Business Review

2021 Results: Continued strong growth, deleveraging targets achieved

Revenue increased by
30.8%
to USD 502.8 million (+17.1% like-for-like)[1]

Adjusted EBITDA grew by
17.4%
to USD 246.2 million, delivering like-for-like

Adjusted EBITDA margin increase of
15 basis points
to 65.4%

Operating profit growth of
25.2%
to USD 197.1 million

Profit for the period increased by
2.9x
to USD 143.9 million

Free Cash Flow generation growth of
46.9%
to USD 129.1[2] million

Deleveraging target successfully achieved with Net Debt down of
USD 120.7 million
and Net Debt to Adjusted EBITDA reduced to
2.0x
(–0.9x compared to 31 December 2020)

Consolidated Marine Container Throughput up
2.8% y-o-y
to 1,576 thousand TEU with strong market position successfully protected in all key basins of presence

[1] Like-for-like measures are given to provide historical consistency with the data before the accounting change in 2019. As a result of the new terms of certain sales agreements, in 2020 and 2021 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 the first half of 2019 full revenue and associated costs have been gradually recognised in consolidated revenue and transportation expenses accordingly. This Adjusted EBITDA neutral change resulted in additional USD 126.0 million to consolidated revenue (USD 62.8 million in 2020) and USD 126.0 million to the cost of sales in 2021 (USD 62.8 million in 2020).

[2] Free Cash Flow definition and calculation were changed, for details and reconciliation please see: Reconciliation of Additional data (non-IFRS) to the consolidated financial statements in Business Review, and Definitions.

[3] In March 2022, Moody's and Fitch credit ratings were withdrawn at the initiative of the agencies.

Consolidated Marine Bulk Throughput of

4.3 million tonnes

(–14.6% y-o-y) on the back of the strategic decision to cease coal handling at VSC to drive more profitable container volume growth

Improved credit profile confirmed by rating agencies in 2021[3]

Moody's upgraded rating of the Company and Group's financial instruments by 1 notch to

Ba1

RA Expert by 2 notches to

ruAA

Fitch Ratings affirmed at

BB+

ALBERT LIKHOLET,
CEO of Global Ports,
commented:

“The last two years have seen an extremely volatile operational environment and disruption across global supply chains and it has been vital for our customers to manage trade unbalances. As a result, we have learned the criticality of offering the right infrastructure capacity combined with a high standard of service, ensuring a clear focus on our clients' needs at the right time and in the right location. This approach generated a very favourable reception across our client base. Building on this strong foundation, we not only successfully enhanced our leading market positions in both basins of presence but also delivered solid growth in Adjusted EBITDA and Free Cash Flow.

Due to this strong performance, 2021 marks a significant milestone in the Group's history, as we have succeeded in reaching our long-term deleveraging targets. This achievement opens up potential opportunities for revising our capital allocation approach in the future should we see more predictable environment with greater visibility.”

Financial Highlights

- Consolidated revenue increased by 30.8% to USD 502.8 million; excluding the impact of VSC transportation services, like-for-like revenue increased by 17.1% as 25.0% increase in Consolidated Container Revenue offset 5.2% decrease in Consolidated Non-container Revenue on the back of ceased coal handling at VSC.
- Like-for-like Revenue per TEU increased by 21.6% to USD 188.7 as a result of positive cargo, customer and basin mix changes, as well as customers' appreciation of our quality services in high demand environment in the Far Eastern basin.
- Operating profit increased by 25.2% to USD 197.1 million.
- Like-for-like Total Operating Cash Costs increased by 16.4% to USD 131.8 million due to inflationary pressure, volumes growth and also the fact that operating in a high demand environment and capacity utilisation rate at VSC required controlled cost increases to drive Adjusted EBITDA growth.
- Adjusted EBITDA increased by 17.4% to USD 246.2 million as a result of volume growth and Revenue per TEU increase. Profitability improved with like-for-like Adjusted EBITDA Margin at 65.4%, an increase of 15 basis points.
- The Group achieved significant Free Cash Flow growth of 46.9% generating USD 129.1 million over the year.
- The Group reduced Net Debt by USD 120.7 million in 2021 allowing Net Debt to Adjusted EBITDA to decrease from 2.9x as of 31 December 2020 to 2.0x as at the end of the reporting period, achieving the Group's long-term deleveraging target.

Business Performance

- Strong market growth in 2021 saw the Russian marine container market achieving all-time-high volumes in 2021 of 5.4 million TEU (+7.1% y-o-y), driving growth in both containerised import of 11.1% and containerised export of 4.2%.
- As a result of the sharp rise in freight rates in most of the main global container shipping trades, very tight network capacity in the Asia-Europe trade and a deficit of empty containers globally, market players increasingly preferred faster container import and export supply chains via the shortest sea leg. As a result, market growth was concentrated in the Far Eastern basin (+14.0% y-o-y) and the Southern basin (+6.4% y-o-y) while the combined throughput of terminals located in Saint Petersburg and the surrounding area declined by 3.7% y-o-y in FY 2021.
- The Group successfully improved its market share position in both its basins of presence in 2021, with VSC throughput improving 14.8% y-o-y and throughput of its terminals in the Baltic Basin declining by 2.3% y-o-y (being less than market decline). In total, Consolidated Marine Container Throughput increased by 2.8% y-o-y in 2021 to 1,576 thousand TEU.
- As previously announced, VSC ceased coal handling activities in September 2021, enabling the terminal to concentrate on the Group's core strategic container operations. As a result, the Group's Consolidated Marine Bulk Throughput decreased in 2021 by 14.6% y-o-y to 4.3 million tonnes.
- High and Heavy Ro-Ro handling increased by 24.4% to 25.2 thousand units, while car handling increased by 27.8% to 104.9 thousand units.

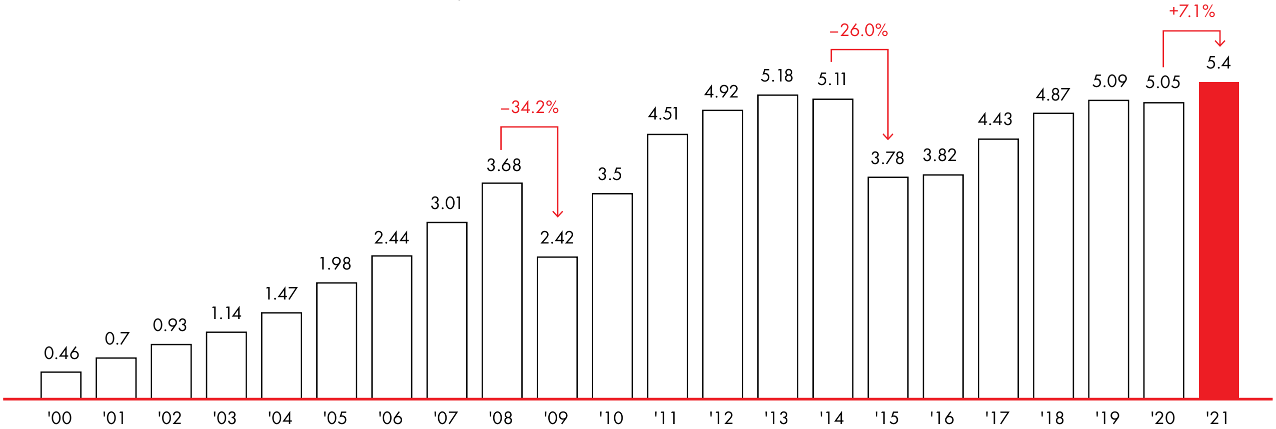
Outlook

- The company's outlook for 2022 is impacted by increased volatility and heightened global and regional geopolitical tensions, which has immediately lowered visibility on the prospects for 2022.

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.

Russian container market volumes, mln TEU



[1] Market data

Market data used in this Report, 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.

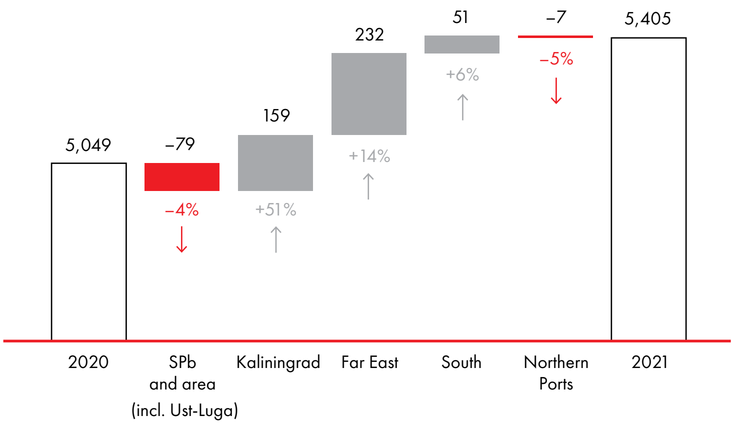
[2] Results of operations for Global Ports for the year ended 31 December 2021

The financial information presented in this Report is extracted from the Consolidated Financial Statements for the year ended 31 December 2021. This Report 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 Reconciliation of additional data (non-IFRS) to the consolidated financial information for the year ended 31 December 2021 and Definitions below. Readers should read the entire Report together with the Global Ports Group consolidated financial information.

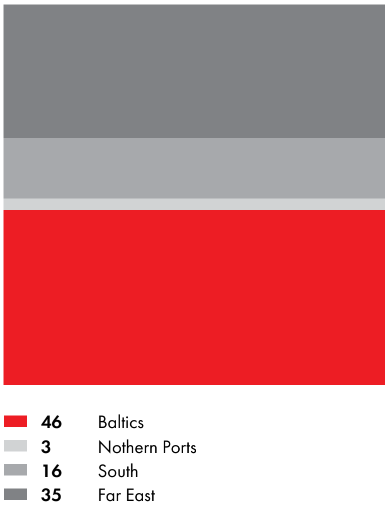
Rounding adjustments have been made in calculating some of the financial and operational information included in this Report. As a result, numerical figures and percentages shown as totals in some tables may not be exact arithmetic aggregations and other calculations of the figures that precede them. Certain financial information is derived from the management accounts.

	FY 2021	FY 2020	Change Abs	Change %
Marine Terminals				
Containerised cargo (thousand TEU)				
PLP	399	377	22	5.9%
VSC	520	453	67	14.8%
FCT	628	654	(26)	(4.0%)
ULCT	29	50	(21)	(41.7)
Non-containerised cargo				
Ro-Ro (thousand units)	25.2	20.3	4.9	24.4%
Cars (thousand units)	104.9	82.0	22.8	27.8%
Bulk cargo (thousand tonnes)	4,330	5,074	(743)	(14.6%)
Consolidated Marine Container Throughput	**1,576**	**1,533**	**42**	**2.8%**
Consolidated Marine Bulk Throughput	**4,330**	**5,074**	**(743)**	**(14.6%)**
Operational statistics of Joint Ventures				
Finnish Ports				
Containerised cargo (thousand TEU)	77	98	(20)	(20.7%)
Yanino (Inland Terminal)				
Containerised cargo (thousand TEU)	88.3	86.1	2.2	2.5%
Bulk cargo throughput (thousand tonnes)	354.1	261.3	92.8	35.5%

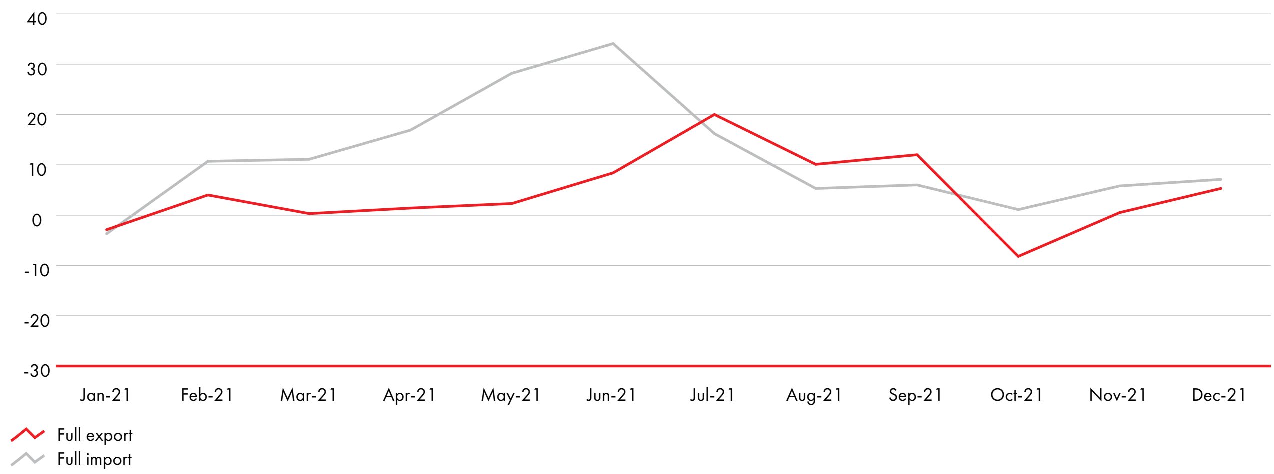
Russian container market dynamics by basins in 2021, thousand TEU



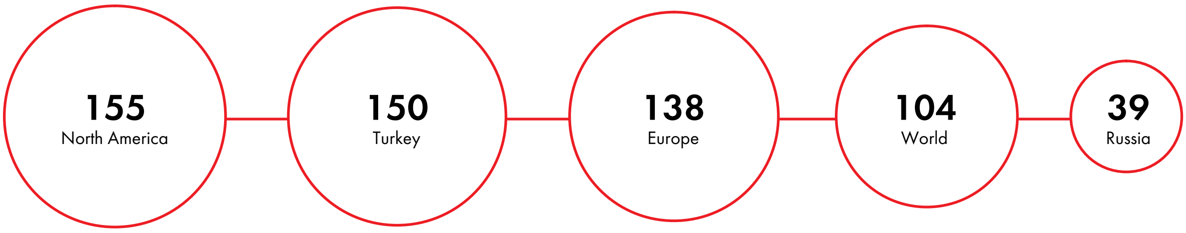
Russian container market dynamics by basins in 2021, %



Containerised export and import growth, % y-o-y

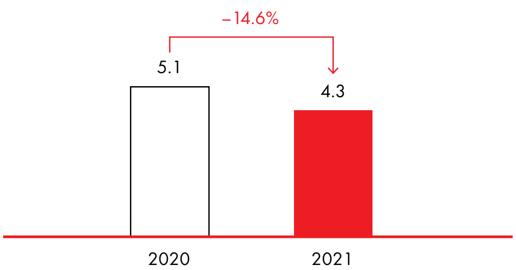


Containerisation in Russia remains low, TEU/thousand people

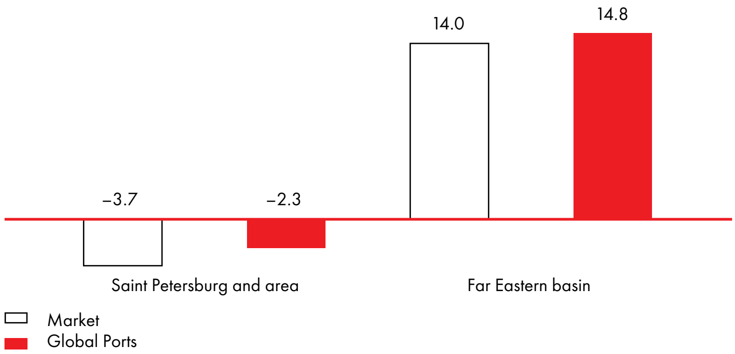


Source: Drewry; some 2021 numbers are estimated

Consolidated Marine Bulk throughput, million tonnes



Consolidated Marine Container throughput, % y-o-y

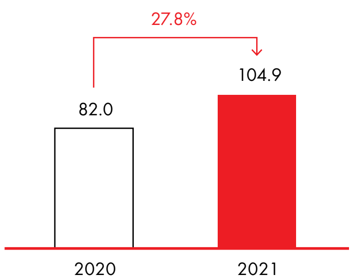


Annual container throughput capacity of terminals

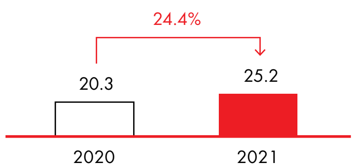
As a result of previous investment, the ceasing of coal handling at VSC and based on current estimates of container dwell time, the Group believes that the following numbers reflect berth and yard capacity of the Group's terminals as of the end of 2021.

	Berth and gate capacity	Yard capacity
	thousand TEU per annum	thousand TEU per annum
PLP	1,000	550
VSC	700	700
FCT	1,250	915
ULCT	440	220

Cars, thousand units



Ro-Ro, thousand units



Results of operations of Global Ports for the year period ended 31 December 2021 and 31 December 2020

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 year ended 31 December 2021 and 31 December 2020.

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Selected consolidated financial information				
Revenue	502.8	384.4	118.4	30.8%
Cost of sales	(276.8)	(200.3)	(76.4)	38.2%
Gross profit	226.0	184.1	41.9	22.8%
Administrative, selling and marketing expenses	(27.0)	(24.7)	(2.3)	9.5%
Other income	1.3	1.3	–	0.0%
Share of (loss)/profit of joint ventures accounted for using the equity method	(2.8)	(3.0)	0.2	(5.9%)
Other (losses)/gains – net	(0.4)	(0.3)	(0.0)	10.3%
Operating profit	197.1	157.4	39.7	25.2%
Finance income	4.1	2.4	1.7	72.7%
Finance costs	(53.8)	(71.8)	17.9	(25.0%)
Change in fair value of derivative instruments	(5.9)	18.4	(24.3)	(132.1%)
Net foreign exchange gains/(losses) on financial activities	0.6	(41.8)	42.3	(101.4%)
Finance income/(costs) – net	(55.1)	(92.8)	37.7	(40.6%)
Profit before income tax	142.0	64.6	77.4	119.8%
Income tax credit/(expense)	1.8	(14.6)	16.5	(112.6%)
Profit for the period	143.9	50.0	93.9	187.8%
Attributable to:				
Owners of the Company	140.4	48.4	92.0	190.1%
Non-controlling interest	3.5	1.6	1.9	117.8%
Key Non-IFRS financial information				
Like-for-like revenue	376.7	321.7	55.1	17.1%
Adjusted EBITDA	246.2	209.7	36.5	17.4%
Like-for-like Adjusted EBITDA margin	65.4%	65.2%		
Like-for-like Cash Cost of sales	(105.9)	(90.2)	(15.7)	17.4%
Like-for-like Total Operating Cash costs	(131.8)	(113.2)	(18.6)	16.4%
Free Cash Flow	129.1	87.9	41.2	46.9%

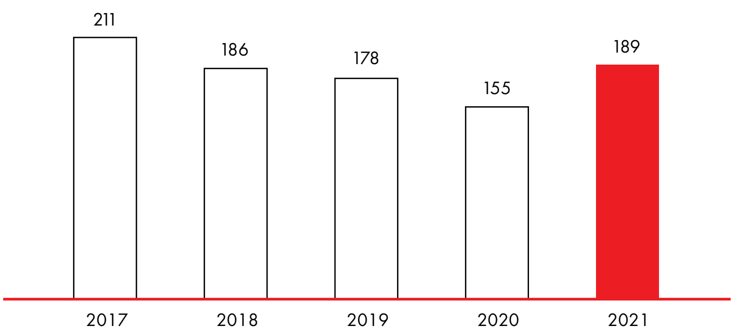
Revenue

The following table sets forth the components of the consolidated revenue for 2021 and 2020.

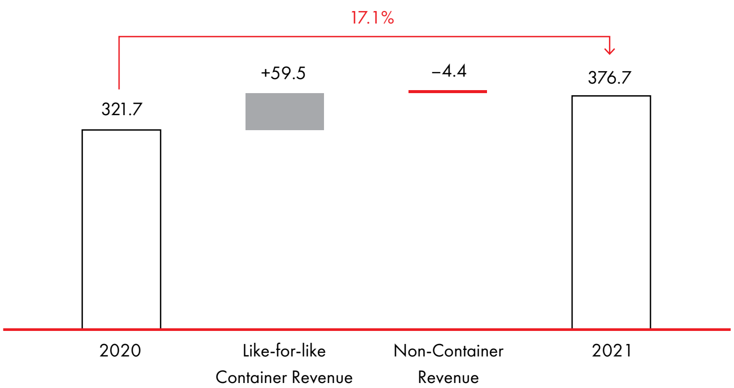
	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Consolidated Container Revenue as reported	423.3	300.6	122.7	40.8%
Adjusted for				
VSC transportation services	126.0	62.8	63.3	100.8%
Like-for-like Consolidated Container revenue	297.3	237.8	59.5	25.0%
Non-container revenue	79.5	83.8	(4.4)	(5.2%)
Consolidated Revenue	502.8	384.4	118.4	30.8%
Like-for-like consolidated revenue	376.7	321.7	55.1	17.1%
Like-for-like Revenue per TEU	188.7	155.1	33.6	21.6%

In 2021, like-for-like consolidated revenue increased by 17.1% to USD 376.7 million from USD 321.7 million in 2020, driven by the increase in like-for-like Consolidated Container Revenue, which was partially offset by decline in other revenue.

Revenue per TEU recovery[1], USD



Like-for-like revenue, USD million



Like-for-like Consolidated Container Revenue increased by 25.0%, or USD 59.5 million, to USD 297.3 million. This change was driven by an increase in Consolidated Marine Container Throughput of 2.3% and by a 21.6% increase in like-for-like Revenue per TEU. Like-for-like Revenue per TEU increased mainly as a result of positive cargo, customer and basin mix changes, as well as our customers' appreciation of our quality services in the high demand environment in the Far Eastern basin.

Consolidated Non-Container Revenue decreased by 5.2%, or USD 4.4 million, to USD 79.5 million, as decline of throughput of coal at VSC mentioned above was partially offset by growth in revenue from handling of cars and High and Heavy Ro-Ro on the back of the growing volumes described above.

As a result of new terms agreed on certain sales agreements, in 2020 and 2021 VSC acted as a principal versus a role as an agent at the beginning of 2019: previously the net result of revenue from transportation services and associated cost was included in consolidated revenue. Since the middle of the first half of 2019 full revenue and associated cost have been gradually recognised in consolidated revenue and transportation expenses accordingly. This Adjusted EBITDA neutral change resulted in an additional USD 126.0 million attributed to consolidated revenue (USD 62.8 million in 2020) and USD 126.0 million attributed to the cost of sales in 2021 (USD 62.8 million in 2020). The Group discloses like-for-like data to provide historical consistency with the data before this accounting change in 2019. In 2021, the growth of VSC revenue from transportation services was caused by organic growth of this part of business.

Cost of sales

The following table sets out a breakdown by expenses of the cost of sales for 2021 and 2020.

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Depreciation of property, plant and equipment	34.9	34.1	0.8	2.4%
Amortisation of intangible assets	0.7	0.6	0.1	13.8%
Depreciation of right-of-use assets	13.4	11.8	1.6	13.5%
Reversal of impairment of property, plant and equipment	(8.5)	–	(8.5)	–
Write-off of property, plant and equipment	4.4	0.9	3.5	391.2%
Staff costs	53.4	45.1	8.3	18.5%
Transportation expenses	132.6	67.7	64.9	96.0%
• including VSC rail transportation costs	126.0	62.8	63.3	100.8%
• including transportation costs other than VSC transportation costs	6.6	4.9	1.7	34.0%
Fuel, electricity and gas	9.6	8.5	1.1	12.9%
Repair and maintenance of property, plant and equipment	5.5	5.3	0.2	4.2%
Purchased services	18.7	16.2	2.6	16.0%
Taxes other than on income	2.3	2.4	(0.0)	(1.9%)
Other operating expenses	9.7	7.9	1.9	23.7%
Total Cost of Sales	276.8	200.3	76.4	38.2%
Cash Cost of Sales	231.9	153.0	73.9	48.3%
Like-for-like Cash Cost of sales	105.9	90.2	15.7	17.4%

[1] On like-for-like basis.

The cost of sales increased by USD 76.4 million, or 38.2%, from USD 200.3 million in 2020 to USD 276.8 million in 2021 primarily due to growth in transportation expenses at VSC. The growth in transportation expenses from USD 62.8 million to USD 126 million in 2021 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 increased by USD 15.7 million, or 17.4%, from USD 90.2 million in 2020 to USD 105.9 million in of 2021 in order to drive Adjusted EBITDA growth while improving Adjusted EBITDA margin. The key drivers for like-for-like Cash Cost of Sales were: staff costs growth at VSC driven by 14.8% increase in container throughput on the back of high market demand while the terminal operated in the environment of the high utilisation rate; consolidated volume growth; inflationary pressure; and growth in purchased services at PLP to support non-containerised cargo throughput increase.

Gross profit

Gross profit increased by USD 41.9 million, or 22.8%, from USD 184.1 million in 2020 to USD 226 million in 2021. This increase was due to the factors described above under "Revenue" and "Cost of sales".

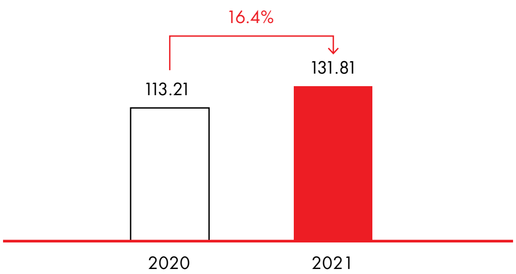
Administrative, selling and marketing expenses

Administrative, selling and marketing expenses increased by USD 2.3 million, or 9.5%, from USD 24.7 million in 2020 to USD 27 million in 2021 and broadly in line with inflation in Russia over the same period (8.4%).

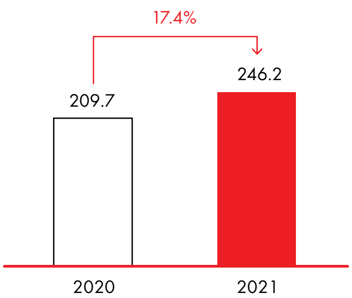
Adjusted EBITDA and Adjusted EBITDA Margin

Adjusted EBITDA in 2021 increased by 17.4%, or USD 36.5 million to USD 246.2 million. Like-for-like Adjusted EBITDA Margin was 64.4%, 15 basis points higher than in 2020 (65.2%).

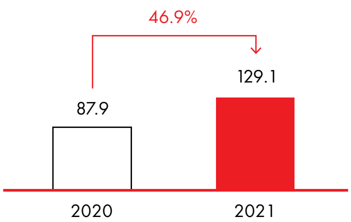
Like-for-like Operating Cash Costs, USD million



Adjusted EBITDA, USD million



Free Cash Flow growth, USD million



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

The Group's share of loss from joint ventures decreased from a loss of USD 3.0 million in 2020 to a loss of USD 2.8 million in 2021.

The loss from MLT Group increased from USD 2.0 million in 2020 to a loss of USD 2.9 million. This result was primarily driven mainly by a decreased volume at MLT.

The change in the share of results from CD Holding Group, from a loss of USD 1.0 million in 2020 to a profit of USD 0.05 million in 2021, was mainly driven by the depreciation of the Russian Rouble against the US Dollar in 2021 that resulted in a gain from the revaluation of the RUB nominated borrowings of YLP.

	FY 2021	FY 2020	Change	Change
	USD mln	USD mln	USD mln	%
MLT	(2.9)	(2.0)	(0.9)	43.2%
CD Holding	0.05	(1.0)	1.0	(105.2%)
Total share of profit/(loss) of joint ventures	(2.8)	(3.0)	0.2	(6.7%)

Other gains/(losses)—net

Other gains/(losses) changed from a net loss of USD 339 thousand in 2020 to a net loss of USD 374 thousand in 2021.

Operating profit/(loss)

The Group's operating profit increased from USD 157.4 million in 2020 to USD 197.1 million in 2021 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

Net finance income/(costs) decreased from a cost of USD 92.8 million in 2020 to a cost of USD 55.1 million 2021. This move was primarily due to a decrease of interest expenses on bonds from USD 61.1 million in 2020 to USD 43.0 million in 2021 as the result of own Eurobond buyback in 2020 and successful refinancing of FTC rouble bond with a lower coupon rate. In addition, Net foreign exchange loss from financing activities changed from a loss of USD 41.8 million in 2020 to a profit of USD 0.6 million in 2021. This was partially offset by a change in the fair value of derivative instruments to a loss of USD 5.9 million in 2021 from a profit of USD 18.4 million in 2020.

Profit/(loss) before income tax

Profit before income tax increased to USD 142.0 million in 2021 from USD 64.6 million in 2020. This change is due to the factors described above under "Operating profit/(loss)" and "Finance income/(costs)—net".

Income tax expense

In 2021, income tax credit was USD 1.8 million compared to USD 14.6 million of tax expense in 2020. The current tax remained broadly unchanged (USD 12.3 million of expense in 2020 compared to USD 11.1 million in 2021), while Deferred tax reversal amounted to USD 13.0 million compared to USD 0.9 million in 2020.

Profit/(loss) for the period

The Group reported a profit of USD 143.9 million in 2021, an increase of USD 93.9 million and almost triple the profit of USD 50.0 million in 2020 due to the factors described above.

Liquidity and capital resources

General

As of 31 December 2021, the Group had USD 296.7 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 2021, 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 2021, the Group had USD 788.1 million of total borrowings (including lease liabilities), of which USD 215.3 million comprised current borrowings and USD 572.8 million comprised noncurrent borrowings. See also "Capital resources".

Cash flow

The following table sets out the principal components of the Group's consolidated cash flow statement for 2021 and for 2020.

Net cash from operating activities

Net cash from operating activities increased by USD 35.1 million, or 18.4%, from USD 190.9 million in 2020 to USD 226 million in 2021. Growth in net cash from operating activities was primarily due to a 21.2% increase in cash generated from operations from USD 196.6 million in 2020 to USD 238.3 in 2021 due to the financial result from operations as described above.

Net cash used in investing activities

Net cash used in investing activities increased from USD 32.5 million in 2020 to USD 39.5 million in 2021. This change was primarily due to an increase in purchases of property, plant and equipment from USD 33.9 million in 2020 to USD 43.4 in 2021 as strong market growth and growing utilisation of terminals required a CAPEX increase to drive profitable growth.

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Net cash from operating activities	**226.0**	**190.9**	**35.1**	**18.4%**
Cash generated from operations	238.3	196.6	41.7	21.2%
Tax paid	(12.2)	(5.7)	(6.6)	115.7%
Net cash used in investing activities	**(39.5)**	**(32.5)**	**(7.0)**	**21.6%**
Purchases of intangible assets	(0.5)	(0.9)	0.3	(38.7%)
Purchases of property, plant and equipment	(43.4)	(33.9)	(9.5)	28.0%
Proceeds from sale of property, plant and equipment	0.5	0.4	0.1	23.4%
Interest and loans repayments received	3.9	1.9	2.0	108.0%
Net cash used in financing activities	**(93.9)**	**(74.3)**	**(19.6)**	**26.4%**
Repayments of borrowings	(133.4)	(73.0)	(60.4)	82.8%
Proceeds from borrowings	101.8	72.1	29.7	41.2%
Interest paid on borrowings	(52.7)	(66.4)	13.7	(20.6%)
Interest paid on leases	(4.7)	(4.2)	(0.5)	12.2%
Proceeds from derivative financial instruments	(1.2)	(0.8)	(0.3)	36.4%
Principal elements of lease payments	(3.6)	(2.0)	(1.7)	85.4%
Free Cash Flow	**129.1**	**87.9**	**41.2**	**46.9%**
Net increase/(decrease) in cash and cash equivalents	92.7	84.2	8.5	10.1%
Cash and cash equivalents at beginning of the period	207.0	124.4	82.6	66.4%
Exchange gains/(losses) on cash and cash equivalents	(3.0)	(1.5)	(1.4)	92.9%
Cash and cash equivalents at end of the period	296.7	207.0	89.7	43.3%

Net cash used in financing activities

Net cash used in financing activities increased by USD 19.6 million or 26.4% from USD 74.3 million in 2020 to USD 93.9 million. This was due to an increase in the repayment of borrowings of USD 60.4 million because of scheduled FCT rouble bonds repayments in the reporting period in line with the Group's deleveraging strategy. These were partially offset by an increase in proceeds from borrowings by USD 29.7 million or 41.2% from USD 72.1 in 2020 to USD 101.8 million in 2021 as the Group placed 5-year RUB 7.5 billion bonds to partially refinance Eurobonds due in January 2022. In January 2022 Eurobonds for the total amount of USD 199 million were successfully fully repaid.

Free Cash Flow

Free Cash Flow increased by USD 41.2 million or 46.9% from USD 87.9 million in 2020 to USD 129.1 million in 2021. This change is driven by the reasons described above.

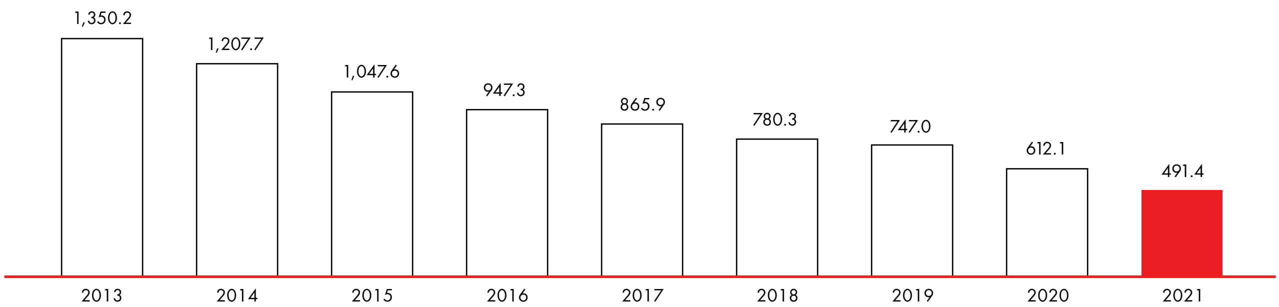
Capital resources

The Group's financial indebtedness consists of bank borrowings, bonds and lease liabilities and was USD 788.1 million as of 31 December 2021. As of that date, all of the Group's borrowings were secured by guarantees and suretyships granted by certain Group companies. 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.

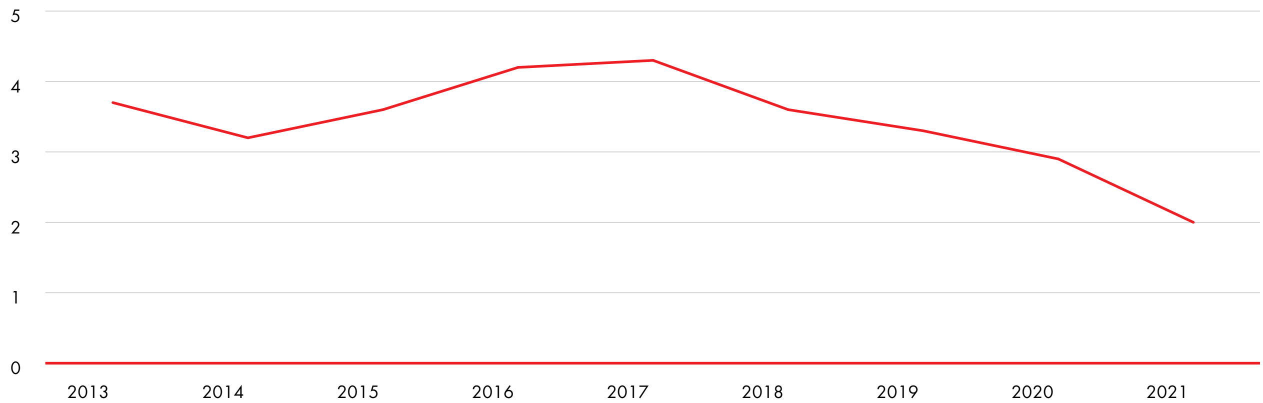
The Weighted Average Effective Interest Rate of the Group's debt portfolio is 6.66% for USD nominated borrowings and 9.04% for Russian Rouble nominated borrowings.

As of 31 December 2021, the Group had a leverage of Net Debt to Adjusted EBITDA ratio of 2.0x (compared to a ratio of 2.9x as of 31 December 2020).

Net Debt, USD million



Net Debt / Adjusted EBITDA



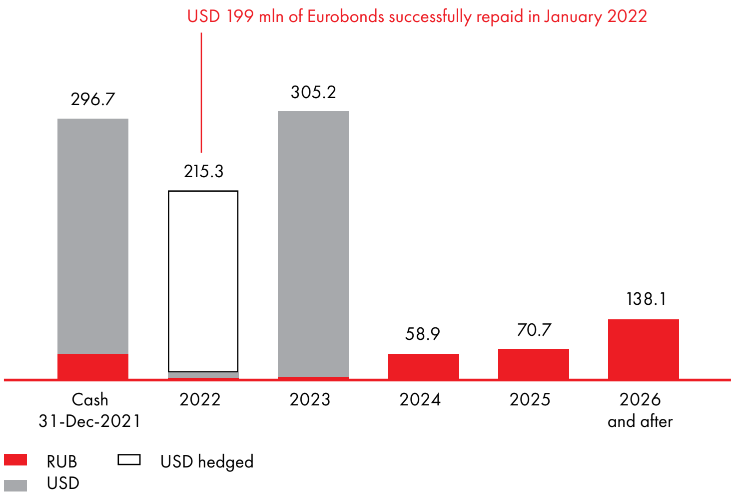
The following table sets out the maturity profile of the Group's total borrowings (including lease liabilities) as of 31 December 2021.

	USD mln
1H 2022	213.3
2H 2022	2.0
2023	305.2
2024	58.9
2025	70.7
2026 and after	138.1
Total	788.1

As of 31 December 2021, the carrying amounts of the Group's borrowings (including lease liabilities) were denominated in the following currencies:

	USD mln
Rouble	281.0
US dollar	507.1
Total	788.1

Debt maturity profile, USD million



Reconciliation of additional data (non-IFRS) to the consolidated financial information for the year ended 31 December 2021

Reconciliation of Adjusted EBITDA to profit for the period

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Profit for the year	143.9	50.0	93.9	187.8%
Adjusted for				
Income tax expense	(1.8)	14.6	(16.5)	(112.6%)
Finance costs—net	55.1	92.8	(37.7)	(40.6%)
Depreciation of property, plant and equipment	35.8	35.6	0.3	0.8%
Depreciation of right-of-use assets	13.4	11.8	1.6	13.5%
Amortisation of intangible assets	0.84	0.77	0.1	9.5%
Reversal of impairment of property, plant and equipment	(8.5)	–	(8.5)	–
Write-off of property, plant and equipment	4.4	0.9	3.5	391.2%
Other (gains)/losses—net	0.4	0.3	0.0	10.3%
Share of(profit)/loss of joint ventures accounted for using the equity method	2.8	3.0	(0.2)	(5.9%)
Adjusted EBITDA	246.2	209.7	36.5	17.4%

Reconciliation of Adjusted EBITDA Margin

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Revenue	502.8	384.4	118.4	30.8%
Adjusted EBITDA	246.2	209.7	36.5	17.4%
Adjusted EBITDA Margin	49.0%	54.6%	–	–

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

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Cost of sales	276.8	200.3	76.4	38.2%
Administrative, selling and marketing expenses	27.0	24.7	2.3	9.5%
Total	303.8	225.0	78.8	35.0%
Adjusted for				
Depreciation of property, plant and equipment	(35.8)	(35.6)	(0.3)	0.8%
Depreciation of right-of-use assets	(13.4)	(11.8)	(1.6)	13.5%
Amortisation of intangible assets	(0.84)	(0.77)	(0.07)	9.5%
Reversal of impairment of property, plant and equipment	8.5	–	8.5	–
Write-off of property, plant and equipment	(4.4)	(0.9)	(3.5)	–
Total Operating Cash Costs	257.9	176.0	81.9	46.5%

Reconciliation of Cash Cost of Sales to cost of sales

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Cost of sales	276.8	200.3	76.4	38.2%
Adjusted for				
Depreciation of property, plant and equipment	(34.9)	(34.1)	(0.8)	2.4%
Depreciation of right-of-use assets	(13.4)	(11.8)	(1.6)	13.5%
Amortisation of intangible assets	(0.7)	(0.6)	(0.1)	13.8%
Reversal of impairment of property, plant and equipment	8.5	–	8.5	–
Write-off of property, plant and equipment	(4.4)	(0.9)	(3.5)	391.2%
Cash Cost of Sales	231.9	153.0	79.0	51.6%

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

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Administrative, selling and marketing expenses	27.0	24.7	2.3	9.5%
Adjusted for				
Depreciation of property, plant and equipment	(1.0)	(1.5)	0.5	(35.9%)
Amortisation of intangible assets	(0.17)	(0.18)	0.01	(5.1%)
Cash Administrative, Selling and Marketing expenses	25.9	23.0	2.9	12.5%

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

	As at 31.12.2021 USD mln	As at 31.12.2020 USD mln	Change USD mln	Change %
Non-current Borrowings	536.1	632.9	(96.8)	(15.3%)
Current Borrowings	211.8	153.3	58.5	38.2%
Non-current Lease liabilities	36.7	31.1	5.6	18.1%
Current Lease liabilities	3.4	1.8	1.6	90.0%
Total Debt	788.1	819.1	(31.0)	(3.8%)
Adjusted for				
Cash and cash equivalents	(296.7)	(207.0)	(89.7)	43.3%
Net Debt	491.4	612.1	(120.7)	(19.7%)

Reconciliation of Free Cash Flow to net cash from operating activities

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Net cash from operating activities	226.0	190.9	35.1	18.4%
Adjusted for				
Net cash used in investing activities	(39.5)	(32.5)	(7.0)	21.6%
Interest paid	(57.4)	(70.6)	13.2	(18.6%)
Free Cash Flow	129.1	87.9	41.2	46.9%

Reconciliation of like-for-like revenue to consolidated revenue

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Consolidated revenue	502.8	384.4	118.4	30.8%
Adjusted for				
VSC transportation services	126.0	62.8	63.3	100.8%
Like-for-like revenue	376.7	321.7	55.1	17.1%

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

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Consolidated Container Revenue	423.3	300.6	122.7	40.8%
Adjusted for				
VSC transportation services	126.0	62.8	63.3	100.8%
Like-for-like Consolidated Container Revenue	297.3	237.8	59.5	25.0%

Reconciliation of like-for-like Cash Cost of Sales to Cash Cost of Sales

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Cash Cost of Sales	231.9	153.0	79.0	51.6%
Adjusted for				
VSC transportation services	126.0	62.8	63.3	100.8%
Like-for-like Cash Cost of Sales	105.9	90.2	15.7	17.4%

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

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Total Operating Cash Costs	257.9	176.0	81.9	46.5%
Adjusted for				
VSC transportation services	126.0	62.8	63.3	100.8%
Total like-for-like Operating Cash Costs	131.8	113.2	18.6	16.4%

Reconciliation of like-for-like Adjusted EBITDA Margin

	FY 2021 USD mln	FY 2020 USD mln	Change USD mln	Change %
Like-for-like revenue	376.7	321.7	55.1	17.1%
Adjusted EBITDA	246.2	209.7	36.5	17.4%
Like-for-like EBITDA Margin	65.4%	65.2%		