

Dear Customer,

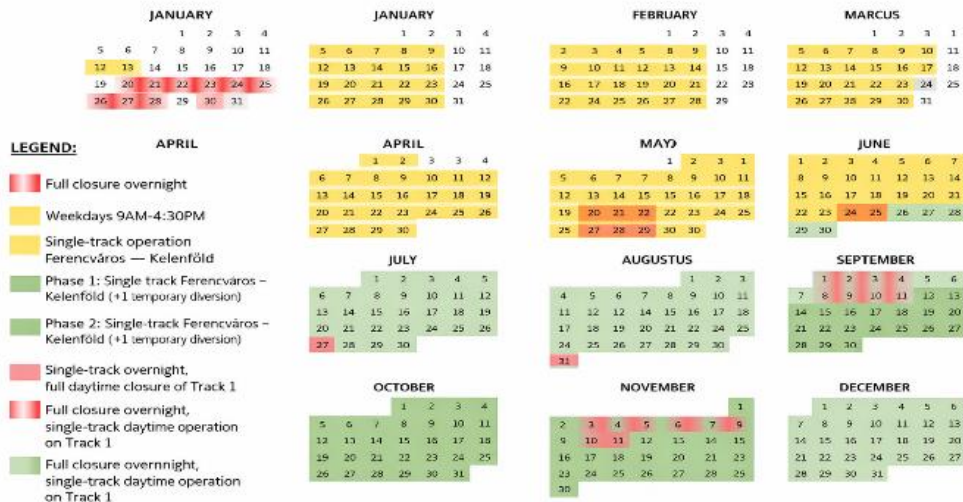
We would like to inform you of several ongoing and upcoming developments affecting transport operations across Adriatic and North Ports. These updates may impact transit times, train schedules, and container handling procedures. Please find the key points below:

Vendor is currently unable to predict major impact closure, but please expect longer transit time.

From 7 April 2026 for approximately 20 months:

This has been forecasted as potential bigger problem affecting train circulation, but firstly vendors need to see how the transit time will be affected by the February-April closures, from where they can point to a more reliable prediction.

2026 Track Closures Schedule



Adriatic Ports

Track closure trains running via Hodos stations– **affecting SLO-HU route.**

Closures:

➤ **Andráshida – Óriszentpéter Section (Night Closures)**

The railway line between Andráshida and Óriszentpéter will be fully closed during the following periods:

- **1/2 April 2026**, from 21:15 to 04:15
- **7/8 April 2026**, from 21:15 to 04:15
- **8/9 April 2026**, from 21:15 to 04:15
- **9/10 April 2026**, from 21:15 to 04:15

These closures results consecutive nightly full interruptions of traffic, particularly between 7 and 9 April 2026. >> **Complete closure during 7/9 April 2026 from 21:15-04:15.**

➤ **Full line closure Ivanjковci – Ljutomer – Lipovci (Daytime Partial Closures)**

Rail services on the Ivanjковci–Ljutomer–Lipovci line will be suspended twice per day, during two separate time intervals each day, from 13 April to 17 April 2026 (inclusive).

For each day, The closures will occur as follows:

- **Morning closure:** from 07:25 to 11:40
- **Midday closure:** from 12:15 to 13:50

These interruptions follow a consistent daily pattern, with a longer closure in the morning, a short reopening period, and a second closure in the early afternoon.

➤ **Full line closure Dankovci – Hodoš on 18 April 2026** from 09:40 to 11:00.

➤ **Full line closure Kidričevo – Ptuj on 18 April 2026:**

- from 07:00 to 11:20,
- from 11:40 to 14:20,
- from 14:40 to 16:00

➤ **Full line closure Ormož – Ivanjковci on 19 April 2026** from 08:20 to 11:40

Rijeka:

- Units in backlog – **no delay**

Upcoming closures in Croatia

- **Dugo Selo station** – total track closure on the line between Gyékényes and Zagreb from 07.04. - 00:01 until 20.04. - 23:59
- **Permanent T. closure, Zagreb-Rijeka** (Duga Resa-Oštarije in period from 09.05. (06:00h) until 10.05. (19:00h)) > Trains will run via SLO

Koper:

- Current delay: **4 days**
- Terminal occupation - **under control**

Closures in SLO – Transit time is expected to be extended due to the closures mentioned below.

- **Divača-Koper – total closure during 08:00-14:00 on days 06.04 and 20.04**
 - Construction works on the Ljubljana–Sežana/Koper line
 - Continuous closure of the left track Brezovica–Preserje 1. 4. 2026–29. 6. 2026 reduced capacity
 - Continuous closure of the right track Brezovica–Preserje 1. 7. 2026–30. 9. 2026 reduced capacity
 - One track Borovnica–Verd is expected to be closed by the end of the year, the exact start date is not yet known.
- Station Ljubljana / more track / TOTAL CLOSURE to 31.10.2026 to 19:00
 - Ljubljana station – continues closure with rail reduction until end of October/2026 - vendor advised that no major impact is expected, transit time will be increase.

Budapest inland terminals (Mahart / Metrans) –

Mahart & Metrans: Both import and export volumes are still quite high.

North Ports updates:

Please be informed that the transit time to Bremerhaven is still 3-4 days.

The critical situation persists. The Magdeburg and Hanover area remain very difficult to pass due to infrastructure failures. Ongoing closures are in place in the Elbe Valley, and due to issues with construction equipment, it was not possible to pass through Pirna within the available time window. German infrastructure is overall heavily congested, and DB InfraGO is strictly controlling train movements.

Actual Terminal status / Delays (terminal rail operation):

Dispositive inflow control HAM	yes
Slot backlog HAM CTA	cca. 6-10 hours.
Slot backlog HAM CTB	no
Slot backlog HAM EKOM	no
Dispositive inflow control BHV	yes
Slot backlog BHV NTB	cca. 2 hours.
Slot backlog BHV Eurogate	cca. 2-3 hours.
DB InfraGo - Infrastructure	The network is generally very strained.

- Loading delays of up to 6-10 hours at the HHLA CTA terminal •

There are significant delays and train cancellations. This is affecting our entire network and will continue to cause delays for several more days.

- Rail crane capacity is being expanded at the HHLA CTA Terminal. As a result, some tracks are subject to a length restriction of 670 meters.

This leads to increased shunting requirements in order to make full train capacities available. Consequently, the already heavily strained port infrastructure is being subjected to additional strain. The restrictions were recently extended until May 1, 2026.

- The dispositive inflow control in Hamburg has been in effect since March 10, 2026. Trains are sometimes denied entry into the Hamburg rail network, leading to further delays.
- The dispositive inflow control in Bremerhaven has been in effect since March 14, 2026. Trains are sometimes denied entry into the Bremerhaven infrastructure, leading to further train delays.

Mid / Long term construction works:

Germany: Long-term construction work between Nuremberg, Regensburg, and Passau from February 6, 2026, to December 15, 2026. During this period, there will be various diversions with different effects. Delays are to be expected due to the longer distance and increased utilization of the alternative routes. Further restrictions cannot yet be fully predicted. We will inform you separately about these. This mainly affects our services to Hungary.