

GR Georgian
Railway
EST. 1872



PRESENTATION FOR THE FIRST 3 MONTHS OF 2025

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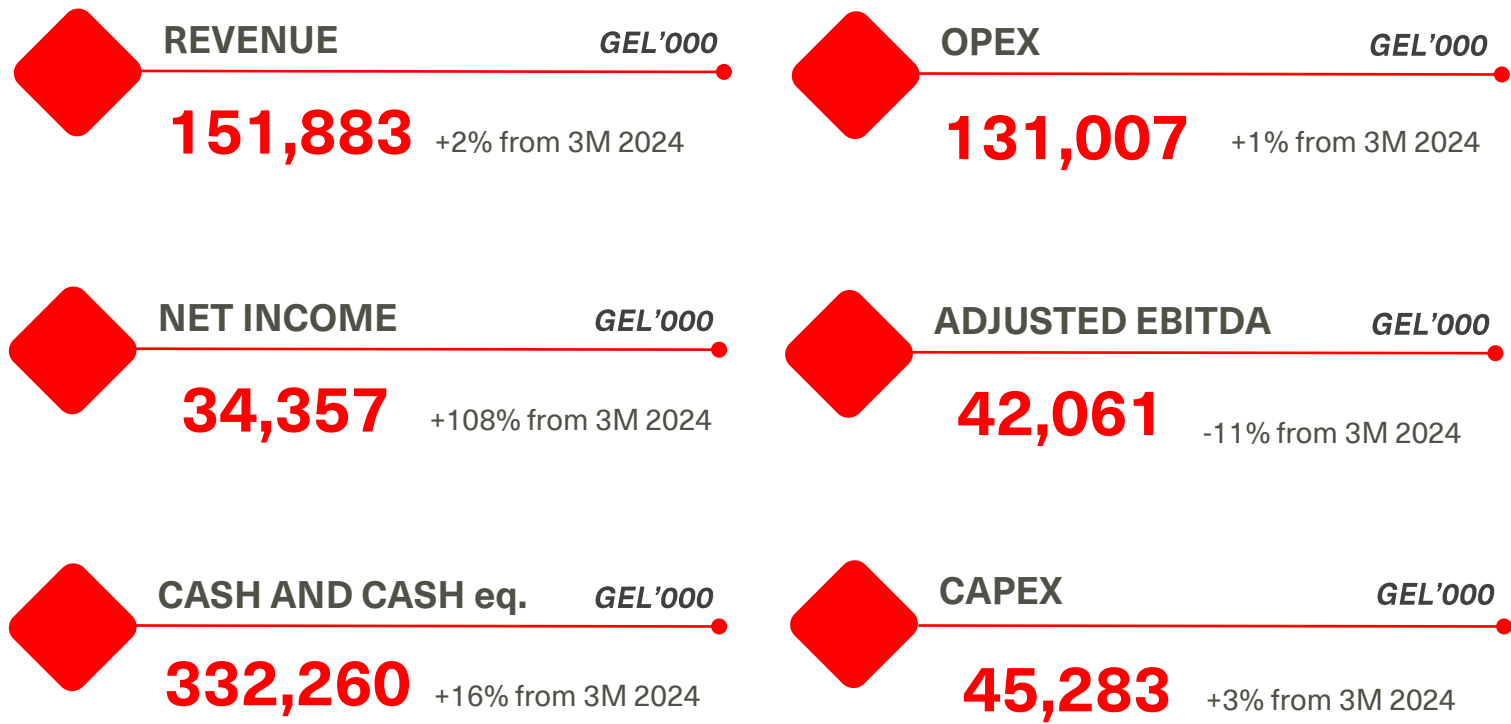
FINANCIAL PROFILE & RECENT DEVELOPMENTS

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05

APPENDIX

KEY PERFORMANCE INDICATORS



S&P Global

FitchRatings

CREDIT RATING	DATE OF ASSIGNMENT / REVIEW	OUTLOOK
BB-	December 2024	STABLE
BB-	December 2024	STABLE

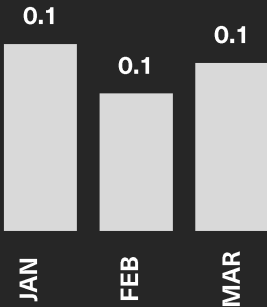
FREIGHT VOLUME



3.0mIn

-7% from 3M 2024

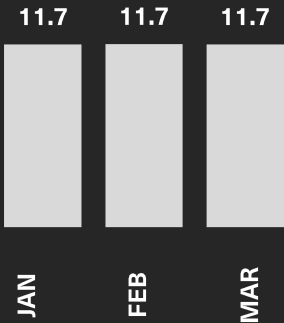
PASSENGERS TRANSPORTED



0.3mIn

-25% from 3M 2024

NUMBER OF EMPLOYEES

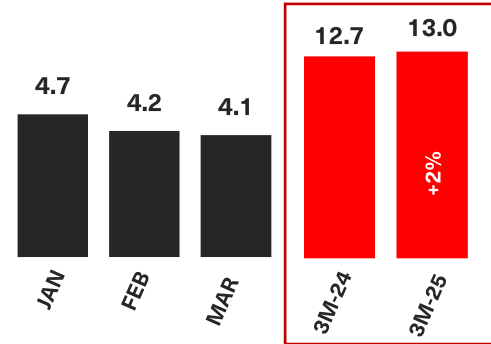


11,700

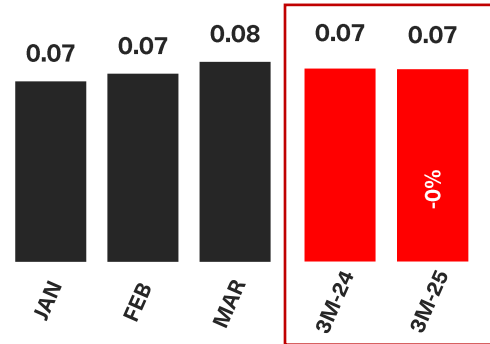
-3% from 3M 2024

KEY OPERATING MEASURES

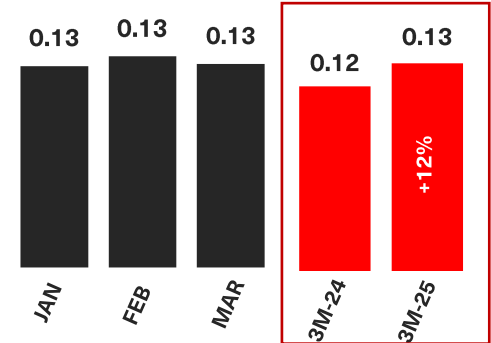
REVENUE PER AVG. N. OF EMPLOYEES (GEL '000)⁽¹⁾



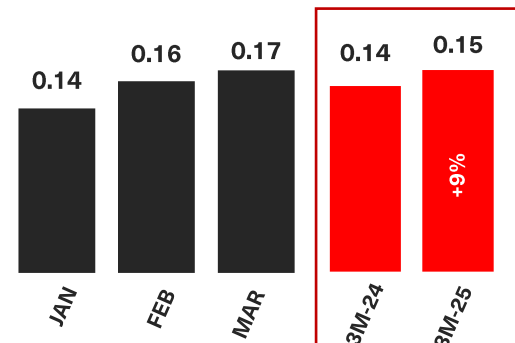
PASSENGER REVENUE PER PASS-KM (GEL)⁽²⁾



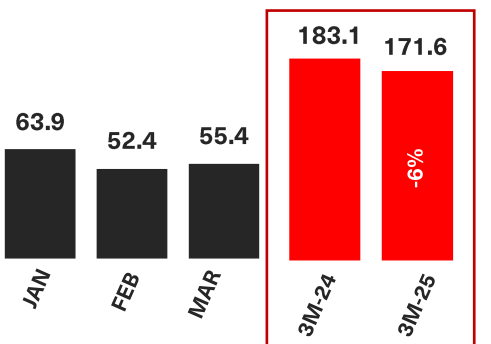
FREIGHT REVENUE PER TON-KM (GEL)⁽³⁾



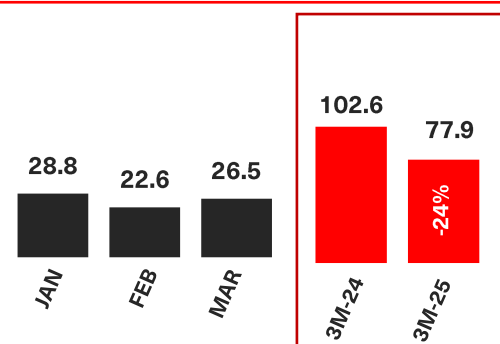
OPERATING EXPENSES PER TON-KM (GEL)



TON-KM PER AVG. N. OF FREIGHT SBU EMPLOYEES ('000)



PASS-KM PER AVG. N. OF PASS. SBU EMPLOYEES ('000)



Notes: (1) average number; (2) passenger-kilometer; (3) ton-kilometer

As of 31 December, 2024



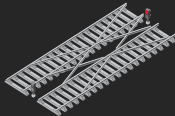
98% FULLY ELECTRIFIED RAILWAY NETWORK



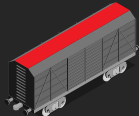
1,408KM
NETWORK
LENGTH



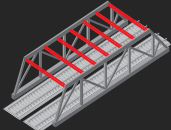
46
RAILROAD
TUNNELS



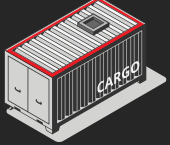
293KM
DOUBLE-TRACK
LINE LENGTH



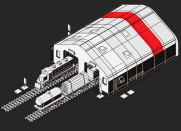
4,088
N OF ROLLING
STOCK



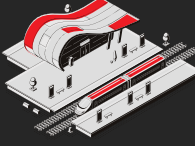
1,350
RAILROAD
BRIDGES



586
CONTAINERS



94
FREIGHT
STATIONS



28
PASSENGER
STATIONS

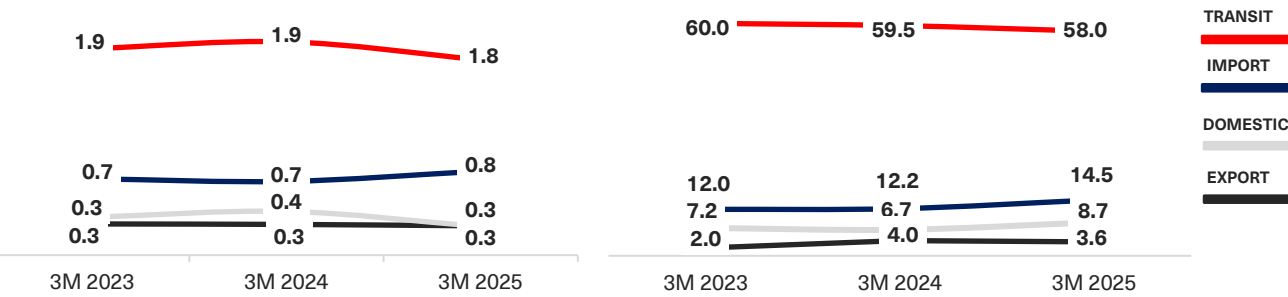
FREIGHT TRANSPORTATION SEGMENT OVERVIEW

- Freight Transportation SBU is the Group's key business segment, accounted for 73% of the GR's revenue in the first three months of 2025;
- Conducts all the Group's freight operations: Freight transportation, freight handling, rent of wagons and other rental income; freight car cross-border charge;
- Most of the freight is transported from Middle East to Georgia and Black sea ports;
- GR is mainly a transit railway and transports a large portion of its cargo using third-party rolling stock. In the first three months of 2025, 35% of total cargo was transported by GR wagons;
- This reduces the need to own rolling stock and limits CAPEX requirement to support future growth;
- Number of Freight SBU employees are 5,029 by the end of March of 2025.

VOLUME DYNAMICS

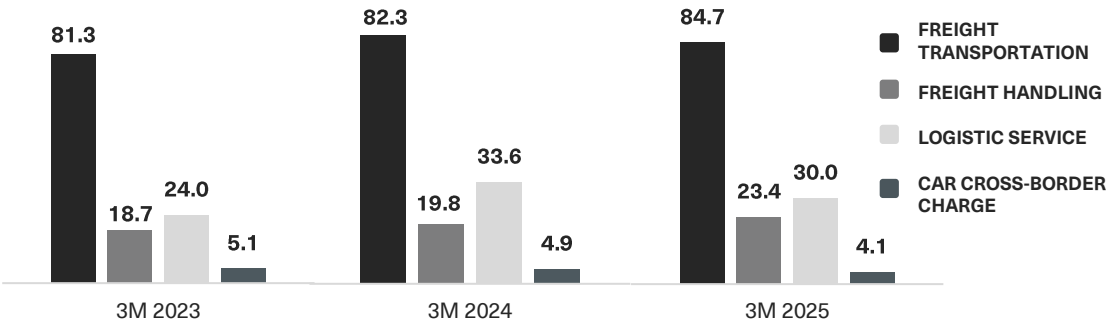
Tons, mln

GEL, mln



REVENUE DYNAMICS

GEL, mln

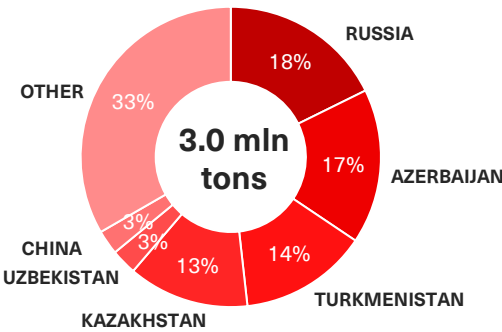
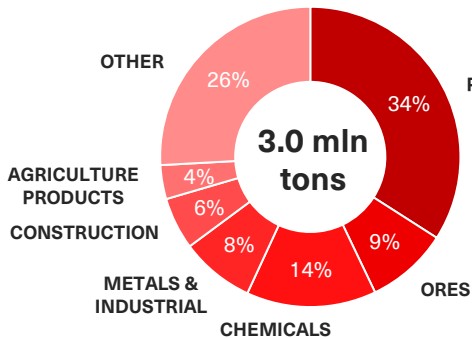
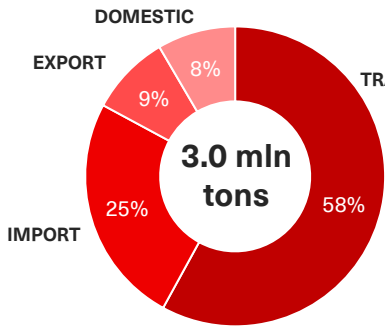


FREIGHT VOLUME STRUCTURE

DESTINATION

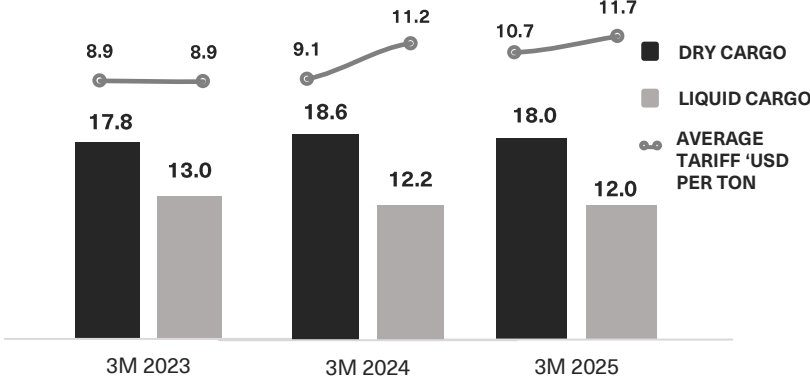
PRODUCT TYPE

BY COUNTRIES OF ORIGIN



REVENUE DYNAMICS

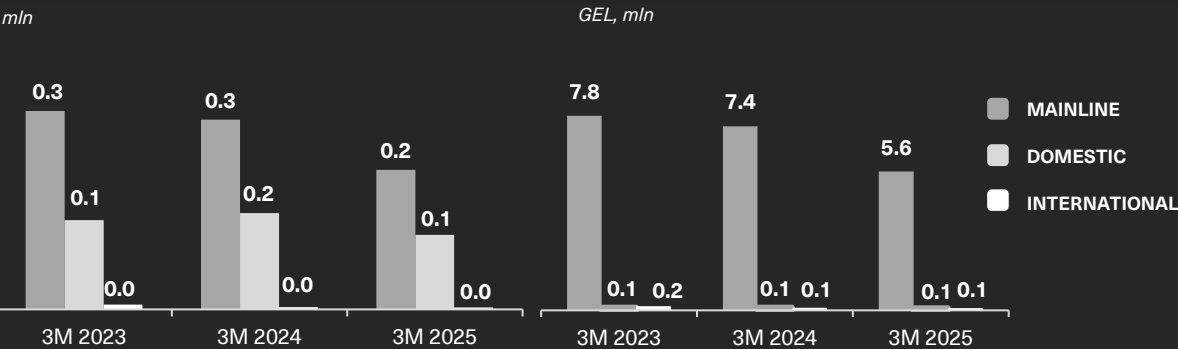
USD, mln



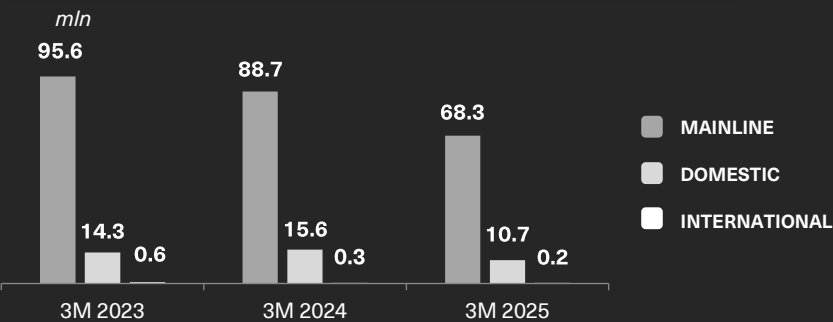
PASSENGER TRANSPORTATION SEGMENT

- GR is the passenger railway of Georgia and has strategically important social function;
- Passenger SBU transports passengers within Georgia and on international routes, connecting Georgia with Azerbaijan and Armenia;
- In June 2024, the Railway Transport Agency and JSC Georgian Railway signed an initial Public Service Contract (PSC) to ensure compliance with EU railway safety regulations, supporting sector reform and European integration by enhancing service quality, transparency and accountability. The compensation for the period from July to December, 2024, reached up to GEL 8.7 million; In 3 month period ended 31 March, 2025, JSC Georgian Railway received compensation of GEL 3.0 million under the PSC.
- GR modernized the railroad and electric supply infrastructure between Tbilisi and Batumi (315km), incl. the 40km mountainous Gorge region, after which the speed of the passenger train will increase from 80km/h to 120km/h.

PASSENGER DYNAMICS



PASSENGER-KILOMETERS



FREIGHT FORWARDING SERVICES

- GR Transit and GR Transit Line – freight forwarders, which serve oil products transportation mainly from Azerbaijan, Kazakhstan and Turkmenistan;
- GR Logistics and Terminals creates container terminals and other necessary infrastructure to develop presence in container transportation market;
- GR Property Management operates GR's railway-related assets such as land, depots and stations, and non-core assets.

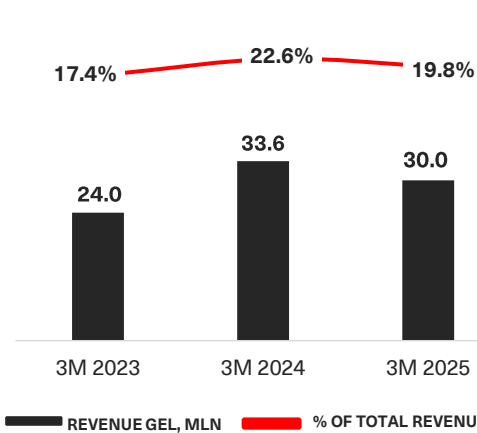


GR Transit and GR Transit Line

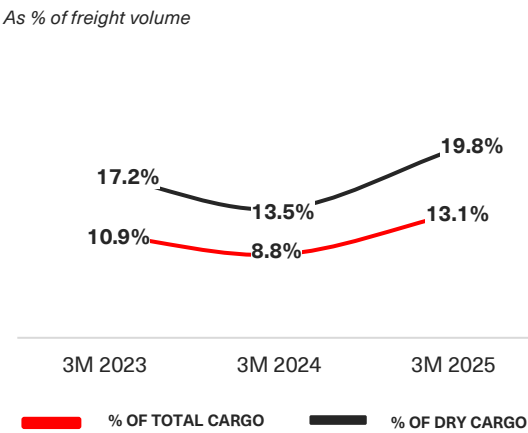
GR Logistics and Terminals

GR Property Management

LOGISTIC REVENUE EVOLUTION



SHARE OF CONTAINERIZED CARGO



FREIGHT TRANSPORTATION

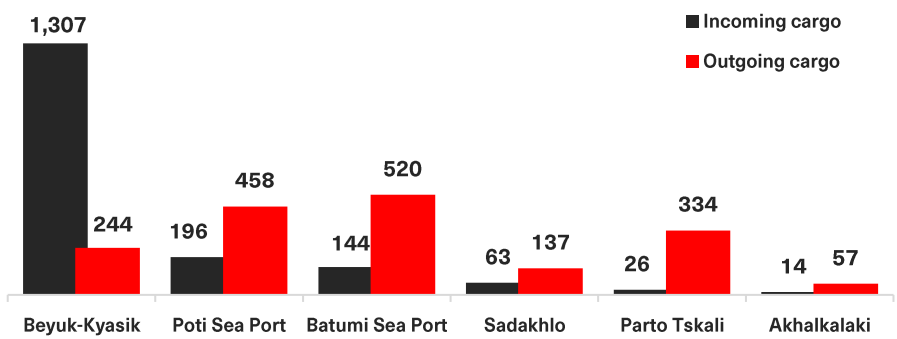
TRANSIT

	3M 2025	3M 2024	%	% const. curr.
Revenue (GEL mln)	58.0	59.5	(2.4)	(7.4)
Freight volume (tons mln)	1.8	1.9	(8.5)	NA
Freight turnover (ton-km mln)	648.9	721.7	(10.1)	NA
Revenue/ton-km (in Tetri)	8.94	8.24	8.5	3.0

Decreased transportation from Kazakhstan, partially offset by increased transportation from Turkmenistan

Increased share of relatively more profitable direction, such as Azerbaijan-Türkiye route

TRANSIT BORDER CROSSINGS



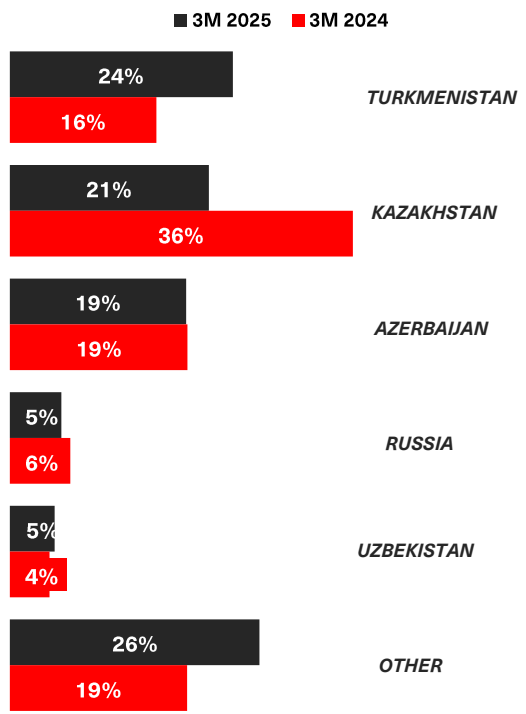
BEYUK-KYASIK AS BORDER CROSSING

- Highest 75% share of Beyuk-Kyasik in incoming volumes.
- Main origin countries for incoming cargoes were Turkmenistan, Kazakhstan and Azerbaijan with 413 thousand tons, 369 thousand tons and 327 thousand tons, respectively.

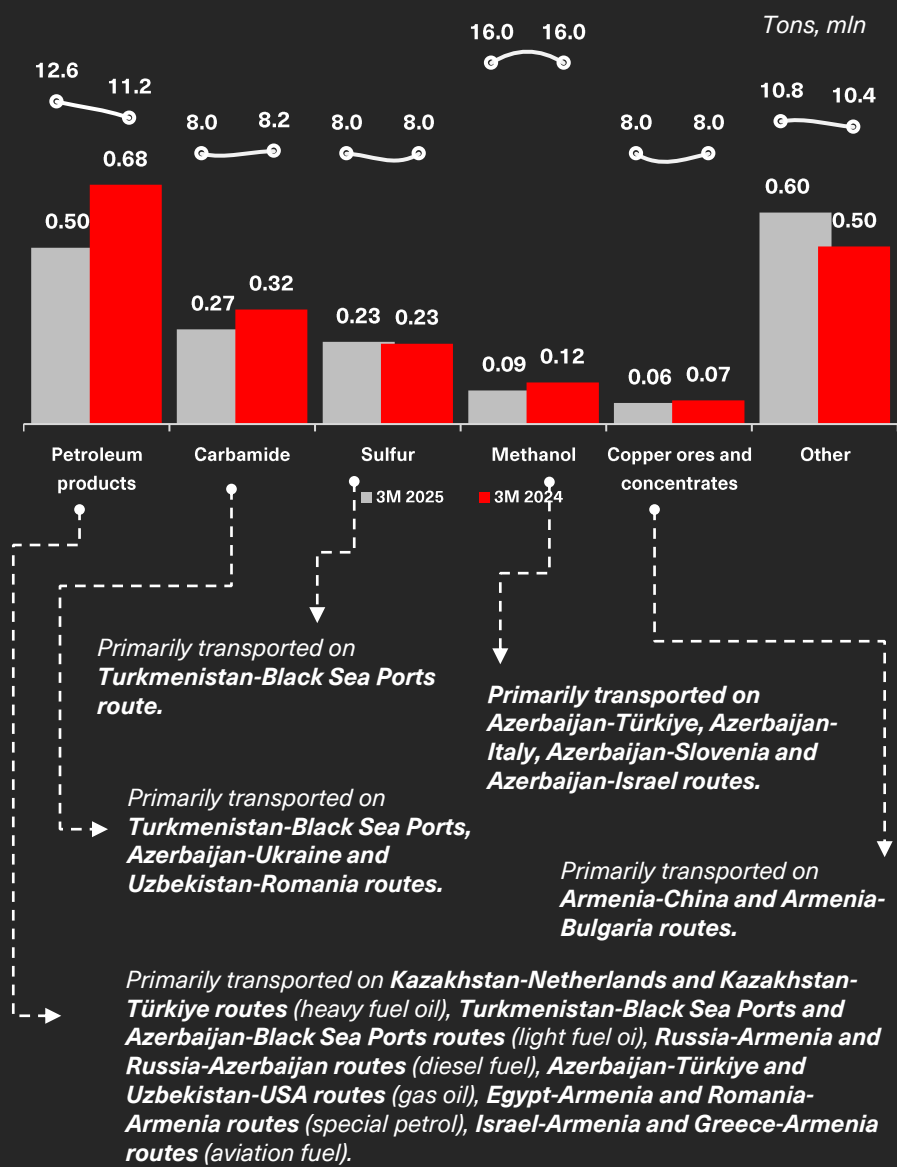
BLACK SEA PORTS AS BORDER CROSSINGS

- Highest 75% share of Black Sea Ports (Poti, Batumi and Parto Tskali) in outgoing volumes.
- Main destination countries were Netherlands, Azerbaijan and Armenia with 170 thousand tons, 146 thousand tons and 137 thousand tons, respectively.

TRANSPORTATION VOLUME BY COUNTRIES OF ORIGIN



MAIN TRANSIT PRODUCT TYPES AND TOP DIRECTIONS



FREIGHT TRANSPORTATION

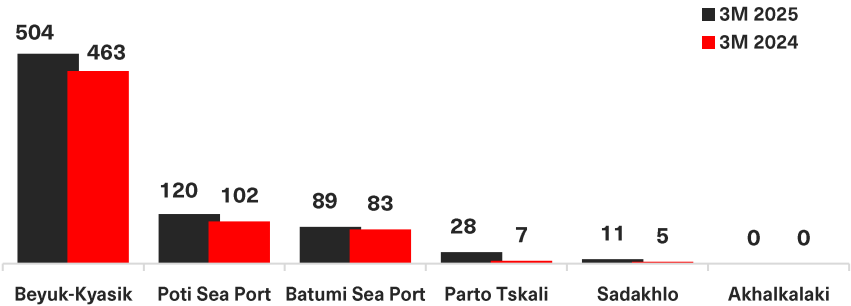
IMPORT

	3M 2025	3M 2024	%	% const.curr.
Revenue (GEL mln)	14.5	12.2	18.6	12.6
Freight volume (tons mln)	0.8	0.7	13.8	NA
Freight turnover (ton-km mln)	104.2	85.5	21.8	NA
Revenue/ton-km (in Tetri)	13.89	14.26	(2.6)	(7.5)

Increased transportation from Russia, Bulgaria, Romania, Armenia and Kazakhstan partially offset by decreased transportation from Türkiye

Increased share of relatively less profitable direction, such as Bulgaria and decreased share of more profitable direction, such as Azerbaijan

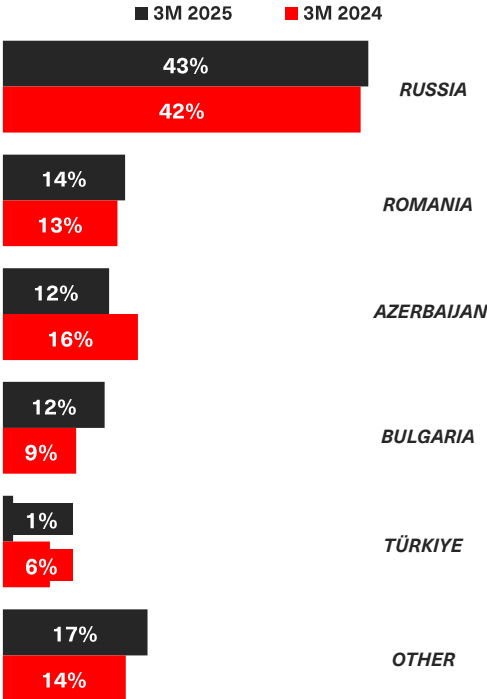
IMPORT BORDER CROSSINGS



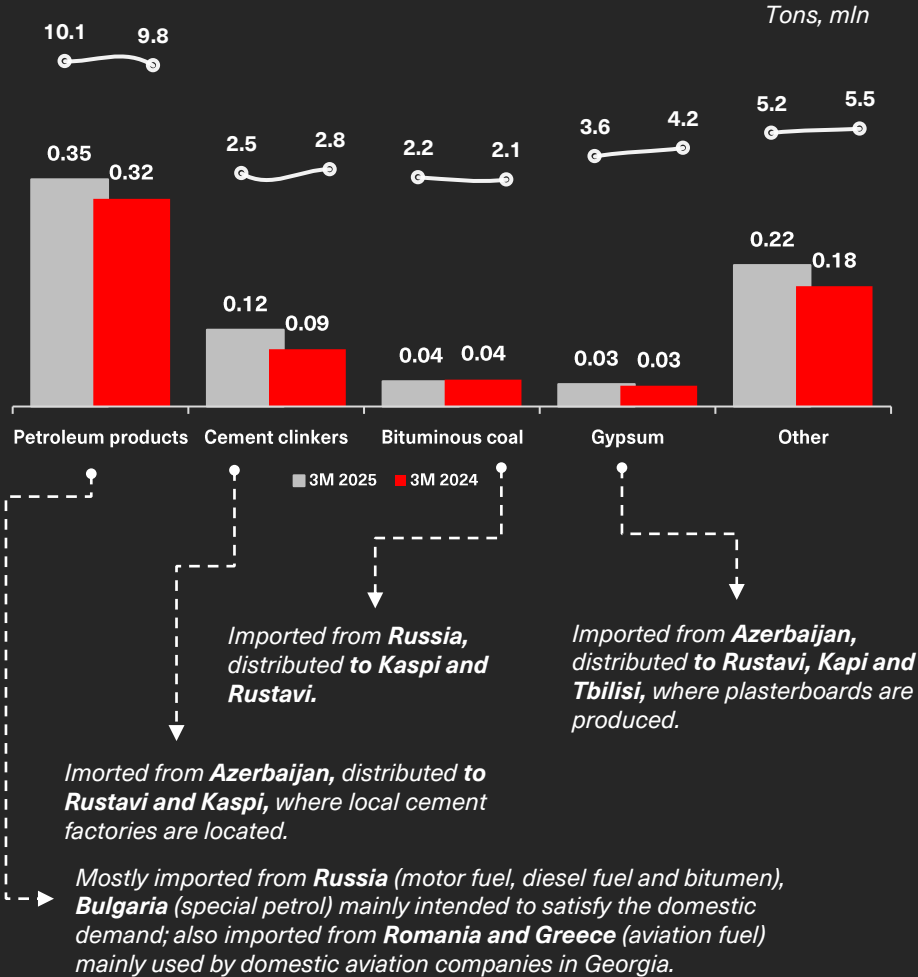
BEYUK-KYASIK AS BORDER CROSSING BLACK SEA PORTS AS BORDER CROSSINGS

- Highest 67% share of Beyuk-Kyasik in total import.
- Main origin countries using Beyuk-Kyasik station - Russia (mostly petroleum product transportation) and Azerbaijan (mostly cement clinkers transportation) with 282 thousand tons and 175 thousand tons, respectively.
- The share of Black Sea Ports (Poti, Batumi and Parto Tskali) for imported product was 31%.
- The main importer countries using Black Sea Ports for entering country were Russia, Bulgaria and Romania (mostly petroleum products transportation) with 102 thousand tons, 52 thousand tons and 49 thousand tons, respectively.

TRANSPORTATION VOLUME BY COUNTRIES OF ORIGIN



MAIN IMPORTED PRODUCT TYPES AND TOP DIRECTIONS



FREIGHT TRANSPORTATION

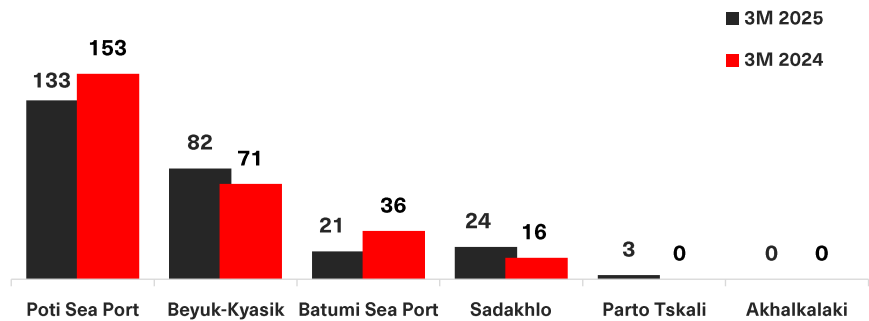
EXPORT

	3M 2025	3M 2024	%	% const. curr.
Revenue (GEL mln)	8.7	6.7	28.8	22.3
Freight volume (tons mln)	0.3	0.3	(4.4)	NA
Freight turnover (ton-km mln)	78.0	76.5	2.0	NA
Revenue/ton-km (in Tetri)	11.09	8.78	26.3	19.9

Increased transportation to Armenia, Bulgaria, Italy, Azerbaijan and UAE partially offset by decreased transportation to Georgian ports

Increased share of relatively more profitable directions, such as Armenia and Azerbaijan and decreased share of less profitable direction, such as China

EXPORT BORDER CROSSINGS



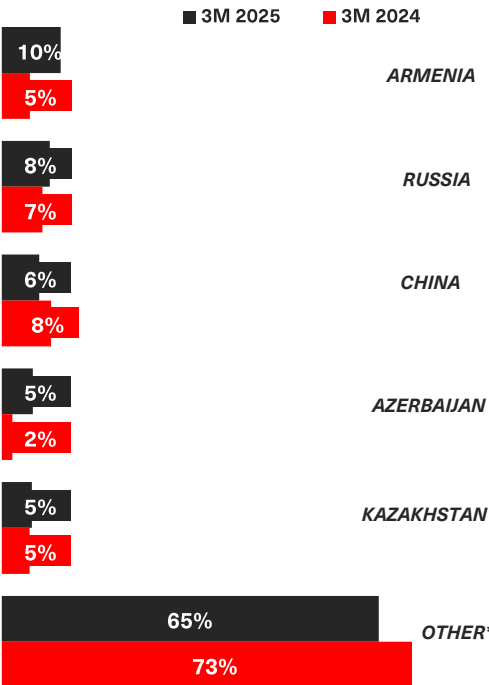
BEYUK-KYASIK AS BORDER CROSSING

- 31% share of Beyuk-Kyasik in total export.
- Main destination countries using Beyuk-Kyasik station were Russia and Kazakhstan with 34 thousand and 21 thousand tons, respectively, mostly for mineral water transportation.

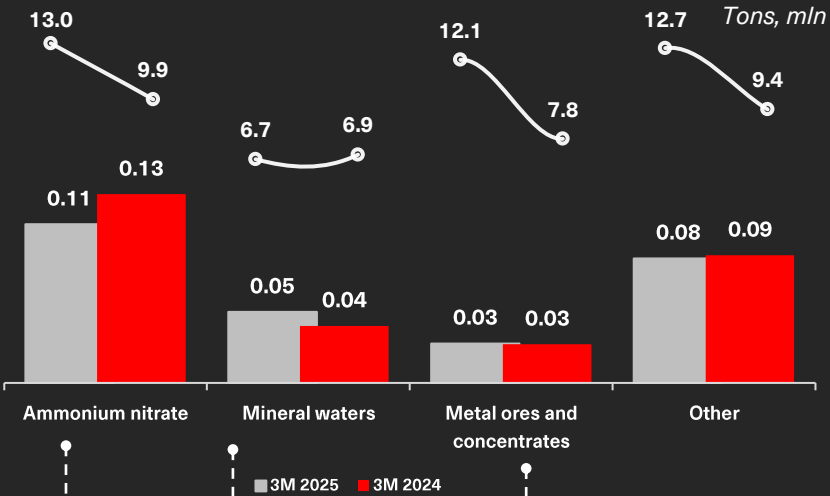
BLACK SEA PORTS AS BORDER CROSSINGS

- The share of Black Sea Ports (Poti, Batumi and Parto Tskali) for exported product was 61%.
- Main exported products were ammonium nitrate (103 thousand tons) and sillico manganese (26 thousand tons).

TRANSPORTATION VOLUME BY DESTINATION COUNTRIES



MAIN EXPORTED PRODUCT TYPES AND TOP DIRECTIONS



Sourced from **Borjomi**, where one of the largest bottlers is located, distributed to **Russia, Kazakhstan and Uzbekistan**.

Transported from **Rustavi**, where the fertilizer factory is located, transported to **Poti Sea Port**.

Transported from **Tbilisi** to **China and Bulgaria**.

* "Other" category mainly includes cargo transported to the seaports of **Poti** and **Batumi** by Georgian Railway before leaving the country by sea.

FREIGHT TRANSPORTATION

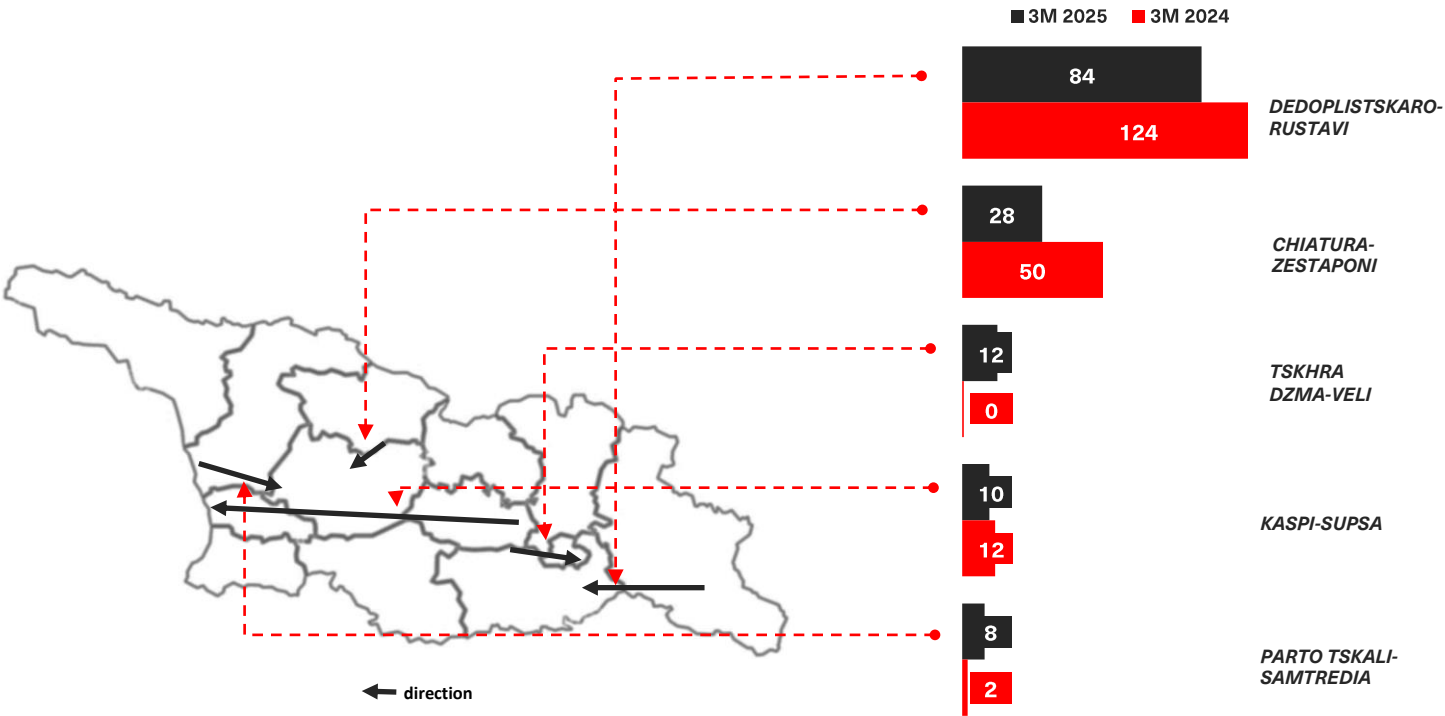
DOMESTIC

	3M 2025	3M 2024	%	% const. curr.
Revenue (GEL mln)	3.6	4.0	(8.6)	(13.2)
Freight volume (tons mln)	0.3	0.4	(34.7)	NA
Freight turnover (ton-km mln)	31.0	40.3	(23.0)	NA
Revenue/ton-km (in Tetri)	11.67	9.84	18.6	12.6

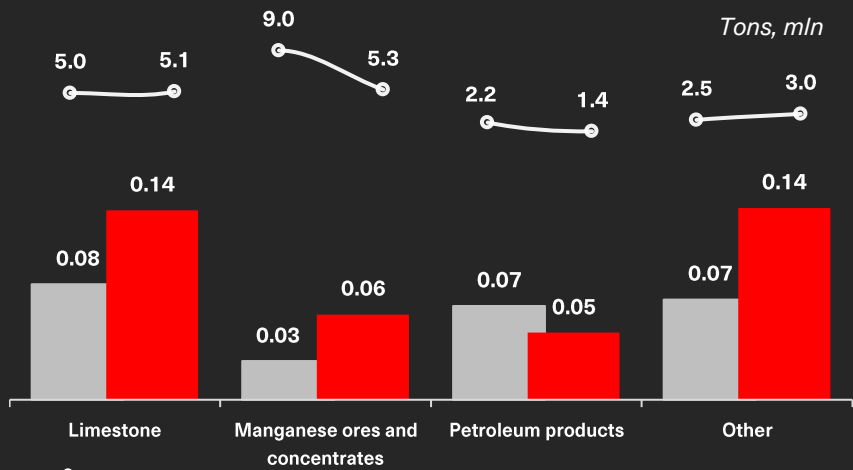
Decreased transportation along the Dedoplistskaro-Rustavi, Kaspi-Rustavi and Chiatura-Zestaponi routes

Increased transportation share of petroleum products (relatively more profitable product) and decreased share of other products (relatively less profitable product)

MAIN ROUTES OF DOMESTIC TRANSPORTATION



MAIN DOMESTIC PRODUCT TYPES AND TOP DIRECTIONS



Sourced from **Chiatura**, home to a manganese mine, transported **to Zestaponi**, where ferroalloys factories are located.

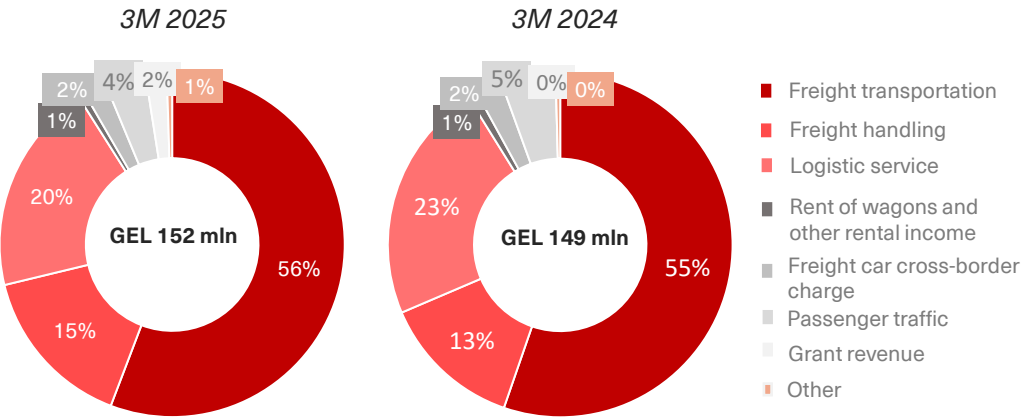
Distributed to **Tbilisi and Samtredia** (motor petrol, diesel fuel and special fuel), also transported **from Rustavi to Parto Tskali** (aviation fuel) mainly for domestic use.

Transported from **Dedoplistskaro**, where open quarries are located, to **Rustavi**, where the cement factories are situated.

REVENUE BREAKDOWN

GEL '000	3M 2025	3M 2024	%	Abs. change
Freight transportation	84,739	82,322	2.9	2,417
Freight handling	23,440	19,774	18.5	3,666
Logistical services	30,043	33,604	(10.6)	(3,561)
Rent of wagons and other rental income	972	1,285	(24.4)	(313)
Freight car cross-border charge	3,177	3,647	(12.9)	(470)
Passenger transportation	3,000	0	100.0	3,000
Grant revenue	5,747	7,608	(24.5)	(1,861)
Other	766	636	20.4	130
Revenue	151,883	148,876	2.0	3,007
Other income	320	11,215	(97.1)	(10,896)

INCOME FROM OPERATIONS (as % of total)



MAIN FACTORS INFLUENCING PERFORMANCE

FREIGHT TRANSPORTATION



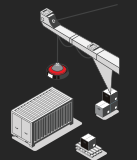
- Tariffs denominated in USD;
- Upturn in revenue caused by fluctuations in the GEL/USD exchange rate.

FREIGHT HANDLING



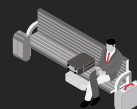
- Increase in revenue from 24-hour services and station services.

LOGISTICAL SERVICES



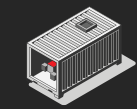
- Declined revenue due to a reduced transportation by GR's subsidiary, which provides container transportation. The decrease was primarily driven by decline in sulfur transportation, as well as reduced volume in transportation from GR's subsidiary responsible for liquid cargo transportation.

PASSENGER TRANSPORTATION



- The decrease was primarily driven by a reduction on mainline passengers by 26%, domestic passengers by 23% and international passengers by 42%.
- In 3 month period ended 31 March, 2025, JSC Georgian Railway received compensation of GEL 3.0 million under the Public Service Contract (PSC), which is an agreement between JSC Georgian Railway and the Government of Georgia to compensate the losses incurred on unprofitable passenger routes.

OTHER INCOME

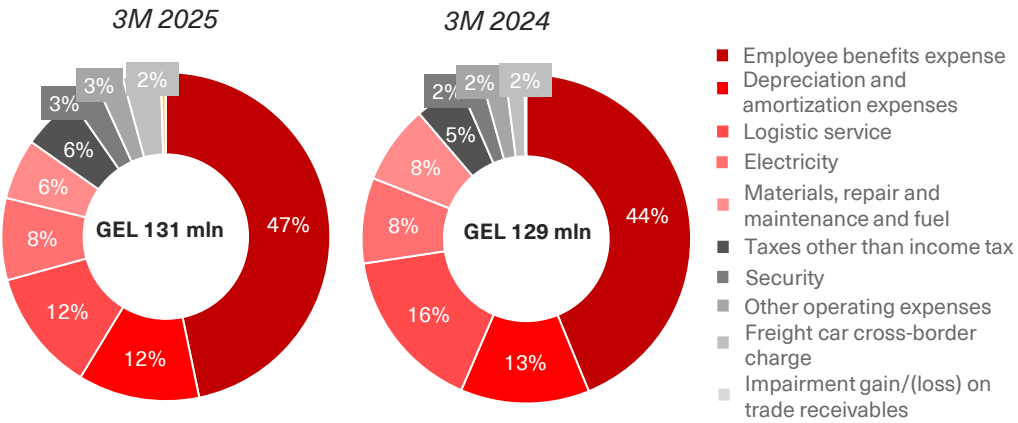


- The decline was primarily due to higher income in the prior year in continuing operations related to proceeds from a successful litigation, as well as in non-continuing operations, driven by realization of scrap in the first quarter of 2024.

COST BREAKDOWN

GEL '000	3M 2025	3M 2024	%	Abs. change
Employee benefits expense	61,231	56,593	8.2	4,637
Depreciation and amortization expense	15,647	16,356	(4.3)	(708)
Impairment loss/(gain) on trade receivables	650	209	210.2	440
Electricity	10,559	10,853	(2.7)	(295)
Materials	4,204	3,214	30.8	990
Repair and maintenance	1,851	4,922	(62.4)	(3,071)
Fuel	1,775	1,873	(5.2)	(98)
Freight car cross-border charge	4,884	2,412	102.5	2,471
Logistic services	15,783	20,837	(24.3)	(5,054)
Security and other operating expenses	7,120	5,816	22.4	1,304
Taxes, other than on income	7,304	6,109	19.6	1,195
TOTAL	131,007	129,194	1.4	1,813

COST BREAKDOWN (as % of total)



MAIN FACTORS INFLUENCING PERFORMANCE

PAYROLL EXPENSES



- Increased expenses mainly due to the increase in average salary by around 10% starting from January 2025.

LOGISTICAL SERVICES



- The decline was due to a reduced transportation by GR's subsidiary, which provides container transportation as well as by GR's subsidiary responsible for liquid cargo transportation.

MATERIALS, REPAIR AND MAINTENANCE



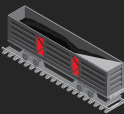
- Decreased repair and maintenance expenses. This decline reflects higher expenditures on machinery and rolling stock repairs during the same period in 2024.
- Increased materials expenses mainly due to higher spending on personal protective equipment in 2025.

SECURITY AND OTHER



- Increased expenses primarily driven by increased tariff on security service.

FREIGHT CAR CROSS-BORDER CHARGE



- Increased expenses driven by increased usage of neighboring railway's rolling stock during the three-month period ended 31 March 2025.

TAXES, OTHER THAN ON INCOME



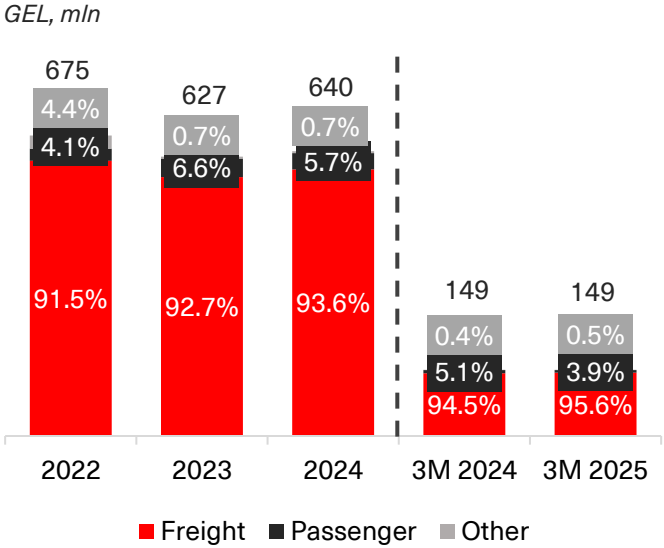
- The increase was mainly driven by a GEL 1.0 million rise in other taxes, primarily due to higher customs fees. These fees are reimbursed by customers, with the related revenue offsetting the expense and resulting in no net financial impact.

SOLID TRACK RECORD OF REVENUE GENERATION

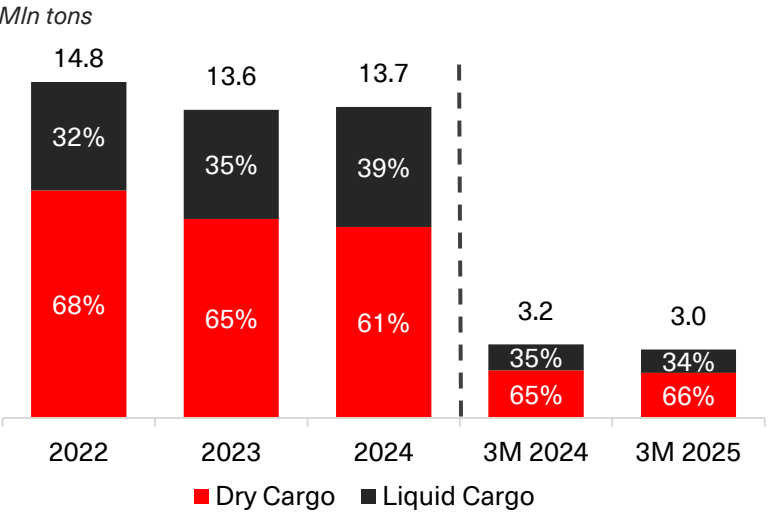
REVENUE ANALYSIS

- Total revenue increased by 2 percent during first three months of 2025, reaching GEL 151.9 mln. Freight traffic revenue category increased by 3 percent, while revenue from passenger transportation decreased by 24 percent.
- Most part of the Group's revenue is denominated in USD, representing natural hedge against national currency depreciation risk.
- The main bottleneck of the infrastructure was a mountainous region located in the center of Georgia. De-bottlenecking of existing infrastructure and increasing the throughput capacity of the rail line from 27mt to 48mt annually will have a positive impact on the Group's financial performance.

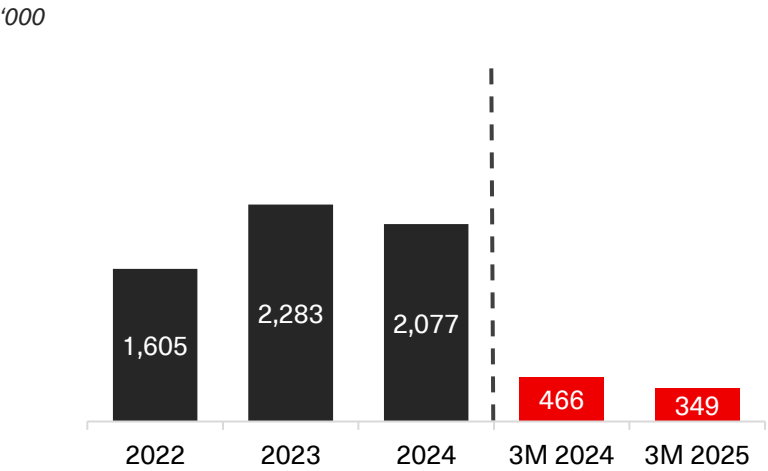
REVENUE BREAKDOWN



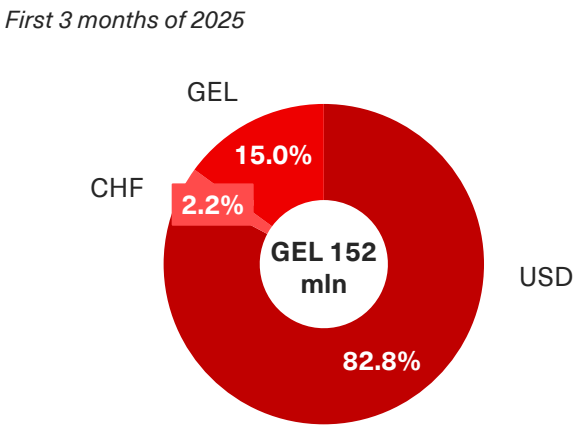
FREIGHT VOLUME



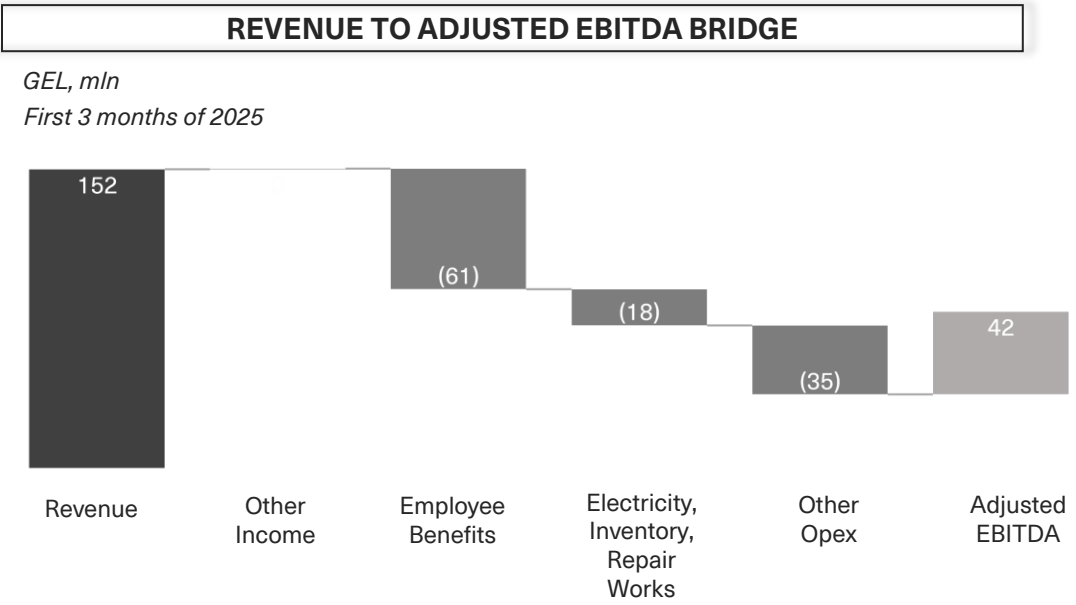
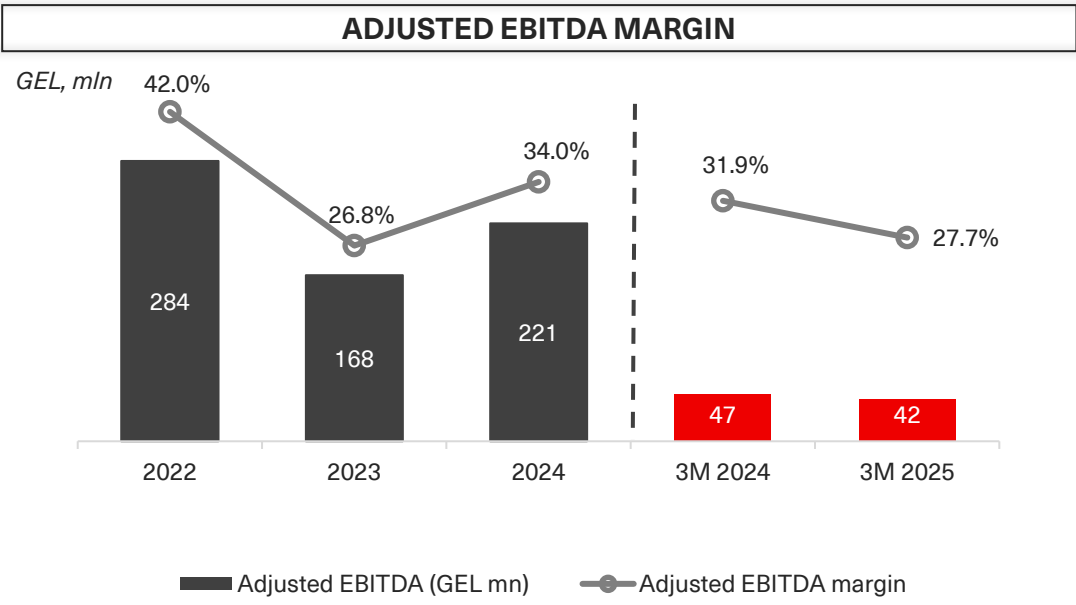
NUMBER OF PASSENGERS TRANSPORTED



REVENUE SPLIT BY CURRENCIES



SIGNIFICANT HIGHLIGHTS



LIQUIDITY & SOLVENCY RATIOS

SOLVENCY	
Net Debt to Adjusted EBITDA	4.93
Debt to Equity	1.46
Debt to Assets	0.54

LIQUIDITY	
Current Ratio	2.67
Quick Ratio	2.49
Cash Ratio	1.40

RATIO CALCULATION

Net Debt to Adjusted EBITDA	– Net financial indebtedness divided by adjusted EBITDA
Debt to Equity	– Loans and borrowings divided by total equity
Debt to Assets	– Loans and borrowing divided by total assets
Current Ratio	– Current Assets divided by current liabilities
Quick Ratio	– Current Assets minus inventories divided by current Liabilities
Cash Ratio	– Cash and cash equivalents divided by total current liabilities

BALANCE SHEET OVERVIEW

BALANCE SHEET				
In thousand GEL	31 Mar 25	31 Dec 24	% Change	Abs. Change
Total assets	2,640,781	2,584,841	2.2	55,940
Changes are mainly due to:				
Property, plant and equipment	1,993,191	1,971,748	1.1	21,444
Inventories	34,986	39,506	(11.4)	(4,520)
Prepayments	10,701	898	100.0	9,803
Trade and other receivables	41,247	27,870	48.0	13,377
Total Liabilities	1,669,543	1,648,524	1.3	21,019
Changes are mainly due to:				
Loans and borrowings (LT)	1,391,633	1,411,083	(1.4)	(19,450)
Loans and borrowings (ST)	28,433	14,593	94.8	13,840
Trade and other payables (ST)	133,990	117,610	13.9	16,380
Total Equity	971,238	936,317	3.7	34,921

DRIVERS OF SIGNIFICANT CHANGES

PROPERTY, PLANT AND EQUIPMENT (PPE)



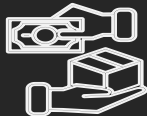
- GEL 21.4 million increase in property, plant and equipment was primarily due to the capitalization of locomotive repair costs.

PREPAYMENTS



- GEL 9.8 million increase in prepayments and other current assets, in the three months ended 31 March 2025, compared to the period ended 31 December 2024 was mainly due to higher advances paid to suppliers.

TRADE AND OTHER RECEIVABLES



- GEL 13.7 million increase was due to higher receivables of the Company's subsidiary.

LOANS AND BORROWINGS (LT)



- GEL 19.5 million decrease in long-term borrowings was mainly due to GEL appreciation against USD.

TRADE AND OTHER PAYABLES (ST)



- GEL 16.4 million increase in trade and other payables was mainly due to higher amounts of guarantees withheld from contractors.

LEVERAGE OVERVIEW

GREEN EUROBONDS

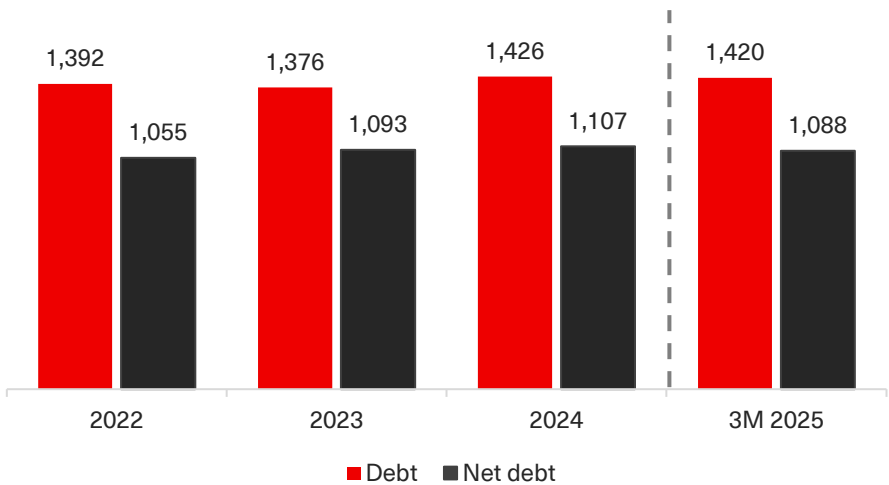
▪ Loan amount	500mm
▪ Currency	USD
▪ Issue date	17/06/2021
▪ Maturity date	17/06/2028
▪ Interest	4.00%
▪ Interest payment	Semiannual
▪ Payment dates	17 Jun and 17 Dec
▪ Purpose	Refinancing Eurobonds due 2022

CREDIT SUISSE DEBT

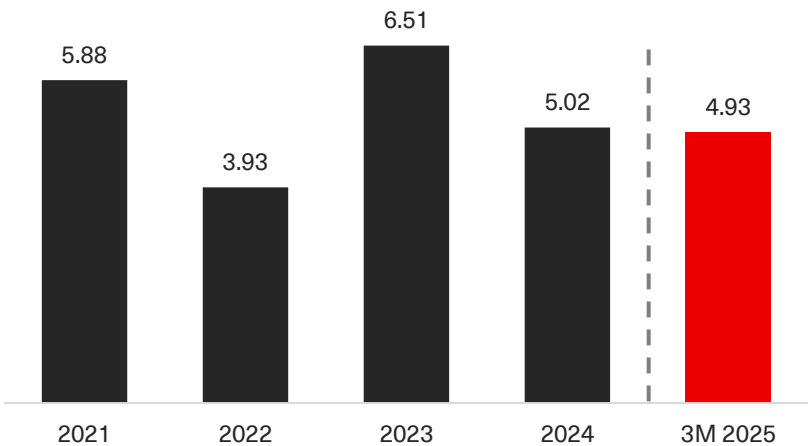
▪ Loan amount	43.6 mm
▪ Currency	USD
▪ First utilization	07/15/2016
▪ Maturity date	11/10/2026
▪ Interest	SOFR + adj. spread +1.25%
▪ Interest payments	Semiannual
▪ Payment dates	10 May and 10 Nov
▪ Purpose	New passenger trains
▪ Remaining principal	8.7 mm

DEBT

GEL, mln



NET DEBT/EBITDA



CAPITAL INVESTMENT PROGRAMME

BRIEF OVERVIEW

- GR's main investments support long run growth potential, through investments in infrastructure;
- GR is mainly a transit railway, the Group transports a large portion of its cargo using third-party rolling stock, thus minimizing its fleet CAPEX requirements;
- Modernization Project is the key GR's CAPEX program aiming to increase transportation capacity of the gorge region in central Georgia.

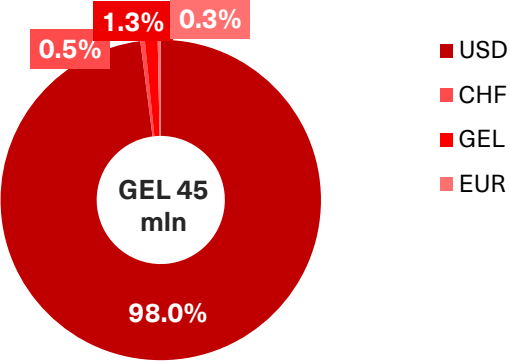
MAJOR ACTIVE CAPEX PROJECTS

MODERNIZATION PROJECT

- Over GEL 1.2 billion invested in 2010 – 2024;
- Key goal: increase transportation capacity from 27 million tons to 48 million tons with further expansion to 100 million tons per annum;

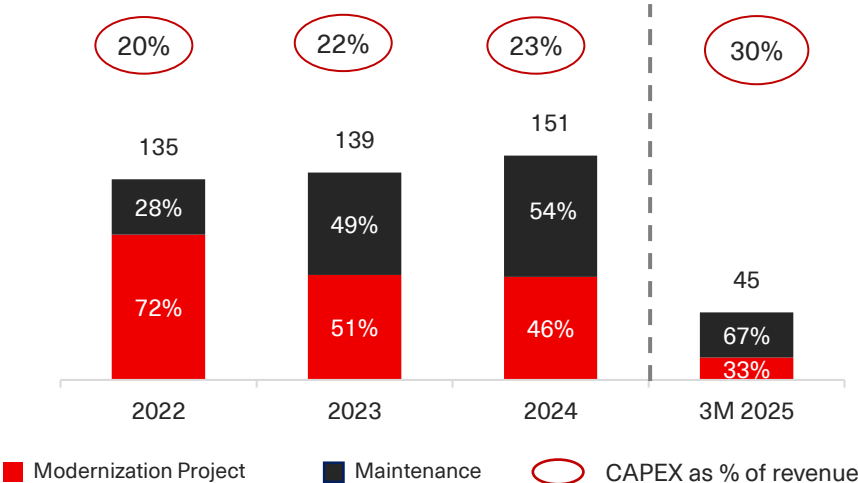
CAPEX SPLIT BY CURRENCIES

As of 31 March, 2025

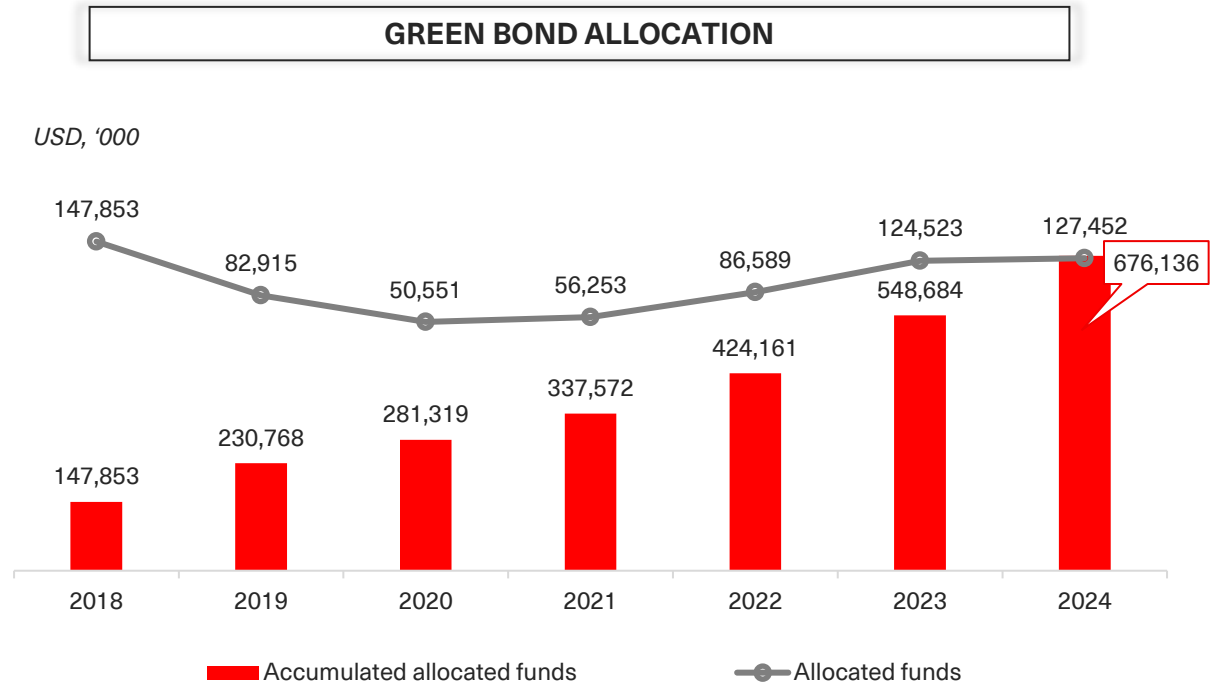


HISTORICAL CAPEX SPLIT

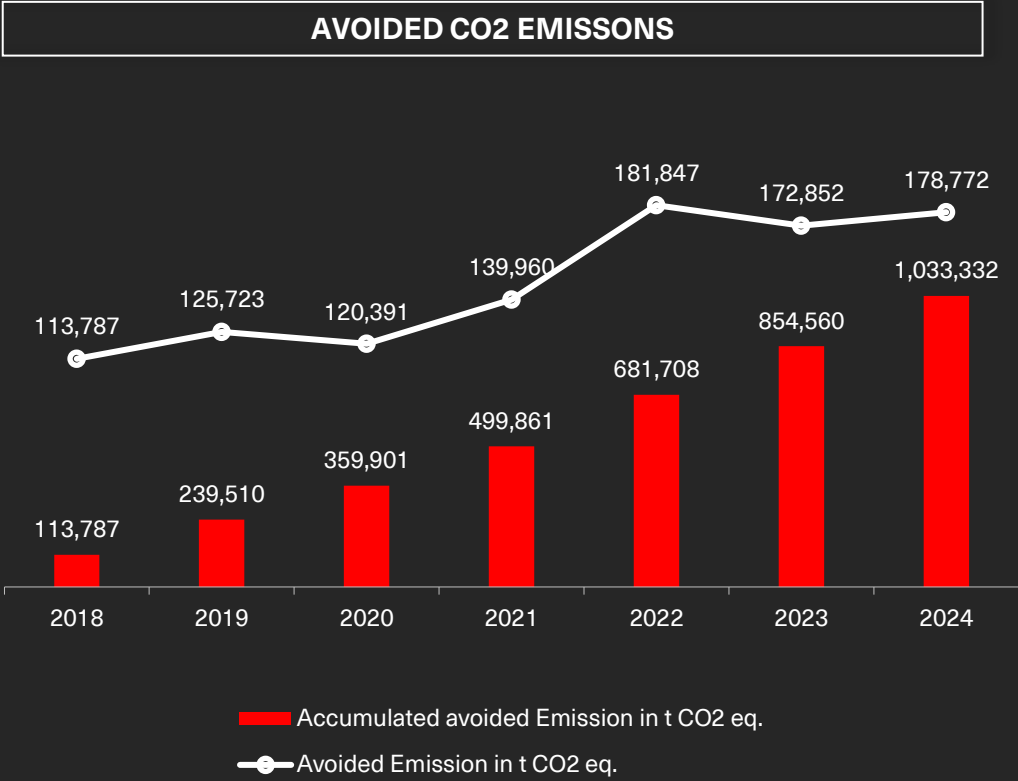
GEL, mln



GREEN BOND ALLOCATION AND AVOIDED CO2 EMISSIONS



- USD 224.9 million allocated to the Railway Modernization Project, designed to modernize rail infrastructure and increase the safety and capacity of the mainline;
- USD 101.5 million allocated to the acquisition and maintenance costs of the Company's wagon and locomotive fleet;
- USD 186.5 million allocated to costs related to freight and passenger stations, logistics terminals and platforms;
- USD 115.3 million allocated to extensions, modernization, maintenance, energy efficiency and electrification of existing railway lines; and
- USD 48.0 million allocated to costs related to signaling, centralization and blocking systems.



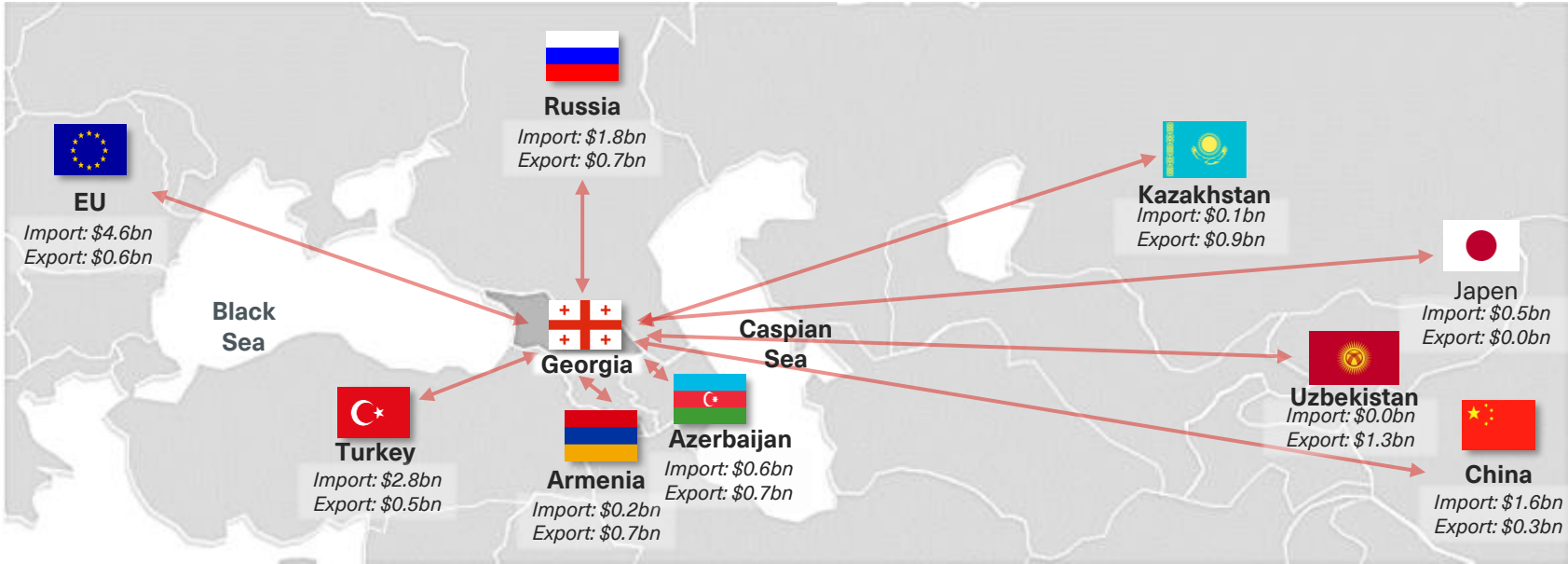
Avoided about 1,033,000 t CO2 eq. in the last 7 year;

Avoided about 6,000 t more CO2 eq. in 2024, compared to 2023.

ZERO DIRECT EMISSIONS

UNIQUE STRATEGIC LOCATION...

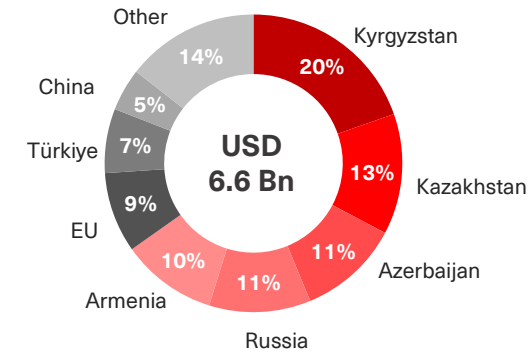
POSITIONED TO CAPITALISE ON INCREASING TRADE FLOWS BETWEEN EUROPE, THE CASPIAN REGION AND CENTRAL ASIA*



Import from Georgia
Export to Georgia

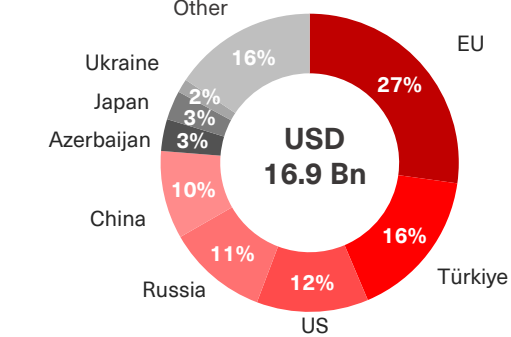
GEORGIA'S TOTAL EXPORT*

As of 31 December, 2024⁽²⁾



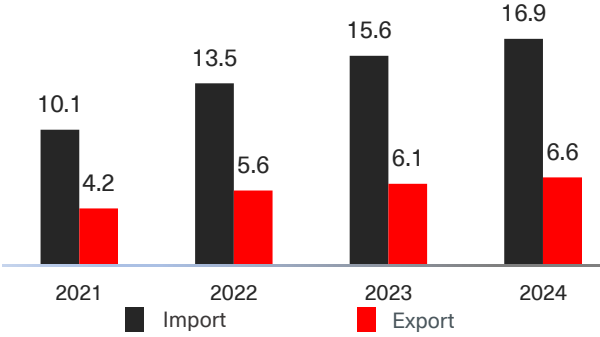
GEORGIA'S TOTAL IMPORT*

As of 31 December, 2024⁽²⁾



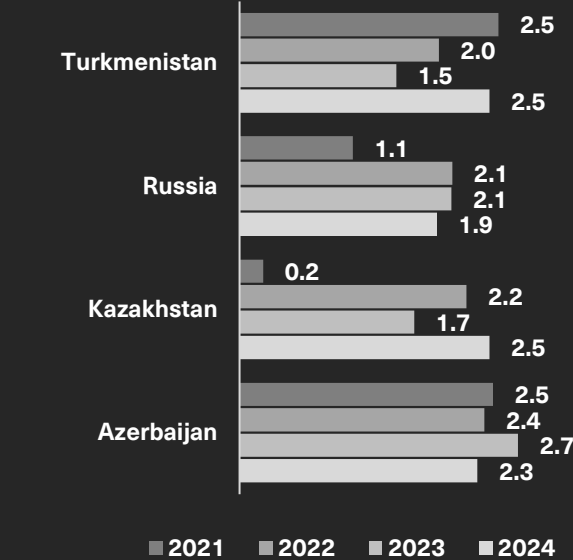
GEORGIA IS A NET IMPORTER*

USD, bn



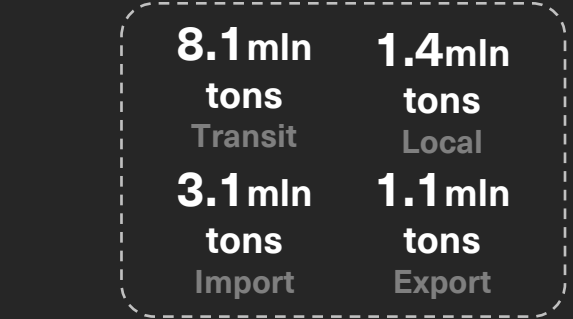
GR'S TRANSPORTATION⁽¹⁾

Mln tons, As of 31 December, 2024



GR'S FREIGHT VOLUME

As of 31 December, 2024



Sources: Geostat.ge (for total import and export statistics and import and export statistics by countries). *Preliminary data, Company data for GR's transportation and freight volumes.
Note: (1) GR's cargo by origin countries; (2) Preliminary data.

...WITH WELL DEVELOPED INFRASTRUCTURE AND MODE NUMBER OF INTERNATIONAL PROJECTS

1 KULEVI

- Liquid cargo
- Operated by Vitol, SOCAR
- Current capacity of 10 mln tons p.a.
- Expandable to 20 mln tons p.a.

2 POTI

- Liquid and dry cargo
- Free Economic Zone near Poti
- Current capacity of 600k TEU
- Planning to increase capacity with est. investment of USD 300mln

3 BATUMI

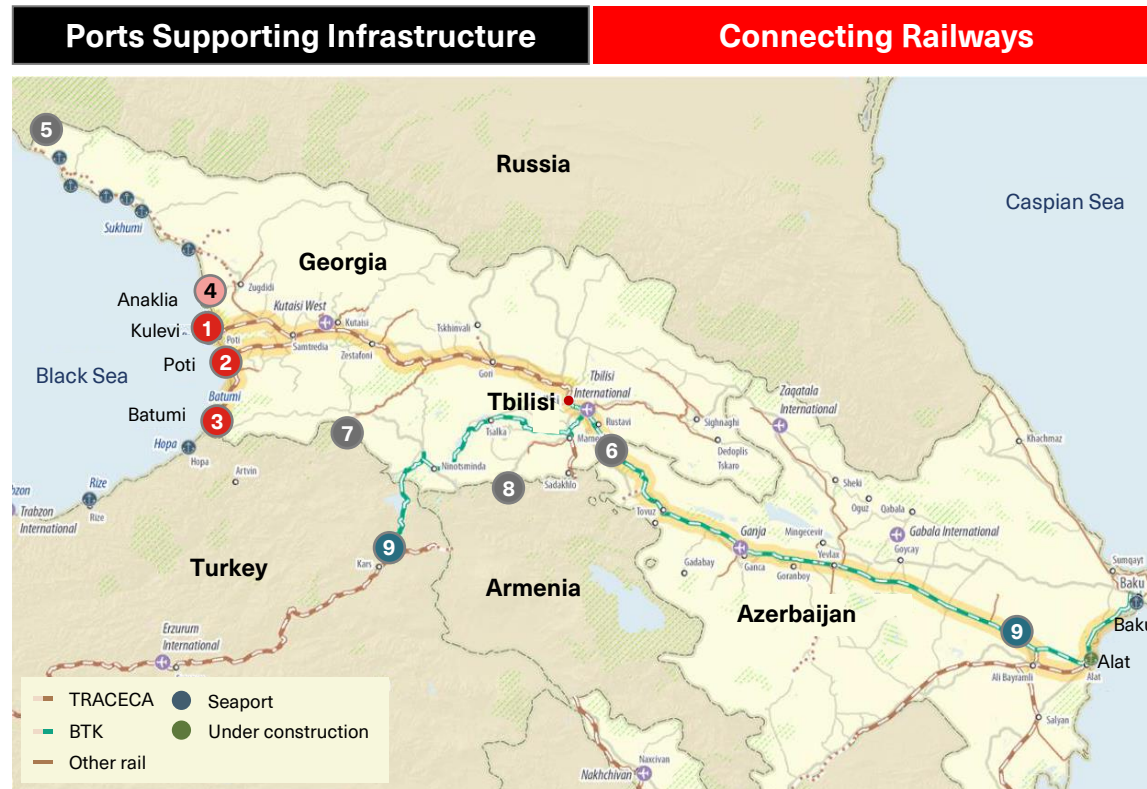
- Liquid and dry cargo
- Current capacity of ca. 15 mln tons p.a.
- Expandable to 28 mln tons p.a.

RAIL FERRIES

- Rail ferry connection to Bulgaria, Russia, Ukraine and Turkey
- Rail ferries connecting Azerbaijan ports with Central Asia

4 DEEP-SEA PORT⁽¹⁾

- Construction of a new Anaklia Deep Sea Port for handling large vessels with all required infrastructure
- Alternatively – reconstruction of Poti to make it a deep-sea port



Ports Supporting Infrastructure

Connecting Railways

INTERNATIONAL PROJECTS AND INITIATIVES

9 BTK⁽²⁾ PROJECT

- Connecting Azerbaijan and Turkey with a railway link through Georgia;
- Reconstruction of a 178km long railway in Georgia;
- Started operating in test regime in 2017, expected completion in 2025.

Feeders On Caspian And Black Sea

- Adding additional feeder in Caspian Sea connecting Kazakhstan and Azerbaijan. Operating since 2019, capacity 225 TEU
- Additional feeder connecting Poti port with Ukraine (Odessa). Operating since 2019, capacity 1,200 TEU

5 RUSSIA

- Inactive link through Abkhazian part of Georgian Railway

6 AZERBAIJAN

- Largest GR rail connection, originating or receiving well over half of GR tonnage

7 TURKEY

- Active connection after Baku-Tbilisi-Kars Project
- Currently operating in test regime

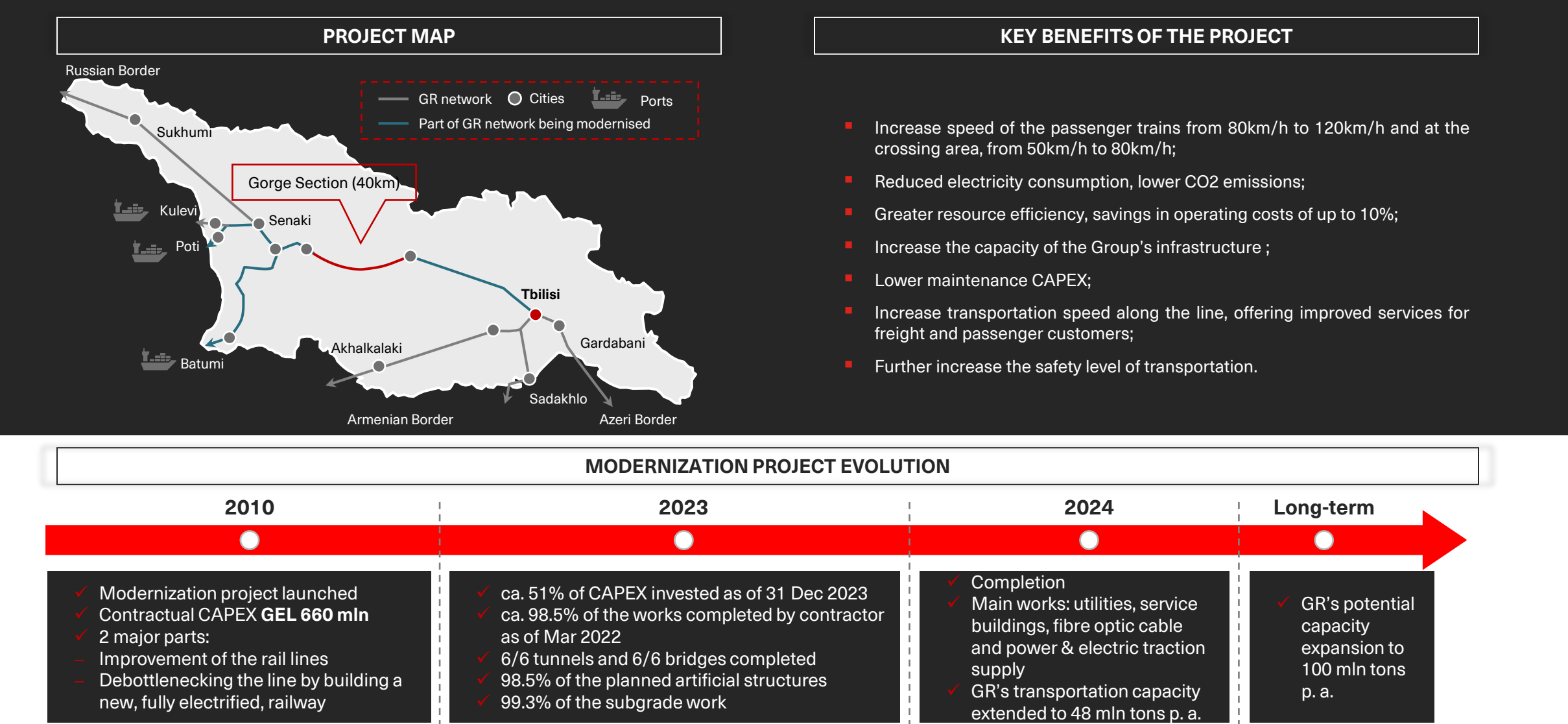
8 ARMENIA

- Operated under concession to Russian Railways as South Caucasus Railways (SCR)
- Currently only other active GR rail connection

CHINA-TURKEY ROUTE

- A new route from China to Georgia and through Georgia to Turkey, Europe and the countries of the Mediterranean Basin;
- Increasing importance of BTK line.

MODERNIZATION – ONGOING GREEN PROJECT OF STRATEGIC IMPORTANCE



KEY HISTORICAL FINANCIAL HIGHLIGHTS

INCOME STATEMENT					
In thousand GEL	2022	2023	2024	3M 2024	3M 2025
Revenue	674,773	627,173	648,337	148,876	151,883
Other income	15,825	8,993	22,807	11,215	320
Payroll expenses/Employee benefits expense	(197,708)	(239,056)	(233,224)	(56,593)	(61,231)
Depreciation and amortization expenses	(66,585)	(76,895)	(59,325)	(16,356)	(15,647)
Electricity, consumables and maintenance costs	(80,207)	(74,722)	(87,654)	(20,862)	(18,388)
Impairment loss on trade receivables	840	6,016	(3,777)	(209)	(650)
Other expenses	(129,166)	(154,566)	(145,428)	(35,174)	(35,091)
RESULTS FROM OPERATING ACTIVITIES	217,773	96,943	141,736	30,897	21,196
Finance income	30,478	38,859	28,369	6,333	5,854
Finance costs	(70,493)	(61,090)	(61,990)	(14,428)	(14,747)
Net foreign exchange gain/(loss)	218,923	12,065	(55,669)	(6,279)	17,486
NET FINANCE COSTS	178,908	(10,166)	(89,290)	(14,374)	8,593
SHARE OF RESULTS OF EQUITY ACCOUNTED INVESTEEES	0	0	15,738	0	4,568
PROFIT BEFORE INCOME TAX	396,681	86,776	68,184	16,523	34,357
PROFIT AND TOTAL COMPREHENSIVE INCOME	396,681	86,776	68,184	16,523	34,357

KEY HISTORICAL FINANCIAL HIGHLIGHTS

BALANCE SHEET				
GEL '000	2022	2023	2024	3M 2025
Non-current Assets				
Property, plant and equipment	1,831,197	1,921,379	1,971,748	1,993,191
Loans receivable	0	0	0	0
Other non-current assets	181,709	158,909	46,537	45,970
Other receivable	47,738	53,037	0	0
Investment subsidiary	0	27	73,607	78,174
Total Non-current Assets	2,060,644	2,133,352	2,091,891	2,117,336
Current Assets				
Inventories	33,944	37,330	39,506	34,986
Current tax assets	3,363	7,265	2,896	0
Trade and other receivables	14,519	30,905	27,870	41,247
Prepayments and other current assets	8,347	3,562	898	10,701
Cash and cash equivalents	274,629	283,547	318,300	273,581
Term deposit	4,071	0	0	58,680
Total Current Assets	338,873	362,609	389,470	419,194
Total Assets	2,399,517	2,495,961	2,481,361	2,536,529
Equity				
Charter capital	1,055,031	1,055,031	1,055,121	1,055,686
Non-cash owner contribution reserve	100,602	100,602	100,602	100,601
Retained earnings	(374,365)	(287,589)	(219,405)	(185,049)
Total Equity	781,268	868,044	936,317	971,238
Non-current Liabilities				
Loans and borrowings	1,378,147	1,339,840	1,411,083	1,391,633
Advances received from the Government	46,594	46,593	46,593	46,593
Trade and other payables	30,242	36,714	34,992	35,253
Total Non-current Liabilities	1,454,983	1,423,147	1,492,668	1,473,479
Current liabilities				
Loans and borrowings	14,273	36,298	14,593	28,433
Trade and other payables	122,242	142,117	117,610	133,990
Liabilities to the Government	4,712	4,712	4,712	4,712
Provisions	13,981	11,214	9,571	9,594
Current Tax liabilities	0	0	0	5,578
Other current liabilities	8,058	10,429	9,370	13,757
Total current Liabilities	163,266	204,770	155,856	196,064
Total Liabilities	1,618,249	1,627,917	1,648,524	1,669,543
Total Equity and Liabilities	2,399,517	2,495,961	2,584,841	2,640,781

CASH FLOW STATEMENT					
GEL '000	2022	2023	2024	3M 2024	3M 2025
Net cash from operating activities	288,221	176,815	218,829	44,648	55,604
Net cash used in investing activities	(122,536)	(100,876)	(119,975)	(42,011)	(98,174)
Net cash (used in)/from financing activities	(96,802)	(66,858)	(70,732)	0	0
Net change in cash and cash equivalents	68,883	9,081	28,122	2,637	(42,570)
Cash and cash equivalents at the beginning of period	212,224	274,629	283,547	283,547	318,300
Effects of exchange rate changes on the balance of cash held in foreign currencies	(5,943)	(424)	7,314	245	(2,252)
Cash and cash equivalents at the end of the period	274,629	283,547	318,300	286,626	273,581

CONSOLIDATED ACTIVITIES REPORT

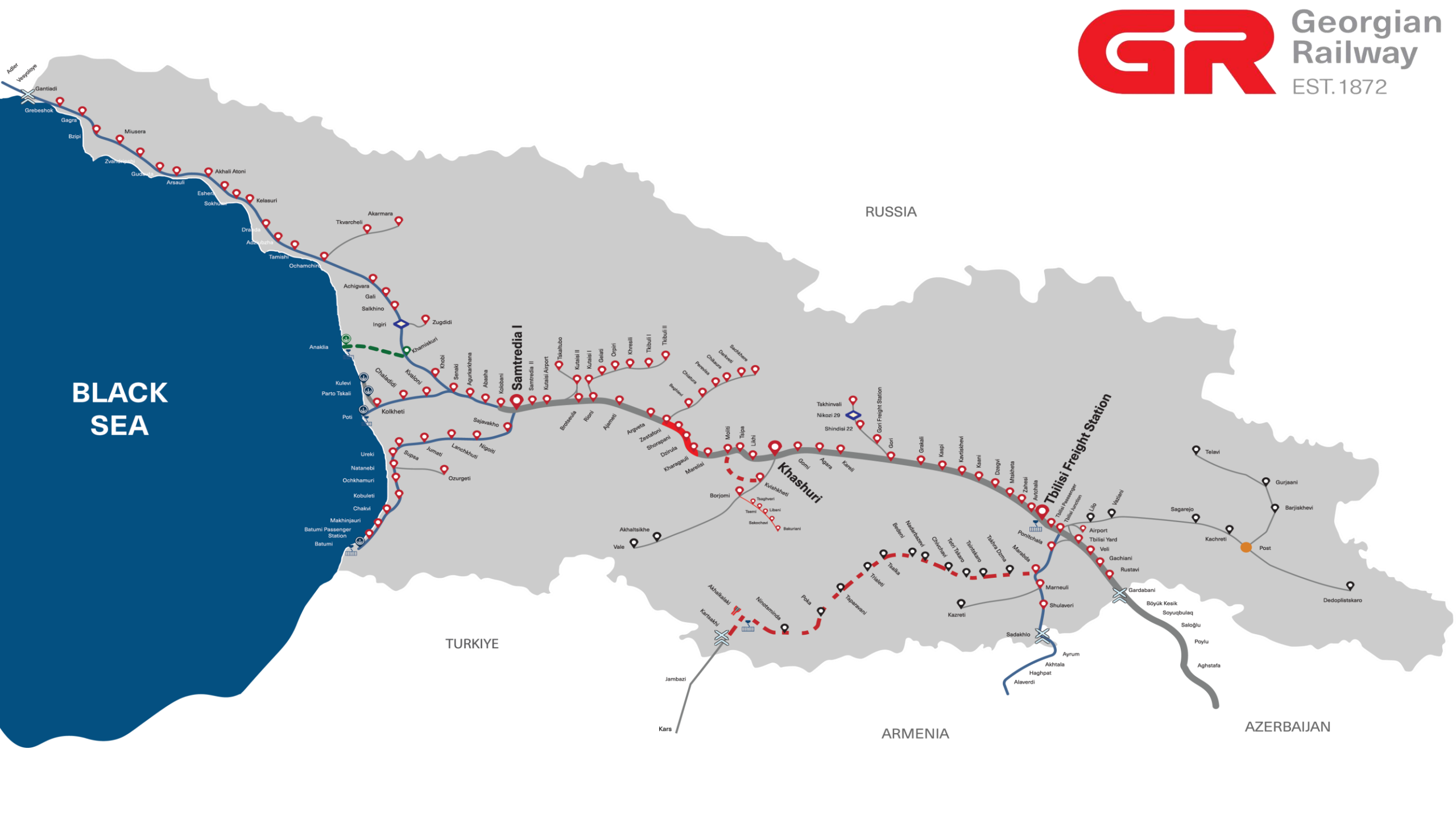
As of 31 December, 2024

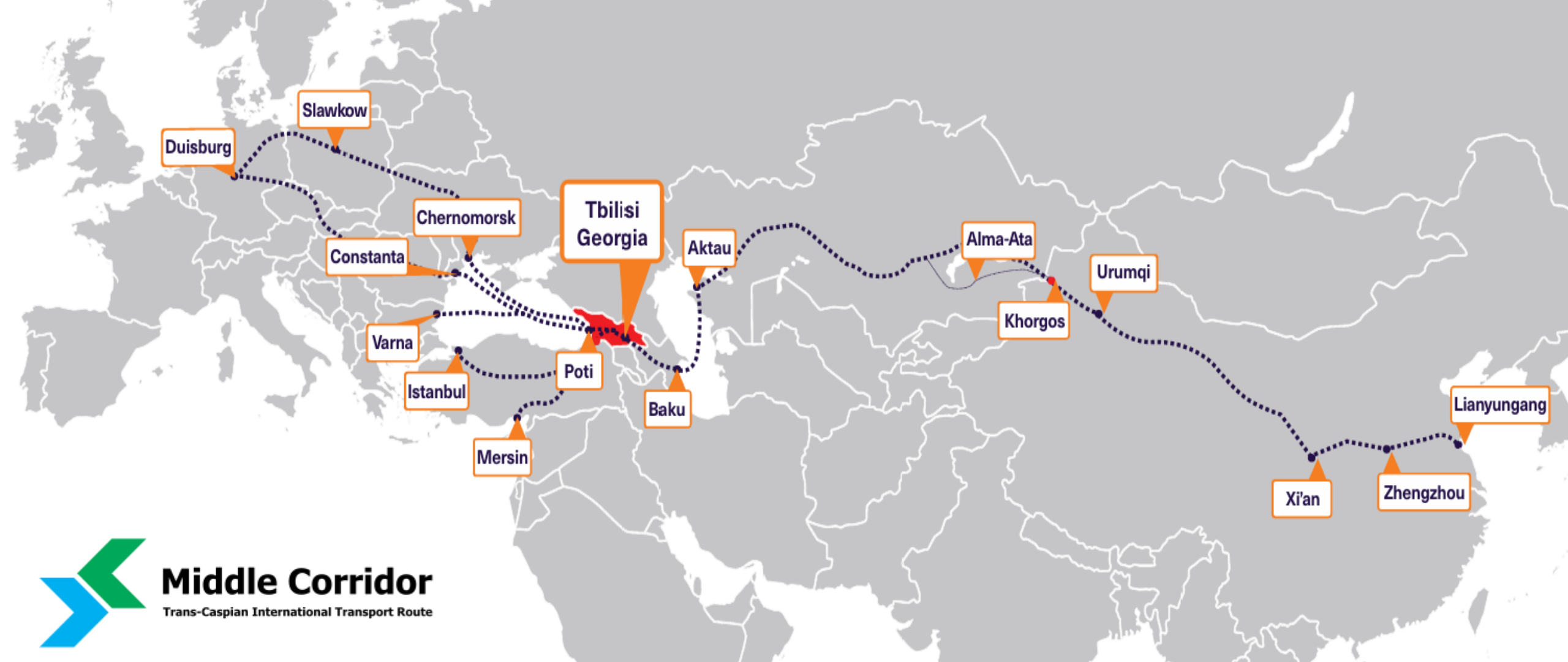
Georgia has undertaken to implement certain provisions of Directive 2012/34 (under Association Agreement) of the European Parliament and of the Council of 21 November 2012 establishing a single European rail area (recast) ("Directive 34"). This directive sets up rules applicable to the management of railway infrastructure and rail transport activities of railway undertakings.

To comply with Directive 34, the Group took the first step in 2021 by preparing and publishing independent financial reports for each of the Company's SBUs. This report will be prepared and published annually on the Company's website .

INTERNAL ACTIVITIES

STATEMENTS OF PROFIT OR LOSS	Freight Transportation Unit	Passenger Transportation Unit	Railway Infrastructure Unit	Head Office Unit	WBS Unit	Total GR Group
External Revenue	597,267	46,208	2,153	1,088	1,621	648,337
Other Income	6,481	1,480	13,436	1,317	93	22,807
Payroll expenses/Employee benefits expense	(111,131)	(20,939)	(79,372)	(15,632)	(6,150)	(233,224)
Depreciation and amortization expenses	(13,523)	(10,210)	(27,533)	(237)	(7,822)	(59,325)
Electricity, consumables and maintenance costs	(51,433)	(14,676)	(20,034)	(1,233)	(277)	(87,653)
Impairment Loss(gain) on trade receivables	(3,065)	(6)	(65)	(507)	(134)	(3,777)
Other expenses	(104,504)	(5,803)	(24,843)	(7,992)	(2,287)	(145,429)
Revenue from sales to the Units	2,193	0	81,111	0	14,190	97,494
Cost of purchases from the Units	(77,973)	(12,707)	(1,450)	(5,364)	0	(97,494)
RESULTS FROM OPERATING ACTIVITIES	244,312	(16,653)	(56,597)	(28,560)	(766)	141,736
NET FINANCE INCOME / (COSTS)	26,877	(4,021)	(115,023)	15,738	2	(73,552)
PROFIT / (LOSS) BEFORE INCOME TAX	271,189	(20,674)	(171,620)	(9,947)	(764)	68,184
Corporate income tax	0	0	0	0	0	0
NET PROFIT / (LOSS)	271,189	(20,674)	(171,620)	(9,947)	(764)	68,184





In 2016, GR signed an agreement with Azerbaijan Railways and Kazakhstan Railways to create the Trans-Caspian International Transport Route (TITR). By 2017, the Association Coordination Committee was formed and now eight countries are involved: Kazakhstan, Azerbaijan and Georgia (the founding members), plus China, Türkiye, Ukraine, Poland and Romania.

In 2023, Singapore, Bulgaria and Lithuania also joined. The TITR aims to improve the Middle Corridor, attract more freight to the Caucasus Corridor, reduce administrative barriers and streamline cargo processing across different locations.

Starting in 2016, Georgia, Azerbaijan, Kazakhstan and Ukraine agreed on standardized competitive tariffs for the route. This agreement, signed in Baku, sets competitive rates for transporting goods between China, Central Asia, the Black Sea region, Ukraine and Europe. Regular transport services are provided at these approved rates, which are reviewed and set for the coming freight year and must be followed by all operators.