RAILROAD CONSTRUCTION IS OUR JOB

For over 70 years we have been working in the railroad equipment industry. We place emphasis on innovation and lead time. Experience, efficiency, speed and reliability are the keywords of our mission. A machine yard one-of-a-kind in Europe, advanced specialization and organization of human resources as well as having entered into the electrification and signaling industries comprise the strength and competitive edge of our company. The quality and speed with which we carry out services make GCF outstanding. It is just the right supplier and partner with which to carry out integrated projects on a European scale.
AN EXEMPLAR

GCF excels in the track construction and maintenance, construction and maintenance of overhead contact lines and railway signaling works. In over 70 years of business and experience, it has affirmed its role on the Italian railroad market and become more widespread throughout Europe and the world. Its five offices in Italy, and eight abroad, today are a hub for clients and partners who see GCF as an operational model that provides very high productivity, safety and quality standards.

KEY DATA

<table>
<thead>
<tr>
<th>Employees</th>
<th>Millions of euros</th>
<th>Machines</th>
</tr>
</thead>
<tbody>
<tr>
<td>1100</td>
<td>440</td>
<td>620</td>
</tr>
</tbody>
</table>

Our Competitive Edge

Vast machine yard with extremely high production efficiency capable of satisfying any operational needs
Organization, specialization and qualification of human resources - top efficiency and job quality
Jobs get done faster
1 km of new track-overhead line equipment in just 3 hours
Certified processes - Quality Guarantee, Respect for the Environment, Safety

Supplier qualified in:
- RFI Railroad System
- SNCF Railroad System

Italian and European Quality Certifications:
- UNI EN ISO 9001:2015
- OHSAS 18001:2007
- UNI EN ISO 14001:2015
GCF was originally a sole proprietorship founded by Luigi Rossi in 1950, specialized in track construction works. It changed into a limited liability company in the early 1980s, and in 1990 it was incorporated into a public limited company. Today Generale Costruzioni Ferroviarie S.p.A. is the main company in Rossi Group. Dedication to the mission and emphasis on cutting-edge technology, experience and innovation have progressively driven the development of the company. Today it has become one of the key players in track renewals and track rehabilitation works, not to mention the construction of new traditional or high-speed/capacity lines.

In the past few years GCF has gone through major development. Heavy investment in machinery and extremely efficient production technology, the organization, training and specialization of human resources and the acquisition of important companies and firms operating in the electric traction and signaling industry have provided GCF with the tools, skills, and know-how that make it possible for the company to go through with integrated projects and turnkey contracts in the railroad, subway and tram industries. The organization and speed of its services, quality management and strict compliance with the safety standards make GCF simply outstanding. The national and other railway companies in Italy and Europe count on GCF to be their supplier—the perfect partner for carrying out international products with broad horizons.
BIG CUSTOMERS
IN ITALY AND ABROAD

GCF is a qualified supplier of Rete Ferroviaria Italiana and Italferr, as well as of major civil contractors which manage construction work on high-speed lines—Cav To-Mi Consortium and Cavet Consortium and for the other railroads outsourced to private contractors—and for railway carriers like Ferrovie Nord S.p.A. (Milan), ATAC (Rome), ATM Milan, etc.

Over the years, services, experience and quality work have earned GCF the trust of major Italian and foreign clients which operate in the railroad and tram industries for track works, electrification and signaling projects.

Main Italian customers

Main Foreign customers

ALWAYS UP-TO-DATE CERTIFICATIONS

Quality, respect for the environment and occupational and labour safety are more than a goal. GCF constantly updates its certifications because greater efficiency, a better environment and excellent safety conditions are a value for the company, its clients and the common good.

Quality Management System
UNI EN ISO 9001:2015

Environmental Management System
UNI EN ISO 14001:2015:

OHSAS 18001:2007 certified Occupational Health & Safety Management System

- for Design, Construction, Renovation and Maintenance of railway lines

SOA Certification for:
- Construction of railway tracks (category OS 29) - unlimited sum
- Construction of electric traction (category OS 27) - unlimited sum
- Construction of signaling and telecommunication (categories OS 9 and OS 19) - sum up to €10 million

Official supplier included in the RFI-Italferr Qualification System for:
- Maintenance work on railway tracks (SQ004) - unlimited sum
- Work on overhead lines for Electric Traction (SQ001) - unlimited sum
- Work on signaling and telecommunication lines (SQ005) - unlimited sum

Official supplier included in the RFI-Italferr Qualification System for:
- Performance of any type of track works on the entire French network - unlimited sum
We have fostered the development of the Italian railroad network since the 1950s. With our technology and tools as well as the know-how and technical skills under our belt, we have faced the new challenges of high-speed railway lines; over a third of the national high-speed network in Italy runs on lines and tracks set up by GCF.

For years we have dealt in Italian railroad maintenance and in international railroad work, following the strictest quality, safety and environmental standards.

We have touched down in the railway lines electrification and signaling segments thanks to our policy of acquisition of leading companies in the industry. We have developed an efficient company branch for machine and locomotive maintenance, opened construction sites in the subway and tram sectors and upped our presence on foreign markets.

The history of track works is our history and our evolution. The railroad is our profession.

Railroad, subway and tram track works
- Construction of new railroads
- Construction of high-speed/high-capacity lines
- Construction of new subway and tram lines
- Renovation and ballast cleaning of tracks and switches
- Maintenance, alignment, leveling and stabilization of rail track

Railroad, subway and tram electrification and signaling
- Electric traction lines
- Safety and signaling systems
- Overhead contact lines for subway and tram transportation
- Railroad and urban traffic control systems
By using machines with extremely high production efficiency, equipped with devices and instruments that employ the latest technology, GCF competes on an international scale in terms of services, lead time, safety and process and product quality.

In recent years, the company has made important investments in high-performance machines and made the most of the experience it has gained on the field, designing and creating track renewal specific machine. Thanks to the vast fleet of machines, constant technological and job research and employment of specialized human resources, GCF performs competitively both in the construction of new lines and in renewal and ballast cleaning projects, not to mention in the electrification and signaling segments.

MACHINE FLEET

SERVICES

With the Planer 09/32/4S and the Matisa B50D tamping machines (equipped with a Palas system for lining of the track on absolute base) you can achieve forward movement of 1,500 m/h.

La Meccanica, the special train for track construction, can lay 16 ties per minute, which makes for about 500 m of new track per hour.

In Italy, where as a general rule train circulation is allowed to stop for just 3 to 4 hours a day—and only during night hours—GCF can complete 1 km of track-overhead line per day, that is, in half the time it usually takes in other countries.
AMONG OUR “FLAGSHIPS”

2 Matisa P95 renewal trains
1 Matisa P90 renewal trains
4 Matisa P801 renewal trains
1 La Meccanica construction train

2 Matisa C75 C ballast cleaners
2 Matisa C90 L ballast cleaners
1 Matisa C411 S ballast cleaner
1 Paganelli V 88 ballast cleaner

4 Plasser 09/32/4S tamping machines
2 Plasser 09/3X tamping machines
2 Matisa B66U tamping machines
3 Matisa B50D tamping machines
6 Matisa B45D tamping machines
5 Plasser & Theurer Dynamic track stabilizers DGS62N

5 Plasser & Theurer type K355 APT Rail welding machines
3 Vaiacar SparkRail Rail welding machines

11 Matisa R21L ballast regulators

4 Overhead wiring trains
2 Concreting trains
70 power trolleys and motorized railcars with lift platform and crane
45 locomotives with power up to 1100 kw
30 multipurpose dresina
**THE MACHINE YARD**

<table>
<thead>
<tr>
<th>Category</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Track work machines</td>
<td>74</td>
</tr>
<tr>
<td>Construction/Renewal Trains</td>
<td>8</td>
</tr>
<tr>
<td>Ballast cleaners</td>
<td>6</td>
</tr>
<tr>
<td>Tamping machines</td>
<td>25</td>
</tr>
<tr>
<td>Stabilizers</td>
<td>5</td>
</tr>
<tr>
<td>Ballast regulators</td>
<td>21</td>
</tr>
<tr>
<td>Welders</td>
<td>9</td>
</tr>
<tr>
<td>Electrification/Signaling</td>
<td>156</td>
</tr>
<tr>
<td>Overhead wiring trains</td>
<td>4</td>
</tr>
<tr>
<td>Concrete trains</td>
<td>2</td>
</tr>
<tr>
<td>Motorised ladder wagons with platform</td>
<td></td>
</tr>
<tr>
<td>elevator and crane</td>
<td>60</td>
</tr>
<tr>
<td>Loaders and cranes</td>
<td>60</td>
</tr>
<tr>
<td>Multipurpose dresina</td>
<td>30</td>
</tr>
<tr>
<td>Locomotives</td>
<td>45</td>
</tr>
<tr>
<td>Other vehicles</td>
<td>345</td>
</tr>
<tr>
<td>Railway wagon equipped with magnet</td>
<td>3</td>
</tr>
<tr>
<td>Railway engine recovery wagon</td>
<td>8</td>
</tr>
<tr>
<td>Grinding machine</td>
<td>1</td>
</tr>
<tr>
<td>Digger car</td>
<td>1</td>
</tr>
<tr>
<td>Flat wagon</td>
<td>32</td>
</tr>
<tr>
<td>Flat wagon (trainer)</td>
<td>32</td>
</tr>
<tr>
<td>Flat wagon (trains)</td>
<td>4</td>
</tr>
<tr>
<td>Closed flat wagon</td>
<td>4</td>
</tr>
<tr>
<td>Cistern flat wagon</td>
<td>2</td>
</tr>
<tr>
<td>POZ flat wagon</td>
<td>46</td>
</tr>
<tr>
<td>POZ flat wagon for unloading rails</td>
<td>4</td>
</tr>
<tr>
<td>Flat wagon for transporting sleepers</td>
<td>74</td>
</tr>
<tr>
<td>Wagon for positioning ties and rails</td>
<td>2</td>
</tr>
<tr>
<td>Hopper wagon with conveyor belt</td>
<td>62</td>
</tr>
<tr>
<td>Hopper wagon for ballast</td>
<td>70</td>
</tr>
<tr>
<td><strong>General total</strong></td>
<td><strong>620</strong></td>
</tr>
</tbody>
</table>
OUR WORK

The experience gained in 70 years of business in the track works and electrification of railroads, the use of the latest technology, employment of the most modern machines, conception and design of ad hoc machines that minimize the time you use and maximize your results—it was on the construction site that GCF met the challenges, overcame the obstacles, innovated the processes and fine-tuned its organizational and work models.

It is on the field that we have shined brightest, achieving outstanding results in terms of quality, safety and performance while earning our clients’ trust.

The construction of new lines, renewal and ballast cleaning projects and the lots of ordinary track maintenance have been like a boot camp for us in a country where the fast deadlines, mostly night work hours, restrictions and strict specifications have been an extra stimulus to improve.

The more recent market for high-speed and high-capacity have given us the opportunity to optimize and take advantage of the know-how gained entering into the subway and tram and light rail industries over the past ten years has made us fine-tune methods, skills and tools.

After acquiring leading companies in the electrification and signaling segments, we stepped up to the forefront of integrated track-overhead line project supply and can confidently face the international markets.
### NEW RAILROADS AND SUBWAYS/TRAMWAYS

<table>
<thead>
<tr>
<th>Country</th>
<th>Project Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italy</td>
<td>Bologna-Florence line&lt;br&gt;Construction high-speed-high-capacity line, double track in mono-tunnel</td>
</tr>
<tr>
<td>Italy</td>
<td>Turin-Milan line&lt;br&gt;Construction high-speed-high-capacity line</td>
</tr>
<tr>
<td>Italy</td>
<td>Rome-Naples line&lt;br&gt;Construction high-speed-high-capacity line that crosses urban areas</td>
</tr>
<tr>
<td>Italy</td>
<td>Padua-Mestre (Venice)&lt;br&gt;Track work equipment, electrification and signaling new high-speed line&lt;br&gt;Renewal and extension tracks and electrification Venice Mestre Station</td>
</tr>
<tr>
<td>Switzerland</td>
<td>Alp Transit project&lt;br&gt;Construction new line in Monte Ceneri tunnel</td>
</tr>
<tr>
<td>Denmark</td>
<td>Copenhagen Construction line 2 Metro Copenhagen Cityringen</td>
</tr>
<tr>
<td>Denmark</td>
<td>Aarhus Letbanen&lt;br&gt;Construction of the new line of the light city rail system</td>
</tr>
<tr>
<td>Turkey</td>
<td>Ankara-Sincan stretch&lt;br&gt;Doubling of existing line&lt;br&gt;Electrification and signaling</td>
</tr>
<tr>
<td>Switzerland</td>
<td>Tram LEB Lausanne&lt;br&gt;New tunnel 1.7 km&lt;br&gt;Construction new line and overhead line</td>
</tr>
<tr>
<td>Italy</td>
<td>Metro M4 Milan&lt;br&gt;Construction new line Linate - S. Cristoforo</td>
</tr>
</tbody>
</table>

### REHABILITATION

<table>
<thead>
<tr>
<th>Country</th>
<th>Project Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italy</td>
<td>North and Middle Area&lt;br&gt;Renewal of the track on the RFI railroad network</td>
</tr>
<tr>
<td>Bulgaria</td>
<td>Plovdiv-Burgas Rehabilitation and Renewal of railroad</td>
</tr>
<tr>
<td>France</td>
<td>Suite Rapide - Lot 2 (2013-2017)&lt;br&gt;Renewal of the track on the SNCF railroad network</td>
</tr>
<tr>
<td>France</td>
<td>Suite Rapide - Lot 2 and 3 (2018-2024)&lt;br&gt;Renewal of the track on the SNCF railroad network</td>
</tr>
<tr>
<td>Morocco</td>
<td>Tangier-Marakech&lt;br&gt;Renewal of railroad, overhead lines and signaling</td>
</tr>
<tr>
<td>Bosnia</td>
<td>Sarajevo-Brada&lt;br&gt;Rehabilitation with rearrangement of tunnel and tracks&lt;br&gt;Renewal overhead lines and signaling</td>
</tr>
<tr>
<td>Turkey</td>
<td>Kosekoy-Gebze&lt;br&gt;Rehabilitation double track line for adjustment to high-speed&lt;br&gt;Renewal overhead contact lines and signaling</td>
</tr>
<tr>
<td>Denmark</td>
<td>Koge-Bugt&lt;br&gt;Renewal of railroad and overhead lines</td>
</tr>
<tr>
<td>Kosovo</td>
<td>Pristina-Hani i Elezit&lt;br&gt;Renewal of railroad</td>
</tr>
</tbody>
</table>

### MAINTENANCE

<table>
<thead>
<tr>
<th>Country</th>
<th>Project Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Italy</td>
<td>Roma ATAC&lt;br&gt;City of Rome’s tramway, tram network maintenance&lt;br&gt;Subway B1, the construction of a new section in gallery 4.5 km</td>
</tr>
<tr>
<td>Italy</td>
<td>Turin GTT&lt;br&gt;Maintenance subway&lt;br&gt;Construction of new stretch (3 km) on slab track</td>
</tr>
<tr>
<td>Italy</td>
<td>Milan ATM&lt;br&gt;Maintenance subway</td>
</tr>
<tr>
<td>Turkey</td>
<td>Ankara TCDD&lt;br&gt;Maintenance of 3,800 km of the Turkish railroad network</td>
</tr>
</tbody>
</table>

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**A record-breaking tidbit**

The official inauguration of the Turin-Novara High-speed stretch took place on February 10, 2006 during the 20th Winter Olympic Games.

On this stretch at 6:35 PM on May 25, 2006, at kilometer 59, the experimental diagnostic train ETR 500 Y2 RFI of RFI S.p.A. reached 352 km/h, thus breaking the previous [Italian record](#) of 347 km/h, set in fall 2005 by the multi-voltage ETR 500 no. 31 at kilometer 61 traveling south (at the same altitude as the Anagni railyard) on the high-speed high-capacity Rome-Naples line.

Today the line is traveled by Trenitalia’s Frecciarossa trains and NTV’s Italian high-speed trains.
GENERALE COSTRUZIONI FERROVIARIE S.p.A.

Highly specialized in track construction work.
GENERALE COSTRUZIONI FERROVIARIE S.p.A.
Highly specialized in track construction work
OUR OFFICES

GCF’s main offices are in Rome. Here all the strategic planning and management control activities are carried out, as well as the financial, administrative and technical management, in addition to the organizational and coordination hub for the construction site activities. Other operational and strategic offices have been set up over time in Italy and abroad to boost presence on the market and the functions for connecting locally.

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