

GENERALE COSTRUZIONI FERROVIARIE

S.p.A.

**Highly specialized in
railway construction**

The logo consists of the letters 'GCF' in a bold, blue, sans-serif font. The letters are slightly shadowed to give a 3D effect. The 'G' and 'F' have horizontal bars extending from their left and right sides respectively. The logo is positioned over a background image of a railway track with a worker in the distance.

GCF

RAILWAY CONSTRUCTION IS WHAT WE DO

We have been in the business of railway superstructures, with a particular focus on innovation and rapid execution, for more than 70 years.

Experience, efficiency, speed, and reliability are the operative words in our mission.

Our equipment fleet that is one of a kind in Europe, our extremely high degree of specialization, the organization of our human resources, and our presence in the electrification and signaling segments represent the strengths and competitive edge of our company.

Our quality and speed in project execution are what make GCF outstanding.

**The right supplier and partner
with which to carry out integrated projects
on a European scale.**





AN INDUSTRY BENCHMARK

GCF excels in railway superstructures, electrification and signaling.

With over 70 years of experience in the industry, we have consolidated our position in the Italian railway market and strengthened our presence throughout Europe and around the world.

Our nine offices in Italy and nine abroad provide a point of reference for our clients and partners, who appreciate GCF for our model of operations that ensures extremely high standards of productivity, safety and quality.

EXTENSIVE EQUIPMENT FLEET
ENSURING HIGH PRODUCTION EFFICIENCY:
able to satisfy all project needs

ORGANIZATION, SPECIALIZATION AND QUALIFICATION OF HUMAN RESOURCES:
maximum operational quality and efficiency

SUSTAINABILITY POLICIES:
It is our Group's mission to ensure the development of processes that are both innovative and sustainable

CERTIFIED PROCESSES:
guaranteed quality, respect for the environment, safety

COMPETITIVE BENEFITS

Supplier qualified in:



EMPLOYEES **2,600**

REVENUE (IN MILLIONS OF EUROS) **760**



EUROPEAN QUALITY CERTIFICATIONS



- ISO 9001:2015
- ISO 45001:2018
- ISO 14001:2015
- ISO 50001:2018
- ISO 37001:2016
- ISO 30415:2021
- SA 8000:2014
- UNI DPR 125:2022



**SUSTAINABILITY CERTIFICATION
ECOVADIS SILVER**



70 YEARS OF HISTORY

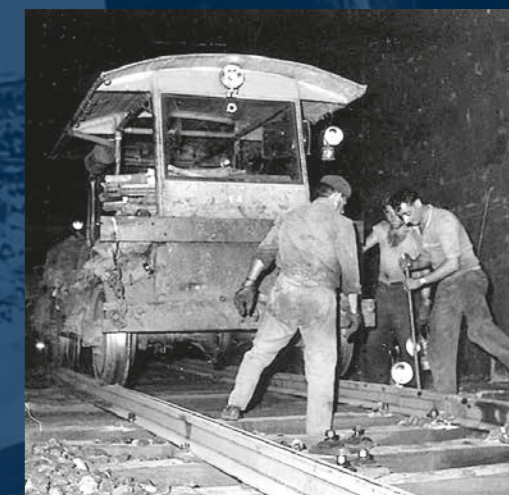
GCF was originally a sole proprietorship founded by Luigi Rossi in 1950, specialized in railway superstructures. The business became a limited liability company in the early 1980s, and in 1990 it was transformed into a joint stock company. Today, Generale Costruzioni Ferroviarie (GCF) is the lead company within Rossi Group.

Dedication to the mission and emphasis on cutting-edge technology, experience and innovation have progressively driven the development of the company. Today, we have become one of the key players in restorations and reclamations, as well as in the construction of traditional or high-speed/

high-capacity rail lines.

The last few years have been particularly important for GCF's development.

Major investment in machinery and in extremely efficient production technologies, the organization, training and specialization of our human resources, and the acquisition of important enterprises operating in the electric traction and signaling industries have provided GCF with the tools, capabilities and know-how needed to execute integrated projects and turnkey contracts in the railway, subway and light-rail industries.



PROMINENT ITALIAN ACCOUNTS



PROMINENT INTERNATIONAL ACCOUNTS



Quality Management system
with **ISO 9001:2015 certification**

Environmental Management System
with **ISO 14001:2015 certification**

Occupational Health and Safety Management System with
ISO 45001:2018 certification

Railway Design, Construction, Renewal and Maintenance

SOA Certification for:

- Railway superstructures (category OS 29)
- Electric traction systems (category OS 27)
- Signaling, traffic safety, and telecommunications (categories OS 9 and OS 19)
- Civil works (category OG3)

CERTIFICATIONS ALWAYS UP TO DATE

Quality, environmental protection, and safety in the workplace are more than a mere objective. At GCF, we constantly update our certifications because greater efficiency, a better environment, and excellent safety conditions are a core value for us, for our clients, and for the community as a whole.

PROMINENT ACCOUNTS IN ITALY AND ABROAD

GCF is a qualified supplier of Italian rail operators Rete Ferroviaria Italiana and Italferr, as well as of consortia that manage the construction of high-speed lines—the Cepas and Cociv consortia and for other railways outsourced to private contractors—and for rail freight companies such as Ferrovie Nord S.p.A. (Milan), ATAC (Rome), ATM Milano, and others.

Over the years, our experience and the quality of our operations have earned GCF the trust of major Italian and international clients in the railway and light-rail industries for superstructures, electrification and signaling projects.

Official supplier included in the RFI-Italferr Qualification System for:

- Work on railway superstructures (SQ004) - unlimited amount
- Electric traction and power systems (SQ001) - unlimited amount
- Railway signaling systems (SQ005) - unlimited amount
- Equipment maintenance services (SQ012)
- Emergency systems in railway tunnels (SQ013)
- Engineering services (SQ003)

Official supplier included in the SNCF Qualification System for:

- All kinds of railway superstructure work for the entire French network - unlimited amount

Official supplier included in the TRANS Q Qualification System for:

- Execution of railway superstructures and electric traction works in northern Europe



READY FOR NEW GLOBAL CHALLENGES

We have been helping to develop the Italian railway network since the 1950s.

With our technology and tools, as well as the know-how and technical skills we possess, we have tackled the emerging challenges of high-speed rail, and over a third of Italy's high-speed network now runs on lines and tracks laid by GCF.

For years, we have been committed to railway maintenance and other rail projects both in Italy and abroad, and have been doing so to the highest quality, safety and environmental standards.

We have also made our mark in electrification and signaling on the strength of a concerted strategy of acquiring leaders in the industry.

We have developed an efficient division for locomotive and equipment maintenance, entered the subway and light-rail segments, and strengthened our presence abroad.

The history of railway superstructures mirrors both our history and our growth.

Because rail is what we do.



Railway, subway and light-rail superstructures

- Construction of new rail lines
- Construction of high-speed/high-capacity lines
- Construction of new subway and light-rail lines
- Renewal and reclamation of tracks and switches
- Line maintenance, alignment, leveling and stabilization

Railway, subway and light-rail electrification and signaling

Design, installation and inspection of:

- Electric traction lines
- Safety and signaling systems
- Overhead lines for subway and light-rail transport systems
- Railway and urban traffic control systems

OUR FLEET

Using machines with extremely high production efficiency along with devices and instruments that employ the latest technologies, we are able to compete on an international scale in terms of services, lead time, safety, and process and product quality.

In recent years, we have made major investments in high-performance equipment and leveraged the experience we have gained in the field designing and creating trains of special construction.

Thanks to our vast equipment fleet, our constant research of technologies and operating procedures, and the expertise of our people, GCF performs competitively both in the construction of new lines and in renewal and reclamation projects, as well as in electrification and signaling systems.

PERFORMANCE

With the Plasser 09/32/4S and the Matisa B50D tamping machines (equipped with the Palas system of track to absolute geometry), we can achieve forward progress of up to 1,500 m/h.

La Meccanica, our 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 at night—GCF is able to complete 1 km of track and overhead line per day, which is half the time it typically takes in other countries.



OUR FLAGSHIPS

- 2 Matisa P95 track renewal trains
- 1 Matisa P90 track renewal train
- 4 Matisa P811 track renewal trains
- 1 La Meccanica track laying train
- 2 New Sorema track laying trains
- 3 Matisa C75 ballast cleaners
- 2 Matisa C90 L ballast cleaners
- 1 Matisa C411 S ballast cleaner
- 1 Paganelli V88 ballast cleaner
- 7 Plasser 09/32/4S tamping machines
- 7 Plasser 09/3X and Dynamic tamping machines
- 1 System 7 - PLS 16 4.0 tamping machine
- 2 Matisa B66U tamping machines
- 2 Matisa B50D tamping machines
- 7 Matisa B45D tamping machines (+ 5 B40/B242/B30)
- 5 Plasser & Theurer DGS62N stabilizers
- 6 Plasser & Theurer stabilizer cars
- 5 Plasser & Theurer type K355 APT welders
- 5 Vaiacar SparkRail welders
- 31 Rail profiling machines
- 6 Overhead wiring trains
- 5 Concrete mixing trains
- 100 Power trolleys and motorized railcars with lift platform and crane
- 57 Locomotives
- 94 Road-rail and track loaders



OUR EQUIPMENT FLEET

Railway Superstructures

687

Work Trains	10
Ballast cleaners	7
Tamping machines	34
Stabilizers	11
Profiling machines	31
Welders	10
Loaders	94
Magnet cars	6
Outfitted flatcars	62
POZ flatcars for unloading tracks	60
Flatcars for transporting ties	110
Hopper cars with conveyor belt	115
Hopper cars for ballast	80
Locomotives	57

Electrification / Signaling

250

Overhead wiring trains	6
Concrete mixing trains	5
Ladders and power trolleys	89
Motorized cars	22
Railway engine recovery trucks	7
Outfitted flatcars	73
Cars with crane and basket	30
Locomotives	18

Grand total

937



OUR WORK

With the experience gained in our 70 years in the rail superstructure and electrification industries, our use of the latest technologies and equipment, our ability to design specialized equipment that minimizes time and maximize results, GCF is able to meet challenges and overcome obstacles in the field, while innovating processes and perfecting our organization and our operating methods.

It is in 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 routine maintenance have served as our training ground in a country where tight deadlines, working mostly at night, tight restrictions and strict specifications have provided additional motivation to keep improving.

The more recent market for high-speed and high-capacity rail has given us the opportunity to optimize and take advantage of the know-how we have gained, and entering the subway and light-rail industries over the past ten years has enabled us to further perfect our methods, capabilities, and tools.

With the acquisition of leading companies in the electrification and signaling segments, we have stepped up to the forefront of integrated rail and overhead-line projects and can confidently compete in the international marketplace.



RAILWAY SUPERSTRUCTURES

Totals for the last 10 years

850 km | new High-Speed lines

6,200 km | Renewal and Reclamation

ELECTRIFICATION

Totals for the last 10 years

1,340 km | Renewals



SETTING RECORDS

The Turin-Novara high-speed stretch was officially inaugurated on February 10, 2006, in conjunction with the 20th Winter Olympic Games.

On this stretch, at 5:35 PM on May 25, 2006, at kilometer 59, the experimental diagnostic train ETR 500-Y2 RFI of RFI S.p.A. reached a speed of 352 km/h, thereby 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 (in the area of 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 Italo high-speed trains.



A FEW OF OUR PROJECTS

NEW RAILWAYS, SUBWAYS & TRAM LINES

Italy	Italy Bologna-Florence line Construction of high-speed/high-capacity line, double track in mono-tunnel	92 km
Italy	Turin-Milan line Construction of high-speed/high-capacity line	148 km
Italy	Italy Rome-Naples line Construction of high-speed/high-capacity line that crosses urban areas	205 km
Italy	Padua-Mestre (Venice) Railway superstructure, electrification and signaling for new high-speed line Renewal and extension of tracks and electrification of Venice-Mestre station	37 km
Switzerland	Alp Transit project Construction of new line in Monte Ceneri tunnel	36 km
Denmark	Copenhagen - Construction of line 2 Metro Copenhagen Cityringen	25 km
Denmark	Aarhus Letbanen Construction of the new line of the city's light-rail system	32 km
Turkey	Ankara-Sincan stretch Construction of new line alongside existing line Electrification and signaling	24 km
Switzerland	Lausanne-Bercher tram line new tunnel Construction of new line and installation of catenary	1,7 km
Italy	Milan's M4 metro line Construction of Linate - S. Cristoforo line	30 km
Italy	CEPAV 2 Construction of Treviglio - Brescia high-speed/high-capacity line	100 km
Italy	Construction of the Brembana Valley T2 tram line Bergamo - Villa D'Almè	11,5 km
Italy	Executive design and construction of the new tram line SIR 2 and Smart System - LOT 2 East Stretch	7 km

RENEWAL / RECLAMATION

Italy	North-central Italy - Various line renewals RFI railway network	800 km
Bulgaria	Plovdiv-Burgas - Railway line renewal	292 km
France	Suite Rapide - Lot 2 (2013 - 2017) Renewal of the track on the SNCF railway network	850 km
France	Suite Rapide - (2018 - 2024) Renewal of the track on the SNCF railway network	2,800 km
Morocco	Tangiers - Marrakech Renewal of railway, overhead lines and signaling	70 km
Bosnia	Sarajevo - Bradina Riabilitazione - risistemazione di tunnel e binari Rinnovo catenaria e segnalamento	45 km
Turchia	Kosekoy - Gebze Rehabilitation of double-track line for adaptation to high-speed Renewal of overhead lines and signaling	110 km
Danimarca	Koge - Bugt - Renewal of railway and overhead lines	44 km
Kosovo	Fushë Kosovë - Hani i Elezit - Renewal of railway line	79 km
Kosovo	Fushë Kosovë - Mitrovicë - Renewal of railway line	44 km

MULTI-YEAR FRAMEWORK AGREEMENTS FOR ROUTINE MAINTENANCE AND RENEWALS OF ELECTRIC TRACTION WITHIN ITALY - RFI

Electrification of Rocchetta - Potenza line
Electrification of the Sibari - Crotone line - RFI
Electrification of the Emilia - Romagna regional lines - FER
Electrification of the Merano - Malles regional line - STA





A FEW
OF OUR
PROJECTS



ELECTRICAL SUBSTATIONS

New 3 kV Substations:

- Nove - Vittorio Veneto
- Ponte nelle Alpi - RFI
- Sambiasc - RFI
- Guastalla - Ferrovie Emilia Romagna
- San Polo - Ferrovie Emilia Romagna
- Dinazzano - Ferrovie Emilia Romagna
- Brescia on Treviglio - Brescia RFI
- Gallarate on Rho - Arona RFI
- Milano Centrale - RFI

RIGID CATENARY

Installation of rigid overhead contact system in various tunnels for an extended total of 4 km and in the depots of:

- Milano Martesana
- Mestre NTV
- IMC Bologna

SIGNALING

multi-year framework agreements for routine and extraordinary maintenance of signaling systems in Italy - RFI

- ACCM Florence Hub
- ACCM Monte Mario - Cesano
- ACCM Latina Formia
- ACC Trieste Campo Marzio
- ACC Villa Opicina
- IS Milan Lambrate yards
- IS Formia - Villa Literno yards

LEVEL CROSSING PROTECTION (LCP) SYSTEMS

Framework agreement for the supply of 80 PAI-PL - RFI
 Framework agreement for technical assistance services, maintenance, repair, installation, upgrade and reconfiguration of GCF proprietary systems - RFI
 Agreement for technological adaptation with PAI-PL system of the BA-TA and Mungivacca-Putignano line - FSE
 Framework agreement for the design & construction of PAI-PL systems and related maintenance and assistance services 2025-27 - RFI

MAINTENANCE

Italy	Rome ATAC City of Rome's tramway, tram network maintenance Metro B1, construction of a new underground section 4.5 km
Italy	Turin GTT Subway maintenance Construction of new above-ground stretch (9 km)
Italy	Milan ATM Subway maintenance
Turkey	Ankara TCDD Maintenance of 3,800 km of the Turkish railway network
Switzerland	SBB CFF FFS 10-year maintenance of Swiss railway network

GCF's IS division designs, builds and tests signaling systems for the management and control of rail and metro traffic.

Our Design team boasts highly specialized tools and human resources. It is able to develop and ensure preliminary, executive and construction design of signaling systems.

GCF works with leading companies in the rail sector, providing specialized personnel for the installation, calibration, verification and commissioning of innovative systems such as ACCM and ERTMS.

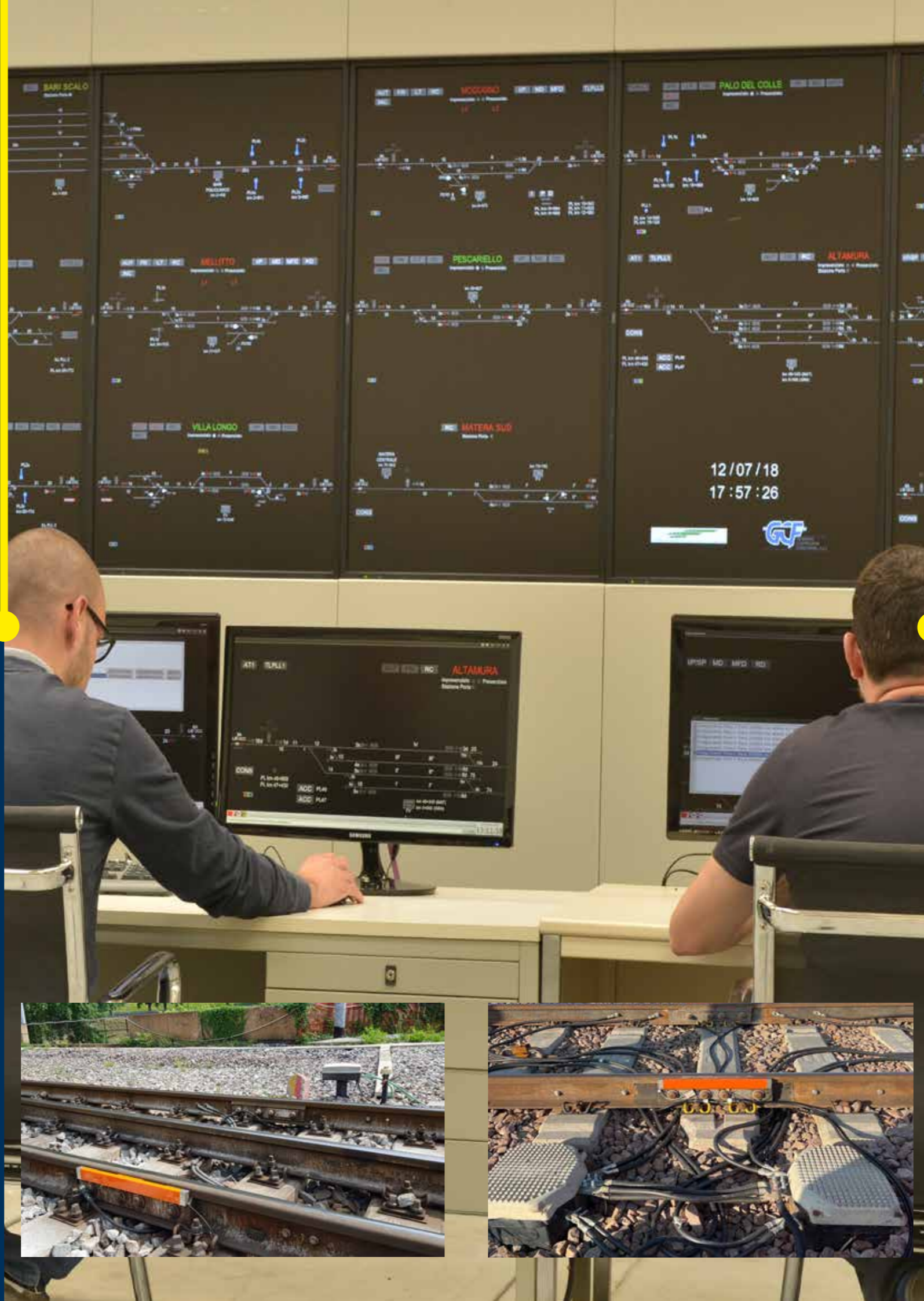
PREDICTIVE RAILWAY DIAGNOSTICS

NeuRAIL is the framework for predictive railway diagnostics designed and developed by GCF's Research & Development division to meet today's needs for the continuous and remote control of railway assets.

NeuRAIL is the "operating system" on top of which it is possible to install specific applications based on diagnostic modules with custom sensors:

- Insulating Joint Optical Control
- Rail Temperature Optical Control
- Dynamic Optical Measurement of Vertical Loads
- Contact Power Line Optical Control
- Long Welded Rail Optical Control

A single installation of NeuRAIL enables you to host one or more applications to be implemented at different times and to meet your customer's needs with great agility.



The Level Crossing Protection (LCP) system, a GCF proprietary system for radar-type Integrative Automated Level Passage Protection ("PAI-PL" in Italian) applications, is an absolutely safe SIL 4 system, qualified in accordance with the RFI specification DTCSTSSSTB SR IS 05 001 C and also compliant with the most recent RFI standards DT ST SCCS IT IS 092 268 A.

Its install versatility makes it suitable even for more challenging situations, while radar technology ensures its efficacy even in extreme weather conditions. Installation does not require onerous construction work.

Both reliable and cost effective, no human intervention is required. It is able to detect any obstacle of dimensions of greater than 40 cm and, if necessary, can automatically act on the signaling system by sending a "blocked path" signal for even greater safety.





Platinum Track Service Inc. (PTS), based in Ontario, Canada, has been in business for over 40 years, providing superstructure maintenance, track and switch construction, material supply and logistics, construction site protection, and operating machine rental services.

Key clients

- Canadian National (CN)
- Canadian Pacific (CP)
- Metrolinx

2024 REVENUES: CAD 44 million
EMPLOYEES: 220



Cenedese S.p.A. operates in the field of railway construction and civil engineering, particularly in the following areas:

- construction and maintenance of railway equipment and related infrastructure
- tram line works
- foundations for railway construction sites
- port crane rails

Temporary and mobile construction sites on the Italian railway network, the company's main area of operation, are generally distributed throughout northern Italy, but projects can also be executed throughout the entire country.

Registered in Italy's RFI SQ004 system (infrastructure) for the maintenance and construction of railway lines

2024 REVENUES: €29 million
EMPLOYEES: 151



OTHER
GROUP
COMPANIES

Lone Star Railroad Contractors, Inc., is a company founded in 1993 in Ennis, Texas. The company operates in several US states, mainly in the south, southwest and mid-west regions. The head office is in Ennis, Texas.

Areas of operation include:

- construction of new tracks
- maintenance and repair of existing tracks
- track inspections
- track demolition
- construction of new railway bridges
- repair of railway bridges and procurement of materials

2024 REVENUES: USD 22 million
EMPLOYEES: 86





Generale Costruzioni Ferroviarie Elettriche S.p.A. (**GCFe**) is an Italian company specializing in the design, construction, commissioning, renewal and maintenance of turnkey technological systems for high-speed lines, traditional lines, urban transport systems, subways and tramways.

For over 90 years, the company has operated in the electric rail market providing complete, efficient and safe technological solutions: contact lines, electrical substations, HV/MV power lines and cable ducts, electromechanical systems and auxiliary systems, SCADA, telecommunications, automation, control and tunnel safety systems, design, and operational support services.



Headquarters **San Donato Milanese**
 2024 revenues **€75 million**
 2024 employees **178**
 Work vehicles **130**

RFI Qualifications:

- **SQ 001 Categories LTE 001 / LTE 004**
Electric traction and energy system works
- **SQ 013, Categories TG 001 / TG 005**
Design and construction of technological systems for emergencies in railway tunnels
- **SQ 005, Category LIS C**
Railway signaling systems



Cronos is a young company specializing in the design, installation and maintenance of railway, tramway and subway electric traction systems and in the execution of yard and line works for railway signaling systems.

Projects include:

- Turin railway link
Electric traction line, lighting and motive power, air conditioning, ventilation and fire prevention systems
- Bologna HS link
Electric traction line, lighting and motive power, air conditioning, ventilation and fire prevention systems
- Renewal of Casablanca-Marrakech railway line
Electric traction line
- Turin subway - technological systems



Headquarters **Cairo Montenotte (SV)**
 2024 revenues **€16 million**
 2024 employees **140**

RFI Qualifications:

- **SQ001** (electric traction systems);
- **SQ005** (signaling systems);
- **SQ013** (tunnel safety systems).

The company also holds the following certifications:
 ISO9001: 14001: 30415: 37001: 45001: 50001: SA8000



The company was founded in 1948 as a sole proprietorship. The main customer is TERNA RETE ITALIA S.p.A. Over the years, the company has expanded its operations beyond the field of high voltage to include the construction of electrical pipelines, viaducts, and civil and industrial works in general, including special works without limitation, such as geological surveys and the production and sale of construction products. In the 1990s, the company expanded abroad into Germany and Austria.

Key Clients

TERNA, ABB Group, SAG, ENERGIE, VLB Leitungsbau, AUTOMATEC, LTB, DB Energie (Deutsche Bahn AG), operator of the electric railway network in Germany Tiroler Wasserkraft AG (TIWAG), electric network operator in Tyrol, Austria

In 2022, the company joined the group Generale Costruzioni Ferroviarie (GCF) S.p.A, where it began to consolidate its position in Italy and develop its international operations and collaborations.

Today, **GCF Power S.r.l.** 's main area of operations is the construction and maintenance of high-voltage power lines. This sector has historically been served by just a few operators in Italy due to the high degree of specialization and technical expertise required.



Headquarters **Spilimbergo (PN)**
 2024 revenues **€7 million**
 2024 employees **40**



SVECO was established in 1995 as a limited liability company and became a joint-stock company in 2015. The company's founding partners have two decades of experience in construction, particularly in structural design and the execution of works in the railway and road sectors.

SVECO is able to operate with maximum assurance and high quality standards in the design, construction and maintenance of infrastructure works, particularly in railway infrastructure maintenance, roadways, bridges and tunnels, including in the presence of railway operations, as well as slope maintenance and drainage works. Building reclamation. Residential building construction and renovation.

Projects executed for RFI S.p.A.:

- maintenance of cladding in certain sections of the Ronco tunnel between km 13+475 and km 21+766 of the Giovi line
- safety works at the entrance to the Poggio tunnel (south entrance km 211+451) of the direct Rome-Florence line (subcontracting)
- consolidation phase II of 9 viaduct arches at km 44+140 of the slow-rail Settebagni-Attigliano line



Headquarters **Borgo Piave (Latina)**
 2024 revenues **€50 million**
 2024 employees **65**

RFI Qualifications:

- **SQ 011 Categories LOC 001** (unlimited amount)
- **LOC 002 (up to 18 mil)** Civil works on lines in operation

Key Clients: Rete Ferroviaria Italiana (RFI), ANAS

OUR BRANCH OFFICES

ITALIAN BRANCHES (IN ADDITION TO ROME)

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