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This slight increase was overcompensated by further declining road-bound transportation due to less transfers in the cargo volume of the greater Hamburg area.

our mega carry readiness have yet again proven to be right.

Thank you very much for your questions.

would have been almost flat. The growth in container throughput was mainly driven by an ongoing positive development of Far East volumes.

and gentlemen, the expectations for the growth of the world economy remained generally positive since we last spoke in mid-August.

as a gift in this market, but we see very strongly that our efficiency focus

Against the background of this result, I would like to reiterate our guidance.

With regard to rail transportation, we were able to level out the effects from the reorganization of the segment.

Nevertheless, the economic institutes are starting to incorporate several burdening factors into their models. Growing tensions in global trade don't need any further explanations.

In contrast, the forecast for Scandinavia and the Baltic region has been increased again.

obviously, the third one and an important one that we are reporting to since a couple of months

put the margin under pressure going forward? Or is it fair to assume that these margins levels

As you know, we integrated the Polish rail activities into the Metrans Group and gave up unprofitable routes.