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Global Ports
Investments PLC

2020
Full-Year Results Release

5 March 2021

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Global Ports Investments PLC

2020 Full-Year Results

Global Ports Investments PLC ("Global Ports" or the "Company", together with its subsidiaries and joint ventures, the "Group" or the "Global Ports Group"; LSE ticker: GLPR) today announces its operational results and publishes its consolidated financial statements for the year ended 31 December 2020.

Information (including non-IFRS financial measures) requiring additional explanation or terms which begin with capital letters and the explanations or definitions thereto are provided at the end of this announcement.

Certain financial information is derived from the management accounts.

2020 RESULTS SUMMARY

- Operational outperformance of the market continued with 2020 Consolidated Marine Container Throughput up 6.6% year-on-year to 1,533 thousand TEU against a 0.8% year-on-year decline in the Russian container market over the same period
- Consolidated Marine Bulk Throughput of 5.1 million tonnes (+38.7% y-o-y)
- Revenue increased by 6.2% to USD 384.4 million (-8.2% like-for-like)[1]
- Like-for-like Total Operating Cash Costs were successfully and safely reduced by 9.7% to USD 113.2 million; despite the healthy growth in both container and non-container throughput
- Adjusted EBITDA of USD 209.7 million (2019: USD 226.9 million), like-for-like Adjusted EBITDA Margin increased by 40 basic points to 65.2%
- Operating profit growth of 8.7% to USD 157.4 million
- Profit for the period of USD 50.0 million (2019: USD 67.7 million)
- Strong Free Cash Flow of USD 157.1 million
- Further deleverage success with Net Debt down USD 134.9 million and Net Debt to Adjusted EBITDA reduced to 2.9x (-0.4x compared to 31 December 2019)
- Credit ratings reaffirmed in 2020 by all rating agencies that rate the Group and its financial instruments with stable outlook: Fitch Ratings at BB+, Moody's at Ba2, RA Expert at RuA+

Albert Likholet, CEO of Global Ports, commented:

"I believe that both the Company and the Russian market have successfully met the challenges so far presented to all of us by the events of 2020. Despite supply chain disruptions, reshuffling of vessels calls, strong macro headwinds, and high FX volatility, the market finished the year broadly flat.

[1] Like-for-like is adjusted growth metric calculated on management accounts: cash cost and revenue for 2020 and 2019 adjusted for VSC transportation services. As a result of the new terms of certain sales agreements, in 2020 VSC acted as a principal vs as an agent at the beginning of 2019: previously the net result of revenue from transportation services and associated cost was included in the consolidated revenue. Since the middle of 1H 2019 full revenue and associated costs have been recognized in consolidated revenue and transportation expenses accordingly. This Adjusted EBITDA neutral change resulted in additional USD 62.8 million to consolidated revenue (USD 11.4 million in 2019) and USD 62.8 million (USD 11.4 million in 2019) to cost of sales in 2020.

Global Ports' 2020 results, in turn, prove that we are on the right track with our strategy implementation. We outperformed the Russian container market for the third year in a row and achieved double digit growth in bulk cargo handling. We also ensured strong cost control, resulting in consistent Free Cash Flow generation and further strong deleverage. Net Debt was reduced by almost USD 135 million, while Net debt to Adjusted EBITDA declined to the lowest level in 8 years, proving the resilience of the business and supporting the path towards resumption of dividends once deleveraging targets achieved.

Although containerised export remains strong and we are seeing some encouraging signs of growth in containerised imports towards the end of 2020, the market continues to be highly competitive and the outlook is still far from certain. Thus, we remain fully mobilised, committed to our strategy of driving productivity and innovation across our operations and remaining relentlessly focused on our clients, maintaining their loyalty and trust by providing the highest service standards in the industry".

Group financial and operational highlights for the twelve months ended 31 December 2020

Unless otherwise stated, all comparisons below are for 2020 in comparison to 2019.

Operational Highlights

- The Russian container market demonstrated resilience in 2020 declining by only 0.8% y-o-y supported by continuing growth in containerised export (+5.2%), which was however not sufficient to offset the decline of containerised import by a moderate 1.8%, due to the global and local macroeconomic impact of COVID-19.

- Outperforming the market in both export and import, the Group's Consolidated Marine Container Throughput increased by 6.6% to 1,553 thousand TEU with growth of full export containers of 16.8% and full import containers of 3.6%. As a result, share of full export containers in the Groups' Consolidated Marine Container Throughput increased from 40% in 2019 to 44% in 2020.

- Consolidated Marine Bulk Throughput increased by 38.7% y-o-y, driven by strong growth in coal handling at VSC and ULCT as well as growth of fertilisers and steel handling at PLP.

Financial Highlights

- Consolidated revenue increased by 6.2% to USD 384.4 million; excluding the impact of VSC transportation services[2], like-for-like revenue declined by 8.2% driven by a decrease in both Consolidated Container and Non-Container Revenue.

- Like-for-like Revenue per TEU decreased by 13% to USD 155.1 as a result of depreciation of the Russian Rouble against US dollar, the growing share of full export containers in Group throughput, and additional free storage days and other incentives provided by the Group to its clients in order to support them on the back of the global and local macroeconomic turmoil following the COVID-19 outbreak. Like-for-like Revenue per TEU adjusted for FX decreased by 2.7%.

- Operating profit increased by 8.7% to USD 157.4 million.

- In response to COVID-19 conditions, cost control measures were implemented to manage and reduce the Group's cost base. Like-for-like Total Operating Cash Costs were successfully and safely

[2] As a result of the new terms of certain sales agreements, in 2020 VSC acted as a principal vs as an agent at the beginning of 2019: previously the net result of revenue from transportation services and associated cost was included in the consolidated revenue. Since the middle of 1H2019 full revenue and associated costs have been recognized in consolidated revenue and transportation expenses accordingly. This Adjusted EBITDA neutral change resulted in additional USD 62.8 million to consolidated revenue (USD 11.4 million in 2019) and USD 62.8 million (USD 11.4 million in 2019) to cost of sales in 2020.

reduced by 9.7% to USD 113.2 million despite the healthy growth in both container and non-container throughput.

- Adjusted EBITDA decreased by 7.6% to USD 209.7 million as cost control improvements and volume growth could not offset the decline in Revenue per TEU and US dollar equivalent of Russian Rouble nominated bulk handling tariffs due to the depreciation of the Russian Rouble as a result of COVID-19. Profitability was nonetheless maintained with like-for-like Adjusted EBITDA Margin of 65.2%.

- The Group's capital expenditure in 2020 was USD 33.9 million and focused on planned maintenance projects, scheduled upgrades of existing container handling equipment and customer service improvement initiatives.

- The Group generated a healthy USD 157.1 million of Free Cash Flow (-1.1% compared to 2019) demonstrating the resilience of the business model.

- The Group reduced Net Debt by USD 134.9 million over the year and continues to prioritise deleveraging over dividend distribution.

- In line with the Group's focus on deleveraging, Net Debt to Adjusted EBITDA decreased from 3.3x as of 31 December 2019 to 2.9x as at the end of the reporting period, achieving the lowest level since 2012.

Outlook

Despite the proven resilience of the Russian container market, and its continued journey towards full import-full export balance, as well as encouraging signs of containerised import moderate recovery in 4Q 2020, volatility remains high and visibility is low in terms of both market performance and pricing. Nonetheless, we are reassured by the prospects of better supply/demand balance and increased demand for quality of service, meaning that although we anticipate recovery in time, we see no substantial change in the short term.

As a result of the increase of global freight rates and the deficit of empty containers in Asia, we are seeing increased demand for container handling via the Russian Far Eastern basin, where the Group's VSC terminal is located. Exceptionally high growth figures, both in full export and import containers, coincided with the delayed delivery of RMG cranes due to COVID-19, and resulted in a temporary overutilization of VSC in December 2020 to February 2021. The Group is restoring the high level of service at VSC.

Further information is available in the following Appendices:

- Appendix 1: Results of operations for Global Ports for the year ended 31 December 2020;
- Appendix 2: Reconciliation of Additional data (non-IFRS) to the Consolidated Financial Statements;
- Appendix 3: Definitions and Presentation of Information; and
- Appendix 4: Investor Presentation.

Market data

Market data used in this press-release, as well as certain statistics, including statistics in respect of market growth, volumes of third parties and market share, have been extracted from official and industry sources and other third-party sources, such as the Association of Sea Commercial Ports ("ASOP") the Central Bank of the Russian Federation and the Russian Federal State Statistics Service, among others.

Other

Pursuant to Article 2.1(i)(ii) of the Transparency Directive (2004/109/EC) and Rule 6.4.2 of the Disclosure Guidance and Transparency Rules of the UK Financial Conduct Authority, the Company confirms that it has chosen the United Kingdom as its Home State.

Downloads

The consolidated financial statements for the year ended 31 December 2020 for Global Ports are available for viewing and downloading at https://www.globalports.com/en/investors/reports-and-results/.

Analyst and Investor Conference call

The publication of these results will be accompanied by an analyst and investor conference call hosted by:

- Albert Likholet, Chief Executive Officer, Global Ports Management LLC;
- Alexander Roslavtsev, Chief Financial Officer, Global Ports Management LLC;
- Brian Bitsch, Chief Commercial Officer, Global Ports Management LLC;
- Alexander Iodchin, Head of Strategy and Business Development and General Manager of Global Ports Investments PLC.

Date: Friday, 5 March 2021

Time: 11.00 UK / 14.00 Moscow

To participate in the conference call, please dial one of the following numbers and ask to be put through to the "Global Ports" call:

Standard International Access: +44 (0) 33 0551 0200

UK Toll Free: 0808 109 0700

USA Toll Free: 1 866 966 5335

Russia: +7 (8) 495 249 9843

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NOTES TO EDITORS

Global Ports Investments PLC

Global Ports Investments PLC is the leading operator of container terminals in the Russian market by capacity and container throughput.[3]

Global Ports' terminals are located in the Baltic and Far East Basins, key regions for foreign Russian trade and transit cargo flows. Global Ports operates five container terminals in Russia (Petrolesport, First Container Terminal, Ust-Luga Container Terminal[4] and Moby Dik[5] in the Russian Baltics, and Vostochnaya Stevedoring Company in the Russian Far East) and two container terminals in Finland[6] (Multi-Link Terminals in Helsinki and Kotka). Global Ports also owns inland container terminal Yanino Logistics Park[7] located in the vicinity of St. Petersburg.

Global Ports' revenue for 2020 was USD 384.4 million and Adjusted EBITDA was USD 209.7 million. Consolidated Marine Container Throughput was 1,533 thousand TEU in 2020.

Global Ports' major shareholders are Delo Group, the largest intermodal container and port operator in Russia[8] (30.75%), and APM Terminals B.V. (30.75%), whose core expertise is the design, construction, management and operation of ports, terminals and inland services. APM Terminals operate a terminal network of 75 terminals globally. 20.5% of Global Ports shares are traded in the form of global depositary receipts listed on the Main Market of the London Stock Exchange (LSE ticker: GLPR).

For more information please see: www.globalports.com

LEGAL DISCLAIMER

Some of the information in these materials may contain projections or other forward-looking statements regarding future events or the future financial performance of Global Ports. You can identify forward-looking statements by terms such as "expect", "believe", "anticipate", "estimate", "intend", "will", "could," "may" or "might" or the negative of such terms or other similar expressions. Any forward-looking statement is based on information available to Global Ports as of the date of the statement and, other than in accordance with its legal or regulatory obligations, Global Ports does not intend or undertake to update or revise these statements to reflect events and circumstances occurring after the date hereof or to reflect the occurrence of unanticipated events. Forward-looking statements involve known and unknown risks and Global Ports wishes to caution you that these statements are only predictions and that actual events or results may differ materially from what is expressed or implied by these statements. Many factors could cause the actual results to differ materially from those contained in projections or forward-looking statements of Global Ports, including, among others, general political and economic conditions, the competitive environment, risks associated with operating in Russia and market change in the industries Global Ports operates in, as well as many other risks related to Global Ports and its operations. All written or oral forward-looking statements attributable to Global Ports are qualified by this caution.

[3] Company estimates based on 2020 throughput and the information published by the "ASOP".
[4] In which Eurogate currently has a 20% effective ownership interest.
[5] Joint venture in which CMA Terminals currently has a 25% effective ownership interest.
[6] Joint ventures in each of which CMA Terminals currently has a 25% effective ownership interest.
[7] Joint venture in which CMA Terminals currently has a 25% effective ownership interest.
[8] According to publicly available data at www.delo-group.com.

Appendix 1: Results of operations for Global Ports for the year ended 31 December 2020

The financial information presented in this appendix is extracted from the Consolidated Financial Statements for the year ended 31 December 2020. This appendix also includes certain non-IFRS financial information, identified using capitalised terms below. For further information on the calculation of such non-IFRS financial information, see Appendix 3 (Definitions and Presentation of Information) and the section entitled "Non-IFRS Measures: Adjusted EBITDA and Adjusted EBITDA Margin" below. Readers of this appendix should read the entire announcement together with the Global Ports Group consolidated financial information also released on the date hereof, and not just rely on the summary information set out below.

Rounding adjustments have been made in calculating some of the financial and operational information included in this presentation. As a result, numerical figure and percentages are shown as totals in some tables may not be exact arithmetic aggregations and other calculations of the figures that precede them.

Certain financial information is derived from the management accounts.

Operational Information

The table below sets out the container and bulk cargo throughput of the Group's terminals for the periods indicated. Gross throughput is shown on a 100% basis for each terminal, including terminals held through joint ventures and accounted for using the equity method.

	FY 2020	FY 2019	Change	
			Abs	%
Marine Terminals				
Containerised cargo (thousand TEUs)				
PLP[9]	377	328	49	14.9%
VSC	453	395	58	14.7%
FCT	654	654	(0)	(0.0%)
ULCT	50	62	(12)	(19.8%)
Non-containerised cargo				
Ro-ro (thousand units)	20.3	20.0	0.3	1.3%
Cars (thousand units)	82.0	103.3	(21.3)	(20.6%)
Other bulk cargo (thousand tonnes)	5,074	3,658	1,416	38.7%
Consolidated Marine Container Throughput	*1,533*	*1,439*	94	6.6%
Consolidated Marine Bulk Throughput	*5,074*	*3,658*	1,415.7	38.7%
Operational statistics of Joint Ventures				
Containerised cargo (thousand TEUs)				
Moby Dik	-	11	(11.3)	(100.0%)
Finnish Ports	98	111	(12.9)	(11.7%)
Inland Terminals				
Yanino				
Containerised cargo (thousand TEUs)	86	120	(33.5)	(28.0%)
Bulk cargo throughput (thousand tonnes)	261	376	(115.1)	(30.6%)
Total marine container throughput (thousand TEUs)	*1,631*	*1,561*	70	4.5%
Total marine container throughput in Russia (thousand TEUs)	*1,533*	*1,450*	83	5.7%

[9] As a part of strategy to prioritise operating efficiency and optimise the Group's asset base, the management teams of Petrolesport (PLP) and First Container Terminal (FCT) were unified in 2019. The merging of the two management teams aligns the strategic focus across the two terminals based at the Port of St. Petersburg, improving clarity and speed of decision-making to bring tangible benefits to customers in terms of planning capability and distribution of services as Group resources will be allocated more efficiently and effectively to client requirements.

In 2020 the Russian container market demonstrated strong resilience and ability to adapt swiftly to challenges by declining only by 0.8%. The market was supported by continuing structural growth of containerised export (year-on-year growth of 5%) and slight recovery of containerised import in 4Q20 (year-on-year decline of 1.8% in 2020 compared to 2019) following the decline in the first half of the year as a result of the global and local macroeconomic impact of the COVID-19 outbreak.

Throughput of full export containers at the Russian terminals continued its rapid growth (5.2% year-on-year), mainly due to increased exports and the wider use of containers in Russia. Full exports have almost doubled (growth of 1.96x) between 2013-2020, showing a long-term trend supported by increased exports and the containerisation of export supply chains.

As a result of this export growth, the gap between full dry container import and full dry container export is rapidly narrowing, thereby shifting the market towards an import-export balance. In 2020, the ratio between full dry container export and full dry container import in Russia was 83%, while the Big Port of Saint Petersburg has already become export driven: dry full container export exceeded dry container import by 15% in 2020. The growth of full container export combined with the ongoing growth in vessel sizes is driving client preference for large, well-equipped and efficient terminals and is removing excess capacity from the market.

In 2020 the Group continued to outperform the market, with Consolidated Marine Container Throughput up 6.6% year-on-year to 1,553 thousand TEU against the container market decline of 0.8% year-on-year.

As a result of the Group's efforts to increase productivity and customer service standards, the Group outperformed the market in both key basins where its terminals are located. Consolidated Marine Container Throughput of the Group's terminals located in the Baltic Basin increased by 3.5% year-on-year in 2020 against a market decline of 6.6% in the same region, while Consolidated Marine Container Throughput of the Group's terminal located in the Far Eastern Basin increased by 14.7% year-on-year in 2020 against a market growth of 7.6%.

The Group also outperformed the market in both full import and full export. Consolidated Marine Container Throughput of full export containers in 2020 increased by 16.8% year-on-year and its share in Groups' Consolidated Marine Container Throughput increased to 44% compared to 40% in 2019. Consolidated Marine Container Throughput of full import containers in 2020 increased by 3.6% year-on-year.

Consolidated Marine Bulk Throughput increased by 38.7% year-on-year to 5.1 million tonnes in 2020, driven by strong growth in coal handling at VSC and ULCT as well and growth of fertilisers and steel handling at PLP.

Heavy Ro-Ro handling demonstrated a continued recovery in Q4 2020 with 3.1% growth in Q4 2020 against Q4 2019, resulting in a 1.3% growth in volumes of this cargo handling for the full year 2020.

Car handling was also strong in Q4 2020 with 41.1% growth but this was unfortunately not sufficient to offset the overall 20.6% decline in 2020, reflecting the slowdown in Russian consumer demand and closure of car dealers in Q2 2020 due to lockdown.

As a result of the market trends mentioned above, Moby Dik no longer meets the market requirements of a modern container terminal, given its absence of a railway access and insufficient vessel handling equipment. Nonetheless, Moby Dik remains a business unit of the Group that offers further opportunities in bulk handling and additional services. Moby Dik handled 227 thousand tonnes of bulk cargo in 2020, generating growth of 34% compared to the 2019.

Results of operations of Global Ports for the year ended 31 December 2020 and 31 December 2019

The following table sets out the principal components of the Group's consolidated income statement and certain additional non-IFRS data of the Group for the twelve-month period ended 31 December 2020 and 31 December 2019.

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Selected consolidated financial information				
Revenue	384.4	361.9	22.6	6.2%
Cost of sales	(200.3)	(151.8)	(48.5)	32.0%
Gross profit	184.1	210.1	(25.9)	(12.4%)
Administrative, selling and marketing expenses	(24.7)	(35.5)	10.8	(30.4%)
Other income	1.3	1.8	(0.5)	(26.7%)
Share of (loss)/profit of joint ventures accounted for using the equity method	(3.0)	1.9	(4.9)	(254.9%)
Other gains/(losses) - net	(0.3)	(33.4)	33.1	(99.0%)
Operating profit	157.4	144.8	12.6	8.7%
Finance income	2.4	2.5	(0.2)	(6.6%)
Finance costs	(71.8)	(85.2)	13.5	(15.8%)
Change in fair value of derivative instruments	18.4	(9.3)	27.7	(296.8%)
Net foreign exchange gains/(losses) on financial activities	(41.8)	43.8	(85.6)	(195.2%)
Finance income/(costs) - net	(92.8)	(48.2)	(44.6)	92.5%
Profit before income tax	64.6	96.6	(32.0)	(33.1%)
Income tax expense	(14.6)	(29.0)	14.3	(49.5%)
Profit for the period	50.0	67.7	(17.7)	(26.1%)
Attributable to:				
Owners of the Company	48.4	66.6	(18.2)	(27.3%)
Non-controlling interest	1.6	1.1	0.5	45.7%
Key Non-IFRS financial information				
Like-for-like revenue	321.7	350.5	(28.8)	(8.2%)
Adjusted EBITDA	209.7	226.9	(17.2)	(7.6%)
Like-for-like Adjusted EBITDA margin	65.2%	64.8%		
Like-for-like Cash Cost of sales	(90.2)	(91.7)	1.5	(1.7%)
Like-for-like Total Operating Cash costs	(113.2)	(125.3)	12.0	(9.7%)
Free Cash Flow	157.1	158.8	(1.8)	(1.1%)

Revenue

The following table sets forth the components of the consolidated revenue for 2020 and 2019.

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	
Container revenue as reported	300.6	268.1	32.5	12.1%
Adjusted for				
VCS transportation services	*62.8*	*11.4*	51.4	450.6%
Like-for-like container revenue	237.8	256.7	(18.8)	-7.4%
Non-container Revenue	83.8	93.8	(10.0)	-10.6%
Consolidated Revenue	**384.4**	**361.9**	**22.6**	6.2%
Like-for-like Revenue per TEU	155.1	178.4	-23.3	-13.0%
Like-for-like Revenue per TEU Adjusted for FX	173.6	178.4	-4.8	-2.7%

In 2020 like-for-like consolidated revenue decreased by 8.2% to USD 321.7 million from USD 350.5 million in 2019, driven by the decline in both revenue from container operations and other revenue.

Like-for-like Consolidated Container Revenue decreased by 7.4%, or USD 18.8 million, to USD 237.8 million. This change was driven by an increase in Consolidated Marine Container Throughput of 6.6% which was offset by a 13.0% decrease in like-for-like consolidated Revenue per

TEU. Decline in like-for-like consolidated Revenue per TEU was driven by the depreciation of the Russian Rouble as well as a change in cargo and service mix (primary through growth of full export containers and decline in full import containers) and measures taken by the Group in order to support our clients (additional free storage days for export containers and other incentives were provided) during the macro turmoil caused by COVID-19.

Consolidated Non-Container Revenue decreased by 10.6%, or USD 10.0 million, to USD 83.8 million, as growth in throughput was offset by discounts given by the Group to its clients in the second half of 2019 and the first half of 2020 in response to the decline of coal prices in the global market as well as the depreciation of the Russian Rouble.

As a result of new terms agreed on certain sales agreements, in 2020 VSC acted as a principal versus as an agent at the beginning of 2019: previously the net result of revenue from transportation services and associated cost was included in the consolidated revenue. Since the middle of the first half of 2019 full revenue and associated cost have been recognised in consolidated revenue and transportation expenses accordingly. This Adjusted EBITDA neutral change resulted in an additional USD 62.8 million attributed to consolidated revenue (USD 11.4 million in 2019) and USD 62.8 million (USD 11.4 million in 2019) to cost of sales in 2020.

Cost of sales

The following table sets out a breakdown by expenses of the cost of sales for 2020 and 2019:

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Depreciation of property, plant and equipment	34.1	35.2	(1.1)	(3.2%)
Amortisation of intangible assets	0.6	1.1	(0.5)	(46.0%)
Depreciation of right-of-use assets	11.8	12.4	(0.6)	(4.6%)
Write-off of property, plant and equipment	0.9	-	0.9	-
Staff costs	45.1	45.3	(0.2)	(0.4%)
Transportation expenses	67.7	15.7	52.0	332.0%
- including VSC rail transportation costs	*62.8*	*11.4*	51.4	450.6%
Fuel, electricity and gas	8.5	9.5	(1.0)	(10.7%)
Repair and maintenance of property, plant and equipment	5.3	6.3	(1.0)	(16.4%)
Purchased services	16.2	14.3	1.9	13.0%
Taxes other than on income	2.4	2.5	(0.1)	(3.2%)
Other operating expenses	7.9	9.5	(1.7)	(18.0%)
Total Cost of Sales	**200.3**	**151.8**	**48.5**	**32.0%**
Cash Cost of Sales	**153.0**	**103.1**	**49.9**	**48.3%**
Like-for-like Cash Cost of sales	**90.2**	**91.7**	**(1.5)**	**(1.7%)**

Cost of sales increased by USD 48.5 million, or 32.0%, from USD 151.8 million in 2019 to USD 200.3 million in 2020. The change was primarily driven by growth in transportation expenses at VSC, certain cost items related to the growth of coal handling at ULCT and VSC and growth in throughput and inflation.

The growth in transportation expenses from USD 15.7 million to USD 67.7 million in 2020 or USD 52.0 million was driven by new terms of certain agreements that changed the recognition of revenue and costs generated by VSC from railway services for clients as described above.

Like-for-like Cash Cost of Sales decreased by USD 1.5 million, or 1.7%, from USD 91.7 million in 2019 to USD 90.2 million in 2020 despite healthy growth of container and bulk throughput.

Gross profit

Gross profit decreased by USD 25.9 million, or 12.4%, from USD 210.1 million in 2019 to USD 184.1 million in 2020. This decrease was due to the factors described above under Revenue and Cost of sales.

Administrative, selling and marketing expenses

Administrative, selling and marketing expenses decreased by USD 10.8 million, or 30.4%, from USD 35.5 million in 2019 to USD 24.7 million 2020. This was primarily due to a decrease of USD 9.3 million, or 35.6%, in staff costs as a result of measures to increase efficiency and the depreciation of the Russian Rouble.

Adjusted EBITDA and Adjusted EBITDA Margin

Adjusted EBITDA in 2020 decreased by 7.6%, or USD 17.2 million to USD 209.7 million from USD 226.9 million in 2019. Like-for-like Adjusted EBITDA Margin was 65.2%, broadly the same as in the 2019 (64.8%).

Share of profit/(loss) of joint ventures accounted for using the equity method

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
MLT Group	(2.0)	0.8	(2.8)	(363.3%)
CD Holding Group	(1.0)	1.2	(2.1)	(184.3%)
Total share of profit/(loss) of joint ventures	**(3.0)**	**1.9**	**(4.9)**	**(254.9%)**

The Group's share of profit/(loss) from joint ventures changed from a profit of USD 1.9 million in 2019 to a loss of USD 3.0 million in 2020.

The share of profit from MLT Group changed from a profit of USD 0.8 million in 2019 to a loss of USD 2.0 million. This result was primarily driven by the decline of container throughput of Moby Dik due to the reasons described above.

The change in the share of result from CD Holding Group, from a profit of USD 1.2 million in 2019 to a loss of USD 1.0 million, was mainly driven by the appreciation of the Russian Rouble against the US Dollar in 2019 that resulted in a gain from revaluation of the US Dollar nominated borrowings of YLP. Whereas in 2020 YLP had most of its borrowings denominated in RUB.

Other gains/(losses)—net

Other gains/(losses) changed from a net loss of USD 33.4 million in 2019 to a net loss of USD 339 thousand in 2020.

As a result of the disposal of VEOS in the first half of 2019, a USD 50 thousand loss is reflected within 'other gains/(losses) – net' in the corresponding period. In addition, USD 33.5 million loss was recycled to 'other gains/(losses) – net' from the currency translation reserve. This is the amount related to VEOS that was previously recognised in other comprehensive income and accumulated in the equity.

Operating profit/(loss)

The Group's operating profit increased from USD 144.8 million in 2019 to USD 157.4 million in 2020 due to the factors described above under Gross profit, Share of profit/(loss) of joint ventures accounted for using the equity method and Other gains/(losses)—net.

Finance income/(costs)—net

Finance income/(costs) —net increased from a cost of USD 48.2 million in 2019 to a cost of USD 92.8 million in 2020. This move was primarily due to a foreign exchange loss from financing activities of USD 41.8 million in 2020 compared to a profit of USD 43.8 million in 2019. This was a result of the depreciation of the Russian Rouble,[10] which in turn changed from a gain to a loss on the revaluation of intra-group US dollar-denominated borrowings in the Group's Russian subsidiaries. This was partially offset by a change of the fair value of derivative instruments[11] from a loss of USD 9.3 million 2019 to a profit of USD 18.4 million in 2020.

Profit/(loss) before income tax

Profit before income tax decreased to USD 64.6 million in 2020 from USD 96.6 million in 2019. This change is due to the factors described above under Operating profit/(loss) and Finance income/(costs)—net.

Income tax expense

In 2020 income tax expense was USD 14.6 million compared to USD 29.0 million 2019.

Profit/(loss) for the period

The Group reported a profit of USD 50.0 million in 2020, a decrease of USD 17.7 million or 26.1% compared to the profit for the period of USD 67.7 million in 2019 due to the factors described above.

Liquidity and capital resources

General

As of 31 December 2020, the Group had USD 207.0 million in cash and cash equivalents.

The Group's liquidity requirements arise primarily in connection with repayments of principal and interest payments, capital investment programmes and ongoing costs of its operations. In the first half of 2020 the Group's liquidity needs were met primarily by cash flows generated from its operational activities as well as borrowings. The Group expects to fund its liquidity requirements in both the short and medium term with cash generated from operational activities and borrowings.

As a result of the shareholding and joint venture agreements of Moby Dik, the Finnish Ports and Yanino, the cash generated from the operational activities of each of the entities in those businesses is not freely available to fund the other operations and capital expenditures of the Group or any other businesses within the Group and can only be lent to an entity or distributed as a dividend with the consent of the other shareholders to those arrangements.

As of 31 December 2020, the Group had USD 819.1 million of total borrowings (including lease liabilities), of which USD 155.1 million comprised current borrowings and USD 664.0 million comprised non-current borrowings. See also "*Capital resources*".

[10] During 2020 the exchange rate of US Dollar increased from 61.91 RUB as of 31 December 2019 to 73.88 RUB as of 31 December 2020 that represents the strengthening of US Dollar against Russian Rouble by 19.3%.

[11] In 2019 the Group entered into several RUB/USD currency forward contracts to acquire USD dollars in the period 2019-2022 in order to hedge part of foreign exchange risks associated with its USD denominated non-convertible unsecured bonds. The Group also bought several options to buy USD 87 million in 2022 in the range RUB 80-100 per US dollar.

Cash flow

The following table sets out the principal components of the Group's consolidated cash flow statement for the 2020 and 2019:

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Net cash from operating activities	**190.9**	**185.4**	**5.5**	**3.0%**
Cash generated from operations	196.6	217.4	(20.8)	(9.6%)
Tax paid	(5.7)	(32.0)	26.3	(82.3%)
Net cash used in investing activities	**(32.5)**	**(13.4)**	**(19.1)**	**143.1%**
Purchases of intangible assets	(0.9)	(1.0)	0.1	(7.6%)
Purchases of property, plant and equipment	(33.9)	(26.6)	(7.3)	27.3%
Proceeds from sale of property, plant and equipment	0.4	0.5	(0.1)	(11.0%)
Disposal of asset held for sale	-	11.8	(11.8)	(100.0%)
Interest and loans repayments received	1.9	1.9	(0.039)	(2.1%)
Net cash used in financing activities	**(74.3)**	**(140.2)**	**66.0**	**(47.0%)**
Repayments of borrowings	(73.0)	(131.4)	58.4	(44.8%)
Proceeds from borrowings	72.1	70.9	1.2	1.7%
Interest paid on borrowings	(66.4)	(74.4)	8.0	(10.8%)
Interest paid on leases	(4.2)	(4.3)	0.1	(1.8%)
Settlements of and premiums paid on derivative financial instruments	(0.8)	(0.2)	(0.6)	302.4%
Principal elements of lease payments	(2.0)	(0.9)	(1.1)	125.1%
Free cash flow (Net cash from operating activities - Purchase of PPE)	**157.1**	**158.8**	**(1.8)**	**(1.1%)**
Net increase/(decrease) in cash and cash equivalents	84.2	31.8	52.3	164.6%
Cash and cash equivalents at beginning of the period	124.4	91.6	32.7	35.7%
Exchange gains/(losses) on cash and cash equivalents	(1.5)	0.9	(2.5)	(266.2%)
Cash and cash equivalents at end of the period	207.0	124.4	82.6	66.4%

Net cash from operating activities

Net cash from operating activities increased by USD 5.5 million, or 3.0%, from USD 185.4 million in the 2019 to USD 190.9 million in 2020. Growth in net cash from operating activities was primarily due to decrease in tax paid by USD 26.3 million, or 82.3%, partially offset by USD 20.8 million, or 9.6%, decrease in cash generated from operations due to the financial result from operations as described above.

Net cash from/(used in) investing activities

Net cash used in investing activities increased from USD 13.4 million in 2019 to USD 32.5 million in 2020. This change was primarily driven by proceeds from the sale of VEOS in the amount of USD 11.8 million in April 2019 being reflected as a disposal of asset held for sale in 2019. The change in net cash used in investing activities was also driven by an increase in purchases of property, plant and equipment from USD 26.6 million in 2019 to USD 33.9 million 2020 due to the increased investment into upgrade of equipment in order to improve productivity and level of service of the Group's terminals and in response to growing throughput.

Net cash used in financing activities

Net cash used in financing activities decreased by USD 66.0 million, or 47.0%, from USD 140.2 million in 2019 to USD 74.3 million in 2020 due to decrease in the repayment of borrowings by USD 58.4 million because of voluntary decline in the buy-back of the Global Ports (Finance) Plc Eurobonds in 2020 compared to 2019.

In 2020 the Group cancelled previously purchased Global Ports (Finance) Plc's USD350,000,000 6.872 per cent. notes due 2022 (the "2022 Notes") and Global Ports (Finance) Plc's USD350,000,000 6.5 per

cent. notes due 2023 (the "2023 Notes") which were held by the Group. The 2022 Notes for a total principal amount of USD 151.4 million and the 2023 Notes for a total principal amount of USD 52.0 million were purchased by the Group between 2018 and 2020 through both the tender offer and the open market.

Capital resources

The Group's financial indebtedness consists of bank borrowings, bonds and lease liabilities and amounted to USD 819.1 million as of 31 December 2020. As of that date, all of the Group's borrowings were secured by guarantees and suretyships granted by certain Group members. Certain of these borrowings contain covenants requiring the Group and the borrower to maintain specific indebtedness to Adjusted EBITDA and other ratios, as well as covenants having the effect of restricting the ability of the borrower to transfer assets, make loans and pay dividends to other members of the Group. The Group is in full compliance with covenants in the reporting period.

The Weighted Average Effective Interest Rate of the Group's debt portfolio is 6.7% for USD nominated borrowings and 10.5% for Russian Rouble nominated borrowings.

As of 31 December 2020, the Group had the leverage of Net debt to Adjusted EBITDA ratio of 2.9x (compared to a ratio of 3.3x as of 31 December 2019).

The following table sets out the maturity profile of the Group's total borrowings (including lease liabilities) as of 31 December 2020.

	USD mln
1H 2021	153.8
2H 2021	1.3
2022	200.2
2023	303.1
2024	57.4
2025 and after	103.4
Total	**819.1**

As of 31 December 2020, the carrying amounts of the Group's borrowings (including lease liabilities) were denominated in the following currencies:

US dollar	506.4
Rouble	312.7
Total	**819.1**

During the 12 month-period ended 31 December 2019 the Group entered into several RUB/USD currency forward contracts to acquire USD dollars in the period 2019-2022 in order to hedge part of foreign exchange risk associated with its USD denominated non-convertible unsecured bonds (which have been provided as loans to the Russian operating subsidiaries).

The Group bought several options to buy USD 87 million in 2022 in the range RUB 80-100 per US dollar.

As of 31 December 2020, there are outstanding forward contracts to acquire USD 122.4 million and USD 87 million covered by option contracts.

Appendix 2: Reconciliation of Additional data (non-IFRS) to the consolidated financial information for the year ended 31 December 2020

Reconciliation of Adjusted EBITDA to profit for the period

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Profit for the year	50.0	67.7	(17.7)	(26.1%)
Adjusted for				
Income tax expense	14.6	29.0	(14.3)	(49.5%)
Finance costs—net	92.8	48.2	44.6	92.5%
Depreciation of property, plant and equipment	35.6	37.0	(1.4)	(3.8%)
Depreciation of right-of-use assets	11.8	12.4	(0.6)	4.6%
Amortisation of intangible assets	0.8	1.3	(0.5)	(38.7%)
Write-off of property, plant and equipment	0.9	-	0.9	-
Other (gains)/losses—net	0.3	33.4	(33.2)	(99.0%)
Share of(profit)/loss of joint ventures accounted for using the equity method	3.0	(1.9)	4.9	(254.9%)
Adjusted EBITDA	**209.7**	**226.9**	**(17.2)**	**(7.6%)**

Reconciliation of Adjusted EBITDA Margin

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Revenue	384.4	361.9	22.6	6.2%
Adjusted EBITDA	209.7	226.9	(17.2)	(7.6%)
Adjusted EBITDA Margin	**54.6%**	**62.7%**		

Reconciliation of Total Operating Cash Costs to cost of sales and administrative, selling and marketing expenses

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Cost of sales	200.3	151.8	48.5	32.0%
Administrative, selling and marketing expenses	24.7	35.5	(10.8)	(30.4%)
Total	225.0	187.3	37.7	20.1%
Adjusted for				
Depreciation of property, plant and equipment	(35.6)	(37.0)	1.4	(3.8%)
Depreciation of right-of-use assets	(11.8)	(12.4)	0.6	(4.6%)
Amortisation of intangible assets	(0.8)	(1.3)	0.5	(38.7%)
Write-off of property, plant and equipment	(0.9)	-	(0.9)	-
Total Operating Cash Costs	**176.0**	**136.7**	**39.3**	**28.7%**

Reconciliation of Cash Cost of Sales to cost of sales

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Cost of sales	200.3	151.8	48.5	32.0%
Adjusted for				
Depreciation of property, plant and equipment	(34.1)	(35.2)	2.0	(3.2%)
Depreciation of right-of-use assets	(11.8)	(12.4)	0.6	(4.6%)
Amortisation of intangible assets	(0.6)	(1.1)	0.5	(46.0%)
Write-off of property, plant and equipment	(0.9)	-	(0.9)	-
Cash Cost of Sales	**153.0**	**103.1**	**49.9**	**48.4%**

Reconciliation of Cash Administrative, Selling and Marketing Expenses to Administrative, selling and marketing expenses

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Administrative, selling and marketing expenses	24.7	35.5	(10.8)	(30.4%)
Adjusted for				
Depreciation of property, plant and equipment	(1.5)	(1.7)	0.3	(15.0%)
Amortisation of intangible assets	(0.18)	(0.15)	(0.02)	13.6%
Cash Administrative, Selling and Marketing expenses	**23.0**	**33.6**	**(10.5)**	**(31.4%)**

Reconciliation of Net Debt and Total Debt to borrowings and lease liabilities

	As at 31.12.2020	As at 31.12.2019	Change	
	USD mln	USD mln	USD mln	%
Non-current Borrowings	632.9	738.1	(105.2)	(14.3%)
Current Borrowings	153.3	99.1	54.2	54.7%
Non-current Lease liabilities	31.1	33.0	(1.9)	(5.8%)
Current Lease liabilities	1.8	1.2	0.6	51.6%
Total Debt	**819.1**	**871.4**	**(52.3)**	**(6.0%)**
Adjusted for				
Cash and cash equivalents	(207.0)	(124.4)	(82.6)	66.4%
Net Debt	**612.1**	**747.0**	**(134.9)**	**(18.1%)**

Reconciliation of Free Cash Flow to net cash from operating activities

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Net cash from operating activities	190.9	185.4	5.5	3.0%
Adjusted for				
Purchases of property, plant and equipment	(33.9)	(26.6)	(7.3)	27.3%
Free Cash Flow	**157.1**	**158.8**	**(1.8)**	**(1.1%)**

Reconciliation of like-for-like revenue to consolidated revenue

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Consolidated revenue	384.4	361.9	22.6	6.2%
Adjusted for				
VSC transportation services	62.8	11.4	51.4	450.6%
Like-for-like consolidated revenue	**321.7**	**350.5**	**(28.8)**	**(8.2%)**

Reconciliation of like-for-like Consolidated Container Revenue to Consolidated Container Revenue

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Consolidated Container Revenue	300.6	268.1	32.5	12.1%
Adjusted for				
VSC transportation services	62.8	11.4	51.4	450.6%
Like-for-like container revenue	**237.8**	**256.7**	**(18.8)**	**(7.3%)**

Reconciliation of like-for-like Total Operating Cash Costs to Total Operating Cash Costs

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Total Operating Cash Costs	176.0	136.7	39.3	28.7%
Adjusted for				
VSC transportation services	62.8	11.4	51.4	450.6%
Total like-for-like Operating Cash Costs	**113.2**	**125.3**	**(12.1)**	**(9.7%)**

Reconciliation of like-for-like EBITDA Margin

	FY 2020	FY 2019	Change	
	USD mln	USD mln	USD mln	%
Like-for-like consolidated revenue	321.7	350.5	(28.8)	(8.2%)
Adjusted EBITDA	209.7	226.9	(17.2)	(7.6%)
Like-for-like EBITDA Margin	**65.2%**	**64.8%**		

Appendix 3: Definitions and Presentation of Information

DEFINITIONS

Terms that require definitions are marked with capital letters in this announcement and the definitions of which are provided below in alphabetical order. The non-IFRS financial measures defined below are presented as supplemental measures of the Group's operating performance, which the Group uses as key performance indicators of the Group's business and to provide a supplemental tool to assist in evaluating current business performance. The Group believes these metrics are frequently used by securities analysts, investors and other interested parties in the evaluation of companies in the Russian market and global ports sector. These non-IFRS financial measures are measures of the Group's operating performance that are not required by, or prepared in accordance with, IFRS. All of these non-IFRS financial measures have limitations as analytical tools, and investors should not consider any one of them in isolation, or any combination of them together, as a substitute for analysis of the Group's operating results as reported under IFRS and should not be considered as alternatives to revenues, profit, operating profit, or any other measures of performance derived in accordance with IFRS or as alternatives to cash flow from operating activities or as measures of the Group's liquidity. In particular, the non-IFRS financial measures should not be considered as measures of discretionary cash available to the Group businesses.

Adjusted EBITDA (a non-IFRS financial measure) for Global Ports Group is defined as profit for the period before income tax expense, finance income/(costs)—net, depreciation, write-off and impairment of property plant and equipment, depreciation and impairment of right-of-use assets, amortisation, write-off and impairment of intangible assets, share of profit/(loss) of joint ventures accounted for using the equity method, other gains/(losses)—net.

Adjusted EBITDA Margin (a non-IFRS financial measure) is calculated as Adjusted EBITDA divided by revenue, expressed as a percentage.

ASOP is "Association of Sea Commercial Ports" (www.morport.com).

Baltic Sea Basin is the geographic region of northwest Russia, Estonia and Finland surrounding the Gulf of Finland on the eastern Baltic Sea, including St. Petersburg, Ust-Luga, Tallinn, Helsinki and Kotka.

Cash Cost of Sales (a non-IFRS financial measure) is defined as cost of sales, adjusted for depreciation, write-off and impairment of property, plant and equipment, depreciation and impairment of right-of-use assets, amortisation, write-off and impairment of intangible assets;

Cash Administrative, Selling and Marketing Expenses (a non-IFRS financial measure) is defined as administrative, selling and marketing expenses, adjusted for depreciation, write-off and impairment of property, plant and equipment, depreciation and impairment of right-of-use assets, amortisation, write-off and impairment of intangible assets;

CD Holding Group consists of Yanino Logistics Park (an inland terminal in the vicinity of St. Petersburg) and CD Holding Group. The results of CD Holding Group group are accounted in the Global Ports' financial information using equity method of accounting (proportionate share of net profit shown below Adjusted EBITDA).

Consolidated Container Revenue is defined as revenue generated from containerised cargo services.

Consolidated Marine Bulk Throughput is defined as combined marine bulk throughput by consolidated terminals: PLP, VSC, FCT and ULCT.

Consolidated Marine Container Throughput is defined as combined marine container throughput by consolidated marine terminals: PLP, VSC, FCT and ULCT.

Consolidated Non-Container Revenue is defined as a difference between total revenue and Consolidated Container Revenue.

Container Throughput in the Russian Federation Ports is defined as total container throughput of the ports located in the Russian Federation, excluding half of cabotage cargo volumes. Respective information is sourced from ASOP ("Association of Sea Commercial Ports", www.morport.com).

Far East Basin is the geographic region of southeast Russia, surrounding the Peter the Great Gulf, including Vladivostok and the Nakhodka Gulf, including Nakhodka on the Sea of Japan.

First Container Terminal (FCT) is located in the St. Petersburg harbour, Russia's primary gateway for container cargo and is one of the first specialised container terminals to be established in the country. The Global Ports Group owns a 100% effective ownership interest in FCT. The results of FCT are fully consolidated.

Finnish Ports segment consists of two terminals in Finland, MLT Kotka and MLT Helsinki (in the port of Vuosaari), in each of which CMA Terminals currently has a 25% effective ownership interest. The results of the Finnish Ports segment are accounted in the Global Ports' financial information using equity method of accounting (proportionate share of net profit shown below EBITDA).

Free Cash Flow **(**a non-IFRS financial measure) is calculated as Net cash from operating activities less Purchases of PPE.

Functional Currency is defined as the currency of the primary economic environment in which the entity operates. The functional currency of the Company and certain other entities in the Global Ports Group is US dollars. The functional currency of the Global Ports Group's operating companies for the years under review was (a) for the Russian Ports segment, the Russian Rouble and (b) for the Finnish Ports segment, the Euro.

Gross Container Throughput represents total container throughput of a Group's terminal or a Group's operating segment shown on a 100% basis. For the Russian Ports segment it excludes the container throughput of the Group's inland container terminal – Yanino.

MLT Group consists of Moby Dik (a terminal in the vicinity of St. Petersburg) and Multi-Link Terminals Oy (terminal operator in Vuosaari (near Helsinki, Finland) and Kotka, Finland), MLT-Ireland and some other entities. The results of MLT Group are accounted in the Global Ports' financial information using equity method of accounting (proportionate share of net profit shown below EBITDA).

Moby Dik (MD) is located on the St. Petersburg ring road, approximately 30 kilometers from St. Petersburg, at the entry point of the St. Petersburg channel. It is the only container terminal in Kronstadt. The Global Ports Group owns a 75% effective ownership interest in MD, CMA Terminals currently has a 25% effective ownership interest. The results of MD are accounted in the Global Ports' financial information using equity method of accounting (proportionate share of net profit shown below EBITDA).

Net Debt (a non-IFRS financial measure) is defined as the sum of current borrowings, non-current borrowings, current and non-current lease liabilities (following adoption of IFRS 16) and swap derivatives less cash and cash equivalents and bank deposits with maturity over 90 days.

Petrolesport (PLP) is located in the St. Petersburg harbour, Russia's primary gateway for container cargo. The Group owns a 100% effective ownership interest in PLP. The results of PLP are fully consolidated.

Ro-Ro, roll on-roll off is cargo that can be driven into the belly of a ship rather than lifted aboard. Includes cars, buses, trucks and other vehicles.

Revenue per TEU is defined as the Global Ports Group's Consolidated Container Revenue divided by total Consolidated Container Marine Throughput.

Russian Ports segment consists of the Global Ports Group's interests in PLP (100%), VSC (100%), FCT (100%), ULCT (80%) (in which Eurogate currently has a 20% effective ownership interest), Moby Dik (75%), Yanino (75%) (in each of Moby Dik and Yanino, CMA Terminals currently has a 25% effective ownership interest), as well as certain other entities. The results of Moby Dik and Yanino are accounted in the Global Ports' consolidated financial information using equity method of accounting (proportionate share of net profit shown below EBITDA).

TEU is defined as twenty-foot equivalent unit, which is the standard container used worldwide as the uniform measure of container capacity; a TEU is 20 feet (6.06 metres) long and eight feet (2.44 metres) wide and tall.

Total Debt (a non-IFRS financial measure) is defined as a sum of current borrowings, non-current borrowings, current and non-current lease liabilities (following adoption of IFRS 16) and swap derivatives.

Total Operating Cash Costs (a non-IFRS financial measure) is defined as Global Ports Group's cost of sales, administrative, selling and marketing expenses, less depreciation, write-off and impairment of property, plant and equipment, less depreciation and impairment of right-of-use assets, less amortisation, write-off and impairment of intangible assets;

Ust Luga Container Terminal (ULCT) is located in the large multi-purpose Ust-Luga port cluster on the Baltic Sea, approximately 100 kilometres westwards from St. Petersburg city ring road. ULCT began operations in December 2011. The Global Ports Group owns an 80% effective ownership interest in ULCT, Eurogate, the international container terminal operator, currently has a 20% effective ownership interest. The results of ULCT are fully consolidated.

Vostochnaya Stevedoring Company (VSC) is located in the deep-water port of Vostochny near Nakhodka on the Russian Pacific coast, approximately eight kilometers from the Nakhodka-Vostochnaya railway station, which is connected to the Trans-Siberian Railway. The Group owns a 100% effective ownership interest in VSC. The results of VSC are fully consolidated.

Weighted Average Effective Interest Rate is the average of interest rates weighted by the share of each loan in the total debt portfolio.

Yanino Logistics Park (YLP) is the first terminal in the Group's inland terminal business and is one of only a few multi-purpose container logistics complexes in Russia providing a comprehensive range of container and logistics services at one location. It is located approximately 70 kilometres from the Moby Dik terminal in Kronstadt and approximately 50 kilometres from PLP. The Global Ports Group owns a 75% effective ownership interest in YLP, CMA Terminals currently has a 25% effective ownership interest. The results of YLP are accounted in the Global Ports' financial information using equity method of accounting (proportionate share of net profit shown below EBITDA).

Appendix 4: Investor Presentation

An investor presentation is available at https://www.globalports.com/en/investors/reports-and-results/