

Shipment references for longer lengths

ArcelorMittal Rail has a **wide experience** in supplying rail material for different customers and different countries. In particular, from Veriña Mill (Spain), a supply list is attached with the different types of rails and tonnage for the different locations.

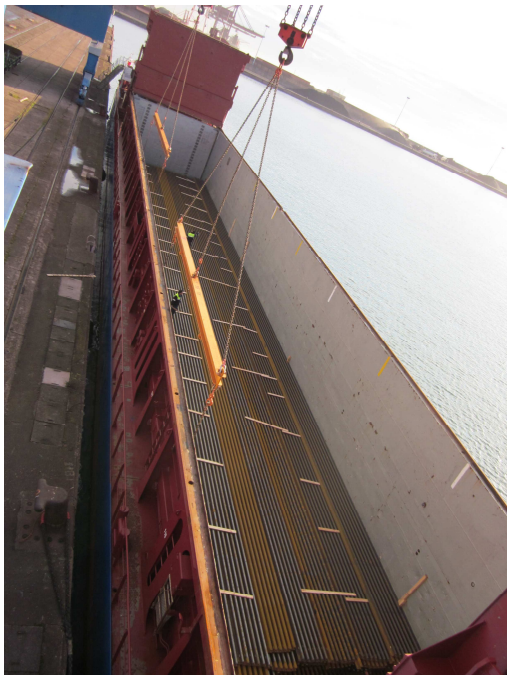
42.700 Ton. UIC-54, TR45	COLOMBIA (200t- 2011, 500t.-2009, 700 t. – 2006, 8.000t – 2005) Tren de Occidente, Sociedad C. Red Ferrea, Fenoco, E.T.Masivo del Valle. Medellin Underground
104.000 Ton. UIC-54,UIC60, 54E1, 60E1 (High Speed Rails 66.000 t.)	PORTUGAL (8.100t.-2011, 20.000t.-2010, 17.200t.-2009, 1.500-2008, 8.000 t.-2007, 4.000 t.-2006) Megaço JMA, Bernardo Couto LDA, Caminhos de Ferro Portugueses, Rede Ferroviária Nacional EP, Fergrupo, Metro de Lisboa, Ferrovias
12.000 Ton. UIC-54	IRELAND (Larnrod Eireann)
28.500 Ton. U33	TUNISIA (Société Nationale des Chemins de Fer Tunisiens), (1.000-2009, 2.500t.-2008, 13.000 t- 2007,)
30.000 Ton. UIC-54	EGYPT
48.500 Ton. UIC-54, UIC-60, TR45, 54E1 Microalloyed 1.500t and High Speed Rail 13.000 t	ARGENTINA (1.200t-2011, 1.800t.-2010,500 t.-2009, 7.000 t-2008, 9.000 t – 2007, 7.000 t – 2006) - Socominter, S.A.- Metrovías, S.A.- Ute Ormas - - Roggio e Hijos, S.A.- Herso- Siderar- Ugofe, S.A - Comsa Argentina - Confer, S.A- Nuevo Central Argentino- Techint- Ferromel- Materiales Aplicados.
33.500 Ton. UIC-60 900 B, U-33	MOROCCO (1.300 t.- 2003, 4.000 t. – 2000) - O.N.C.F
188.500 Ton. TR 57,TR45,TR68 (102.000t. Microalloyed & Arema Standard)	BRAZIL (500t-2011, 39.000t.-2010,12.000t.-2009, 11.000t.-2008, 23.000 t- 2007, 38.000 t – 2006) - Brasilia Underground (M.R.T.), Fortaleza Underground, Minerao Rio do Norte. - Rio de Janeiro Underground (M.R.T.), Recife Underground, Carioca Chistiani. - CVRD, CSN, MRS, VAE Brasil, Coqueria de Tubarao, Fertrilhos, Bulktrade, Sertrading, Dismaf,
28.100 Ton. 115 RE & 136 RE Microalloyed & Arema Standard	USA (100t.2010, 1.000 t – 2007, 2.000 t -2006) BNSF, Atlantic Track, With Rail
2.660.000 Ton. RN45, UIC54, UIC60 , 60E1, 54E1 (940.000 Ton. High Speed Rails)	SPAIN (72.000t.-2011,107.000t.-2010,147.000t.-2009, 170.000 t.-2008, 108.000 t – 2007, 128.000 t – 2006) - AVE Madrid-Sevilla-Malaga, Madrid-Barcelona, Madrid-Valladolid, Madrid-Valencia. - National Railway Company (RENFE) - Metro Madrid, Barcelona, Bilbao, Euromed (Spanish Government), GIF-ADIF, FEVE Autonomy Railways, Comsa, OHL, ACS, FCC Ferroviaria, Hicasa, Ferralca, Tecca,

	Vias y Construciones, Crossovers companies, Others
39.000 Ton. BS 100A, BS 80 A	THAILAND (18.000 t. – 2003, 21.000 t.- 2002) Thai Railways
22.200 Ton. UIC-54, 54E1	VENEZUELA (100t.-2011, 3.600t.-2010, 500 t -2007, 2.000 t .- 2006) Ferrovias
30.000 Ton. UIC-60	TAIWAN, (18.000 t. -2002, 12.000 t. – 2001), Taiwan Raylways Administration
14.000 Ton. UIC-54, BS-80	MALAYSIA (4.000 t. – 2003, 9.000 t. – 2001) KTMB, Petronas
75.000 Ton, UIC-60 & UIC-54, 60E1 (High Speed Rail 53.000 t.)	GREECE (7.600t.-2009, 34.000 t.-2008, 11.500 t -2007, 22.000 t. - 2003) Ergose
168.500 Ton. 60E2 (165.000t .High Speed Rail)	GERMANY (69.000t.-2011, 8.500t.-2010, 71.000t.-2009, 3.800 t.-2008, 700 t – 2007, 3.000 t – 2006), DB, DB Netz,AMS, KrugWeichenbau, Vossloh Infrastructure
24.500 Ton. BS-90	BANGLADESH (18.000 t. – 2004, 6. 000 t – 2003), Bangladesh Railways
55.650 Ton. UIC 60 (High Speed Rails), 60E1	TURKEY (150t.-2011, 1.300t.-2009, 30.000 t. – 2005, 20.000 t. – 2004) Alarko, OHL, Sigma.
2.000 Tons 50E6 (High Speed Rails)	ITALY (2.000t.-2011) Sersa
1.500 Ton. 115-RE	PERU (500 t – 2007, 1000 t – 2006)
11.400 Ton. 115-RE	CHILE (400t.-2011, 500t.-2010, 500 t.- 2007, 2.000 t. – 2006) Ferroviaria Oriental.
16.800 Ton. 60E1, 50E6 (15.000t. High Speed Rail)	FRANCE (7.700t.-2011, 2.600t.-2010, 500t.-2009, 1.000 t.- 2008, 2.300 t. – 2007), SNCF, RATP, Gantrex, Sersa,
1.000 Ton. UIC-54	DENMARK (1.000 t. – 2004)
53.700 Ton. UIC-54, 60E1 Arema	SAUDI ARABIA (3.700t.-2011, 13.000t.-2009, 27.000 t.-2008, 10.000 t. – 2005), Al Yamama Company, Saudi Bin Laden Group
9.150 Ton. TR68, TR57	MEXICO (150t.-2011, 200t.-2010, 6.300t.-2009, 500 t. – 2007, 1.000 t. - 2006), Ferroteel, Pancreto, JPA.
93.200 Ton. UIC-54, 60E1 (10.000t. High Speed Rail)	ALGERIA (5.300t.-2011, 9.900t.-2010, 53.000 t. – 2007, 20.000 t-2006), Infrafer, China Civil Engeneering
14.000 Ton. UIC 54	PAKISTAN (14.000 t. -2009), Pakistan Railways

66.800 Tons. 54 E1, 60E1 (64.000t. High Speed Rail)	FINLAND (2.500t.-2011, 18.800t.-2010, 7.500t.-2009, 25.000t.-2008, 13.000t.-2007), VR Track, Finnish Rail Administration, Finnish Transport
6.000 Tons. TR 68 Arema	LIBERIA (2.000t.-2010, 4.000t.-2008)
5.200 Tons (High Speed Rails)	ESTONIA (5.200T.-2010) Sigmen
2.050 Tons. (High Speed Rails)	CHINA (2.050T.-2010) AMI, Oriental Sheet P.
600 Tons. 60E1	BELGIUM (600 T.-2011) Infrabel
450 Tons Arema 136 RE	CANADA (450 T.-2010) Wirth Rail
300 Tons Arema 115 RE	MOZAMBIQUE (300T.-2010) Gantrex

We note that a large percentage of the material is supplied by sea (in 2010 accounted for 40% and in 2011 about 60%). **Regarding longer lengths**, we can highlight:

- o For Finish Transpor Agency and VR Track (Finland) **48.900 MT** of **50 m rail** (60E1 and 54E1) during the past three years (27.600MT, 18.800MT and 2.500MT respectively)
- o For DB Net (Germany) **74.850 MT** of **60 m rail** (60E2) during the last years (7.512MT, 6.937MT, 60.400MT for 2009, 2010 & 2011 respectively)



Trains arrives at the quay and rails are transferred directly into the vessel (Gijón Port)

Maritime transit done by vessel type box (for Germany)

