Consolidated Interim Management Report, Financial Statements (unaudited)

for the six-month period ended 30 June 2025

Contents

This interim management report and financial statements do not contain all information required for drawing up of the annual set of financial statements; therefore, it should be read in conjunction with the Consolidated Management Report and Financial Statements for the Year Ended 31 December 2024, which have been prepared in accordance with the International Financial Reporting Standards as approved by the International Accounting Standards Board and as adopted for application in the EU.

Overview

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1.1. CEO's foreword

EGIDIJUS LAZAUSKAS
CEO of AB Lietuvos geležinkeliai

Dear customers, partners and colleagues,

In the first half of 2025, the LTG Group continued to strengthen by evolving and adapting to significant changes both in the transport sector and more broadly within the entire geopolitical and economic context of Europe. As a broad reorientation from East to West takes place, with rapidly increasing security needs in the region and the goals of Europe's Green Deal, railways are becoming a strategic pillar of mobility, resilience, and sustainability. In this context, the LTG Group purposefully implemented strategic objectives: it consistently expanded in Western markets, improved operational results, and became even more actively involved in shaping the overall European transport policy.

Despite the challenges, our operational results remain stable. This year, we paid out EUR 33 million in dividends, which is almost three times more than last year, and became the second company among state-owned enterprises in terms of financial returns to the state. This is not only a sign of financial stability but also proof that diversification, increasing efficiency, strengthening competencies, and partnerships with clients yield tangible results.

The activities of LTG Cargo were of particular significance as the company continued to strengthen its positions towards the West, registered wagons in the European Vehicle Register, conducted the first trial transport according to EU railway standards from Lithuania to the Port of Muuga in Estonia, and obtained a technical supervisor certificate valid throughout the European Union. This opened up new opportunities for integration into Western markets.

Business expansion was also supported by significant investments as this semester we acquired 200 new open wagons for bulk materials, and our grain wagon fleet is already one of the largest in the region. We also began using drones for wagon inspections at Vilnius, Kaunas, Klaipėda, and Radviliškis stations, which represents a new standard of quality and precision in technical maintenance.

In the passenger transportation sector, the LTG Group also made a significant advancement – together with partners from Latvia's Vivi and Estonia's Elron, we ensured daily train connections between the capitals of all three Baltic states. This route became not only symbolic but also a tangible enhancement of regional mobility.

Each year, more passengers use our transportation services, and our punctuality rate remains one of the highest in Europe – 97.8% of trains arrived on time. We expanded the integrated ticketing system by incorporating train and bus routes in major cities, introduced a 50% discount for children, seniors, and families, and started applying dynamic pricing on new routes to offer more flexibility and accessibility to our passengers. We also introduced a new educational travel experience – the Forest Train, which encourages exploring Lithuania's nature through experiential travel.

Our largest and most significant infrastructure project, Rail Baltica, entered a new phase this year. Environmental impact assessments have been completed in key sections, new public procurements have been announced, and by the end of the year, we plan to continue construction along a 114-kilometer stretch. Currently, the bridge piers over the Neris River are being erected, which will be the longest railway bridge in Lithuania, spanning 1.51 km. The Rail Baltica project is becoming not only an economic but also a geopolitical priority – according to a survey conducted by Norstat, 72% of Lithuanian residents identified military mobility as the most important aspect of this project. This confirms that railway infrastructure directly contributes to national and regional security.

Therefore, we paid special attention to military mobility this semester: a project is currently underway to adapt the loading area in Palemonas for both military and civilian cargo. Once implemented, the area will meet the requirements of the Ministry of National Defence: the surface and other special solutions will enable it to handle all types of NATO cargo. For businesses, the area will also provide the opportunity to transport, load, or tranship cargo between different gauge widths. Additionally, in the near future, we plan to initiate the design and construction procurement procedures for the railway branch to the Rūdninkai training area.

According to the International Union of Railways (UIC) assessment, LTG's safety index is 1.44 points, which positions us among the safest infrastructure managers in Europe.

Sustainability and social responsibility remain integral parts of our operations. We initiated collaboration with the Klaipėda Sea Port Authority on the use of green hydrogen in the railway sector, and by the fourth quarter of 2026, we plan to establish the first battery train charging station in the Baltic States. Another step towards sustainable and clean transportation is the LTG pilot project: three rolling stock units have already started operating powered by paraffinic diesel HV0100 produced from renewable raw materials.

We also implemented significant changes in organisational culture: we expanded the definition of 'close family member' so that all our employees feel included and valued, regardless of their family model.

Additionally, in the first half of the year, more than 500 employees successfully transitioned to work at the LTG Kompetencijų centras, which provides professional shared services for the entire Group.

We also continue to foster a culture of continuous improvement – thousands of employee initiatives are already being integrated into daily processes, which helps us operate more efficiently and save company resources.

Looking into the second half of 2025, we will maintain an ambitious pace – continuing to accelerate the work on LTG Group's strategic project Rail Baltica, expanding transportation towards the West, investing in innovations, and enhancing passenger experience. Our goal remains clear – to be a safe, reliable, and sustainable transportation choice for people and businesses.

I sincerely thank all LTG employees, partners, and clients – your trust, professionalism, and collaboration are the foundation of our progress.

1.2. Activity of the Group

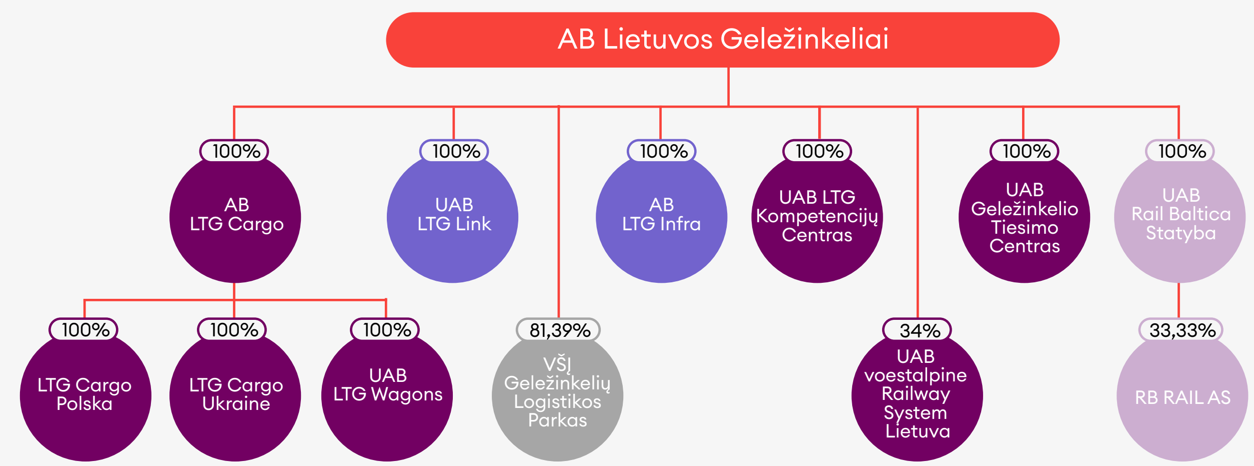
The LTG Group is a group of state-owned railway freight and passenger transport and public railway infrastructure management companies, consisting of the parent management company AB Lietuvos geležinkeliai and its directly and indirectly owned subsidiaries, subsequent companies, and public institution.

In the LTG Group, there is a clear dividing line according to the activities carried out by the companies: companies carrying out activities of a commercial nature (operating in a competitive market under the same conditions as other Lithuanian and foreign market participants); companies carrying out activities of public interest and ensuring the provision of services of public interest (performing functions entrusted to them by the state); and companies carrying out other kinds of activities.

The principal activity of the LTG Group comprises freight and passenger transportation by rail transport and management of the public railway infrastructure and railway service equipment. The LTG Group earns the major portion of revenue from provision of freight transportation services.

The LTG Group also carries out special obligations imposed by the State by providing public services of passenger transportation via railway transport, also in the activities of maintenance, modernisation and development of the public railway infrastructure, providing services of the minimum access package to public railway infrastructure, and disposing public railway infrastructure under the right of trust. State funds are allocated for implementation of the special obligations. It is a significant contribution to sustainability of the LTG Group's financial flows.

STRUCTURE OF LTG GROUP



- Subsidiaries and downstream companies operating in a competitive market under the same conditions as other Lithuanian and foreign market participants
- Subsidiaries performing functions assigned by the State - special obligations
- UAB Rail Baltica statyba is the founder and shareholder of RB RAIL AS which coordinates implementation of the project Rail Baltica
- Public institution

Assets of railway transport concentrated within the LTG Group amounts to EUR 2.7 billion. The major portion of the assets comprises the public railway infrastructure (rail tracks, security, electricity and telecommunication installations and structures), railway service installations (station buildings and other objects) owned as right-of-use assets and managed by the right of trust by the State of Lithuania, and assets used for their maintenance comprise 2/3 of the assets. Other assets consist of freight and passenger rolling stocks, their repair and maintenance bases, assets necessary to serve passengers and freights, information systems and their technical equipment.

As at 30 June 2025, 5,720 employees worked for the LTG Group companies, 214 of them worked for the parent company AB Lietuvos geležinkeliai.

Principal activities of the LTG Group

Management of the Group companies

AB Lietuvos geležinkeliai is the parent management company responsible for coordination of activities and strategic management of the Group.

Taking into account the best practices in corporate holding governance and in the implementation of the Group's strategy, the operations of strategic management and provision of general services have been fully separated during 2024.

At the end of 2024, following the establishment of UAB LTG Kompetencijų centras, in February 2025, internal administrative activities and centralised functions providing shared services to LTG Group companies were transferred from the parent company to the newly established Group company.

Continuing to streamline the holding's operations, in June 2025, the LTG Board approved the decision to transfer the Railway Service Facilities business from the parent company to the subsidiary Group company LTG Infra starting in October 2025.

Freight transportation by rail

LTG Cargo is a licenced railway company engaged in freight transportation by rail, also services of repair and technical maintenance of locomotives and wagons.

LTG Cargo Group companies – LTG Cargo Polska and LTG Cargo Ukraine – provide freight transportation services in Poland and Ukraine.

Passenger transportation by rail

LTG Link is a licenced railway company providing passenger transportation by rail services in Lithuania and on international routes. The Company also ensures transit journeys from the border with Belarus to the region of Kaliningrad.

Management of the public railway infrastructure

LTG Infra manages all the objects of the public railway infrastructure within the railway network of the Republic of Lithuania by the right of trust, exercises the duties of the public railway infrastructure management ensuring effective functioning, upgrading and development of the public railway infrastructure, organisation of railway transport traffic as well as providing indiscriminatory access to the public railway infrastructure for all railway undertakings legally operating in Lithuania.

Construction and repair of railway

GTC is a licenced railway company engaged in construction, repair and technical maintenance of railway infrastructure tracks, lease of specialised machinery, and provision of engineering services.

1.3. Strategy

Strategic planning and management within the LTG Group are the cornerstone of operations, enabling us to purposefully pursue long-term goals and adapt to the rapidly changing environment. First approved in 2018, the LTG strategy encompasses all activities of the Group – from cargo and passenger transportation to infrastructure management and the implementation of investment projects.

In recent years, we have faced significant external changes. The war in Ukraine, which began in February 2022, along with sanctions imposed on Russia by the EU and the US, led to a significant decrease in cargo flows, particularly towards the Kaliningrad region. This prompted the Company to integrate even more rapidly into the European transport system. Cargo structure is also changing – with a decrease in traditional raw material flows, sustainability, efficiency, and environmental principles are becoming integral parts of our operations.

Considering these changes, we review and update our strategy annually to address both external challenges and our own ambitions.

On 17 December 2024, the LTG Board approved the updated **LTG strategy 2029: Integration into Europe**, which remains our guiding star in achieving sustainable growth and value creation for all stakeholders.

The updated strategy is in line with the State's objectives and expectations for the Company, and thus for the LTG Group as a whole, as set out in the Shareholder's Letter of Expectations (link).

Non-financial expectations:

- Planning and development of the public railway infrastructure.
- Implementation of the project Rail Baltica.
- Integrity of the transport system.
- Quality of customer service.
- Leadership and increasing competitiveness.
- Innovation, digitalisation, sustainability.
- Social responsibility and employee engagement.
- Transparency and risk management.
- Good Governance.

Financial expectations:

- Long-term profitability of the LTG Group must be in line with that set by the Government[1].
- The LTG Group must ensure that the optimal capital structure ratio complies with that set by the government.
- Dividends are calculated in accordance with the legislation governing the determination of the share of profits to be distributed as dividends.

In order to ensure the development of the business in the directions outlined in the shareholder's letter of expectations, LTG is formulating strategic guidelines for all subsidiaries of LTG Group. Shareholder expectations are linked to strategic directions, goals, objectives and targets.

[1] *Key financial performance indicators of SOEs for the period 2025–2027 were approved by the Resolution No 1074 of the Government of the Republic of Lithuania of 11 December 2024 (link).*

Mission and vision of LTG Group

All companies of the LTG Group have the same mission, vision and values.

Connecting people and businesses for a more sustainable future

- Mission describes the reason for existence of the LTG as the company: **to connect people and companies** to enjoy travel and grow our business **while protecting the environment around us**.

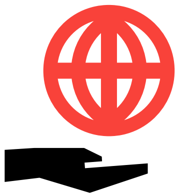
MISSION

Being the backbone of the transport system

- **Transport axis.** We lay foundations for more sustainable domestic transportation of passengers and freight.
- **Smooth connection.** We smoothly integrate Lithuania with other European countries.
- **Critical infrastructure.** We ensure critical infrastructure for civil and military mobility.

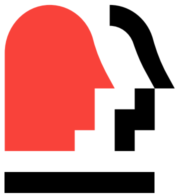
VISION

Values of LTG Group



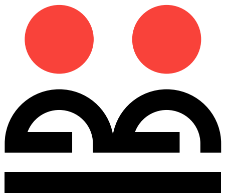
RESPONSIBILITY

I do what I say.
I promise what I can.
I protect myself and others.
I boldly commit.
I care about the future.



CUSTOMER

I listen to the customer.
I understand the needs.
I perform well.



COOPERATION

Together we pursue a common goal.
I communicate openly.
I respect and support.

DEVELOPMENT

I am interested in innovation.
I share the know-how.
I have a growth mindset.

VALUES

The values of the LTG Group are born from within the organisation, **identified as the most important by employees themselves**. These values guide us in our day-to-day operations to achieve the vision of the LTG Group.

Strategic directions and goals

In 2024, based on decision of the LTG management, Customer experience was separated from the Business development strategic direction. The aim is to focus attention on the main beneficiary for whom the work is carried out – the customer. The customer of the LTG Group is diverse: passengers, business enterprises – contractors of freight transportation services, the state and the public, LTG companies acquiring services from one another, and their employees.

Strategic direction	Priorities of the strategic direction	Strategic goals
CUSTOMER EXPERIENCE	• Implementation of a unified customer service standard of the LTG Group. • Care for consistent quality of services, to execute obligations towards customers. • Increase of customer loyalty and satisfaction. • Education of employees about the customer – for whom are we working. • Strengthening awareness of the LTG Group brand.	• Improvement of the LTG Group reputation.
BUSINESS DEVELOPMENT	• Expansion to foreign markets, integration into Europe, diversification of services. • Increase of competitiveness through renewal of rolling stock, new services, products. • Ensuring financial return, increasing revenue. • Growth of the multimodal transport share.	• Increase of revenue from primary services in foreign markets and new business development initiatives. • Increase of revenue from non-primary services and products.
OPERATIONAL EFFICIENCY	• Optimising the use of assets. • Implementation of operational efficiency initiatives and innovations in activities. • Effective management of the rolling stock fleet: optimisation, ensuring quality maintenance. • Accelerating digitalisation. • Instilling a culture of continuous improvement (LEAN).	• Increase operational efficiency. • Increasing the value created by employees.
ESG	• Effective use of resources, energy and RES in activities. • Reduction of impact on the environment and climate change. • Increasing awareness of employees and the society on safety. • Contribution to improvement of the public's quality of life. • Ensuring a sustainable alternative for transporting passengers and freight. • Development of the best corporate governance practice.	• Minimise impact on environment and climate change. • Maintaining the Good Governance Index A+.
INCLUSIVE ORGANISATIONAL CULTURE	• Creation of an open, respectful, safe and LTG values-based working environment. • Encouraging employee engagement in continuous improvement thereby creating value for the customer. • Creation of internal career opportunities. • Development of both current and future competences. • Creation of an attractive employer image.	• Creation of an inclusive high-performance culture. • Increasing customer loyalty.
BUSINESS RESILIENCE	• Caring for traffic, working and business (including cyber) safety. • Fighting against corruption, risk management. • Leadership in enforcement of sanctions. • Contribution to ensuring national security, ensuring resilience from the East. • Promotion of technological and IT integration into Europe, creation of a European business model.	• Increase of occupational safety. • Reduction of risks to the public. • Ensuring a high level of business resilience. • Reduction of danger to traffic safety.

Review of the Strategy in 2025

In 2025, a consolidated strategy review is being conducted within the LTG Group, encompassing the strategies of both the Group and its subsidiaries. This process is based on the aim to leverage opportunities presented by changes, strengthen operational focus, and ensure long-term sustainability.

- **Structured Review Plan.** In the first quarter of 2025, a strategy update schedule was prepared and coordinated with all companies. It includes scheduled strategic sessions with the LTG Board, subsidiary boards, top management discussions, as well as deadlines for presenting the strategy to the Ministry of Transport and Communications of the Republic of Lithuania and VšĮ Valdymo koordinavimo centras. This plan ensures a unified direction and coordinates implementation across the LTG Group.
- **Long-term Planning Horizon.** The previous planning logic is maintained: the strategy is detailed for 5 years ahead (this year extending until 2030), and operational guidelines are projected until 2040. This ensures consistent growth and adaptation to long-term challenges.
- **Integration of Sustainability.** In 2025, the LTG Group began drafting its decarbonisation plan. Its goal is to assess the LTG Group's greenhouse gas (GHG) emissions based on science-based targets and to develop a specific GHG reduction plan. The decarbonisation plan outlines the LTG Group's actions and target indicators to contribute to the achievement of the goals of the UN Convention on Climate Change. This plan will become an integral part of the overall LTG Group strategy.
- **Review of Customer Needs and Services.** Based on updated external environment analyses and customer insights during the second quarter, the needs of business and individual clients are being reviewed. Consideration is given to customer experience maturity assessments, CRI indicators, and their integration into the strategies of LTG subsidiaries. A unified customer service standard of the LTG Group is being prepared.
- **Update of the Key Performance Indicators (KPI) System.** During the first and second quarters of the year, discussions were held in subsidiaries regarding the KPI structure to ensure the appropriateness of goals and the compatibility of the metrics measuring them across all Group companies. Strategic goals of the KPI system will be updated in the LTG Group strategy by distinguishing breakthrough goals from gradual improvement goals.

Strategy communication

The strategic communication within the LTG Group is being purposefully strengthened in 2025 to ensure that the mission, vision, and strategic directions are known, understood, and supported by all employees.

The communication is based on inclusiveness, regularity, and diversity, and it encompasses both internal and external audiences.

- **Executive meetings in regions (Road Show).** The meetings held at the beginning of the year in Vilnius, Kaunas, Klaipėda, and Radviliškis became an important platform for direct dialogue between LTG executives and employees. During these meetings, key strategic changes, the new direction, and priority projects were presented, employees' questions were answered, and their expectations were heard.
- **Semi-annual Town Hall events.** Regular meetings for the entire LTG Group are conducted in a hybrid manner (both in-person and remotely) to engage as many LTG Group employees as possible. The importance of strategic continuity and the ability to adapt to a changing environment were emphasised at the March 2025 Town Hall event.
- **LTG Rail Forward conference.** The annual one-day conference for all LTG Group executives was held on 29 May. Approximately 300 people attended the meeting, which included presentations from external and internal experts on the importance of innovation and creativity for organisational development. Innovation trends that are transforming the world and railways were discussed, and experiences were shared regarding strategic innovative initiatives that have already been implemented and are in use within the LTG Group. The aim of the conference was to deepen strategic understanding, foster leadership, and strengthen the implementation of the strategy within the group.
- **Visual and external communication.** A concise version of the strategy has been prepared for external audiences, including institutions, partners, and other companies. This version, ensuring operational transparency, is published on our website in both Lithuanian and English.
- During the first quarter of 2025, the updated LTG Group strategy and/or other strategic issues **were presented to the shareholder (the Ministry of Transport and Communications of the Republic of Lithuania)**, other state institutions, including the Committee on National Security and Defence of the Seimas (CNSD), the Chairpersons of the Committees on Economics and Foreign Affairs, as well as the Ministers of National Defence, Environment, and Foreign Affairs.

Strategic Programmes underway and planned

In line with the long-term goals and objectives, we **develop and implement strategic initiatives** across all LTG's strategic areas: ESG, operational efficiency, business development, strengthening of organisational culture, and ensuring business resilience. From 2023 onwards, some strategic initiatives have been consolidated into strategic programmes directly managed by LTG.

We aim at ensuring:

- Synchronisation of tasks between related projects.
- Interdependencies and synergies.
- Communication between the programme's multifunctional team and external stakeholders.
- Uniform strategic guidelines for all project managers.

Key Strategic Programmes until 2029

Rail Baltica Programme	Electrification Programme	FREE Rail Programme

Rail Baltica Programme

Rail Baltica is a greenfield rail transport infrastructure project that aims to integrate the Baltic countries into the European rail network by connecting Helsinki, Tallinn, Pernu, Riga, Panevėžys, Kaunas, Vilnius and Warsaw.

It is estimated that the implementation of Rail Baltica will generate more than EUR 10.2 billion in direct socio-economic benefits for the Baltic States, with additional indirect benefits of EUR 15–22 billion in military mobility, environmental sustainability, impact on supply chains, synergies with other sectors, etc.

Rail Baltica is implemented as a strategic programme of the LTG Group and includes both the development of the Rail Baltica line and related rail service facilities, the development of dedicated rail transport services, the upgrading of operational models for the efficient operation of the infrastructure and service provision.

The main works under the Rail Baltica programme are currently underway on the Rail Baltica railway line from Kaunas to Panevėžys, with active construction of the railway crossing and related engineering structures along the 114 km section. In 2025, construction work will cover 43% of the entire first phase of the Rail Baltica railway line. Additionally, the procedures for design services continue in other geographical segments.

Socio-economic benefits: **EUR 10.2 billion**
Indirect benefits: **EUR 15–22 billion**

Total investments until 2023:
more than EUR 5 billion

Rail Baltica section under construction:
114 km

Electrification Programme

In order for Lithuania to step up its efforts to meet the objectives of the European Green Deal, intensive electrification work is being carried out on the Kaišiadorys–Radviliškis, Šiauliai–Klaipėda (approximately 85% of the work has been completed). By the end of 2025, the aim is to complete construction work on the main roads. Three out of four traction substations have been constructed, and the contracting work for connection to the Litgrid transmission network is underway. Contracting work at the Vilnius railway hub has been completed, commissioning activities are underway, and the reconstructed Lentvaris traction substation, which ensures energy supply to the Vilnius hub, has also been put into operation.

The electrification programme combines related projects such as the acquisition of electric and battery-electric passenger trains (in service from the second half of 2026) and the acquisition of electric locomotives (17 units, in service in 2028). The contract for both passenger trains and locomotives was signed with Stadler Group companies.

Maintenance facilities must be adapted to service the new electric locomotives and trains, while optimising them and replacing old and worn-out equipment and buildings. A new locomotive depot is planned adjacent to Vaidotai railway station. The expansion and adaptation of the passenger rolling stock maintenance facilities to service the new electric trains is planned at the electric train repair depot in Naujoji Vilnia. After the completion of rolling stock optimisation projects in 2026–2027, there are plans to vacate the areas of the existing depots near Vilnius Railway Station.

Reduction of air pollution:
150 thousand tonnes annually

Rail traffic operated by electric traction:
~ 50%

Length of electrified railway tracks:
~ 28%

FREE Rail Programme

In response to the need to ensure seamless, comprehensive integration into the European rail system, we established the FREE Rail programme in 2023. The aim of this programme is to distance LTG from unfriendly countries and to upgrade LTG's core business processes, ensuring compliance with European Union requirements and best practices. The programme aims to create a rail system that is safe and secure from foreign interference. Based on European practices, LTG has planned and already implemented part of the changes:

New operational model of LTG:

- LTG has initiated a review of the current operating model and has started consultations with Latvian and Estonian railways to adapt EU best practices to freight operations in the Baltic States. Agreement was reached on transporting part of the freight in the Baltics without using systems and networks from unfriendly countries.
- In January, LTG Cargo successfully performed the first test run through the Baltic states to Muuga port in Estonia by applying the standard of EU railway sector without exchanging information and connections with Russian systems of the Railway Transport Council (RTC).
- LTG Cargo has withdrawn its wagons from the common fleet and returned all its wagons from unfriendly countries. In close collaboration with the EVR Agency, the implementation of necessary changes in the European Vehicle Register was initiated to integrate 1520 mm wagons, and LTG is registering its rolling stock in this register (more than 1,200 rolling stock units have already been registered). The company also received the Entity in Charge of Maintenance (ECM) certificate, which is valid throughout the EU.
- The LTG Group and the Ukrainian Railways have set up a joint FREE Rail working group to achieve deeper integration into the European rail system.

Technological integration:

- A detailed analysis of the technologies used has been carried out, alternative technological solutions have been identified for all the Russian-made technological elements used to date, detailed plans for replacing them with alternatives have been drawn up, and contracts have been concluded with suppliers from friendly countries (78% of the previously dependent elements are already covered by contracts), thus solving the long-standing problem of supply chains' dependence on unfriendly countries.
- A comprehensive analysis of technical documents related to Russian standards has been conducted, necessary changes have been identified, and documentation update plans have been agreed upon, according to which the documentation is being updated (more than 20% of the technical documents have been updated).
- The old locomotive safety system is being replaced – installation work for the new system has been completed at GTC and LTG Infra companies.

IT architecture for a new operating model:

- IT system enhancements allowing to mitigate the risks associated with the transfer of LTG Group data to unfriendly parties are being implemented. Short-term automated solutions are being sought with partners in the Baltic region to enhance the efficiency of operational data exchange, and alternative data exchange channels are being coordinated.
- Detailed analysis of the compliance of the LTG Group's IT solutions with the requirements and best practices of the newly emerging EU data sharing legislation is being implemented and plans are being developed to improve the systems.

New operational model of LTG:
By 2030

Technological integration:
Long-term technology replacement plans started in 2024

Long-term IT solutions that comply with
EU legislation: **1520 + 1435 rail track for operations**

Annual objectives for 2025

In line with the Shareholder's Letter of Expectations and the strategic directions set out in the LTG Group's strategy, in December 2024, the **LTG Board approved the LTG Group's annual objectives for 2025**, their metrics and target values. Annual objectives help ensure the implementation of strategic objectives – creating value by integrating into Western markets, executing business development projects, increasing operational efficiency, fostering a culture of sustainability, enhancing employee engagement and customer satisfaction, and ensuring business resilience. In line with the approved annual objectives, personal goals are set for LTG Group staff, thus involving them in a structured and consistent process of implementing the LTG Group strategy, linking the achievement of the goals to staff career, development and incentive plans.

Strategic direction / goals	Indicators for measuring achievement of goals	Measurement unit	Targets and tasks	Weight, %	Benchmarks for achievement of goals
Value creation through integration into Western markets	LTG Group EBITDA margin	%	Long-term profitability of the LTG Group in line with the shareholder's expectations	20%	>30.2
	Implementation level of strategic projects and investments of LTG Group	%	Successful implementation of Rail Baltica Programme, Electrification Programme, FREE Rail Programme	20%	>60
Customer experience	Customer NPS (LTG Cargo Lietuva NPS)	Score	Increasing customer satisfaction with the provided services	5%	>22
	Passenger retention level (LTG Link)	Score	Consistent increase in passenger retention level	5%	>54
Operational efficiency	Value generated by continuous improvement in 2025	EUR million	Strengthening the culture of continuous improvement by generating value for LTG Group	10%	>6.4
Business development	Implementation level of business development goals of LTG Group: 50% – LTG Cargo 20% – LTG Link 20% – LTG Infra 10% – GTC	%	Implementation of business development projects to achieve revenue growth for LTG Group	10%	>80
ESG	ESG rating	%	Growing the culture of sustainability of the LTG Group	10%	≥50
Business resilience	Level of business resilience	%	Strengthening business resilience by implementing cyber security, personal data security, anti-corruption and other risk management measures and reducing technological dependence of the LTG Group on unfriendly countries	5%	>80
	Level of employee safety (accidents due to employer's fault)	Workplace accidents due to employer's fault* per 1 million total working hours	Minimising incidents by ensuring a high level of occupational safety	5%	<0.7
Inclusive organisational culture	Level of employee engagement	%	Increasing employee engagement	10%	>77

1.4. Highlights in the reporting period

Januory

LTG Cargo, the freight transportation company of LTG Group, has taken another step away from the Railway Transport Council (RTC), based in Moscow and encompassing broad gauge railways – the registration of wagons in the European Vehicle Register (EVR) has begun.

Mr. Arenijus Jackus, the Head of Rail Baltica in Lithuania, was appointed as the new Chairman of the Supervisory Board of RB Rail AS. Based on the agreement between the shareholders of the three-Baltic joint venture RB Rail, the rotation structure of the executives is being continued, which ensures equal representation of Lithuania, Latvia and Estonia in the joint venture.

The carriers of the three Baltic states – LTG Link, Vivi and Elron – have harmonised train schedules to ensure rail connections between the capitals of the three countries. Until now, there has been no possibility to travel from Vilnius to Tallinn in a single day using harmonised train services. On 6 January, with Elron adding an additional train on the Tallinn-Valga-Tallinn route, a fully functioning daily railway connection between Vilnius, Riga and Tallinn was established. The heads of carrier companies, who were the first to test the new connection, also discussed future development stages for this service: offering passengers a convenient opportunity to purchase tickets at more attractive prices and reducing the number of transfers.

Research agency Norstat, after surveying residents of all three Baltic States, found that the public recognises the importance of the Rail Baltica project, particularly for military mobility and national security. 72 per cent of respondents in Lithuania, 60 per cent in Latvia and 52 per cent in Estonia believe that military mobility is the most important reason for building a European high-speed railway gauge connecting the three Baltic States with Poland and the wider European Union railway transport network.

The LTG Group's railway freight transportation company LTG Cargo, continuing its business diversification westward, successfully performed the first test run through the Baltic states to Muuga port in Estonia by applying the standard of EU railway sector – without exchanging information and connections with Russian systems of the Railway Transport Council (CRT).

LTG Cargo has been granted a technical maintainer certificate valid throughout Europe. This means that LTG Cargo can perform technical maintenance on rolling stock registered both in Lithuania and arriving from other European Union countries, covering not only European gauge but also broad gauge equipment, and that it complies with European requirements.

February

On 1 February, the composition of the Board of LTG Infra, the railway infrastructure company of LTG Group, has changed – Gediminas Šečkus, Director of Business Resilience of the LTG Group, has taken over the position from Ieva Lauraitytė.

On 3 February, more than 500 employees transferred from AB Lietuvos geležinkeliai began working at the LTG Group's shared services company LTG Kompetencijų centras. Leadership of the company was entrusted to Ieva Lauraitytė, who had previously served as the LTG Group's Director for Administration for two years.

LTG CEO Egidijus Lazauskas and Vilnius Mayor Valdas Benkunskas signed an agreement that will help create more convenient and efficient movement in Vilnius. This cooperation creates opportunities to develop a more efficient, sustainable and accessible city transport network, improve connectivity and reduce vehicle traffic on roads and streets. The memorandum established cooperation and coordination of plans and their implementation in the areas of route and infrastructure development, common system implementation, investment planning and communication.

The International Union of Railways (UIC) produces an annual special report to measure and compare the safety performance of 35 different railway infrastructure managers, which includes the UIC Safety Index. In the latest assessment, the LTG Group's UIC Safety Index reaches 1.44 points, which places us among the top twelve safest operating companies.

March

LTG Group's passenger transportation company LTG Link invited passengers to explore Lithuania's nature by travelling on the Forest Train. Travellers between Vilnius and Kaunas, and on Fridays from the capital to Trakai and back, can expect a unique experience – a train journey adorned with motifs of the flora and images of animals from this Lithuanian region, along with educational content.

LTG Infra has completed the replacement of the KLUB-U locomotive safety systems on its rolling stock. All 15 of its rolling stock units are now equipped with safety systems manufactured by the Ukrainian company SRPA Impulse, ensuring greater reliability and compliance with European railway standards.

LTG Infra will build the first battery train charging station in the Baltic States, which will be designed and installed by UAB Fima. This will allow LTG Group, which has acquired battery-electric trains, to transport passengers more sustainably. The charging station is scheduled to be installed by the end of Q3 2026 for EUR 3.2 million.

LTG Group's rail freight company LTG Cargo awarded Green Mileage Certificates to businesses that chose to shift part of their cargo transportation from road to rail, highlighting how much greenhouse gas carbon dioxide equivalent (CO_2e) was saved by this decision.

As part of the strategic LTG and European Union project Rail Baltica, environmental impact assessments (EIA) have been conducted, collectively covering areas related to the high-speed railway in Lithuania. The final coordination stage also includes the last assessment of the Kaunas–Vilnius segment.

The selection process for independent members to join the Board of the public limited liability company Lietuvos geležinkeliai is announced.

LTG Group's passenger transportation company LTG Link has expanded the application of dynamic pricing – passengers on five additional routes who purchase tickets in advance will pay up to 40% less than the regular price. Starting from 15 April, dynamic pricing applies for travellers on the international route Vilnius–Riga–Vilnius, and from 14 May, for travellers on local routes: Kaunas–Šiauliai–Kaunas, Kaunas–Marijampolė–Kaunas, Vilnius–Trakai–Vilnius, Vilnius–Varėna–Marcinkonys–Varėna–Vilnius.

Just before Easter, LTG Group's railway infrastructure company LTG Infra opened traffic on the overpass over regional road 1505 Jonava–Čičinai–Smičkai, connecting settlements with the Jonava–Kėdainiai road, thereby improving connectivity for those travelling on regional roads.

April

Travelling by train in Lithuania will now be further encouraged by widely applied discounts of up to 50% – new discounts for schoolchildren, pensioners, and parents travelling with children on weekends and holidays come into effect on 1 April.

May

This year, LTG Group will pay the state EUR 33 million in dividends – almost three times more than last year. LTG, which is steadily developing its business, earned 10% more revenue – amounting to EUR 499 million, with a net profit of EUR 37 million.

The selection process for civil servants to become members of the Board of the public limited liability company Lietuvos geležinkeliai has been announced.

LTG Group has taken another step in implementing an inclusive organisational culture under the direction of All Families Are Equal. Starting from May this year, the definition of close family member is officially expanded – it now includes spouses, partners, biological and non-biological children, adopted children, parents, adoptive parents, brothers, and sisters. This is particularly relevant for unmarried or same-sex couples and those raising non-biological children.

LTG Group's infrastructure company LTG Infra, which planned to extend the construction of the high-speed railway Rail Baltica to 114 km in 2025, has announced a new public procurement for the construction of the Berčiūnai–Joniškėlis section's embankment and engineering structures. A total of 43 km of embankment and 10 km of upper road structure – rail – construction procurements are currently underway.

LTG Group's passenger transportation company LTG Link once again invited everyone to celebrate Train Travellers' Day, which was celebrated this year on 30 May. On this occasion, a discount of up to 90% is applied to tickets for local routes, valid when purchasing online or via the mobile app.

Continuing its initiatives to enhance railway safety, the LTG Group is implementing the social-educational program Safe Railways, aimed at increasing public awareness and reducing the risk of accidents on the railway. The program, which has been ongoing since 2021, is continued this year with an updated website at www.saugusbegiai.lt. The updated website features new educational content designed for children, parents, teachers, drivers, and the general public. A creative social campaign titled 'This is How the Train Sees You' is also launching. An unexpected character – a snail – has been used for the communication campaign. This character conveys a sense of slowness, inattentiveness, and vulnerability – a state often experienced by pedestrians or drivers who carelessly cross the tracks. The main message of the campaign, 'Trains are faster than you think', aims to awaken emotional awareness and encourage caution.

June

LTG Group's rail freight company LTG Cargo has employed drones – they are now used for wagon inspections, helping to ensure higher quality transportation services. Currently, LTG Cargo wagon inspectors use drones at major freight stations in the Vilnius, Kaunas, Klaipėda, and Radviliškis regions, as well as at the Radviliškis freight wagon depot, where repairs of these rolling stock units are carried out. Upon employing drones, it was noted that they can also detect certain wagon defects – this contributes to ensuring better transportation quality.

On 12 June, the Board of LTG Kompetencijų centras began its work. The Board is composed of three members: two independent members – Giedrius Dzekunskas and Eglė Juzėnaitė – and Vytautas Bitinas, Director of Technology of LTG Group, delegated by the Group. The Board of the shared services company LTG Kompetencijų centras, which began operations in February this year, has been elected for a four-year term.

On 16 June, Loreta Liutkutė-Habchi began her role as the head of LTG Group's representation in Brussels. The new head previously worked in the Belgian capital as Vice President of the financial company Western Union, responsible for public policy in the European region. Establishing a representation in Brussels is a strategic decision by the LTG Board aimed at strengthening the Company's role in Europe. The functions of the representation and its head will include collaboration with the European Union Agency for Railways, the European Commission's Directorate-General for Mobility and Transport (DG MOVE), and other European railway sector organisations. This aims to prepare for the implementation of new legislation and to present a prominent LTG position during discussions on new laws.

1.5. Subsequent events

July

On 2 July, LTG Group's CEO Egidijus Lazauskas, the head of the passenger transportation company LTG Link Kristina Meidė, and Minister of Transport and Communications Eugenijus Sabutis, along with their teams, visited the Stadler factory in Siedlce, Poland, where they had the opportunity to see the production and assembly of the new LTG Link electric trains.

On 7 July, Agnė Vilkišienė became the new head of the Railway Museum.

On 17 July, LTG Cargo transported a Lithuanian Armed Forces cargo for the first time – relocating armored wheeled and tracked military equipment and troops by rail from Panevėžys to Pabradė. This transportation was an important part of the Lithuanian Armed Forces' Infantry Brigade Iron Wolf King Mindaugas Hussar Battalion's field tactical exercise 'King's Strike 2025'.

An additional EUR 295.5 million of European Union investments have been allocated to the strategic project Rail Baltica in the three Baltic States under the Connecting Europe Facility (CEF) programme. Approximately EUR 95 million from this amount will be allocated to Lithuania.

On 21 July, a new LTG Board was confirmed, consisting of three independent members – Tomas Zdanavičius, Michael Fohrer, and Peter Nielsen – and two members delegated by the Ministry of Transport and Communications – Saulius Kerza and Agnė Amelija Mikalonė. The selection process for two additional independent Board members will be announced again.

Results

◀ Back to content

2.1. Overview of the main activities of the Group

Indicators of transport volumes		H1 2025	H1 2024	2025/2024 Δ , %	H1 2023
Freight transportation activities LTG Cargo Group					
Total freight turnover:	**in billion tonne kilometres**	**2.9**	**3.4**	**(11.8%)**	**3,4**
Freight turnover in the territory of Lithuania (LTG Cargo)	in billion tonne kilometres	2.6	2.8	(5.8%)	3.0
Freight turnover in the territory of Poland (LTG Cargo Polska)	in billion tonne kilometres	0.34	0.49	(31.3%)	0.36
Freight turnover in the territories of other countries (Latvia, Estonia) (LTG Cargo)	in billion tonne kilometres	0.0	0.1	(97.9%)	-
Freight transportation in the territory of Lithuania (LTG Cargo):	**in million tons**	**11.5**	**12.2**	**(5.7%)**	**13.1**
Domestic transportation	in million tonnes	7.1	7.1	0.2%	7.0
International transportation	in million tonnes	4.4	5.1	(14.0%)	6.1
Transit	in million tonnes	2.1	2.8	(24.6%)	3.5
Export from Lithuania	in million tonnes	1.4	1.5	(6.2%)	1.6
Import to Lithuania	in million tonnes	0.9	0.8	9.2%	1.0
Passenger transportation activities in the territory of Lithuania LTG Link					
Passenger turnover	**in million passenger km**	**264.9**	**242.2**	**9.4%**	**208.2**
Total passenger transportation:	**in millions of pass.**	**2.727**	**2.606**	**4.6%**	**2.358**
Domestic connection	in millions of pass.	2.469	2.376	3.9%	2.214
International connection	in millions of pass.	0.258	0.230	12.2%	0.144
Activities of the public railway infrastructure manager LTG Infra					
Train operational volume	in billion tkm gross gross	6.2	6.5	(4.6%)	6.8
Train runs	in million train km	5.6	5.8	(3.4%)	6.1

Freight transport activities

Freight transport activities are carried out by AB LTG Cargo and its subsidiaries LTG Cargo Polska and LTG Cargo Ukraine.

Since 2022, the drastic decline in cargo flows from Eastern markets due to the Russian war in Ukraine, particularly transiting towards the Kaliningrad region, continues to decrease. The volume of freight transportation within the country's network (carrier LTG Cargo) decreased by 5.7% from 12.2 million tonnes in the first half of 2024 to 11.5 million tonnes in the first half of 2025. Heavy and bulk cargoes, such as oil and its products, crushed stone, and grains, continued to dominate the transportation. During the analysed period, these cargo groups accounted for more than 70% of all cargo transported by rail. A significant decline has been recorded in the transportation segments of food, oil products, and construction materials.

The freight transportation company LTG Cargo is diversifying its activities towards Western markets. Considering the competitive environment in European markets, a major breakthrough in international transportation has not yet been achieved, but domestic transportation is consistently being increased.

Domestic transportation grew by 0.2%, compared to the first half of 2024, reaching 7.1 million tonnes. The relative share of domestic transportation in the total freight volume was 62.2%. The decreased flow of construction materials and lower volumes of plant-based products were offset by increased transportation of fertilizers, following the resumption of activities by AB Lifosa.

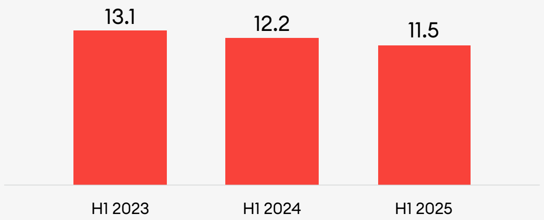
International transportation, which constituted 37.8% of the total freight structure, decreased by 14.0% to 4.4 million tonnes, compared to the first half of 2024. The flow of transit cargo through the country's territory continues to decrease, with a reduction of 24.6% during the reporting period, reaching 2.1 million tonnes. Significantly less food industry and oil products were transported.

During the reporting period, LTG Cargo Polska, the subsidiary of LTG Cargo, signed contracts with new clients and significantly increased transportation volumes to Ukraine. However, the freight turnover of this company decreased by 31.3% due to reduced transportation volumes in the Polish market compared to the first half of 2024. At the beginning of the year, to optimise operational results, the company discontinued unprofitable clients in the Polish market and plans to expand its range of additional services in the future.

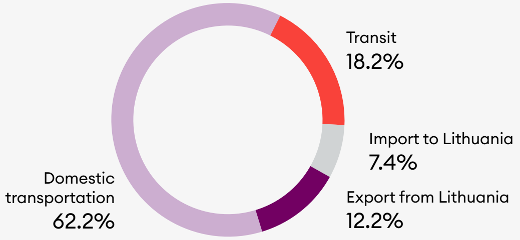
Meanwhile, another LTG Cargo's subsidiary, LTG Cargo Ukraine, is shifting its business focus from freight forwarding, wagon transportation, and train operation activities to rolling stock leasing operations. Currently, alongside strategy updates, the business models of LTG Cargo subsidiaries are being reviewed.

Overall freight turnover during the reporting period decreased by 11.8%, amounting to 2.9 billion tonne kilometres.

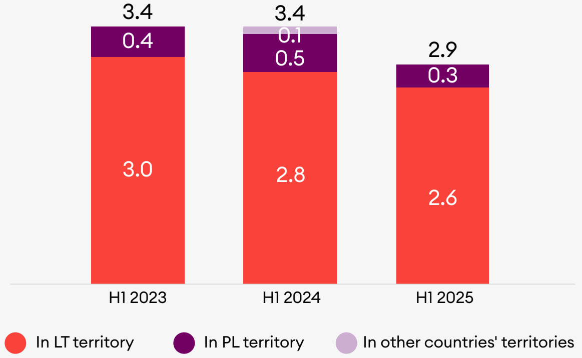
Freight transportation volumes in the territory of Lithuania (in million tonnes)



Segments of freight transport in the territory of Lithuania in H1 2025, %



Total freight transport turnover (in billion tkm)



Passenger transportation

Passenger transportation is carried out by the LTG Group company UAB LTG Link.

The total number of railway passengers is consistently increasing. In the first half of 2025, compared to the corresponding period in 2024, the total number of passengers increased by 4,6% to 2.7 million passengers and the passenger transport turnover on the national network increased by 9.4% to 264.9 million passenger kilometres. The growth in the number of passengers was recorded in both domestic and international transportation routes. Domestic transport routes accounted for 90.5% of rail passengers in the first half of 2025, while international routes accounted for 9.5%.

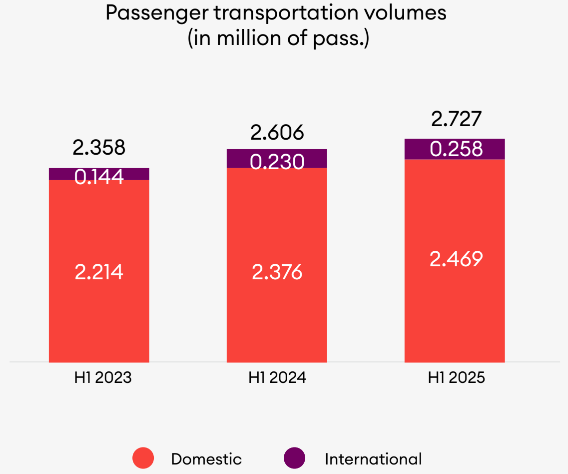
Local transport routes, increased by 3.9% to 2.469 million passengers, compared to the first half of 2024. The Vilnius–Kaunas route remains the most popular local transport route (38.2% of all local transport) with almost 1 million passengers in the first half of 2025. The popular option in the summer season remains the Seaside Express, which offers train travel to seaside resorts.

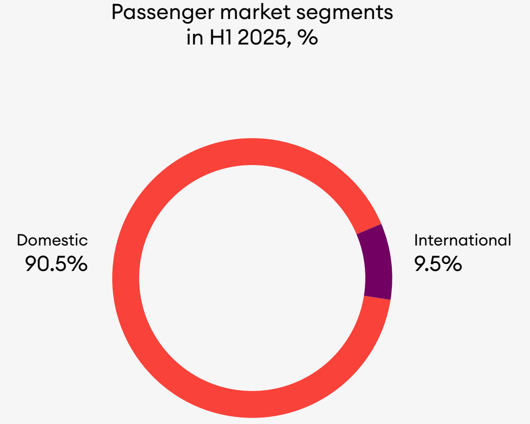
Travelling by train is being promoted by continuously improving service quality and on-board experience, tailoring schedules to passenger needs, conducting targeted marketing campaigns, expanding ticket sales channels, and implementing other measures that enhance the attractiveness of train travel and encourage sustainable mobility (such as dynamic pricing, joint ticket services in major Lithuanian cities, etc.).

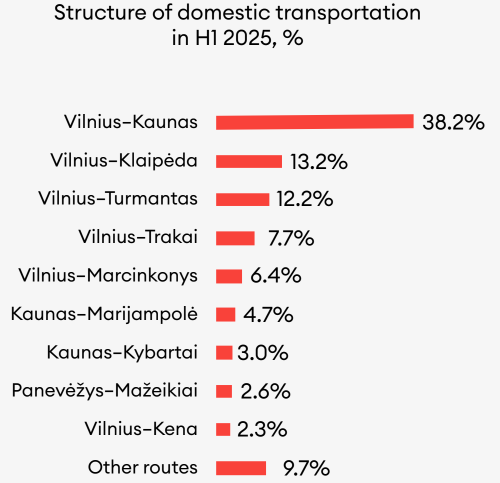
The production of new LTG Link electric trains is progressing successfully. These trains will ensure sustainable passenger transport on electrified lines, accommodate the needs of people with disabilities, and provide a higher level of comfort. Testing of the first trains is planned to begin later in 2025, with passenger services expected to start in the second half of 2026.

During the reporting period, transport on international routes accounted for the transit trains through the territory of the Republic of Lithuania to and from the Kaliningrad region, and international route trains to Poland and Latvia.

In the first half of 2025, compared to the first half of 2024, the total number of passengers in the international transport segment has increased by 12.2% to 0.258 million passengers. Transit accounts for the vast majority or 81% of international travel. During the reporting period, over 100 thousand passengers travelled by international trains to Poland and Latvia, of whom 50 thousand passengers travelled on the international segment.







Activity of the public railway infrastructure manager

The functions of management, use and disposal of railway infrastructure under the right of trust and the functions of the manager of public railway infrastructure are performed by the LTG Group company AB LTG Infra. The functions of the public railway infrastructure manager are set out in the Railway Transport Code of the Republic of Lithuania and other legal acts regulating railway transport activities.

The activities carried out by LTG Infra are monitored by the railway transport market regulator whose functions, since the start of 2017, have been performed by the Communications Regulatory Authority of the Republic of Lithuania.

Main services provided by LTG Infra:

- Minimum package services of access to public railway infrastructure;
- Access to railway service facilities and services provided therein;
- Services operated on a commercial basis.

LTG Infra's provision of the minimum access package to the public railway infrastructure ensures compliance with the legal requirements for impartiality and financial transparency of operations by the public railway infrastructure manager, and the performance of the essential functions of the public railway infrastructure manager (allocation of public railway infrastructure capacity, calculation and payment of the minimum access package fee).

The public railway infrastructure is used by railway undertakings (carriers) transporting passengers, luggage and freight by rail, as well as by repair companies entitled to use the public railway infrastructure. Railway undertakings (carriers) and repair companies pay LTG Infra the appropriate fee for the use of the public railway infrastructure, calculated in accordance with the procedure laid down by legislation. The manager of public railway infrastructure LTG Infra sets the rates of charges and they are available on the company's website (link).

LTG Infra also carries out the activities of an operator of railway service facilities, i.e. manages, uses and disposes of state-owned railway service facilities and the ones owned by LTG Infra by the right of trust. The fee tariffs for the use of railway service facilities managed by the operator of railway service facilities, railway tracks located thereon and basic and additional services related to railway transport provided in these facilities shall be determined by LTG Infra in accordance with the procedure established by the legislation. The list of access to railway service facilities and services supplied in those facilities are available on LTG Infra website (link).

LTG Infra owns and maintains assets worth EUR 2.1 billion at the end of 2024 (railway tracks, switches, level crossings, access roads, freight terminals and yards, railway stations and stops, road and other structures).

The workload of freight trains within the national network continues to decrease, significantly influenced by the activities of the LTG Group's freight transportation company, LTG Cargo. During the reporting period, the overall train workload decreased by 4.6%, compared to the first half of 2024. The decrease in freight train operations has been partially offset by increase in passenger train operations.

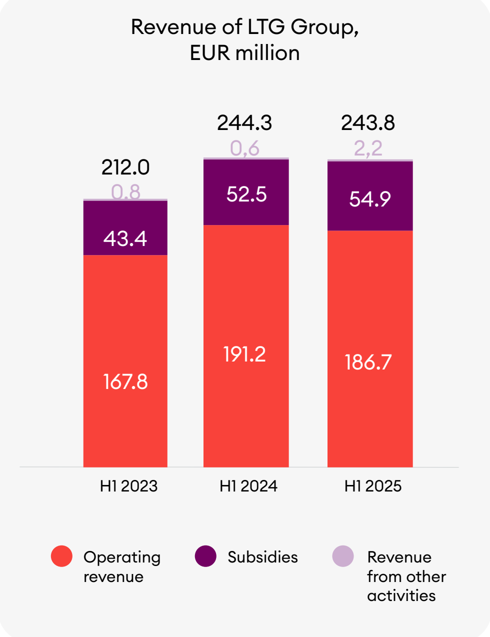
The company implements high-value investment projects, some of which are recognised as economic projects of national significance. The implementation of the Rail Baltica project, the railway electrification programme, and other railway infrastructure development and modernisation projects financed by the EU and the company's funds are still in progress.

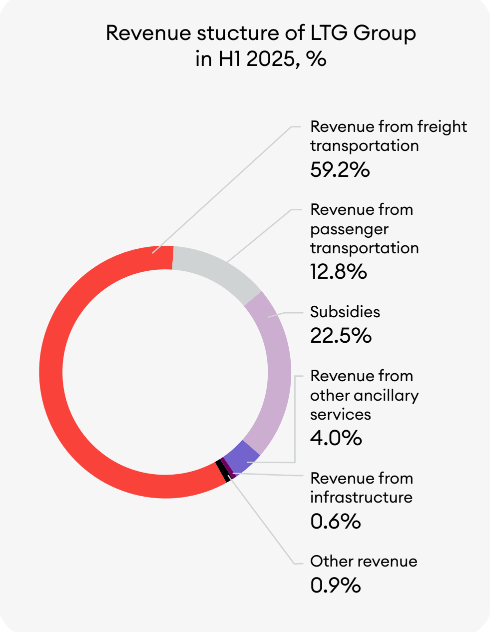
2.2. Financial results

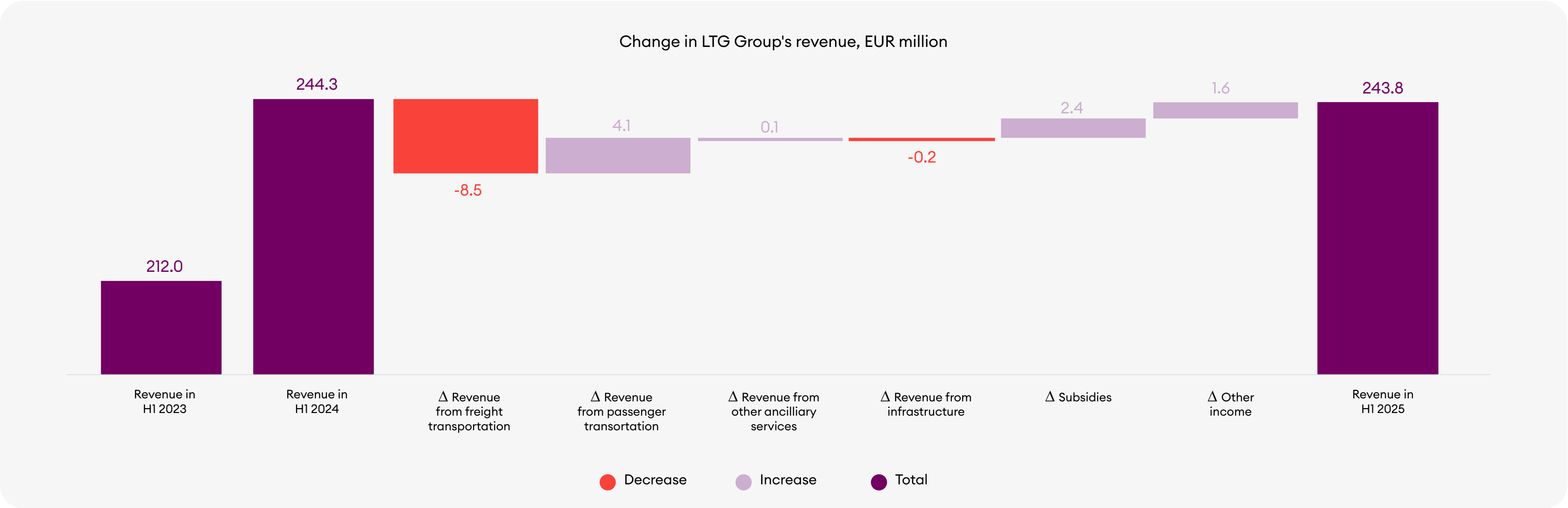
Revenue of LTG Group

During the first half of 2025, LTG Group earned EUR 243.8 million in revenue. Compared to the first half of 2024, when revenues amounted to EUR 244.3 million, a slight decrease of EUR 0.5 million or 0.2% was recorded. The majority of the revenue, or 59.2%, was earned from freight transportation activities, as in previous periods.

- **Revenue from operating activities** decreased by EUR 4.5 million or 2.4% to EUR 186.7 million, compared to the first half of 2024. The decrease in revenue was driven by decreased sales revenue from the Group's freight transportation service companies in the first half of 2025:
  - Freight transport revenue decreased by EUR 8.5 million or 5.5% to EUR 144.2 million, compared to the first half of 2024. The revenue decrease was largely due to the impact of sanctions, which continued to reduce LTG Cargo freight volumes on international routes, particularly in the transit segment. During the reporting period, sales revenue for LTG Cargo Polska, a subsidiary of LTG Cargo, also decreased from EUR 19.4 million in the first half of 2024 to EUR 16.2 million in the first half of 2025. Considering the current market situation and competitive factors, the business model of this company is currently being reviewed, with a focus on discontinuing unprofitable clients and optimising the company's operations. Meanwhile, revenue from freight transportation in the local Lithuanian market grew moderately.
  - Passenger transportation revenue in the first half of 2025 increased by EUR 4.1 million or 15.0% and amounted to EUR 31.2 million. The comparative weight of these revenues in the overall revenue structure of the Group increased to 12.8%. Higher revenue was driven by increasing passenger flows on both local and transit trains. The Group's passenger transportation company LTG Link places significant emphasis on improving service quality, pricing strategies, loyalty programmes, and other initiatives that encourage train travel. In addition to the growing number of passengers, revenue growth was also influenced by the 5% increase in transit passenger fares at the beginning of the year.
  - The Group companies also provide other ancillary services, such as maintenance and repair of rolling stock and railway infrastructure objects, lease of assets, sale of scrap metal and other services. These revenues accounted for 4.0% of the Group's overall revenue structure and did not change significantly during the first half of 2025. From these services, the Group earned EUR 9.9 million during the reporting period (compared to EUR 9.8 million in the first half of 2024).
  - Revenue from the use of public infrastructure received from companies outside the Group's transport service providers are not significant in the overall revenue structure and during the reporting period they accounted for 0.6% of the Group's revenue. In the first half of 2025, these revenues amounted to EUR 1.4 million (compared to EUR 1.6 million in the first half of 2024).
- **Subsidy revenue** amounted to EUR 54.9 million during the reporting period (EUR 52.5 million in the first half of 2024). Funds from the State budget are allocated to LTG Group companies, which carry out special obligations entrusted by the State.
  - The revenue from subsidies received by the Group's passenger transport company LTG Link to compensate the losses incurred in the provision of public passenger transport services by rail amounted to EUR 19.2 million in the first half of 2025. The need for subsidies remained at the same level as in the first half of 2024.
  - Since 2022, state budget funds have been allocated to LTG Infra, the Group company performing public railway infrastructure manager functions, to balance operations, as freight transportation flows from the East significantly decreased due to Russia's war in Ukraine. In the first half of 2025, subsidy revenues for LTG Infra amounted to EUR 35.7 million. The need for subsidies increased by EUR 2.4 million compared to the first half of 2024. The increase was driven by higher company expenses incurred for conducting subsidised activities, primarily for employee compensation. Meanwhile, revenues from carriers for providing minimum access package services to the public railway infrastructure remained at the level of the first half of 2024.
- **Other income**, earned from sale of property objects, as well as rolling stock and machinery not used in operations, amounted to EUR 2.2 million in the first half of 2025 (EUR 0.6 million in the first half of 2024).







Change in LTG Group's revenue, EUR million
212.0
244.3
-8.5
4.1
0.1
-0.2
2.4
1.6
243.8
Revenue in H1 2023
Revenue in H1 2024
Δ Revenue from freight transportation
Δ Revenue from passenger transortation
Δ Revenue from other ancilliary services
Δ Revenue from infrastructure
Δ Subsidies
Δ Other income
Revenue in H1 2025
Decrease
Increase
Total

GELEŽINKELIO STOTIS

Costs of LTG Group

In the first half of 2025, costs of the Group amounted to EUR 216.6 million, which is a decrease of EUR 1.7 million or 0.8%, compared to the first half of 2024.

As in the previous periods, the majority of the Group's costs are attributable to labour costs (40.3%), depreciation and amortisation of assets (26.4%), and energy costs (10.3%).

- **Costs related to employee benefits** amounted to EUR 87.4 million in the first half of 2025, showing an increase of EUR 6.5 million or 8.1%, compared to the first half of 2024. The increase in labour costs was influenced by the 12% rise in the national minimum monthly wage (MMA) at the beginning of the year, as well as the annual spring review of the Group's employees' salaries, which is conducted in light of changes in the labour market. During the reporting period, the average monthly salary increased across all companies of the LTG Group.

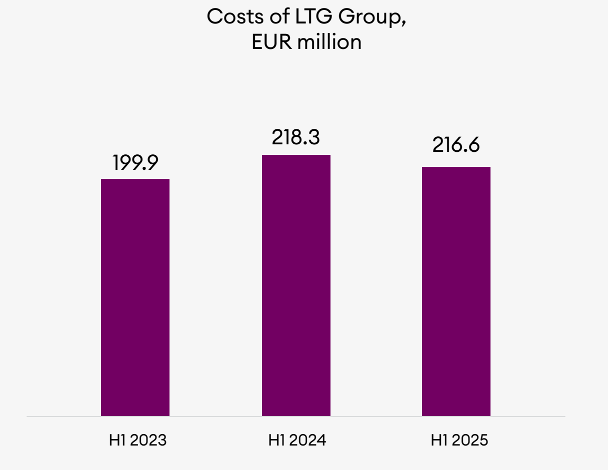
- **Depreciation and amortisation costs** amounted to EUR 57.2 million in the first half of 2025, showing an increase of EUR 4.8 million or 9.1%, compared to the first half of 2024. The increase in depreciation expenses is influenced by the investment volumes of the Group's companies. Depreciation and amortisation expenses significantly increased for the freight transportation company LTG Cargo as it undertook a wagon fleet renewal program. Depreciation expenses also increased for the passenger transportation company LTG Link and the public railway infrastructure manager LTG Infra as assets created during investment projects implemented over more than one year began to be utilised.

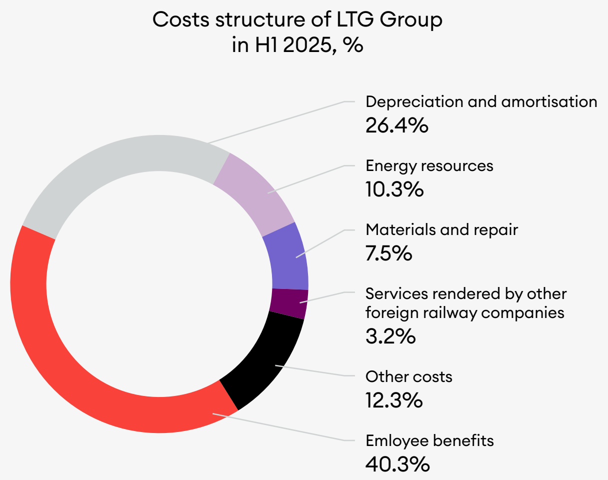
- **Costs of energy resources** (fuel, electricity) in the first half of 2025 amounted to EUR 22.3 million, a decrease of EUR 4.6 million or 17.1%, compared to the first half of 2024. This group of costs is significantly influenced by work volumes of the Group's transport service providers and by fluctuations in energy prices. During the reporting period, as train operations and diesel prices decreased, the Group's fuel expenses fell by EUR 2.7 million or 14.5%. Expenses for electricity also decreased by EUR 1.9 million or 23.1% due to lower prices and efficiency improvement initiatives implemented across the Group.

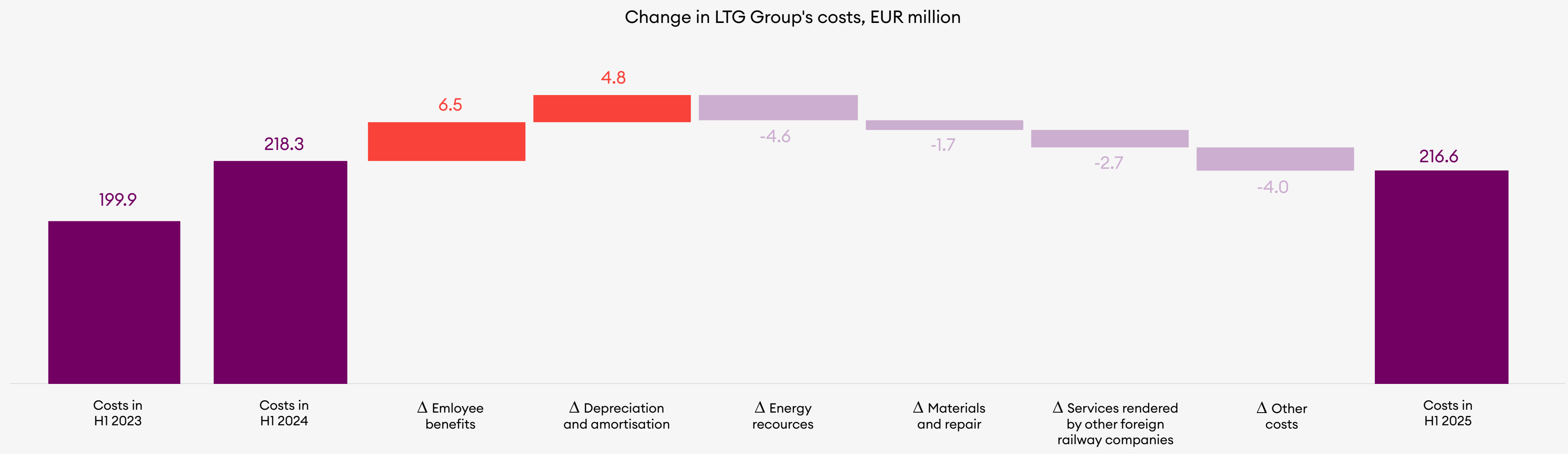
- **Costs of materials, repair and maintenance** amounted to EUR 16.2 million in the first half of 2025 and have decreased by EUR 1.7 million or 9.8%, compared to the first half of 2024. The need for repair work during the reporting period was lower than in the first half of 2024, when more unplanned repairs of passenger rolling stock were performed.

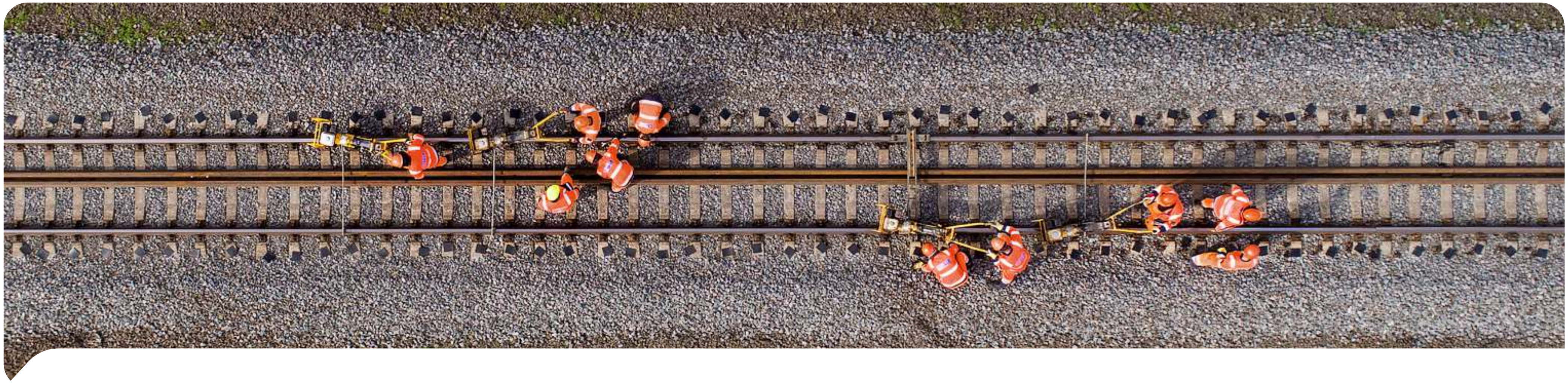
- **Expenses for services rendered by other foreign railway companies** amounted to EUR 6.9 million in the first half of 2025 and, if compared to the first half of 2024, decreased by EUR 2.7 million or 28.2%. The decrease in these expenses is associated with the reduction in operational volumes of LTG Group's freight transportation service companies LTG Cargo and LTG Cargo Polska in foreign markets.

- **Other costs** in the first half of 2025 amounted to EUR 26.6 million, showing a decrease of EUR 4.0 million or 12.9%, compared to the first half of 2024. During the reporting period, the rolling stock rental expenses for LTG Group's freight transportation service company LTG Cargo Polska decreased due to the discontinuation of unprofitable client transports. Additionally, there were no significant asset impairment costs recorded, which had a notable impact on the Group's other expenses in the comparative period.






Change in LTG Group's costs, EUR million
199.9
218.3
6.5
4.8
-4.6
-1.7
-2.7
-4.0
216.6
Costs in H1 2023
Costs in H1 2024
Δ Emloyee benefits
Δ Depreciation and amortisation
Δ Energy recources
Δ Materials and repair
Δ Services rendered by other foreign railway companies
Δ Other costs
Costs in H1 2025
Increase
Decrease
Total

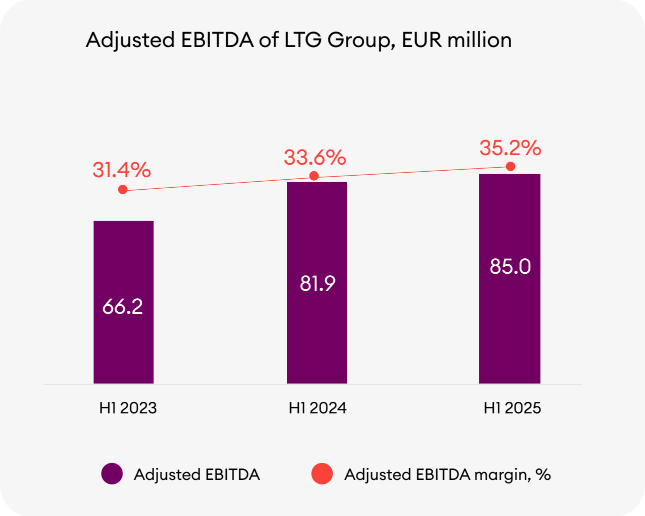


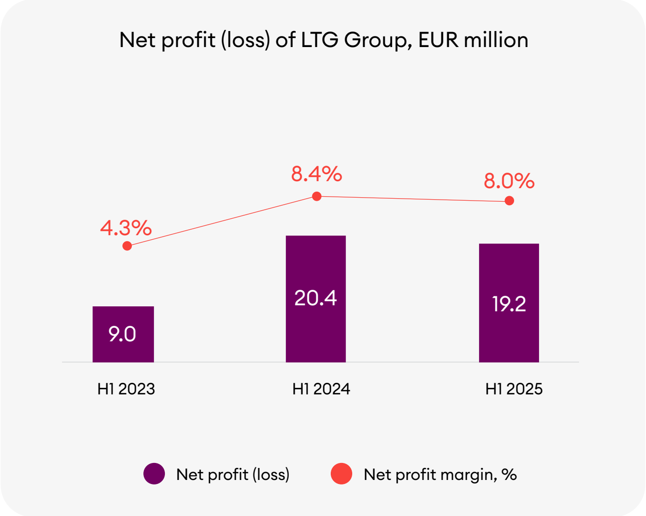
Performance of LTG Group

During the reporting period, LTG Group earned EUR 19.2 million in net profit (compared to EUR 20.4 million in net profit in the first half of 2024). Although the Group's EBIT grew in the first half of 2025, the decrease in net profit was influenced by poorer financial performance results. As the Group's cash balance and interest rates decreased, the Group earned less interest income during the reporting period.

Profitability indicators continue to grow – LTG Group's adjusted EBITDA increased to EUR 85.0 million compared to the first half of 2024, with the margin rising to 35.2%.

During the reporting period, LTG Group's freight and passenger transportation companies – LTG Cargo and LTG Link – operated profitably. The railway construction and repair service company Geležinkelio tiesimo centras and the freight carrier operating in Poland, LTG Cargo Polska, reduced their losses, while the operational result of the public railway infrastructure management company LTG Infra did not change significantly. The performance of the LTG Group companies is presented in the Interim Management Report Section 7.1.





Changes in the statement of financial position of LTG Group

As at 30 June 2025, the assets of LTG Group amounted to EUR 2,700.0 million and have not changed significantly, increased by 0.2%, as compared to the year ended 31 December 2024.

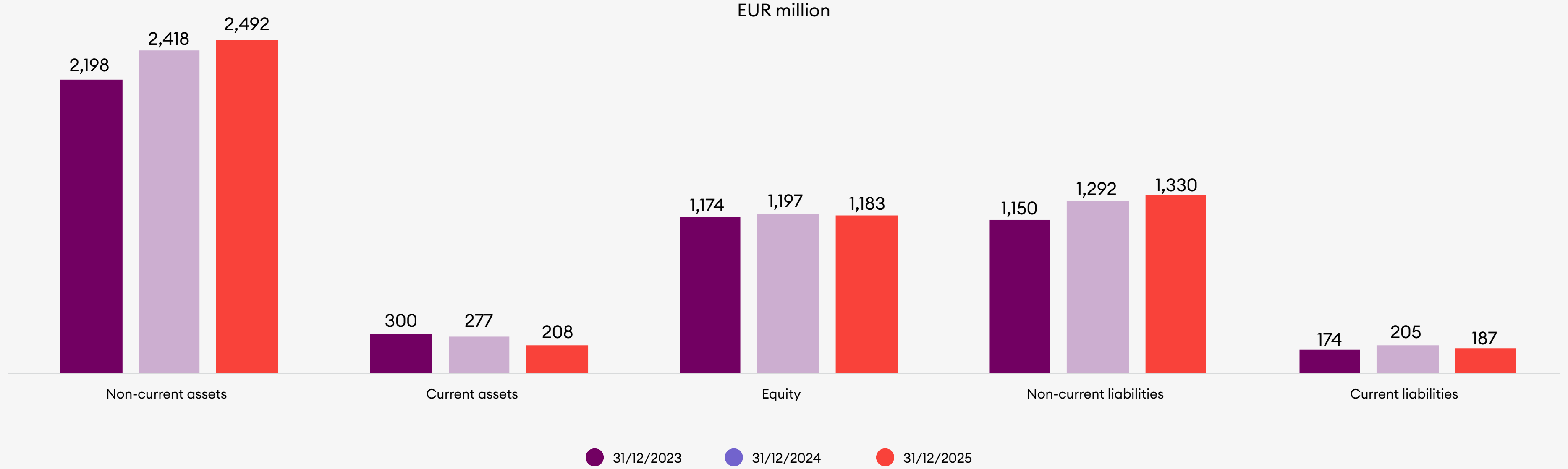
Non-current assets, which accounted for 92.3% in the overall structure, have increased by 3.1% up to EUR 2,491.9 million. As in previous periods, the change in non-current assets was influenced by the increased balance item of construction in progress and prepayments. The Group companies have long-term continuous investment projects, implementation of which last longer than one year (ongoing railway electrification programme, construction of Rail Baltica, acquisition of new passenger and freight rolling stock).

As at 30 June 2025, the current assets amounted to EUR 208.1 million and have decreased by 24.8%, compared to the year ended 31 December 2024. Changes in the current assets resulted from a decreased cash balance of the LTG Group companies accounting for EUR 65.2 million at the end of the period.

During the reporting period, the authorised capital remained unchanged and amounted to EUR 1,059.3 million. The equity decreased by 1.2% and amounted to EUR 1,183.1 million as at 30 June 2025. The change was influenced by the distribution of the parent company's profit for 2024 during the reporting period, transferring funds from other reserves, and paying EUR 33.3 million in dividends to the shareholder.

During the reporting period, the non-current liabilities of LTG Group have increased by 2.9% to EUR 1,329.5 million. The change resulted from the increase in grants and long-term financial liabilities. During the reporting period, the financial debt (including lease) has increased by 7.5% and amounted to EUR 147.6 million. During the reporting period, a new long-term loan was signed to finance the acquisition of new wagons for LTG Cargo.

Changes in the statement of financial position of LTG Group, EUR million



Financial indicators of LTG Group

Indicators in the statement of profit or loss	Unit of measure	H1 2025	H1 2024	H1 2023
Sales revenue	EUR million	186.7	191.2	167.8
Subsidy revenue	EUR million	54.9	52.5	43.4
Other revenue	EUR million	2.2	0.6	0.8
Total revenue	EUR million	243.8	244.3	212.0
Expenses	EUR million	216.6	218.3	199.9
EBITDA	EUR million	84.4	78.4	65.9
Adjusted EBITDA	EUR million	85.0	81.9	66.2
EBITDA margin	%	34.9%	32.2%	31.2%
Adjusted EBITDA margin	%	35.2%	33.6%	31.4%
EBIT	EUR million	27.2	26.0	12.1
EBIT margin	%	11.2%	10.7%	5.7%
Net profit	EUR million	19.2	20.4	9.0
Net profit margin	%	8.0%	8.4%	4.3%
Balance sheet indicators		**30/06/2025**	**31/12/2024**	**31/12/2023**
Non-current assets	EUR million	2,491.9	2,417.7	2,198.2
Current assets	EUR million	208.1	276.7	300.3
Total assets	EUR million	2,700.0	2,694.4	2,498.5
Equity	EUR million	1,183.1	1,197.2	1,174.3
Financial debt	EUR million	147.6	137.3	139.8
Net debt	EUR million	82.4	(39.2)	(88.8)
Financial indicators				
Return on equity (ROE)	%	3.0%	3.1%	1.9%
Return on assets (ROA)	%	1.4%	1.4%	0.9%
Return on investment (ROI)	%	1.5%	1.5%	1.0%
Financial debt / EBITDA	ratio	0.9	0.8	1.0
Financial debt / Equity	%	12.5%	11.5%	11.9%
Net debt / EBITDA	ratio	0.5	(0.2)	(0.6)
Net debt / Adjusted EBITDA	ratio	0.5	(0.2)	(0.6)
Equity ratio	%	43.8%	44.4%	47.0%
Asset turnover ratio	ratio	0.2	0.2	0.2
Quick liquidity ratio	ratio	0.9	1.2	1.6
Gross liquidity rate	ratio	1.1	1.3	1.7

LTG Group funding

As at 30 June 2025, the loan portfolio of the LTG Group to credit institutions, after evaluating accrued interest on loans, amounted to EUR 122.7 million (31/12/2024: EUR 110.8 million).

As at 30 June 2025, the average weighted interest rate of the Group's loan portfolio was 3.58% (as at 31 December 2024: 4.33%). During the reporting period, the LTG Group repaid EUR 7.8 million of loans and paid EUR 2.5 million of interest under signed funding agreements.

In 2024, the LTG Group's passenger transport company LTG Link signed a long-term financing agreement with the Nordic Investment Bank (NIB) and European Investment Bank (EIB) for acquiring electric and battery-electric trains. NIB and EIB will each provide loans of EUR 100 million, guaranteed by the state. The loans have not yet been drawn down. Their repayment term is aligned with the duration of the long-term public service obligation contract (PSO) concluded between the Ministry of Transport and Communications of the Republic of Lithuania and LTG Link, extending to 2032.

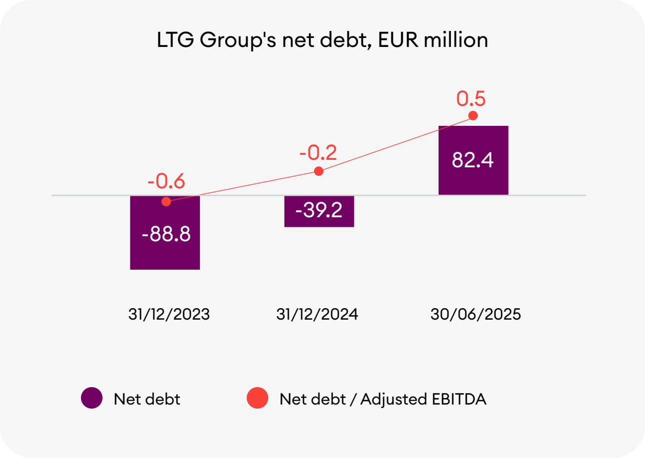
During the reporting period, LTG Cargo, the freight transport company of the LTG Group, signed a long-term financing agreement worth EUR 36.5 million for the acquisition of grain wagons. As at 30 June 2025, the used amount of the loan was EUR 20 million. The loan provided to the freight transport company was guaranteed by AB Lietuvos geležinkeliai.

The parent company AB Lietuvos geležinkeliai did not have any long-term debt liabilities to external credit institutions as at 30 June 2025. However, it has signed guarantee and suretyship agreements under which it has assumed obligations for loans granted to LTG Group companies.

To ensure liquidity risk management, the Company has signed a EUR 50 million short-term financing (overdraft) agreement with one of the Group's commercial banking partners, valid until Q1 2026. As at the end of the reporting period, the Company did not have any outstanding liabilities according to this agreement.

As at 30 June 2025, the net debt of the LTG Group amounted to EUR 82.4 million. This increase during the period was driven by a reduction in the Group's cash balances.

As at the end of the reporting period, the Group's financial debt to equity ratio amounted to 12.5%. The debt level of the Group remains low.



During the reporting period, the LTG Group complied with the ratios observed by the LTG Group's institutional creditors.

Ratios observed by the Group's institutional creditors	Measurement unit	H1 2025	Established value
Net debt/ adjusted EBITDA	Ratio	0.5	< 4.0
Equity ratio (incl. Grants)	%	86.0	≥ 35%
Loan servicing ratio	Ratio	4.5	≥ 2

The LTG Group, seeking to ensure financing efficiency and to manage liquidity risk, has ensured the possibility for the companies to borrow from each other through cash-pool. The Parent company AB Lietuvos geležinkeliai has concluded one Group's cash-pool agreement with a commercial bank and, accordingly, all LTG Group companies have entered into intercompany lending and borrowing agreements under the terms and conditions that correspond to normal market conditions.

Performance of the parent company LTG

AB Lietuvos geležinkeliai is the parent managing company of LTG Group, which in the reporting period provided strategic management services, fuel resale services, RSF services (refuelling of rolling stock, washing of rolling stock, use of maintenance facilities of rolling stock, etc.) and commercial services (rental of immovable property, services related to use and maintenance of immovable property, etc.) for the companies in the Group.

At the end of 2024, following the establishment of UAB LTG Kompetencijų centras, in February 2025, internal administrative activities and centralised functions providing shared services to LTG Group companies were transferred from the parent company to the newly established Group company. The shared services provided to LTG Group companies include: accounting, procurement, IT, HR (recruitment, HR projects, employment administration, training), asset management (property administration and maintenance, office management), safety (occupational, physical and asset security, insurance, environmental protection, data protection), legal services, and service and process management.

In June 2025, the LTG Board approved the decision to transfer the railway service facilities operations business from the parent company to the Group's subsidiary LTG Infra, effective October 2025.

Due to this change, the Company's interim financial statements for the first half of 2025, prepared in accordance with IFRS Accounting Standards, disclose the profit (loss) from discontinued operations, as well as the assets and liabilities of the discontinued operations classified as held for sale (see Notes 29 and 11 to the financial statements).

From this point forward, the Company's statements of profit or loss for the first half of 2024 and for the first half of 2025 are presented on a comparable continuing-operations basis only, i.e., excluding the impact of the discontinued operations (shared services, sub-leasing of rolling stock, and provision of RSF services).

Revenue of the Company in the first half of 2025 amounted to EUR 9.2 million, showing an increase by EUR 2.1 million or 30.6%, compared to the first half of 2024. The Company's revenue structure was dominated by revenues from strategic management services to the Group companies (65.3%) and revenues from asset lease (22.5%). Other operating income from the sale of unused real estate amounted to EUR 1.1 million in the first half of 2025, while in the first half of 2024 such income was not significant.

In the first half of 2025, the **Company's costs** amounted to EUR 9.6 million and have increased by EUR 1.5 million or 18.9%, compared to the first half of 2024. The major part of the Company's costs are related to the cost of payroll (39.9%), depreciation and amortisation (11.9%). Remaining costs relate to the maintenance of existing assets, purchased shared services from LTG Kompetencijų centras, and other needs related to management services and shareholder activities.

Due to the transfer of the shared services function to LTG Kompetencijų centras, the Company's number of employees decreased to 214 as at 30 June 2025 (compared to 733 employees as at 31 December 2024). As part of the continued streamlining of the holding company's activities, and following the transfer of the railway service facilities operations to LTG Infra, the number of employees is expected to decline further by year-end.

The result of the Company's **finance activity** for the first half of 2025 was EUR 29.8 million (first half of 2024 – EUR 24.0 million). The improved financial performance was driven by increased dividend income from the Group's subsidiaries. During the reporting period, the parent Company was allocated EUR 26.8 million in dividends from LTG Group companies (compared to EUR 20.1 million in dividends received from Group companies in 2024).

During the reporting period, the Company's **net profit** has increased up to EUR 28.7 million (in the first half of 2024, net profit amounted to EUR 23.1 million).

2.3. Special obligations

Special obligations are the functions that a state-owned enterprise (SOE) would not undertake to perform on a commercial basis (or would perform them at a higher price than specified) and which a SOE is entrusted to perform under the State's decision.

The relevant list of special obligations performed by SOEs and their subsidiaries was approved on 16 March 2021 under the Order No 4-193 of the Minister of Economy and Innovation of the Republic of Lithuania with later amendments (link).

Special obligations performed by LTG Group

Name	Objectives	LTG Group company performing the obligation
Public rail passenger services	Ensuring provision of public passenger transportation by rail on domestic and international routes in the territory of the Republic of Lithuania	UAB LTG Link
Maintenance, renewal and development of the public railway infrastructure, provision of the minimum access package to the public railway infrastructure, and disposal of the public railway infrastructure under a trust	Maintain, renew and develop the public railway infrastructure, implementing the projects provided for in the state investment program and ensuring the use of European Union funds and providing railway companies (carriers) with services constituting the minimum package for access to public railway infrastructure under non-discriminatory conditions	AB LTG Infra

Relevant information on the special obligations carried out by LTG Group is provided in the Consolidated Annual Management Report for 2024 and on our website.

- Objectives of fulfilment of special obligations
- Legislation establishing the conditions for the fulfilment of the special obligations and regulating pricing
- Financing mechanism for special obligations
- Results of fulfilment of special obligations
- Applicable KPIs

2.4. Investments

In the first half of 2025, LTG Group's investments amounted to EUR 149.4 million. Investments were mainly dedicated to upgrade and expand the railway infrastructure (62.2%).

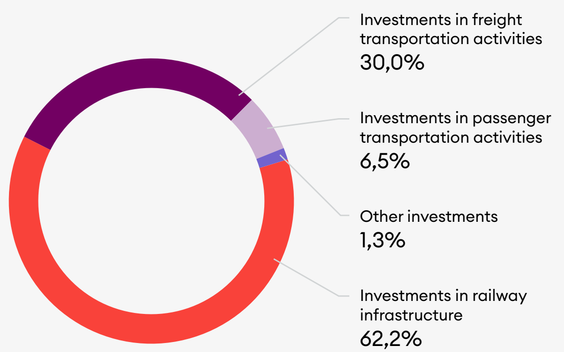
Investments of LTG Group

Group investments, EUR million	H1 2025	H1 2024	H1 2023
Renewal and development of railway infrastructure	92.9	66.0	135.9
Renewal of cargo transportation infrastructure	44.8	15.6	13.4
Renewal of assets related to passenger transportation	9.7	4.0	3.7
Other investments (IT, etc.)	2.0	3.8	2.0
Total	**149.4**	**89.4**	**155.0**

Main directions for development and modernisation of the LTG Group

Priority areas for investments	
Integration into European gauge railway network	• Rail Baltica Programme • Investments in freight transportation activities in Poland
Green projects	• Electrification Programme: - Electrification of infrastructure - Purchase of electric rolling stock, and installation of bases for their maintenance
Ensuring safety	• Renewal of depreciated infrastructure and rolling stock to ensure safe operation • Modernisation of crossings • Development of video surveillance systems, etc.
Increasing passenger attractiveness	• Acquisition of new passenger trains • Adaptation of station areas for people with disabilities • Reconstruction of pedestrian bridges at railway stations
Digitalisation of operations	• Modernisation of station management and tools • Improvement of the efficiency of traffic management • Digitisation of maintenance, etc.

Investment structure of LTG Group in H1 2025, %



Key investment projects

Development and renewal of railway infrastructure

Key projects / groups of projects	Work carried out in H1 2025
1. Rail Baltica Programme	Rail Baltica, Lithuania's largest rail infrastructure project, continues and it is intended to connect the Baltic countries to the EU's dominant European rail network EUR 52.0 million were invested in the Rail Baltica project during the first half of 2025. Key project activities in the first half of 2025: • In the railway section Kaunas–LT/LV state border: · ongoing technical design works for sections of the individual railway line; · Ongoing construction of the bridge over the Neris river near Jonava (the longest bridge in the Baltics - 1.5 km); · ongoing contract earthworks and engineering constructions in the railway section Šveicarija–Žeimiai, Žeimiai–Šėta and Šėta–Ramygala (45 km); · other ongoing procurement of construction works. • Land acquisition procedures and procurement of technical design services are underway in the sections Kaunas–PL/LT state border and Kaunas–Vilnius; • Final territorial planning activities are being conducted in the section Kaunas–Vilnius. Due to reduced scope in the 1st phase of the project, certain works have been postponed. • Centralised procurement with three countries is being conducted for traffic management and control systems, as well as design and installation services for the electric power network.
2. Railway electrification programme	To significantly reduce air pollution and increase the efficiency of Lithuania's transport sector, the electrification of the Vilnius–Klaipėda corridor is ongoing. • In the first half of 2025, investments in electrification amounted to EUR 15.3 million. In the Vilnius railway junction, the main works have been completed, and on the line from Kaišiadorys to Klaipėda, approximately 85% of the works have been completed. By the year 2026, with the electrification of 366 km of tracks, it will be possible to transport freight and passengers throughout the Kena–Vilnius/ Vaidotai–Šiauliai–Klaipėda railway corridor using eco-friendly and efficient electric traction. • A project for passenger train battery charging infrastructure is being implemented at Varėna station, aiming to enable electric-battery trains to reach Varėna station, where a contact electrical network is not planned to be installed. Electric-battery trains will replace diesel trains currently operating on this route.
3. Adapting railway infrastructure for national security needs	• The design of the military-civilian loading site in Palemonas is nearing completion, and procurement for construction works has begun. The site will be connected to the European gauge railways and adapted to military needs. • X-ray control systems are being installed at the Kybartai and Stasylai border stations. • The reconstruction project of the access road to the Ministry of National Defence fuel base (Pajuostis, Panevėžys district) is underway. • Reconstruction of the Pirčiupiai–Jašiūnai crossing to prepare for the establishment of the Rūdninkai polygon. • A railway infrastructure project for the Rūdninkai training area is being planned, with preparations underway for announcing procurements.
4. Adapting railway infrastructure for national security needs	• In order to improve operational efficiency of stations, the Station Management and Yard Modernisation Project is being implemented. Implementation of the project will result in development of a new operating model and station management tool will be installed. • Ongoing projects to improve the efficiency of traffic management, develop a business model for infrastructure maintenance, and other digitisation projects.
4. Projects for digitalisation of railway infrastructure	• LTG Infra is investing in the renewal of its existing infrastructure to ensure safety and the smooth continuation of its core activities. During the reporting period, major railway track renewal works were carried out, a switch replacement program was executed, defective bridges were reconstructed, crossings were repaired, the contact network was upgraded (in the Vilnius–Kaunas section), and station tracks were repaired. In the first half of 2025, the works by the value of EUR 19.1 million have been carried out to renew railway infrastructure assets, including EUR 11.4 million for the renewal of the main rail roads.
5. Renovation railway infrastructure objects	• Seeking to ensure access to train travels to passengers with disabilities, the adaptation of route without obstacles for people with disabilities in the station territory project is underway. The project renovates station accesses, builds ramps, warning strips and other measures. • The unsafe KLUB-U locomotive safety systems (LSS), manufactured in Russia, were replaced by new locomotive safety systems on rolling stock. The project was completed by replacing systems in 15 rolling stock units. • To enhance traffic safety at crossings, modernisation projects are being implemented: work is underway to upgrade 10 priority crossings on the Vilnius–Klaipėda line, and procurement for modernisation services for other crossings is being carried out or initiated. • In the first half of 2025, design service contracts were signed for the design of two-level crossings over the railway at Kretinga station and Klaipėda station.

Investments in railway infrastructure planned for the near future

- Continuation of the projects carried out in the reporting period and not yet completed, the most important of which are the **Rail Baltica Programme** and the **Electrification Programme**, as well as the adaptation of stations for people with disabilities, modernisation of level crossings, digitaliisation projects.
- Renovation of depreciated assets (main rail roads, switches, bridges, signalling, catenary supports, level crossings and other facilities) necessary to ensure traffic safety and maintain the parameters of the existing infrastructure.
- Intensification of investments to increase military mobility in the country (Rūdininkai Range Railway Infrastructure, installation of a military/civilian loading site in Palemonas) and national security (installation of X-ray machines at border stations).
- Investments are planned to raise platforms at stations to ensure convenient boarding of trains (including suitable travel conditions for people with disabilities).

The investment programme (scope of asset renewal, inclusion of individual projects in the investment portfolio) of LTG Infra depends to a large extent on the funding decisions of the EU and the State budget.

Investments in freight transportation activities

Key projects / groups of projects	Work carried out in H1 2025
1. Rolling stock repairs	Major investments of LTG Cargo in the first half of 2025 were aimed at renewing rolling stock (locomotives and wagons) in operation to ensure continuity of freight transport operations and safe transport of freight: • Capital repairs were performed on 46 mainline and shunting locomotives, totalling EUR 4.8 million. • Capital repairs were conducted on 1,116 freight wagons, totalling EUR 3.8 million.
2. Acquisition of electric locomotives	As part of the LTG Group's Electrification Programme, LTG Cargo acquires 17 electric locomotives. In 2024, purchases were completed and a contract under which new locomotives will be manufactured was concluded with the manufacturer Stadler Valencia from Spain. At the beginning of 2025, an advance payment was made, and the design of the locomotives commenced. The electric locomotives will replace old diesel locomotives and ensure environment-friendly freight transport on the electrified railway corridor Kena–Vilnius/Vaidotai–Radviliškis–Klaipėda. It is expected that operation of the new electric locomotives on the Lithuanian rail network will begin in 2027.
3. Renewal and development of the fleet of freight wagons	• To meet the need of the Lithuanian companies for transportation of grain by rail, 500 units of new wagons for transportation of grain (grain wagons) are being purchased. In 2024, procurements were completed, and wagon production and deliveries began. During the first half of 2025, 442 wagons were delivered. The project is scheduled to be completed by the end of 2025. • During the renewal of depreciated fleet of semi-wagons, the purchase was made and a contract for the purchase of 200 new semi-wagons was signed in 2024. During the first half of 2025, 78 wagons were delivered. The project is scheduled to be completed by the end of 2025.
4. Other projects	• The project Construction of the Depot for Rolling Stock Repairs in Vaidotai of LTG Cargo is being implemented. The technical design is being finalised as part of the design contract signed in 2023. With the establishment of a new facility near Vaidotai railway station, it is planned to phase out the outdated repair facilities in Vilnius city center. The aim is to make the new base suitable for servicing electric locomotives currently being acquired and to increase the efficiency of locomotive repairs. • The project for replacement of Locomotive Safety Systems (LSS) is implemented. It is planned to replace unsafe Russian-made KLUB-U systems currently used in 44 mainline locomotives and 67 shunting locomotives. In the first half of 2025, the implementation began on the first locomotives, and the entire program is planned to be completed by 2027.

Investments in freight transportation activities planned for the near future

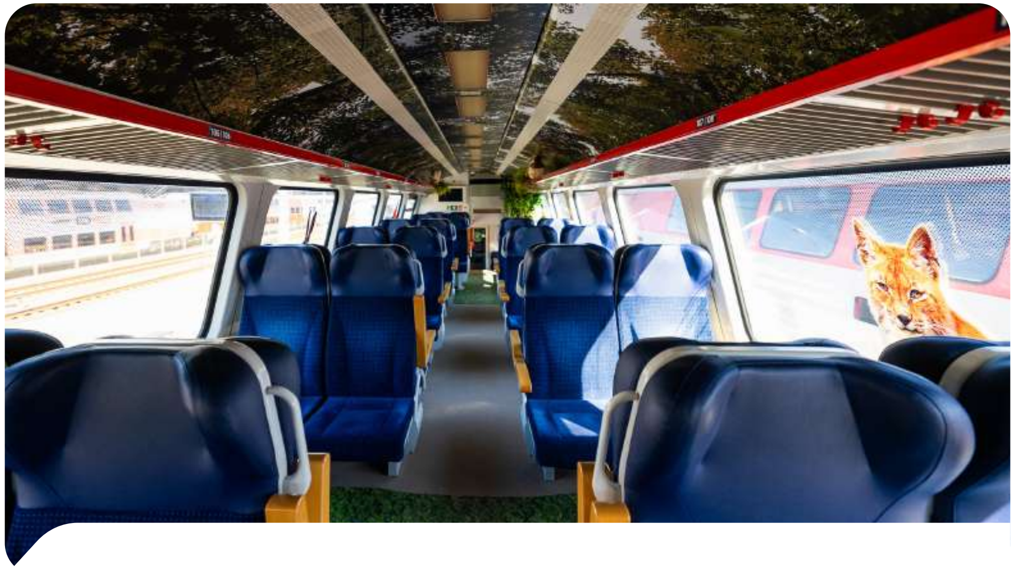
- Projects started in the reporting period and not yet completed are being continued, the most important being: **Electric Locomotive Acquisition** and **Rolling Stock Repair Depot Construction Project in Vaidotai**.
- Upkeep programmes for the 1,520 mm rolling stock (locomotives and freight wagons) currently in service are being implemented.
- Renewal of the depreciated fleet of freight wagons, in particular the acquisition of new grain wagons and semi-wagons is continued.
- The project for replacement of locomotive safety systems is continued.
- Investments in the continuity of LTG Cargo Polska's operations (European rolling stock) are continued.
- Smaller-scale projects are being carried out, including depot renovation and modernization works, the implementation of a new Order Management System, the creation of a condition-based locomotive repair system, and others.
- Plans are made to invest in the Ukrainian railways business.

Investments in passenger transportation activities

Key projects / groups of projects	Work carried out in H1 2025
1. Rolling stock repairs	In order to ensure that the passenger trains are prepared for the implementation of the public-service contract concluded with the Ministry of Transport and Communications of the Republic of Lithuania: • Operating passenger trains are being upgraded. EUR 7.4 million were spent on overhaul repairs of passenger trains during the first half of 2025, 27 passenger wagons were repaired; • Replacement units/assemblies intended for train repairs were acquired.
2. Acquisition of electric passenger trains	The LTG Group is implementing the project for acquisition of new electric passenger trains as part of its railway electrification programme. In June 2023, LTG Link signed a contract with Standler Polska, the Polish subsidiary of the Swiss train manufacturing group Stadler Rail, for purchase of 15 electric trains (including 6 battery-powered electric trains). These trains will replace a number of LTG Link's end-of-life diesel trains. The new trains will allow ensuring environmentally friendly transportation of passengers on electrified lines, and replacement of diesel trains with battery-electric trains on individual routes that are not fully electrified. They will be more efficient, adapted to the needs of people with disabilities and will provide a higher level of comfort for passengers. 2024 marked the completion of train design, initiation of production, and an advance payment. New train testing will begin 2025. Passenger service with the new trains is scheduled to commence in the second half of 2026.
3. Other projects	• The Optimisation Project of Passenger Rolling Stock Bases project is underway to accommodate new electric trains, enhance maintenance efficiency, and address environmental concerns, etc. Design work continues under the contract signed in late 2023. The reconstruction of the existing depot in Naujoji Vilnia will enable the release of passenger train maintenance territories and buildings in Vilnius city (adjacent to Vilnius station). • A project to upgrade locomotive safety systems (LSS) across the passenger train fleet is in progress. The unsafe Russian-made KLUB-U systems currently in service have to be replaced in 35 passenger trains. System replacement work began in 2025, with equipment replaced in 3 trains.

Investments in passenger transportation activities planned for the near future

- Projects initiated during the reporting period and still ongoing include two key initiatives: **Acquisition of Electric Passenger Trains** (the first trains are scheduled to be manufactured and testing to begin in 2025), and **Optimisation of Passenger Rolling Stock Bases** (in 2025, existing maintenance facilities are planned to be adapted for the new trains and the design work for depot expansion is expected to be completed).
- The project for replacement of Locomotive Safety Systems (LSS) is continued.
- Continuation of scheduled maintenance programme for the existing passenger trains.
- Preparation for investments into operations on Rail Baltica line.
- Plans also include the implementation of a new on-board passenger information system; the installation of remote train condition monitoring systems; the implementation of door-to-door programme projects; and the development of other new initiatives aimed at improving the quality of passenger carriage services and increasing operational efficiency.



2.5. Dividends

The payment of dividends by state-owned enterprises and the amount of profit distributions is governed by Resolution No 665 of 6 June 2012 of the Government of the Republic of Lithuania ‘On approval of the procedure for exercising pecuniary and non-pecuniary rights of the state in state owned enterprises’, and the amendments thereto (link).

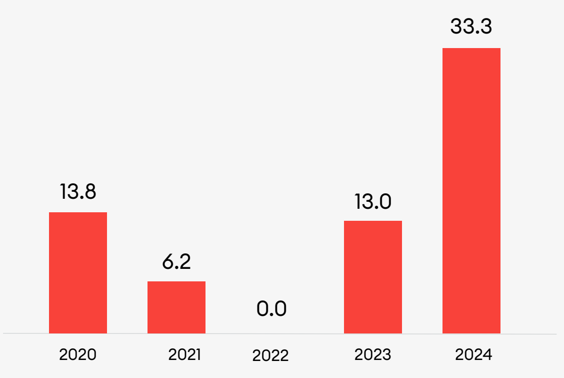
Allocation and payment of dividends of the LTG Group companies are regulated by the Dividend Policy of LTG Group prepared on the basis of the above resolution. The Dividend Policy is publicly available on the Company’s website (link).

The procedure for calculation and payment of dividends of AB LTG Infra, which performs the functions of the Public Railway Infrastructure Manager, is additionally regulated by the Description of the Procedure for Calculation and Use of the Public Railway Infrastructure Manager's Performance Results (including further amendments), approved by Order of the Minister of Transport and Communications of the Republic of Lithuania No. 3-289 of 6 June 2022 (link), which has been drawn up in accordance with the provisions of the Railway Transport Code of the Republic of Lithuania.

Allocation of dividends for the financial year is planned taking into consideration the ration of return on equity (ROE) for the reporting period of the company of the Group. The relation between the share of profits to be distributed as dividends and ROE ratio is provided in the table.

Company’s ROE indicator (%)	Portion of distributed profit allocated to dividends (%)
≤ 1	≥ 85
> 1 and ≤ 3	≥ 80
> 3 and ≤ 5	≥ 75
> 5 and ≤ 10	≥ 70
> 10 and ≤ 15	≥ 65
> 15	≥ 60

Dividends allocated by LTG to the shareholder, EUR million



The share of profits distributed as dividends for the period which is shorter than the financial year must be at least 60% of the distributable profit of the company of the Group.

The Company’s Board may propose to the shareholder to set a lower or higher portion of profit for dividend distribution or propose not to distribute them, taking into account the conditions and circumstances listed in the Dividend Policy.

Under Order No. 3-183 'Regarding Approval of a Set of Financial Statements of 2024 and a Set of Consolidated Financial Statements of 2024 of the public limited liability company Lietuvos geležinkeliai and Allocation of Distributable Profit (Loss) for 2024' of the Minister of Transport and Communications dated 30 April 2025, the annual financial reporting of AB Lietuvos geležinkeliai for the year 2024 was approved, and profit of 2024 was distributed for payment of dividends in the amount of EUR 33.3 million.

In the reporting period, the following dividends for the results in 2024 were allocated and paid by the companies of the LTG Group to the parent company AB Lietuvos geležinkeliai (shareholder): AB LTG Cargo – EUR 13.9 million, UAB LTG Link – EUR 12.4 million, associated company UAB voestalpine Railway Systems Lietuva – EUR 0.4 million.

Governance report

Back to content

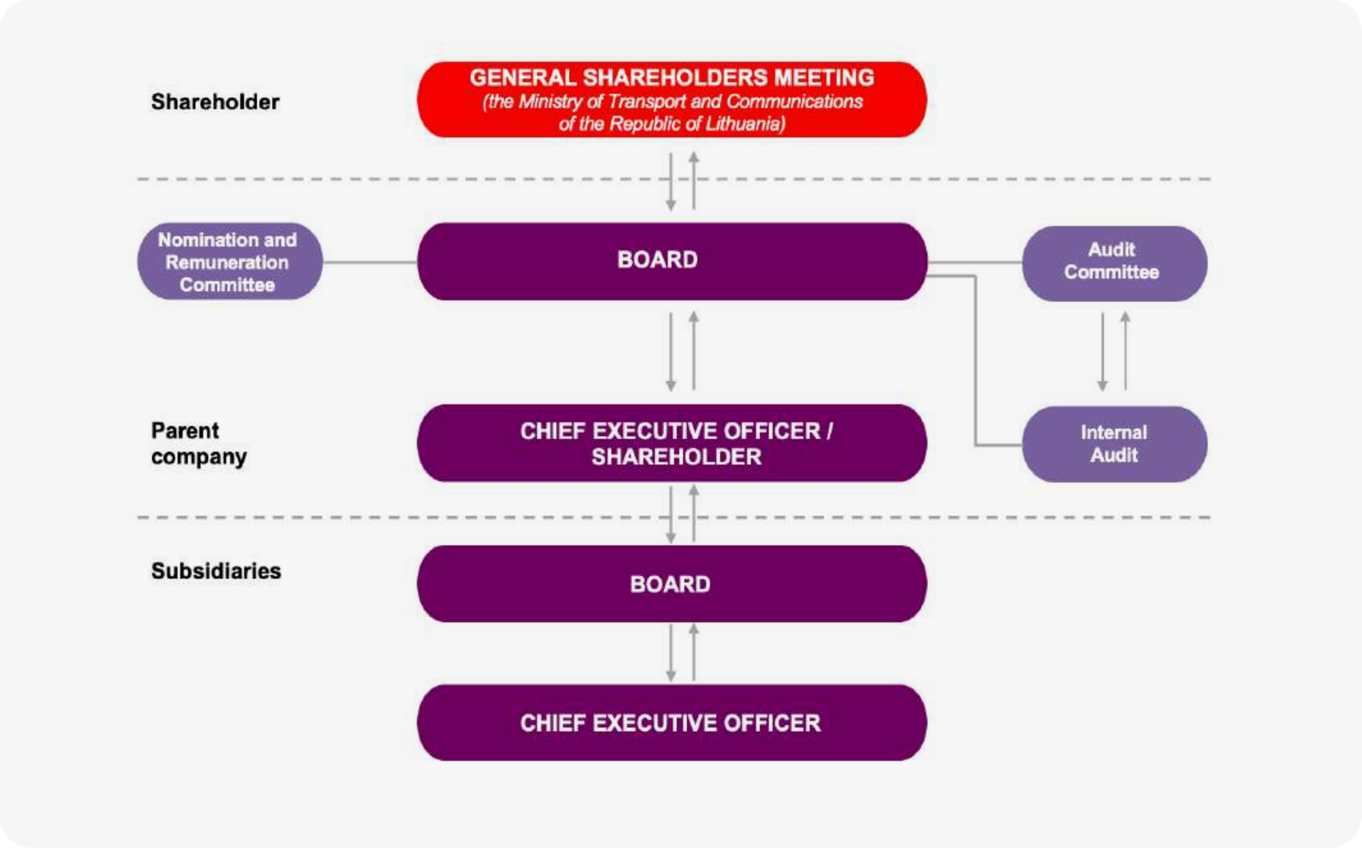
3.1. Review of governance

Governance model

The **governance model** of the LTG Group i**s centralised**: parent the management bodies of the parent company (LTG) consider and approve the Group's consolidated strategy, consolidated business objectives, the indicators against which they are measured and the targets to be achieved, consolidated budget and operating plan. Although the law and the Articles of Association do not provide for direct management powers of LTG over the subsidiaries, LTG establishes rules and procedures for coordination, supervision and/or control of the activities and functions of the Group's companies. It also establishes policies and rules applicable in the Group, acts as an active shareholder and exercises its rights properly.

As part of the LTG Group, LTG's subsidiaries are responsible for the execution of core activities and the achievement of defined performance targets. In order to achieve their objectives and to ensure proper management, the subsidiaries act independently in their activities, take appropriate decisions and ensure accountability and responsibility for performance.

LTG Group applies the **functional leadership** model which means that added value is created by centralising business support (corporate) functions, consolidating competencies and introducing functional excellence. The parent company and newly established Group company LTG Kompetencijų centras coordinates financial, legal, planning and monitoring, human resources, risk management, auditing, technology, communications and other general areas of the companies of LTG Group, within the framework of common policies, regulations and norms applicable to all companies of LTG Group. Each corporate function or activity has an assigned function or activity owner who is responsible for the planning, organisation, implementation and control of the area under his/her responsibility.



The corporate governance of the LTG Group focuses on creation of a long-term value and ensures proper representation of the shareholder, alignment of interests of the parties concerned, refining of interaction among the management bodies and structural units of the LTG Group, implementation of management and control functions. Effective and well-balanced corporate governance establishes stable, clear and comprehensible mutual relations, increases attractiveness of the LTG Group to shareholders, customers, partners, employees, the society, and creates preconditions for growth of value and sustainable development of the LTG Group in a long-term perspective.

Group's management structure

The corporate governance structure of the LTG Group consists of the bodies of the companies and committees formed by the LTG Board (hereinafter referred to as the Committees of the Board).

Governance principles

The corporate governance of the LTG Group is organised according to the following principles:

- **Openness and transparency of activities** – applied to ensure disclosure of accurate, comprehensive, and timely information about LTG Group by making public disclosures (financial, business, governance) as required by the RoL legislation. The Group companies seek to increase transparency in pursuing all their activities and in implementing their strategic goals, and public disclosures are made in a clear, accurate and understandable manner so that the shareholder and all stakeholders receive the correct information.
- **Compliance of corporate governance with the legal framework and its efficiency** – applied to ensure that LTG Group's governance model and structure comply not only with mandatory legal requirements, but also with the best corporate governance practices. LTG should continuously seek to keep a balanced approach between the allocation of powers and the application of controls within the Group and to become a role model for corporate governance practices.
- **Meeting the expectations of shareholders** – applied in seeking the growth of business value and the yield from dividends or profit contributions to the state budget, the ensuring of strategic national interests and implementation of strategic projects, in setting the shareholder's expectations of LTG Group with regard to the strategic directions of activities, in reaffirming clear goals and principles of operation and sustainable development (the letter of expectations from the authority exercising the rights and duties of the shareholder – the Ministry of Transport and Communications of the RoL).
- **Engagement with and role of stakeholders** – applied by recognising the expectations and rights of the stakeholders as established in legislation or mutual agreements, as well as by fostering active cooperation between LTG Group and the stakeholders to create added value.
- **Effective and efficient risk management and internal control system** – applied by ensuring the transparency, effectiveness and efficiency of risk management and internal control systems.
- **Clarity and sustainability of goals** – applied by setting clear and transparent operational goals at the Group level, which are directed towards the achievement of the goals set out in the long-term strategy and towards long-term business success and growth. Successful achievement of the long-term goals is largely determined by the collegial governing bodies acting in a highly professional manner for the purpose of ensuring the effectiveness and strategic direction of the Group's management at all levels of governance, and therefore a particular focus is given to their formation, composition, role, and powers.
- **Responsibility and accountability of the governing bodies** – applied by ensuring that the governing bodies of LTG Group or of the independent companies properly perform their functions, actively exercise their rights, and properly discharge their duties, and are accountable to and act in the legitimate interests of shareholders. In their activities the governing bodies and the management observe the principles of ethical business practices, mutual respect, fairness, impartiality, loyalty, and integrity.

3.2. Internal regulation

Corporate Governance of the LTG Group is organised in accordance with the legislation of the Republic of Lithuania regulating the management of companies, including the state-owned enterprises, EU legal framework, and is based on the good governance practices outlined in the OECD Guidelines on Corporate Governance of State-Owned Enterprises and the OECD Principles of Corporate Governance, documents of the Baltic Institute of Corporate Governance defining the good practices and principles of corporate governance as well as the Corporate Governance Code for the Companies Listed on NASDAQ OMX Vilnius.

The LTG Group's corporate governance is also regulated by internal documents: Articles of Association of the LTG Group, rules of procedure of the Boards of the Group companies, operating regulations of the committees of the LTG Board, rules of procedure of the LTG functional committees, policies of the LTG Group, and other documents adopted at the Group level.

Articles of association

During the reporting period, the Articles of Association were not amended.

The effective version of the Articles of Association of Company is available at the Company's website Governance section.

Operating policies of the Company

During the reporting period, the following operational policies were approved by the Company's Board and introduced by the LTG Group:

- **The updated Procurement Policy** aims to define the key principles and objectives of procurement activity management, ensuring that procurements are conducted in accordance with high quality standards, promoting competition, innovation, sustainability, and efficient use of resources. It also ensures that inventory is managed following best practices and methods of inventory management.
- **The National Security Compliance Policy** aims to establish LTG group's strategic and unified approach to ensuring compliance with national security requirements. This arises from the status of LTG group of companies, whose respective companies are considered important for ensuring national security, and the resulting obligation to operate in accordance with national security interests.

The policies approved by the LTG Board are publicly available on the Company's website Governance section.

3.3. Management bodies of the Company

The following bodies of the Company are provided in the Company's Articles of Association:

- The General Meeting of Shareholders.
- The Board.
- The Head of the Company (CEO).

Detailed information on the governance of LTG Group is provided in the Consolidated Annual Management Report for 2024 and on our website.

- Shareholders' competences and expectations
- Functions and competencies of the members of the collegial bodies and the Company's manager, selection criteria, management of conflicts of interest, remuneration, education, experience and positions held, and other relevant information
- Recognitions of governance

General meeting of shareholders

The General Meeting of Shareholders is the supreme body of the Company, which shapes the Company's management and supervisory structure, and approves the highest-value transactions of the Group companies. The competence of the general meeting of shareholders, the procedure of its convening as well as resolution-passing is established by the Law on Companies, other legislation as well as in the Articles of Association of the Company.

The sole shareholder of LTG is the Republic of Lithuania the rights and obligations whereof are implemented by the Ministry of Transport and Communications, which adopts the main decisions related to implementation of the ownership rights and obligations.

Board

The Board is a collegial governing body consisting of 7 members as set out by the Company's Articles of Association. The members of the Board are elected by the General Shareholders Meeting for a term of 4 years in accordance to the legislation of the Republic of Lithuania. The Board elects the chairman from among its members. More than a half of Board members shall not have employment relationships with the Company. The number of terms of office of the Board Member is not limited.

During the reporting period, the Board of the Company consisted of 7 members, thereof 5 members are independent, and 2 members are delegated representatives of the shareholder.

Independent board members are elected following the Description for Selection of Candidates to the Board of the State-Owned or Municipality-Owned Enterprise and to the Collegial Supervisory or Management Body Elected by the General Meeting of Shareholders of the State-Controlled or Municipality-Controlled Enterprise (the Description for Selection), approved by Resolution No 631 of the Government of the Republic of Lithuania of 17 June 2015 (with subsequent amendments). When forming the Board, the provisions of the Description for Selection regarding versatility of competences of the Board members, requirements for compliance with general and special requirements are followed.

According to the Articles of Association of the Company, a person who is not eligible for serving as the Board member according to the legislation shall not be elected as the Board member. Each candidate to the Board member shall inform the General Shareholders Meeting electing him of his title and place of employment, how his other activity is related to the company and other legal entities related to the company.

The Board is accountable to the General Meeting of Shareholders.

The competence of the Board is in line with the competence of the Board provided for by the Law on Companies and other laws, additional competence Articles of Association of the Company.

The term of office of the Board: 20/07/2021 – 20/07/2025.

During the reporting period, neither member of the Board held shares of the LTG Group companies.

The composition of the Board has not changed over the reporting period.

During the reporting period **8 meetings of the Board** took place.

After the reporting period, on 21 July 2025, a new LTG Board was approved, and it consisted of three independent members–Tomas Zdanavičius, Michael Fohrer, and Peter Nielsen – and two members delegated by the Ministry of Transport and Communications – Saulius Kerza and Agnė Amelija Mikalonė. The selection for two additional independent board members will be announced again.

Composition of the Company's Board

KĘSTUTIS ŠLIUŽAS
Chairman of the Board, Independent Board Member from 20/07/2021
End of the term of office: 20/07/2025

EUGENIJUS PREIKŠA
Independent Board Member from 20/07/2021
End of the term of office: 20/07/2025

DR. AURIMAS VILKELIS
Independent Board Member from 20/07/2021
End of the term of office: 20/07/2025

BERNARD GUILLELMON
Independent Board Member from 20/07/2021
End of the term of office: 20/07/2025

DALIA ANDRULIONIENĖ
Independent Board Member from 20/07/2021
End of the term of office: 20/07/2025

ROMAS ŠVEDAS
Board Member delegated by the shareholder from 20/07/2021
End of the term of office: 20/07/2025

AGNĖ AMELIJA MIKALONĖ
Board Member, civil servant from 20/07/2021
End of the term of office: 20/07/2025

Committees of the Board

According to the Articles of Association of LTG, seeking for efficient fulfilment of its functions and duties the Board adopts decisions to set up committees which are advisory bodies of the Board for relevant matters falling within the competence of the Board. In accordance with their competence the committees submit their conclusions, opinions and proposals to the Board of LTG, and the Nomination and Remuneration Committee also submits them to the Chief Executive Officer of LTG.

The committee shall consist of no less than 3 members. The Board members and other persons, who are not the Board members, can be appointed as members of the committee. Chairman of the committee shall be an independent member of the Board.

Members of committees are appointed and removed by the Board. Chairmen of committees are elected by members of committees. A committee is set up and its members are appointed for a period no longer than the term of office of the Board. The number of terms of office of committee members is not limited.

During the reporting period, the following committees of the Board existed in the Company:

- Audit Committee.
- Nomination and Remuneration Committee.

Audit Committee

The Audit Committee operates as an advisory body of the LTG Group, the main objective of which is to submit conclusions, proposals regarding functioning of external and internal audit, risk management and control systems in the LTG and its subsidiaries to the Board of LTG.

The Audit Committee operates as an advisory body of the LTG Group, which, inter alia, executes the functions of the audit committee of the subsidiaries, as described in the operating regulations of the Audit Committee.

Nomination and remuneration committee

The Nomination and Remuneration Committee is an advisory body of the LTG Board, the main objective of which is to submit conclusions, opinions, recommendations and proposals to the Board of LTG, in respect of such issues as election of the LTG CEO and establishment of the LTG remuneration policy as well as selection of members of governance bodies of the Group's subsidiaries.

Composition of the Audit Committee

During the reporting period, the Committee consisted of 4 members:

- **Eugenijus Preikša** – Chairman of the Committee.
- **Dr. Aurimas Vilkelis** – Member of the Committee.
- **Bernard Guillelmon** – Member of the Committee.
- **Romas Švedas** – Member of the Committee.

The term of office of the Audit Committee started on: 23/08/2021. End of the term of office: 20/07/2025.

All members of the Audit Committee are members of the LTG Board.

None of the members of the Audit Committee had shares of the companies of the LTG Group.

There were no changes in the composition of the committee during the reporting period.

During the reporting period, **9 meetings of the Audit Committee** were held.

Composition of the Nomination and Remuneration Committee

During the reporting period, the committee consisted of 3 members:

- **Dalia Andrulionienė** – Chairwoman of the Committee.
- **Kęstutis Šliužas** – Member of the Committee.
- **Agnė Amelija Mikalonė** – Member of the Committee.

The term of office of the Nomination and Remuneration Committee of LTG started on: 23/08/2021. End of the term of office: 20/07/2025.

All members of the Nomination and Remuneration Committee are members of the Board of LTG.

Neither member of the Nomination and Remuneration Committee held any shares of the LTG Group companies.

There were no changes in the composition of the committee during the reporting period.

During the reporting period **6 meetings of the Nomination and Remuneration Committee** took place.

Information on the attendance of the meetings of the Board, of the Audit Committee and of the Nomination and Remuneration Committee in the first half of 2025

Name, surname of the member	Meetings of the Board	Meetings of the Audit Committee	Meetings of Nomination and Remuneration Committee
Number of meetings (including external meetings, written vote in advance)	**8**	**9**	**6**
KĘSTUTIS ŠLIUŽAS	8	-	6
EUGENIJUS PREIKŠA	8	9	-
DR. AURIMAS VILKELIS	8	9	-
BERNARD GUILLELMON	8	9	-
DALIA ANDRULIONIENĖ	8	-	6
ROMAS ŠVEDAS	8	9	-
AGNĖ AMELIJA MIKALONĖ	7	-	6

3.4. Management

Head of the Company

The Chief Executive Officer (Head of the Company) – is a one-person management body of the Company who organises and manages daily operation of the Company in accordance with his/her powers. The competence areas of the CEO are defined by the Law on Companies of the Republic of Lithuania and the Articles of Association of the Company. Based on the Law on Companies, the CEO is elected for a 5-year term office by the Board of the Company, to which he/she is accountable. The same person may be appointed as the CEO for no more than 2 consecutive terms of office.

Egidijus Lazauskas has been holding the position of the CEO of AB Lietuvos geležinkeliai from 23 June 2022 (date of the beginning of the first 5-year term of office).

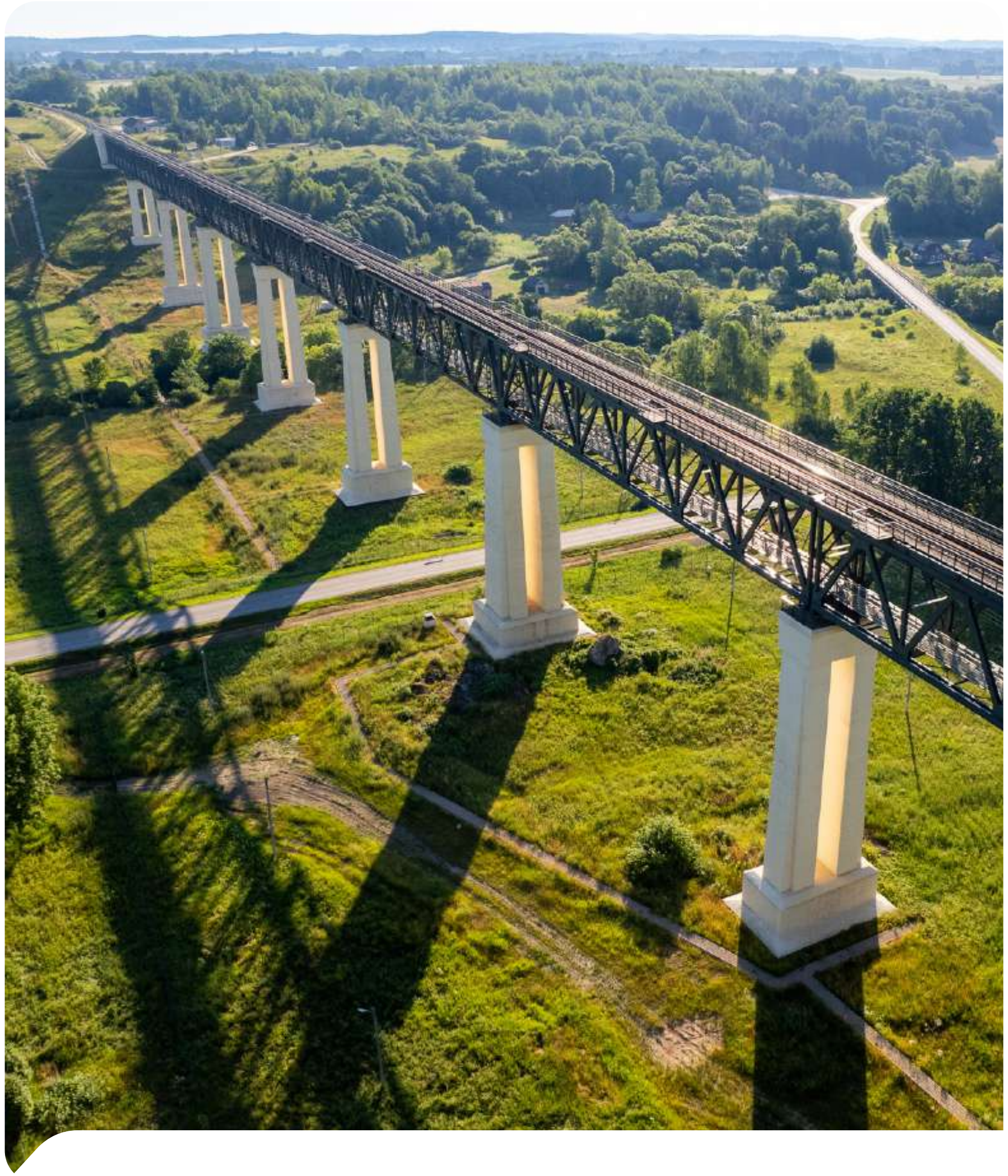
Previous experience

In 2017, E. Lazauskas became the Head of the Freight Transportation Directorate of AB Lietuvos geležinkeliai at the time. On 1 May 2019, he was appointed as the CEO of LG CARGO, a newly established freight transportation company of AB Lietuvos geležinkeliai, that had continued the activities of the directorate. In 2020, the company's name was changed to LTG Cargo.

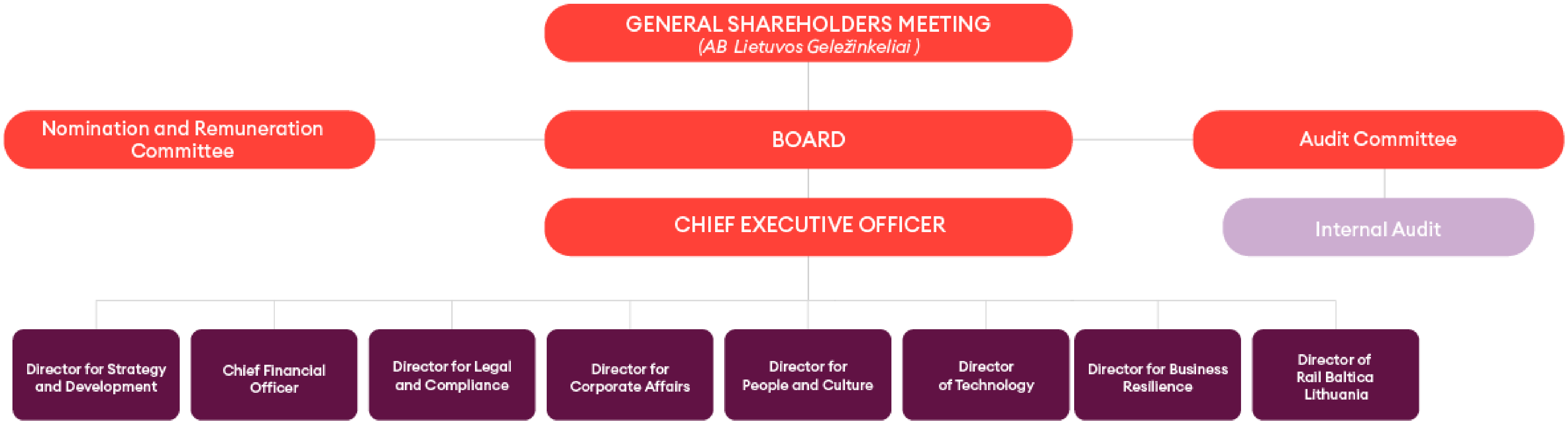
Before E. Lazauskas started working at the LTG Group, he led the infrastructure projects team at the company Ernst & Young Baltic. He has also led Lithuanian and international teams of experts working in the logistics sector, participated in the preparation of the feasibility study for the establishment of the Klaipėda Public Logistics Center, the Klaipėda Seaport development programme 2030, and, on behalf of the European Bank for Development and Reconstruction, prepared an analysis of investment projects in the transport sector of the Baltic countries.

Education

E. Lazauskas graduated from the Vilnius Gediminas Technical University (VGTU) with a bachelor's degree in environmental engineering in 1996. In 1997, he obtained a diploma in environmental engineering, VGTU.



Organisational structure of the Company



Management of the Company

EGIDIJUS LAZAUSKAS
Chief Executive Officer
Holds the position from 23 June 2022

IRMANTAS BERŽAUSKAS
Director for Legal and Compliance
Holds the position from 22 February 2022

GEDIMINAS ŠEČKUS
Director for Business Resilience
Holds the position from 1 February 2024

VYTAUTAS RADZEVIČIUS
Director for Strategy and Development
Holds the position from 11 April 2022

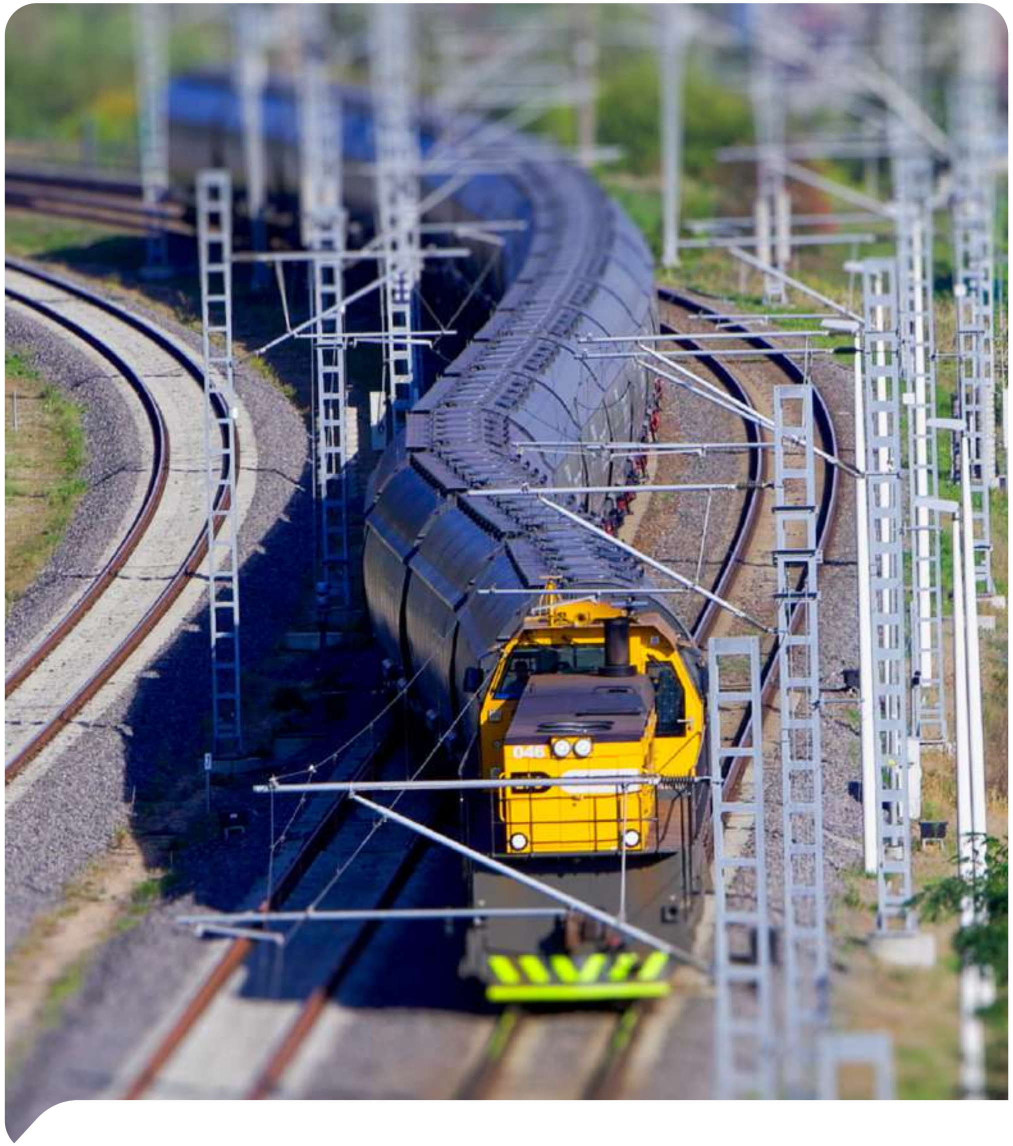
IRENA JANKUTĖ-BALKŪNĖ
Director for People and Culture
Holds the position from 10 July 2017

VYTAUTAS BITINAS
Director of Technology
Holds the position from 21 November 2022

ANDREJ KOSIAKOV
Chief Financial Officer
Held the position from 2 October 2017 to 6 June 2025

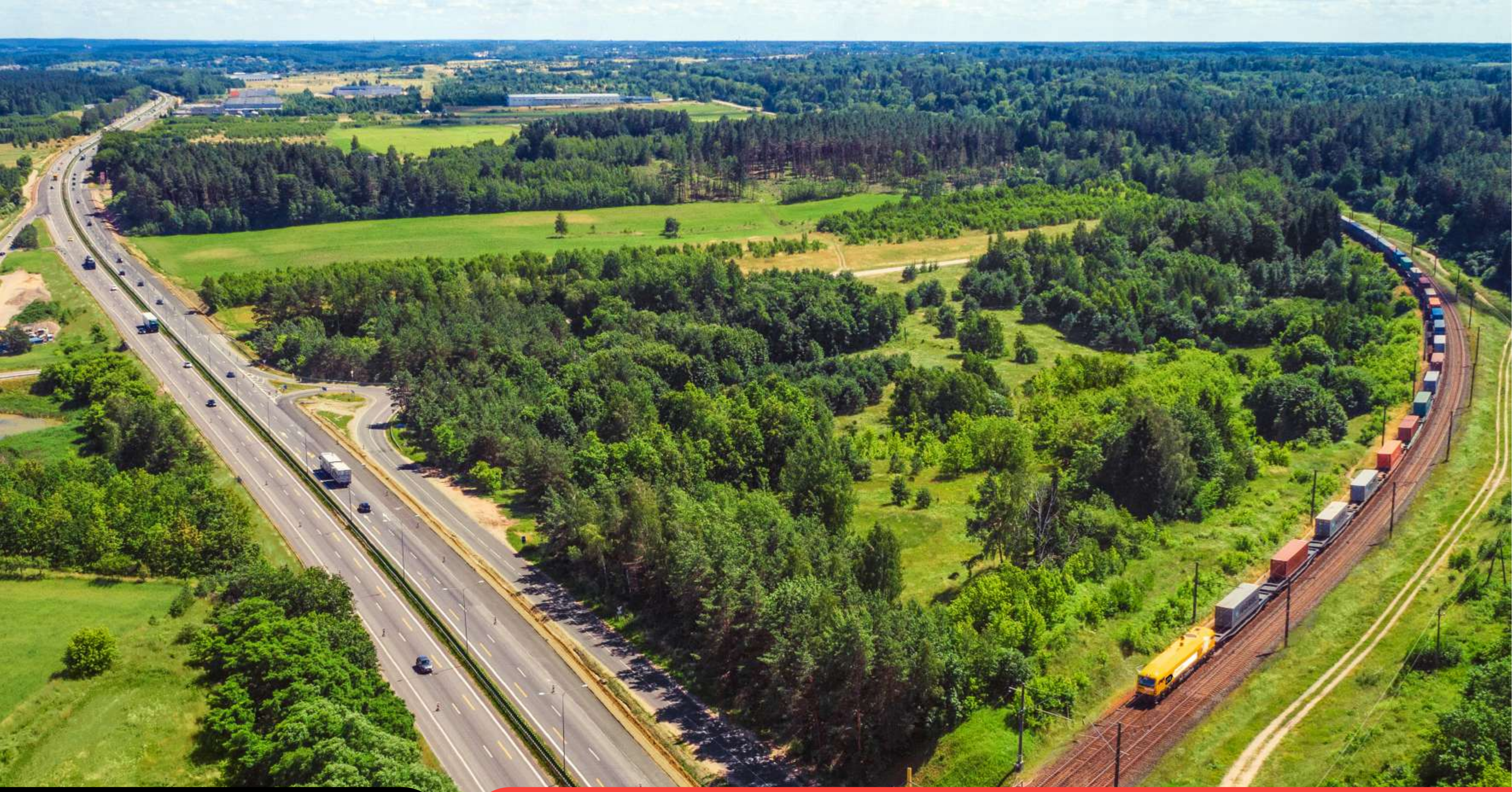
ALEKSANDRAS ZUBRIAKOVAS
Director for Corporate Affairs
Holds the position from 25 September 2023

ARENIJUS JACKUS
Director of Rail Baltica Lithuania
Holds the position from 17 October 2023



Management of interests

At the end of the reporting period, members of the LTG Board, members of the LTG Committees, the CEO and the Company's management have submitted declarations on private interests, which can be found in the Register of Private Interests of the Chief Official Ethics Commission. There have been no conflicts of interest between the members of the Board, the CEO and managers of the Company during the reporting period.



Remuneration report

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4.1. OVERVIEW

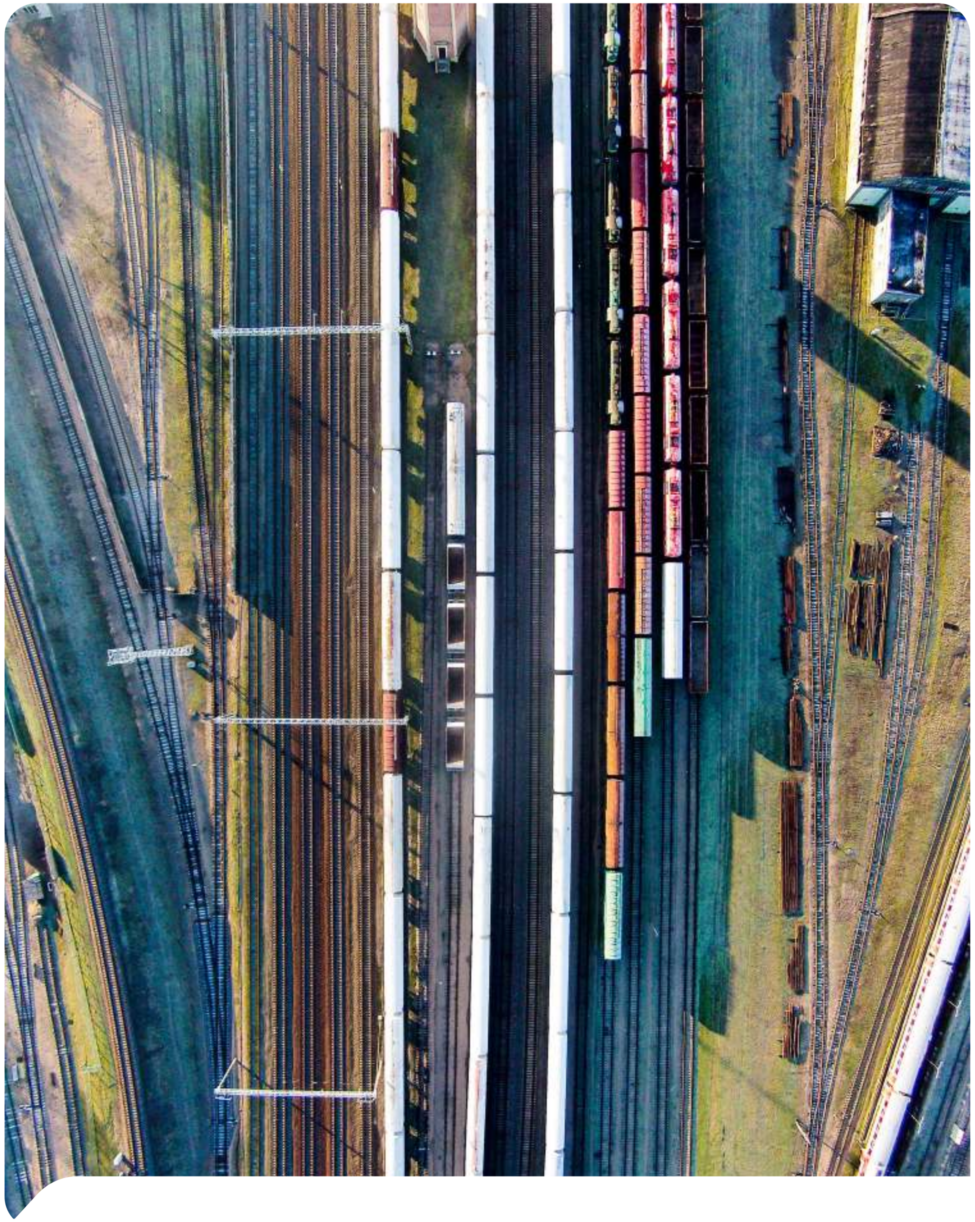
Relevant information on the issues of remuneration management of LTG Group is provided in the Consolidated Annual Management Report for 2024 and on our website.

- People and Culture Policy
- Remuneration Policy
- The principles for determining remuneration and additional benefits
- Principles and regulations for determining the remuneration of Company management bodies
- Implementation of LTG Group's annual targets for 2024

Key events related to employee welfare in the first half of 2025

- Starting from 1 February, the official transfer of employees from the parent company and their employment in the newly established LTG Group company, UAB LTG Kompetencijų centras, was carried out. The aim of this company is to ensure the continuous provision of general internal administration services to the Group companies.
- In April, discussions were held with trade union representatives regarding the implementation results of the Sectoral Collective Agreement in 2024. Topics such as wages, employee development, organisational culture, training, and work safety were thoroughly presented and discussed.
- From 1 April, the annual review of base salaries was implemented, resulting in an increase of the monthly base salary fund in the LTG Group by EUR 967 thousand or 8%. The salary increase, based on unified review criteria, was applied to 94% of employees.
- In April, following the decision of the LTG Board, bonuses amounting to EUR 8.8 million were allocated to employees for the results achieved in 2024.
- Based on the results of the 'Employee Voice' survey conducted in the autumn of 2024, which saw historically high employee participation (90%) and revealed a significantly increased engagement rate (83%), directions to enhance engagement were refined at the beginning of the year following organised discussions with employees. These directions include improving reputation, developing managers and strengthening leadership, increasing efficiency, enhancing working conditions and employee well-being, managing and recognising talent. Despite the high overall engagement rate, departments incorporated specific measures or initiatives into their plans for teams where lower engagement was identified.
- In April, a recognition program involving all LTG Group employees was launched to increasing employee engagement, which significantly influences organisational success. This program combined new and existing measures designed to recognise, nominate, and thank colleagues who, beyond their direct functions, actively share and implement ideas; are seen as examples of value-based behaviour; engage in activities that unite LTG Group colleagues, strengthen the dissemination of information about the Group, and other organisationally encouraged activities; are loyal and have faithfully walked alongside the organisation for several years. Employees who win nominations are awarded ePoints, which they can use in the MELP online store to purchase LTG brand products or choose from a wide range of other goods and services. The MELP platform not only provides access to the online store but also offers a wide selection of various discounts and has become a tool for tracking internal news and viewing all benefits provided to employees in one place.

- In May, reinforcing the principles of equality, diversity, and inclusion, which are part of the strategic direction for an inclusive organisational culture, the definition of a close family member was expanded to include partners and non-biological children. In June, LTG Group participated for the first time in the LGBTQ+ parade 'For Equality'. As part of the diversity awareness project, lectures were organised for all employees, and targeted training sessions were conducted for specific employee groups.
- A comprehensive internal communication campaign about the Transparency Line was carried out.
- Independently and in collaboration with the SOPA agency, DUOday was organised (a job shadowing initiative where companies and organisations open their doors to people with disabilities, inviting them to try new professions and job roles).
- In extending the supplementary health insurance contract and inviting employees to choose their preferred option, employees on child care leave were also included.
- Significant attention was devoted in the first half of the year to nurturing a feedback culture, aiming to create an open, collaborative, and continuously improving organisational environment. Employees were actively encouraged to provide feedback to one another, thereby strengthening mutual trust and awareness in daily activities.
- In expanding measures for strengthening responsible leadership and sustainable human resource development, all managers were invited to undergo a 360-degree leadership competency assessment, with the majority participating. The assessment was conducted using the internal SAP SF 360 feedback platform, aiming to provide quality and constructive feedback on leadership competencies, help identify strengths and areas for improvement, and develop individual development plans.
- Continuing the non-stop improvement initiatives, 17 remote lectures on topics such as mental health, sustainability, personal effectiveness, diversity, and inclusion were organized for employees during the first half of the year. Employees actively took advantage of the opportunity to participate in these sessions.
- The LTG Group companies actively participated in educational partner projects such as VILNIUS TECH Future Engineering, KTU Children's University, KTU Gifted, KTU Power of Habits, WANTED Summer, university and college career days, 'Career and Studies', and others.
- The 'Growing Leaders' program attracted even more participants than in previous years, with 49 students from Lithuanian universities interning at the LTG Group this year.
- A collaboration agreement was signed between the consortium, which includes the LTG Group, and MIT (Massachusetts Institute of Technology). LTG representatives, along with other consortium participants, visited MIT (Boston) and participated in the NALB forum and meetings with scientists from fields relevant to the Group, MIT laboratory representatives, and evaluated training and internship opportunities for employees and students, as well as remote learning possibilities. During the summer, two MIT students will undertake a two-month internship at LTG Group companies.



4.2. Remuneration of the Company's governance bodies

Remuneration of the Company's Chief Executive Officer

Direct remuneration of the parent company's Chief Executive Officer consists of:

- **Basic monthly salary.** The Company's Chief Executive Officer's basic monthly salary set out in the employment contract amounted to EUR 14,650 as at the end of the reporting period. During the period under review, the monthly base salary of the Company's general director has increased by 15% or EUR 1,910.
- **Annual performance incentives.** The annual variable remuneration (annual incentive) might be paid to the Company's Chief Executive Officer in addition to the basic monthly salary. The incentive scheme shall be approved by the LTG Board. According to the incentive scheme applied for the performance results for 2024, the level of achievement of LTG Group's annual goals had a 100% impact on the incentive payout. The Board of the LTG approves the structure of the annual goals of the LTG Group, also threshold values and benchmarks for their achievement and, at the end of the year, verifies performance against the goals and the possibility of paying the annual performance incentive. The maximum amount of the possible annual incentive is up to 30% of the annual basic salary. The maximum amount of monthly incentive, i.e. 1/12 of the annual incentive share for 2024, could not exceed EUR 3,822. A monthly portion (1/12) of the annual incentive paid to the CEO of LTG in April 2025 for achievement of the goals for the year 2024 amounted to EUR 3,134. The indicators of achieving the annual goals for 2024 are disclosed in the Strategy section of the Consolidated Annual Management Report for 2024.
- In addition to direct remuneration, the total remuneration package of the CEO of LTG includes measures defined by internal principles, creating added value to the employer, and **non-cash remuneration.**

Remuneration of the Company's Board and Committees

The principles for determining remuneration of the members of the Board and committees of the Company are disclosed in the Remuneration section of the Consolidated Annual Management Report for 2024. Information on the remuneration of the members of the Board, the members of the Committee and the CEO is also available on the Company's website, in the Governance section.

Remuneration paid to members of the Board and Committees of the Company in the first half of 2025

Name, surname of the member	Remuneration for the activities of the Board Member, EUR	Remuneration for the activities of the Audit Committee Member, EUR	Remuneration for the activities of the Nomination Committee Member, EUR
Kęstutis Šliužas	22,452	-	8,418
Eugenijus Preikša	16,842	12,630	-
Dr. Aurimas Vilkelis	16,842	8,418	-
Bernard Guillelmon	16,842	8,418	-
Dalia Andrulionienė	16,842	-	12,630
Romas Švedas	16,842	8,418	-
Agnė Amelija Mikalonė	8,418	-	no remuneration

** The remuneration is shown inclusive of all payable taxes and charges.*

4.3. Information on employees' remuneration

Indicators of the LTG Group

As at 30 June 2025, the number of active employees in the LTG Group was 5,720 (excluding those on parental leave, performing military service, or on long-term sick leave). Compared to the data as of 31 December 2024, the number of employees in the LTG Group changed insignificantly, i.e. increased by 17 employees or by 0.3%.

In addition to payment of additional annual incentives, the total **remuneration fund of the LTG Group** amounted to EUR 84.6 million in the first half of 2025 (excluding compensations for unused vacation, severance payments, accruals, capitalised salaries) and, compared to the first half of 2024, when it amounted to EUR 76.2 million, it increased by EUR 8.4 million. The average monthly salary increased across all LTG Group companies during the reporting period.

Having assessed the results of the LTG Group and its subsidiaries achieved in 2024, the annual **incentive fund** amounting in total to EUR 8.8 million was distributed to employees of the LTG Group in April 2025.

Number of employees of the LTG Group and average salary by companies

Group companies	30/06/2025						31/12/2024		31/12/2023	
	Number of employees			Average salary, EUR			Number of employees	Average salary, EUR	Number of employees	Average salary, EUR
	Total	Women	Men	Total	Women	Men				
AB Lietuvos geležinkeliai	214	84	130	3,341	3,412	3,281	733	3,216	738	2,908
AB LTG Cargo group of companies	1,737	445	1,292	2,471	2,262	2,545	1,793	2,322	1,852	2,098
UAB LTG Link	652	286	366	2,486	2,339	2,595	633	2,318	593	2,125
AB LTG Infra	2,398	755	1,643	2,287	2,272	2,294	2,353	2,119	2,418	1,920
UAB LTG Kompetencijų centras	527	311	216	3,539	3,353	3,815	1	1,017	-	-
UAB Geležinkelio tiesimo centras	193	20	173	2,507	2,965	2,469	194	2,320	227	2,130
UAB Rail Baltica statyba	3	1	2	3,749	-	-	3	3,614	3	3,668
Total**	**5,720**	**1,901**	**3,819**	**2,525**	**2,519**	**2,258**	**5,703**	**2,353**	**5,825**	**2,131**

**Due to tax differences in foreign countries where LTG Cargo has subsidiaries, only the average salary of LTG Cargo is presented, excluding the company's companies registered in foreign countries.*

*** In cases where the same employee works for several LTG Group companies, the number of unique employees is indicated at LTG Group level. Also, for confidentiality reasons, if a particular function group includes less than 5 employees of the same gender, the information on the average wage and the difference of the average wage are not disclosed.*

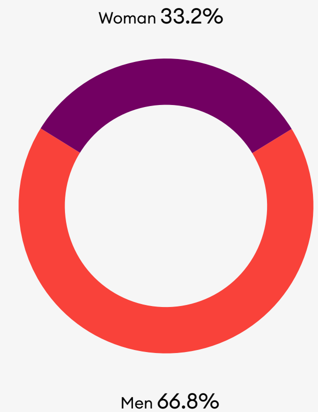
Number of employees of the LTG Group and average salary by general function groups

Function group	30/06/2025**						31/12/2024		31/12/2023	
	Number of employees			Average salary, EUR			Number of employees	Average salary, EUR	Number of employees	Average salary, EUR
	Total	Women	Men	Total	Women	Men				
CEO of the LTG Holding*	1	-	1	14,650	-	14,650	1	12,740	1	10,897
Managers Council of the LTG Holding*	11	4	7	10,027	-	9,471	12	9,107	12	8,308
Top-level management	41	16	25	7,547	7,440	7,626	43	7,116	42	6,584
Senior executives and specialists in exceptional fields	169	68	101	5,359	5,235	5,431	156	5,151	139	4,867
Middle-level managers and individual experts	695	320	375	3,692	3,655	3,724	637	3,494	587	3,231
Team leaders and experienced specialists	1,724	651	1,073	2,474	2,414	2,510	1,757	2,330	1,742	2,146
Specialists and experienced operational/service staff	1,972	522	1,450	2,233	1,916	2,350	1,963	2,214	1,567	2,067
Operational/service staff, qualified workers	1,107	320	787	1,697	1,676	1,705	1,134	1,641	1,735	1,538
Total	**5,720**	**1,901**	**3,819**	**2,525**	**2,519**	**2,528**	**5,703**	**2,353**	**5,825**	**2,131**

** Fixed remuneration at the end of the period.*

*** For confidentiality reasons, if a particular function group includes less than 5 employees of the same gender, the information on the average wage and the difference of the average wage are not disclosed. In addition, due to tax differences and for objective comparison reasons, the average salaries of the LTG Cargo subsidiaries registered in foreign countries are excluded.*

Distribution of the LTG Group's employees by gender in H1 2025, %



Company indicators

As at 30 June 2025, the parent company had 214 employees (excluding the employees on parental leave, military service, long-term incapacity). As compared to the data as of 31 December 2024, the number of employees in the Company decreased by 519 employees. The change was driven by structural changes within the Group: in February, functions providing shared services to Group companies were transferred from the parent company AB Lietuvos geležinkeliai to the Group company UAB LTG Kompetencijų centras, which was established at the end of 2024. Compared to the year 2024, the average monthly salary increased by 3.9% from EUR 3,216 to EUR 3,341.

Excluding the payment of additional annual incentives, the total **remuneration fund of the Company** amounted to EUR 6.5 million in the first half of 2025 and, compared to the first half of 2024, when it amounted to EUR 13.7 million, it decreased by EUR 7.2 million.

The scope of the annual **incentive fund** for 2024, distributed to the Company's employees in April 2025, amounted to EUR 1 million.

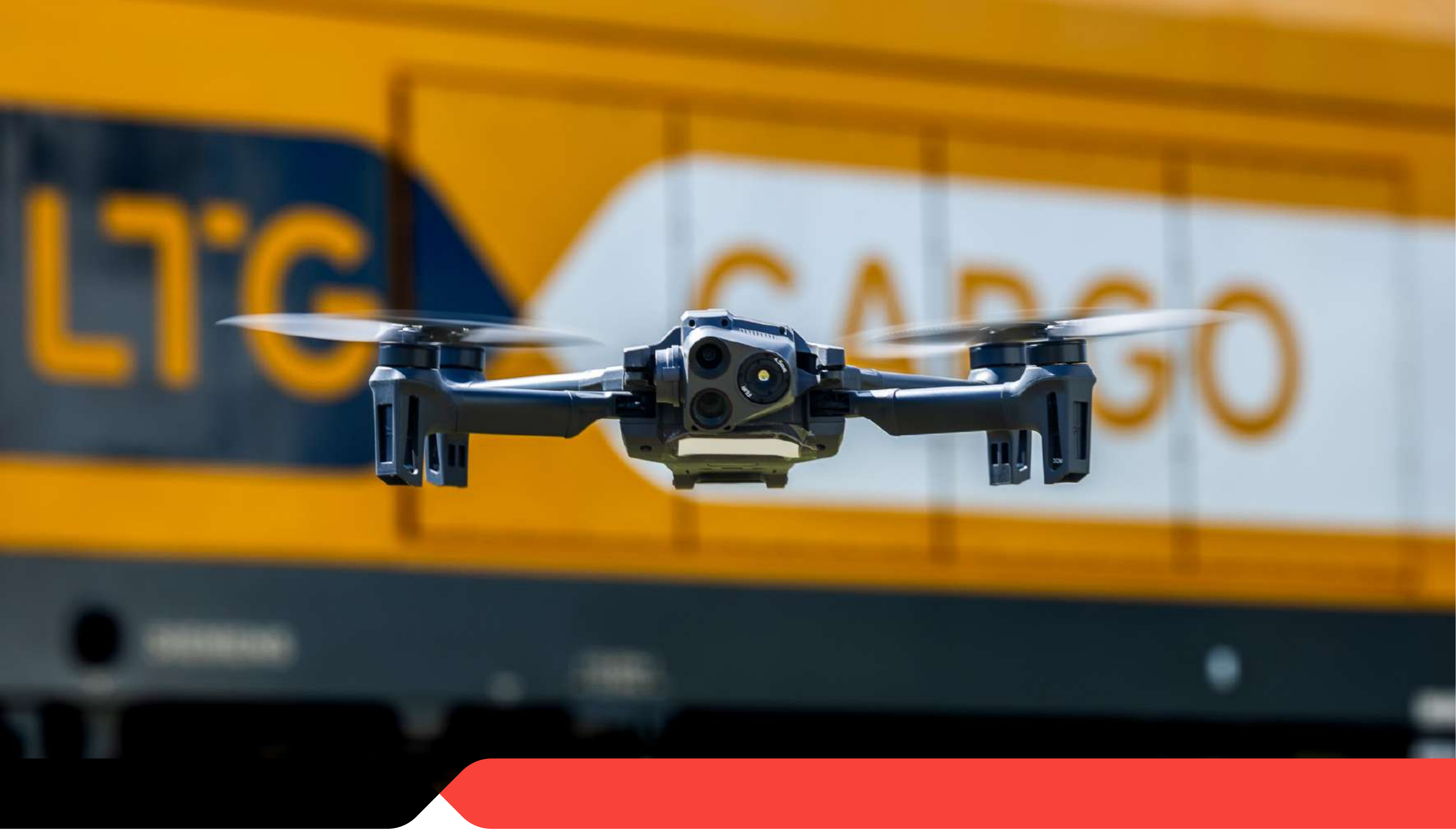
Distribution of the Company's employees by gender in H1 2025, %

Number of the Company's employees and average salary by general function groups

Function group	30/06/2025**						31/12/2024		31/12/2023	
	Number of employees			Average salary, EUR			Number of employees	Average salary, EUR	Number of employees	Average salary, EUR
	Total	Women	Men	Total	Women	Men				
CEO of the LTG Holding*	1	-	1	14,650	-	14,650	1	12,740	1	11,075
Managers Council of the LTG Holding*	6	1	5	9,100	8,900	9,140	8	8,623	8	7,905
Top-level management	9	3	6	7,188	7,204	7,178	19	7,027	17	6,666
Senior executives and specialists in exceptional fields	30	19	11	5,267	5,147	5,440	72	5,171	66	4,918
Middle-level managers and individual experts	51	32	19	3,605	3,563	3,666	270	3,604	268	3,342
Team leaders and experienced specialists	32	11	21	2,477	2,435	2,526	278	2,401	290	2,223
Specialists and experienced operational/ service staff	31	13	18	2,029	1,887	2,138	38	1,874	40	1,763
Operational/ service staff, qualified workers	54	5	49	1,842	1,639	1,848	48	1,704	48	1,582
Total	**214**	**84**	**130**	**3,341**	**3,412**	**3,281**	**733**	**3,216**	**738**	**2,908**

** Fixed remuneration at the end of the period. The detailed remuneration structure of the Head of the LTG holding is disclosed in the section Remuneration of the Company's Governance Bodies of the Remuneration Report. Having taken into account annual performance incentives, the actual average monthly salary of top-level managers amounted to EUR 11,102 in the reporting period of 2024.*

*** For confidentiality reasons, if a particular function group includes less than 5 employees of the same gender, the information on the average wage and the difference of the average wage are not disclosed.*



Risks and risk management

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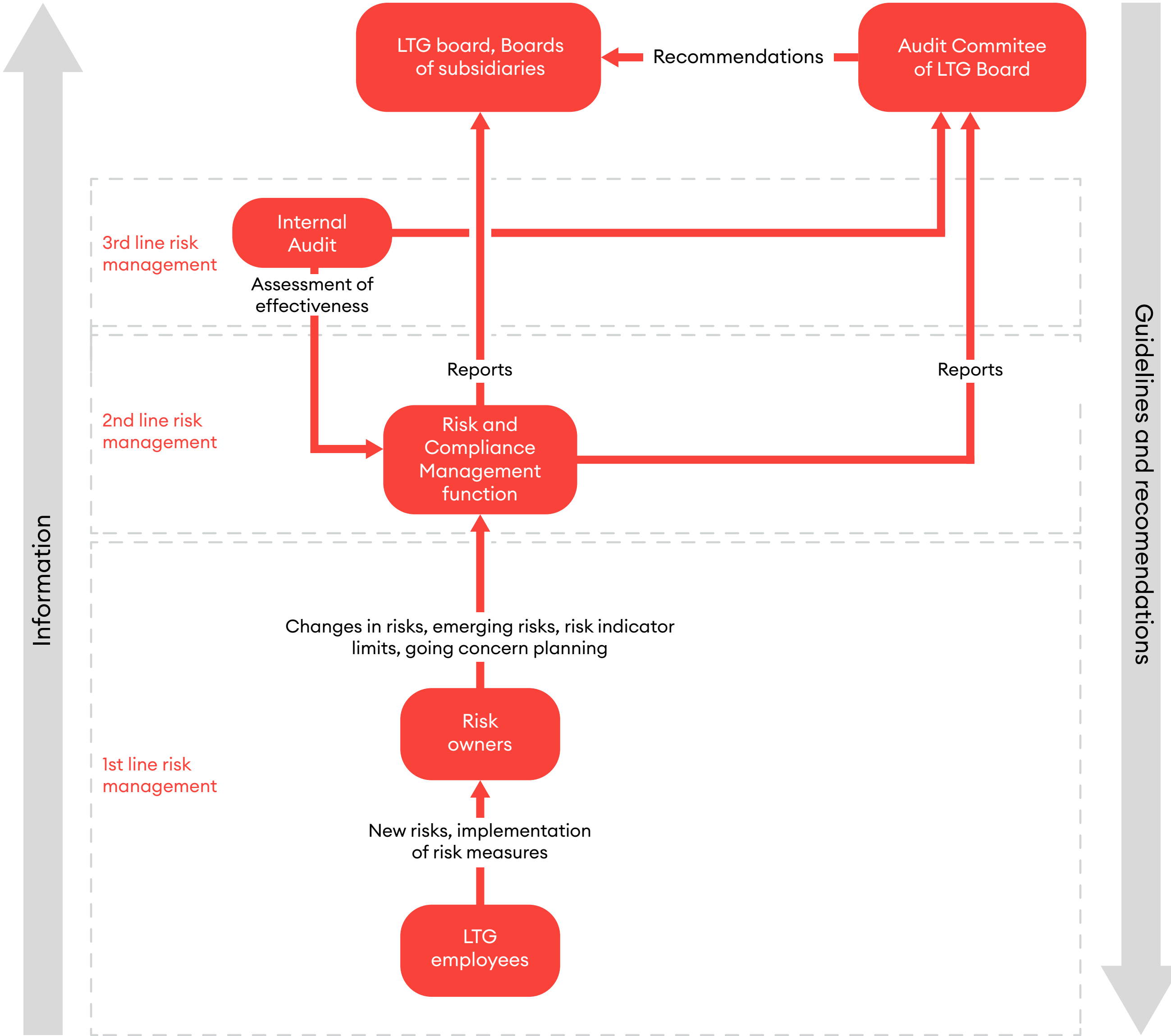
The Company applies and continuously improves the **unified risk management system of LTG Group**. It is defined in the LTG Group's Risk Management Policy, methodologies and process standards developed in accordance with the International Organisation of Standardisation (ISO 31000) and the Committee of Sponsoring Organisations of the Treadway Commission Enterprise Risk Management (COSO ERM).

In the LTG Group, the risk management responsibilities are allocated according to the ***Three Lines Model***. According to it:

- **1st line** risk management activities are carried out by heads and employees of LTG Group companies and LTG corporate functions who identify, assess and manage risks, and ensure the development of business continuity plans.
- **2nd line** risk management is carried out by LTG's Risk and Compliance Management function, which develops and refines the overall framework and carries out coordination and control activities, provides consultancy and education on methodological and expert risk management issues to the companies and business units operating in the 1st line of risk management, and prepares reports on risk management to top-level managers.
- **3rd line** risk management is performed by the Internal Audit Division of LTG, which carries out an independent assessment of the effectiveness of risk management levels 1 and 2, and provides insights and recommendations on improvement of the risk management system.

The Audit Committee of the LTG Board actively contributes and makes recommendations to the LTG Board on the improvement of the LTG Group's risk management and the risk management framework to ensure the internal control and oversight of the effectiveness of its business processes and the resolution of issues of the LTG Group.

The figure shows the Risk Management Framework, detailing the information flow path and the allocation of responsibilities.



Risks of the LTG Group are managed in stages. The overall periodic cycle consists of the following key steps:

1. Risk identification, analysis and assessment.
2. Developing of risk management plans.
3. Implementation of risk management plans.
4. Monitoring risk management.
5. Accountability and communication.

The level of identified risks is assessed by determining their likelihood and potential impact (considering financial, legal, reputational, business continuity and employee safety impacts) and assigning them to one of four risk categories (strategic, operational, financial, compliance). In this context, risk owners are selected for each of the risks and management/mitigation actions are required. The dynamics of risks and the progress in implementing the measures are monitored periodically on a quarterly basis.

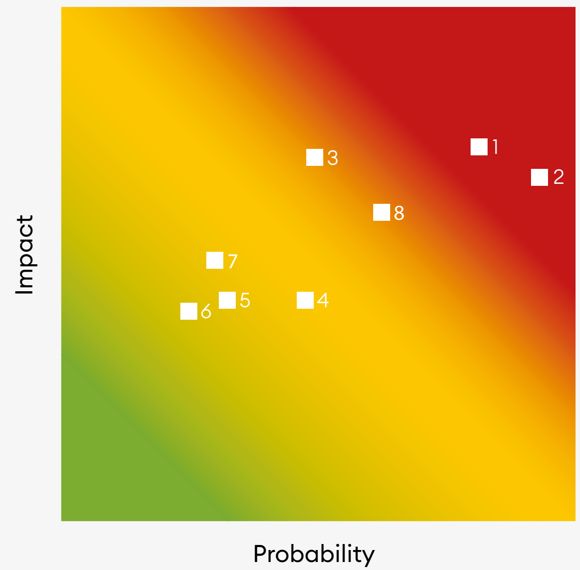
The periodic and timely dissemination of risk-related information is ensured by a well-established and settled reporting system. On a quarterly basis, the risk management status of each of the companies is reviewed in reports to the management boards of the subsidiaries and the LTG. The LTG Board is informed on a monthly basis about the risks exceeding the tolerance margin. Such a cyclical system not only helps to monitor the status of identified risks, but also provides an opportunity to discuss the emergence of new risks.

In the LTG Group, strategic decisions are made taking into account the experience gained, the identified and managed risks and resilience of the activities carried out, as well as the context of the external environment and related global factors.

Main risks of the LTG Group and their management measures

1. Risk of delays in strategic infrastructure projects.
2. Possible provocations in the context of hybrid threats.
3. Possible revenue fluctuations due to external factors.
4. Challenges of expansion in foreign markets.
5. Resilience of infrastructure and operations to climate change.
6. Third party risks.
7. Lack of critical competences due to the development of new technologies and the ageing of employees.
8. Risk of safety incidents.

Risk map



Risk	Main sources of risk	Potential impact	Basic risk management measures
Risk of delays in strategic infrastructure projects	• Failure to secure public funding • Low involvement of market participants • Delays by contractors	• Delayed implementation of projects • Reputational damage • Loss of EU funding	• Detailed planning of project execution • Timely communication with stakeholders • Monitoring of project implementation
Possible provocations in the context of hybrid threats	• Geopolitical situation • Activities of hostile states or groups • System vulnerabilities	• Cyber attacks • Operational disruptions • Spread of misinformation • Data theft	• Incident management and monitoring • Management of security vulnerabilities • Cooperation with authorities
Possible revenue fluctuations due to external factors	• Macroeconomic developments • Market dynamics • Geopolitical changes	• Financial impact • Going concern	• Ongoing monitoring • Search for effective solutions • Cooperation with authorities
Challenges of expansion in foreign markets	• Lack of technical operational compatibility • Compliance with local legal regulations	• Failure to achieve strategic objectives • Insufficiently rapid diversification of activities	• Consolidation of the customer service process • Ensuring quality control
Resilience of infrastructure and operations to climate change	• Increasing storms, precipitation, temperature fluctuations • Sudden onset of disasters	• Going concern • Financial losses for remediation	• Assessing the vulnerability of existing infrastructure to climate change and developing an action plan • Continuous updating and testing of business continuity plans
Third party risks	• Possible non-compliance with supplier/partner sanction requirements • Increased delivery times • Changes in prices of materials and raw materials	• Work delays	• Advance planning • Reallocation of resources • Sanction control and monitoring • Finding alternative suppliers • Rolling stock recovery programmes
Lack of critical competences due to the development of new technologies and the ageing of employees	• National labour market trends • Ageing of employees • Changing nature of work as new technologies emerge	• Potential impact on business processes	• Improvement of working conditions • Management of critical positions • Increasing the prestige of the position • Employer branding • Cooperation with educational institutions
Risk of safety incidents	• Failure to comply with work safety instructions • Unsafe behaviour of railway users *Inherent risks specific in the activity. These risks are managed with a strong focus applying continuous and systematic measures*	• Financial losses due to damage to rolling stock or infrastructure • Damage to reputation due to traffic/worker safety failures • Disruption of operations due to traffic acci-dents	• Periodic training and coaching • Safety system checks • Periodic monitoring of physical and technical security • Quality control inspections

Consolidated and the Company's Interim Financial Statements (unaudited),
prepared in accordance with IFRS accounting standards as adopted by the European Union,
for the six-month period ended 30 June 2025

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(all amounts in thousands of EUR unless otherwise stated)

6.1. Statements of financial position

	Notes	Group		Company	
		30/06/2025	31/12/2024	30/06/2025	31/12/2024
NON-CURRENT ASSETS					
Property, plant and equipment	5	2,429,735	2,352,608	8,895	20,899
Right-of-use assets	6	20,538	22,249	2,922	3,223
Intangible assets	7	30,527	31,215	5	7
Investment property	8	1,530	1,550	7,270	8,813
Financial assets		6,649	7,285	998,020	979,163
Investments	9	5,051	5,257	911,654	883,966
Loans to related entities	19	60	60	86,034	94,631
Trade and other receivables	12	1,538	1,968	332	566
Other non-current assets		93	97	-	-
Deferred tax assets		2,805	2,718	440	906
Total non-current assets		**2,491,877**	**2,417,722**	**1,017,552**	**1,013,011**
CURRENT ASSETS					
Inventories	10	36,107	37,849	1,391	11,151
Non-current assets held for sale	10	2,174	3,446	5,934	1,202
Contract assets		105	17	-	-
Loans to related and other companies	19	100	100	100,306	31,959
Other current financial assets	14	1,500	-	-	-
Trade and other receivables	12	94,854	50,828	29,825	12,498
Prepayments	13	8,028	7,942	8,457	8,497
Cash and cash equivalents	14	65,249	176,539	9,436	54,392
Assets of discontinued operations held for sale	11	-	-	17,098	28,647
Total current assets		**208,117**	**276,721**	**172,447**	**148,346**
TOTAL ASSETS		**2,699,994**	**2,694,443**	**1,189,999**	**1,161,357**

The accompanying explanatory notes are an integral part of these financial statements

(all amounts in thousands of EUR unless otherwise stated)

6.1. Statements of financial position (continued)

	Notes	Group		Company	
		30/06/2025	31/12/2024	30/06/2025	31/12/2024
EQUITY					
Authorised capital	15	1,059,282	1,059,282	1,059,282	1,059,282
Legal reserve	17	36,163	34,838	36,163	34,838
Other reserves	17	-	8,114	-	8,114
Currency translation reserve		(322)	(292)	-	-
Retained earnings (losses)		87,995	95,267	28,676	26,496
Total equity		**1,183,118**	**1,197,209**	**1,124,121**	**1,128,730**
LIABILITIES					
Non-current liabilities					
Grants	18	1,123,689	1,104,728	286	345
Loans and other borrowings	19	104,367	93,968	-	-
Lease liabilities	20	17,990	19,114	2,887	3,098
Employee benefits	21	7,225	6,376	52	133
Trade and other payables	23	26,963	20,370	-	-
Provisions	22	16,678	16,688	-	-
Deferred income tax liabilities		32,549	30,709	-	-
Total non-current liabilities		**1,329,461**	**1,291,953**	**3,225**	**3,576**
Current liabilities					
Loans and other borrowings	19	18,293	16,799	19,118	1,000
Grants	18	15,753	14,937	-	-
Lease liabilities	20	6,987	7,458	139	275
Income tax liability		3,917	5,188	588	778
Employee benefits	21	29,173	29,881	1,236	3,028
Trade and other payables	23	87,974	101,415	26,598	3,693
Contract liabilities		73	58	-	-
Prepayments received	24	25,159	29,282	6,021	9,829
Provisions	22	86	263	-	-
Liabilities held for sale	11	-	-	8,953	10,448
Total current liabilities		**187,415**	**205,281**	**62,653**	**29,051**
Total liabilities		**1,516,876**	**1,497,234**	**65,878**	**32,627**
TOTAL EQUITY AND LIABILITIES		**2,699,994**	**2,694,443**	**1,189,999**	**1,161,357**

The accompanying explanatory notes are an integral part of these financial statements.

The financial statements and the explanatory notes on pages 73–94 were approved and signed by:

Egidijus Lazauskas
Chief Executive Officer

Odeta Antanavičiūtė
Head of Planning and Management Accounting

Jelena Tonkich
Senior Financial Controller of Financial Reporting and Control of UAB LTG Kompetencijų centras, acting under Decision No SPR-L1(KC)-35/2025 of 12 August 2025

(all amounts in thousands of EUR unless otherwise stated)

6.2. Statements of profit or loss and other comprehensive income

	Notes	Group		Company	
		06/2025	06/2024	06/2025	06/2024
Sales revenue	25	186,640	191,233	8,157	7,044
Subsidy		54,919	52,464	-	-
Revenue from other activities		2,224	593	1,075	27
Total revenue		243,783	244,290	9,232	7,071
Expenses related to employee benefits		(87,386)	(80,865)	(3,825)	(4,117)
Depreciation and amortisation		(57,218)	(52,425)	(1,140)	(1,419)
Fuel		(16,137)	(18,884)	-	(5)
Repairs and maintenance		(9,119)	(10,617)	(293)	(243)
Services rendered by other foreign railway companies		(6,934)	(9,653)	-	-
Electricity		(6,169)	(8,019)	(216)	(131)
Materials		(7,033)	(7,282)	(4)	(50)
Increase (decrease) in the value of non-current assets		(1,916)	(2,189)	(1)	-
(Write-down) reversal of inventories to net realisable value		230	32	3	26
Increase (decrease) in the value of investments		-	-	-	-
Increase (decrease) in the value of receivables		1,064	71	53	(15)
Change in provisions		74	(346)	-	-
Other expenses		(26,090)	(28,141)	(4,171)	(2,118)
Total expenses		(216,634)	(218,318)	(9,594)	(8,072)
Operating profit (loss)		**27,149**	**25,972**	**(362)**	**(1,001)**
Finance income	26	694	2,831	29,824	24,142
Finance expenses	26	(3,578)	(3,815)	(60)	(154)
Financial activity result, net		(2,884)	(984)	29,764	23,988
Share of net profit (loss) of associated entities		229	828	-	-
Profit (loss) before taxation		24,494	25,816	29,402	22,987
Income tax	27	(5,276)	(5,430)	(1,002)	(426)
Profit (loss) from continuing operations		**19,218**	**20,386**	**28,400**	**22,561**
Profit (loss) from discontinued operations	29	-	-	276	560
Net profit (loss)		**19,218**	**20,386**	**28,676**	**23,121**
Other comprehensive income (expenses)					
Currency exchange rate differences due to translation of financial statements of foreign undertakings		(30)	(64)	-	-
Total other comprehensive income (expenses)		(30)	(64)	-	-
Total comprehensive income (expenses)		**19,188**	**20,322**	**28,676**	**23,121**

The accompanying explanatory notes are an integral part of these financial statements.

(all amounts in thousands of EUR unless otherwise stated)

6.3. Statements of changes in equity

Group	Notes	Authorised capital	Share premium	Legal reserve	Other reserves	Currency translation reserve	Retained earnings (loss)	Total
Balance as at 31 December 2023		**1,059,282**	**-**	**34,025**	**5,672**	**(175)**	**75,482**	**1,174,286**
Net profit (loss)		-	-	-	-	-	20,386	20,386
Other comprehensive income, after tax		-	-	-	-	(64)		(64)
Total comprehensive income (expenses)		*-*	*-*	*-*	*-*	*(64)*	*20,386*	*20,322*
Profit (loss) not recognised in the statement of profit or loss and other comprehensive income		-	-	-	-	-	(927)	(927)
Formed reserves	17	-	-	813	2,442	-	(3,255)	-
Dividends	16	-	-	-	-	-	(13,022)	(13,022)
Total transactions related to owners of the Company		-	-	813	2,442	-	(17,204)	(13,949)
Balance as at 30 June 2024		**1,059,282**	**-**	**34,838**	**8,114**	**(239)**	**78,664**	**1,180,659**
Balance as at 31 December 2024		**1,059,282**	**-**	**34,838**	**8,114**	**(292)**	**95,267**	**1,197,209**
Net profit (loss)		-	-	-	-	-	19,218	19,218
Other comprehensive income, after tax		-	-	-	-	(30)	-	(30)
Total comprehensive income (expenses)		*-*	*-*	*-*	*-*	*(30)*	*19,218*	*19,189*
Profit (loss) not recognised in the statement of profit or loss and other comprehensive income		-	-	-	-	-	6	6
Formed/used reserves	17	-	-	1,325	(8,114)	-	6,789	-
Dividends	16	-	-	-	-	-	(33,285)	(33,285)
Total transactions related to owners of the Company		*-*	*-*	*1,325*	*(8,114)*	*-*	*(26,490)*	*(33,279)*
Balance as at 30 June 2025		**1,059,282**	**-**	**36,163**	**-**	**(322)**	**87,995**	**1,183,118**

The accompanying explanatory notes are an integral part of these financial statements.

(all amounts in thousands of EUR unless otherwise stated)

6.3. Statements of changes in equity (continued)

Company	Notes	Authorised capital	Share premium	Legal reserve	Other reserves	Retained profit (loss)	Total
Balance as at 31 December 2023		**1,059,282**	**-**	**34,025**	**5,672**	**16,278**	**1,115,257**
Net profit (loss)		-	-	-	-	23,121	23,121
Total comprehensive income (expenses)		*-*	*-*	*-*	*-*	*23,121*	*23,121*
Formation of reserves	17	-	-	813	2,442	(3,255)	-
Dividends	16	-	-	-	-	(13,022)	(13,022)
Total transactions related to owners of the Company		*-*	*-*	*813*	*2,442*	*(16,277)*	*(13,022)*
Balance as at 30 June 2024		**1,059,282**	**-**	**34,838**	**8,114**	**23,121**	**1,125,355**
Balance as at 31 December 2024		**1,059,282**	**-**	**34,838**	**8,114**	**26,496**	**1,128,730**
Net profit (loss)		-	-	-	-	28,676	28,676
Total comprehensive income (expenses)		*-*	*-*	*-*	*-*	*28,676*	*28,676*
Formation of reserves	17	-	-	1,325	-	(1,325)	-
Reserves used	17	-	-	-	(8,114)	8,114	-
Dividends	16	-	-	-	-	(33,285)	(33,285)
Total transactions related to owners of the Company		*-*	*-*	*1,325*	*(8,114)*	*(26,496)*	*(33,286)*
Balance as at 30 June 2025		**1,059,282**	**-**	**36,163**	**-**	**28,676**	**1,124,121**

The accompanying explanatory notes are an integral part of these financial statements.

(all amounts in thousands of EUR unless otherwise stated)

6.4. Statements of cash flows

	Notes	Group		Company	
		30/06/2025	30/06/2024	30/06/2025	30/06/2024
Cash flows from operating activities					
Net profit (loss)		19,218	20,386	28,676	23,121
Adjustments					
Depreciation and amortisation		71,594	66,094	2,042	3,776
Subsidies (amortisation)	18	(12,709)	(11,842)	(54)	(107)
(Profit) loss from disposal/write-off of non-current assets		1,029	313	(852)	(2)
Decrease (increase) in the value of non-current assets		1,916	2,189	1	-
Write down of inventories to net realisable value		(230)	(32)	(3)	(26)
Decrease (increase) in the value of investments		-	-	(120)	-
Decrease (increase) in the value of amounts receivable		(1,064)	(71)	(53)	15
Change in accumulated income/expenses		(13,681)	(1,714)	2,434	(4,423)
Interest (income) expenses and other loan-related charges		2,753	1,452	(2,983)	(4,023)
Increase (decrease) in provisions		(74)	346	-	-
Effect of sale of discontinued operations		-	-	(7,488)	-
Effect of currency exchange fluctuations		362	139	(24)	(71)
Interest on lease liabilities		1,799	194	56	8
Income tax expenses (income)	27	5,276	5,430	1,002	576
(Profit) loss of an associated company		(229)	(828)	-	-
Cash flows from operating activities after adjustment		75,960	82,056	22,634	18,844
Changes in working capital					
Decrease (increase) in inventories		(1,014)	(5,715)	13	(5,403)
Decrease (increase) in trade and other receivables and prepayments		(64,127)	(62,094)	(46,439)	(14,182)
Increase (decrease) in current and non-current trade payables and received prepayments		(14,661)	(13,542)	27,385	11,241
Increase (decrease) in employment related liabilities		141	(105)	(1,320)	49
Increase (decrease) in other non-current and current payables		1,416	4,591	(96)	(1,018)
Income tax (paid)		(2,633)	(2,364)	(719)	-

	Notes	Group		Company	
		30/06/2025	30/06/2024	30/06/2025	30/06/2024
Net cash from operating activities		(4,918)	2,827	1,458	9,531
Cash flows from investing activities					
(Acquisition) of non-current assets and change in prepayments for non-current assets		(136,372)	(85,996)	820	(1,818)
Disposal of non-current assets		1,313	4,718	-	-
(Acquisition) disposal of investments		-	-	(2,000)	-
Dividends received		435	408	26,783	20,106
Interest received		454	2,078	3,934	-
Recovery of loans granted		-		8,717	-
Loans granted		-	-	(69,251)	(15,419)
Net cash flows from investing activities		(134,170)	(78,792)	(30,997)	2,869
Cash flows from financing activities					
Loans (repaid)		(7,778)	(8,444)	-	-
Loans received/Cash pool		20,000	-	18,118	-
Grants received (repaid, used)		54,352	25,057	-	-
Interest on lease liabilities		(1,799)	(194)	(56)	-
Payment of lease liabilities		(1,105)	(4,329)	(194)	(996)
Interest (paid)		(2,487)	(3,330)	-	-
Dividends (paid)	15	(33,285)	(13,022)	(33,285)	(13,022)
Other cash flows from financing activities		(100)	(119)	-	-
Net cash flows from financing activities		27,798	(4,381)	(15,417)	(14,018)
Net increase (decrease) in cash flows		(111,290)	(80,346)	(44,956)	(1,618)
Cash and cash equivalents at the beginning of the period		176,539	228,566	54,392	34,650
Cash and cash equivalents at the end of the period		**65,249**	**148,220**	**9,436**	**33,032**

The accompanying explanatory notes are an integral part of these financial statements.

(all amounts in thousands of EUR unless otherwise stated)

6.5. Explanatory notes

1. Background information

AB Lietuvos geležinkeliai (the Company, LTG) was registered in the Register of Legal Entities of the Republic of Lithuania on 24 December 1991 after the reorganisation of SPAB Lietuvos geležinkeliai.

The Company is a legal entity independently organising economic, financial, organisational and legal activities. The Company is an authorised capital Company and the Republic of Lithuania acts as a shareholder of the Company. The Company's registration code 110053842, VAT payer's code LT100538411, legal (registration) address: Geležinkelio g. 16, 02100 Vilnius

The main activities of the group of companies AB Lietuvos geležinkeliai (the Group) are freight and passenger transportation by rail, administration of railway network, management, supervision and development of public railway infrastructure.

The main activities of the Company are management, RSE (railway service equipment) and commercial services).

As at 30 June 2025 and 31 December 2024, the Republic of Lithuania represented by the Ministry of Transport and Communications was the sole shareholder of the Company.

As at 30 June 2025, the Company's share capital comprised 3,657,492 ordinary registered shares with the nominal value of EUR 289.62 each. The authorised capital comprised EUR 1,059,282 thousand. The Company had not acquired own shares.

As at 30 June 2025, the actual number of employees in the Group and the Company was 5,720 and 214 employees, respectively (as at 31 December 2024, there were 5,703 and 733 employees).

The Group comprised the Company (the parent company) and the companies presented below.

Subsidiaries

Company	Registered address	Owned share, %		Main activity
		30/06/2025	31/12/2024	
AB LTG Cargo	Geležinkelio g. 12, Vilnius	100	100	Freight transportation by rail
UAB LTG Link	Geležinkelio g. 16, Vilnius	100	100	Passenger transportation by rail
AB LTG Infra	Geležinkelio g. 2, Vilnius	100	100	Management of public railway infrastructure and implementation of functions of the manager of public railway infrastructure
UAB Geležinkelio tiesimo centras	Trikampio g. 10, Lentvaris	100	100	Public railway infrastructure road repairs and construction
UAB LTG Kompetencijų centras	Pelesos g. 10-102, Vilnius	100	100	AB Lietuvos geležinkeliai is the business services company with activities in HR, accounting, process, procurement, legal, asset management, security and IT services.
UAB Rail Baltica statyba	Geležinkelio g. 16, Vilnius	100	100	Implementation of shareholder's functions of the joint Baltic States company RB Rail AS, which monitors implementation of the Rail Baltica project.
LTG Cargo Polska Sp.zo.o.	Świętojerska 5/7, 00-236 Varšuva, Lenkijos Respublika	100	100	Activities of freight carrier and provision of related services.
UAB LTG Wagons	Geležinkelio g. 12, Vilnius	100	100	Lease of wagons and containers used for freight transportation by rail and provision of related services.
LTG Cargo Ukraine LLC	Y. Chykalenka g. 21, Kijivas, Ukraina	100	100	Lease, repair, forwarding of rolling stock used for freight transportation by rail and provision of other logistic services.
VšĮ „Geležinkelių logistikos parkas"	Švitrigailos g. 39, Vilnius	81.39	81.39	Responsible for the development and management of Vilnius Public Logistics Centre Fleet. The Company is not significant thus not material for consolidation.

Associated and secondary companies

Company	Registered address	Owned share, %		Main activity
		30/06/2025	31/12/2024	
voestalpine Railway Systems Lietuva, UAB	Sostinės g. 18, Valčiūnai, Vilniaus raj.	34	34	Manufacture of railway switches.
RB Rail AS	Satekles iela 2B, LV-1010, Riga, Latvia	33.33	33.33	Implementation of Rail Baltica project and of functions of central project coordinator. Controlled through UAB Rail Baltica Statyba.

2. Basis of preparation

These condensed interim financial statements for the six-month period ended 30 June 2025 (hereinafter – interim financial statements) have been prepared in accordance with International Accounting Standard (hereinafter – the IAS) 34 Interim Financial Reporting.

These interim financial statements do not contain all information required for drawing up of the annual financial statements; therefore, they should be read in conjunction with the annual financial statements for the year ended 31 December 2024, which have been prepared in accordance with the IFRS Accounting Standards (IFRS) as approved by the International Accounting Standards Board (IASB) and as adopted for application in the EU.

The interim financial statements of the Group and the Company for the six-month period ended 30 June 2025 have been prepared on a going concern basis and valued using the historical cost method.

In these interim financial statements all amounts are presented in euros, unless otherwise stated. Because of rounding, figures between tables may not coincide. Such inconsistencies are considered as insignificant in the financial statements.

The statement of cash flows is prepared using the indirect method.

The Company's financial year coincides with the calendar year.

These financial statements for the period ended 30 June 2025 are unaudited. The annual financial statements for the year ended 31 December 2024 were audited by KPMG Baltics, UAB.

3. Material accounting policies

The accounting policies applied in preparing these interim financial statements are the same as those applied in preparing the consolidated and the Company's annual financial statements for the year ended 31 December 2024, except for new standards that came into effect from 1 January 2025. In preparing these interim financial statements, the Group and the Company did not apply new standards, amendments, and interpretations that have been approved but are not yet effective.

4. Significant accounting estimates

Rengiant šias tarpines finansines ataskaitas, reikšmingi vadovybės sprendimai dėl apskaitos politikos taikymo bei pagrindinių neapibrėžtumų nustatymo buvo tokie patys, kokie buvo taikomi rengiant 2024 m. gruodžio 31 d. pasibaigusių metų finansines ataskaitas.

(all amounts in thousands of EUR unless otherwise stated)

5. Property, plant and equipment

Property, plant and equipment of the Group consisted of:

Group	Land	Buildings and structures	Machinery and equipment	Vehicles	Other equipment, fittings and tools	Construction in progress and prepayments	Total
Acquisition cost							
31 December 2023	**152,688**	**1,599,938**	**172,454**	**581,067**	**48,341**	**603,399**	**3,157,887**
- acquisitions	3	871	245	4,985	140	350,361	356,605
- assets sold, written off, disposed	(26)	(3,936)	(5,647)	(5,864)	(5,069)	(5,230)	(25,772)
- reclassification from/(to) current assets	-	(413)	(273)	(1,334)	(36)	(10,844)	(12,900)
- reclassification (to) intangible assets	-	-	-	-	-	(231)	(231)
- reclassification from/(to) investment assets	-	910	-	-	-	-	910
- reclassifications	67	127,767	1,882	39,719	(1,135)	(168,300)	-
31 December 2024	**152,732**	**1,725,137**	**168,661**	**618,573**	**42,241**	**769,155**	**3,476,499**
- acquisitions	4	50	23	61	31	143,185	143,354
- assets sold, written off, disposed	(30)	(247)	(5,352)	(1,251)	(820)	(5,199)	(12,899)
- reclassification from/(to) current assets	-	(36)	109	4,824	(44)	3,228	8,081
- reclassification from/(to) intangible assets	-	-	-	-	-	(2,488)	(2,488)
- reclassification from/(to) investment assets	-	(321)	-	-	-	-	(321)
- reclassifications	-	33,731	4,744	37,439	(464)	(75,450)	-
30 June 2025	**152,706**	**1,758,314**	**168,185**	**659,646**	**40,944**	**832,431**	**3,612,226**
Accumulated depreciation and impairment losses							
31 December 2023	**-**	**(587,654)**	**(101,829)**	**(268,284)**	**(35,248)**	**(22,066)**	**(1,015,081)**
- depreciation	-	(75,038)	(7,000)	(37,318)	(2,582)	-	(121,938)
- impairment	-	(163)	(1)	(5,144)	157	(1,015)	(6,166)
- assets sold, written off, disposed	-	2,109	5,457	1,037	5,040	5,012	18,655
- reclassification from/(to) current assets	-	464	188	658	29	-	1,339
- reclassification from/(to) investment assets	-	(700)	-	-	-	-	(700)
- reclassifications	-	(3,659)	3,968	(190)	(119)	-	-
31 December 2024	**-**	**(664,641)**	**(99,217)**	**(309,241)**	**(32,723)**	**(18,069)**	**(1,123,891)**
- depreciation	-	(38,211)	(3,608)	(21,289)	(951)	-	(64,059)
- impairment	-	8	-	(735)	-	3,797	3,070
- assets sold, written off, disposed	-	138	3,536	418	732	-	4,824
- reclassification (from)/to current assets	-	11	(19)	(2,639)	2	-	(2,645)
- reclassification from/(to) intangible assets		-	-	-	264	-	264
- reclassification (from)/to investment assets	-	(54)	-	-	-	-	(54)
- reclassifications		-	(254)	254	-	-	-
30 June 2025	**-**	**(702,749)**	**(99,562)**	**(333,232)**	**(32,676)**	**(14,272)**	**(1,182,491)**
Carrying amount							
31 December 2023	**152,688**	**1,012,284**	**70,625**	**312,783**	**13,093**	**581,333**	**2,142,806**
31 December 2024	**152,732**	**1,060,496**	**69,444**	**309,332**	**9,518**	**751,086**	**2,352,608**
30 June 2025	**152,706**	**1,055,565**	**68,623**	**326,414**	**8,268**	**818,159**	**2,429,735**

(all amounts in thousands of EUR unless otherwise stated)

Property, plant and equipment of the Company consisted of:

Company	Land	Buildings and structures	Machinery and equipment	Vehicles	Other equipment, fittings and tools	Construction in progress and prepayments	Total
Acquisition cost							
31 December 2023	-	35,753	12,167	738	13,891	378	62,927
- acquisitions per year	-	-	-	-	-	1,126	1,126
- assets sold, written off, disposed	-	(55)	(27)	-	(988)	-	(1,070)
- reclassification from/(to) investment assets	-	(1,194)	-	-	-	-	(1,194)
- reclassification from/(to) current assets	-	(718)	(301)	(344)	(3,042)	-	(4,405)
- reclassifications	-	6,429	(4,402)	269	(1,198)	(1,098)	-
31 December 2024	**-**	**40,215**	**7,437**	**663**	**8,663**	**406**	**57,384**
- acquisitions	-	19	-	-	-	145	164
- assets sold, written off, disposed	-	(133)	(235)	(28)	(3,721)	(372)	(4,489)
- reclassification from/(to) investment assets	-	(2,663)	-	-	-	-	(2,663)
- reclassification from/(to) current assets	-	(20,056)	(3,935)	(94)	(553)	(25)	(24,663)
- reclassifications	-	24	88	-	-	(112)	-
30 June 2025	**-**	**17,406**	**3,355**	**541**	**4,389**	**42**	**25,733**
Accumulated depreciation and impairment losses							
31 December 2023	**-**	**(18,498)**	**(9,498)**	**(491)**	**(9,851)**	**(332)**	**(38,670)**
- depreciation	-	(1,938)	(526)	(27)	(724)	-	(3,215)
- impairment during the year	-	37	-	-	-	(40)	(3)
- assets sold, written off, disposed	-	25	28	-	986	-	1,039
- reclassification from/(to) investment assets	-	518	-	-	-	-	518
- reclassification from/(to) current assets	-	465	221	257	2,903	-	3,846
- reclassifications	-	(3,638)	3,973	(186)	(149)	-	-
31 December 2024	**-**	**(23,029)**	**(5,802)**	**(447)**	**(6,835)**	**(372)**	**(36,485)**
- depreciation	-	(911)	(166)	(11)	(219)	-	(1,307)
- assets sold, written off, disposed	-	48	217	25	3,503	372	4,166
- reclassification (from)/to investment assets	-	669	-	-	-	-	669
- reclassification (from)/to current assets	-	12,497	3,167	47	409	-	16,120
30 June 2025	**-**	**(10,726)**	**(2,584)**	**(386)**	**(3,142)**	**-**	**(16,838)**
Carrying amount							
31 December 2023	**-**	**17,255**	**2,669**	**247**	**4,040**	**46**	**24,257**
31 December 2024	**-**	**17,186**	**1,635**	**216**	**1,828**	**34**	**20,899**
30 June 2025	**-**	**6,680**	**771**	**155**	**1,247**	**42**	**8,895**

The Group's depreciation charge included in the statement of profit or loss and other comprehensive income of the Group amounted to EUR 50,471 thousand (EUR 46,519 thousand as at 30 June 2024). This amount included depreciation expenses of EUR 64,059 thousand (EUR 59,365 thousand as at 30 June 2024), which were reduced by amortisation of grants of EUR 11,919 thousand (EUR 11,019 thousand as at 30 June 2024) as disclosed in Note 18, and by capitalised depreciation costs amounting to EUR 1,669 thousand (EUR 1,827 thousand at 30 June 2024).

The sum of the Company's depreciation costs included in the statement of profit or loss and other comprehensive income was EUR 1,853 thousand (30 June 2024 – EUR 1,601 thousand). This amount included depreciation expenses of EUR 1,895 thousand (EUR 1,643 thousand at 30 June 2024), which were reduced by amortisation of grants of EUR 42 thousand (EUR 42 thousand at 30 June 2024) as disclosed in Note 18.

As at 30 June 2025, the carrying amount of assets managed under the right of trust amounted to EUR 1,037, 546 thousand (EUR 1,007,497 thousand at 31 December 2024).

The acquisition cost of the Group's fully depreciated property, plant and equipment still in use amounted to EUR 156,726 thousand (EUR 158,179 thousand at 31 December 2024), and of the Company – EUR 12,910 thousand (EUR 12,157 thousand at 31 December 2024). Most of the Group's fully depreciated property, plant and equipment comprised vehicles, machinery and equipment, other equipment, fittings and tools. In the Company – other equipment, fittings and tools, machinery and equipment.

The Group and the Company do not have any pledged assets.

(all amounts in thousands of EUR unless otherwise stated)

6. Right-of-use assets

The Group's right-of-use assets consisted of:

Group	Land	Buildings and structures	Machinery and equipment	Vehicles	Other equipment, fittings and tools	Total
ACQUISITION COST						
31 December 2023	**1,054**	**1,369**	**-**	**23,185**	**1,635**	**27,243**
- acquisitions per year	226	42	-	23,844	1,968	26,080
- disposed assets	64	(212)	-	(12,051)	(1,042)	(13,241)
31 December 2024	**1,344**	**1,199**	**-**	**34,978**	**2,561**	**40,082**
- acquisitions	204	5	-	2,133	-	2,342
- assets disposed	-	(109)	-	(7,183)	(661)	(7,953)
30 June 2025	**1,548**	**1,095**	**-**	**29,928**	**1,900**	**34,471**
ACCUMULATED DEPRECIATION AND IMPAIRMENT LOSSES						
31 December 2023	**(111)**	**(420)**	**-**	**(13,843)**	**(565)**	**(14,939)**
- depreciation	(60)	(240)	-	(11,829)	(528)	(12,657)
- impairment during the year	-	-	-	(2,979)	-	(2,979)
- depreciation reversal of disposed assets	4	212	-	12,051	475	12,742
31 December 2024	**(167)**	**(448)**	**-**	**(16,600)**	**(618)**	**(17,833)**
- depreciation	(68)	(120)	-	(3,855)	(254)	(4,297)
- depreciation reversal of disposed assets	-	357	-	7,183	657	8,197
30 June 2025	**(235)**	**(211)**	**-**	**(13,272)**	**(215)**	**(13,933)**
CARRYING AMOUNT						
31 December 2023	**943**	**949**	**-**	**9,342**	**1,070**	**12,304**
31 December 2024	**1,177**	**751**	**-**	**18,378**	**1,943**	**22,249**
30 June 2025	**1,313**	**884**	**-**	**16,656**	**1,685**	**20,538**

The Company's right-of-use assets consisted of:

Company	Land	Buildings and structures	Machinery and equipment	Vehicles	Other equipment, fittings and tools	Total
ACQUISITION COST						
31 December 2023	**955**	**5,393**	**30**	**5,293**	**1,636**	**13,307**
- acquisitions	264	579	-	1,573	1,328	3,744
- disposed assets	-	(1,724)	-	(1,419)	(403)	(3,546)
- reclassifications	-	(1,941)	-	(5,447)	(2,561)	(9,949)
31 December 2024	**1,219**	**2,307**	**30**	**-**	**-**	**3,556**
- acquisitions	-	(198)	-	-	-	(198)
- assets disposed	(14)	-	-	-	-	(14)
30 June 2025	**1,205**	**2,109**	**30**	**-**	**-**	**3,344**
ACCUMULATED DEPRECIATION AND IMPAIRMENT LOSSES						
31 December 2023	**(113)**	**(743)**	**(30)**	**(2,901)**	**(566)**	**(4,353)**
- depreciation	(55)	(391)	-	(1,312)	(455)	(2,213)
- depreciation reversal of disposed assets	-	599	-	1,324	403	2,326
- reclassifications	-	400	-	2,889	618	3,907
31 December 2024	**(168)**	**(135)**	**(30)**	**-**	**-**	**(333)**
- depreciation	(28)	(80)	-	(107)	(40)	(255)
- depreciation reversal of disposed assets	2	17	-	107	40	166
30 June 2025	**(194)**	**(198)**	**(30)**	**-**	**-**	**(422)**
CARRYING AMOUNT						
31 December 2023	**842**	**4,650**	**-**	**2,392**	**1,070**	**8,954**
31 December 2024	**1,051**	**2,172**	**-**	**-**	**-**	**3,223**
30 June 2025	**1,011**	**1,911**	**-**	**-**	**-**	**2,922**

(all amounts in thousands of EUR unless otherwise stated)

7. Intangible assets

The intangible assets of the Group comprised the following:

Group	Software	Licenses and similar rights	Other intangible assets	Total
Acquisition cost				
31 December 2023	**42,599**	**4,928**	**4,055**	**51,582**
- acquisitions	11	-	6,379	6,390
- sales, disposals, write-offs	(436)	-	-	(436)
- transferred from property, plant and equipment	231	-	-	231
- reclassifications	4,209	1,475	(5,684)	-
31 December 2024	**46,614**	**6,403**	**4,750**	**57,767**
- acquisitions	-	-	375	375
- sales, disposals, write-offs	(657)	1	-	(656)
- transferred from tangible assets	4,314	-	(1,826)	2,488
- reclassifications	32	103	(135)	-
30 June 2025	**50,303**	**6,507**	**3,164**	**59,974**
Accumulated amortisation and impairment losses				
31 December 2023	**(18,464)**	**(3,009)**	**(519)**	**(21,992)**
- amortization	(4,539)	(401)	(56)	(4,996)
- sales, disposals, write-offs	436	-	-	436
- reclassifications	(21)	-	(21)	-
31 December 2024	**(22,588)**	**(3,410)**	**(554)**	**(26,552)**
- amortization	(2,636)	(180)	(29)	(2,845)
- sales, disposals, write-offs	212	(1)	1	212
- impairment during the year	1	1	-	2
- transferred from tangible assets	(264)	-	-	(264)
30 June 2025	**(25,275)**	**(3,590)**	**(582)**	**(29,447)**
Carrying amount				
31 December 2023	**24,135**	**1,919**	**3,536**	**29,590**
31 December 2024	**24,026**	**2,993**	**4,196**	**31,215**
30 June 2025	**25,028**	**2,917**	**2,582**	**30,527**

(all amounts in thousands of EUR unless otherwise stated)

The Company's intangible assets consisted of:

Company	Software	Licenses and similar rights	Other intangible assets	Total
Acquisition cost				
31 December 2023	**17,169**	**4,869**	**709**	**22,747**
- acquisitions	-	-	4,178	4,178
- sales, disposals, write-offs	(419)	-	-	(419)
- reclassifications	(16,583)	(4,869)	(4,887)	(26,339)
31 December 2024	**167**	**-**	**-**	**167**
- sales, disposals, write-offs	(176)	(52)	84	(144)
- reclassifications	32	52	(84)	-
30 June 2025	**23**	**-**	**-**	**23**
Accumulated amortisation and impairment losses				
31 December 2023	**(7,235)**	**(2,951)**	**(27)**	**(10,213)**
- amortization	(1,266)	(390)	-	(1,656)
- sales, disposals, write-offs	419	-	-	419
- reclassifications	7,922	3,341	27	11,290
31 December 2024	**(160)**	**-**	**-**	**(160)**
- amortization	(119)	(28)	-	(147)
- sales, disposals, write-offs	261	28	-	289
30 June 2025	**(18)**	**-**	**-**	**(18)**
Carrying amount				
31 December 2023	**9,934**	**1,918**	**682**	**12,534**
31 December 2024	**7**	**-**	**-**	**7**
30 June 2025	**5**	**-**	**-**	**5**

Amortisation costs of intangible assets of the Company which amounted to EUR 135 thousand (EUR 736 thousand at 30 June 2024) are accounted for in the statement of profit or loss and other comprehensive income. This amount includes EUR 147 thousand (EUR 801 thousand at 30 June 2024) of amortisation expenses, which were reduced by amortisation of grants of EUR 12 thousand (EUR 65 thousand at 30 June 2024) as disclosed in Note 18.

Amortisation costs of intangible assets of the Group which amounted to EUR 2,056 thousand (EUR 1,581 thousand at 30 June 2024) are accounted for in the statement of profit or loss and other comprehensive income. This amount includes EUR 2,845 thousand (EUR 2,404 thousand at 30 June 2024) of amortisation expenses, which were reduced by amortisation of grants of EUR 789 thousand (EUR 823 thousand at 30 June 2024) as disclosed in Note 18.

The Group's fully amortised intangible assets still used in operations amounted to EUR 3,506 thousand (31 December 2024 – EUR 10,626 thousand). The Company's fully amortised intangible assets still used in operations amounted to EUR 151 thousand (31 December 2024 – EUR 7,216 thousand). The major part of the amortised assets consisted of software.

(all amounts in thousands of EUR unless otherwise stated)

8. Investment property

The investment property of the Group and the Company comprised the following:

	Group	Company
ACQUISITION COST		
31 December 2023	**3,711**	**15,136**
- reclassification from/to current assets	(90)	-
- transferred from property, plant and equipment	(910)	1,104
31 December 2024	**2,711**	**16,240**
- transferred from/(to) intangible assets	320	(7,561)
- reclassification from/to current assets	-	2,663
30 June 2025	**3,031**	**11,342**
ACCUMULATED DEPRECIATION AND IMPAIRMENT LOSSES		
31 December 2023	**(1,233)**	**(6,446)**
- depreciation	(708)	(542)
- reclassification from/to current assets	80	-
- transferred from property, plant and equipment	700	(439)
31 December 2024	**(1,161)**	**(7,427)**
- depreciation	(394)	(333)
- reclassification from/to current assets	-	4,357
- transferred (from)/to intangible assets	54	(669)
30 June 2025	**(1,501)**	**(4,072)**
CARRYING AMOUNT		
31 December 2023	**2,478**	**8,690**
31 December 2024	**1,550**	**8,813**
30 June 2025	**1,530**	**7,270**

The Group's and the Company's investment property consisted of leased buildings. Average irrevocable term of the lease is 3 years with a possibility of extension.

Part of the Group's investment property with the acquisition value of EUR 473 thousand as at 30 June 2025 (EUR 489 thousand as at 31 December 2024) was fully depreciated but still used in operations.

Part of the Company's investment property with the acquisition value of EUR 483 thousand as at 30 June 2025 (EUR 472 thousand as at 31 December 2024) was fully depreciated but still used in operations.

(all amounts in thousands of EUR unless otherwise stated)

9. Investments

The movement of the Group's investments in associates and other companies was as follows:

Company	30/06/2025				31/12/2024		
	Owned share, %	Investment value	Accounted impairment	Carrying amount	Investment value	Accounted impairment	Carrying amount
Shares of associates							
voestalpine Railway Systems Lietuva, UAB	34	2,222	-	2,222	2,428	-	2,428
RB Rail AS	33.33	2,827	-	2,827	2,827	-	2,827
		5,049	**-**	**5,049**	**5,255**	**-**	**5,255**
Long-term investments							
VšĮ Geležinkelių logistikos parkas	81.39	510	(510)	-	510	(510)	-
Brussels Centralised Payment Centre	1.34	2	-	2	2	-	2
		512	**(510)**	**2**	**512**	**(510)**	**2**
Total		**5,561**	**(510)**	**5,051**	**5,767**	**(510)**	**5,257**

(all amounts in thousands of EUR unless otherwise stated)

The movement of the Company's investments in subsidiaries and other companies was as follows:

Company	30/06/2025				31/12/2024		
	Owned share, %	Investment value	Accounted impairment	Carrying amount	Investment value	Accounted impairment	Carrying amount
Shares of subsidiaries							
AB LTG Cargo	100	39,752	-	39,752	39,752	-	39,752
UAB LTG Link	100	142,778	-	142,778	142,778	-	142,778
AB LTG Infra	100	673,668	-	673,668	673,668	-	673,668
UAB Geležinkelio tiesimo centras	100	24,752	-	24,752	24,752	-	24,752
UAB Rail Baltica statyba		4,804	(2,536)	2,268	4,804	(2,536)	2,268
UAB LTG Kompetencijų centras	100	27,689	-	27,689	1	-	1
VšĮ Geležinkelių logistikos parkas	81.39	510	(510)	-	510	(510)	-
		913,953	**(3,046)**	**910,907**	**886,265**	**(3,046)**	**883,219**
Shares of associates							
voestalpine Railway Systems Lietuva, UAB	34	745	-	745	745	-	745
		745	**-**	**745**	**745**	**-**	**745**
Long-term investments							
Brussels Centralised Payment Centre	1,34	2	-	2	2	-	2
		2	**-**	**2**	**2**	**-**	**2**
Total		**914,700**	**(3,046)**	**911,654**	**887,012**	**(3,046)**	**883,966**

Movement of the Company's investments in related parties and other companies:

	Investment value
Acquisition value as at 31 December 2023	**883,982**
Increase (+)	50
Decrease (-)	(66)
Acquisition value as at 31 December 2024	**883,966**
Increase (+)	27,688
Decrease (-)	-
Acquisition value as at 30 June 2025	**911,654**

In April 2024, VšĮ Transporto inovacijų centras was de-registered from the Register of Legal Entities and no longer operates.

(all amounts in thousands of EUR unless otherwise stated)

10. Inventories and non-current assets held for sale

The Group's and the Company's inventories comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Spare parts	2,344	2,212	-	1
Materials of track superstructures	231	1,709	-	-
Materials	2,693	3,100	-	11
Fuel	12,424	12,285	1,369	11,021
Other inventories	2,598	2,773	22	114
Total raw materials, supplies and components	20,290	22,079	1,391	11,147
Purchased goods for resale	15,817	15,770	-	4
Total	**36,107**	**37,849**	**1,391**	**11,151**

Net realisable value of the Group's inventories was EUR 4,878 thousand lower than their cost (EUR 40,985 thousand) as at 30 June 2025. It was EUR 5,187 thousand lower than their cost (EUR 43,036 thousand) as at 31 December 2024.

Net realisable value of the Company's inventories was EUR 6 thousand lower than their cost (EUR 1,397 thousand) as at 30 June 2025. It was EUR 8 thousand lower than their cost (EUR 11,159 thousand) as at 31 December 2024.

The Group's and the Company's non-current assets held for sale comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Non-current assets held for sale	2,174	3,446	5,934	1,202
Total	**2,174**	**3,446**	**5,934**	**1,202**

As at 30 June 2025, net realisable value of the Group's non-current assets held for sale was EUR 4,925 thousand lower than their carrying amount (EUR 7,099 thousand) at initial recognition. Respectively, as at 31 December 2024, net realisable value of the Group's non-current assets held for sale was EUR 6,004 thousand lower than their carrying amount at initial recognition (EUR 9,450 thousand).

Respectively, as at 30 June 2025, net realisable value of the Company's non-current assets held for sale was EUR 6 thousand lower than their carrying amount at initial recognition (EUR 5,940 thousand). Respectively, as at 31 December 2024, net realisable value of the Company's non-current assets held for sale was EUR 1,320 thousand lower than their carrying amount at initial recognition (EUR 2,522 thousand).

(all amounts in thousands of EUR unless otherwise stated)

11. Assets and liabilities of discontinued operations held for sale

Assets and liabilities held for sale (allocated to the segment of the Railway Service Facilities business) have been classified as the group to be transferred as at 30 June 2025.

	Company
Property, plant and equipment	6,898
Investment property	108
Inventories	9,899
Trade and other receivables	167
Assets held for sale	26
Assets held for sale	**17,098**
Prepayments received	8,357
Employee benefits	554
Short-term trade payables	42
Liabilities held for sale	**8,953**

As at 31 December 2024, assets and liabilities held for sale (allocated to the segment of general internal administration services) have been classified as the group to be transferred.

	Company
Property, plant and equipment	145
Right-of-use assets	6,042
Intangible assets	15,006
Inventories	3
Trade and other receivables	4,872
Prepayments	2,579
Assets held for sale	**28,647**
Prepayments received	87
Lease liabilities	6,077
Employee benefits	3,300
Short-term trade payables	984
Liabilities held for sale	**10,448**

(all amounts in thousands of EUR unless otherwise stated)

12. Trade and other receivables

Trade and other receivables of the Group and the Company comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Gross external trade debtors	34,047	19,122	20,098	932
Impairment (-)	(3,204)	(3,605)	(86)	(139)
Total external trade receivables	**30,843**	**15,517**	**20,012**	**793**
Receivables from related parties/associated companies	4	-	4,899	8,622
Total receivables from related parties	**4**	**-**	**4,899**	**8,622**
Receivable VAT	3,779	4,703	3,027	1,777
Other receivables from the budget	45,168	14,766	626	813
Accrued other receivables from related parties	-	-	1,248	455
Accrued income	2,800	1,578	8	-
Other receivables	18,285	20,506	4,611	4,878
Impairment (-)	(4,487)	(4,274)	(4,274)	(4,274)
Total other receivables	**65,545**	**37,279**	**5,246**	**3,649**
Total	**96,392**	**52,796**	**30,157**	**13,064**

As at 30 June 2025, the Company has accrued other receivables from related parties of EUR 1,248 thousand (EUR 455 thousand as at 31 December 2024) for the provision of management services to Group companies.

(all amounts in thousands of EUR unless otherwise stated)

The following table provides information about the exposure to credit risk and ECL for the Group's and the Company's trade and other receivables:

Group	30/06/2025				31/12/2024			
	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount
1–30 days past due	0.10%	29,911	(29)	29,882	0.16%	31,025	(49)	30,975
31–60 days past due	0.53%	6,806	(36)	6,770	24.12%	626	(151)	475
61–120 days past due	2.23%	179	(4)	175	12.50%	232	(29)	203
More than 120 days past due	0.32%	4,678	(15)	4,663	60.00%	195	(117)	78
Total	70.67%	10,762	(7,607)	3,155	99.77%	7,550	(7,533)	17
Iš viso		**52,336**	**(7,691)**	**44,645**		**39,628**	**(7,879)**	**31,749**

Company	30/06/2025				31/12/2024			
	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount
Not past due	0.02%	12,596	(2)	12,593	0,00%	9,678	-	9,678
1–30 days past due	0,00%	6,299	-	6,299	0.01%	92	-	92
31–60 days past due	0.03%	24	-	24	0.04%	417	-	417
61–120 days past due	0.07%	4,361	(3)	4,358	0.83%	122	(1)	121
More than 120 days past due	57.41%	7,584	(4,354)	3,230	96.36%	4,578	(4,412)	166
Total		**30,864**	**(4,359)**	**26,504**		**14,888**	**(4,413)**	**10,474**

Impairment accounted for by the Group and the Company reflects the estimated losses from doubtful trade receivables. The main component of this impairment relates to expected credit losses and individually assessed losses on significant doubtful trade receivables. The expected credit losses are based on historical data on customer settlements over the life of the trade receivables and are adjusted to reflect future projections. Impairment assessment methods are constantly reviewed to ensure that the difference between the estimated and actual losses is as low as possible.

As at 30 June 2025, the Company's trade and other receivables had increased significantly compared to 31 December 2024, due to outstanding amounts related to sold services. The Company manages its expected credit loss risk, as a portion of payments was received after the reporting period and active measures are being taken to recover the outstanding balances.

(all amounts in thousands of EUR unless otherwise stated)

13. Prepayments

Prepayments of the Group and the Company comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Prepayments to external suppliers	651	871	12	65
Prepayments to related parties	-	-	7,216	7,216
Guarantees paid to suppliers	106	52	4	341
Guarantees paid to related parties	-	-	337	-
Deferred costs	7,271	7,019	888	875
Total	**8,028**	**7,942**	**8,457**	**8,497**

14. Cash and cash equivalents

Cash and cash equivalents of the Group and the Company comprised:

	Group		Company	
	30/06/2025	31/12/2023	30/06/2025	31/12/2024
Cash in bank	65,249	176,539	9,436	54,392
Total	**65,249**	**176,539**	**9,436**	**54,392**

As at 30 June 2025, the Group held EUR 1,500 thousand in term deposits with a bank, while the Company held no term deposits. As at 31 December 2024, the Group and the Company did not have any term deposits.

As at 30 June 2025 and 31 December 2024, cash was not pledged.

The carrying amount of cash and cash equivalents is approximately equal to their fair value. Expected credit losses are not recorded due to the insignificant risk of expected changes in their value.

To improve cash management efficiency and ensure liquidity across Group companies under market conditions, a Group cash-pool agreement was signed on 20 December 2024. Under this agreement, the members of the Group may borrow and lend funds to the members of the Group on a mutual borrowing platform for a maximum period of one year. As at 30 June 2025, Group companies owed the Company EUR 81,233 thousand under the Group cash-pool agreement (EUR 11,982 thousand as at 31 December 2024). During 2025, the Group members used cash-pool funds based on their needs, accruing interest income of EUR 788 thousand (EUR 1,334 thousand as at 31 December 2024) and interest expense of EUR 32.5 thousand (EUR 533 thousand as at 31 December 2024).

As at 30 June 2025, due to bank guarantees issued, the use of cash and cash equivalents of EUR 100 thousand was restricted (EUR 100 thousand as at 31 December 2024).

(all amounts in thousands of EUR unless otherwise stated)

15. Authorised capital

During the first half of 2025, the Company's share capital remained unchanged.

16. Dividends

Based on the Order No. 3-183 of the Minister of Transport and Communications of the Republic of Lithuania dated 30 April 2025, dividends in the amount of EUR 33,285 thousand were allocated and paid out from the Company's distributable profit for 2024. Dividends per share amounted to EUR 9.10.

17. Reserves

On 30 June 2025, by the same Order No. 3-183, it was decided to increase the Company's legal reserve by EUR 1,325 thousand and to reduce other reserves by EUR 8,114 thousand. As at 30 June 2025, the legal reserve of the Group and the Company amounted to EUR 36,163 thousand, and *other reserves* amounted to EUR 0 thousand.

18. Grants

Movement of grants of the Group and the Company:

	Group		**Company**	
	30/06/2025	**31/12/2024**	**30/06/2025**	**31/12/2024**
Balance at the beginning of the period	1,119,665	983,466	345	602
Received	35,230	241,926	-	-
Reversal of grant	18	-	-	-
Received free of charge (land, assets)	4	1	-	-
Used for reduction of depreciation and amortisation expenses of non-current assets	(12,708)	(24,767)	(54)	(257)
Used for reduction of other expenses	(2,549)	(5,005)	-	-
Used to balance income and costs	-	(65,634)	-	-
Transferred to current payable amounts	-	34	-	-
Impairment	-	(862)	-	-
Repaid/reclassified/transferred togovernment entities	(218)	(9,494)	(5)	-
Balance at the end of the period	**1,139,442**	**1,119,665**	**286**	**345**
Including assets managed under the right of trust	**315,975**	**387,173**	**-**	**-**

Grants are related to the financing of investment programmes, assets received under the Trust Agreement and subsidies earmarked for compensating costs.

(all amounts in thousands of EUR unless otherwise stated)

19. Loans and other borrowings

Borrowings of the Group and the Company comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Long-term loans	104,367	93,968	-	-
Short-term loans	18,293	16,799	-	-
Loans received from related parties	-	-	19,118	1,000
Total	**122,660**	**110,767**	**19,118**	**1,000**

The Company has no financial liabilities to credit institutions. During the first half of 2025, the Group repaid EUR 7,778 thousand of loans and paid EUR 2,487 thousand of interest (EUR 8,444 thousand and EUR 3,330 thousand during the first half of 2024).

In the first half of 2025, AB LTG Cargo signed a long-term financing agreement in the amount of EUR 36,460 million with a credit institution. As at 30 June 2025, the used amount of the loan was EUR 20,000 thousand. The loan provided to AB LTG Cargo was guaranteed by AB Lietuvos geležinkeliai.

20. Lease liabilities

The Group's and the Company's lease liabilities comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Non-current part	17,990	19,114	2,887	3,098
Current part	6,987	7,458	139	275
Total	**24,977**	**26,572**	**3,026**	**3,373**

21. Employee benefits

Employee benefits and liabilities by type:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Non-current liabilities				
Provisions for pensions and similar liabilities	7,225	6,376	52	133
Total non-current liabilities	**7,225**	**6,376**	**52**	**133**
Current liabilities				
Vacation pay accrual	9,255	7,435	409	470
Payable remuneration	8,175	7,331	200	447
Payable social insurance contributions	3,978	3,733	197	569
Payable personal income tax	3,015	2,361	153	434
Other employment-related liabilities	4,750	9,021	277	1,108
Total current liabilities	**29,173**	**29,881**	**1,236**	**3,028**
Total	**36,398**	**36,257**	**1,288**	**3,161**

(all amounts in thousands of EUR unless otherwise stated)

22. Provisions

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Non-current provisions	16,678	16,688	-	-
Current provisions	86	263	-	-
Total	**16,764**	**16,951**	**-**	**-**

23. Trade and other payables

Trade and other payables of the Group and the Company comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Trade payables	91,896	94,393	868	1,099
Trade payables to related parties	1,291	2,054	24,326	967
Cash guarantees received	2,576	1,864	-	-
Other taxes payable to the budget	2,565	1,642	403	765
Accumulated costs of foreign railway services	364	1,226	-	-
Accrued other amounts payable from related parties	-	-	581	-
Other accrued costs	5,496	16,763	342	840
Other amounts payable and liabilities	10,749	3,843	78	22
Total	**114,937**	**121,785**	**26,598**	**3,693**

The increase in the Group's other payable amounts and liabilities in the first half of 2025 was influenced by advance ticket sales, driven by increased prices for local and transit ticket sales as well as higher passenger flows.

At the Company, accrued expenses comprised accruals of not invoiced management services to related parties.

As at 30 June 2025, the Company's trade payables significantly increased compared to 31 December 2024 due to accumulated debts for resold services.

(all amounts in thousands of EUR unless otherwise stated)

24. Prepayments received

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Prepayments received, non-current portion	-	-	-	-
Prepayments received, current portion	25,159	29,282	6,021	9,829
Total	**25,159**	**29,282**	**6,021**	**9,829**

The Company's prepayments received from related parties amounted to EUR 5,984 thousand (2024: EUR 249 thousand) and EUR 37 thousand from external companies (2024: EUR 9,400 thousand).

The largest part of the prepayments received by the Group consisted of an advance payment of EUR 12,362 thousand received from the Ministry of Transport and Communications of the Republic of Lithuania and EUR 7,216 thousand advance payment from OAO Belaruskalij (2024: EUR 13,389 thousand advance payment from the Ministry of Transport and Communications and EUR 8,186 thousand from OAO Belaruskalij).

25. Sales revenue

Sales revenue of the Group and the Company comprised:

	Group		Company	
	06/2025	06/2024	06/2025	06/2024
Revenue from freight transportation	144,232	152,683	-	-
Revenue from use of railway infrastructure	1,398	1,627	-	-
Revenue from passenger, luggage and mail transportation	31,169	27,094	-	-
Other additional services, whereof:	9,841	9,829	8,157	7,044
Lease of assets	-	-	2,073	2,039
Management and general administration services	-	-	6,028	4,950
Other services	9,841	9,829	56	55
Total	**186,640**	**191,233**	**8,157**	**7,044**

Revenue growth for the Group was influenced by the changed freight transportation structure and increased transportation tariffs, as well as growing freight volumes in the Group's companies established abroad, and increasing passenger flows on both local and international routes.

(all amounts in thousands of EUR unless otherwise stated)

26. Result of financing activity

Result of financing activity of the Group and the Company comprised:

	Group		Company	
	06/2025	06/2024	06/2025	06/2024
Total finance income	**694**	**2,831**	**29,824**	**24,142**
Interest	454	2,078	3,016	4,029
Currency exchange gain	40	-	24	-
Dividends	-	-	26,783	20,106
Fines and penalties	200	752	1	7
Other revenue	-	1	-	-
Total finance expenses	**(3,578)**	**(3,815)**	**(60)**	**(154)**
Interest	(3,107)	(3,411)	(89)	(6)
Currency exchange loss	-	(100)	-	(71)
Expenses of fines and delay interest	(94)	(74)	-	-
Other expenses	(377)	(230)	29	(77)
Financial activity result, net	**(2,884)**	**(984)**	**29,764**	**23,988**

The Company's dividend revenue consisted of: EUR 435 thousand from voestalpine Railway Systems Lietuva, UAB; EUR 12,427 thousand from UAB LTG Link, and EUR 13,921 thousand from AB LTG Cargo.

27. Income tax

As at 30 June 2025, the Group's and Company's income tax was calculated using a 16% rate, whereas as at 30 June 2024, a 15% rate was applied..

	Group		Company	
	06/2025	06/2024	06/2025	06/2024
Income tax for the reporting year	3,290	2,200	536	3
Deferred tax expenses	1,986	3,230	466	423
Total income tax expenses (income) recognised in profit or loss	**5,276**	**5,430**	**1,002**	**426**

(all amounts in thousands of EUR unless otherwise stated)

28. Related party transactions

Transactions of the Company with related parties before elimination:

	06/2025		30/06/2025	
	Company's sales	Company's purchases	Company's receivables	Company's payables
AB LTG Cargo	21,214	9	114,959	13,259
UAB LTG Link	4,914	41	1,373	30,188
AB LTG Infra	5,033	773	82,814	129
UAB LTG Kompetencijų centras	865	1,762	399	924
UAB Geležinkelio tiesimo centras	440	9	183	5,509
UAB Rail Baltica statyba	2	-	1	-
UAB LTG Wagons	21,214	9	114,959	13,259
LTG Cargo Ukraine LLC	9	-	197	-
LTG Cargo Polska SP. Z. o. o.	118	-	266	-
Total	**32,595**	**2,594**	**200,192**	**50,009**

	06/2024		30/06/2024	
	Company's sales	Company's purchases	Company's receivables	Company's payables
AB LTG Cargo	28,978	155	145,643	8,195
UAB LTG Link	6,418	146	1,590	6,717
AB LTG Infra	12,622	938	16,370	95
UAB Geležinkelio tiesimo centras	875	-	375	2
UAB Rail Baltica statyba	1	-	-	-
UAB LTG Wagons	5	-	98	-
LTG Cargo Ukraine LLC	9	-	184	-
LTG Cargo Polska SP. Z. o. o.	653	-	14,896	-
Total	**49,561**	**1,239**	**179,156**	**15,009**

Following the procedure of the Group, all transactions with related parties are made under market conditions and conform to the arm's length principle.

The Group's and the Company's loans to related companies comprised:

	Group		Company	
	30/06/2025	31/12/2024	30/06/2025	31/12/2024
Loans granted to related parties	60	60	86,034	94,631
Total non-current receivables	60	60	86,034	94,631
Loans granted to related parties	100	100	18,919	20,097
Impairment (-)	-	-	-	(120)
Cash-pool/Credit line	-	-	81,387	11,982
Total current receivables	100	100	100,306	31,959
Total	**160**	**160**	**186,340**	**126,710**

More details on the borrowing from cash-pool are presented in Note 14.

Management remuneration and other benefits. As at 30 June 2025, the number of executives was 10, including the Director General, Director of Strategy and Business Development, Director for People and Culture, Director for Legal and Compliance, Director for Business Resilience, Director of Technology, Director of Corporate Affairs, Director of Rail Baltica Lietuva, Head of Internal Audit, and Head of Planning and Management Accounting.

Group / Company	30/06/2025	30/06/2024
Management remuneration	679	782
Incentive payments*	290	199
Number of managers	10	10
Benefits to Board members	115	115
Number of Board members	7	7
Payments to audit committee members	38	38
Number of audit committee members	4	4
Payments to remuneration committee members	21	21
Number of remuneration committee members	2	2

**Incentive payments are additional payment for performance results and one-off payments.*

During the first half of 2025 and the first half of 2024, no loan guarantees were provided to the Company's management, and there were no other disbursed or accrued amounts or asset transfers.

(all amounts in thousands of EUR unless otherwise stated)

29. Profit (loss) from discontinued operations

On 1 February 2025, AB Lietuvos geležinkeliai sold the activities of general internal administration services to its subsidiary UAB LTG Kompetencijų Centras. On 17 June 2025, the Company's Board decided to transfer part of the Railway Services Facilities operations to the subsidiary AB LTG Infra starting from 1 October 2025.

In light of these changes, the Company excluded the results attributed to these operations from the relevant articles in the statement of profit or loss and presented them as discontinued operations, in accordance with applicable accounting standards.

	Notes	06/2025	06/2024
Sales revenue	25	22,041	39,646
Revenue from other activities		-	-
Total revenue		**22,041**	**39,646**
Expenses related to employee benefits		(3,336)	(11,797)
Depreciation and amortisation		(848)	(2,249)
Fuel		(22)	(65)
Materials		(14,536)	(17,114)
Electricity		(31)	(82)
Repairs and maintenance		(258)	(1,745)
Decrease (increase) in the value of non-current assets		-	-
Decrease (increase) in the value of inventories		-	-
Decrease (increase) in the value of amounts receivable		-	-
Other expenses		(2,734)	(5,887)
Operating profit (loss)		**276**	**707**
Finance income		-	-
Finance expenses		-	3
Profit (loss) before taxation		**276**	**710**
Income tax		-	(150)
Net profit (loss)		**276**	**560**
Total comprehensive income (expenses)		**276**	**560**

30. Contingent assets and liabilities, potential disputes

Elecnor Servicios y Proyectos, S.A.U. and Instalaciones Inabensa, S.A. have filed a lawsuit against AB LTG Infra seeking an order to recalculate the price of works (indexation), to recover a debt of EUR 15,354 thousand, procedural interest, and litigation costs. AB LTG Infra disagrees with the lawsuit, as it believes the delay in works is due to the Contractor's fault, and therefore the Contractor is not entitled to indexation of the work price. The case is currently under examination.

During the first half of 2025, there were no other significant changes in legal disputes compared to those disclosed in the annual financial statements for 2024, nor were there any new significant legal disputes or obligations.

31. Events after the reporting period

On 17 June 2025, the Board of AB Lietuvos geležinkeliai approved the decision to transfer part of the Railway Service Facilities business operations to AB LTG Infra effective from 1 October 2025.

On 29 July 2025, AB Lietuvos geležinkeliai signed a depot purchase/sale agreement with AB LTG Cargo. Repair depots with associated infrastructure were sold for EUR 7,062 thousand excluding VAT.

On August 12, 2025, the court of first instance issued a decision on the merits of the claim filed by Elecnor Servicios y Proyectos, S.A.U. and Instalaciones Inabensa, S.A. against AB "LTG Infra" regarding the obligation to recalculate the price of works (indexation). The court ruled that the plaintiffs have grounds to demand recalculation of the work price and the awarding of the debt from AB "LTG Infra". The court's decision is not final and may be appealed by the procedures established by law. The part of the case concerning the possible amount of the debt and the allocation of litigation costs has been suspended until the court's decision on the merits becomes final.

There were no other significant events after the reporting period until the date of issuance of these financial statements.

Additional information

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7.1. Results of the Group companies

Parent company, its subsidiaries and results of operations in the first half of 2025

LTG

AB Lietuvos geležinkeliai

Parent company – management and coordination of the activities of Group companies

Company code:	110053842
Legal form:	Public limited liability company
Registered address:	Geležinkelio g. 16, LT-02100 Vilnius
Adresas korespondencijai:	Pelesos g. 10, LT-02111 Vilnius
Telephone	+370 5 269 2038
E-mail:	info@ltg.lt
Website:	https://ltg.lt
Sole shareholder:	The Republic of Lithuania, the property and non-property rights of which are carried out by the Ministry of Transport and Communications of the RoL
Authorised capital:	EUR 1,059,282,833.04
Number of shares:	3,657,492
Nominal value per share:	EUR 289.62
Date and place of registration:	24 December 1991, Register of Legal Entities, RoL

Operating results, EUR million	H1 2025	H1 2024
Revenue from provision of services	9.2	7.1
Dividend income	26.8	20.1
Expenses	9.6	8.1
EBITDA	0.8	0.4
EBITDA margin, %	9.5%	5.9%
Net profit/losses:	28.7	23.1
from continued operations	28.4	22.6
from discontinued operations	0.3	0.5
	30/06/2025	**31/12/2024**
Assets	1,190.0	1,161.4
Equity	1,124.1	1,128.7
Financial debt	22.1	4.4
Net debt	12.7	(50.0)

Number of employees as at 30 June 2025: **214**

- The shares of the Company and its subsidiaries are of a single class – ordinary registered shares. The shares are non-certified, and they are recorded in personal securities accounts in accordance with the legal procedure. The Company and its subsidiaries have not issued any preference shares.
- The Company and its subsidiaries did not acquire any own shares during the reporting period.
- Subsidiaries and associates did not acquire any shares of the Company during the reporting period.

Representative offices abroad

- The representative office in the Republic of Kazakhstan (D. Kunajevo g. 6, room 310/10, 010000, Astana).
- The representative office in Brussels (Kingdom of Belgium) (Avenue des Arts 53, 1000, Brussels (Bruxelles)).

AB LTG Cargo

Freight transportation by rail

Company code:	304977594
Legal form:	Public limited liability company
Registered address:	Geležinkelio g. 12, LT-02100 Vilnius
Address for correspondence:	Pelesos g. 10, LT-02111 Vilnius
Telephone:	+370 5 202 1515
E-mail:	info@ltgcargo.lt
Website:	https://ltgcargo.lt
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 44,086,741.36
Number of shares:	209,299
Nominal value per share:	EUR 210.64
Date and place of registration:	28 December 2018, Register of Legal Entities, RoL
Head of the Company:	**Eglė Šimė**
Board:	**Vitalij Rakovski** – independent Board Member, Chairperson **Aivaras Čičelis** – independent Board Member **Vytautas Radzevičius** – Board Member, delegated by the shareholder **Irena Jankutė–Balkūnė** – Board Member, delegated by the shareholder **Natalija Baranauskienė** – Board Member, civil servant

Operating results, EUR million	**H12025**	**H1 2024**	**H1 2023**
Sales revenue	143.0	151.1	137.9
Expenses	124.5	128.3	126.8
EBITDA	33.5	35.2	23.3
EBITDA margin, %	23.4%	23.3%	16.9%
Adjusted EBITDA	34.1	38.5	23.2
Adjusted EBITDA margin, %	23.9%	25.5%	16.8%
Net profit/losses	13.7	16.9	7.8
	30/06/2025	**31/12/2024**	**31/12/2023**
Assets	340.1	334.6	332.2
Equity	129.0	129.2	116.5
Financial debt	148.7	138.9	158.4
Net debt	131.1	85.4	100.3
Net debt / EBITDA	2.2	1.4	2.0
Return on equity, %	15.6%	18.9%	15.8%
Equity / assets, %	37.9%	38.6%	35.1%

Number of employees as at 30 June 2025: **1,620**

LTG LINK

UAB LTG Link

Passenger transportation by rail

Company code:	305052228
Legal form:	Private limited liability company
Registered office address:	Geležinkelio g. 16, LT-02100 Vilnius
Address for correspondence:	Geležinkelio g. 16, LT-02100 Vilnius
Telephone:	+370 700 55 111
E-mail:	info@ltglink.lt
Website:	https://ltglink.lt
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 143,589,614.85
Number of shares:	156,237
Nominal value per share:	EUR 919.05
Date and place of registration:	28 February 2019, Register of Legal Entities, RoL
Head of the Company:	**Kristina Meidė**
Board:	**Aurelija Kazlauskienė** – independent Board Member, Chairperson **Viktoras Bachmetjevas** – independent Board Member **Irmantas Beržauskas** – Board Member delegated by the shareholder **Andrej Kosiakov** – Board Member delegated by the shareholder (until 6 June 2025) **Aistė Gasiūnienė** – Board Member, civil servant

Operating results, EUR million	**H1 2025**	**H1 2024**	**H1 2023**
Sales revenue	32.3	27.7	20.0
Subsidy revenue	19.2	19.2	15.5
Expenses	40.5	38.2	30.2
EBITDA	18.9	15.1	11.8
EBITDA margin, %	36.6%	32.1%	33.3%
Adjusted EBITDA	19.1	15.1	12.0
Adjusted EBITDA margin, %	37.2%	32.1%	33.8%
Net profit/losses	9.2	7.8	4.8
	30/06/2025	**31/12/2024**	**31/12/2023**
Assets	203.4	196.0	183.3
Equity	169.2	172.5	162.6
Financial debt	5.2	4.9	3.9
Net debt	2.6	(22.3)	(49.0)
Net debt / EBITDA	0.1	(0.6)	(1.8)
Return on equity, %	8.9%	11.4%	8.2%
Equity / assets, %	83.2%	88.0%	88.7%

Number of employees as at 30 June 2025: **652**

LTG INFRA

AB LTG Infra

Manager of the public railway infrastructure

Company code:	305202934
Legal form:	Public limited liability company
Registered address:	Geležinkelio g. 2, LT-02100 Vilnius
Address for correspondence:	Geležinkelio g. 2, LT-02111 Vilnius
Telephone:	+370 5 269 3353
E-mail:	info@ltginfra.lt
Website:	https://ltginfra.lt
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 654,928,000
Number of shares:	654,928
Nominal value per share:	EUR 1,000
Date and place of registration:	1/ July 2019, Register of Legal Entities, RoL
Head of the Company:	**Vytis Žalimas**
Board:	**Gediminas Almantas** – independent Board Member, Chairperson **Haroldas Nausėda** – independent Board Member **Gediminas Šečkus** – Board Member delegated by the shareholder (from 1 February 2025) **Sigitas Kubilis** – Board Member delegated by the shareholder **Ramūnas Rimkus** – Board Member, civil servant

Operating results, EUR million	H1 2025	H1 2024	H1 2023
Sales revenue	61.1	58.6	57.7
Subsidy revenue	35.7	33.3	27.9
Expenses	98.6	94.2	87.7
EBITDA	29.0	27.4	28.9
EBITDA margin, %	30.0%	29.8%	33.8%
Adjusted EBITDA	29.0	28.2	28.7
Adjusted EBITDA margin, %	30.0%	30.7%	33.5%
Net profit/losses	(3.8)	(4.1)	(2.9)
	30/06/2025	**31/12/2024**	**31/12/2023**
Assets	2,105,0	2,035.6	1,894.9
Equity	628.4	632.1	641.9
Financial debt	185.8	124.5	128.9
Net debt	162.8	90.8	51.9
Net debt / EBITDA	2.9	1.6	0.9
Return on equity, %	(1.3%)	(1.4%)	(1.3%)
Equity / assets, %	29.9%	31.1%	33.9%

Number of employees as at 30 June 2025: **2,398**

GTC

UAB Geležinkelio tiesimo centras

Repairs and construction of the public railway infrastructure

Company code:	181628163
Legal form:	Private limited liability company
Registered office address:	Trikampio g. 10, 25112 Lentvaris, Trakai district
Address for correspondence:	Pelesos g. 10, LT-02111 Vilnius
Telephone:	+370 655 37023
E-mail:	info@gtc.lt
Website:	https://gtc.lt
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 30,897,354.44
Number of shares:	109,748
Nominal value per share:	EUR 281.53
Date and place of registration:	21 December 2001, Register of Legal Entities, RoL
Head of the Company:	**Rolandas Zabilevičius**
Board:	the Articles of Association does not provide for a collegial management body – the Board

Operating results, EUR million	**H1 2025**	**H1 2024**	**H1 2023**
Sales revenue	5.1	6.3	10.0
Expenses	7.3	8.5	10.5
EBITDA	0.6	(0.7)	0.6
EBITDA margin, %	11.2%	(11.5%)	6.0%
Adjusted EBITDA	0.6	(0.7)	0.6
Adjusted EBITDA margin, %	11.3%	(11.5%)	6.0%
Net profit/losses	(0.3)	(1.5)	(0.6)
	30/06/2025	**31/12/2024**	**31/12/2023**
Assets	28.9	28.6	32.1
Equity	25.5	25.8	27.7
Financial debt	0.3	0.4	0.3
Net debt	0.1	(3.7)	(3.4)
Net debt / EBITDA	0.1	106.7	(0.9)
Return on equity, %	(2.6%)	(6.8%)	6.5%
Equity / assets, %	88.1%	90.3%	86.1%

Number of employees as at 30 June 2025: **193**

Rail Baltica

UAB Rail Baltica statyba

Implementation of shareholder's functions of the joint Baltic States company RB Rail AS

Company code:	303227458
Legal form:	Private limited liability company
Registered office address:	Geležinkelio g. 16, LT-02100 Vilnius
Telephone:	+370 611 25263
E-mail:	rbs@litrail.lt
Website:	https://www.rail-baltica.lt/apie-uab-rail-baltica-statyba/
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 4,161,494.08
Number of shares:	143,698
Nominal value per share:	EUR 28.96
Date and place of registration:	23 January 2014, Register of Legal Entities, RoL
Head of the Company:	**Arenijus Jackus**
Board:	the Articles of Association does not provide for a collegial management body – the Board

Operating results, EUR million	**H1 2025**	**H1 2024**	**H1 2023**
Sales revenue	0.03	0.03	0.03
Expenses	0.03	0.03	0.04
EBITDA	0.003	0.002	(0.01)
Net profit/losses	0.003	0.002	(0.01)
	30/06/2025	**31/12/2024**	**31/12/2023**
Assets	2.85	2.85	3.01
Equity	2.84	2.83	2.99
Financial debt	-	-	-
Net debt	(0.01)	(0.02)	(0.02)
Equity / assets, %	99.5%	99.3%	99.3%

Number of employees as at 30 June 2025: **3**

KOMPETENCIJŲ CENTRAS

UAB LTG Kompetencijų centras

Provision of general services to the companies of the LTG Group

Company code:	307037118
Legal form:	Private limited liability company
Registered office address:	Pelesos g. 10-102, LT-02111 Vilnius
Address for correspondence:	Pelesos g. 10, LT-02111 Vilnius
Telephone:	+370 5 269 2038
E-mail:	info@ltgkc.lt
Website:	https://ltg.lt/ltg-kompetenciju-centras
Shareholder:	AB Lietuvos geležinkeliai owns 100% of the shares
Authorised capital:	EUR 25,822,166
Number of shares:	25,822,166
Nominal value per share:	EUR 1
Date and place of registration:	29 November 2024, Register of Legal Entities, RoL
Head of the Company:	**Ieva Lauraitytė**
Board:	**Giedrius Dzekunskas** - independent Board Member, Chairperson **Eglė Juzėnaitė** - independent Board Member **Vytautas Bitinas** - Board Member, delegated by the shareholder

Operating results, EUR million	**H1 2025**
Sales revenue	19.2
Expenses	18.1
EBITDA	2.8
EBITDA margin, %	14.4%
Net profit/losses	1.3
	30/06/2025
Assets	43.9
Equity	29.0
Financial debt	7.7
Net debt	(1.9)
Net debt / EBITDA	(0.7)
Return on equity, %	4.4%
Equity / assets, %	66.0%

Number of employees as at 30 June 2025: **527**

Other Group companies

voestalpine Railway Systems Lietuva, UAB (associate)

Manufacture of railway switches

Company code:
110709524

Legal form:
Private limited liability company

Registered office address:
Sostinės g. 18, Valčiūnai, Vilnius district

Website:
http://www.railwaysystems.lt

Ownership:
AB Lietuvos geležinkeliai owns 34%

Authorised capital:
EUR 2,191,924

Date and place of registration:
28 July 1995, Register of Legal Entities, RoL

RB RAIL AS

Implementation and coordination of the Rail Baltica project

Company code:
40103845025

Legal form:
Public limited liability company

Registered address:
Satekles iela 2B, Riga,
Republic of Latvia, LV-1050

Website:
https://www.railbaltica.org

Ownership:
UAB Rail Baltica Statyba, a subsidiary of AB Lietuvos geležinkeliai, owns 33.33%

Authorised capital:
EUR 1,950,015

Date and place of registration:
12 November 2014, the Republic of Latvia

LTG Cargo Polska Sp.zo.o.

Activities of freight carrier in Poland

Company code:
386573260

Legal form:
Private limited liability company

Registered address:
Świętojerska 5/7, 00-236 Warsaw,
Republic of Poland

Website:
https://ltgcargo.pl

Ownership:
AB LTG Cargo, a subsidiary of AB Lietuvos geležinkeliai, owns 100%

Authorised capital:
PLN 39,678,000

Date and place of registration:
21 July 2020, the Republic of Poland

Head of the Company:
Laimonas Nekrošius

Operating results in H1 2025 (EUR million)

Revenue: 16.2

Expenses: 18.6

Net profit (loss): (2.4)

Assets: 29.9

Equity: 4.0

Liabilities: 25.9

Number of employees as at 30 June 2025: 145

LLC LTG Cargo Ukraine

Activities of freight carrier in Ukraine

Company code:
43987945

Legal form:
Private limited liability company

Registered address:
Y. Chykalenka g. 21, Kiev, Ukraine

Website:
https://ltgcargo.ua

Ownership:
AB LTG Cargo, a subsidiary of AB Lietuvos geležinkeliai, owns 100%

Authorised capital:
UAH 17,027,300

Date and place of registration:
9 December 2020, Ukraine

Head of the Company:
Saulius Stasiūnas

Operating results in H1 2025 (EUR million)

Revenue: 0.33

Expenses: 0.36

Net profit (loss): (0.03)

Assets: 0.81

Equity: 0.57

Liabilities: 0.24

Number of employees as at 30 June 2025: 5

Other Group companies

UAB LTG Wagons

Lease of wagons and containers used for freight transportation

Company code:
305651295

Legal form:
Private limited liability company

Registered address:
Geležinkelio g. 12, LT-02100 Vilnius

Website:
https://ltgcargo.lt

Ownership:
AB LTG Cargo, a subsidiary of AB Lietuvos geležinkeliai, owns 100%

Authorised capital:
EUR 150,000

Date and place of registration:
4 November 2020, Register of Legal Entities, RoL

Head of the Company:
Mindaugas Skunčikas

No economic activity is conducted; the company is planned to be liquidated

Number of employees as at 30 June 2025: 1

VšĮ Geležinkelių logistikos parkas

Public entity owned by the Vilnius City Municipality and AB Lietuvos geležinkeliai, responsible for the development and management of the Vilnius Public Logistics Centre

Company code:
302674602

Legal form:
Public entity

Registered address:
Švitrigailos g. 39, 03209 Vilnius

Website:
https://www.logisticspark.lt

Ownership:
AB Lietuvos geležinkeliai owns 81.39%

Ownership:
EUR 626,396

Date and place of registration:
7 October 2011, Register of Legal Entities, RoL

The Head of the Company:
Renata Šostakienė

Lithuanian Railway Companies Association

Representing the rights and interests of the employers of the association's members in the social partnership

Members:
LTG,
LTG Cargo,
LTG Link,
LTG Infra,
GTC,
RBS

Company code:
304949011

Legal form:
Association

Registered address:
Geležinkelio g. 16, LT-02100 Vilnius

Date and place of registration:
13 November 2018, Register of Legal Entities, RoL

The Head of the Company:
Irena Jankutė-Balkūnė

7.2. Information on compliance with the guidelines on Transparency of State-Owned Enterprises

The companies of the LTG Group and the Company comply with the requirements of the Guidelines for Transparency in the Activities of State-Owned Enterprises approved by the Government of the Republic of Lithuania Resolution No 1052 of 14 July 2010 (link) by disclosing the required information in its annual and interim management reports and by ensuring disclosure of the information on websites.

Structured information regarding compliance with the Transparency Assurance Guidelines is provided in the Consolidated Annual Management Report for 2024, which is published on the Company's website.

7.3. Definitions

Indicator	Definition of calculation
Revenue	Sales revenue + Subsidy revenue + Other operating income (excluding Finance income)
Sales revenue / operating revenue	Revenue, excluding Subsidy revenue, Other operating income and Finance income
Subsidy revenue	State budget funds to compensate the activities of LTG Link and LTG Infra
Expenses	Expenses, excluding the income tax and finance expenses
Financial debt	Long-term loans + Long-term lease liabilities + Current portion of long-term loans + Short-term loans + Current portion of lease liabilities
Net debt	Financial debt - Cash and cash equivalent investments
Return On Equity (ROE)	Net profit (loss) for the last 12 months / Average of equity at the beginning and end of the reporting period
Return on assets (ROA)	Net profit (loss) for the last 12 months / Average assets at the beginning and end of the reporting period
Return On Investment (ROI)	Net profit (loss) for the last 12 months / (Average assets as at the beginning and the end of the reporting period - Average current liabilities as at the beginning and the end of the reporting period)
EBIT	Profit (loss) before the income tax – Result of financial activities
EBITDA	Profit (loss) before the income tax – the result of financial activity + depreciation and amortization
Adjusted EBITDA	Profit (loss) before the income tax + Interest expenses – Interest income + Depreciation and amortisation + (Decrease) increase in the value of non-current assets, inventories and investments + (Decrease) increase in the value of amounts receivable and contract assets + Costs of provisions not related to operating activities
EBIT margin*	EBIT / Sales revenue
EBITDA margin*	EBITDA / Sales revenue
Adjusted EBITDA margin*	Adjusted EBITDA / Sales revenue
Net profit margin*	Net profit (loss) / Sales revenue
Equity ratio	Equity at the end of the reporting period / Assets at the end of the reporting period

Indicator	Definition of calculation
Loan servicing ratio	(Net profit (loss) for the last 12 months + Depreciation, amortisation and grant expense for the last 12 months + Interest expense for the last 12 months (adjusted for non-cash balance sheet items)) / (Amortisation of interest payable + Interest payable for the last 12 months)
Asset turnover ratio*	Sales revenue for the last 12 months / Assets at the end of the period
Financial debt / EBITDA	Financial debt / EBITDA of the last 12-month period
Financial debt / equity (D/E)	Financial debt / Equity at the end of the reporting period
Net debt / EBITDA	Net debt / EBITDA of the last 12-month period
Quick liquidity ratio	(Current assets at the end of the reporting period - Inventories at the end of the reporting period) / Current liabilities at the end of the reporting period
Gross liquidity rate	Current assets at the end of the reporting period / Current liabilities at the end of the reporting period
Turnover of freight transportation	Freight transport indicator, which is the product of the amount of transported freight (tonnes) and the distance travelled (kilometres)
Passenger turnover (passenger kilometres)	Passenger transport indicator, calculated by multiplying the trip of each transported passenger by the distance travelled
Train operational volume (gross gross tonne kilometres)	Unit of measure representing by multiplying the gross weight of the train, including the weight of the running locomotive, by the distance travelled (weight of traction rolling stock/locomotive, hauled rolling stock/train and its freight are included. Passengers and their luggage, shunting and similar dimensions are not included)
Number of employees	The number of listed active employees as of the end of the period (excluding the employees on parental leave, military service, long-term incapacity)
Average salary	Average gross salary per employee

** When calculating profitability ratios of LTG Group, LTG Link, and LTG Infra, the Subsidy revenue is included in the Sales revenue.*

7.4. Abbreviations

ESG	Environmental, Social and Corporate Governance
Company / LTG Holding / LTG	Parent company AB Lietuvos geležinkeliai
EU	the European Union
RSF	Railway service facilities
GTC	UAB Geležinkelio tiesimo centras
IT	Information technologies
LTG Cargo	AB LTG Cargo
LTG Cargo Polska	LTG Cargo Polska Sp.zo.o.
LTG Cargo Ukraine	LLC LTG Cargo Ukraine
LTG Group, the Group	AB Lietuvos geležinkeliai and its subsidiaries
LTG Infra	AB LTG Infra
LTG Kompetencijų centras	UAB LTG Kompetencijų centras
LTG Link	UAB LTG Link
GOV	the Government of the Republic of Lithuania
RBS	UAB Rail Baltica statyba
SAP	Business management system
IFRS	IFRS Accounting Standards
AWS	Average salary
VKC	VšĮ Valdymo koordinavimo centras - Analytical and Good Governance Centre established by the Government of the Republic of Lithuania to ensure coherent and professional management of state-owned enterprises
SOE	State-owned enterprise

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