,387.2
Germany	0.0	0.1
Other markets	0.7	0.0
Total	2,494.0	2,387.3

The carrying amount of the segment assets and the additions to property, plant and equipment and intangible assets, broken down by geographical area, are not presented, as all assets, with the exception of those in Liechtenstein and Switzerland amounting to approx. EUR 25.5 million (py: approx. EUR 26.9 million), are located in Austria. Additions to property, plant and equipment in Liechtenstein and Switzerland amount to approx. EUR 1.2 million (py: approx. EUR 3.0 million). See Note 4 for external revenue classified into services.

34. Notes on the Cash Flow Statement

The cash flow statement shows the change in cash of the ÖBB-Infrastruktur Group from inflows and outflows of funds in the reporting year. The cash flow statement is classified into cash flows from operating activities, from investment activities and from financing activities. Operating section of the cash flow statement are presented using the indirect method. There were no changes in cash and cash equivalents due to exchange rate fluctuations.

In addition to cash and cash equivalents, the fund of cash and cash equivalents also consists of current receivables due from and liabilities due to ÖBB-Finanzierungsservice GmbH. Versus ÖBB-Finanzierungsservice GmbH current receivables (reported in cash and cash equivalents) of approx. EUR 31.4 million (py: approx. EUR 30.4 million) and current liabilities (reported in current financial liabilities) of approx. EUR 1,252.9 million (py: approx. EUR 565.8 million) are reported.

Borrowing costs capitalised, in accordance with IAS 23, as part of the cost of production of qualifying assets, are reported in the operating cash flow. The federal grants received in this connection amounting to approx. EUR 104.2 million (py: approx. EUR 103.6 million) are also included in the operating cash flow in changes in trade payables and other liabilities and accruals.

Cash inflows from the sale of subsidiaries amounting to approx. EUR 32.4 million are reported separately in the cash flow statement in connection with the disposal of Güterterminal Werndorf GmbH. This amount consists of the purchase price, the debts assumed and paid by the acquirer less the cash transferred. The assets and liabilities classified by main groups are presented in Note 19.

The significant non-cash transactions relate to the liquidation of a CBL transaction and the change in remaining assets and liabilities from former CBL transactions. In the reporting year, the leased property Lassallestraße, which is accounted for in accordance with IFRS 16, was initially reported, resulting in an additional leasing liability of approx. EUR 166.6 million. The table shows the information on the changes to financial liabilities for which the cash received and cash paid are presented in the Statement of Cash Flows in cash flows from financing activities.

in EUR million	As of Dec 31, 2021	Changes with an effect of cash flow	Changes in exchange rates	Other changes in liabilities	Other changes in equity	As of Dec 31, 2022
Non-current financial liabilities						
Bonds	8,878.9	-1,500.0	3.3	501.1	0.0	7,883.3
Liabilities to banks	3,930.9	-14.3	0.0	2.6	0.0	3,919.2
Financial liabilities leasing	88.9	0.0	0.0	137.1	0.0	225.9
Other financial liabilities	9,199.3	2,853.1	-1.6	-213.9	5.3	11,842.3
Total non-current liabilities	22,098.1	1,338.8	1.7	426.9	5.3	23,870.7
Current financial liabilities						
Bonds	1,498.6	0.0	0.0	-498.6	0.0	1,000.0
Liabilities to banks	14.8	-3.4	0.0	-2.3	0.0	9.1
Financial liabilities leasing	8.6	-10.0	0.0	17.5	0.0	16.1
Other financial liabilities	343.2	0.0	0.0	211.2	0.0	554.4
Total excluding financial liabilities, which are part of cash and cash equivalents	1,865.2	-13.4	0.0	-272.2	0.0	1,579.6

in EUR million	As of Dec 31, 2020	Changes with an effect of cash flow	Reclassification to liabilities held for sale	Changes in exchange rates	Other changes in liabilities	Other changes in equity	As of Dec 31, 2021
Non-current financial liabilities							
Bonds	10,370.5	0.0	0.0	4.1	-1,495.7	0.0	8,878.9
Liabilities to banks	3,865.7	67.7	0.0	0.0	-2.5	0.0	3,930.9
Financial liabilities leasing	92.6	-0.2	0.0	0.0	-3.5	0.0	88.9
Other financial liabilities	5,805.6	3,421.5	0.0	-1.6	-26.6	0.5	9,199.3
Total non-current liabilities	20,134.4	3,489.1	0.0	2.5	-1,528.3	0.5	22,098.1
Current financial liabilities							
Bonds	1,050.1	-1,050.0	0.0	0.0	1,498.5	0.0	1,498.6
Liabilities to banks	6.9	5.2	0.0	0.0	2.7	0.0	14.8
Financial liabilities leasing	8.3	-8.4	0.0	0.0	8.7	0.0	8.6
Other financial liabilities	628.0	-400.0	-24.9	0.0	140.2	0.0	343.2
Total excluding financial liabilities, which are part of cash and cash equivalents	1,693.3	-1,453.2	-24.9	0.0	1,650.1	0.0	1,865.2

The decrease in liabilities related to terminated CBL transactions is also presented in other changes, as the payments are not processed through the bank accounts of the ÖBB-Infrastruktur Group. Income from the assets is instead transferred directly from the debtor to the creditor. This particularly affects leasing financial liabilities and other financial liabilities.

35. Group companies

The following tables provide information on the subsidiaries, associated companies, equity investments and other shares of the ÖBB-Infrastruktur Group as of 31.12.2022.

In the reporting year, the shares in Güterterminal Werndorf Projekt GmbH were sold, which means that this company is no longer consolidated. In the previous year, there were no significant changes in the consolidated subsidiaries. The business purpose of the Group companies is described in the footnotes a) to h). Any information marked with "py" relates to the previous year, otherwise the information relates to both years reported.

ÖBB-Infrastruktur Group	Country, registered office	Type of consolidation	
100% ÖBB-Infrastruktur Aktiengesellschaft	A-1020 Vienna	V	c)
▶ 100% Austrian Rail Construction & Consulting GmbH	A-1020 Vienna	V0	f)
▶ 100% Austrian Rail Construction & Consulting GmbH & Co KG	A-1020 Vienna	V0	f)
▶ 100% ÖBB-Operative Services GmbH (formerly: Mungos Sicher & Sauber GmbH)	A-1150 Vienna	V	e)
▶ 100% ÖBB-Operative Services GmbH & Co KG (formerly: Mungos Sicher & Sauber GmbH & Co KG)	A-1150 Vienna	V	e)
▶ 100% Netz- und Streckenentwicklung GmbH	A-1020 Vienna	V0	d)
▶ 100% ÖBB-Güterzentrum Wien Süd Betriebsgesellschaft m.b.H.	A-1020 Vienna	V0	b)
▶ 100% ÖBB-Immobilienmanagement Gesellschaft mbH	A-1020 Vienna	V	a)
▶ 100% ÖBB-Projektentwicklung GmbH	A-1020 Vienna	V	b)
▶ 100% ÖBB-Realitätenbeteiligungs GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% Elisabethstraße 7 Projektentwicklung GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% Elisabethstraße 9 Projektentwicklung GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% Gauermanngasse 2–4 Projektentwicklung GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% Mariannengasse 16–20 Projektentwicklung GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% Operngasse 16 Projektentwicklung GmbH & Co KG	A-1020 Vienna	V	b)
▶▶ 100% ÖBB-Stiftungs Management Gesellschaft mbH	A-1020 Vienna	V0	h)
▶▶ 100% Rail Equipment GmbH	A-1040 Vienna	V	g)
▶▶ 100% Rail Equipment GmbH & Co KG	A-1040 Vienna	V	g)
▶▶ 51% WS Service GmbH	A-3151 St. Georgen am Steinfeld	V	c)
▶▶ 50% LCA Logistik Center Austria Süd GmbH	A-9586 Fürnitz	E	b)
▶▶ 50% Galleria di Base del Brennero – Brenner Base Tunnel BBT SE	I-39100 Bozen	E	c)
▶▶ 43.05% Weichenwerk Wörth GmbH	A-3151 St. Georgen am Steinfeld	E	c)
▶▶ 27.74% (py: 25%) Breitspur Planungsgesellschaft mbH in Liqu. (Increase in shares in January 2021, in liquidation since December 2022)	A-1010 Vienna	0 (py: E)	d)
▶▶ 8% HIT Rail B.V.	NL-3511 SB Utrecht	0	n/a
▶▶ Partnership UIRR s.c.r.l. (International Union for Road-Rail Combined Transport)	B-1000 Brussels	0	n/a
▶▶ Partnership Tiefgarage Stuben Gesellschaft m.b.H. & Co. KG	A-6762 Stuben/Arlberg	0	n/a

Abbreviations:

- V affiliated, fully consolidated company
- V0 associated company not fully consolidated due to minor significance
- E investee accounted for using the equity method (associated company)
- 0 other investee company
- n. a. not applicable

Note on the business objects of the Group companies:

- a) Management, administration and utilisation of property.
- b) Project development and utilisation of real estate.
- c) Planning and construction (including replacement investments, insofar as these extend beyond maintenance or repair) of rail infrastructure as well as planning and construction of related projects and project components and the provision of rail infrastructure.
- d) Optimisation and harmonisation of infrastructure planning and development.
- e) Cleaning or specialised cleaning (e.g. graffiti removal) of railway stations as well as security and services.
- f) Research and development, especially in connection with rail infrastructure.
- g) Procurement, purchasing, financing, maintenance and Group-wide leasing of rail-bound special and road vehicles.
- h) Vocational education and training.

The equity and net profit for the year of those Group companies that are not included in the consolidated financial statements and in which at least 20% of the shares are held are presented in the following. The information on equity and the annual result was taken from the annual financial statements in accordance with the respective national accounting law;

ÖBB-Infrastruktur Group	Shareholders' equity in TEUR		Profit or loss in TEUR	
	Dec 31, 2022	Dec 31, 2021	2022	2021
100% Austrian Rail Construction & Consulting GmbH	165	166	0	28
100% Austrian Rail Construction & Consulting GmbH & Co KG	208	207	-2	-3
100% Netz- und Streckenentwicklung GmbH	96	102	-6	19
100% ÖBB-Güterzentrum Wien Süd Betriebsgesellschaft m.b.H.	34	24	-1	1
100% ÖBB-Stiftungs Management Gesellschaft mbH	99	99	0	27

36. Events after the reporting date

The Board of Management of ÖBB-Infrastruktur AG released the audited consolidated financial statements as of 31.12.2022 for forwarding to the Supervisory Board on 20.03.2023. The Board of Management proposes to carry forward the retained earnings of ÖBB-Infrastruktur AG amounting to EUR 235,223,712.69.

There are no further reportable events after the reporting date that have a material effect on the net assets, financial position and results of operations.

37. Executive bodies of the parent company of the Group

In the financial year 2022 (up to the date of preparation of the consolidated financial statements), the following persons were appointed as members of the Management Board or as members of the Supervisory Board of ÖBB-Infrastruktur AG:

Members of the Board of Management

Mag.^a Silvia Angelo
 Dipl.-Ing.ⁱⁿ Judith Engel, MBA MSc MSc
 Dipl.-Ing. Dr. Johann Pluy

Members of the Supervisory Board

Dipl.-Ing. Herbert Kasser	Chairperson
Mag. Arnold Schiefer	1. Vice Chair to the Chairperson
Mag. ^a Iris Appiano-Kugler	2. Vice Chair to the Chairperson

Dipl.-Ing.ⁱⁿ Claudia Nutz
 Mag.^a Waltraud Schmid
 Mag. Georg Schöppl

Günter Blumthaler	until 14.02.2023	Employee representative
Karl Buchheit		Employee representative
Peter Dyduch		Employee representative
Gerhard Siegl	from 14.02.2023	Employee representative

Vienna, 20.03.2023

Members of the Executive Board

Mag. ^a Silvia Angelo	Dipl.-Ing. ⁱⁿ Judith Engel, MBA MSc MSc	Dipl.-Ing. Dr. Johann Pluy
(Finance, Services, Real Estate)	(Network Expansion and Infrastructure Provision)	(Operations, Market, Digitalisation)

Report on the Consolidated Financial Statements

Audit Opinion

We have audited the consolidated financial statements of **ÖBB-Infrastruktur Aktiengesellschaft, Vienna**, and of its subsidiaries (the Group) comprising the consolidated statement of financial position as of December 31, 2022, the consolidated statement of comprehensive income, the consolidated statement of changes in equity and the consolidated statement of cash flows for the fiscal year then ended and the notes to the consolidated financial statements.

Based on our audit the accompanying consolidated financial statements were prepared in accordance with the legal regulations and present fairly, in all material respects, the assets and the financial position of the Group as of December 31, 2022 and cashflows and its financial performance for the year then ended in accordance with the International Financial Reportings Standards (IFRS) as adopted by EU, and the additional requirements under Section 245a Austrian Company Code UGB.

Basis for Opinion

We conducted our audit in accordance with the regulation (EU) no. 537/2014 (in the following "EU regulation") and in accordance with Austrian Standards on Auditing. Those standards require that we comply with International Standards on Auditing (ISA). Our responsibilities under those regulations and standards are further described in the "Auditor's Responsibilities for the Audit of the Consolidated Financial Statements" section of our report. We are independent of the Group in accordance with the Austrian General Accepted Accounting Principles and professional requirements and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained until the date of this auditor's report is sufficient and appropriate to provide a basis for our opinion by this date.

Particularly important audit issues

Key audit matters are those matters that, in our professional judgement, are of most significance in our audit of the consolidated financial statements of the fiscal year. These matters were considered in the context of our audit of the consolidated financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

In the following, we present the key audit matter that we consider to be of particular importance:

Differentiation between mandatory capitalized investments and maintenance costs immediately recognized as expenses

Description / Risk:

ÖBB-Infrastruktur Aktiengesellschaft invests more than two billion euros annually in the Austrian rail network on behalf of the federal government. In addition to capital expenditure for the construction of new railway infrastructure, the Company also incurs significant expenditures for the renewal and maintenance of the existing infrastructure.

While measures classified as capital expenditure are capitalized and are thus expensed over several years by way of depreciation, maintenance and repair measures are recognized immediately as expense in the results for the period. As is the case with all large infrastructure companies, the distinction between capital expenditure and maintenance measures and their accurate recognition in the annual financial statements of ÖBB-Infrastruktur Aktiengesellschaft is of particular importance. Differentiation or classification problems can arise, particularly in the case of measures that relate to existing infrastructure.

The information on the accounting principles are included in the Notes to the Consolidated Financial Statements in section "3. Summary of significant accounting policies, property, plant and equipment". Information on the maintenance and repair payments expensed in the financial year can be found in the Notes in section "B. Notes to the Consolidated Statement of Financial Position and the Consolidated Income Statement, 7. Cost of materials and purchased services".

Addressing in the scope of the audit of the consolidated financial statements:

Our audit procedures included, among related matters, the following:

As part of our audit activities we gained an understanding of the relevant process and the main key controls relating to the correct categorization and accounting recognition of capital investments and maintenance costs immediately recognized as expenses, estimated the conception and configuration of the controls in the process, and tested the effectiveness of selected key controls in the process ("functional testing"). This particularly relates to key controls on the occasion of the initiation of orders in the SAP system.

We also interviewed the ICS controllable owner and ICS testers who independently perform downstream controls in the field of property, plant and equipment, gained an understanding of their activities and evaluated their competence and professional quality. In addition, we have obtained and read internal audit reports with reference to particularly important audit matters. We have assessed these reports with regard to the effects on our audit strategy and have set additional audit procedures.

We have examined the internal accounting policies ("Capitalization Manual") with regard to compliance with the accounting and valuation principles according to IFRS.

Based on the results of the functional audits, we tested based on a sample of additions to property, plant and equipment, as well as based on a selected sample of significant new projects (both capital and maintenance contracts) the correct recognition as addition to property, plant and equipment or expenditure in accordance with the internal accounting policy ("Capitalization Manual"). The sample of significant projects was selected using random sampling and based on defined risk criteria, taking into account the size of the project.

The audit procedures included, in particular, the review of project descriptions, the discussion of project contents with the project managers and project controllers and, derived from this, the assessment of the accounting decisions made. Where required, we also examined billing and contract documents for the projects included in the sample.

Assessment and measurement of provisions for regulatory proceedings

Description / Risk:	Addressing in the scope of the audit of the consolidated financial statements:
<p>As of December 31, 2022, several regulatory proceedings are in progress. These proceedings, which are at various stages in the procedural process, relate to the period December 2011 to 2022 and deal primarily with issues relating to the calculation and determination of infrastructure usage charge for passenger transport (from December 2011 until December 2017), charges under the new track access charge model for the period December 2019 to December 2022 (related to the service "train routes" with regard to directly attributable costs and legally compliant market mark-ups up to and including the working timetable period 2021) and the permissibility of charging a "platform edge factor" as a separate fee component for the use of service facilities from December 2011 until 2021. In determining the provisions concerning the track access charges, the subsequent elimination of market mark-ups for specific working timetable periods up until the year end date was considered in particular. The outcome of the pending proceedings may lead to a change in the fees charged to date, resulting in a reimbursement obligation on the part of ÖBB-Infrastruktur Aktiengesellschaft.</p>	<p>We have scrutinized and audited the management's assessment of the recognition and amount of provisions. Our audit procedures included, among others, the following:</p> <p>We surveyed the process concerning the recognition and measurement of provisions for regulatory proceedings and assessed the conception and configuration of controls in the process.</p> <p>As part of our audit we examined the legal and data bases used for forming the provisions and assessed the appropriateness of the premises used for the measurement on this basis. For this purpose we also specifically discussed the status of the proceedings, including the latest developments in 2021, with the management, with the employees in the specialist department responsible and with the lawyers consulted. We also examined the expert report prepared by the Railway Control Commission within the course of the proceedings and assessed the conclusions by the company derived from this.</p>
<p>These risks are assessed individually for each case or process with the involvement of experts and accounted for in the form of provisions.</p>	<p>We retraced the calculation mechanism for the provisions using the detailed measurement parameters.</p>
<p>The accounting for and measurement of these provisions for regulatory proceedings are of particular significance in our audit, as the amounts are material, the measurement is complex and requires significant judgments. The requirement for and the amount of these provisions are essentially dependent on management's assumption and assessment of the outcome of the proceedings. Uncertainties exist in particular due to the difficulty in assessing results of the interpretation of legal issues by the supervisory authority, administrative courts or courts of law that have not yet been fully judged, possible restrictions on the temporal effect of decisions, and with regard to the type, scope and amount of recognized costs and market markups as a basis for charging tariffs for the use of rail infrastructure.</p>	<p>In calculating the provision, the Company takes into account, in particular, externally prepared expert opinions and legal opinions from external lawyers. We obtained these as part of the audit and assured ourselves that their findings were appropriate and that their work was adequate for our purposes. We also obtained an impression of their competence, skills and objectivity.</p> <p>Finally, we monitored developments after the year end date up to the time of issuing the auditor's report by interviewing the Management Board and employees of the department.</p> <p>We have assessed the adequacy of the disclosures in the notes on the measurement and recognition of these provisions.</p>
<p>The corresponding disclosures by ÖBB-Infrastruktur Aktiengesellschaft on provisions for regulatory proceedings can be found to the Consolidated Financial Statements in section "3. Summary of significant accounting policies, Use of estimates and judgments, c. Provisions" and "B. Notes to the Consolidated Statement of Financial Position and Consolidated Income Statement, 26. 2. Other provisions".</p>	

Valuation of derivative financial instruments in the electric power sector

Description / Risk:	Addressing in the scope of the audit of the consolidated financial statements:
<p>The railroad infrastructure operated by ÖBB-Infrastruktur Aktiengesellschaft includes in addition to the rail network amongst others the 16,7 Hz traction current network for transmission of the traction current. In addition, operating facilities (train stations etc.) and selected large construction sites are supplied with energy.</p>	<p>As part of our audit procedures, we gained an understanding of the implemented policies, the internal control system, the risk management strategy, their documentation (especially Guideline on risk management in the energy sector, Internal regulations for the risk-committee energy sector) as well as main key controls, assessed the conception and configuration of the controls in the process, and tested the effectiveness of selected key controls in the process ("functional testing").</p>
<p>In order to provide the traction current, ÖBB-Infrastruktur Aktiengesellschaft operates multiple power plants and has concluded long-term supply agreements with several energy supply companies. Additional quantities of electricity required are acquired through electric power transactions on the electric power market (over-the-counter trading).</p>	<p>This particularly relates to key controls which ensure that transaction are only conducted with approved trading partners, credit limit reports and blocking of trading partners, as well as checking the correct transfer of market prices into the trading system.</p>
<p>Due to volatility in electric power prices ÖBB-Infrastruktur Aktiengesellschaft is strongly affected by fluctuations in prices as well as risk of default on the part of their trading partners. The risk management strategy therefore provides that price hedging has to be applied. ÖBB-Infrastruktur Aktiengesellschaft hedges approx. 1,200 GWh per delivery year on a rolling basis over three years for the purchase of traction current and energy losses as well as approx. 310 GWh for operating facilities.</p>	<p>We also interviewed the ICS controllowner and ICS testers who independently perform downstream controls in the field of energy / portfoliomanagement, gained an understanding of their activities and evaluated their competence and professional quality. In addition, we have obtained and read internal audit reports in the area of electric power trading. We have assessed these reports regarding the effects on our audit strategy and have set additional audit procedures.</p>
<p>ÖBB-Infrastruktur Aktiengesellschaft applies the hedge accounting regulations in accordance with IFRS 9 (Hedge Accounting) to hedge balance sheet items and future cash flows, thus mitigating the volatility in the consolidated income statement. Depending on the type of underlying hedged item, a distinction is made between fair value hedges and cash flow hedges.</p>	<p>As for the trading system "BelVis" we have examined the general IT-controls (IT-environment, IT-processes, IT-internal control system) with the assistance of our IT-experts, with a focus on change management, system safety and access protection.</p>
<p>Risks for the consolidated financial statements arise from the fact that the assumptions and parameters used in valuation models for the determination of fair values are highly judgmental and from the fact that formal and material requirements are linked to hedge accounting.</p>	<p>Based on the results of the functional testing, we tested a sample of individual electric power transactions regarding existence, completeness and valuation. The audit procedures included obtaining external confirmations and reconciliation with contracts and other evidence, in particular.</p>
<p>Corresponding information of ÖBB-Infrastruktur Aktiengesellschaft concerning derivative financial instruments can be found in the notes under "A.3. Summary of significant accounting policies and "C.29. Financial Instruments".</p>	<p>In addition, we have examined the valuation models and the underlying valuation parameters for the determination of fair values for their appropriateness and consistent application. We reconciled key parameters used with externally accessible data and the calculation of fair values on a sample basis.</p>
	<p>Hedging relationships were assessed on a sample basis, especially whether documentation of the hedging relationship as well as effectiveness exists and complies with internal policies. Conducted tests of effectiveness were assessed concerning their appropriateness.</p>

Description / Risk:

**Addressing in the scope of the audit
of the consolidated financial statements:**

The correct presentation within the consolidated financial statements - affecting or not affecting profit or loss – depending on, whether the derivative financial instrument is applied for hedging the fair values of balance sheet items ("Fair Value Hedge") or for hedging the fluctuation of future cash flows in the case of derivatives entered into, to hedge electric power purchase prices ("Cashflow-Hedge"), as well as the increase in deferred tax liabilities associated with said valuation effects, have been examined.

Additionally, the disclosures made in the consolidated financial statements (notes) have been assessed on completeness and appropriateness regarding valuation methods and the formation of hedging relationships.

Other Information

Management is responsible for the other information. The other information comprises the information included in the annual report, but does not include the consolidated financial statements, the Group's management report and the auditor's report thereon. The annual report is estimated to be provided to us after the date of the auditor's report.

Our opinion on the consolidated financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the consolidated financial statements, our responsibility is to read the other information, as soon as it is available, and, in doing so, to consider whether - based on our knowledge obtained in the audit - the other information is materially inconsistent with the consolidated financial statements or otherwise appears to be materially misstated.

Responsibilities of Management and of the Audit Committee for the Consolidated Financial Statements

Management is responsible for the preparation of the consolidated financial statements in accordance with IFRS as adopted by the EU, and the additional requirements under Section 245a Austrian Company Code UGB for them to present a true and fair view of the assets, the financial position and the financial performance of the Group and for such internal controls as management determines are necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

The Audit Committee is responsible for overseeing the Group's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with the EU regulation and in accordance with Austrian Standards on Auditing, which require the application of ISA, always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with the EU regulation and in accordance with Austrian Standards on Auditing, which require the application of ISA, we exercise professional judgment and maintain professional scepticism throughout the audit.

We also:

- ▶ identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- ▶ obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Group's internal control.
- ▶ evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- ▶ conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Group to cease to continue as a going concern.

- ▶ evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- ▶ obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with the Audit Committee regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide the Audit Committee with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with the Audit Committee, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Report on Other Legal and Regulatory Requirements

Comments on the Management Report for the Group

Pursuant to Austrian Generally Accepted Accounting Principles, the management report for the Group is to be audited as to whether it is consistent with the consolidated financial statements and as to whether the management report for the Group was prepared in accordance with the applicable legal regulations.

Regarding the consolidated non-financial statement contained in the group management report, it is our responsibility to examine whether it has been prepared, to read it and to evaluate whether it is, based on our knowledge obtained in the audit, materially inconsistent with the consolidated financial statements or otherwise appears to be materially misstated.

Management is responsible for the preparation of the management report for the Group in accordance with Austrian Generally Accepted Accounting Principles.

We conducted our audit in accordance with Austrian Standards on Auditing for the audit of the management report for the Group.

Opinion

In our opinion, the management report for the Group was prepared in accordance with the valid legal requirements, comprising the details in accordance with Section 243a Austrian Company Code UGB, and is consistent with the consolidated financial statements.

Statement

Based on the findings during the audit of the consolidated financial statements and due to the thus obtained understanding concerning the Group and its circumstances no material misstatements in the management report for the Group came to our attention.

Additional information in accordance with article 10 EU regulation

We were elected as auditor by the ordinary general meeting on May 23, 2022. We have been auditor without interruption since the 2020 fiscal year.

We confirm that the audit opinion in the Section "Report on the consolidated financial statements" is consistent with the additional report to the audit committee referred to in article 11 of the EU regulation.

We declare that no prohibited non-audit services (article 5 par. 1 of the EU regulation) were provided by us and that we remained independent of the audited company in conducting the audit.

Responsible Austrian Certified Public Accountant

The engagement partner is Christoph Harreither, Certified Public Accountant.

Vienna, March 20, 2023

Ernst & Young

Wirtschaftsprüfungsgesellschaft m.b.H.

Mag. Christoph Harreither mp

Wirtschaftsprüfer / Certified Public Accountant

ppa Mag. Victoria Scherich mp

Wirtschaftsprüferin / Certified Public Accountant

* This report is a translation of the original report in German, which is solely valid.

Independent limited assurance Report on the Non-Financial Report 2022

Attention: This letter has been translated from German to English for referencing purposes only. Please refer to the officially legally binding version as written and signed in German. Only the German version is the legally binding version.

We have performed a limited assurance engagement on the Non-financial report 2022 of ÖBB- Infrastruktur Aktiengesellschaft (hereafter "ÖBB Infra"), Vienna.

The limited assurance engagement covers the Non-financial report of ÖBB Infra for the financial year 2022 in accordance with the requirements of the Sustainability and Diversity Improvement Act (NaDiVeG) in section 243b and in section 267a of the Austrian Commercial Code (UGB), the requirements of the EU Taxonomy Regulation and the voluntarily applied GRI-Standards (Update 2021).

Responsibilities of the Legal Representatives

ÖBB Infra's legal representatives are responsible for the proper compilation of the Non-financial Report 2022 in accordance with the requirements of the § 243b UGB¹ and the § 267a² UGB, the information according the EU Taxonomy regulation³ and with the voluntarily applied GRI-Standards (Update 2021)⁴.

The legal representatives have signed the Letter of Representation, which we have added to our files.

Responsibilities of the Assurance Providers

Based on our assurance procedures deemed necessary and our evidence we have obtained, it is our responsibility to assess whether any matters have come to our attention that cause us to believe, that in all material matters the Non-financial Report 2022 according to the defined scope of our assurance is not in accordance with the requirements of the § 243b and the § 267a UGB, the EU Taxonomy regulation, and the voluntarily applied GRI-Standards (Update 2021).

Our assurance engagement has been conducted in accordance with the "International Federation of Accountants' ISAE 3000 (Revised)" Standards.

Our professional duties include requirements in relation to our independence as well as planning our assurance engagement based on the materiality considerations in order to allow us to obtain a limited level of assurance.

According to the "General Conditions of Contract for the Public Accounting Professions" our liability is limited. An accountant is only liable for violating intentionally or by gross negligence the contractual duties and obligations entered into. In cases of gross negligence, the maximum liability towards the client and any third party together is EUR 726,730 in the aggregate.

Our procedures have been designed to obtain a limited level of assurance on which to base our conclusions. The extent of evidence gathering procedures performed is less than for that of a reasonable assurance engagement (such as a financial audit) and therefore a lower level of assurance is provided.

¹ <https://www.ris.bka.gv.at/Dokumente/Bundesnormen/NOR40189008/NOR40189008.pdf>

² <https://www.ris.bka.gv.at/Dokumente/Bundesnormen/NOR40189009/NOR40189009.pdf>

³ <https://eur-lex.europa.eu/eli/reg/2020/852/>

⁴ <https://www.globalreporting.org/standards>

We have performed all the procedures deemed necessary to obtain the evidence that is sufficient and appropriate to provide a basis for our conclusions. Our main procedures were:

- ▶ Obtain an overview over the industry as well as the operational and organizational structure of the organization;
- ▶ Interview a selection of senior managers and executives to understand systems, processes and internal control procedures related to the content of the Sustainability Reporting assured, which support the data collection;
- ▶ Review relevant group level, board and executive documents to assess awareness and priority of issues in the Sustainability Reporting and to understand how progress is tracked and internal controls are implemented;
- ▶ Examine risk management and governance processes related to sustainability and critical evaluation of the disclosure in the Sustainability Reporting;
- ▶ Perform analytical procedures at group level;
- ▶ Perform virtual meetings with the responsible persons to obtain evidence on performance indicators. In addition, we reviewed data samples in the non-financial Reporting at site level according to the defined scope of our assurance for completeness, reliability, accuracy and timeliness;
- ▶ Review data and processes on a sample basis according to the defined scope of our assurance to assess whether they have been collected, consolidated and reported appropriately at group level. This included obtaining an opinion whether the data had been reported in an accurate, reliable and complete manner;
- ▶ Review the coverage of material issues which have been raised in stakeholder dialogues, in media reports and environmental and social reports of peers;
- ▶ Evaluate the materiality assessment, including sector specific megatrends;
- ▶ Assessment whether the Requirements according to § 243b UGB and § 267a UGB have been adequately addressed,
- ▶ Assessment whether the Requirements according to the EU Taxonomy regulation have been adequately addressed,
- ▶ Assessment whether selected statements and claims in the non-financial report are reasonable and in accordance with the GRI Standards (Update 2021).

The objective of our engagement was neither a financial audit nor a financial audit review of past-oriented financial information. We did not perform any further assurance procedures on data, which were subject of the annual financial audit, the corporate governance report and the risk reporting. We merely checked this data was presented in accordance with the Standards. Neither the detection and investigation of criminal offenses, such as embezzlement or other fraudulent actions, nor the assessment of effectiveness and efficiency of management were subject to our engagement. We did not test data derived from external surveys.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion.

We submit this report based on our assurance engagement for which, also regarding third parties, the "General Conditions of Contract for the Public Accounting Professions"⁵, are binding.

Conclusion

Based on our assurance procedures performed and the evidence obtained, no matters have come to our attention that cause us to believe that the non-financial report for the financial year 2022 is not prepared, in all material respects, in accordance with the requirements of section 243b UGB and 267a UGB (NaDiVeG), the requirements of EU Taxonomy Regulation and with the GRI-Standards (Update 2021).

Vienna, 20. March 2023

Ernst & Young

Wirtschaftsprüfungsgesellschaft m.b.H.

Mag. Christoph Harreither mp

Wirtschaftsprüfer / Certified Public Accountant

ppa. Susanna Gross, MA mp

Wirtschaftsprüferin / Certified Public Accountant

⁵ Version dated 18 April 2018, published by the Chamber of Public Accountants and Tax Consultants, Chapter 7, http://www.kwt.or.at/PortalData/1/Resources/aab/AAB_2018_de.pdf

Imprint

Publisher

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Disclaimer

The information contained in this report has been prepared to the best of our knowledge and checked for accuracy with a great degree of care and attention. Typographical and printing errors reserved. This annual report (implemented with the support of firesys GmbH) is only available in electronic format: infrastruktur.oebb.at/gb2022

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