MANAGEMENT DISCUSSION AND ANALYSIS

FOR 9 MONTHS AND Q3 ENDED 30 SEPTEMBER 2025

FINANCIAL AND NON-FINANCIAL HIGHLIGHTS

REVENUE
('000 GEL)

Q3 2025	9M 2025
158,543	**454,194**
-7.5% from Q3 2024 +10.3% from Q2 2025	-5.8% from 9M 2024

RESULTS FROM OPERATING ACTIVITIES
('000 GEL)

Q3 2025	9M 2025
26,323	**61,668**
-17.0% from Q3 2024 +86.0% from Q2 2025	-42.2% from 9M 2024

ADJUSTED EBITDA
('000 GEL)

Q3 2025	9M 2025
44,679	**118,976**
-28.3% from Q3 2024 +38.6% from Q2 2025	-30.0% from 9M 2024

ADJUSTED EBITDA MARGIN

Q3 2025	9M 2025
28.18%	**26.19%**
-8.2 points from Q3 2024 +5.8 points from Q2 2025	-9.1 points from 9M 2024

NET CASH INVESTMENT IN PP&E
('000 GEL)

Q3 2025	9M 2025
59,982	**130,086**
+120.7% from Q3 2024 +141.7% from Q2 2025	+16.1% from 9M 2024

NET DEBT TO ADJUSTED EBITDA

30 Sep 2025

5.8

5.8 as at 30 June 2025

5.8 as at 30 September 2024

TONS
('000)

Q3 2025	9M 2025
3,528	**9,793**
-1.4% from Q3 2024 +8.7% from Q2 2025	-5.8% from 9M 2024

TKM
('million)

Q3 2025	9M 2025
1,006	**2,797**
-1.9% from Q3 2024 +8.3% from Q2 2025	-6.4% from 9M 2024

NUMBER OF PASSENGERS
('000)

Q3 2025	9M 2025
589	**1,366**
-12.9% from Q3 2024 +37.6% from Q2 2025	-18.1% from 9M 2024

PASSENGER-KILOMETERS
('million)

Q3 2025	9M 2025
145	**318**
-10.9% from Q3 2024 +54.3% from Q2 2025	-18.0% from 9M 2024

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I. CONSOLIDATED STATEMENT OF PROFIT OR LOSS

CONSOLIDATED STATEMENT OF PROFIT OR LOSS

9 month period ended 30 September		TOTAL		CHANGE		
GEL '000	*Note*	**9M 2025**	**9M 2024**	**%**	**% constant currency**	**Absolute**
Revenue	*1*	454,194	482,084	*(5.8)*	*(7.3)*	*(27,890)*
Other income	*2*	4,186	18,941	*(77.9)*	*(78.3)*	*(14,754)*
Employee benefits expense	*3*	(184,338)	(171,674)	*7.4*	*5.6*	*(12,664)*
Electricity, consumables and maintenance costs	*4*	(55,360)	(63,055)	*(12.2)*	*(13.7)*	*7,695*
Other expenses	*5*	(107,894)	(108,589)	*(0.6)*	*(2.3)*	*695*
Adjusted EBITDA		118,976	170,009	*(30.0)*	*(31.2)*	*(51,033)*
Adjusted EBITDA margin		*26.19%*	*35.27%*	*NA*	*NA*	*(9.07)*
Depreciation and amortization expense		(47,268)	(48,211)	*(2.0)*	*(3.6)*	*943*
Impairment gain/(loss) on trade receivables		(1,853)	(2,794)	*(33.7)*	*(34.8)*	*941*
EBIT		69,855	119,004	*(41.3)*	*(42.3)*	*(49,148)*
Share of results of equity accounted investees	*6*	8,188	12,302	*(33.4)*	*(34.5)*	*(4,115)*
Net finance income/(cost)	*7*	21,063	(43,621)	*(148.3)*	*(147.5)*	*64,683*
Profit and total comprehensive income		90,918	75,383	*20.6*	*18.6*	*15,535*

**Adjusted EBITDA includes the share of results of equity accounted investees.*

CONSOLIDATED STATEMENT OF PROFIT OR LOSS (QUARTERLY)

9 month period ended 30 September

GEL '000	Note	Q3 2025	Q3 2024	y-o-y %	Q2 2025	q-o-q %
Revenue	1	158,543	171,380	(7.5)	143,768	10.3
Other income	2	2,300	3,851	(40.3)	1,566	46.9
Employee benefits expense	3	(60,207)	(55,211)	9.0	(62,901)	(4.3)
Electricity, consumables and maintenance costs	4	(21,550)	(21,218)	1.6	(15,422)	39.7
Other expenses	5	(36,169)	(48,824)	(25.9)	(36,634)	(1.3)
Adjusted EBITDA		44,679	62,281	(28.3)	32,237	38.6
Adjusted EBITDA margin		*28.18%*	*36.34%*	*NA*	*22.42%*	*NA*
Depreciation and amortization expense		(15,927)	(16,612)	(4.1)	(15,693)	1.5
Impairment gain/(loss) on trade receivables		(668)	(1,642)	(59.3)	(535)	24.9
EBIT		28,084	44,027	(36.2)	16,009	75.4
Share of results of equity accounted investees	6	1,761	12,302	(85.7)	1,859	(5.3)
Net finance income/(cost)	7	(1,864)	29,524	(106.3)	14,334	(113.0)
Profit and total comprehensive income		26,219	73,220	(64.2)	30,343	(13.6)

**Adjusted EBITDA includes the share of results of equity accounted investees.*

1. REVENUE

Most of the Group's revenue (about 58% in first nine month ended 2025) is derived from freight transportation. Thus, its results are particularly sensitive to cargo flows. These mainly comprise transit shipments, which accounted for around 69% of freight transportation revenue in 9 month period ended 30 September, 2025. A substantial proportion of GR's transit transportation comes from trade between Europe and Central Asia.

REVENUE BREAKDOWN

9 month period ended 30 September

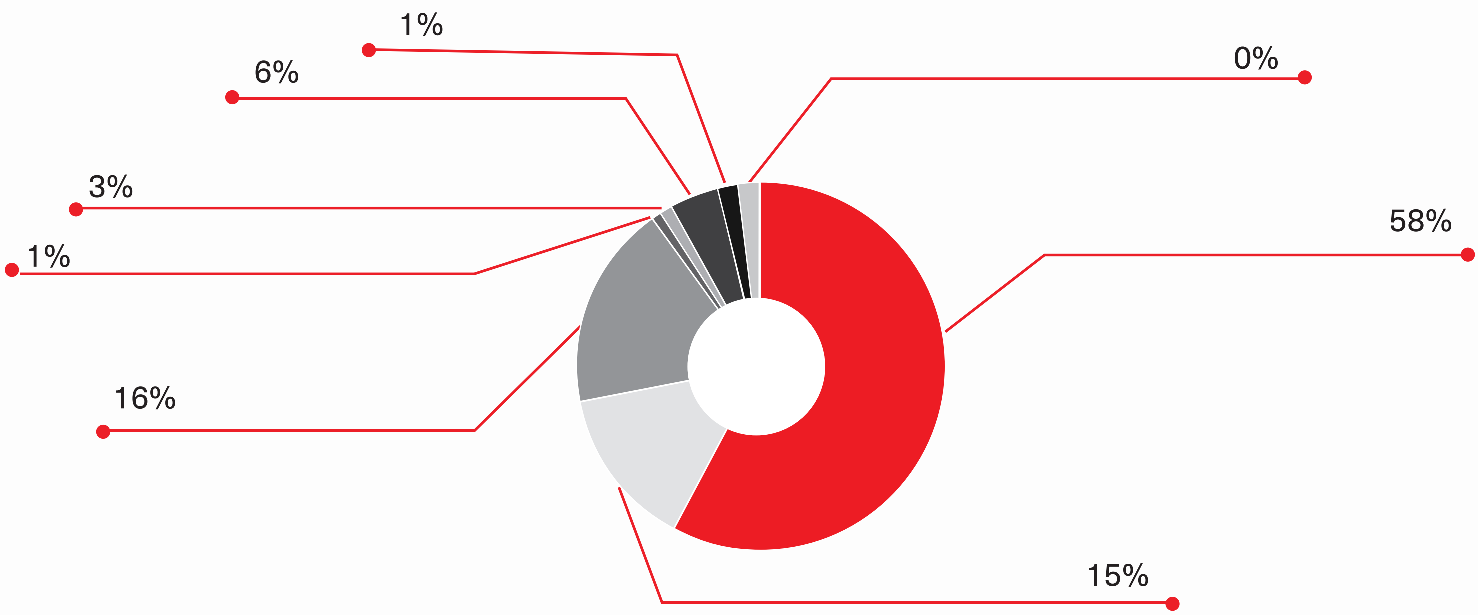
GEL '000	*Note*	TOTAL 9M 2025	TOTAL 9M 2024	CHANGE %	CHANGE % constant currency	CHANGE Absolute
Freight transportation	*1.1*	263,047	269,817	*(2.5)*	*(4.1)*	*(6,770)*
Freight handling	*1.2*	68,200	62,873	*8.5*	*6.7*	*5,327*
Logistical service	*1.3*	74,046	98,835	*(25.1)*	*(26.3)*	*(24,789)*
Rent of wagons and other rental income		3,392	3,864	*(12.2)*	*(13.7)*	*(472)*
Freight car cross-border charge		11,651	11,942	*(2.4)*	*(4.1)*	*(291)*
Passenger traffic	*1.4*	26,358	30,053	*(12.3)*	*(13.8)*	*(3,695)*
Grant revenue	*1.4*	5,366	2,567	*109.0*	*105.6*	*2,799*
Other		2,134	2,133	*0.0*	*(1.6)*	*1*
Revenue		454,194	482,084	*(5.8)*	*(7.3)*	*(27,890)*
Other income	*2*	4,186	18,941	*(77.9)*	*(78.3)*	*(14,754)*

REVENUE BREAKDOWN (QUARTERLY)

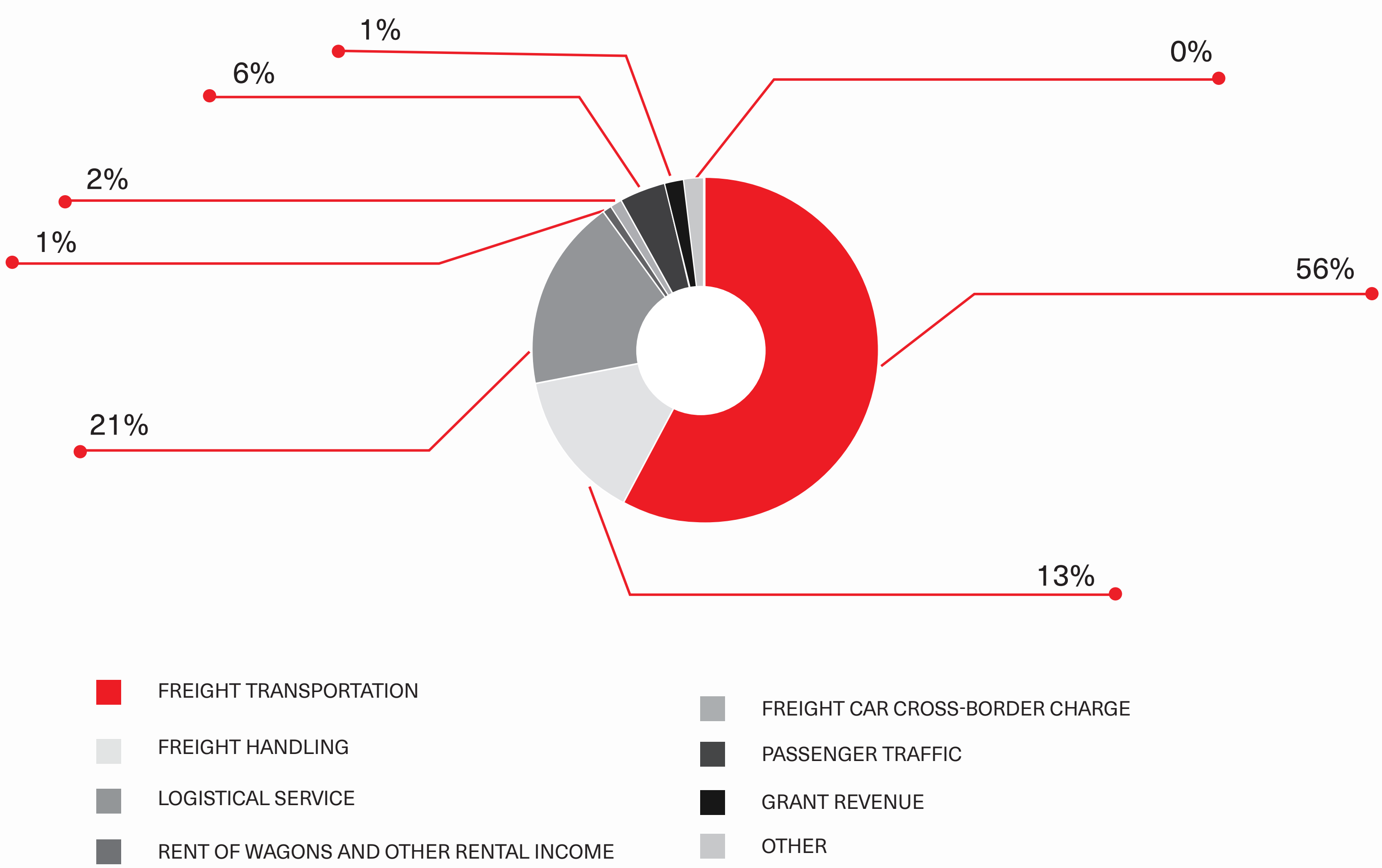
9 month period ended 30 September

GEL '000	*Note*	Q3 2025	Q3 2024	y-o-y %	Q2 2025	q-o-q %
Freight transportation	*1.1*	94,576	96,395	*(1.9)*	83,732	*13.0*
Freight handling	*1.2*	22,228	20,899	*6.4*	22,531	*(1.3)*
Logistical service	*1.3*	21,157	32,072	*(34.0)*	22,846	*(7.4)*
Rent of wagons and other rental income		1,210	1,285	*(5.8)*	1,211	*(0.1)*
Freight car cross-border charge		4,613	4,035	*14.3*	3,861	*19.5*
Passenger traffic	*1.4*	12,910	13,298	*(2.9)*	7,701	*67.6*
Grant revenue	*1.4*	1,097	2,567	*(57.3)*	1,269	*(13.6)*
Other		750	828	*(9.4)*	617	*21.6*
Revenue		158,542	171,379	*(7.5)*	143,768	*10.3*
Other income	*2*	2,300	3,851	*(40.3)*	1,566	*46.9*

REVENUE BREAKDOWN FOR THE NINE MONTHS ENDED 30 SEPTEMBER 2025



REVENUE BREAKDOWN FOR THE NINE MONTHS ENDED 30 SEPTEMBER 2024

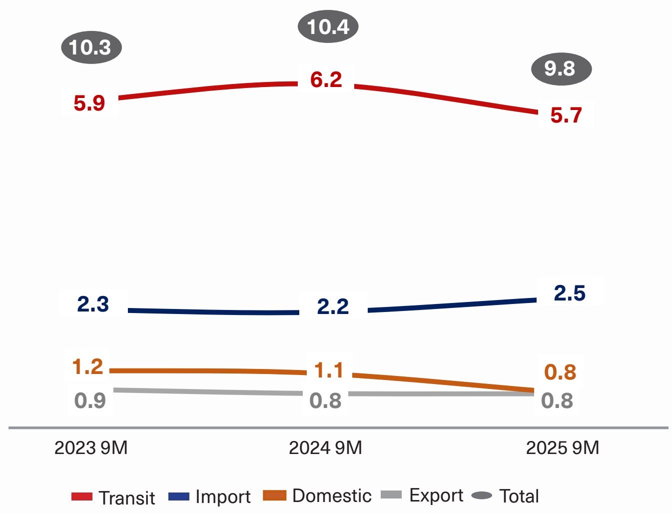


1.1 FREIGHT TRANSPORTATION

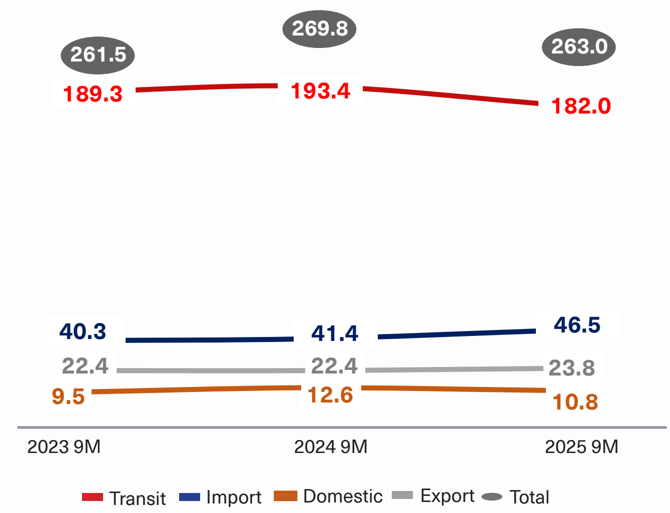
The Group's freight transportation consists of transit, import, export and domestic transportation. The split by tons between above-mentioned directions in the first nine months of 2025 was about 58%, 25%, 8% and 8%, respectively. 99.9% of revenue from freight transportation is denominated in USD.

The following charts represent the freight transportation breakdown by directions:

Transported tons (mln)



Revenue from freight transportation (GEL mln)



The revenue generated from transportation services is influenced by several key factors:

Transportation volume – Expressed in tons.

Transportation turnover – Calculated by multiplying the transported tons by the distance traveled, expressed in ton-kilometers.

Revenue per ton-kilometer – This metric indicates the average revenue received per ton-kilometer, which varies based on cargo type and transportation direction.

GEL/USD exchange rate – As the Group's tariffs are mostly denominated in USD, fluctuations in the exchange rate between USD and GEL can significantly impact profitability, since revenues are reported in GEL and most operating expenses are in Georgian Lari.

AVERAGE RATES

	Q3 2025	Q3 2024	*% change*	Q2 2025	*% change*	9M 2025	9M 2024	*% change*
USD	2.71	2.71	*(0.23)*	2.74	*(1.25)*	2.75	2.71	*1.7*
CHF	3.38	3.13	*7.98*	3.32	*1.86*	3.28	3.07	*6.6*

REPORTING DATE SPOT RATES

	30-Sep-25	30-Sep-24	*% Change*	30-Jun-25	*% Change*	31-Dec-24
USD	2.71	2.73	*(0.8)*	2.72	*(0.5)*	2.81
CHF	3.40	3.23	*5.0*	3.41	*(0.4)*	3.11

TRANSPORTATION BY DIRECTIONS

TRANSIT TRANSPORTATION

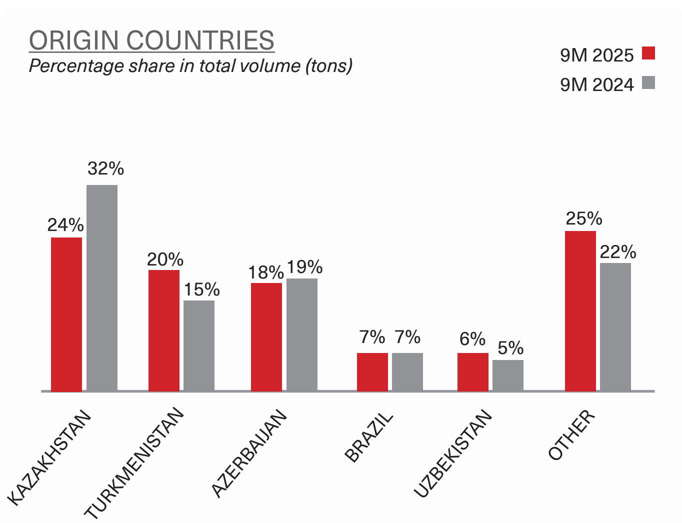
Transit represents the movement of cargo from one foreign county to another one, through Georgia. The share of transit transportation in total transported volume was 58% in the first nine months of 2025, compared to 60% in the same period of the previous year.

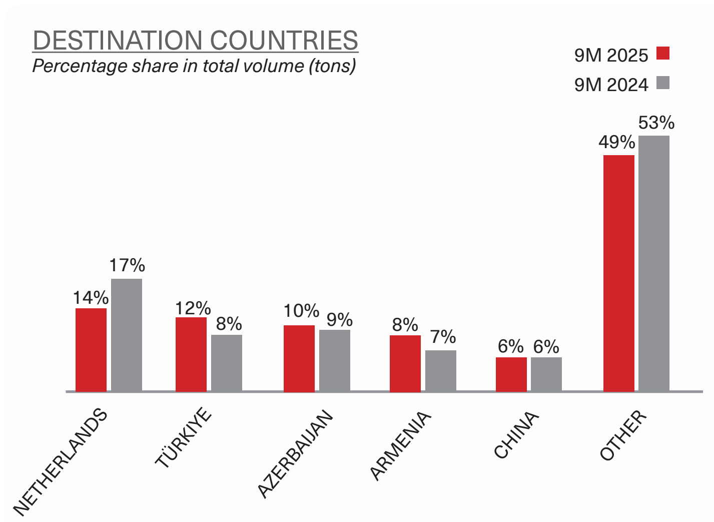
	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	%	**% constant currency**
Revenue (million GEL)	182.0	193.4	*(5.9)*	*(7.5)*
Freight Volume (million tons)	5.7	6.2	*(8.3)*	*NA*
Freight Turnover (million ton-km)	2,124.0	2,341.5	*(9.3)*	*NA*
Revenue / ton-km (in Tetri)	*8.57*	*8.26*	*3.7*	*2.0*

MAIN FACTORS INFLUENCING PERFORMANCE

Freight volume – 8% decrease in freight volume primarily was driven by decreased transportation from Kazakhstan, by 593.9 thousand tons in the first nine months of 2025, compared to the same period of the previous year.

Revenue / tkm (in Tetri) – 2% increase in constant currency in the first nine months of 2025, was driven by a lower share of transit cargo on Kazakhstan-Black Sea Ports route, which is relatively less profitable direction. While other profitable directions remain almost the same, compared to the same period of the previous year.





MAIN DIRECTIONS OF CARGO DURING 9 MONTHS PERIOD ENDED 30 SEPTEMBER 2025

Petroleum products include heavy fuel oil, light fuel oil, diesel fuel, aviation fuel, gas oil, special petrol and petroleum coke.

Heavy fuel oil – is primarily transported along the Kazakhstan-Netherlands route (74%), the Kazakhstan-Türkiye route (13%) and the Kazakhstan-Black Sea Ports route (9%).

Light fuel oil – is mainly transported via the Turkmenistan-Black Sea Ports route (71%) and the Azerbaijan-Black Sea Ports route (23%).

Liquid fuel – is primarily transported along the Kazakhstan-Netherlands route (77%), the Kazakhstan-Black Sea Ports route (13%) and the Kazakhstan-Türkiye route (10%).

Gas oil – is mainly transported on the Uzbekistan-Netherlands route (33%), the Kazakhstan-USA route (29%), the Azerbaijan-Türkiye route (21%) and the Azerbaijan-Black Sea Ports route (10%).

Special petrol – is primarily transported on the Russia-Armenia route (39%), the Egypt-Armenia route (26%) and the Romania-Armenia route (23%).

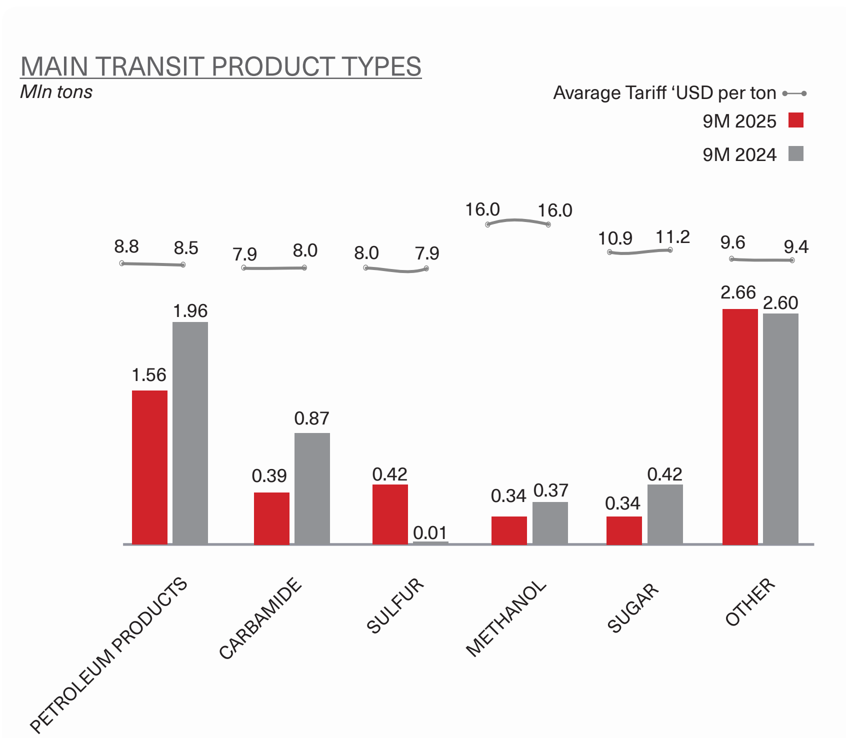
Petroleum coke – is mainly transported on the Azerbaijan-China route (100%).

Carbamide – is mainly transported along the Turkmenistan-Black Sea Ports route (42%), the Azerbaijan-Ukraine route (15%), the Azerbaijan-Canada route (11%) and Uzbekistan-Romania route (11%).

Sulfur – 99% of the product is transported via the Turkmenistan-Black Sea Ports route.

Methanol – is primarily transported on the Azerbaijan-Türkiye route (31%), the Azerbaijan-Italy route (20%), the Azerbaijan-Netherlands route (15%), the Azerbaijan-Romania route (8%).

Sugar – is primarily transported along the Brazil-Azerbaijan route (76%), the Brazil-Uzbekistan route (10%) and the Brazil-Armenia route (9%).



IMPORT TRANSPORTATION

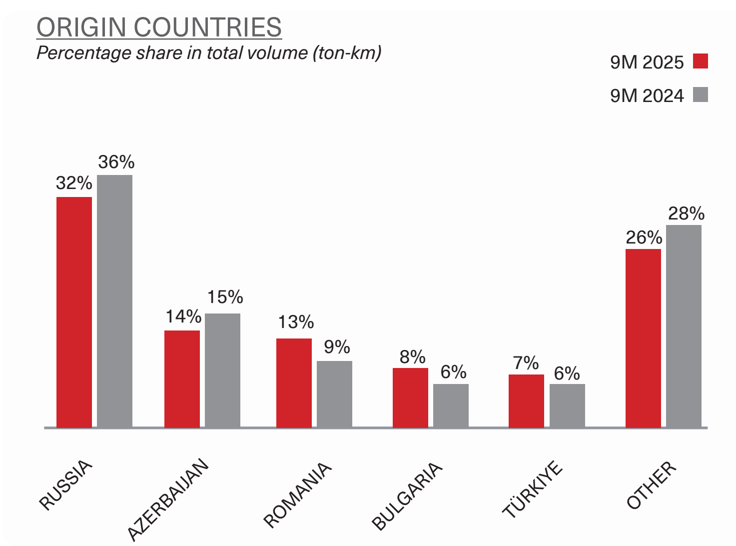
Import represents the movement of cargo from foreign countries into Georgia. The share of imported cargo in total transported volume was around 25% in the first nine months of 2025, compared to 21% in the same period of the previous year.

	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	**%**	**% constant currency**
Revenue (million GEL)	46.5	41.4	*12.2*	*10.3*
Freight Volume (million tons)	2.5	2.2	*10.8*	*NA*
Freight Turnover (million ton-km)	361.6	301.8	*19.8*	*NA*
Revenue / ton-km (in Tetri)	*12.85*	*13.72*	*(6.4)*	*(7.9)*

MAIN FACTORS INFLUENCING PERFORMANCE

Freight turnover – 20% increase in freight turnover primarily was driven by increased transportation from Romania, Bulgaria, Türkiye, Russia, and Azerbaijan by 20.6 million tkm, 11.3 million tkm, 8.2 million tkm, 5.3 million tkm and 5.1 million tkm, respectively, in the first nine months of 2025, compared to the same period of the previous year.

Revenue / ton-km (in Tetri) – 8% decrease in constant currency in the first nine months of 2025 was driven by an decreased share of imported cargo from Russia, which is relatively more profitable direction, while the share of imported cargo from Romania, which is relatively less profitable direction increased compared to the same period of the previous year.



MAIN DIRECTIONS OF CARGO DURING 9 MONTHS PERIOD ENDED 30 SEPTEMBER 2025

Petroleum products include motor fuel, gas oil, diesel fuel, aviation fuel and special petrol.

Motor fuel - 96% of the product is imported from Russia, mostly intended to meet the domestic demand.

Gas oil - primarily imported from Azerbaijan (51%) and Russia (45%), is intended for domestic use.

Diesel fuel - is sourced mainly from Russia (84%) to fulfill local demand.

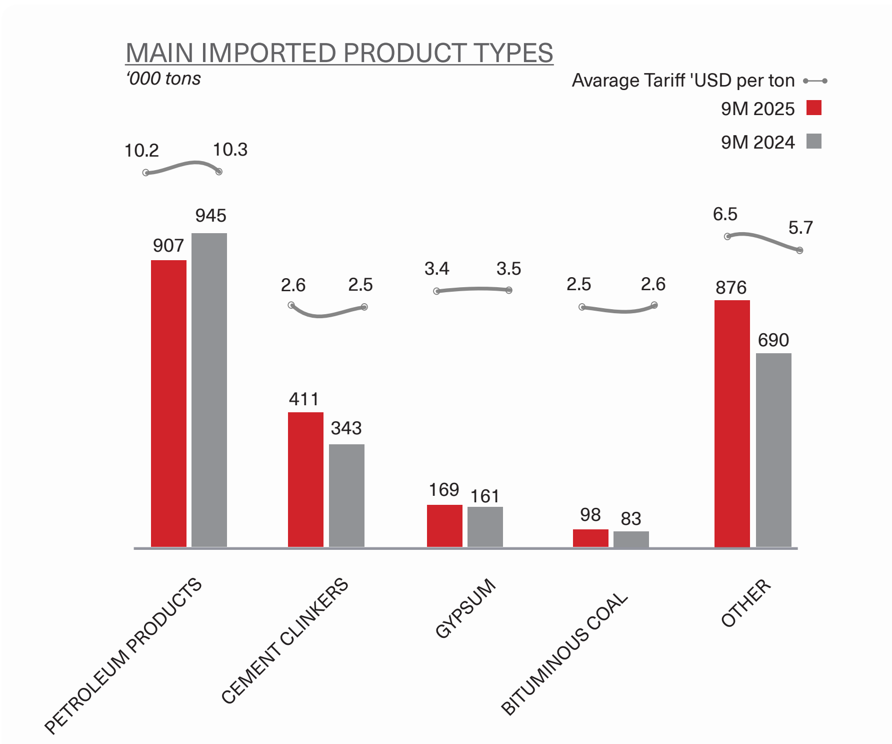
Aviation fuel - imported from Romania (55%) and Türkiye (31%), is primarily used by domestic aviation companies in Georgia.

Special petrol - primarily imported from Bulgaria (66%) and Romania (28%), is intended for domestic use.

Cement clinkers - sourced from Azerbaijan, are mostly distributed to Rustavi (55%) and Kaspi (31%), where local cement factories are located.

Gypsum - imported from Azerbaijan and is allocated to Kaspi (39%) and Rustavi (29%), while (30%) is sent to Tbilisi, where plasterboards are produced.

Bituminous coal - is imported from Russia and distributed to Kaspi and Rustavi, with distribution shares of (53%) and (45%), respectively.



EXPORT TRANSPORTATION

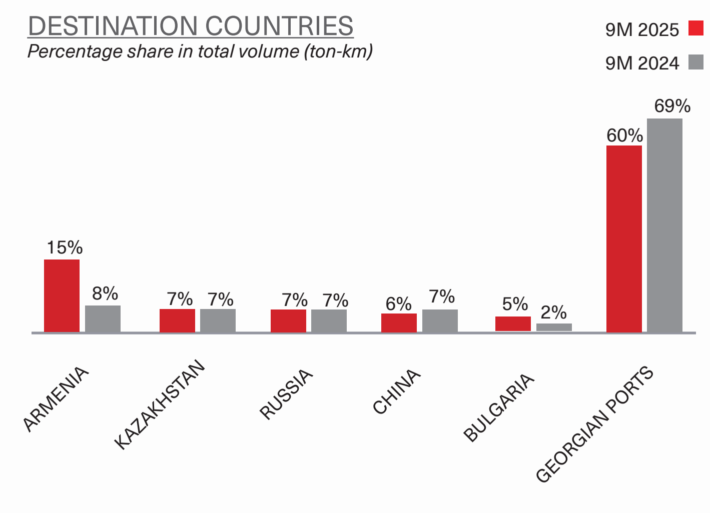
Export refers to the transportation of goods from Georgia to international directions. The share of exported cargo in the total transported volume was around 8% in the first nine months of 2025, as well as in the same period of previous year.

	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	**%**	**% constant currency**
Revenue (million GEL)	23.8	22.4	*6.3*	*4.5*
Freight Volume (million tons)	0.8	0.8	*(0.6)*	*NA*
Freight Turnover (million ton-km)	221.4	225.2	*(1.7)*	*NA*
Revenue / ton-km (in Tetri)	*10.74*	*9.94*	*8.1*	*6.3*

MAIN FACTORS INFLUENCING PERFORMANCE

Freight turnover – In the first nine months of 2025, a 2% decrease in freight turnover primarily was driven by decreased transportation to Georgian ports by 20.3 million tkm, compared to the same period of the previous year. However, this decrease was partially offset by increased transportation to Armenia by 16.3 million tkm.

Revenue / ton-km (in Tetri) – 6% increase in constant currency in the first nine months of 2025 was driven by a higher share of exported cargo to Armenia, which is relatively more profitable direction. Meanwhile, the share of exported cargo to Georgian ports, which is relatively less profitable direction, decreased compared to the same period of the previous year.



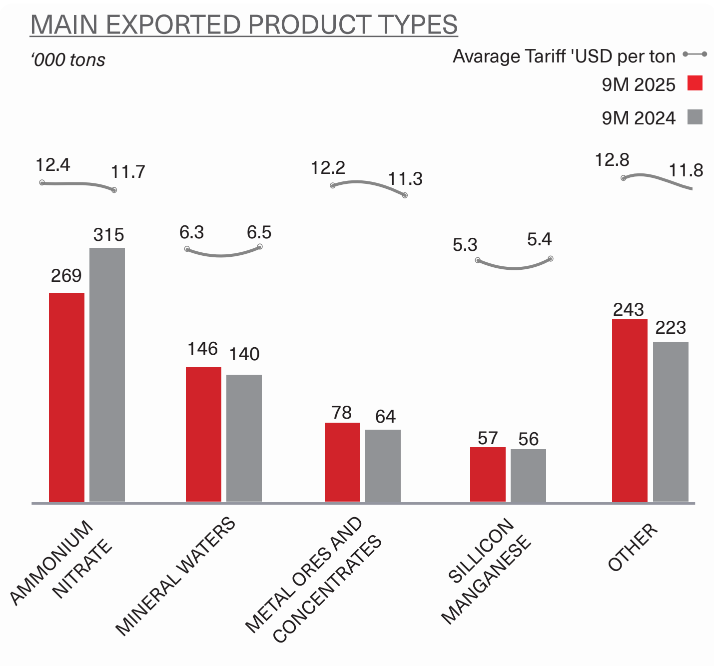
MAIN DIRECTIONS OF CARGO DURING 9 MONTHS PERIOD ENDED 30 SEPTEMBER 2025

Ammonium nitrate – is exported from Rustavi, where the fertilizer factory is located, to Poti Sea Port (95%) and Armenia (5%).

Mineral waters – mainly sourced from Borjomi, where one of the largest bottlers is located and are distributed to Russia (50%), Kazakhstan (35%) and Uzbekistan (11%).

Metal ores and concentrates – are fully transported from Tbilisi to China (58%) and Bulgaria (42%).

Sillicon manganese – is sourced from Zestaponi, where the ferroalloys plant is located and is fully transported to Batumi Sea Port.



DOMESTIC TRANSPORTATION

Domestic transportation represents the movement of cargo from one station to another, within Georgia. The share of domestic transportation in total transported volume was 8% in the first nine months of 2025, compared to 11% in the same period of the previous year.

	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	**% constant currency**
Revenue (million GEL)	10.8	12.6	*(14.2)*	*(15.6)*
Freight Volume (million tons)	0.8	1.1	*(28.5)*	*NA*
Freight Turnover (million ton-km)	90.0	120.0	*(25.0)*	*NA*
Revenue / ton-km (in Tetri)	*12.00*	*10.50*	*14.3*	*12.4*

MAIN FACTORS INFLUENCING PERFORMANCE

Freight turnover – A 25% decrease in freight turnover was primarily attributed to a reduction in transportation along Dedoplistskaro-Rustavi and Chiatura-Zestaponi routes in the first nine months of 2025, compared to the same period of the previous year.

Revenue / ton-km (in Tetri) – 12% increase in the first nine months of 2025 was mostly driven by increased domestic transportation share of petroleum products (relatively more profitable product) while the share of limestone decreased (relatively less profitable product).

MAIN DIRECTIONS OF CARGO DURING 9 MONTHS PERIOD ENDED 30 SEPTEMBER 2025

Petroleum products include motor petrol, diesel fuel, special fuel and gas oil.

Motor petrol – is distributed primarily to Tbilisi and its surroundings (Avchala, dzegvi) (67%) and Samtredia (31%) for domestic use.

Diesel fuel – is distributed to Tbilisi and its surroundings (Avchala, Gachiani, Vaziani, Veli, Dzegvi and Lilo) (65%), Samtredia (18%) and Batumi (16%) for domestic use.

Special fuel - is distributed to Tbilisi and its surroundings (Avchala, Lilo, Dzegvi) (79%), Samtredia (19%) for domestic use.

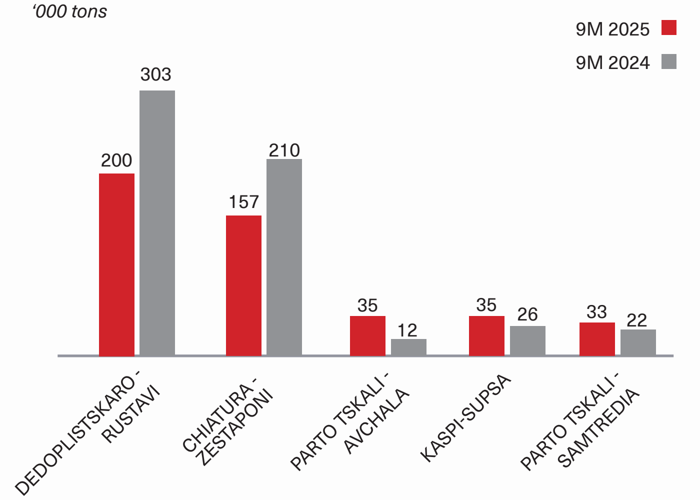
Gas oil - is transported from Parto Tskali to Tbilisi and its surroundings (Avchala and Lilo) (55%) and Samtredia (33%) primarily for domestic use.

Limestone – is transported from Dedoplistskaro, where open quarries are located, to Rustavi, where cement factories are situated.

Manganese ores and concentrates - are sourced from Chiatura, home to a manganese mine and are transported to Zestaponi, where ferroalloy factories are located.

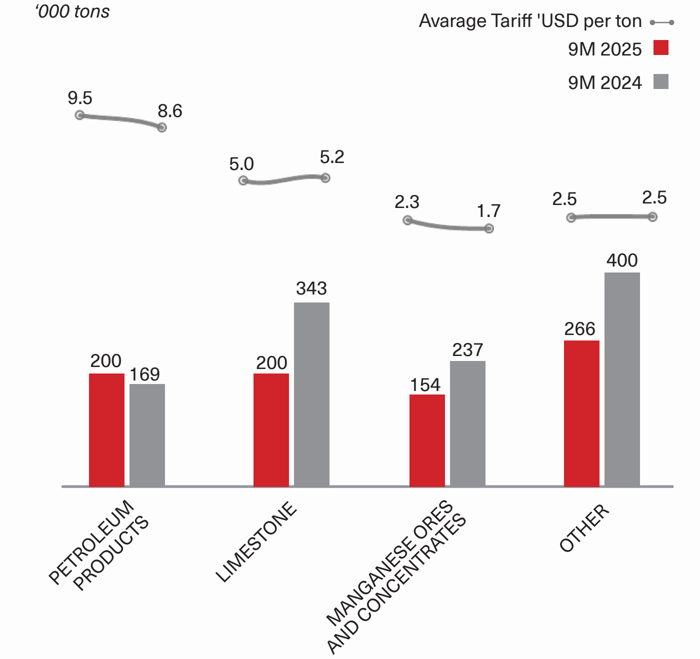
MAIN ROUTES OF DOMESTIC TRANSPORTATION

'000 tons



MAIN DOMESTIC PRODUCT TYPES

'000 tons



TRANSPORTATION BY BORDER CROSSING

RAIL FREIGHT VOLUMES BY BORDER CROSSING

The JSC Georgian Railway operates three railway border crossings that link Georgia with its neighboring countries – Azerbaijan, Armenia and Türkiye. The Beyuk-Kyasik station connects the Company to Azerbaijan and its corresponding border crossing station in Georgia is Gardabani. The Sadakhlo station links Georgia to Armenia, while the Akhalkalaki station connects it to Türkiye. Additionally, the Company is linked to Black Sea Ports, including Poti Sea Port, Batumi Sea Port and Parto Tskali (Kulevi) Port.

The provided freight data indicates the points of entry and exit for cargo into and out of the country. Notably, 72% of incoming freight arrives through land border crossings, underscoring the significance of the East-West transportation axis. On the other hand, 71% of outgoing cargo is shipped from ports, emphasizing the role of maritime transport via the Black Sea. This data highlights that the primary route or freight volumes in Georgia is from the East, primarily through Azerbaijan, with a subsequent departure from the country via maritime transport.

** The Company also has a rail line connection with Russia through Abkhazia, which is currently not operational.*

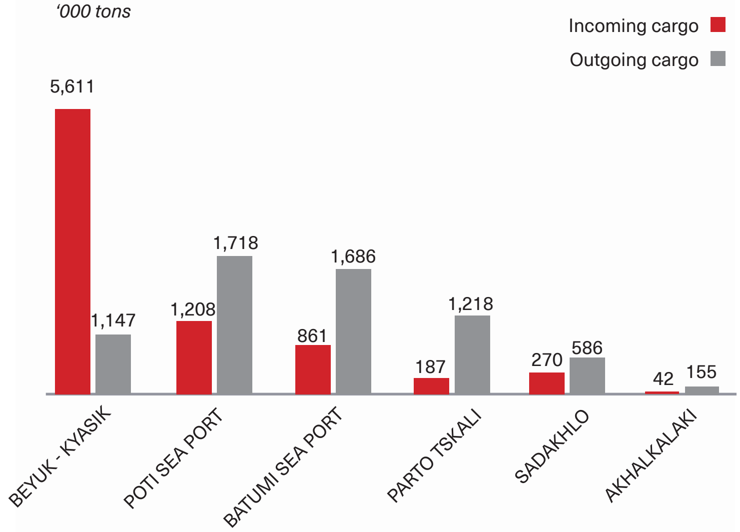
RAILWAY FREIGHT VOLUMES BY THE BORDER CROSSINGS

Incoming rail volume - The main entry point for incoming cargo was the Beyuk-Kyasik station, which accounted for 69% of the total incoming cargo and 95% of the cargo arriving from land border crossings. A relatively smaller proportion of the overall incoming cargo, with shares of 15% and 11%, was transported from the Poti Sea Port and Batumi Sea Port, respectively.

Outgoing rail volume – 71% of outgoing cargoes leave the country through Batumi Sea Port, Poti Sea Port and Parto Tskali. Conversely, Beyuk-Kyasik serves as the primary land departure point, representing 18% of the total volume leaving the country and facilitating 61% of the entire volume departing via land borders.

FREIGHT BY BORDER CROSSINGS

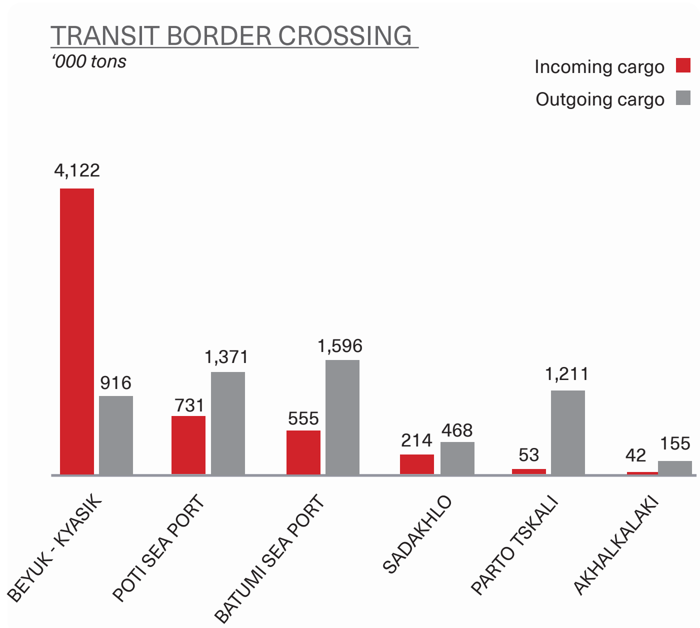
'000 tons



BORDER CROSSINGS OF TRANSIT PRODUCTS

In the first nine months of 2025, Beyuk-Kyasik station received the largest portion of incoming volume, accounting for 72%, down from 74% in the same period of the previous year. The primary countries of origin for these cargoes were Kazakhstan (1,392 thousand tons), Turkmenistan (1,127 thousand tons) and Azerbaijan (1,032 thousand tons).

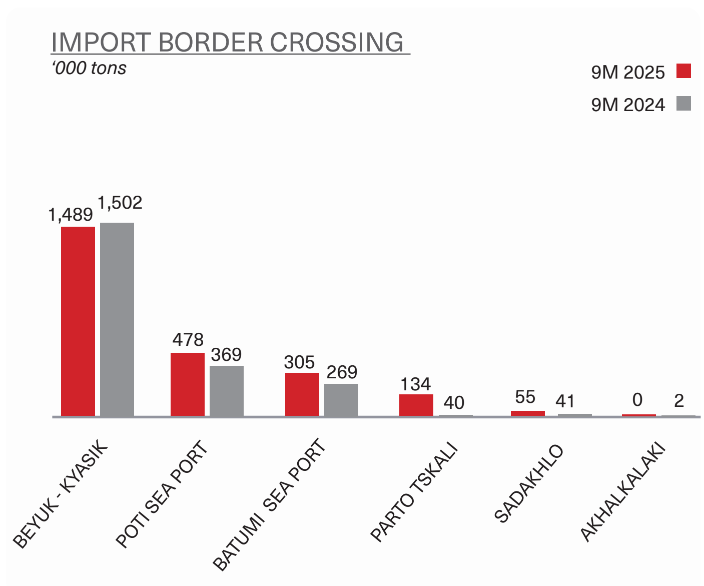
Meanwhile, Black Sea Ports handled the majority of outgoing volume comprising 73% of the total in the first nine months of 2025, down from 77% in the same period of the previous year. The main destinations for these cargoes were Netherlands (806 thousand tons), Türkiye (529 thousand tons) and China (360 thousand tons).



BORDER CROSSINGS OF IMPORTED PRODUCTS

In the first nine months of 2025, Beyuk-Kyasik station handled 60% of total imports, down from 68% in the same period of the previous year. Most of the cargo passing through this station came from Azerbaijan (707 thousand tons) and Russia (597 thousand tons), mainly cement clinker and petroleum products, respectively.

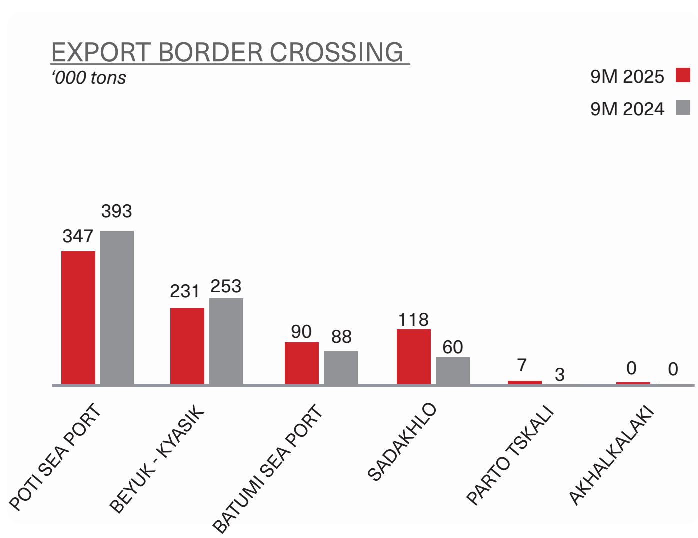
Meanwhile, Black Sea Ports accounted for 37% of total imports in the first nine months of 2025, up from 31% in the same period of the previous year. Russia, Romania and Bulgaria primarily used Black Sea Ports for transporting petroleum products, with volumes of 282 thousand tons, 160 thousand tons and 131 thousand tons, respectively.



BORDER CROSSINGS OF EXPORTED PRODUCTS

In the first nine months of 2025, Black Sea Ports handled 59% of total exports, up from 57% in the same period of the previous year. The main exported goods were ammonium nitrate (256 thousand tons) and metal ores and concentrates (78 thousand tons).

Beyuk-Kyasik station accounted for 29% of total exports in the first nine months of 2025, down slightly from 32% in the same period of the previous year. The main destinations for cargo exported through this station were Kazakhstan (78 thousand tons) and Russia (76 thousand tons), mainly consisting of mineral water.



CONTAINER TRANSPORTATION

Approximately 12% of the total transported volume in the first nine months of 2025 was for the containerized goods and the rest was for bulk and breakbulk. Although container transport has a relatively low share, its volumes has been increasing slowly but steadily over the recent years.

9 month period ended 30 September	9M 2025	9M 2024	y-o-y %	Q3 2025	Q3 2024	q-o-q %	Q2 2025	q-o-q %
NUMBER OF CONTAINERS								
20 feet	30,625	30,395	*0.8*	11,113	10,937	*1.6*	10,393	*6.9*
40 feet	24,305	18,589	*30.7*	6,335	7,067	*(10.4)*	8,245	*(23.2)*
TOTAL	54,930	48,984	*12.1*	17,448	18,004	*(3.1)*	18,638	*(6.4)*
NUMBER OF CONTAINERS IN TEU	79,235	67,573	*17.3*	23,783	25,071	*(5.1)*	26,883	*(11.5)*
TONS '000	1,162.8	966.9	*20.3*	367.2	366.6	*0.2*	401.5	*(8.5)*

9 month period ended 30 September	9M 2025	9M 2024	y-o-y %	Q3 2025	Q3 2024	q-o-q %	Q2 2025	q-o-q %
REVENUE (GEL '000)								
20 feet containers	16,730	15,050	*11.2*	6,141	5,639	*8.9*	5,620	*9.3*
40 feet containers	12,216	8,432	*44.9*	3,221	3,013	*6.9*	4,128	*(22.0)*
TOTAL	28,946	23,483	*23.3*	9,362	8,652	*8.2*	9,748	*(4.0)*
AVERAGE TARIFF IN GEL								
20 feet containers	546.3	495.2	*10.3*	552.6	515.6	*7.2*	540.8	*2.2*
40 feet containers	502.6	453.6	*10.8*	508.4	426.3	*19.3*	500.7	*1.5*
AVERAGE TARIFF IN GEL	527.0	479.4	*9.9*	536.6	480.5	*11.7*	523.0	*2.6*

**Average tariff represents revenue divided by number of containers*

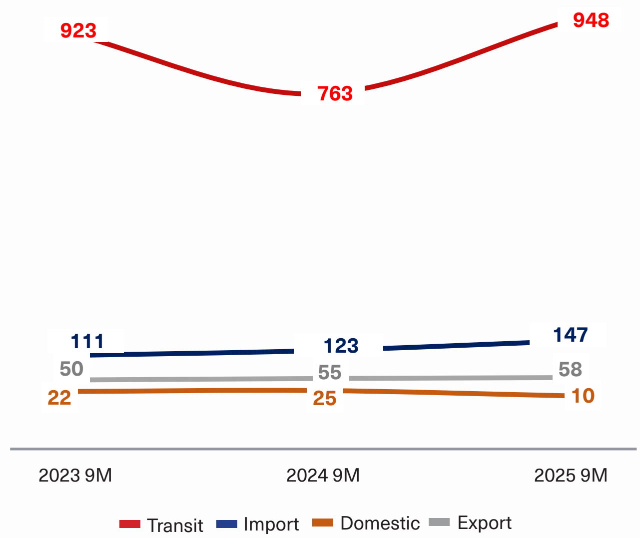
The Group's container transportation consists of transit, import, export and domestic transportation routes. The split between mentioned directions in the first nine months of 2025 was about 82%, 13%, 5% and 1%, respectively, compared to 79%, 13%, 6% and 3%, respectively, in the same period of the previous year.

Number of containers – 12% increase was due to a rise in the number of containers transported to Türkiye by 3.4 thousand units, China by 1.4 thousand units and Armenia by 0.7 thousand units in the first nine months of 2025, compared to the same period of the previous year.

Average tariff on containers (in GEL) - 10% increase was mainly due to increased number of containers transported to China, which is relatively more profitable direction, while the number of containers transported to Georgian ports, which is relatively less profitable direction, decreased in the first nine months of 2025, compared to the same period of the previous year.

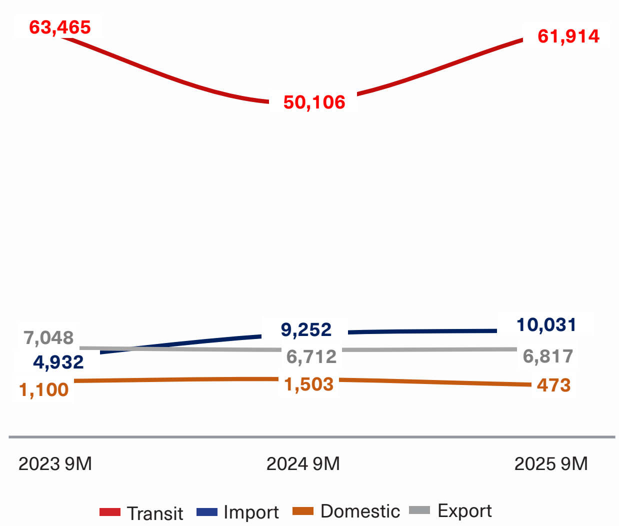
CONTAINERS BY TRANSPORTATION TYPE

'000 tons



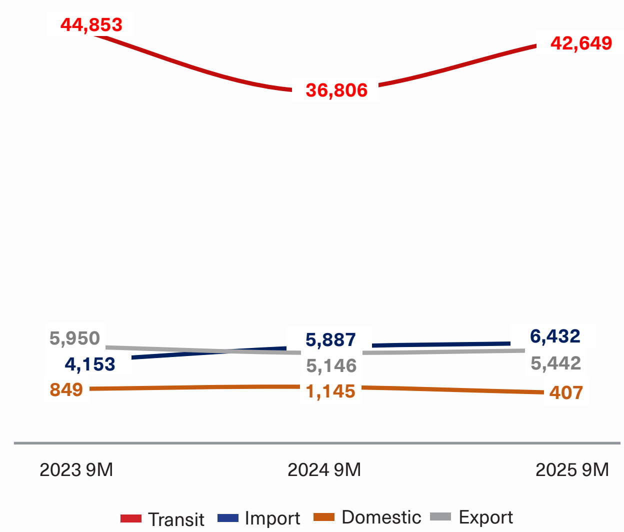
CONTAINERS BY TRANSPORTATION TYPE

Number of containers in TEU



CONTAINERS BY TRANSPORTATION TYPE

Number of containers



1.2 FREIGHT HANDLING

General description

Freight handling revenue stems from the following sources:

- Revenue from station services, such as railcar marshaling, freight pick-up, delivery at customer facilities and other related services;
- Revenue from 24-hour railcar delays, for which a fee is paid by customers for the return of GR's own railcar after an initial 24 hours following its delivery at an agreed destination; and
- Revenue from other services, such as cargo loading/unloading, storage and accelerated service fees.

Currency and tariff setting

Most of the freight handling revenue (about 62% in 2025) was denominated in USD, while the rest was denominated in GEL. The Group sets its tariffs independently.

Drivers

The revenue from this source largely changes in line with transportation volumes (in tons). The correlation, however, is not perfect as there are many other influential factors.

FREIGHT HANDLING

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
STATION SERVICES	43,691	44,066	*(0.9)*	*(375)*
24-HOUR SERVICE	22,571	17,859	*26.4*	*4,712*
OTHER	1,938	948	*104.4*	*989*
TOTAL	68,200	62,873	*8.5*	*5,327*

Factors influencing performance

An 8.5% increase during the nine month ended 30 September 2025, compared to the same period of the previous year, was mainly driven by a GEL 4.7 million increase in revenue from 24-hour services.

1.3 LOGISTICAL SERVICES

General description

Revenue from logistical services is generated by GR's subsidiaries.

Currency and tariff setting

Almost 100% of revenue from logistical services is in USD.

Drivers

Revenue from this source mainly fluctuates based on transportation turnover and volumes measured in tons.

LOGISTICAL SERVICE REVENUE

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
LOGISTICAL SERVICE REVENUE	74,046	98,835	*(25.1)*	*(24,789)*

Factors influencing performance

In the first nine months of 2025, compared to the same period of 2024, revenue from logistics services decreased by 25.1% (GEL 24.8 million). The decrease was primarily driven by decline in sulfur transportation, heavy fuel transportation and gas oil transportation.

1.4 PASSENGER TRAFFIC

General description

Passenger transportation comprises domestic and international services. Domestic transportation includes regional and long-distance transportation. Long-distance traffic accounts for the majority of the Group's passenger traffic, while the regional services, in particular suburban services, typically serve the low-income segments of society, with symbolic/minimal ticket fares. Georgian rail lines are linked to Azerbaijan and Armenia and international transportation services are provided to both countries.

Currency and tariff setting

Tariffs for domestic trains are set independently by the Group, in GEL. As a social partner to the Government of Georgia, the Group's maintains affordable passenger transportation services by setting tariffs much below its market prices. At the same time, GR maintains certain passenger trains even when such routes are not economically feasible. In June 2024, the Railway Transport Agency and JSC Georgian Railway signed an initial Public Service Contract (PSC) to ensure compliance with EU railway safety regulations, supporting sector reform and european integration by enhancing service quality, transparency and accountability.

Tariffs for international transportation are set through negotiations between countries and are denominated in CHF.

Drivers

Passenger revenue changes in line with the tariffs and the number of passengers transported.

PASSENGER TRANSPORTATION

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
REVENUE FROM PASSENGER TRANSPORTATION	26,358	30,053	*(12.3)*	*(3,695)*
GRANT REVENUE	5,366	2,567	*109.0*	*2,799*
NUMBER OF PASSENGERS '000	1,366	1,667	*(18.1)*	*(301)*
Revenue per passenger *(GEL)*	19.30	18.03	*7.1*	*1.3*

Factors influencing performance

Revenue from passenger transportation declined by 12.3% in the first nine months of 2025 compared to the same period of 2024. The decrease was primarily driven by a reduction on mainline passengers by 19% and domestic passengers by 17%.

Georgian Railway receives compensation under the Public Service Contract (PSC), which is an agreement between JSC Georgian Railway and the Government of Georgia to compensate the losses incurred on unprofitable passenger routes. In 2024, this compensation amounted to GEL 8.7 million. During the nine-month period ended 30 September 2025, the Company received GEL 5.4 million in compensation, and by the end of 2025, GR expects the total grant revenue to be approximately the same as in 2024.

2. OTHER INCOME

General description

Other income mostly includes items such as penalties issued to clients and suppliers, the sale of fixed assets and provision reversals.

In order to better illustrate the operational profitability of the Group, other income is split into two categories: continuing operations (such as income from services of heavy equipment, penalties on creditors and debtors, etc.) and non-continuing operations (such as gain or loss from sale of fixed assets and other items which are not expected to reoccur in the following periods).

OTHER INCOME

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
CONTINUING OPERATIONS	2,200	8,656	*(74.6)*	*(6,456)*
NON-CONTINUING OPERATIONS	1,986	10,285	*(80.7)*	*(8,299)*
TOTAL	4,186	18,941	*(77.9)*	*(14,754)*

Factors influencing performance

Other income decreased by GEL 14.8 million in the nine-month period ended 30 September 2025 compared to the same period of the previous year. The decline was primarily due to higher income in the prior year in non-continuing operations related to realization of scrap, as well es in continuing operations, driven by proceeds from a successful litigation.

OPERATING EXPENSES

General description

In nine month period ended 30 September, 2025, total operating expenses increased by GEL 2.4 million, compared to the same period previous year. The increase was mainly caused by a rise in employee benefits expenses, as well as security and other operating expenses and freight car cross-border charges.

OPERATING EXPENSES BREAKDOWN

GEL '000

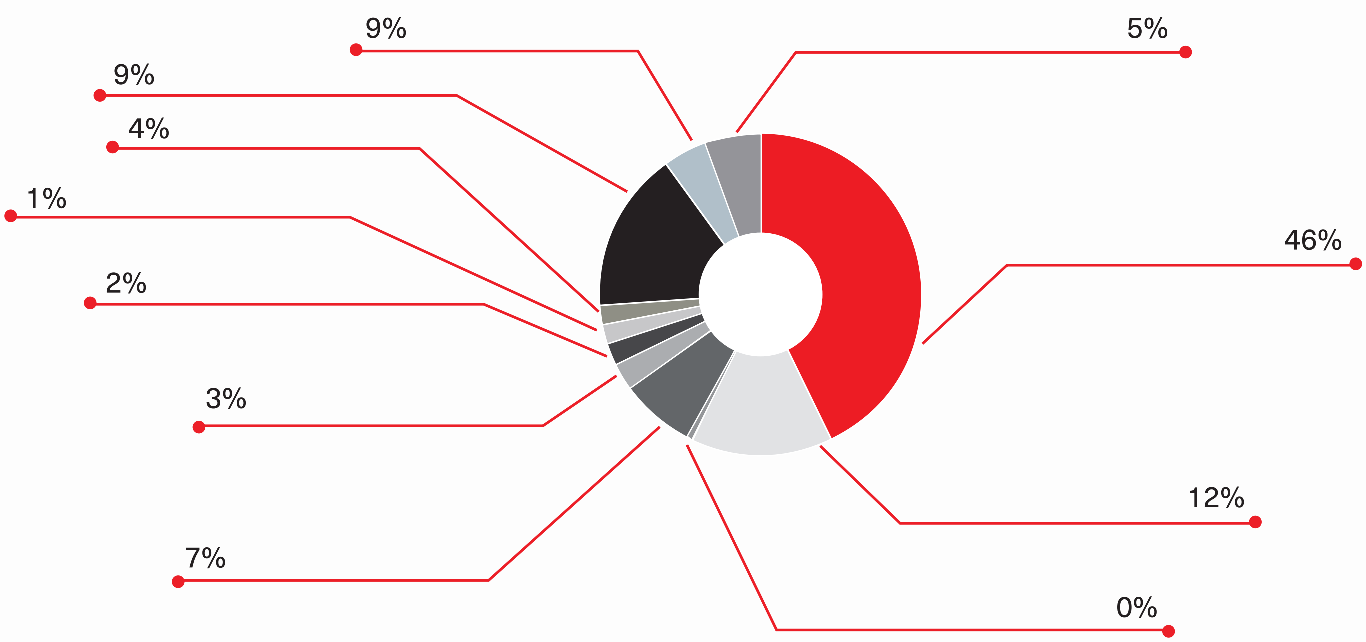
		TOTAL		CHANGE		
9 month period ended 30 September	*Note*	**9M 2025**	**9M 2024**	**%**	**% Constant Currency**	**Absolute**
EMPLOYEE BENEFITS EXPENSE	*3*	184,338	171,674	*7.4*	*5.6*	*12,664*
DEPRECIATION AND AMORTIZATION EXPENSES		47,268	48,211	*(2.0)*	*(3.6)*	*(943)*
IMPAIRMENT (GAIN)/LOSS ON TRADE RECEIVABLES		1,853	2,794	*(33.7)*	*(34.8)*	*(941)*
ELECTRICITY	*4.1*	29,137	30,223	*(3.6)*	*(5.2)*	*(1,086)*
MATERIALS	*4.2*	11,424	15,243	*(25.1)*	*(26.3)*	*(3,818)*
REPAIR AND MAINTENANCE	*4.2*	9,805	12,053	*(18.7)*	*(20.0)*	*(2,248)*
FUEL		4,994	5,536	*(9.8)*	*(11.3)*	*(542)*
FREIGHT CAR CROSS-BORDER CHARGES	*5.1*	16,977	10,188	*66.6*	*63.9*	*6,789*
LOGISTICAL SERVICES	*5.2*	35,582	60,222	*(40.9)*	*(41.9)*	*(24,639)*
SECURITY AND OTHER OPERATING EXPENSES	*5.3*	34,925	19,417	*79.9*	*76.9*	*15,509*
TAXES, OTHER THAN ON INCOME	*5.4*	20,410	18,763	*8.8*	*7.0*	*1,646*
TOTAL		396,712	394,323	*0.6*	*(1.1)*	*2,389*

OPERATING EXPENSES BREAKDOWN (QUARTERLY)

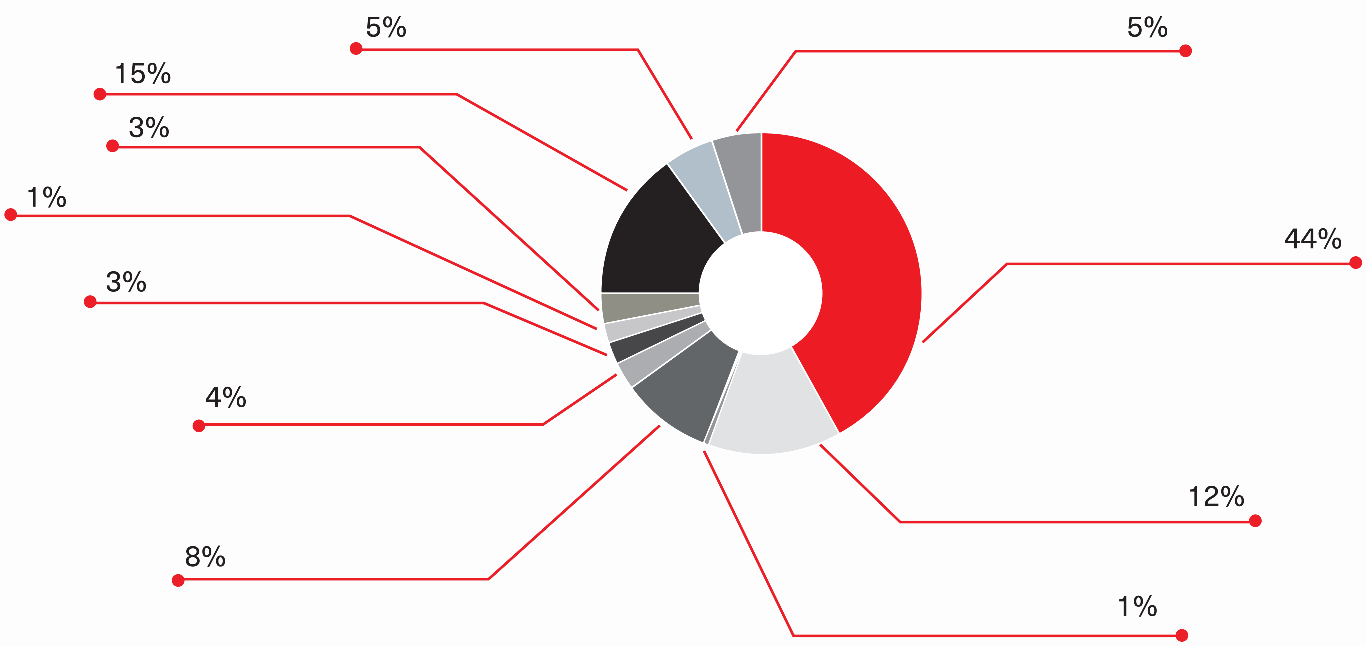
GEL '000

9 month period ended 30 September	*Note*	**Q3 2025**	**Q3 2024**	**y-o-y %**	**Q2 2025**	**q-o-q %**
EMPLOYEE BENEFITS EXPENSE	*3*	60,207	55,211	*9.0*	62,901	*(4.3)*
DEPRECIATION AND AMORTIZATION EXPENSES		15,927	16,612	*(4.1)*	15,693	*1.5*
IMPAIRMENT (GAIN)/LOSS ON TRADE RECEIVABLES		668	1,642	*(59.3)*	535	*24.7*
ELECTRICITY	*4.1*	10,160	9,924	*2.4*	8,418	*20.7*
MATERIALS	*4.2*	3,501	7,602	*(54.0)*	3,720	*(5.9)*
REPAIR AND MAINTENANCE	*4.2*	6,307	1,869	*237.5*	1,647	*283.0*
FUEL		1,582	1,823	*(13.3)*	1,638	*(3.4)*
FREIGHT CAR CROSS-BORDER CHARGES	*5.1*	6,254	4,138	*51.1*	5,839	*7.1*
LOGISTICAL SERVICES	*5.2*	8,509	31,427	*(72.9)*	11,291	*(24.6)*
SECURITY AND OTHER OPERATING EXPENSES	*5.3*	15,233	7,089	*114.9*	12,573	*21.2*
TAXES OTHER THAN INCOME TAX	*5.4*	6,174	6,171	*0.1*	6,931	*(10.9)*
TOTAL		134,521	143,506	*(6.3)*	131,185	*2.5*

COST STRUCTURE FOR 9M 2025



COST STRUCTURE FOR 9M 2024



- EMPLOYEE BENEFITS EXPENSE
- DEPRECIATION AND AMORTIZATION EXPENSE
- IMPAIRMENT LOSS ON TRADE RECEIVABLES
- ELECTRICITY
- MATERIALS
- REPAIR AND MAINTENANCE
- FUEL
- FREIGHT CAR CROSS-BORDER CHANGE
- LOGISTICAL SERVICE
- SECURITY AND OTHER OPERATING EXPENSES
- TAXES OTHER THAN INCOME TAX

3. EMPLOYEE BENEFITS EXPENSES

General description

JSC Georgian Railway is one of the largest corporate employers and taxpayers in Georgia. This highlights the Company's significance for the country, along with the other important economic and social benefits it provides to the nation and it's employees.

The Group's salary cost is fixed and denominated in GEL. Therefore, it is not affected by changes in transported volume or the number of passengers, nor by fluctuations in foreign exchange rates.

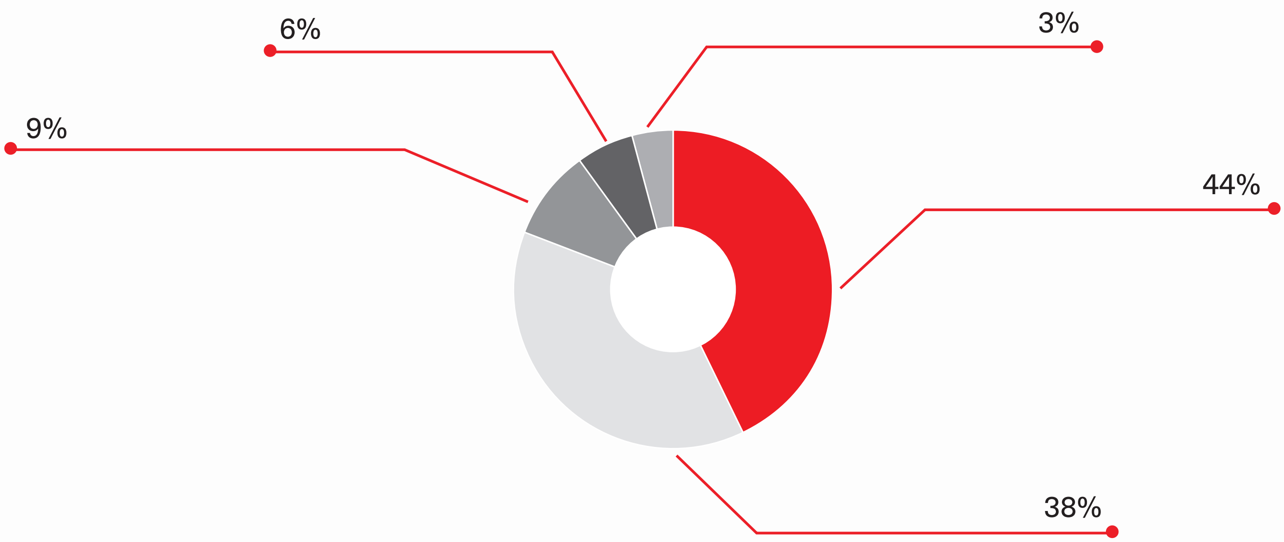
EMPLOYEE BENEFITS EXPENSES

GEL '000	**TOTAL**		**CHANGE**	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
SALARY	145,676	135,101	*7.8*	*10,575*
BONUS-REWARD	4,421	4,135	*6.9*	*286*
OTHER BENEFITS	34,241	32,438	*5.6*	*1,803*
TOTAL	184,338	171,674	*7.4*	*12,664*

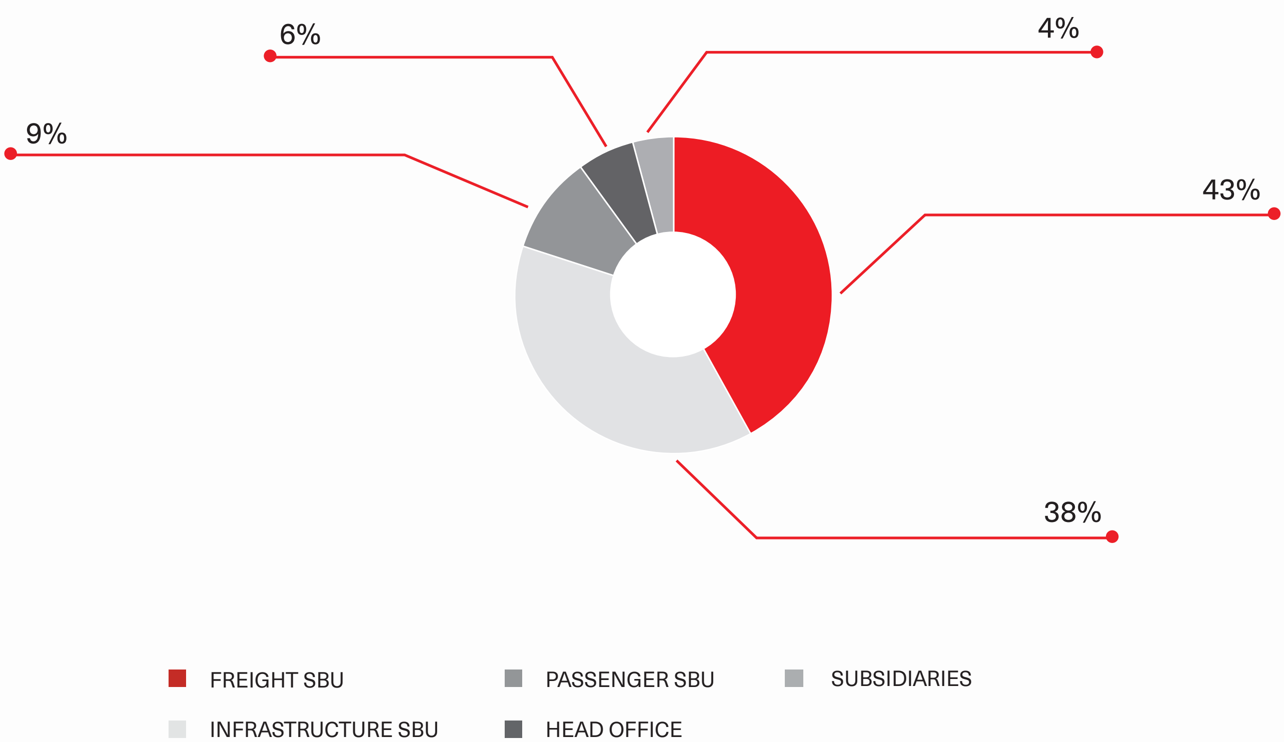
Factors influencing changes

Total employee benefits expenses increased by GEL 12.7 million in first 9 month of 2025 compared to same period of 2024, mainly due to the increase in average salary by around 10% starting from January 2025.

DISTRIBUTION OF STAFF BY BUSSINESS UNITS AS AT THE END OF SEPTEMBER 2025



DISTRIBUTION OF STAFF BY BUSSINESS UNITS AS AT THE END OF SEPTEMBER 2024



4.1 ELECTRICITY EXPENSES

General description

Approximately 98% of GR's railway network is electrified. Before September 2011, the Company purchased most of its electricity on the open market in Georgia. However, in September 2011, the Company entered into a 10-year agreement for the purchase of electricity with fixed tariffs (the "Electricity Agreement"), securing a price for more than 90% of the Company's needs. The remaining amount was procured on the open market. The Electricity Agreement expired in September 2021 however and since then the Company has been purchasing electricity on the open market with tariffs denominated in GEL.

Electricity expenses are split into two categories: electricity expenses for traction, which is driven by transportation turnover (the Group uses electric locomotives for freight transportation, EMUs for passenger transportation and diesel locomotives for shunting operations); and utility expenses, which are not related to transportation volume and are normally considered to be fixed.

ELECTRICITY EXPENSES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
ELECTRICITY EXPENSES FOR TRACTION	25,023	26,468	*(5.5)*	*(1,445)*
UTILITY EXPENSES	4,114	3,755	*9.6*	*359*
TOTAL	29,137	30,223	*(3.6)*	*(1,086)*

Factors influencing changes

Total electricity expenses decreased by approximately 3.6% (GEL 1.1 million) in first 9 month of 2025, compared to same period of 2024. This reduction was mainly driven by GEL 1.4 million decrease in electricity expenses of traction, which in term was due to decrease in cargo transportation by 6% during the nine months period of 2025, compared to the same period of 2024.

PURCHASED ELECTRICITY AND WEIGHTED AVERAGE TARIFF

GEL '000	**9M 2025**			**9M 2024**		
9 month period ended 30 September	**GWh**	**Gross ton-km (million)**	**Weighted av. tariff (GEL)**	**GWh**	**Gross ton-km (million)**	**Weighted av. tariff (GEL)**
JANUARY	12.9	597.6	0.245	12.5	551.6	0.232
FEBRUARY	10.7	485.4	0.245	12.6	592.9	0.235
MARCH	11.3	519.5	0.246	13.2	599.8	0.235
APRIL	11.5	543.0	0.231	12.3	580.8	0.232
MAY	11.8	562.4	0.199	13.6	665.8	0.199
JUNE	11.9	578.1	0.195	13.6	664.0	0.218
JULY	13.1	622.8	0.220	13.9	644.1	0.218
AUGUST	13.4	636.5	0.243	13.8	657.6	0.220
SEPTEMBER	12.4	585.6	0.241	12.8	604.5	0.228
TOTAL	109.0	5,130.9	0.230	118.3	5,561.2	0.224

4.2 MATERIALS, REPAIR AND MAINTENANCE EXPENSES

General description

The Group purchases inventory and uses these materials for repair works performed internally by its employees. This consumption is presented under "materials expenses." However, some repair works are outsourced and are presented under "repair and maintenance expenses".

The Group's materials, repair and maintenance expenses are all tied to its rolling stock equipment balance, its utilization level and its transportation volume. When transportation by the Group's rolling stock increases, so too do the expenses for materials, repairs and maintenance. However, this expense can also decreased when there is an increase in capital expenditures on the fleet and infrastructure, which thus reduces the need for repairs and maintenance.

MATERIALS, REPAIR AND MAINTENANCE EXPENSES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
MATERIALS EXPENSES	11,424	15,243	*(25.1)*	*(3,818)*
REPAIR AND MAINTENANCE EXPENSES	9,805	12,053	*(18.7)*	*(2,248)*
TOTAL	21,229	27,296	*(22.2)*	*(6,067)*

Factors influencing changes

During the first nine months of 2025, material, repair, and maintenance expenses declined by GEL 6.1 million, driven by a GEL 3.8 million reduction in material costs and a GEL 2.2 million decrease in repair and maintenance expenses. The decrease mainly reflects higher material purchases for the track superstructure, as well as increased spending on machinery and rolling stock repairs during the same period of 2024.

5.1 FREIGHT CAR CROSS-BORDER CHARGE EXPENSES

General description

Freight car cross-border charge expenses represent short-term rents derived from the usage of other railways' railcars on the Group's network, for which a daily fee is charged. This expense offsets the freight car cross-border charge revenue. The expense is based on CHF tariffs and thus is tied to the GEL/CHF exchange rate and the amount of cargo transported by GR using other railway companies' railcars.

FREIGHT CAR CROSS-BORDER CHARGE EXPENSES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2025**	*%*	*Absolute*
FREIGHT CAR CROSS-BORDER CHARGE	16,977	10,188	*66.6*	*6,789*

Factors influencing changes

Freight car cross-border charge expenses increased by 66.6% (GEL 6.8 million) in the first nine months of 2025, compared to the same period of the previous year, primarily due to increased usage of semi-wagons and tank cars of foreign railways.

5.2 LOGISTICAL SERVICE EXPENSES

General description

Expenses for logistical services refer to costs incurred by the Group's logistics business for international transportation and/or for other modes of transport.

LOGISTICAL SERVICE EXPENSES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
LOGISTICAL SERVICE EXPENSES	35,582	60,222	*(40.9)*	*(24,639)*

Factors influencing changes

Logistical service expenses declined by 40.9% (GEL 24.6 million) in the first nine months of 2025 compared to the same period of 2024, mainly due to reduced transportation activities by GR's subsidiaries engaged in container and liquid cargo transportation.

**Logistical revenue and expenditure should be taken into consideration jointly (see pg. 19 Logistical Service Revenue).*

5.3 SECURITY AND OTHER OPERATING EXPENSES

General description

Security expenses mainly comprise the Group's buildings, depots and railway station protection expenses. Other operating expenses consist of items such as communication, legal costs, consulting services, membership fees, rent expenses and advertising expenses.

Security and other operating expenses are mostly denominated in GEL and are mainly fixed.

SECURITY AND OTHER OPERATING EXPENSES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
SECURITY	11,140	9,553	*16.6*	*1,587*
OTHER OPERATING EXPENSES	23,785	9,863	*141.1*	*13,922*
TOTAL	34,925	19,417	*79.9*	*15,509*

Factors influencing changes

Security and other operating expenses increased by GEL 15.5 million in the first nine months of 2025 compared to the same period of 2024. The increase was mainly due to higher law provisions and higher expenses related to software and hardware services in other category, as well as increased tariff on security service.

5.4 TAXES, OTHER THAN ON INCOME

General description

Land tax is determined by the municipalities in which the land is located, while property tax is calculated at 1% of the average book value of the asset. Railway infrastructure assets, such as rail and transmission lines, are exempt from property tax.

TAXES, OTHER THAN ON INCOME

GEL '000	**TOTAL**		**CHANGE**	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
PROPERTY TAX	9,420	8,923	*5.6*	*497*
LAND TAX	8,636	8,547	*1.0*	*89*
OTHER TAXES	2,354	1,293	*82.0*	*1,060*
TOTAL	20,410	18,763	*8.8*	*1,646*

Factors influencing changes

Taxes other than on income increased by GEL 1.6 million in the first nine months of 2025 compared to the same period of 2024. The increase was mainly driven by a GEL 1.1 million rise in other taxes, primarily due to higher customs fees. The customs fees are reimbursed by customers, with the related revenue offsetting the expense and resulting in no net financial impact. In addition, property taxes rose by GEL 0.5 million, mainly due to an increase in property, plant and equipment (PPE).

6. SHARE OF RESULTS OF EQUITY ACCOUNTED INVESTEES

The loan issued to the former shareholder, JSC Development Fund of Georgia (formerly JSC Partnership Fund), has been recovered through the exchange of a 21.7% ownership stake in Gardabani Thermal Power Plant (Gardabani TPP). As a result, the loan amount has been reclassified from the other receivables to the investments account. Additionally, as of 31 December 2024.

SHARE OF RESULTS OF EQUITY ACCOUNTED INVESTEES

GEL '000	**TOTAL**		**CHANGE**	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
Share of results of equity accounted investees	8,188	12,302	*(33.4)*	*(4,115)*

Factors influencing changes

The Group's profit from its associate Gardabani TPP amounted to GEL 8.2 million in the nine months ended 30 September 2025.

** The Company began consolidating its share of profit from the investee starting from the third quarter of 2024.*

7. FINANCE INCOME AND COST

General description

The finance income of the Group mainly consists of interest accrued on the Group's cash balances and foreign exchange gains.

Finance cost mainly entails interest expenses on the Group's debt and foreign exchange losses.

The main source of FX gains or losses is the Group's Eurobonds, which are denominated in USD. This is, however, partially offset by the Group's USD cash balances and receivables in foreign hard currencies. It must be noted that such FX gains or losses on Eurobonds are not monetary and will not be realized until maturity. The Group's revenues are mostly denominated in hard currencies (USD and CHF). As most of the tariffs are set in USD, the Group's revenue creates a natural economic hedge against foreign exchange fluctuations.

FINANCE INCOME AND COST

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
INTEREST INCOME	17,833	17,717	*0.7*	*116*
IMPAIRMENT GAIN/(LOSS) ON FINANCIAL ASSETS	231	(331)	*(169.8)*	*562*
INTEREST EXPENSE	(43,420)	(43,899)	*(1.1)*	*478*
NET FOREIGN EXCHANGE GAIN/(LOSS)	46,420	(17,108)	*(371.3)*	*63,528*
NET FINANCE INCOME/(COST)	21,063	(43,621)	*(148.3)*	*64,684*

Factors influencing changes

In the first nine months ended 30 September 2025 the Group showed GEL 21.1 million net finance income, compared to net finance loss of GEL 43.6 million in the same period of 2024. The difference of GEL 64.7 million was mainly due to the fluctuation of GEL against foreign currencies.

The Group recorded a net foreign exchange gain of GEL 46.4 million in the nine-month period ended 30 September 2025, due to a 3.5 percent appreciation of the GEL against the USD (GEL/USD exchange rate of 2.7088 versus 2.8068 as of 30 September 2025 and 31 Deceber 2024, respectively). Conversely, in the nine-month period ended 30 September 2024, the Group experienced a net foreign exchange loss of GEL 17.1 million, resulting from a 1.5 percent depreciation of the GEL against the USD (GEL/USD exchange rate of 2.7297 versus 2.6894 as of 30 September 2024 and 31 December 2023, respectively).

II. BALANCE SHEET

GEL '000	TOTAL		CHANGE		TOTAL	CHANGE	
	30-Sep-25	**30-Jun-25**	*%*	*Absolute*	**31-Dec-24**	*%*	*Absolute*
TOTAL ASSETS	2,669,261	2,618,967	*1.9*	*50,294*	2,584,842	*3.3*	*84,420*
CHANGES ARE MAINLY DUE TO:							
PROPERTY, PLANT AND EQUIPMENT	2,035,565	1,992,433	*2.2*	*43,132*	1,971,748	*3.2*	*63,817*
INVESTMENT IN GOVERNMENT BONDS	8,063	7,979	*1.1*	*84*	-	*100.0*	*8,063*
TRADE AND OTHER RECEIVABLES	50,594	44,894	*12.7*	*5,700*	27,870	*81.5*	*22,724*
TERM DEPOSIT	21,699	44,784	*(51.5)*	*(23,085)*	-	*100.0*	*21,699*
CASH AND CASH EQUIVALENTS	274,837	245,484	*12.0*	*29,353*	318,300	*(13.7)*	*(43,463)*
TOTAL LIABILITIES	1,641,461	1,617,385	*1.5*	*24,075*	1,648,524	*(0.4)*	*(7,063)*
CHANGES ARE MAINLY DUE TO:							
LOANS AND BORROWINGS (LT)	1,357,072	1,364,109	*(0.5)*	*(7,037)*	1,411,083	*(3.8)*	*(54,011)*
LOANS AND BORROWINGS (ST)	27,742	13,933	*99.1*	*13,808*	14,593	*90.1*	*13,149*
TRADE AND OTHER PAYABLES (ST)	138,397	121,189	*14.2*	*17,208*	117,610	*17.7*	*20,788*

Factors influencing changes

Property, plant and equipment – GEL 63.8 million increase in property, plant and equipment was primarily due to the capitalization of locomotive repair costs.

Investment in Government bonds – GR invested in Government Bonds with a 2.75% coupon rate in the second quarter of 2025, which matures in April 2026. The investment will generate additional interest income for the Company.

Trade and other receivables – GEL 22.7 million increase was due to higher receivables of the Company's subsidiary.

Loans and borrowings (LT) – GEL 54.0 million decrease in long-term borrowings was mainly due to GEL appreciation against USD *(see pg. 30 Finance Income and Cost).*

Loans and borrowings (ST) – GEL 13.1 million increase in short-term borrowings compared to 31 December 2024 was mainly driven by interest payments on the issued Green Eurobond and the Credit Suisse loan, the latter specifically related to the acquisition of Stadler.

Trade and other payables (ST) – GEL 20.8 million increase in trade and other payables was mainly due to guarantees from contractors.

**For the information on cash and cash equivalents, please refer to page 32 Cash Flow Statement.*

III. CASH FLOW STATEMENT

By the end of 30 September, 2025, the Group held GEL 274.8 million of cash and cash equivalents and GEL 21.7 million of term deposits. These cash resources are held to support working capital and fixed capital expenditures. Fixed capital expenditures mainly entail the costs related to Modernization Project, which was finalized in 2024.

The Group mainly relies on its cash generated from operating activities for funding its current and future cash requirements.

OPERATING ACTIVITIES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
CASH RECEIPTS FROM CUSTOMERS	464,491	473,347	*(1.9)*	*(8,856)*
CASH PAID TO SUPPLIERS AND EMPLOYEES	(325,594)	(304,790)	*6.8*	*(20,804)*
NET CASH FROM OPERATING ACTIVITIES	138,898	168,557	*(17.6)*	*(29,660)*

Factors influencing changes

Net cash from operating activities decreased by GEL 29.7 million in the first nine months of 2025 compared to the same period of the previous year. The decrease was mainly driven by higher cash payments to suppliers and employees, primarily due to higher employee benefit expenses and an increase in freight car cross-border charges. As well as decline in cash receipts from customers, mainly reflecting lower revenues from freight transportation and logistics services.

INVESTING ACTIVITIES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
ACQUISITION OF PROPERTY, PLANT AND EQUIPMENT	(130,086)	(112,016)	*16.1*	*(18,071)*
ACQUISITION OF ASSOCIATE	-	(4,343)	*(100.0)*	*4,343*
PROCEEDS FROM SALE OF PROPERTY, PLAND AND EQUIPMENT	-	5,598	*(100.0)*	*(5,598)*
INTEREST RECEIVED	17,652	17,700	*0.3*	*(48)*
INVESTMENT IN GOVERNMENT BONDS	(7,958)	-	*100.0*	*(7,958)*
INCREASE/DECREASE IN TERM DEPOSITS	(21,699)	(39,120)	*(44.5)*	*17,422*
INVESTMENT IN JOINT VENTURE	(747)	(462)	*61.6*	*(285)*
NET CASH USED IN INVESTING ACTIVITIES	(142,838)	(132,643)	*7.7*	*(10,195)*

Factors influencing changes

Cash used in investing activities increased by GEL 10.2 million in the first nine months of 2025, compared to the same period of the previous year. Cash used in investing activities increased due to higher cash outflows for the acquisition of property, plant and equipment, mainly related to capital repairs of locomotives, as well as GEL 8.0 million investment in Government Bonds. This increase was partly offset by a GEL 17.4 million decrease in term deposits in the first nine months of 2025 compared to the same period of 2024.

FINANCING ACTIVITIES

GEL '000	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
PROCEEDS FROM BORROWINGS	744	-	*100.0*	*744*
REPAYMENT OF BORROWINGS	(5,983)	(5,878)	*1.8*	*(105)*
INTEREST PAID	(28,042)	(29,899)	*(6.2)*	*1,857*
NET CASH USED IN FINANCING ACTIVITIES	(33,281)	(35,776)	*(7.0)*	*2,496*

Factors influencing changes

Cash used in financing activities decreased by GEL 2.5 million in the first nine months of 2025, compared to the same period of the previous year, mainly due to the GEL appreciation against foreign currencies.

APPENDIX

APPENDIX 1

BREAKDOWN OF FREIGHT TRANSPORTATION IN TONS

'000 tons	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
LIQUID CARGOES	3,539	3,976	*(11.0)*	*(438)*
OIL PRODUCTS	3,539	3,976	*(11.0)*	*(438)*
DRY CARGOES	6,255	6,424	*(2.6)*	*(169)*
ORES	828	826	*0.2*	*1*
GRAIN	311	98	*216.7*	*213*
FERROUS METALS AND SCRAP	304	350	*(12.9)*	*(45)*
SUGAR	374	466	*(19.7)*	*(92)*
CHEMICALS AND FERTILIZERS	1,111	1,357	*(18.1)*	*(246)*
CONSTRUCTION FREIGHT	554	711	*(22.1)*	*(157)*
INDUSTRIAL FREIGHT	500	509	*(1.7)*	*(9)*
CEMENT	65	56	*15.7*	*9*
OTHER	2,207	2,050	*7.6*	*157*
TOTAL	9,793	10,400	*(5.8)*	*(607)*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TONS

'000 tons	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
IMPORT	2,461	2,221	*10.8*	*240*
EXPORT	793	798	*(0.6)*	*(5)*
DOMESTIC	823	1,150	*(28.5)*	*(327)*
TRANSIT	5,717	6,231	*(8.3)*	*(514)*
TOTAL	9,793	10,400	*(5.8)*	*(607)*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TONS (QUARTERLY)

'000 tons

9 month period ended 30 September	**Q3 2025**	**Q3 2024**	*y-o-y*	**Q2 2025**	*q-o-q*
LIQUID CARGOES	1,317	1,436	*(8.3)*	1,193	*10.3*
OIL PRODUCTS	1,317	1,436	*(8.3)*	1,193	*10.3*
DRY CARGOES	2,211	2,144	*3.2*	2,053	*7.7*
ORES	331	285	*16.1*	264	*25.7*
GRAIN	116	36	*224.5*	140	*(17.0)*
FERROUS METALS AND SCRAP	109	135	*(19.0)*	94	*16.7*
SUGAR	187	243	*(23.2)*	132	*42.0*
CHEMICALS AND FERTILIZERS	401	385	*4.2*	288	*39.2*
CONSTRUCTION FREIGHT	205	234	*(12.8)*	180	*13.7*
INDUSTRIAL FREIGHT	182	200	*(9.4)*	180	*1.0*
CEMENT	20	14	*40.6*	19	*6.3*
OTHER	660	610	*8.1*	757	*(12.8)*
TOTAL	3,528	3,579	*(1.4)*	3,246	*8.7*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TONS (QUARTERLY)

'000 tons

9 month period ended 30 September	**Q3 2025**	**Q3 2024**	*y-o-y*	**Q2 2025**	*q-o-q*
IMPORT	884	840	*5.2*	826	*7.1*
EXPORT	260	253	*2.7*	271	*(4.2)*
DOMESTIC	336	360	*(6.8)*	232	*44.6*
TRANSIT	2,049	2,126	*(3.6)*	1,917	*6.9*
TOTAL	3,528	3,579	*(1.4)*	3,246	*8.7*

APPENDIX 2

BREAKDOWN OF FREIGHT TRANSPORTATION IN TON-KILOMETERS

In million ton-kilometers	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
LIQUID CARGOES	1,102	1,254	*(12.1)*	*(151)*
OIL PRODUCTS	1,102	1,254	*(12.1)*	*(151)*
DRY CARGOES	1,695	1,735	*(2.3)*	*(40)*
ORES	197	169	*16.2*	*27*
GRAIN	73	19	*277.4*	*54*
FERROUS METALS AND SCRAP	76	79	*(4.3)*	*(3)*
SUGAR	141	173	*(18.2)*	*(31)*
CHEMICALS AND FERTILIZERS	400	484	*(17.4)*	*(84)*
CONSTRUCTION FREIGHT	68	94	*(27.9)*	*(26)*
INDUSTRIAL FREIGHT	50	46	*6.9*	*3*
CEMENT	10	11	*(6.6)*	*(1)*
OTHER	681	659	*3.3*	*22*
TOTAL	2,797	2,988	*(6.4)*	*(191)*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TON-KILOMETERS

In million ton-kilometers	TOTAL		CHANGE	
9 month period ended 30 September	**9M 2025**	**9M 2024**	*%*	*Absolute*
IMPORT	362	302	*19.8*	*60*
EXPORT	221	225	*(1.7)*	*(4)*
DOMESTIC	90	120	*(25.0)*	*(30)*
TRANSIT	2,124	2,341	*(9.3)*	*(218)*
TOTAL	2,797	2,988	*(6.4)*	*(191)*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TON-KILOMETERS (QUARTERLY)

In million ton-kilometers

9 month period ended 30 September	**Q3 2025**	**Q3 2024**	*y-o-y*	**Q2 2025**	*q-o-q*
LIQUID CARGOES	419	457	*(8.3)*	376	*11.4*
OIL PRODUCTS	419	457	*(8.3)*	376	*11.4*
DRY CARGOES	587	569	*3.2*	553	*6.2*
ORES	69	61	*13.3*	68	*1.2*
GRAIN	32	8	*289.4*	32	*0.6*
FERROUS METALS AND SCRAP	26	33	*(21.2)*	26	*0.1*
SUGAR	69	89	*(22.5)*	50	*39.0*
CHEMICALS AND FERTILIZERS	144	139	*4.0*	101	*42.3*
CONSTRUCTION FREIGHT	26	31	*(15.5)*	19	*36.0*
INDUSTRIAL FREIGHT	17	15	*13.4*	19	*(11.6)*
CEMENT	3	3	*28.0*	4	*(11.7)*
OTHER	200	190	*5.3*	233	*(14.3)*
TOTAL	1,006	1,026	*(1.9)*	929	*8.3*

BREAKDOWN OF FREIGHT TRANSPORTATION IN TON-KILOMETERS (QUARTERLY)

In million ton-kilometers

9 month period ended 30 September	**Q3 2025**	**Q3 2024**	*y-o-y*	**Q2 2025**	*q-o-q*
IMPORT	139	118	*18.6*	118	*18.2*
EXPORT	69	72	*(3.6)*	74	*(6.9)*
DOMESTIC	33	39	*(16.8)*	26	*23.8*
TRANSIT	765	797	*(4.1)*	710	*7.7*
TOTAL	1,006	1,026	*(1.9)*	929	*8.3*

APPENDIX 3

According to Condition 3 (d) of the “Terms and Conditions of the Notes” (The U.S. $500,000,000 4% Notes due 17 June 2028 issued by Georgian Railway JSC on 10 June 2021), Georgian Railway and/or its subsidiary is entitled to incur financial indebtedness if the ratio of Net Financial Indebtedness of the Issuer and its Subsidiaries as of the date of such Incurrence to the aggregate amount of EBITDA for the most recent consecutive semi-annual periods ending prior to the date of such determination for which consolidated financial statements have been delivered, does not exceed 3.5 to 1.

Given table sets forth calculation of Net Financial Indebtedness to adjusted EBITDA and according to the above-mentioned Condition 3 (d) of the “Terms and Conditions of the Notes”. However, this calculation is for information only and does not implicate that any specific date is the Incurrence date (or “the date of determination”) as defined in Condition 3 of the “Terms and Conditions of the Notes”.

CALCULATIONS OF THE RATIO OF NET FINANCIAL INDEBTEDNESS TO ADJUSTED EBITDA:

GEL ‘000	**30-Sep-25**	**31-Dec-24**
NET FINANCIAL INDEBTEDNESS AS AT:		
FINANCIAL INDEBTEDNESS	1,384,814	1,425,676
LESS:		
CASH AND CASH EQUIVALENTS	274,837	318,300
TERM DEPOSITS*	21,699	-
NET FINANCIAL INDEBTEDNESS:	1,088,278	1,107,376
THE MOST RECENT 2 CONSECUTIVE SEMI-ANNUAL PERIOD ENDED	**30-Sep-25**	**31-Dec-24**
RESULTS FROM OPERATING ACTIVITIES	102,105	141,736
DEPRECIATION ADD-BACK	59,066	59,325
IMPAIRMENT (GAIN)/LOSS ON TRADE RECEIVABLES	3,809	3,777
SHARE OF RESULTS OF EQUITY ACCOUNTED INVESTEES	22,165	15,738
ADJUSTED EBITDA	187,146	220,576
NET FINANCIAL INDEBTEDNESS/ADJUSTED EBITDA	**5.8**	**5.0**

**For consistancy of comperatives, we have added term deposits to Q3 2025 ratio calculation as it matures before the yearend. Otherwise the ratio would have been 5.9.*