GREEN BOND REPORT
related to the EMTN bond Series 10, Series 17 and Series 18

May 2023
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FS Group Overview and Sustainability
FS Group in a snapshot

Ferrovie dello Stato Italiane SpA (“FS” or the “Issuer”) – 100% Italian State owned – is the holding company of the Italian railway group (FS Group). As one of the largest industrial groups in the Country, it manages rail and road networks and transport services by rail and bus both passenger and freight, contributing to develop integrated mobility and logistics in Italy and abroad.

Trenitalia, Mercitalia Rail and RFI received and invested the proceeds of the Green Bonds issued by FS Italiane so far.
A business model which fully integrates sustainability

FS Group vision is to become the company that enables a system of resilient infrastructure, sustainable mobility and integrated logistics.

**INPUT**

- **Financial capital**
  - Set of resources needed to finance our activities:
    - equity capital
    - debt capital (bonds, green bonds, bank loans, sustainability linked facility)
    - public contributions (Programme Contract, EU funds, etc.)

- **Physical assets**
  - Set of physical assets needed to deliver quality services:
    - resilient infrastructure (rail and road) and other assets (stations/workshops)
    - fleets (trains/buses/ships)

- **Human and relational capital**
  - The set of skills, abilities and experience of our people and the set of relationships established with all stakeholders

- **Intellectual and organisational capital**
  - Set of intangible assets that contribute to the creation of value:
    - patents, rights, etc.
    - brands
    - organisational procedures
    - IT systems

- **Natural assets**
  - Set of managed natural resources (renewable and non-renewable):
    - energy
    - soil
    - water
    - materials

**SUSTAINABILITY**

- Planning, assessing and managing
- Debt capital market
- Project finance
- Soft finance
- Green bond
- Innovation
- Organisation and administration
- Planning and control
- Risk management
- Internationalization
- Planning new infrastructures
- Management, monitoring and maintenance of infrastructure (rail/road), other assets (stations/workshops) and fleets (train, tram and bus)
- Defining intermodal transport services
- Providing passenger and freight transport services (market-based services and universal services)
- Monitoring and investments in travel safety
- Energy management
- Environmental Management Systems

**PEOPLE FIRST**

- Personnel recruiting and management
- Training and development
- People care
- Health and safety
- Relationships with passengers, customers, suppliers
- Relationships with institutions
- People needs first
- People safety
- Financial performance and investments
- Value creation and competitiveness for the country
- Punctuality and regularity of the service
- Technological skills and progress
- Attracting and satisfying employees
- Environmental sustainability

**RESULTS**

- Regional services
- High-speed services
- Intermodal services
- Integrated logistics services
- International services
- Engineering services
- Road and rail infrastructures

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1 services carried out in full commercial autonomy and without public contributions
2 public transport services provided at the request of the State or the Regions which, on the basis of Service Contracts, pay the transport company a fee for compliance with established requirements (frequency, fares, performance goals and tariffs)
FS Group Sustainability Commitment

Our agenda for a sustainable mobility

The Group intends to place sustainability increasingly at the heart of its strategies. For this reason, the FS Group committed to 12 of the Sustainable Development Goals (SDGs) identified by the United Nations 2030 Agenda.

Sustainability performance

The Group commitment is positively reflected in its sustainability ratings:

- **CDP**: Climate Change “A-“
- **Moody’s ESG Solutions**: Advanced
- **Moody’s SUSTAINALYTICS**: ESG Low Risk
- **MSCI**: Average
- **World Benchmarking Alliance**: 7th place out of 90
**European Taxonomy**

**Turnover, Capex and Opex**

In accordance with EU Regulation 852/2020 (EU Taxonomy) below is summarized the performance of the Group with regard to the shares of 2022 Turnover, Opex, and Capex\(^1\) aligned to the two objectives of climate change mitigation and adaptation.

<table>
<thead>
<tr>
<th></th>
<th>Environmentally sustainable</th>
<th>Not eligible</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Turnover</strong></td>
<td>60.6%</td>
<td>27.7%</td>
</tr>
<tr>
<td>(mln €)</td>
<td>13,664</td>
<td></td>
</tr>
<tr>
<td><strong>Total OpEx(^2)</strong></td>
<td>44.5%</td>
<td>52.4%</td>
</tr>
<tr>
<td>(mln €)</td>
<td>5,028</td>
<td></td>
</tr>
<tr>
<td><strong>Total CapEx</strong></td>
<td>84.2%</td>
<td>3.6%</td>
</tr>
<tr>
<td>(mln €)</td>
<td>8,115</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)Results refer to the share of turnover, operating expenses, and capital expenditures not related to intercompany activities.

\(^2\)Total Opex as identified by the Delegated Regulations paragraphs 1.1.3.1. - 1.1.3.2.

- A total of **60.6%** of consolidated turnover is Taxonomy aligned.
- A total of **44.5%** of consolidated operating expenses is Taxonomy aligned.
- A total of **84.2%** of consolidated capital expenditure is Taxonomy aligned.
Green Bond Framework Summary
First Green Bond Framework established in 2017. In 2022 FS has enlarged the list of Eligible Green Projects.

Potential KPIs:
- Energy efficiency
- Reducing CO$_2$ emissions
- Modal shift vs railway

Look-back period: 2 years (vs. 3 years of the previous update)

Look-forward period: 2 years

All the EGP are aligned with the EU Taxonomy categories

Eligible Green Projects

- Trenitalia electric passenger trains and maintenance of the electric rolling stock.
- MIR electric locos and freight wagons and related maintenance
- RFI electric HS infrastructure and maintenance of the railway lines.

All the EGP are aligned with the EU Taxonomy categories.
Green Bond Framework – SDGs Mapping

- The FS Green Bond Framework addresses 3 of 17 **UN Sustainable Development Goals**.
- The mapping has been inspired by the **ICMA high-level mapping to SDGs** and existing practices of issuers of Green Bonds in the transportation sector.

**SDG 9.1**: Develop quality, reliable, sustainable and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

**SDG 11.2**: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport

**SDG 12.2**: By 2020, achieve the environmentally sound management of chemicals and all wastes throughout their life cycle, in accordance with agreed international frameworks, and significantly reduce their release to air, water and soil in order to minimize their adverse impacts on human health and the environment

**SDG 12.5**: By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse
Informazione pubblica

**External Reviews**

**Best practice**

In 2022 *Sustainalytics* provided a *Second Party Opinion* on the updated Green Bond Framework, certifying its alignment to the EU Taxonomy.

FS obtained the *Climate Bonds certification* for second, third and fourth green issuances.

*KPMG* provided a *Third Party Opinion* on the 2021 Green Bond Report.

“*Ferrovie demonstrates a commitment to sustainability through its sustainability strategy, which is underpinned by three pillars: (i) energy and emissions, (ii) sustainable mobility, and (iii) safety*”

“*Sustainalytics is of the opinion that Ferrovie has implemented adequate measures and is well-positioned to manage and mitigate environmental and social risks commonly associated with the eligible categories.*”

“*Ferrovie dello Stato Italiane Green Bond Framework is aligned with the overall sustainability strategy of the Group and that the green use of proceed category will contribute to the advancement of the UN Sustainable Development Goals 9, 11 and 12*”
**FS’s Green Issuances and Reporting perimeter**

- Series 7’s reporting already made in 2018 after full allocation of the net proceeds, no more reporting is due unless material changes occur.

- Due to CBI certification (cfr. slide 13), reporting for Series 10, 17, 18, 19 and 20 is required on an annual basis.

- Reporting activity for Series 19 and 20 is still ongoing and will be released one year after each issuance.

<table>
<thead>
<tr>
<th>FS’s Green Bond</th>
<th>Issue Date</th>
<th>Allocation</th>
<th>Reporting</th>
</tr>
</thead>
<tbody>
<tr>
<td>EMTN Series 7</td>
<td>7/12/2017</td>
<td>100%</td>
<td>Once until full allocation</td>
</tr>
<tr>
<td>EMTN Series 10</td>
<td>09/07/2019</td>
<td>100%</td>
<td>Annually</td>
</tr>
<tr>
<td>EMTN Series 17</td>
<td>25/03/2021</td>
<td>100%</td>
<td>Annually</td>
</tr>
<tr>
<td>EMTN Series 18</td>
<td>23/12/2021</td>
<td>100%</td>
<td>Annually</td>
</tr>
<tr>
<td>EMTN Series 19</td>
<td>20/07/2022</td>
<td>100%</td>
<td>Once until full allocation</td>
</tr>
<tr>
<td>EMTN Series 20</td>
<td>14/09/2022</td>
<td>100%</td>
<td>Annually</td>
</tr>
</tbody>
</table>
Allocation and Impact Reports

Green Bond Series 10, 17 and 18
Description of the issuances

- Carry on the Group’s sustainability path for a clean transport including the freight sector among the Eligible Green Projects;
- 3.5x oversubscription with Eur 2.5 billion orders coming from 160 investors, of which around 50% from SRI investors;
- Final spread at the tighter end of the guidance, at m/s+128bps (equivalent to BTPs -16bps), fixing the final size at EUR 700m;
- First Italian bond CBI Certified.

- Investments in both local and high speed transport among the Eligible Green Projects;
- 1.8x oversubscription with Eur 1.8 billion orders coming from 90 investors, of which around 75% from SRI investors;
- Final spread at the tighter end of the guidance, at m/s+60bps, fixing the final size at EUR 1 bn
- CBI Certified.

- Investments in high speed transport among the Eligible Green Projects
- First Green Bond underwritten by EIB
- CBI Certified.

<table>
<thead>
<tr>
<th>Series 10</th>
<th>Series 17</th>
<th>Series 18</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Issuer</strong></td>
<td>Ferrovie dello Stato Italiane SpA</td>
<td>Ferrovie dello Stato Italiane SpA</td>
</tr>
<tr>
<td><strong>Issue Type</strong></td>
<td>Green Bond</td>
<td>Green Bond</td>
</tr>
<tr>
<td><strong>Issuer Rating (at Issue)</strong></td>
<td>BBB / BBB (S&amp;P / Fitch)</td>
<td>BBB / BBB (S&amp;P / Fitch)</td>
</tr>
<tr>
<td><strong>Format</strong></td>
<td>Senior Unsecured, Reg S Bearer</td>
<td>Senior Unsecured, Reg S Bearer</td>
</tr>
<tr>
<td><strong>Amount</strong></td>
<td>Euro 700m</td>
<td>Euro 1,000m</td>
</tr>
<tr>
<td><strong>Issue Date</strong></td>
<td>09 July 2019</td>
<td>25 March 2021</td>
</tr>
<tr>
<td><strong>Maturity Date</strong></td>
<td>09 July 2026</td>
<td>25 March 2028</td>
</tr>
<tr>
<td><strong>Coupon</strong></td>
<td>1.125%</td>
<td>0.375%</td>
</tr>
<tr>
<td><strong>Reoffer Price / Yield</strong></td>
<td>99.967 / 1.130%</td>
<td>99.491 / 0.449%</td>
</tr>
<tr>
<td><strong>Reoffer Spread</strong></td>
<td>m/s+128bps</td>
<td>m/s+ 60 bps</td>
</tr>
</tbody>
</table>
### Allocation of the Proceeds

100% proceeds (Euro 2,050 million) allocated at the issue date, via intercompany loan from FS, the issuer, to Trenitalia and Mercitalia Rail

<table>
<thead>
<tr>
<th>Ultimate Beneficiary Company</th>
<th>Eligible Green Project</th>
<th>Issuance</th>
<th>Asset's Value (€/mn)</th>
<th>Unit of vehicle funded (equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trenitalia</td>
<td>REGIONAL - POP AND ROCK TRAIN</td>
<td>10</td>
<td>463.77</td>
<td>53</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17</td>
<td>834.58</td>
<td>108</td>
</tr>
<tr>
<td></td>
<td>HIGH SPEED – FRECCIAROSSA 1000 TRAIN</td>
<td>10</td>
<td>117.60</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17</td>
<td>166.79</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td></td>
<td>18</td>
<td>351.36</td>
<td>10</td>
</tr>
<tr>
<td>Mercitalia Rail</td>
<td>ELECTRIC LOCOMOTIVE E494</td>
<td>10</td>
<td>103.60</td>
<td>40</td>
</tr>
<tr>
<td></td>
<td>WAGON SHIMMNS</td>
<td></td>
<td>14.30</td>
<td>140</td>
</tr>
<tr>
<td></td>
<td><strong>Total</strong></td>
<td></td>
<td><strong>2,052.00</strong></td>
<td><strong>359</strong></td>
</tr>
</tbody>
</table>

100% financing of new projects
## Impact reporting as of year end 2022 - environmental performance

«train vs. train» approach (as of 2022)

<table>
<thead>
<tr>
<th>Ultimate Beneficiary Company</th>
<th>Eligible Green Project</th>
<th>Issuance</th>
<th>Unit of vehicle funded (equivalent)</th>
<th>Energy Saving MWh</th>
<th>Baseline GHG emissions tCO₂</th>
<th>Total GHG emissions tCO₂</th>
<th>Total GHG emissions avoided tCO₂</th>
<th>Total GHG emissions avoided %</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trenitalia</strong></td>
<td>REGIONAL - POP AND ROCK TRAIN(^{(1)})</td>
<td>10(^{4})</td>
<td>53</td>
<td>91,537</td>
<td>139,488</td>
<td>110,526</td>
<td>-28,962</td>
<td>-20.76%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17(^{5})</td>
<td>108</td>
<td>64,257</td>
<td>92,066</td>
<td>74,230</td>
<td>-17,837</td>
<td>-19.4%</td>
</tr>
<tr>
<td></td>
<td>HIGH SPEED – FRECCIAROSSA 1000 TRAIN(^{(2)})</td>
<td>10(^{4})</td>
<td>3</td>
<td>17,712</td>
<td>27,365</td>
<td>21,762</td>
<td>-5,602</td>
<td>-20.47%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>17(^{5}(6))</td>
<td>5</td>
<td>10,779</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td></td>
<td>18(^{6}(7))</td>
<td>10</td>
<td>-2.665</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Mercitalia Rail</strong></td>
<td>ELECTRIC LOCOMOTIVE E494(^{(3)})</td>
<td>10(^{4})</td>
<td>40</td>
<td>6,049</td>
<td>65,708</td>
<td>63,794</td>
<td>-1,913</td>
<td>-2.91%</td>
</tr>
<tr>
<td></td>
<td>WAGON SHIMMNS(^{(3)})</td>
<td>140</td>
<td>102</td>
<td>1,321.6</td>
<td>1,289.5</td>
<td>1,289.5</td>
<td>-32.1</td>
<td>-2.44%</td>
</tr>
</tbody>
</table>

\(^{(1)}\) Data related to the POP and ROCK are estimates based on the values stated by the suppliers in the tender procurement process according to the European technical specification TS 50591 “Specification and verification of energy consumption for railway rolling stock”. The baseline for the calculation of energy saving and avoided GHG emissions is the market average for comparable trains in operation stated by the suppliers in the tender procurement process.

\(^{(2)}\) Data related to the ETR1000 are actual as the fleet is full in operation. The baseline for the calculation of energy saving and avoided GHG emissions is the previous generation High-Speed train “ETR 500” with 9 coaches in the fleet of Trenitalia.

\(^{(3)}\) Data related to the freight fleet are actual. The baseline for the calculation of energy saving and avoided GHG emissions are the last locomotive and wagon purchased, before these one, by Mercitalia Rail.

\(^{(4)}\) Data refer to 4 years time period (2019-2022)

\(^{(5)}\) Data refer to 3 years time period (2020-2022)

\(^{(6)}\) Data are related only to energy saving due to the fact that the trains will be in service in Spain where traction energy comes 100% from renewable sources, therefore without CO2 emissions.

\(^{(7)}\) Trains started running commercial services from 25/11/22. Data includes the preliminary activities carried out in the first half of the year.
Third Party Opinion

Independent auditors’ report on the Green Bond Report

To the Board of Directors of Ferrovie dello Stato Italiane S.p.A.

We have been engaged to perform a limited assurance engagement on the Allocation of the Proceeds data and on the environmental performance data resulting from green projects financed with the Green Bonds (as defined below) included in the Green Bond Report - May 2022 (the “Report”) of Ferrovie dello Stato Italiane S.p.A. (the “Company”) prepared on the basis of the Green Bond Framework – June 2022 and available on the Company’s website (the “Framework”), developed by the Company in accordance with the Green Bond Principles 2021 issued by the International Capital Market Association - ICMA (the “Principles”) related to the Green Bonds issued on 9 July 2019 (EMTN Series 10), on 25 March 2021 (EMTN Series 17) and on 23 December 2021 (EMTN Series 18) (the “Green Bonds”).

Responsibilities of the Company’s Directors for the Report

The Directors are responsible for the preparation of the Report in accordance with the Framework, developed by the Company in accordance with the Principles. In particular the Directors are responsible for the preparation of the Allocation of the Proceeds data in accordance with the eligible green projects categories and of the environmental performance data resulting from green projects financed with the Green Bonds included in the Report as described in the “Green Bond Framework Summary” paragraph of the Report.

The Directors are also responsible for such internal control as they determine is necessary to enable the preparation of a Report that is free from material misstatement, whether due to fraud or error. It also includes identifying the content of the Report, selecting and applying policies, and making judgments and estimates that are reasonable in the circumstances.

Auditors’ independence and quality control

We have complied with the independence and other ethical requirements of the Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA Code) issued by the International Ethics Standards Board for Accountants, which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behavior. Our firm applies International Standard on Quality Control 1 (ISQC 1 Italia) and, accordingly, maintains a system of quality control including documented policies and procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Auditors’ responsibility

Our responsibility is to express a conclusion, based on the procedures performed, about the preparation of the Allocation of the Proceeds data and of the environmental performance data resulting from green projects financed with the Green Bonds included in the Report in accordance with the “Green Bond Framework Summary” paragraph of the Report.
We carried out our work in accordance with the criteria established by "International Standard on Assurance Engagements 3000 (Revised) - Assurance Engagements other than Audits or Reviews of Historical Financial Information" ("ISAE 3000 Revised"), issued by the International Auditing and Assurance Standards Board applicable to limited assurance engagements. This standard requires that we plan and perform the engagement to obtain limited assurance about whether the Report is free from material misstatement. A limited assurance engagement is less in scope than a reasonable assurance engagement carried out in accordance with ISAE 3000 Revised, and consequently does not enable us to obtain assurance that we would become aware of all significant matters and events that might be identified in a reasonable assurance engagement.

The procedures we performed on the Report are based on our professional judgement and include inquiries, primarily of the Company’s personnel responsible for the preparation of the information presented in the Report, documental analyses, recalculations and other evidence gathering procedures, as appropriate.

Specifically, we carried out the following main procedures:

• reviewing the second party opinion;
• evaluating the design and implementation of the reporting processes and the controls regarding the Allocation of the Proceeds data and the environmental performance data;
• interviewing relevant staff at corporate and business level responsible for the Green Bonds management and reporting;
• interviewing relevant staff at corporate and business level responsible for providing and consolidating the Allocation of the Proceeds data and the environmental performance data;
• evaluating internal and external documentation, based on sampling, to determine whether the Allocation of the Proceeds data is supported by sufficient evidence in line with the eligible green projects and the environmental performance data resulting from green projects financed with the Green Bonds is prepared in line with the methodology included in the Framework.

Conclusion

Based on the procedures performed, nothing has come to our attention that causes us to believe that the Allocation of the Proceeds data and the environmental performance data resulting from green projects financed with the Green Bonds included in the Green Bond Report - May 2022, are not prepared, in all material respects, in accordance with the "Green Bond Framework Summary" paragraph of the Report.

Rome, 12 May 2023

KPMG S.p.A.

Gabriele de Giannaro
Director of Audit
## Other ESG indicators – EU Taxonomy assessment

### Summary of Alignment with the EU Taxonomy – Screening criteria

<table>
<thead>
<tr>
<th>Eligible Green Project</th>
<th>Substantial contribution to</th>
<th>Taxonomy activity</th>
<th>EU Technical Screening Criteria</th>
<th>Alignment with Technical Screening Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGIONAL - POP AND ROCK TRAIN HIGH SPEED - FRECCIAROSSA1000 TRAIN</td>
<td>Climate change mitigation</td>
<td>Passenger interurban rail transport</td>
<td>The activity complies with one of the following criteria: (a) the trains and passenger coaches have zero direct (tailpipe) CO₂ emissions; (b) the trains and passenger coaches have zero direct (tailpipe) CO₂ emission when operated on a track with necessary infrastructure, and use a conventional engine where such infrastructure is not available (bimode).</td>
<td>Eligible green projects fulfill criteria a). Regional trains “Pop &amp; Rock” and High speed trains “ETR 1000” are electric and they have zero direct (tailpipe) CO₂ emissions.</td>
</tr>
<tr>
<td>ELECTRIC LOCOMOTIVE E494 WAGON SHIMMNS</td>
<td>Climate change mitigation</td>
<td>Freight rail transport</td>
<td>The activity complies with one or both of the following criteria: (a) the trains and wagons have zero direct tailpipe CO₂ emission; (b) the trains and wagons have zero direct tailpipe CO₂ emission when operated on a track with necessary infrastructure, and use a conventional engine where such infrastructure is not available (bimode). 2. The trains and wagons are not dedicated to the transport of fossil fuels.</td>
<td>Eligible green projects fulfill criteria a). Locomotives are electric and they have zero direct (tailpipe) CO₂ emissions. Trains and wagons are not dedicated to the transport of fossil fuels.</td>
</tr>
</tbody>
</table>
Other ESG indicators – EU Taxonomy assessment

Summary of Alignment with the EU Taxonomy – Do Not Significant Harm «DNSH» criteria

<table>
<thead>
<tr>
<th>Eligible Green Project</th>
<th>Taxonomy activity</th>
<th>Environmental objectives</th>
<th>DSNH Criteria</th>
<th>Alignment with DSNH Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGIONAL - POP AND ROCK TRAIN</td>
<td>Passenger interurban rail transport</td>
<td>Climate change adaptation</td>
<td>Climate risk and vulnerability assessment</td>
<td>Ferrovie dello Stato has a risk management approach that covers climate change adaptation. Consistently with the best practices (e.g. EU Climate ADAPT – The Adaptation Support Tool), FS Group indeed considers adaptation as a way to minimize climate change risk. Ferrovie dello Stato is a TCFD (Task Force on Climate-Related Financial Disclosures) supporter since May 2021, and its climate change risk management process aims to identify and evaluate climate hazards and the related adaptation measures according to best practices. In 2020, the Group set up an intercompany Program Team in order to define a tool to evaluate climate hazards (physical risks) and to develop an infrastructure adaptation plan. The Program Team carried out a first pilot project for climate vulnerability assessment and physical risk modeling to identify the areas with the greatest exposure to climatic events from a perspective view. The assessment used the Representative Concentration Path (RCP) scenarios adopted by the Intergovernmental Panel on Climate Change (IPCC). In 2022, to identify the share of turnover, operating expenses, and capital expenditures aligned with the objectives of the EU Taxonomy Regulation, the Group provided companies with a tool for climate analysis and vulnerability assessment of main assets to identify the related adaptation measures in the so-called Adaptation Catalogue. The tool allows to i) identify the prevailing asset types (i.e., rolling stock, vehicles, buildings, ships, etc.); ii) identify the climate hazards that can potentially affect the assets (in line with Appendix A of the Technical Annex of Delegated Regulation EU 2021/2139); iii) evaluate the degree of vulnerability of the prevailing asset to the climate hazard; iv) identify physical and non-physical solutions (adaptation solutions) that help reduce the effects of the hazards that weight on the specific economic activity.</td>
</tr>
<tr>
<td>HIGH SPEED - FRECCIA ROSSA 1000 TRAIN</td>
<td>Freight rail transport</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELECTRIC LOCOMOTIVE E494</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WAGON SHIMMNS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Other ESG indicators – EU Taxonomy assessment

### Summary of Alignment with the EU Taxonomy – Do Not Significant Harm «DNSH» criteria

<table>
<thead>
<tr>
<th>Eligible Green Project</th>
<th>Taxonomy activity</th>
<th>Environmental objectives</th>
<th>DNSH Criteria</th>
<th>Alignment with DNSH Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>REGIONAL - POP AND ROCK TRAIN</td>
<td>Passengers interurban rail transport</td>
<td>Transition to a circular economy</td>
<td>Measures are in place to manage waste in accordance with the waste hierarchy, in particular during maintenance.</td>
<td>The Group’s main subsidiaries are ISO 14001:2015 Environment Management System (EMS) certified. The guidelines of EMS are applied to all operations including, procurement of goods and services, waste management, water management, preparation of train and crew, and shunting and maintenance of trains, wagons and locomotives. The Group’s waste management policy is included in the EMS and the generated waste is managed in accordance with the waste management hierarchy while ensuring compliance with national and European regulations. The ETR1000 passenger train obtained the Environmental Product Declaration (EPD) which shows that the Frecciarossa 1000 emits only 28 grams of CO₂ per passenger per kilometer. All trains and locomotives are electric and do not have any direct emissions related to combustion. Trains operating in Spanish high-speed services have no CO₂ emissions since traction energy comes 100% from renewable sources.</td>
</tr>
<tr>
<td>HIGH SPEED - FRECCIAROSSA1000 TRAIN</td>
<td>Freight rail transport</td>
<td>Pollution prevention and control</td>
<td>Engines for the propulsion of railway locomotives (RLL) and engines for the propulsion of railcars (RLR) comply with emission limits set out in Annex II to Regulation (EU) 2016/1628 of the European Parliament and of the Council</td>
<td></td>
</tr>
<tr>
<td>ELECTRIC LOCOMOTIVE E494</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WAGON SHIMMNS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Other ESG indicators – EU Taxonomy

#### Summary of Alignment with the EU Taxonomy - Minimum safeguards assessment

<table>
<thead>
<tr>
<th>Eligible Green Project</th>
<th>Minimum safeguards</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALL</td>
<td>FS Italiane promotes the protection of human rights for its employees, customers, citizens, suppliers and business partners, helping create a responsible supply chain and operating in accordance with the United Nations’ Universal Declaration of Human Rights and the fundamental conventions of the International Labour Organization. The principles on which the Group operates include respect for human rights and the commitment to contribute to the creation of a responsible supply chain, also established in the Code of Ethics (which guides the Group in its relationships with stakeholders). Furthermore, the Group promotes open and inclusive employment relationships and rejects any type of discrimination or harm against people, prevents any form of illegal labour and endorses policies aimed at the psychological and physical well-being of personnel. Since 2017, the Group has joined the UN’s Global Compact (“GC”) network.</td>
</tr>
</tbody>
</table>

Informazione pubblica
**4 Green Bonds** for a total Eur **2.65 bn** issued until December 2021

Total allocation and environmental impact (Series 10, 17 and 18)

- **NEW REGIONAL ELECTRIC TRAINS "POP" AND "ROCK"**
  - €1,298 million
  - 161 trains
  - Total **54,346 tCO₂ saved** * in the period 2019-2022 thanks to the Series 10, 17 and 18

- **NEW HIGH SPEED ELECTRIC TRAINS "ETR1000"**
  - €634 million
  - 18 trains

- **NEW ELECTRIC LOCOMOTIVES AND WAGONS**
  - €118 million
  - 40 locomotives
  - 140 wagons

Furthermore, the **Bond issuance Series 7** allocated **€549.64 million** and **€49.78 million** to fund respectively **17** High Speed Electric Trains “ETR1000” and **7** Regional Electric Trains “POP” and “ROCK”. Total **13,491 tCO₂ saved** * in 2018 thanks to the Series 7.

* Compared to previous train models
Allocation & impact report details
Series 10 allocation of the Proceeds

100% proceeds allocated at the issue date, via intercompany loan from FS, the issuer, to Trenitalia and Mercitalia Rail

<table>
<thead>
<tr>
<th>ELIGIBLE GREEN PROJECT</th>
<th>Trains’ value</th>
<th>Unit of vehicle funded (equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Investments in public passenger transport rolling stock renewal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Electric Multiple Unit (EMU) Trains For Regional Passenger Transport: “Pop” and “Rock”</td>
<td>€ 463.77 million</td>
<td>53</td>
</tr>
<tr>
<td>New High Speed Trains “Frecciarossa1000”</td>
<td>€ 117.60 million</td>
<td>3</td>
</tr>
<tr>
<td>2. Investments in freight transport rolling stock renewal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Electric Locomotives For Freight Transport</td>
<td>€ 103.6 million</td>
<td>40</td>
</tr>
<tr>
<td>New Wagons For Freight Transport</td>
<td>€ 14.3 million</td>
<td>140</td>
</tr>
<tr>
<td>TOTAL NET PROCEEDS</td>
<td>€ 699,279,000</td>
<td></td>
</tr>
<tr>
<td>100% financing of new projects</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Series 10 impact reporting as of year end 2022 - environmental performance

Passenger transport «train vs. train» approach (2019-2022)

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Eligible Green Project</th>
<th>Year</th>
<th>Unit of Vehicle funded</th>
<th>Energy Saving MWh</th>
<th>Baseline GHG emissions tCO2</th>
<th>Total GHG emissions tCO2</th>
<th>Total GHG emissions avoided tCO2</th>
<th>Total GHG emissions avoided %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investments in public passenger transport rolling stock renewal</td>
<td>REGIONAL - POP AND ROCK TRAIN (1)</td>
<td>2019</td>
<td></td>
<td>24,944</td>
<td>38,729</td>
<td>30,837</td>
<td>-7,892</td>
<td>-20.40%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2020</td>
<td></td>
<td>18,257</td>
<td>26,979</td>
<td>21,203</td>
<td>-5,776</td>
<td>-21.41%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
<td></td>
<td>24,114</td>
<td>36,722</td>
<td>29,092</td>
<td>-7,630</td>
<td>-20.78%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td></td>
<td>24,222</td>
<td>37,058</td>
<td>29,394</td>
<td>-7,664</td>
<td>-20.68%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>53</td>
<td></td>
<td>91,537</td>
<td>139,488</td>
<td>110,526</td>
<td>-28,962</td>
<td>-20.76%</td>
</tr>
<tr>
<td></td>
<td>HIGH SPEED – FRECCIA ROSSA1000 TRAIN (2)</td>
<td>2019</td>
<td></td>
<td>6,035</td>
<td>9,324</td>
<td>7,415</td>
<td>-1,909</td>
<td>-20.50%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2020</td>
<td></td>
<td>2,771</td>
<td>4,281</td>
<td>3,404</td>
<td>-876</td>
<td>-20.48%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
<td></td>
<td>3,184</td>
<td>4,919</td>
<td>3,912</td>
<td>-1,007</td>
<td>-20.48%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td></td>
<td>5,722</td>
<td>8,841</td>
<td>7,031</td>
<td>-1,810</td>
<td>-20.48%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>3</td>
<td></td>
<td>17,712</td>
<td>27,365</td>
<td>21,762</td>
<td>-5,602</td>
<td>-20.47%</td>
</tr>
</tbody>
</table>

Data refer to 4 years time period (2019-2022)

(1) Data related to the POP and ROCK are estimates based on the values stated by the suppliers in the tender procurement process according to the European technical specification TS 50591 “Specification and verification of energy consumption for railway rolling stock”. The baseline for the calculation of energy saving and avoided GHG emissions is the market average for comparable trains in operation stated by the suppliers in the tender procurement process.

(2) Data related to the ETR1000 are actual as the fleet is full in operation. The baseline for the calculation of energy saving and avoided GHG emissions is the previous generation High-Speed train “ETR 500” with 9 coaches in the fleet of Trenitalia.
Series 10 impact reporting as of year end 2022 - environmental performance

Freight transport «train vs. train» approach (2020-2022)

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Eligible Green Project</th>
<th>Year</th>
<th>Unit of Vehicle funded</th>
<th>Energy Saving MWh</th>
<th>Baseline GHG emissions tCO2</th>
<th>Total GHG emissions tCO2</th>
<th>Total GHG emissions avoided tCO2</th>
<th>Total GHG emissions avoided %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investments in freight transport rolling stock renewal</td>
<td>ELECTRIC LOCOMOTIVE E494 (1)</td>
<td>2020</td>
<td>40</td>
<td>994</td>
<td>10,797</td>
<td>10,482</td>
<td>-314</td>
<td>-2.91%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
<td></td>
<td>2,580</td>
<td>28,030</td>
<td>27,213</td>
<td>-816</td>
<td>-2.91%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td></td>
<td>2,475</td>
<td>26,881</td>
<td>26,098</td>
<td>-783</td>
<td>-2.91%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>40</td>
<td>6,049</td>
<td>65,708</td>
<td>63,794</td>
<td>-1,913</td>
<td>-2.91%</td>
</tr>
<tr>
<td></td>
<td>WAGON SHIMMNS</td>
<td>2020</td>
<td></td>
<td>32</td>
<td>417.0</td>
<td>406.9</td>
<td>-10.1</td>
<td>-2.44%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2021</td>
<td></td>
<td>140</td>
<td>475.0</td>
<td>463.4</td>
<td>-11.6</td>
<td>-2.44%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td></td>
<td>33</td>
<td>429.6</td>
<td>419.2</td>
<td>-10.4</td>
<td>-2.44%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>140</td>
<td>102</td>
<td>1,321.6</td>
<td>1,289.5</td>
<td>-32.1</td>
<td>-2.44%</td>
</tr>
</tbody>
</table>

➢ Data refer to 3 years time period (2020-2022)

(1) Data related to the freight fleet are actual. The baseline for the calculation of energy saving and avoided GHG emissions are the last locomotive and wagon purchased, before these one, by Mercitalia Rail.
GHG emissions of the EGPs (tCO$_2$)$^{(1)}$

\[
\text{Annual average consumption (MWh) of the relevant train} \times \text{CO$_2$ emission factor (gCO$_2$/kWh)} \big/ 1000
\]

- The **Annual Avarage Consumption** is actual or estimate depending on the deployment status of project $^{(2)}$
- The **CO$_2$ Emission Factor** (316.4 gCO$_2$/kWh) is the CO$_2$ emission factor related to the Italian electricity production mix as calculated by ISPRA$^{(3)}$

---

$^{(1)}$: Location-based approach. CO$_2$ emission are included, other gas (CH$_4$ e N$_2$O) are not included (less than 1%)
$^{(2)}$: Refer to the previous slide for detail on each project
$^{(3)}$: Istituto Superiore per la Protezione e la Ricerca Ambientale (ISPRA) Reports 303/2018, "Atmospheric emission factors of greenhouse gases in the national electricity sector and in the main European countries" (Table 2.4, p., 32, Gross electricity production year 2017)
## Series 17 allocation of the Proceeds

100% proceeds allocated at the issue date, via intercompany loan from FS to Trenitalia

### PROCEEDS ALLOCATION

<table>
<thead>
<tr>
<th>ELIGIBLE GREEN PROJECT</th>
<th>Trains’ value</th>
<th>Unit of vehicle funded (equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New Electric Multiple Unit (EMU) Trains For Regional Passenger Transport: “Pop” and “Rock”</td>
<td>€ 834.58 million</td>
<td>108</td>
</tr>
<tr>
<td>2. New High Speed Trains “Frecciarossa1000” *</td>
<td>€ 166.79 million</td>
<td>5</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>€ 1,001.37 million</strong></td>
<td><strong>113</strong></td>
</tr>
</tbody>
</table>

*Trains operating in both Italian and Spanish high speed services.*
Series 17 impact reporting as of year end 2022 - environmental performance

«train vs. train» approach

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Eligible Green Project</th>
<th>Year</th>
<th>Unit of Vehicle funded</th>
<th>Energy Saving MWh</th>
<th>Baseline GHG emissions tCO2</th>
<th>Total GHG emissions tCO2</th>
<th>Total GHG emissions avoided tCO2</th>
<th>Total GHG emissions avoided %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investments in public passenger transport rolling stock renewal</td>
<td>REGIONAL - POP AND ROCK TRAIN (1)</td>
<td>2021</td>
<td>108</td>
<td>27,309</td>
<td>38,942</td>
<td>31,362</td>
<td>-7,581</td>
<td>-19.5%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2022</td>
<td></td>
<td>36,948</td>
<td>53,124</td>
<td>42,868</td>
<td>-10,256</td>
<td>-19.3%</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>108</td>
<td>64,257</td>
<td>92,066</td>
<td>74,230</td>
<td>-17,837</td>
<td>-19.4%</td>
</tr>
<tr>
<td></td>
<td>HIGH SPEED - FRECCIAROSSA1000 TRAIN (2)</td>
<td>2021</td>
<td>5</td>
<td>9,447*</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>2022</td>
<td></td>
<td>5</td>
<td>1,332**</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td></td>
<td>5</td>
<td>10,779</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

(1) Data related to the POP and ROCK are estimates based on the values stated by the suppliers in the tender procurement process according to the European technical specification TS 50591 “Specification and verification of energy consumption for railway rolling stock”.

(2) Data are related only to energy saving due to the fact that the trains will be in service in Spain where traction energy comes 100% from renewable sources, therefore without CO₂ emissions.

* Data estimated considering fully operational services.

** Trains started running commercial services from 25/11/22. Data includes the preliminary activities carried out in the first half of the year.
Series 18 allocation of the Proceeds

100% proceeds allocated at the issue date, via intercompany loan from FS to Trenitalia

**PROCEEDS ALLOCATION**

<table>
<thead>
<tr>
<th>ELIGIBLE GREEN PROJECT</th>
<th>Trains’ value</th>
<th>Unit of vehicle funded (equivalent)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2. New High Speed Trains “Frecciarossa1000”*</td>
<td>350.64</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>100% financing allocated</td>
</tr>
</tbody>
</table>

*Trains operating in Spanish high speed services.
Series 18 impact reporting as of year end 2022 - environmental performance

«train vs. train» approach

<table>
<thead>
<tr>
<th>Project Category</th>
<th>Eligible Green Project</th>
<th>Unit of Vehicle funded</th>
<th>Energy Saving MWh</th>
<th>Baseline GHG emissions tCO2</th>
<th>Total GHG emissions tCO2</th>
<th>Total GHG emissions avoided tCO2</th>
<th>Total GHG emissions avoided %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Investments in public passenger transport rolling stock renewal</td>
<td>HIGH SPEED - FRECCIAROSSA1000 TRAIN (1)</td>
<td>10</td>
<td>-2.665*</td>
<td>0</td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

1. Data are related only to energy saving due to the fact that the trains will be in service in Spain where traction energy comes 100% from renewable sources, therefore without CO₂ emissions.

* Trains started running commercial services from 25/11/22. Data includes the preliminary activities carried out in the first half of the year.
GHG EMISSION

**GHG emissions** of the EGPs ($t\text{CO}_2$)$^{(1)}$

\[ = \left[ \text{Annual average consumption (MWh) of the relevant train} \times \text{[CO}_2\text{ emission factor} (g\text{CO}_2/\text{kWh})] \right]/1000 \]

- The **Annual Average Consumption** is actual or estimate depending on the deployment status of project $^{(2)}$
- The **CO}_2\text{ Emission Factor} (277.6 g\text{CO}_2/\text{kWh}) is the CO}_2\text{ emission factor related to the Italian electricity production mix as calculated by ISPRA$^{(3)}$}

---

$^{(1)}$ Location-based approach. CO}_2\text{ emission are included, other gas (CH}_4\text{ e N}_2\text{O) are not included (less than 1%)$^{(2)}$ Refer to the previous slide for detail on each project $^{(3)}$ Istituto Superiore per la Protezione e la Ricerca Ambientale (ISPRA) «Emission factors for the production and consumption of electricity in Italy 19/01/2022» (tab 14, column "Gross electricity production year 2019")
Appendix
EKP - New Regional Trains “Pop” & “Rock”

- New electric highly energy efficient trains both medium capacity ("Pop") and high-capacity ("Rock")

- Innovative technologies for energy efficiency (engines with natural ventilation, use of light alloys, LED lighting, CO₂ sensors for optimal climatization, smart parking mode, etc)

- Recyclability rate between 92% and 96%

- More bikes racks, with charging points for electric bikes

- Access to "White Certificate" mechanism (national incentives scheme for high energy efficiency investments) obtained on February 15th, 2017
EGP - New High Speed Trains “ETR 1000”

- The ETR 1000, named “Frecciarossa 1000” is the new electric high-speed train of Trenitalia, comfortable, safe and environmentally friendly, designed to meet the most advanced technology (ERTMS/ECTS traction control system)

- Extremely accurate aerodynamic design to minimize motion resistance

- High efficiency of traction system

- Recyclability rate over 94%

- First HS train provided with Environmental Product Declaration (EPD)

- Access to "White Certificate" mechanism (national incentives scheme for high energy efficiency investments) obtained on December 1st, 2015
Focus EGP – New electric Locomotives and Wagons for freight transport

▪ **New electric locomotives “E494”** the latest model of the TRAXX family single-system locomotive, designed to **minimize energy consumption** and assures a significant efficiency improvement compared to the previous models

▪ “Parking Mode” and “Eco-mode” enable a very low energy consumption during the standstill and the use of the locomotive in the case of partial load reducing the vibration and noise level

▪ **Electrodynamic braking system** regenerates the energy to the overhead line, **magnetic components** with very high energy efficiency and **optimized cooling control** improve energy efficiency

▪ Oil free compressor and the new fire-fighting system reduce environmental impact

▪ **New wagons for coils transportation** are equipped with electronic monitoring devices for accident prevention solutions for coil fastening

▪ Lighter by 1400 kg

▪ Noise reduction with respect to existing wagons

▪ Wagons are equipped with electronic devices that allow to store data for “on condition maintenance” and to use each component for its entire useful life for a lower environmental impact
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https://www.fsitaliane.it/content/fsitaliane/en/investor-relations.html