

# Globaltrans Investment PLC

Russia's Leading Private  
Freight Rail Operator

## FIRST HALF 2009 RESULTS PRESENTATION

Sergey Maltsev, CEO and Alexander Shenets, CFO  
Investor Conference Call: September 1<sup>st</sup>, 2009

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# PRESENTATION OF INFORMATION

## **IFRS Financial Information**

All financial information presented in this announcement is derived from the Consolidated condensed interim financial information of Globaltrans Investment PLC for the six months ended 30 June 2009 prepared in accordance with International Financial Reporting Standards as adopted by the European Union applicable to interim financial reporting (International Accounting Standard 34 "Interim Financial Reporting"). External auditors' report on the review of Consolidated condensed interim financial information of Globaltrans Investment PLC for the six months ended 30 June 2009 is available on the Globaltrans corporate website ([www.globaltrans.com](http://www.globaltrans.com)) and at the registered office of Globaltrans.

In December 2008 Globaltrans acquired from its parent entity (Transportation Investments Holding Limited) controlling stakes in AS Spacecom and AS Intopex Trans. In accordance with the Group's accounting policies, the acquisition of both companies has been accounted for as a common control transaction using the predecessor basis of accounting. Under this method financial statements of the acquirees are included in the consolidated financial statements on the assumption that the Group (in such a composition) was in existence for all periods presented, consequently necessary changes have been made to the Consolidated condensed interim financial information of Globaltrans Investment PLC for the six months ended 30 June 2008.

## **Non-IFRS Financial and Operational Information**

In addition, management has elected to present certain non-IFRS financial information (adjusted revenue, net revenue from operation of rolling stock, adjusted EBITDA, adjusted cost of sales, empty run costs) and operational information (average distance of loaded trip, average number of loaded trips per railcar, average price per trip, average rolling stock operated, empty run ratio, total empty run ratio, freight rail turnover, transportation volume, share of empty kilometres paid by the Group, rolling stock fleet, owned rolling stock fleet) which is unaudited and derived from management accounts.

## **Financial Information presented in Russian Rubles**

For the sake of clarity, certain financial information (net revenue from operation of rolling stock, empty run cost, average price per trip, repair and maintenance costs) is presented in Russian Rubles based on the management accounts.

**All financial and operational information presented in this document should be used only as an analytical tool, and investors should not consider any of them in isolation or any combination of them together, as a substitute for analysis of condensed interim financial information of Globaltrans Investment PLC for the six months ended 30 June 2009 prepared in accordance with EU IFRS applicable to interim financial reporting (International Accounting Standard 34 "Interim Financial Reporting").**



SERGEY MALTSEV  
CHIEF EXECUTIVE OFFICER

- HIGHLIGHTS
- OPERATIONAL REVIEW

# KEY DEVELOPMENTS IN 1H 2009

## OUTPERFORMANCE IN VOLUMES OPERATIONAL EFFICIENCY AFFECTED

- Significant outperformance of the market in freight rail turnover<sup>1</sup>: -4% compared to -21% by the overall Russian freight rail market<sup>2</sup>;
- Pricing of operators services relatively flat in RUR terms
- Empty run ratio<sup>3</sup> at an elevated level: costs in line with expectations

## SOLID FINANCIAL POSITION MAINTAINED

- Strong operating cash flow supported reduction of debt by USD 51 mln, net debt to LTM Adjusted EBITDA<sup>4</sup> at 1.7x; increased share of debt in RUR
- Recent acquisitions supported stable leasing revenues in USD terms
- Net revenue from operation of rolling stock<sup>5</sup> -5% in RUR and -32% in USD

## STRONG LEVERAGE TO RECOVERY

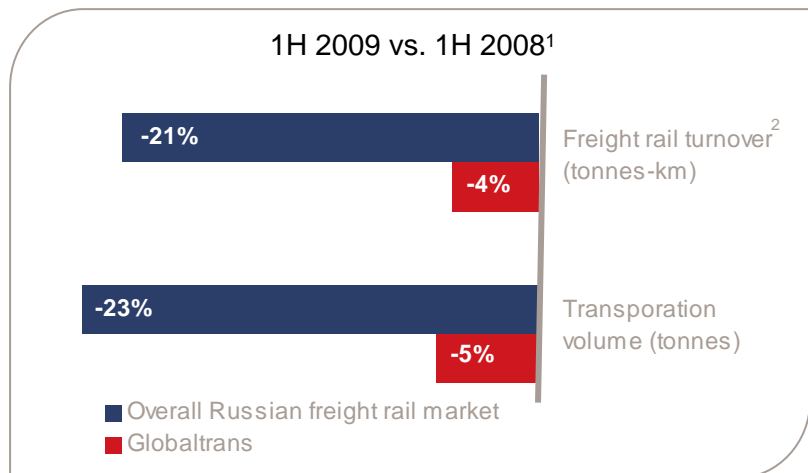
- Recovery would have two-fold effect on Globaltrans:
  - improvement in empty run ratio would reduce related costs,
  - conversion of empty trips to loaded would enhance revenues

**Solid performance in difficult market, strong leverage to recovery**

- (1) 1H 2009 vs. 1H 2008; Freight rail turnover is a measure of freight carriage activity over a particular period calculated as sum of tonnage of each loaded trip multiplied by the distance of each loaded trip, expressed in tonnes-km; derived from management accounts.
- (2) Figures for overall Russian freight rail turnover and transportation volume derived from the Federal State Statistics Service of Russian Federation ([www.gks.ru](http://www.gks.ru)).
- (3) Empty run ratio is calculated as a total of empty trips in kilometres by respective rolling stock type divided by a total of loaded trips in kilometres of such rolling stock type. Empty trips are only applicable to rolling stock operated (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out); derived from management accounts.
- (4) LTM Adjusted EBITDA (Non-IFRS measure) represents Adjusted EBITDA calculated for the twelve months prior to the end of the reporting period.
- (5) Net revenue from operation of rolling stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs: loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009 .

# OUTPERFORMING THE MARKET

## 4% DROP IN FREIGHT RAIL TURNOVER VS. 21% FOR OVERALL MARKET



- **Substantially lower decrease in freight rail turnover<sup>2</sup> and transportation volume compared to Russian freight rail market**
- **Russian freight rail market decline is slowing**  
- in July 2009 the overall Russian freight turnover decreased by c.11% compared to July 2008<sup>(1)</sup>

### Highly flexible and resilient operation

- Efficiently responsive to the change in market environment: despite difficult market conditions 26% more ferrous metals and 44% of coal transported<sup>3</sup>
- Able to rapidly adjust fleet by adjusting number of railcars leased-in: 29% decrease in leased-in fleet over 1H 08

### Best in class services and strong relationships with key clients

- Net revenue from operation of rolling stock<sup>4</sup> to MMK<sup>5</sup> and Evraz<sup>5</sup> increased by 9% and 28% respectively over 1H 08 (in USD terms)

### Flexible pricing policy

- Average price per trip<sup>6</sup> remained relatively flat in RUR terms (1H 2009 vs. 1H 2008)

(1) Overall Russian freight rail market compared to Globaltrans; source: Federal State Statistics Service of the Russian Federation ([www.gks.ru](http://www.gks.ru)); for Globaltrans – management accounts.

(2) Freight rail turnover is a measure of freight carriage activity over a particular period calculated as sum of tonnage of each loaded trip multiplied by the distance of each loaded trip, expressed in tonnes-km; derived from management accounts.

(3) As of Globaltrans' freight rail turnover for 1H 2009 compared to 1H 2008.

(4) Net revenue from operation of rolling stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs: loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

(5) Including respective clients and their suppliers.

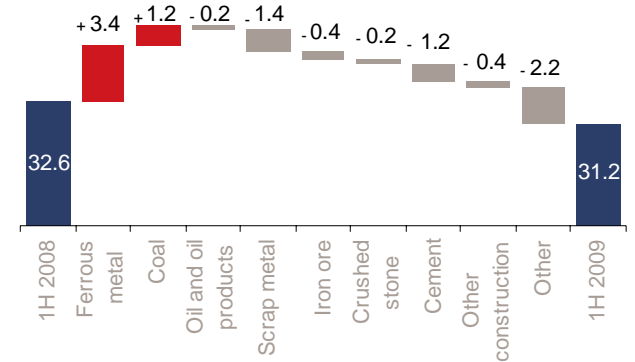
(6) Average price per trip (USD) is calculated as Net revenue from operation of rolling stock divided by total number of loaded trips during the relevant period; derived from management accounts.

# SWITCHING BETWEEN CARGOES

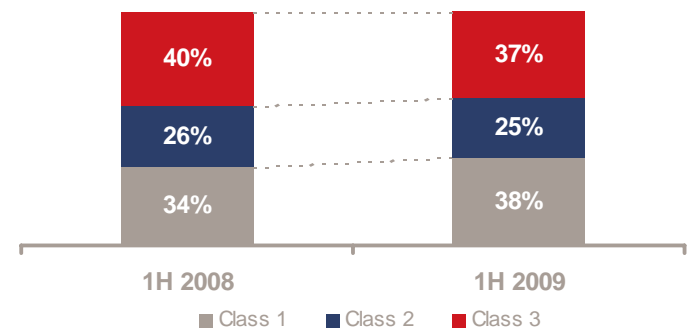
## FERROUS METALS AND COAL TRANSPORTATION INCREASING

- Ferrous metals and coal among the key drivers of freight rail turnover<sup>1</sup> with 26% and 44% respective increases over 1H 08 replacing depressed volumes of scrap metals, iron ore and construction materials
  - strong positions with key clients allowing to increase Globaltrans' volumes on the back of falling production levels of respective clients
  - Scrap metal volumes falling due to preference of steel mills to use iron ore
- This resulted in increased market share<sup>2</sup> of Globaltrans in transportation of ferrous metals (up from c.11% to c.16%) and coal (up from c.1% to c.2%) over 1H 08
- Transportation of oil and oil products relatively stable
- Combined share of class 2 and 3 cargoes<sup>3</sup> in transportation volume decreased from 66% to 62%
  - driven by increased transportation of class 1 cargoes<sup>3</sup> (mainly coal)

FREIGHT RAIL TURNOVER<sup>1</sup> BY CARGO TYPE  
(in billions tonnes-km)



TRANSPORTATION VOLUME BY CARGO CLASS  
(tonnes)



(1) Freight rail turnover is a measure of freight carriage activity over a particular period calculated as sum of tonnage of each loaded trip multiplied by the distance of each loaded trip, expressed in tonnes-km; derived from management accounts.

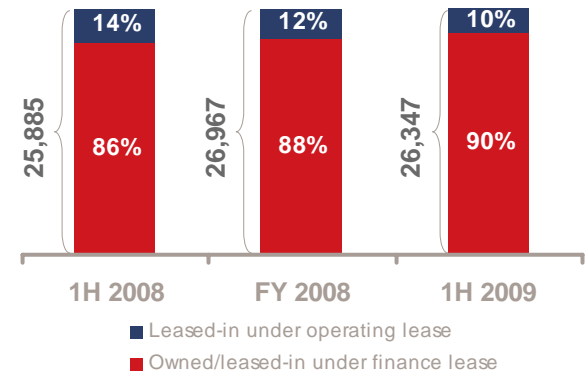
(2) Market share of Globaltrans in certain types of cargo is calculated from the overall Russian freight rail transportation volume which derived from the Federal State Statistics Service of Russian Federation ([www.gks.ru](http://www.gks.ru)); for Globaltrans – management accounts.

(3) Classes of Cargo – OAO "Russian Railways" regulated tariff 10-01 differentiates between three classes of cargo—Classes 1, 2 and 3. Class 3 (which includes ferrous metals and scrap metal) attracts the highest transportation price and Class 1 (which includes iron ore and coal) the lowest.

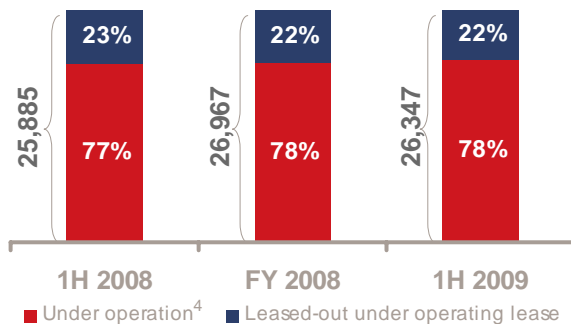
# INCREASE IN OWNED FLEET ALONG WITH REDUCTION OF RAILCARS LEASED-IN

- Total fleet<sup>1</sup> remained relatively constant at 26,347 railcars (decrease by 620 railcars) compared to the end of 2008, driven by:
  - number of railcars leased-in reduced by 812 railcars
  - number of owned<sup>2</sup> railcars increased by 192 railcars (deliveries of 2008 orders)
- Share of owned<sup>2</sup> railcars increased from 88% to 90% of total fleet<sup>1</sup>
- Average rolling stock operated<sup>3</sup> in 1H 09 compared to 1H 08 remained constant driven by continuous substitution of leased-in railcars by owned<sup>2</sup> railcars

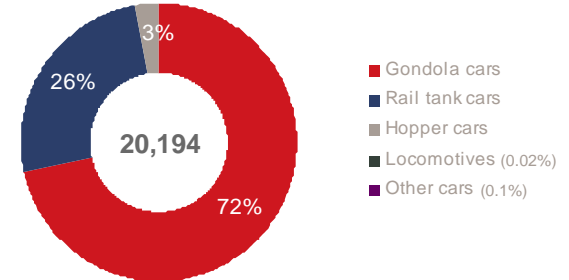
TOTAL FLEET<sup>1</sup> BY TYPE OF OWNERSHIP  
(end of the period)



TOTAL FLEET<sup>1</sup> BY TYPE OF APPLICATION  
(end of the period)



AVERAGE ROLLING STOCK OPERATED<sup>3</sup>  
IN 1H 2009 BY TYPE OF RAILCARS



- Total fleet (rolling stock fleet) is defined as the total rolling stock owned and leased-in under finance and operating leases at the end of period; derived from management accounts.
- Owned rolling stock fleet is defined as rolling stock fleet owned and leased-in under finance leases; derived from management accounts.
- Average rolling stock operated is calculated as the average weighted (by days) number of railcars available for operator services (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased-out); derived from management accounts.
- Including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation.

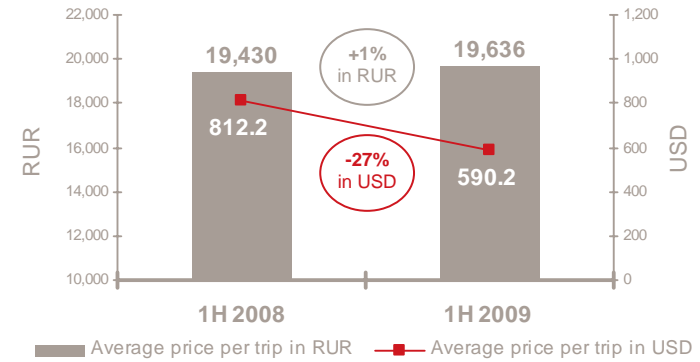


# PRICING FLAT IN RUR TERMS

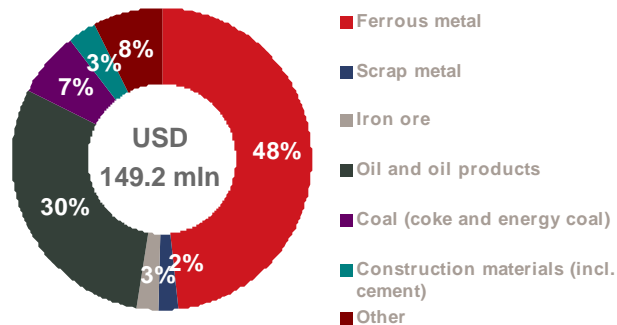
## RUR DEVALUATION DROVE DECREASE IN USD TERMS

- Average price per trip<sup>1</sup> increased by 1% in RUR while decreased by 27% in USD terms over 1H 08
  - the depressed pricing environment, especially in 1Q 2009 with more positive pricing dynamics evidenced since April 2009
  - a change in cargo mix with an increased share of ferrous metals and coal
- Share of class 3 cargoes<sup>2</sup> in Net revenue from operation of rolling stock<sup>3</sup> increased from 48% to 60% driven by relatively resilient pricing for class 3 cargoes<sup>2</sup>

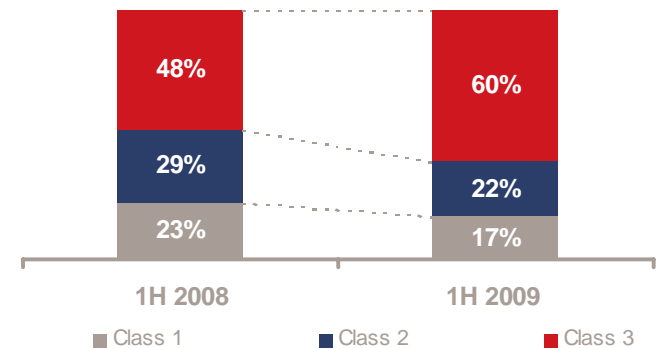
AVERAGE PRICE PER TRIP<sup>1</sup> (1H 09 vs. 1H 08)



NET REVENUE FROM OPERATION OF ROLLING STOCK<sup>3</sup> BY CARGO TYPE (1H 09)



NET REVENUE FROM OPERATION OF ROLLING STOCK<sup>3</sup> BY CARGO CLASS

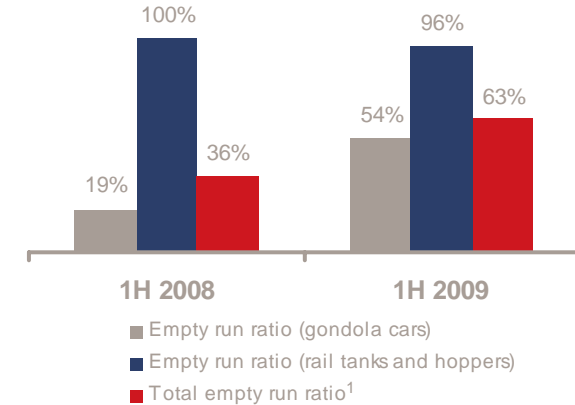


- Average price per trip (USD) is calculated as Net revenue from operation of rolling stock divided by total number of loaded trips during the relevant period; derived from management accounts.
- Classes of cargo – OAO "Russian Railways" regulated tariff 10-01 differentiates between three classes of cargo—Classes 1, 2 and 3. Class 3 (which includes ferrous metals and scrap metal) attracts the highest transportation price and Class 1 (which includes iron ore and coal) the lowest.
- Net revenue from operation of rolling stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs; loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

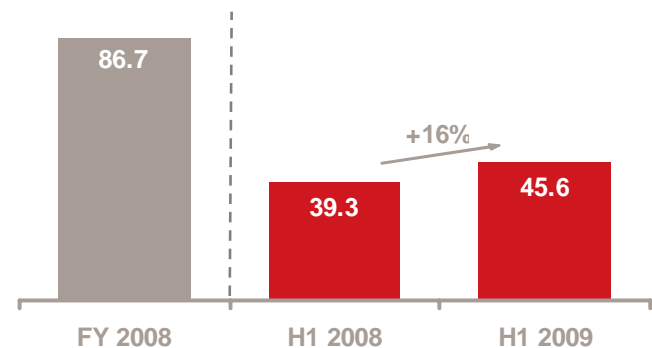
# OPERATIONAL EFFICIENCY AFFECTED BY DIFFICULT MARKET CONDITIONS

- Total empty run ratio<sup>1</sup> increased from 36% in 1H 08 to 63% in 1H 09 driven by an increase in empty run ratio<sup>2</sup> for gondola (open top) cars from 19% to 54%
- Empty run ratio<sup>2</sup> for gondola (open top) cars increased as a result of:
  - fewer eligible small and medium sized clients due to a deterioration of credit quality of these clients
  - reduced capacity utilisation of steel mills resulting in sharp decrease in inbound traffic (especially shipment of scrap metals)
  - decreased imports to Russia making it more difficult to find return cargo from ports
  - a decline in construction activity
- Empty run costs<sup>3</sup> recorded 16% increase in USD
- Average number of loaded trips per railcar<sup>4</sup> dropped by 7% to 12.5 trips mostly driven by:
  - increase in total empty run ratio<sup>1</sup> resulted in railcars travelling more time empty and less time loaded
  - increase in average distance of loaded trip by 2% to 1,969.4 km

EMPTY RUN RATIO<sup>2</sup> BY TYPE OF RAILCARS



EMPTY RUN COSTS<sup>3</sup> (mln USD)



(1) Total empty run ratio is calculated as total kilometers travelled empty divided by kilometers travelled loaded by the rolling stock fleet operated by Globaltrans (excluding fleet leased out) in the reporting period; derived from management accounts.

(2) Empty run ratio is calculated as a total of empty trips in kilometres by respective rolling stock type divided by a total of loaded trips in kilometres of such rolling stock type. Empty trips are only applicable to rolling stock operated (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out); derived from management accounts.

(3) Empty run costs (Non-IFRS measure) derived from management accounts and presented as the part of the "Empty run trips and services provided by other transportation organizations" component of cost of sales reported under EU IFRS. Empty run costs excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

(4) Average number of loaded trips per railcar is calculated as the total number of loaded trips in the relevant year divided by average rolling stock operated; derived from management accounts.

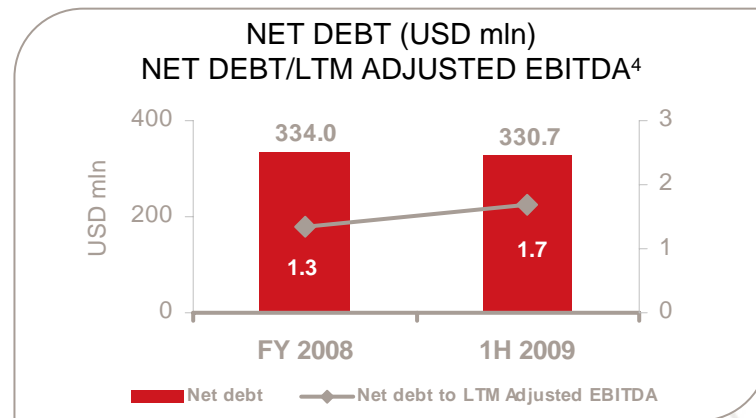
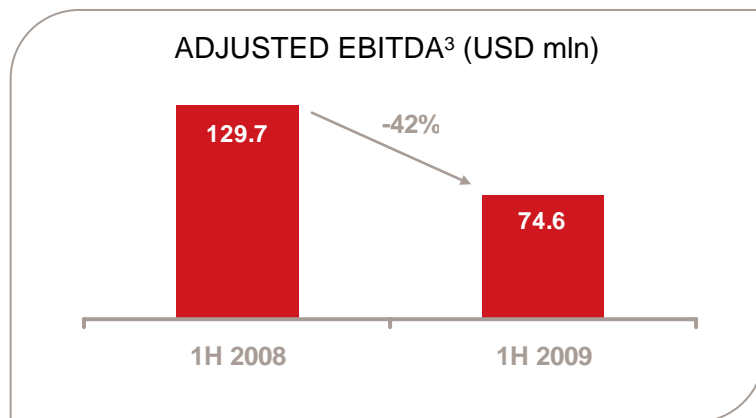
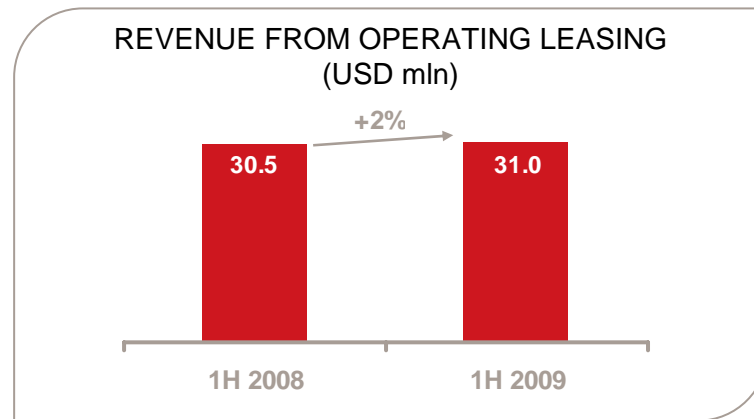
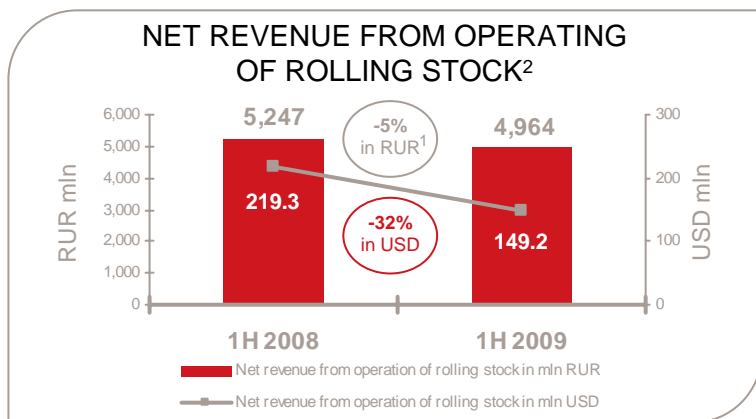


ALEXANDER SHENETS  
CHIEF FINANCIAL OFFICER

- FINANCIAL REVIEW

# FINANCIAL HIGHLIGHTS

RESULTS IN USD AFFECTED BY 39% DEVALUATION<sup>1</sup> OF RUSSIAN RUBLE



- (1) In 1H 2009 average USD/RUR exchange rate decreased by c.39% compared to the same period of the previous year: 23.92 for 1H 2008; 33.27 for 1H 2009; calculations based on the data derived from the Central Bank of Russian Federation ([www.cbr.ru](http://www.cbr.ru)).
- (2) Net revenue from operation of rolling stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs: loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.
- (3) Adjusted EBITDA (Non-IFRS measure) represents EBITDA less net foreign exchange gains/(losses) on financing activities, share of profit/(loss) of associates and other gains/(losses) – net.
- (4) LTM Adjusted EBITDA (Non-IFRS measure) represents Adjusted EBITDA calculated for the twelve months prior to the end of the reporting period.

# REVENUE ANALYSIS

## SOLID PERFORMANCE OF KEY REVENUE DRIVERS IN RUR TERMS

(in USD mln)

	(Restated) <b>1H 2008</b>	<b>1H 2009</b>	<b>Change, %</b>
Railway transportation - operating services	298.5	183.9	-38%
incl. Net revenue from operation of rolling stock <sup>1</sup>	219.3	149.2	-32%
Operating leasing of rolling stock	30.5	31.0	2%
<i>less Infrastructure and locomotive tariff - loaded trips</i>	-77.7	-34.7	-55%
<b>Adjusted revenue<sup>2</sup></b>	<b>251.4</b>	<b>180.2</b>	<b>-28%</b>
Railway transportation - freight forwarding	2.1	0.2	-92%
Resale of wagons and locomotives sold in trading transactions	10.1	0.2	-98%
Other	0.4	0.3	-5%
<b>Total revenue</b>	<b>341.6</b>	<b>215.6</b>	<b>-37%</b>

- 5%  
in RUR terms

- **Net revenue from operation of rolling stock<sup>1</sup> down by 5% in RUR while declining 32% in USD terms**
  - average price per trip<sup>3</sup> increased by 1% in RUR terms (while declining by 27% in USD terms) mostly driven by change in cargo mix and selected discounts
  - average number of loaded trips<sup>4</sup> down by 7% driven by increased total empty run ratio<sup>5</sup> as well as increase in average distance of a loaded trip by 2%
  - average rolling stock operated<sup>6</sup> stood relatively flat at 20,194 railcars
- **Revenue from operating leasing of rolling stock remained broadly flat (+2%) in USD terms**
  - driven by recent acquisitions with stable USD denominated revenues
- **Infrastructure and locomotive tariff: loaded trips decreased by 55% as clients increasingly opted to pay directly to OAO “Russian Railways”**
  - included in the equal amounts both in Globaltrans’ revenues and cost

(1) Net revenue from operation of rolling stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs: loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

(2) Adjusted revenue (non-IFRS measure) calculated as total revenue - operator’s services plus total revenue - operating lease less infrastructure and locomotive tariffs: loaded trips.

(3) Average price per trip (USD) is calculated as Net revenue from operation of rolling stock divided by total number of loaded trips during the relevant period; derived from management accounts.

(4) Average number of loaded trips per railcar is calculated as the total number of loaded trips in the relevant year divided by average rolling stock operated; derived from management accounts.

(5) Total empty run ratio is calculated as total kilometers travelled empty divided by kilometers travelled loaded by the rolling stock fleet operated by Globaltrans (excluding fleet leased out) in the reporting period; derived from management accounts.

(6) Average rolling stock operated is calculated as the average weighted (by days) number of railcars available for operator services (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out); derived from management accounts.

# COST ANALYSIS

## EMPTY RUN COSTS INCREASING, REMAINING ITEMS DECREASING

(in USD mln)	(Restated) 1H 2008	1H 2009	Change, %
Infrastructure and locomotive tariffs:			
Empty run costs <sup>1</sup>	39.3	45.6	16%
Services provided by other transportation organisations <sup>1</sup>	7.6	6.5	-14%
Operating lease rentals – rolling stock	16.6	9.1	-45%
Repair and maintenance	28.1	21.3	-24%
Other expenses (attributable to cost of sales)	3.9	1.3	-66%
<b>Adjusted cost of sales<sup>2</sup></b>	<b>95.4</b>	<b>83.9</b>	<b>-12%</b>
Infrastructure and locomotive tariffs - loaded trips	77.7	34.7	-55%
Depreciation of property, plant and equipment <sup>3</sup>	23.2	21.0	-10%
Employee benefit expense <sup>3</sup>	15.3	11.1	-27%
Cost of wagons and locomotives sold in trading transactions (not part of PPE)	9.3	0.2	-98%
Impairment charge on property, plant and equipment	0.0	0.3	0%
Loss/(Gains) on sale of property, plant and equipment	-2.8	0.2	-107%
Other expenses (attributable to selling, marketing costs and administrative expenses)	17.1	10.6	-38%
<b>Total cost of sales, selling and marketing costs and administrative expenses</b>	<b>235.1</b>	<b>162.0</b>	<b>-31%</b>

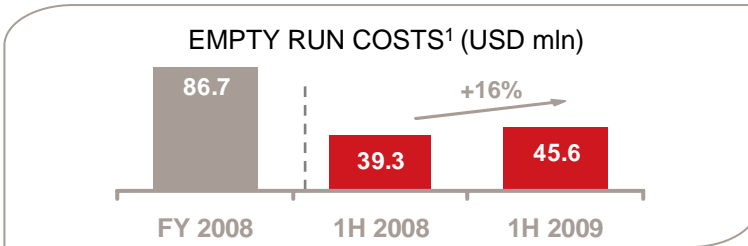
- Adjusted cost of sales<sup>2</sup> in 1H 2009 decreased by 12% compared to 1H 2008 in USD terms
  - Empty run costs<sup>4</sup> increased by 16%
  - Operating lease rentals – rolling stock decreased by 45%, repair and maintenance by 24%
- Total costs of sales, selling and marketing costs and administrative expenses decreased by 31%
  - Employee benefit expense decreased by 27%

(1) Included into reported under EU IFRS "Empty run trips and services provided by other transportation organizations"; derived from management accounts; Empty run costs excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

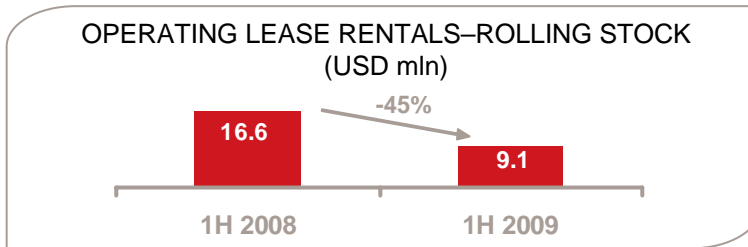
(2) Adjusted cost of sales (Non-IFRS measure) is defined as cost of sales less infrastructure and locomotive tariffs; loaded trips; cost of wagons and locomotives sold in trading transactions (not part of PPE); depreciation and impairment charge of property, plant and equipment, employee benefit expense and loss/(gain) on sale of property, plant and equipment assigned in EU IFRS to cost of sales.

(3) Including costs allocated to cost of sales as well as to selling and marketing costs and administrative expenses as reported under EU IFRS.

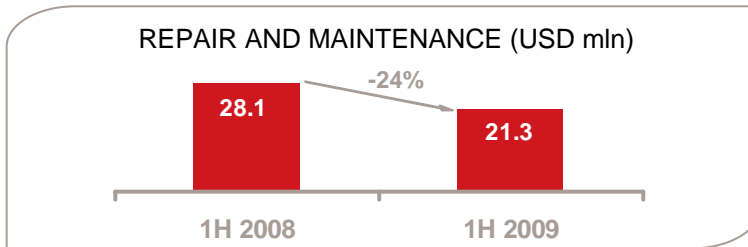
# MAJOR COST ITEMS



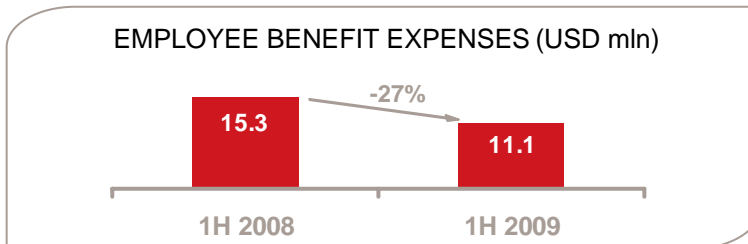
- Total empty run ratio<sup>2</sup> increased from 36% in 1H 08 to 63% in 1H 09 driven by growth in empty run ratio<sup>3</sup> for gondola (open top) cars
- Empty run costs<sup>1</sup> in RUR terms increased by 62%



- Number of railcars leased-in under operating leasing reduced by 29% or 1,018 railcars



- Costs associated with repair and maintenance down by 24% in USD terms (up by 6% in RUR) driven by:
  - increase in number of scheduled repairs due to age structure of the fleet
  - prices of repair remaining flat in RUR terms



- Headcount remained broadly flat at 534 employees
- Salaries were frozen at levels of the end of 2008

(1) Empty run costs (Non-IFRS measure) are derived from management accounts and presented as the part of the "Empty run trips and services provided by other transportation organizations" component of cost of sales reported under EU IFRS. Empty run costs excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

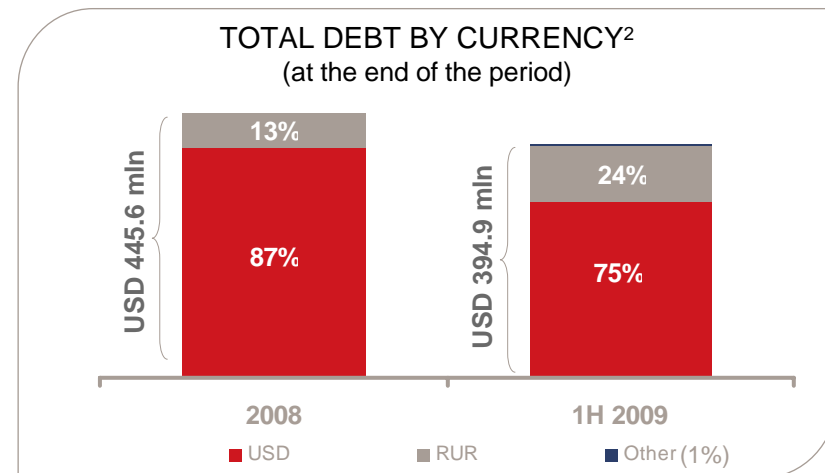
(2) Total empty run ratio is calculated as total kilometers travelled empty divided by kilometers travelled loaded by the rolling stock fleet operated by Globaltrans (excluding fleet leased out) in the reporting period; derived from management accounts.

(3) Empty run ratio is calculated as a total of empty trips in kilometres by respective rolling stock type divided by a total of loaded trips in kilometres of such rolling stock type. Empty trips are only applicable to rolling stock operated (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out); derived from management accounts.

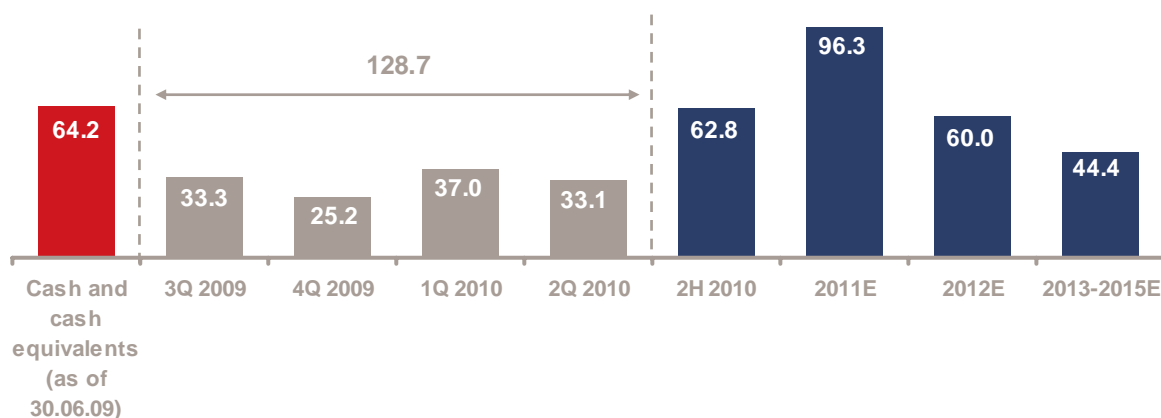
# DEBT PROFILE

## INCREASED SHARE OF RUR DENOMINATED DEBT

- Financial indebtedness<sup>1</sup> amounted to USD 394.9 mln as of 30.06.2009 recording a decrease of USD 50.7mln compared to 31.12.2008
- Net debt amounted to USD 330.7 mln as of 30.06.2009, decreasing by USD 3.3 mln compared to 31.12.2008
- Share of RUR denominated debt increased from 13% as of 31.12.2008 to 24% as of 30.06.2009
- Average interest rate stable at 10.41% as of 30.06.2009 compared to 10.44% as of 31.12.2008



**REPAYMENT SCHEDULE OF BORROWINGS in USD mln as of 30 June 2009**  
(carrying amounts, excluding accrued interest in amount of USD 2.7 mln<sup>2</sup>)







SERGEY MALTSEV  
CHIEF EXECUTIVE OFFICER

- KEY TAKEAWAYS

# KEY TAKEAWAYS

- Strong relationships with key clients, premium quality service and flexibility resulted in strong outperformance of overall Russian freight rail market in volumes

- Major impact on financials (presented in USD) from depreciation of Russian Ruble, underlying business less affected by economic downturn

- Strong operating cash flow enabled to repay debt; increase in share of RUR denominated debt

**Solid  
performance in  
difficult market**

**Strongly  
leveraged  
to recovery**

- Platform for growth with one of the best management teams in the industry

- Strong financial position, net debt to LTM Adjusted EBITDA<sup>1</sup> at 1.7x

- Two fold effect of decrease of empty runs – it would simultaneously reduce costs and drive revenues



# QUESTIONS AND ANSWERS



# APPENDIX I

**Extracts from condensed consolidated interim financial information (reviewed) for the six months ended 30 June 2009**

External auditor's report on the review of condensed consolidated interim financial information of Globaltrans Investment PLC for the six months ended 30 June 2009 is available at [www.globaltrans.com](http://www.globaltrans.com) or at the registered office of Globaltrans

# Condensed Consolidated Income Statement

	Six months ended 30 June 2009 US\$'000	Six months ended 30 June 2008 US\$'000
Revenue	215,573	341,622
Cost of sales	(143,074)	(207,469)
<b>Gross profit</b>	<b>72,499</b>	134,153
Selling and marketing costs	(695)	(1,178)
Administrative expenses	(18,202)	(26,480)
Other gains - net	474	2,256
<b>Operating profit</b>	<b>54,076</b>	108,751
Finance income	695	1,607
Finance costs	(45,197)	(8,763)
Finance cost - net	(44,502)	(7,156)
Share of profit of associate	331	546
<b>Profit before income tax</b>	<b>9,905</b>	102,141
Income tax income/(expense)	1,048	(24,160)
<b>Profit for the period</b>	<b>10,953</b>	77,981
<b>Attributable to:</b>		
- equity holders of the Company	6,370	72,292
- minority interest	4,583	5,689
	<b>10,953</b>	77,981
	US\$ per share	US\$ per share
<b>Earnings per share for profit attributable to the equity holders of the Company</b>		
- basic and diluted	0.05	0.66

# Condensed Consolidated Balance sheet

	As at 30 June 2009 US\$'000	As at 31 December 2008 US\$'000
<b>Assets</b>		
<b>Non-current assets</b>		
Property, plant and equipment	691,136	741,915
Investment in associate	1,308	926
Trade and other receivables	14,190	28,023
<b>Total non-current assets</b>	<b>706,634</b>	<b>770,864</b>
<b>Current assets</b>		
Inventories	1,098	660
Trade and other receivables	98,990	101,774
Current income tax assets	6,468	11,160
Cash and cash equivalents	64,216	111,602
<b>Total current assets</b>	<b>170,772</b>	<b>225,196</b>
Non-current assets held for sale	10,871	-
<b>Total assets</b>	<b>888,277</b>	<b>996,060</b>

	As at 30 June 2009 US\$'000	As at 31 December 2008 US\$'000
<b>Equity and liabilities</b>		
<b>Capital and reserves</b>		
Share capital	11,696	11,696
Share premium	279,145	279,145
Common control transaction reserve	(158,527)	(158,527)
Translation reserve	(78,425)	(57,233)
Capital contribution	90,000	90,000
Retained earnings	236,406	230,036
	<b>380,295</b>	<b>395,117</b>
Minority interest	31,208	26,325
<b>Total equity</b>	<b>411,503</b>	<b>421,442</b>
<b>Non-current liabilities</b>		
Borrowings	263,556	321,318
Trade and other payables	11,974	24,129
Deferred gains	629	508
Deferred tax liabilities	13,576	15,563
<b>Total non-current liabilities</b>	<b>289,735</b>	<b>361,518</b>
<b>Current liabilities</b>		
Borrowings	131,373	124,310
Trade and other payables	55,309	85,836
Deferred gains	325	920
Current income tax liabilities	32	2,034
<b>Total current liabilities</b>	<b>187,039</b>	<b>213,100</b>
<b>Total liabilities</b>	<b>476,774</b>	<b>574,618</b>
<b>Total equity and liabilities</b>	<b>888,277</b>	<b>996,060</b>



# APPENDIX II

Selected operational information for the six months ended 30 June 2009

Available in Excel format at [www.globaltrans.com](http://www.globaltrans.com)

# Selected Operational Information

1. Rolling Stock Fleet	1H 2009	1H 2008	Change, %
1.1. Rolling stock owned and leased under finance lease (at period end)			
Gondola (open top) cars	13,057	12,098	8%
Rail tank cars	9,543	9,489	1%
Hopper cars	1,101	712	55%
Locomotives	26	26	0%
Flat cars	78	0	0%
Other cars	0	0	0%
	<b>23,805</b>	<b>22,325</b>	<b>7%</b>
1.2. Rolling stock leased under operating lease (at period end)			
Gondola (open top) cars	1,856	2,526	-27%
Rail tank cars	685	920	-26%
Hopper cars	0	113	-100%
Locomotives	1	1	0%
Flat cars	0	0	0%
Other cars	0	0	0%
	<b>2,542</b>	<b>3,560</b>	<b>-29%</b>
1.3. Total rolling stock owned and leased under operating and finance leases (at period end)	<b>26,347</b>	<b>25,885</b>	<b>2%</b>
1.4. Rolling stock leased out under operating lease (at period end)			
Gondola (open top) cars	150	250	-40%
Rail tank cars	4,839	5,353	-10%
Hopper cars	690	373	85%
Locomotives	18	18	0%
Flat cars	0	0	0%
Other cars	0	0	0%
	<b>5,697</b>	<b>5,994</b>	<b>-5%</b>
1.5. Average age of rolling stock owned and leased under finance lease (at period end)			
Gondola (open top) cars	4.5	3.8	-
Rail tank cars	4.7	3.8	-
Hopper cars	1.9	1.2	-
Locomotives	4.8	3.8	-
Flat cars	0.3	0.0	-
Other cars	0.0	0.0	-
	<b>4.5</b>	<b>3.7</b>	<b>-</b>

2. Operation of rolling stock	1H 2009	1H 2008	Change, %
2.1. Freight Rail Turnover <sup>(1)</sup> , billion tonnes-km	<b>31.2</b>	<b>32.6</b>	<b>-4%</b>
2.1.1. Freight Rail Turnover <sup>(1)</sup> by cargo type, billion tonnes-km			
Ferrous metal	16.7	13.3	26%
Scrap metal	0.4	1.8	-76%
Iron ore	1.9	2.3	-17%
Oil and oil products	6.2	6.4	-3%
Construction materials - crushed stone	0.4	0.6	-37%
Construction materials - cement	0.4	1.5	-76%
Construction materials - other	0.5	0.8	-44%
Coal (coke and energy coal)	3.8	2.6	44%
Other	0.9	3.1	-72%
2.2. Transportation Volume, million tonnes	<b>16.0</b>	<b>16.8</b>	<b>-5%</b>
2.2.1. Transportation Volume by cargo type, million tonnes			
Ferrous metal	4.8	4.6	3%
Scrap metal	0.9	1.6	-42%
Iron ore	0.5	1.0	-50%
Oil and oil products	4.6	4.8	-4%
Construction materials - crushed stone	0.4	0.5	-33%
Construction materials - cement	0.4	0.7	-35%
Construction materials - other	0.3	0.4	-13%
Coal (coke and energy coal)	3.0	1.7	79%
Other	1.1	1.5	-30%
2.2.2. Transportation Volume by cargo class			
Class 1	38%	34%	-
Class 2	25%	26%	-
Class 3	37%	40%	-
2.2.3. Average Rolling Stock Operated <sup>(2)</sup>			
Gondola (open top) cars	14,460	14,514	0%
Rail tank cars	5,189	5,196	0%
Hopper cars	519	314	65%
Locomotives	4	4	0%
Other cars	21	19	12%
	<b>20,194</b>	<b>20,047</b>	<b>1%</b>
2.2.4. Average Number of "Loaded Trips" per Railcar <sup>(3)</sup>			
Gondola (open top) cars	11.9	12.9	-8%
Rail tank cars	14.6	15.1	-3%
Hopper cars	8.8	12.2	-27%
	<b>12.5</b>	<b>13.5</b>	<b>-7%</b>



# Selected Operational Information (continued)

Operation of rolling stock (continued from the previous page)	1H 2009	1H 2008	Change, %
2.3. Average Distance of Loaded Trip, km			
Gondola (open top) cars	2,260.6	2,213.5	2%
Rail tank cars	1,370.0	1,320.0	4%
Hopper cars	937.6	662.9	41%
	<b>1,969.4</b>	<b>1,930.7</b>	<b>2%</b>
2.4. Empty Run Ratio <sup>(4)</sup>			
Gondola (open top) cars	54%	19%	-
Rail tank cars and hopper cars	96%	100%	-
Total Empty Run Ratio <sup>(5)</sup>	<b>63%</b>	<b>36%</b>	-
2.5. Average Price per Trip <sup>(6)</sup> , USD	<b>590.2</b>	<b>812.2</b>	<b>-27%</b>
2.6. Net Revenue from Operation of Rolling Stock <sup>(7)</sup> by cargo type, million USD			
Ferrous metal	72.0	82.6	-13%
Scrap metal	2.8	17.0	-83%
Iron ore	3.9	8.2	-52%
Oil and oil products	44.2	68.8	-36%
Coal (coke and energy coal)	10.7	8.9	20%
Construction materials (incl. cement)	4.2	13.4	-69%
Other	11.4	20.5	-45%
	<b>149.2</b>	<b>219.3</b>	<b>-32%</b>
2.7. Net Revenue from Operation of Rolling Stock <sup>(7)</sup> by cargo class			
Class 1	17%	23%	-
Class 2	22%	29%	-
Class 3	60%	48%	-
2.8. Net Revenue from Operation of Rolling Stock <sup>(7)</sup> by largest clients <sup>(8)</sup>			
Severstal	7%	11%	-
MMK	21%	13%	-
Evrz	18%	10%	-
Ural steel	1%	2%	-
Mechel	1%	0%	-
Rosneft	2%	3%	-
Lukoil	20%	21%	-
RITEK	4%	6%	-
Other (small and medium size clients)	25%	34%	-
2.9. Empty Run Costs <sup>(9)</sup> , million USD	<b>45.6</b>	<b>39.3</b>	<b>16%</b>
2.10. Share of empty run kilometers paid by Globaltrans <sup>(10)</sup>	<b>75%</b>	<b>62%</b>	<b>21%</b>

3. Employees	1H 2009	1H 2008	Change, %
3.1. Employees by departments (simplified)			
Operations <sup>(11)</sup>	321	360	-11%
Administrative <sup>(12)</sup>	213	189	13%
	<b>534</b>	<b>549</b>	<b>-3%</b>

## 4. Notes

(1) Freight Rail Turnover is a measure of freight carriage activity over a particular period calculated as sum of tonnage of each loaded trip multiplied by the distance of each loaded trip, expressed in tonnes-km.

(2) Average Rolling Stock Operated is calculated as the average weighted (by days) number of railcars available for operator services (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out).

(3) Average Number of "Loaded Trips" per Railcar is calculated as the total number of loaded trips in the relevant year divided by Average Rolling Stock Operated.

(4) Empty Run Ratio is calculated as a total of empty trips in kilometres by respective rolling stock type divided by a total of loaded trips in kilometres of such rolling stock type. Empty trips are only applicable to rolling stock operated (not including rolling stock in maintenance, purchased rolling stock in transition to its first place of commercial utilisation or rolling stock leased out).

(5) Total Empty Run Ratio is calculated as total kilometers travelled empty divided by kilometers travelled loaded by the rolling stock fleet operated by Globaltrans (excluding fleet leased out) in the reporting period.

(6) Average Price per Trip (USD) is calculated as Net Revenue from Operation of Rolling Stock divided by total number of loaded trips during the relevant period.

(7) Net Revenue from Operation of Rolling Stock (Non-IFRS measure) is defined as revenue from railway transportation operators services less infrastructure and locomotive tariffs: loaded trips, it excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

(8) Largest clients defined as clients, as well as their affiliates and suppliers.

(9) Empty Run Costs (Non-IFRS measure) are derived from management accounts and presented as the part of the "Empty run trips and services provided by other transportation organizations" component of cost of sales reported under EU IFRS. Empty Run Costs excludes the impact of the acquisition and consolidation of AS Spacecom and AS Intopex Trans both in 1H 2008 and 1H 2009.

(10) Share of empty run kilometers paid by Globaltrans (in %).

(11) Includes commercial, transport and transport management, IT, marketing and development, OAO "Russian Railways" liaison and logistics departments and local offices.

(12) Includes employees of the administration, accounting and finance, public relations and other departments.



## INVESTOR RELATIONS

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