



Interim management report and financial statements (unaudited) for the six-month period ended 30 June 2026



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The interim management report and financial statements do not provide all the information required for the preparation of the annual financial statements, and therefore must be read in conjunction with the annual management report and financial statements for the year ended 31 December 2025 ([reference](#)), which were prepared in accordance with International Financial Reporting Standards as approved by the International Accounting Standards Board and adopted for use in the EU.



Overview

CEO's foreword

*Dear clients,
partners and colleagues,*

The first half of 2026 was an intense period for the LTG Infra team, filled with important projects. During this period, we launched new projects, continued strategic modernisation work and faced serious challenges that again highlighted the importance of reliable railway infrastructure that is renewed on time.

We are pleased that the LTG Infra Rail Baltica Design Unit has officially commenced work and is designing part of the Kaunas railway node.

We took another important step in modernising the existing Rail Baltica line. We signed a contract for the design and installation of signalling on the section from the Lithuanian–Polish state border to Palemonas. This contract is important for improving rail traffic safety and efficiency in Lithuania.

We are continuing one of Lithuania's largest railway modernisation projects: the electrification of the Vilnius–Klaipėda line. Key tests were carried out on the fully electrified Kaišiadorys–Gaižiūnai section: dynamic testing of the overhead contact line under double traction using two coupled Stadler electric trains and two pantographs. This enables the performance of the overhead contact line to be assessed under realistic high-load conditions. For the first time, an electric train ran over the newly built overhead contact line on the 39.3 km Kaišiadorys–Žeimiai section.

The line has been energised and preparations for further testing are under way.

Significant progress has also been made in the area of military mobility. An infrastructure development project has been launched in Palemonas that will strengthen Lithuania's capacity to receive and handle NATO military cargo. Approximately 5.5 km of railway track will be reconstructed, 12 sets of points installed and utility networks renewed. We have also signed a contract for the design and construction of a new rail link to the Rūdninkai military training area – this is yet another step toward strengthening the country's mobility capabilities and operational readiness.

As a new safety measure, seven level crossings monitored by the Level Crossing Monitoring Centre are now also displayed in the Waze navigation application. This innovation helps drivers make safer decisions in real time and improves overall traffic safety.

We are making significant progress in digitalisation. We successfully completed the pilot of YMS (yard management system), a next-generation station-yard management system. Testing proved successful. In the near future, YMS will replace STOKIS, which has been used for more than two decades, and become the principal digital platform for modernising traffic planning and station operations. The development


VYTIS ŽALIMAS

Chief Executive Officer of LTG Infra

phase of LTG Infra Mobile has also begun – this is a tool of the future that will fundamentally transform infrastructure maintenance processes and enable work to be carried out faster, more accurately, and more efficiently.

To improve service transparency and customer experience, we launched a new rail transport charge calculator. It allows infrastructure users to estimate the preliminary cost of transport themselves, thereby simplifying the planning process and providing greater clarity.

Finally, we presented the first comprehensive feasibility study on the architecture of Lithuania's railway network, which outlines a vision for the entire national railway network through 2050 and beyond. The analysis indicates that the European-gauge corridor from the Polish border to the Latvian border would create the greatest value for Lithuania by 2050. It encompasses Rail Baltica, which is already being implemented, and planned new 1,435 mm high-speed links connecting Kaunas with Klaipėda and Vilnius.

The first half of the year also saw several incidents in which wagons derailed and railway track was damaged. Although such incidents are rare and pose challenges, I am pleased that our team responded professionally and promptly – traffic was restored in record time, and both

passenger and freight trains were able to continue their journeys. These events have once again confirmed that timely investments in infrastructure are essential for safety and reliability.

Another challenge concerns the works contract for the Rail Baltica bridge over the River Neris. At the beginning of the year, the contractor Rizzani de Eccher suspended construction work, eventually fell behind the agreed-upon construction schedule and halted payments to subcontractors. The contractor is continuing its internal restructuring processes and is facing financial difficulties, but we have given it every opportunity to submit an action plan and a timeline. As the works had not resumed and in view of the material breaches of contract, the contract with the contractor was terminated and the works will continue with another partner. This necessary and timely decision will help ensure that the bridge over the Neris is completed together with the other sections, while meeting obligations to the market and delivering this strategic project efficiently.

Looking further ahead, beyond 2050, we also see potential to revisit the assessment of railway branches to Druskininkai, Alytus and Palanga in order to identify the best ways to improve regional accessibility. In the near future,

we will be engaged in systematic work: we will prepare investment estimates, set clear priorities, and develop a concrete plan for the expansion and migration of the railway network. The railway network architecture study provides a sound basis for further data-driven decisions.

The first half of 2026 again demonstrated that LTG Infra can operate confidently even in challenging conditions: we continue to pursue our strategic direction, strengthen the infrastructure and implement solutions that create value for Lithuania in both the short and long term. I would like to thank every colleague, partner, and client whose daily work, trust, and cooperation enable us to grow, learn, and boldly take on new challenges. We are ready to continue strengthening Lithuania's railway system, adapt to the changing environment, and develop solutions that will serve our customers and the country both today and in the future.

VYTIS ŽALIMAS

Chief Executive Officer of LTG Infra

Company's activities

Company profile

Name

AB LTG Infra

Company code

305202934

Legal form

Joint-stock company

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Telephone

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E-mail

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Website

<https://ltginfra.lt/>

Date and place of registration

1 July 2019, Register of Legal Entities

Core business

Management, use and disposal of the railway infrastructure and execution of the functions of the public railway infrastructure manager

Head of the Company

Vytis Žalimas

Shareholder

100% of the shares are held by AB Lietuvos Geležinkeliai

Data on the Company is collected and stored in the Register of Legal Entities of SE Centre of Registers.

Company's branches, representative offices abroad

The Company did not have branches or representative offices during the analysed period.

Operating model of the Company

AB LTG Infra together with the parent company AB Lietuvos Geležinkeliai and its directly and indirectly controlled legal entities comprise the LTG Group. LTG provides management services to the companies of the Group, and, as regards the Company, these services are provided to the extent that they are in line with the regulatory requirements applicable to impartiality of management and financial transparency of the public railway infrastructure manager, execution of the fundamental functions of the public railway infrastructure manager. To ensure compliance with these requirements, all decisions concerning the essential functions of the public railway infrastructure manager are taken by the Company's Chief Executive Officer or authorised employees, and only employees authorised by the Chief Executive Officer participate in taking such decisions.

The Company's activities within the LTG Group are guided by the **LTG Group's strategy** and guiding principles, as well as by the approved operational policies, which the LTG Group companies are required to take into account in their operations. The Company follows the LTG Group's strategy and its key directions as well as the operational policies adopted by LTG to the extent that these documents are compatible with the above-mentioned legal requirements for the activities of the public railway infrastructure manager that are applicable to the Company.

Primary activity and functions

AB LTG Infra was registered with the Register of Legal Entities of the Republic of Lithuania on 1 July 2019; the Company started its activities on 8 December 2019, when it took over the operations of the Railway Infrastructure Directorate of LTG.

The principal activity of the Company involves management, use and disposal of the railway infrastructure by the right of trust and the execution of the functions of the public railway infrastructure manager.

The functions of the public railway infrastructure manager are defined in the Railway Transport Code of the Republic of Lithuania and other legal acts on rail transport operations. Key functions:

- renewal of the public railway infrastructure and carrying out of its maintenance;
- organisation of the railway traffic;
- submission of proposals on draft programmes for the development of the public railway infrastructure;
- implementation of programmes and projects for the development of the public railway infrastructure;
- operation of the public railway infrastructure, except for the decision-making falling within the competence of the Minister for Transport and Communication in accordance with the RTC;
- provision of services for the use of public railway infrastructure;
- management, use and disposal of the State-owned public railway infrastructure and railway service facilities.

Public railway infrastructure is used by railway undertakings (carriers) transporting passengers, luggage and freight by rail, and by repair undertakings entitled to use it under the conditions laid down in Article 28(1)–(3) of the RTC. Railway undertakings (carriers) and repair companies shall pay LTG Infra the appropriate fees for the use of the public railway infrastructure, calculated in accordance with the procedure laid down by legislation.

In the first half of 2026, the Company applied tariffs for the use of public railway infrastructure calculated under Order No. JS-PAJ(INFRA)-143/2024 of 12 December 2024, as amended by Decision No. SPR-PAJ(INFRA)-113/2025 of 30 October 2025. The rates for the minimum access package to public railway infrastructure and for the use of public railway infrastructure for the provision of transit rail transport services are published on the Company's website ([reference](#)). The above tariffs are calculated in accordance with the "Rules for calculation and payment of the fee for the minimum package of access to the public railway infrastructure, the fee for using the public railway infrastructure to provide transit rail transport services and the fee for the allocated but unused capacity of the public railway infrastructure", approved by the Resolution of the Government of the Republic of Lithuania of 19 May 2004 No. 610 "On approval of the rules for calculation and payment of the fee for the minimum package of access to public railway infrastructure, the fee for the use of public railway infrastructure for rail transit services and the fee for the allocated but unused public railway infrastructure capacity", which lays down the components of the fee for the minimum access package to the public railway infrastructure, the fee for using the public railway infrastructure to provide transit rail transport services, the tariffs of the contributions constituting these fees, the procedures for calculating

and paying the fee for the minimum access package to the public railway infrastructure, the fee for the use of public railway infrastructure for rail transit services and the fee for the allocated but unused capacity of the public railway infrastructure.

In the first half of 2026, the railway undertakings (carriers) and repairers paid the following charges for the use of the public railway infrastructure: a train traffic charge; a charge for rail freight services on the 1 520 mm gauge rail network when freight is transported to or from third countries; a charge for freight belonging to the rail freight market segment on which a mark-up may be applied; a charge for the use of the contact line network; a charge for the carriage of passengers, baggage in transit and freight in transit.

The Company also acts as an operator of railway service facilities – by the right of trust, manages, uses and disposes railway service facilities owned by the State and LTG Infra. The fees for the use of railway service facilities, managed by the manager of railway service facilities, for railway tracks located therein and for main and additional services related to railway transport provided in these facilities are set by the Company, following sections 1, 2 and 4¹ of the Article 30⁴ of the Railway Transport Code.

The Company's activities are monitored by a regulator of railway transport market, the functions whereof have been carried out by the Communications Regulatory Authority of the Republic of Lithuania since 2017.

Services provided

Core services provided by the manager of the public railway infrastructure are as follows:

- **The minimum access package and other services provided by the infrastructure manager.** The public railway infrastructure manager, in ensuring access to the public railway infrastructure for users of the public railway infrastructure, carries out activities that include not only the provision of the Minimum Access Package to the public railway infrastructure (hereinafter referred to as the MAP), but also the performance of other functions of the public railway infrastructure manager (technical maintenance of public railway infrastructure, operation of public railway infrastructure, renewal and development of public railway infrastructure, etc. performance of the functions of the public railway infrastructure manager). The pricing of services for the use of public railway infrastructure is regulated by Articles 25-25² of the RTC and the Regulation on the fee for the minimum access package to public railway infrastructure, the calculation and payment of charges for the use of public railway infrastructure for the provision of rail transit services and charges for allocated but unused public railway infrastructure capacity, approved by Resolution No. 610 of the Government of the Republic of Lithuania of 19 May 2004 Resolution No. 610 of 19 May 2004 “On the Calculation and Payment of Charges for the Minimum Access Package to Public Railway Infrastructure, the calculation and payment of fees for the use of public railway infrastructure for the provision of transit rail transport services and the calculation and payment of fees for allocated but unused public railway infrastructure capacity”. The fee rates for the MAP and for the use of public railway infrastructure for the provision of transit rail transport services are published on the Company’s website ([reference](#)).

- **Access to RSF and the services they provide.** In the first half of 2026, the following services were provided at railway service facilities managed by the Company: use of passenger railway stations, stops, their buildings and other facilities, suitable places for providing travel information announcements and ticket purchasing services; access to railway tracks connected to rail service facilities; use of railway tracks for the provision of services at rail service facilities; use of rolling stock formation and shunting facilities; use of rail service facilities for the storage of rolling stock; use of the wagon marshalling yard; use of the track gauge change mechanism; provision of traction current; access to technical assistance facilities operated by the RSF operator; intermodal loading of intermodal units at VIT / KIT / ŠIT; storage of intermodal units (VIT / KIT / ŠIT); access to loading terminals; loading or unloading of freight from / into wagons, containers, cars; work with loading equipment, loading services by mobile team; access to railway rolling stock maintenance facilities (inspection pits); access to fuel filling facilities; access to cleaning and washing facilities; access to electric columns operated by the RSF operator for the electricity needs of railway rolling stock; use of sanding equipment (including sand). Tariffs for access to railway service facilities and a list of services provided therein are published on the Company’s website ([reference](#)).

- **Commercial services.** The Company provides maintenance and repair of facilities, short-term lease of special rolling stock, wagons and vehicles, lease of long-distance rolling stock, inspection of joints and tracks, maintenance of automation and communication equipment, maintenance of power supply equipment, marking of underground tracks, inspection, calibration and rental of instrumentation and measurement and control equipment, rental of communication services, rental of public railway infrastructure facilities (structures). Intermodal terminal services are also provided. In addition to the core intermodal handling services for intermodal transport units, the intermodal terminals operated by LTG Infra provide a wide range of additional services, such as the handling of containers transported exclusively by road, weighing, internal transportation within the terminal area, customs brokerage services, palletising of cargo, which is particularly frequently requested, as well as storage of cargo in covered warehouses. The Company also provides fuel supply and electricity supply services, including through the provision of traction current. The commercial services provided by the Company and the applicable fees are published on the Company’s website ([reference](#)).

Main customers

In the first half of 2026, the public railway infrastructure and RSF managed by the Company were used by the following customers: AB LTG Cargo, UAB LTG Link, UAB Gargždų geležinkelis, UAB Transachema, AB Akmenės cementas, Orlen Kolej sp. z o.o., UAB Vytkana, AB ORLEN Lietuva, UAB Leonhard Weiss Lietuva, AB Dolomitas, and others.

Public railway infrastructure capacity

Public railway infrastructure managed by the Company, as well as rules, terms, procedures and criteria for charging for the use of public railway infrastructure and allocation of public railway infrastructure capacity etc. are described in the Regulations of the Public Railway Infrastructure Network, published on the Company's website ([reference](#)), which are updated regularly (for each period of validity of the service timetable).

In October 2025, LTG Infra made a decision to allocate or refuse to allocate public railway infrastructure capacity for the validity period of 2025–2026 train service timetable. Also, LTG Infra allocated public railway infrastructure capacity for the validity period of this timetable based on the last-minute requests received.

Market and competitive environment

Activities of LTG Infra as a public railway infrastructure manager are a natural monopoly on the Lithuanian market, competing with railway infrastructure managers in neighbouring countries. Competition with infrastructure managers in neighbouring countries exists and is likely to increase in the future, especially in view of the infrastructure development plans of other countries, which increase the attractiveness of their railway infrastructures. As an operator of RSF, the Company competes with other RSF operators performing on the Lithuanian rail network.

In December 2025, the Company approved its long-term strategy for 2026–2030, one of the main directions of which is business development. This direction is focused on diversifying activities in order to create more favourable conditions for expanding passenger and freight routes and contributing to the efforts of railway companies (carriers) to expand their activities abroad, including Poland, Western Europe, and the Baltic countries. In the context of business development, Rail Baltica – the expansion of the European 1,435 mm gauge and connection with Poland and the Baltic countries – is of particular importance. The implementation of this project will create conditions for the development of new international passenger and freight routes and strengthen the competitiveness of the Lithuanian railway corridor in the region.

Strategy

In response to geographical and economic changes in the market for transport services, resulting in changing trade routes and passenger flows, the LTG Group adopted at the end of 2025 a long-term strategy that sets a clear direction until 2030 and defines a roadmap for action until 2040. This strategy sets the direction for the whole LTG Group and gives all employees the opportunity to contribute to the future of rail operations.

The strategy of LTG Infra, developed under LTG Group guidelines, reflects a number of shareholder expectations. First and foremost, it is a commitment to sustainability and social responsibility. It seeks ways to contribute positively to Lithuania's well-being by increasing access to rail services, enhancing rail safety and promoting environmental sustainability. In business development, the strategy advocates diversification and aims to create favourable conditions for expanding passenger and freight routes and to support railway undertakings (carriers) seeking to expand into foreign markets, including Poland, Western Europe and the Baltic States. Particular attention is paid to the importance of the Rail Baltica project. In response to the complexity of the business environment, a continuous improvement programme has been established to address today's most pressing challenges and control the Company's costs. Given the strategic importance of LTG Infra to Lithuania's national security, the business-resilience strategic direction focuses on both national security and the Company's security. Finally, the strategy emphasises a strong organisational culture. This strategic direction is reinforced by a plan developed by the LTG Group's People and Culture function, addressing future skills needs and employee development and motivation measures.

Mission, vision, values

MISSION



CONNECTING PEOPLE AND
BUSINESSES FOR A MORE
SUSTAINABLE FUTURE

VISION



BEING
THE BACKBONE OF THE
TRANSPORT SYSTEM

VALUES – the foundation of our success and culture



RESPONSIBILITY

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



CUSTOMER

I listen to the customer.
I understand the needs.
I deliver quality.



COOPERATION

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



DEVELOPMENT

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

Strategic directions



CUSTOMER EXPERIENCE

To ensure the smooth management of railway infrastructure by providing a quality standard of service and customer-oriented services. In order to successfully implement this strategic direction, LTG Infra has set a moderate improvement goal in its strategy: 1.1. To increase business customer satisfaction.



OPERATIONAL EFFICIENCY

To ensure financial stability by increasing operational efficiency and optimising the use of assets, operating in line with international corporate standards. In order for this strategic direction to be successfully implemented, a breakthrough goal has been set: 2.1. To ensure effective operations.



BUSINESS DEVELOPMENT

The aim is to ensure implementation of the European-gauge infrastructure project Rail Baltica in the territory of Lithuania, to increase the capacities of intermodal terminals and implement diversification of activities. In order for this strategic direction to be successfully implemented, a breakthrough goal has been set: 3.1. Smooth implementation of the Rail Baltica project.



DECARBONISATION

Striving to operate with minimal negative impact on nature and maximum positive impact on people's quality of life. In order for this strategic direction to be successfully implemented, a breakthrough goal has been set: 4.1. To reduce impact on environment and climate change.



BUSINESS RESILIENCE

The aim is to increase railway safety by ensuring a high level of traffic safety, occupational safety, and business safety. In order for this strategic direction to be successfully implemented, a moderate improvement target has been set: 5.1. Achieve a high level of safety management maturity.



INCLUSIVE ORGANISATIONAL CULTURE

The aim is to develop a respectful and transparent business culture, as well as to increase the maturity of the organisation. In order to successfully implement this strategic direction, a moderate improvement target has been set: 6.1. Maintaining a high level of employee engagement.

Implementation and progress of strategic direction projects in the first half of 2026

Customer experience

The focus for 2026 is **quality**. In the first half of this year, LTG Infra's work in the area of customer experience management began with actions that concluded last year's customer experience management cycle. In addition, the Company is continuing initiatives already under way to foster an organisational culture focused on improving customer experience and service quality:

- The structure of the customer experience team is being reorganised to consolidate this function into a single department covering all customer segments. Resources are being reallocated with a focus not only on the customer experience but also on ensuring that service quality meets standards.
- The new structure will help implement the Customer Experience Improvement Action Plan, which was developed based on the results of a business customer feedback survey and an assessment of the customer experience and the level of customer satisfaction with the services and customer service provided. Based on an analysis of the most common customer feedback, the following key areas for improvement have been identified: improving the efficiency of problem-solving, increasing the transparency of pricing-related decisions, simplifying service delivery processes and reducing bureaucracy, service quality and control, service accessibility, and communication with customers.
- We are implementing a customer service standard across all operations by organising mandatory training for employees.

Operational efficiency

In the first half of 2026, LTG Infra continued **Data Driven Infra**, its maintenance digitalisation programme. The launch of the Unified Data Model (UDM) in a production environment is scheduled for the second half of 2026 – the necessary procurement procedures are currently underway. At the same time, a documentation management database for UDM rules and standards will be developed. The **RINF registry data submission automation** project has achieved an important milestone: using the conversion tool we developed, we submitted infrastructure data in the format required by ERA not only on time, but also among the first in Europe to do so. We continue to implement changes resulting from ERA regulatory updates. Along with the launch of UDM in the production environment, the initial phase of automated data submission to RINF will also be implemented by integrating the conversion tool with the UDM solution. The initial scope of automation will correspond to the current volume of UDM data, and as that volume grows, the volume of data automatically transferred to RINF will increase proportionally. We plan to fully automate RINF data by 2029, as envisaged for integration with the European capacity planning ecosystem. We continue to **implement AI tools**: based on the image recognition model trained in 2025 for track condition diagnostics, scenarios for integration into the Railway Infrastructure Maintenance System (GIPS) operational environment are currently being tested. We plan to fully integrate this into our maintenance operations by the end of this year. At the same time, work continues on the improvement of the **GIPS system** – improving its speed and data accuracy. We are exploring ways to utilise generative artificial intelligence to automate and streamline various functions, so we have approved several pilot use cases that we will be testing by the end of the year: AI virtual assistants for infrastructure functions and contract management, M365 Copilot agents, and the use of

the Anthropic Claude API for programming tasks. Work continued under **Rail OPS Digital**, the service-delivery and analytics digitalisation programme, to improve customer-service processes in the **InfraGo** self-service portal; a centralised traffic-management performance indicator system was also developed. The **InfraField** mobile application is being developed to support field workers: the app will automate and streamline the management of field workers' daily tasks by providing access to the necessary information and tools directly at the worksite, thereby reducing the administrative burden and improving the transparency of work processes. We are currently wrapping up the first phase, which includes the core features, and we plan to have a fully operational solution by the end of this year.

In 2025, we achieved our primary **continuous improvement goal** – Maturity Level I. This year, we are aiming for Maturity Level II, which requires a deeper application of existing tools, a stronger culture of continuous improvement, and broader implementation of goals at all levels of leadership. Employees continue to apply the 5S method systematically, with 166 standardised workplaces now in place. A review of the quality of meetings – a process introduced last year – is currently underway, with a focus on understanding, refining, and making more effective use of performance indicators. In addition, the analysis of processes and the implementation of ideas for improvement are encouraged. The rollout of a new problem-solving tool designed for complex problems has begun – the first nine projects are currently underway. In the first half of 2026, 620 improvement ideas were implemented, generating a total benefit of EUR 1,783 thousand (annual target: 760 ideas and EUR 3,870 thousand). Of this amount, EUR 666 thousand represents direct cost savings.

Business development

The most important project under this strategic business area is Rail Baltica. It is an integral part of two European Union international transport corridors: the North Sea–Baltic Sea and the Baltic Sea–Black Sea–Aegean Sea corridors. The goal of this project is to integrate the Baltic countries into the European rail network. The total length of the route in the Baltic countries is 870 km, of which 392 km are in Lithuania. **Rail Baltica** is becoming increasingly important not only because it provides an alternative for shifting freight from road to rail, thereby reducing environmental impacts and accidents, but also because Russia's war against Ukraine has made the project crucial to regional security in the current geopolitical context. More information on the implementation of the Rail Baltica project is provided in section “*Investments*” of the report.

Military mobility projects are an important part of business development. The strategic period includes numerous projects that will contribute to national security and more efficient movement of the Lithuanian Armed Forces and NATO allies within Lithuanian territory. In the first half of 2026, LTG Infra signed construction contracts for the installation of dual-purpose infrastructure in Palemonas (“Construction of a military / civilian loading area in Palemonas” and the part “Construction of 1,435 mm gauge tracks” of the project “Construction of a military / civilian loading area in Palemonas”), where a dedicated 45,000 m² loading yard will be built and the rail network will be adapted to accommodate tracks of different gauges. This project will not only increase civilian logistics capabilities but will also significantly enhance military mobility and the efficiency of support for NATO forces, including the German brigade. As part of the investment, approximately 5.5 km of railway tracks will be reconstructed, ensuring the smooth transshipment of cargo between European-gauge and broad-gauge tracks and contributing to national security priorities. During this period, LTG Infra signed a contract for the design and construction of the railway track infrastructure at the Rūdninkai training ground. Once the project is completed, the Rūdninkai military town will be accessible not only

by road but also by rail. In addition, Lithuania's commitments to Germany to establish appropriate infrastructure for a brigade-sized unit at the military base will be fulfilled. A public procurement procedure is also under way for the installation of a traffic management and control system, while another is planned for the installation of the overhead contact line. Progress is also being monitored on the project “Repair of the railway tracks and Bridge No. 6+264 at the MoND fuel depot (Pajuostis, Panevėžys District)”. LTG Infra acquired access roads, carried out repairs to them, and signed important contracts for technical supervision services related to the repair and construction works of the bridge over the Juosta River. Once this project is completed, access to the NATO base will be ensured, and safe train traffic across the bridge while transporting aviation fuel will be guaranteed.

Decarbonisation

One of the key projects under the decarbonisation strategy is the electrification of the railway network (the Kaišiadorys–Klaipėda line and the Vilnius railway junction). In 2026, intensive railway electrification work continued, focusing on connecting three traction substations to the Litgrid network and testing them, as well as conducting dynamic tests of the overhead contact line system to ensure compliance with international technical interoperability standards. Within six months, all three traction substations were successfully connected to Litgrid's 110 kV grid, and hot testing began at two of them. On the Kaišiadorys–Gaižiūnai section, the overhead contact line system was tested with a special rail vehicle at a maximum speed of 160 km/h, confirming that this type of overhead contact line system complies with the required standards. As work continues on the Vilnius railway bypass and the Kaišiadorys–Radviliškis section, dynamic tests of the catenary system have been conducted, accounting for three-quarters of all planned tests and paving the way for the issuance of an international certificate.

At the same time, LTG Infra is pursuing another important project: installing charging infrastructure for battery trains at Varėna railway station. The charging substation has already

been approved and is being manufactured, while preparations are under way to install the planned charging section at Varėna station and test the first battery train.

Business resilience

To strengthen business resilience and safety, track renewal, points replacement, level-crossing modernisation and traffic-management-system modernisation projects continued in the first half of 2026. More information on their implementation is provided in section “*Investments*” of the report.

In the first half of 2026, a Sanctions Monitoring Team was established within the Business Resilience Division to coordinate and ensure the implementation of first-line-of-defence sanctions-control functions within the Company. Work also began on establishing a Corruption Prevention Team to coordinate and ensure the implementation of first-line-of-defence corruption-prevention functions within the Company.

Inclusive organisational culture

The goal of this initiative is to increase employee engagement, which directly impacts business performance, employee productivity, job satisfaction, loyalty, and the emotional and physical well-being of employees. In the first half of 2026, work continued on the priority areas identified in the “Employee Voice” survey: leadership development, reputation building, improving efficiency and working conditions, employee well-being, and talent management. The annual salary review was completed and a bonus was paid for the 2025 results; employee training sessions were organised, along with management training on creating a safe and respectful work environment, and the annual 360-degree leadership competency assessment was conducted. The Company also actively participated in educational and career initiatives, strengthening its reputation as an employer and enhancing its ability to attract talent. The measures implemented contribute to maintaining high employee engagement and the sustainable development of the organisation's human resources.

Annual objectives

In line with the strategic priorities, the Company's Board established the principal objectives for 2026. The objectives reflect the Company's priorities: to maintain operating costs at a stable level, ensure customer satisfaction, increase operational efficiency, ensure the implementation of the Rail Baltica programme and other investments, prepare the infrastructure for electric rolling stock, ensure business resilience, and maintain the employer recommendation rate.

Strategic direction	Objective	Indicators for measuring achievement of targets	Measurement unit	Weight, %	Benchmarks for achieving the objectives
Financial indicators	Maintain the level of operating expenses	Operating expenses	EUR million	10	≥235.7
Customer experience	Ensure a high level of customer satisfaction	Customer Satisfaction Level (NPS)	rate	10	≥39
Operational excellence	Improve operational efficiency	Continuous Improvement Maturity Level II	level	10	≥1.7
		Optimise and activate real estate	EUR million	10	≥4.4
Business expansion	Ensure the implementation of the RB programme and other investments	Implementation of the RB programme and other investments	%	30	≥80
Decarbonisation	Prepare the infrastructure for electric rolling stock	Implementation of the Electrification programme	%	10	≥80
Business resilience	Ensure a level of business resilience	Level of business resilience	level	10	≥3.75
Engaging organisational culture	Maintain the employer recommendation rate	Employer Net Promoter Score (eNPS)	rate	10	≥57

Highlights of the first half 2026

January

13th. An agreement was signed regarding the acquisition of land for public use in the Panevėžys railway hub and in the areas of regional stations and engineering systems along the section from Kaunas to the Lithuanian–Latvian border.

21st. To further improve safety at level crossings and provide drivers with timely information, seven level crossings monitored around the clock by the advanced Level Crossing Monitoring Centre were also added to the Waze navigation application.

February

4th. Agreements were signed regarding the Palemonas military mobility infrastructure development project, which will strengthen Lithuania’s capacity to receive and efficiently handle NATO military cargo. The contracts were signed with the successful tenderers Gevalda, Kauno keliai and Statyby techninė priežiūra. The work is scheduled to be completed within 16 months. The total project value, including design, expert examination, construction and supervision, is EUR 45.22 million including VAT.

10th. An agreement was signed with the joint venture partners AB Kauno tiltai (lead partner) and UAB Geležinkelio tiesimo centras, who will carry out the design and construction work for the new rail link to the Rūdninkai military training ground. Under the signed contract, the contractor will complete the work within 970 days. The project value exceeds EUR 30 million including VAT.

March

19th. LTG Infra began the active development phase of its new mobile app, LTG Infra Mobile. A contract was signed with the information technology companies Saige Europe and Helmes, which, together with the LTG Infra team, will develop a next-generation tool to modernise railway infrastructure maintenance. This app is expected to become the primary solution, replacing current maintenance processes and ensuring faster and more accurate work. The app is scheduled to be developed within 8 months.

25th. Electrification of the Vilnius–Klaipėda railway. During testing of the newly constructed catenary system, an electric train travelled the Kaišiadorys–Žeimiai section for the first time. During the tests, the electric train travelled along a 39.3-kilometre section to inspect the newly installed overhead contact line system. The overhead contact line has already been energised, and preparations for further operational testing are under way.

April

7th. The design of the Kaunas hub section of the Rail Baltica project officially began. This is one of the most challenging sections of the Poland–Latvia corridor due to the surrounding urban and natural areas.

22nd. The government approved the special plan for the Kaunas–Vilnius section of Rail Baltica. The government also decided to initiate procedures for the acquisition of land for public use in the Kaunas and Jonava districts.

28th. LTG Infra introduced a new rail-transport charge calculator designed to help railway infrastructure users estimate preliminary transport costs quickly and conveniently. The goal is to further increase the transparency of our services and ensure a more convenient customer experience.

May

1st. Several wagons carrying crushed stone derailed at Gudžiūnai station in Kėdainiai District.

3rd. In Jiesia (Kaunas District), a locomotive and four freight cars travelling from Duisburg derailed from the 1,435 mm gauge track. The remaining cars remained on the tracks; some of them were carrying methanol. The PAGD officers called to the scene assessed the situation and safety conditions. There was no danger posed by this shipment.

14th. Work officially began in Palemonas on a dual-purpose military and civilian loading yard and associated railway infrastructure. The project will strengthen Lithuania's capacity to receive and handle NATO military cargo efficiently and enhance the country's role in the Alliance's logistics chain.

21st. LTG Infra signed two new contracts for the design and project supervision of regional station infrastructure. Both contracts were signed with Sintagma, the company that won the bids. The design of infrastructure at Jonava passenger stop is valued at EUR 2.18 million. The design of the larger Panevėžys (Gustonys) passenger station infrastructure is valued at EUR 7.02 million.

June

15th. The termination of the contract with Rizzani de Eccher, the contractor for the bridge over the Neris River, was officially announced due to gross breaches of contract by the contractor: suspension of construction work, significant delays compared with the scheduled deadlines, late payments to subcontractors, etc. Completion of the bridge over the Neris River is expected to coincide with the completion of other sections of the embankment.

16th. Production of points for Rail Baltica commenced; the first sets of points are due for delivery this autumn.

17th. A study on the architecture of the Lithuanian railway network was presented. The study's most important conclusion is that the most economically and strategically optimal path for Lithuania is the consistent expansion of the European 1,435 mm gauge network, while retaining part of the existing 1,520 mm network. The study emphasises that Lithuania must adapt quickly to changes in European transport policy: by 2050, the EU aims to triple high-speed rail traffic and double rail freight transport.

With our joint venture partners, AŽD Praha s.r.o. (Czech Republic) and UAB Fima (Lithuania), a contract was signed for the design and installation of signalling on the existing Rail Baltica line between the Lithuanian-Polish state border and Palemonas. This phase is considered one of the most important steps in modernising the existing infrastructure and improving the safety and efficiency of rail traffic in Lithuania.

Events after the reporting period

July

1st. The work contract with the contractor Rizzani de Eccher S.p.A. for the construction of the new bridge over the Neris River on the Rail Baltica railway line section Kaunas-Panevėžys-Lithuanian / Latvian state border was terminated.

8th. An LTG Group and Lithuanian Police rail-safety awareness campaign took place at level crossings throughout Lithuania. At the busiest and highest-risk level crossings, road users were reminded of the basic rules for safely crossing the railway.



Results

Overview of key performance indicators

Indicators	Measurement unit	The first half of 2026	The first half of 2025	2026/2025 Δ, %	The first half of 2024
Total train operational volume	billion tkm gross gross	5.8	6.2	(6.5%)	6.5
Passenger train operating volume	billion tkm gross gross	0.7	0.7	-	0.6
Freight train operating volume	billion tkm gross gross	5.1	5.5	(7.3%)	5.9

The decline in train operational volumes is primarily driven by geopolitical factors – the ongoing war in Ukraine and the related sanctions.

Financial results

Revenue

The Company's revenue amounted to EUR 124.3 million in the first half of 2026, an increase of EUR 27.1 million, or 27.9%, compared with the first half of 2025. The largest share of this revenue, or 41.0 %, came from revenue generated from the **minimum access package and other services provided by the infrastructure manager** (hereinafter referred to as revenue from the use of public railway infrastructure).

- **Revenue from the use of public railway infrastructure** increased by EUR 4.2 million, or 8.9%, compared with the first half of 2025, to EUR 51.0 million.
- **Revenue from government grants** amounted to EUR 39.3

million during the reporting period (first half of 2025: EUR 35.7 million). State funds to balance the infrastructure manager's revenues and costs in accordance with MAC (*the Multi-Annual Contract*) have been allocated since 2022, when freight flows from the East declined significantly due to Russia's war against Ukraine. Although revenue increased during the reporting period, the need for government grants increased by EUR 3.6 million due to higher growth in costs.

- **Revenue from services provided in the Company's RSF** increased by EUR 4.2 million, or 48.4%, to EUR 13.2 million in the first half of 2026. This revenue accounted for 10.6% of the Company's total revenue. The increase was mainly driven by higher service rates and revenue from access to refuelling, cleaning and washing facilities and technical equipment transferred by LTG to the Company in October 2025.

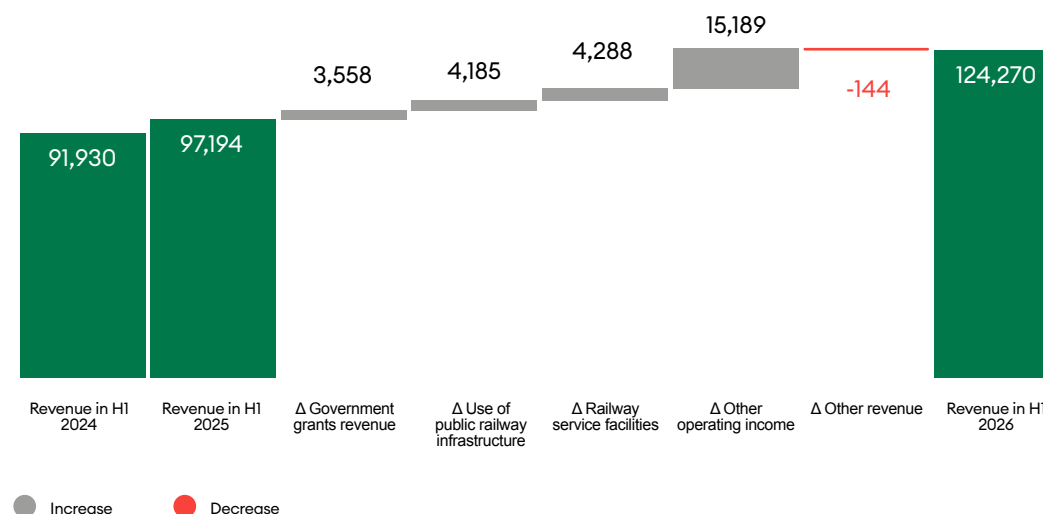
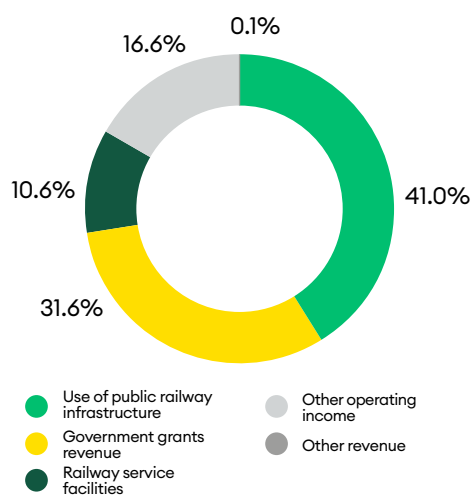
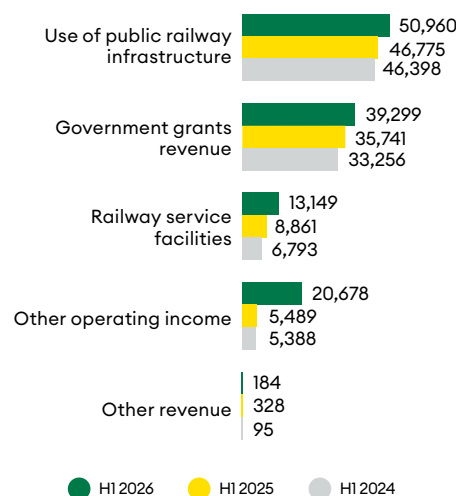
- **The Company's other operating income** is derived from the maintenance and repair of public railway infrastructure, junctions and rail track inspections, property rentals, provision of electricity, communication services, sale of scrap metal, and a variety of other services of a commercial nature provided by the Company. These revenues amounted to EUR 20.7 million in the first half of 2026 and represented 16.6% of the Company's total revenue. Revenue increased by EUR 15.2 million compared with the first half of 2025, due to higher fuel resale volumes after LTG transferred the fuelling facilities in October 2025.

- **Other revenue of the Company** amounted to EUR 0.2 million in the first half of 2026. This revenue decreased by EUR 0.1 million compared with the same period of 2025.

Company's revenue, EUR thousand

Company's revenue structure in H1 2026, %

Change in Company's revenue, EUR thousand



Costs

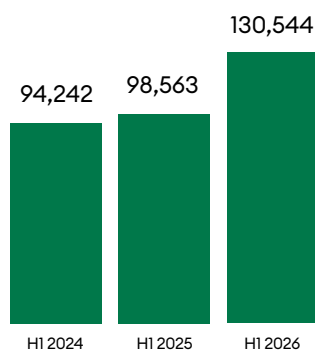
The Company's costs for primary and non-primary activities in the first half of 2026 amounted to EUR 130.5 million. Compared with the first half of 2025, the costs increased by EUR 32.0 million. The majority of these costs consisted of employee benefits (28.7%), depreciation and amortisation (24.0%), repairs, maintenance and materials (21.0%), strategic management and general services costs (9.4%), and energy resources (4.3%). The remaining costs account for 12.5%.

- **Employee benefit costs** amounted to EUR 37.5 million in the first half of 2026, an increase of EUR 4.3 million, or 13.2%, compared with the first half of 2025. Compared with the first half of 2025, employee benefit costs increased due to a higher number of employees following the transfer of the RSF business from LTG in October 2025, the growing scope of the Rail Baltica project, and the annual salary review, which led to an increase in average salary. Changes in average salary are disclosed in the section "Employees and Remuneration".

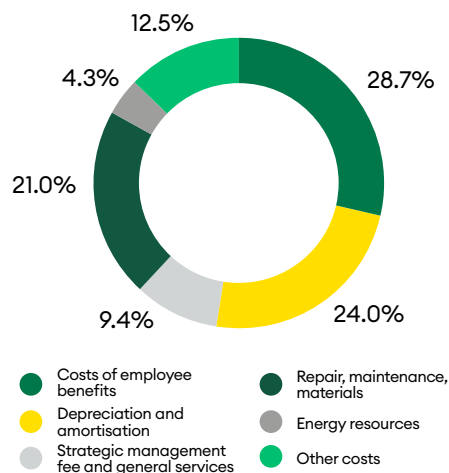
- **Depreciation and amortisation costs** amounted to EUR 31.4 million in the first half of 2026, an increase of EUR 1.0 million, or 3.1%, compared with the first half of 2025. The increase in costs was primarily due to depreciation of the RSF assets transferred from LTG in October 2025.
- **Repair, maintenance and materials costs** amounted to EUR 27.4 million in the first half of 2026, an increase of EUR 17.2 million compared with the first half of 2025. The largest increase in costs was driven by the cost of fuel resales related to the refuelling facilities transferred from LTG in October 2025. Excluding the cost of resold fuel of EUR 15.9 million, costs increased by EUR 1.3 million.
- **Strategic management fee and general services costs** amounted to EUR 12.3 million in the first half of 2026 and decreased by EUR 1.2 million compared with the first half of 2025.

- **The costs of energy resources** (fuel, electricity) amounted to EUR 5.7 million in the first half of 2026, an increase of EUR 1.8 million compared with the first half of 2025. The increase in costs was driven by higher energy prices, greater electricity consumption for points heating during the cold season, and the additional electricity required to operate the RSF assets transferred from LTG.
- **Other costs** amounted to EUR 16.3 million in the first half of 2026, an increase of EUR 8.8 million compared with the first half of 2025. The increase in costs was significantly affected by the partial write-off of assets following the accident at Gudžiūnai station, higher IT costs, and provisions for potential third-party claims and compensation relating to the accident in Jiesia.

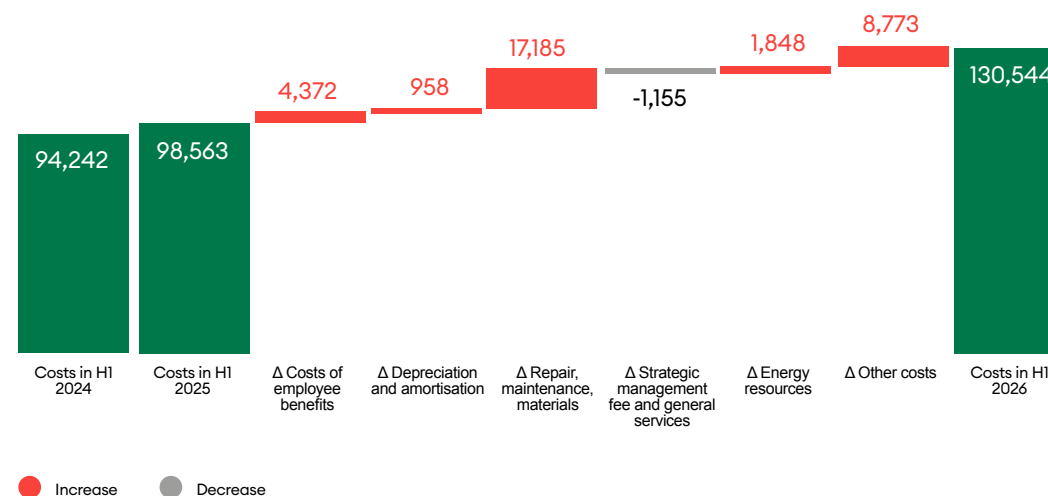
Company's costs, EUR thousand



Company's costs structure in H1 2026, %



Change in the Company's costs, EUR thousand



Performance

An analysis of the Company's financial results shows that, due to the sanctions imposed on Russia and Belarus and the Company's efforts to reduce its ties with these countries, freight volumes continue to decline. In the first half of 2026, one of the key performance indicators – train operational volume – amounted to 5.8 billion gross tonne-kilometres, i.e. 6.5% less than in the first half of 2025 and 10.8% less than in the first half of 2024.

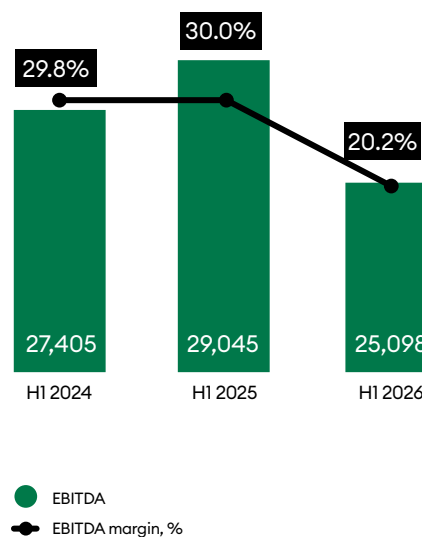
The Company's revenue, excluding government grants, increased by EUR 23.5 million in the first half of 2026, from EUR 61.5 million to EUR 85.0 million. The growth in revenue was primarily driven by an increase in RSF service rates, reve-

nue from access to fuelling, cleaning and washing facilities, technical facilities transferred from LTG in October 2025, and fuel resales.

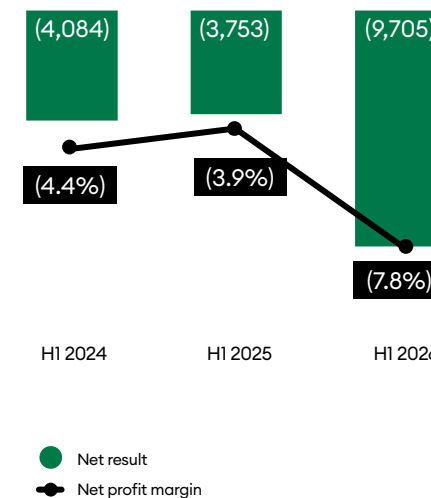
In order to ensure stable operations, the agreement on the quality and financing of railway service facilities owned by the Lithuanian state, signed with the Ministry of Transport and Communications of the Republic of Lithuania on 6 April 2022, is particularly important ([reference](#)). The five-year agreement provides for conditions to ensure stable public railway infrastructure maintenance, a high level of railway transport traffic safety, and the quality of services provided. Under this agreement, LTG Infra recognised EUR 39.3 million in income to balance revenue and costs in the first half of 2026.

In the first half of 2026, the Company continued **its operational efficiency programme** focused on cost management, process optimisation and digitalisation. Operational efficiency initiatives implemented in the first half of 2026 generated a benefit of EUR 1.8 million. Nevertheless, this was insufficient to offset the faster growth in expenses. EBITDA decreased by 13.6% compared with the first half of 2025 to EUR 25.1 million, while the Company's net result remained negative, amounting to a loss of EUR 9.7 million in the first half of 2026.

Company's EBITDA, EUR thousand



Company's net result, EUR thousand



Changes in the Statement of Financial Position

As at 30 June 2026, the Company's assets amounted to EUR 2,381.2 million, and increased by 1.8%, compared with 31 December 2025. Non-current assets, which accounted for 91.0% in the overall structure, increased by 0.6% up to EUR 2,167.2 million. Due to the Company's long-term investment projects, which take several years to complete, the most significant increase was observed in construction in progress.

During the first half of 2026, the current assets increased by

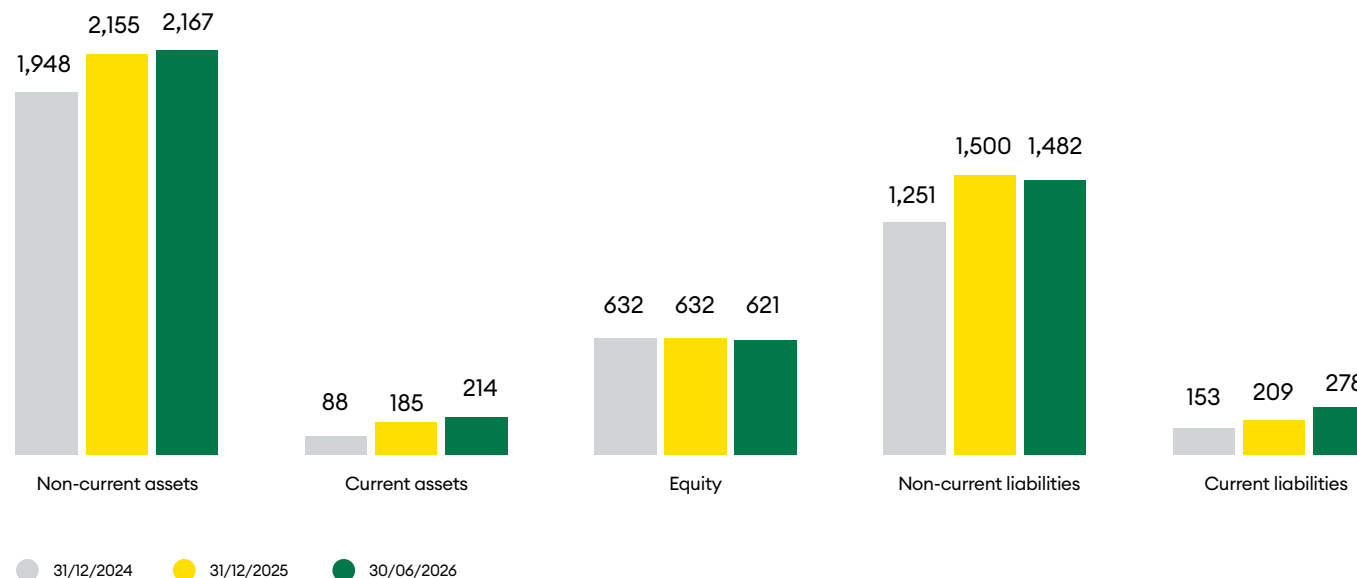
EUR 29.0 million, and amounted to EUR 214.0 million as at 30 June 2026. The change in current assets was driven by an increase in trade and other receivables due to accrued government grant receivables.

Authorised capital remained unchanged at EUR 660.1 million during the period under review. During the first half of 2026, equity decreased by EUR 10.0 million and amounted to EUR 621.5 million as at 30 June 2026. The changes were determined by a decrease in the Company's result for the period.

Non-current liabilities decreased by EUR 17.3 million, or 1.2%, in the first half of 2026 to EUR 1,482.2 million as at 30 June 2026. The change in long-term liabilities was primarily driven by a decrease in grants related to long-term assets.

In the first half of 2026, the current liabilities increased by EUR 68.6 million and amounted to EUR 277.5 million as at 30 June 2026. These changes were influenced by increased short-term loans from the LTG Group's cash-pool account.

Main changes in the items of the Statement of Financial Position, EUR million



Key financial indicators *

Indicators in the statement of profit or loss	Measurement unit	The first half of 2026	The first half of 2025	The first half of 2024
Sales revenue	EUR thousand	84,787	61,125	58,579
Revenue from Government grants	EUR thousand	39,299	35,741	33,256
Other operating income	EUR thousand	184	328	95
Total revenue	EUR thousand	124,270	97,194	91,930
Expenses	EUR thousand	(130,544)	(98,563)	(94,242)
EBITDA	EUR thousand	25,098	29,045	27,405
Adjusted EBITDA	EUR thousand	24,999	29,018	28,152
EBITDA margin	%	20.2%	30.0%	29.8%
Adjusted EBITDA margin	%	20.1%	30.0%	30.7%
EBIT	EUR thousand	(6,274)	(1,370)	(2,311)
EBIT margin	%	(5.1%)	(1.4%)	(2.5%)
Net profit (loss)	EUR thousand	(9,705)	(3,753)	(4,084)
Net profit (loss) margin	%	(7.8%)	(3.9%)	(4.4%)
Balance sheet indicators	Measurement unit	30/06/2026	31/12/2025	31/12/2024
Non-current assets	EUR thousand	2,167,202	2,154,962	1,948,022
Current assets	EUR thousand	214,019	185,031	87,623
Total assets	EUR thousand	2,381,221	2,339,993	2,035,645
Equity	EUR thousand	621,467	631,536	632,129
Financial debt	EUR thousand	266,526	193,774	124,483
Net debt	EUR thousand	179,123	90,728	90,783
Financial indicators				
Return On Equity (ROE)	%	(2.3%)	(1.4%)	(1.4%)
Return On Assets (ROA)	%	(0.6%)	(0.4%)	(0.4%)
Return On Investment (ROI)	%	(0.7%)	(0.4%)	(0.5%)
Financial debt / EBITDA	times	4.7	3.2	2.3
Financial debt / Equity	%	42.9%	30.7%	19.7%
Net debt / EBITDA	times	3.2	1.5	1.6
Net debt / Adjusted EBITDA	times	3.2	1.5	1.6
Equity ratio	%	26.1%	27.0%	31.1%
Asset turnover ratio	times	0.1	0.1	0.1
Quick ratio	times	0.7	0.7	0.4
Current ratio	times	0.8	0.9	0.6

* Definitions of the indicators are presented on page 43 of the report.

Company's funding

At 30 June 2026, the Company's loan portfolio, including accrued interest and amounts drawn from the LTG Group cash pool, amounted to EUR 262,051 thousand (31 December 2025: EUR 189,313 thousand).

At 30 June 2026, the weighted average interest rate on the Company's loan portfolio was 3.623% (31 December 2025: 3.313%). The longest financial debt repayment term is 6 years, and the last repayment term is in 2032.

To balance its working capital, the Company has access to funds in the LTG Group's cash pool. The parent company of the LTG Group has entered into an agreement with a credit institution for the provision of cash pool services for the LTG Group. Accordingly, an intercompany lending and borrowing agreement has been concluded between LTG and the Company. The terms of the agreement are consistent with market conditions and remain in force until 31 December 2026.

During the reporting period, the Company complied with the covenants monitored by its institutional creditors. At 30 June 2026, there were no breaches of the financial or non-financial covenants of the loan agreements.

Special obligations

Special obligations are functions that a state-controlled enterprise would not undertake on a commercial basis (or would undertake at a higher price than that established) and which it is mandated to perform by a decision of the state.

The current list of special obligations carried out by SOEs was approved by the Lithuanian Minister of Economy and Innovation on 16 March 2021, under Order No. 4-193, with subsequent amendments [\(reference\)](#).

The Company performs a special obligation – the maintenance, modernisation and development of public railway infrastructure, provides services of minimum access package to the public railway infrastructure, and operates the public railway infrastructure under the right of trust.

Current information about the special obligations carried out by the **Company is provided in the Company's 2025 annual management report** [\(reference\)](#)



Company's Management Report, Financial Statements, Independent Auditor's Report for the Year 2025



and on the Company's website [\(reference\)](#)

- Purpose of the special obligation
- Legislation that mandates the carrying out of special obligations, sets forth the conditions for their carrying out, and regulates pricing
- Financing mechanism for special obligations
- Results of the fulfilment of the special obligations
- Performance indicators for the implementation of the special obligation

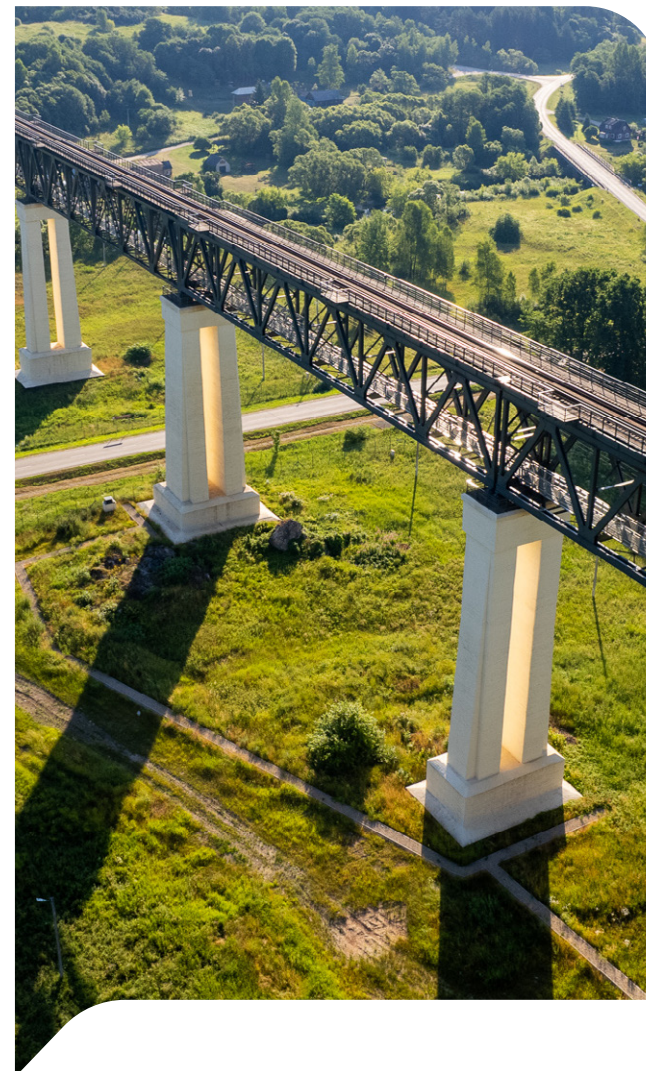
Investments

Investments of the Company

LTG Infra's investments in the first half of 2026 totalled EUR 61.8 million, with the Rail Baltica project accounting for the largest share. Work to restore the railway track following the accident on the Gudžiūnai-Baisogala section created a significant need for investment under the track-renewal programme.



Investments, EUR million	The first half of 2026	The first half of 2025	The first half of 2024
Rail Baltica	32.7	52.0	21.4
Electrification of the Vilnius-Klaipėda corridor	3.7	15.9	23.7
Track renewal programme	10.6	11.4	6.1
Other railway infrastructure asset-renewal programmes / projects	7.0	7.7	8.0
Other	7.8	9.2	6.8
Total	61.8	96.2	66.0



Key investment projects

Key projects / groups of projects	Work carried out in the first half of 2026
1. Rail Baltica	- Construction work continues on the Kaunas–Panevėžys section (114 km): 8.8 km of European-standard track has been laid on the most advanced Šveicarija–Žeimiai section; embankment construction is nearing completion on the Šveicarija–Šėta section; embankment construction is gaining momentum on the Šėta–Ramygala section; and construction has begun on the Kaunas–Šveicarija section. - A public tender is being held for the acquisition of engineering design services for the Panevėžys–Latvian border section (54 km); once funding is secured, design work is scheduled to begin as early as 2026. - On the Kaunas–Polish border section (~100 km), the design of the railway line is underway and procedures for land acquisition for public use are being finalised; engineering surveys and design work for the Kaunas railway junction have begun (carried out by a separate Rail Baltica Design Division of LTG Infra established specifically for this purpose). - In June 2026, a contract was signed for the design, installation and maintenance of signalling on the existing 1,435 mm-gauge line between the Polish state border and Palemonas. - In May 2026, two contracts were signed for the design of infrastructure at the regional stations in Jonava and Gustonys (Panevėžys District). - In April 2026, the Government approved the special plan for the Kaunas–Vilnius section of Rail Baltica, and land-acquisition procedures for public needs resumed on this section. - Design tenders are under way for infrastructure-maintenance depots in Panevėžys and Kaunas; subject to funding, the design work is expected to be completed by the end of 2026. - Procurement procedures are under way for the design of individual sites. A contractor has already been selected for one site: the level crossing on Rokelių Street in Kaunas will be replaced by a road tunnel.
2. Railway electrification	- During the implementation of the electrification project, testing of the Žeimiai traction substation was successfully completed (May 2026), and in June 2026, the newly constructed overhead contact line on the Kaišiadorys–Linkaičiai section was successfully tested. Dynamic tests were also conducted in June on the Gaižiūnai–Linkaičiai section using the new Stadler train. The installation of the contact network to Klaipėda is nearing completion. - During the implementation of the passenger-train battery-charging infrastructure project, all three project components were coordinated and approved, a construction schedule was submitted, and the first planned traffic closures at Varėna station were scheduled.
3. Track renewal programme	- Work on the 2025 upgrade of the main railway tracks has been completed (37.33 km of railway tracks repaired), work for 2026 is continuing, during which 29.36 km of track is planned to be repaired, and the 2027–2031 programme has been launched. - Work to restore Track No. II following the accident on the Gudžiūnai–Baisogala section was completed.

Key projects / groups of projects

Work carried out in the first half of 2026

4. Other railway infrastructure asset renewal programmes / projects

- Contract works are under way under the points-replacement programmes, with sets of points being replaced. Active preparations are underway for the implementation of the 2027 programme – materials are being purchased and construction work is being contracted. During the implementation of the 2026–2027 programme, 70 priority-ranked points will be replaced.
- As part of the overhead-contact-line repair programme, replacement work is under way on sections in emergency condition. A total of 40 foundations were installed during the period.
- As part of the implementation of the Bridge Repair Programme (2023), construction work is currently underway on three bridges, and preparations are being made to begin construction on seven more bridges. Under the 2020 and 2021 bridge-repair programmes, contract works on 12 bridges have been completed.
- Repairs are under way on 14 selected culverts under the culvert-repair programmes.
- Under the level-crossing repair programme, contract works are under way at two crossings; several sites have been completed, and repairs to five crossings are planned for 2027.
- Renovation work is being carried out on the arrival and departure tracks and other station tracks.

5. Other

- The Palemonas military / civilian loading-yard project is continuing: contract works are under way to build a yard connected to the standard-gauge railway and adapted for military use, and to expand the 1,435 mm-gauge track layout.
- A project to repair railway track at the Ministry of National Defence fuel depot in Pajuostis, Panevėžys District, and related infrastructure-renewal works are under way.
- A project to reconstruct the Pirčiupiai–Jašiūnai railway track and level crossing is under way in connection with the development of the Rūdninkai training area.
- The Rūdninkai Training Ground railway infrastructure project is underway – design work is being carried out.
- The video surveillance system at the Kena border checkpoint is being modernised.
- A project to upgrade the traffic management and control system is underway, which will improve the efficiency of network management.
- Work is underway to expand the unified LTG Infra data model, thereby enabling more efficient use of data.
- Other digitalisation projects aimed at improving traffic management, infrastructure maintenance, and operational efficiency are continuing.
- Phase III of the Level Crossing Safety Improvement Programme is being implemented by modernising priority level crossings.
- Projects to modernise level crossings along the Vilnius–Klaipėda line are underway, including the modernisation of the level crossing in Kretinga.
- Design work is beginning on projects to renovate platforms along the TEN-T network, with a focus on adapting the infrastructure for people with disabilities and those with limited mobility.
- Projects to renovate pedestrian overpasses are underway in Panevėžys, Radviliškis, and Kybartai.
- Projects to install grade-separated pedestrian crossings are under way in Klaipėda and Kretinga.
- The “Barrier-Free Route” project has been completed, improving station accessibility for all passengers.
- A major overhaul of the gantry crane in Jonava is under way.
- The modernisation of autonomous power sources (diesel generators) is underway.
- Construction of the pedestrian walkway on Žemaičių Street in Joniškis has been completed.

More information about the planned investment programme and ongoing projects is provided in the Company’s 2025 annual management report ([reference](#)).

Dividend policy

The payment of dividends by state-owned enterprises and the amount of profit contributions are regulated by Resolution No. 665 of the Government of the Republic of Lithuania dated June 6, 2012 “On the Approval of the Procedure for the Exercise of the State’s Property and Non-Property Rights in State-Owned Enterprises” (as amended) ([reference](#)). The consolidated version is valid from 5 April 2022.

The declaration and payment of the Company’s dividends are governed by the LTG Group’s Dividend Policy, which was prepared in accordance with the provisions of the aforementioned resolution ([reference](#)) and *the Description of the Procedure for the Calculation and Use of the public railway infrastructure manager’s Operating Result*, approved by Order No. 3-289 of the Minister of Transport and Communications of the Republic of Lithuania on 6 June 2022 ([reference](#)), which ensures the implementation of Article 24(9) of the RTC.

The Company, performing the functions of public railway infrastructure manager, pays dividends calculated in accordance with the Procedure for Allocation of Dividends to the extent compatible with the requirements of Article 24(10)-(12) of the RTC and the provisions of the Description of the Procedure for the Calculation and Use of the public railway infrastructure manager’s Operating Result.

The distribution of dividends for a fiscal year or a period shorter than a fiscal year is planned based on the Company’s return on equity (ROE) for the reporting period.

The Board of the Company may propose to the shareholder to determine a lower or a higher proportion of the profit to be paid as dividends, or to refrain from paying dividends, taking into account the conditions and circumstances set out in the Dividend Policy.

The Company did not pay dividends during the reporting period, in 2024, or in 2025.



Governance changes

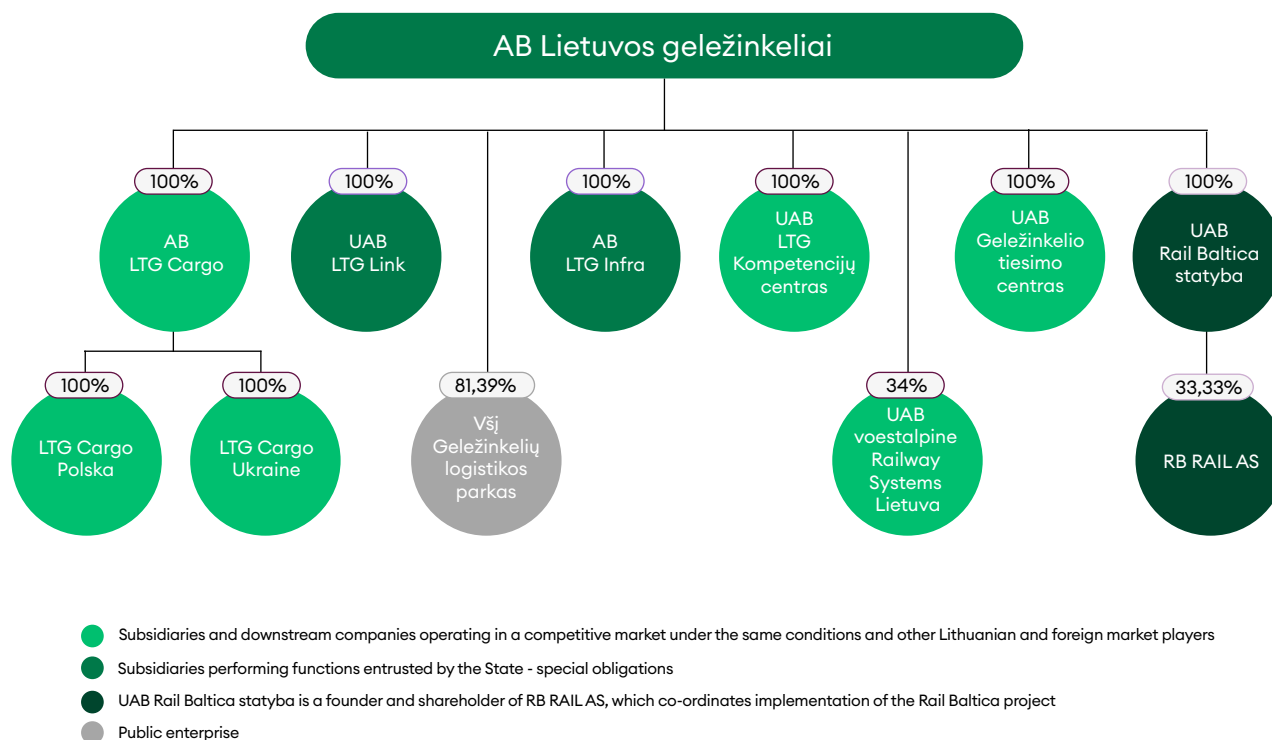


Overview

Group structure

The Company is part of the LTG Group, the largest freight, passenger transport and infrastructure management group in the Baltic States. 100% of the Company's shares are owned by the parent company AB Lietuvos geležinkeliai. The State of Lithuania is the shareholder of AB Lietuvos geležinkeliai, owning 100% of the shares, and the Ministry of Transport and Communications of the Republic of Lithuania exercises the rights and duties of the shareholder.

During the reporting period, the Company had no subsidiaries or associated enterprises.



Governance model

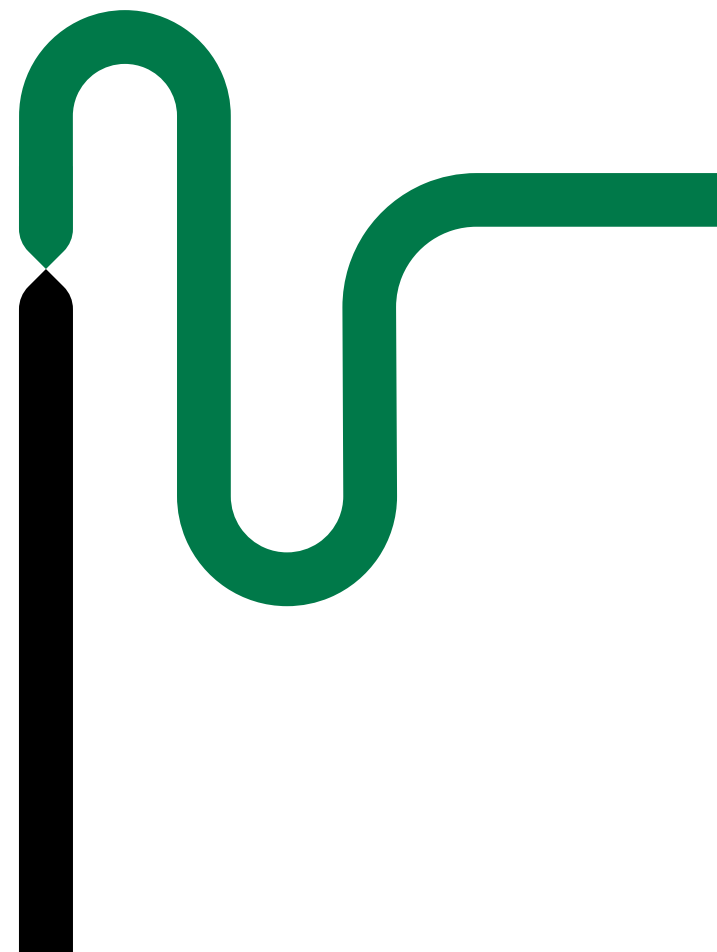
The LTG Group's **management model is centralised**: the governing bodies of the parent company (LTG) review and approve the Group's consolidated business strategy, consolidated business objectives, the indicators used to measure them and their target values, as well as the consolidated budget and business plan. Although legislation and the Articles of Association do not grant LTG direct management powers over its subsidiaries, LTG establishes rules and procedures to coordinate their activities and functions and to supervise and control them. It also establishes policies and rules applicable in the Group, acts as an active shareholder and exercises its rights properly.

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

This governance model is applied by the Company to the extent it does not conflict with the legal requirements of impartiality in the management of the public railway infrastructure manager, financial transparency, the allocation of public railway infrastructure capacity and the calculation and payment of the minimum access package fee.

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

- openness and transparency of activities;
- compliance and effectiveness of corporate governance;
- meeting shareholders' expectations;
- cooperation with stakeholders and their roles;
- effective and efficient risk management and internal control systems;
- certainty and sustainability of objectives;
- responsibilities and accountability of the governing bodies.



Company policies

In accordance with the LTG Corporate Governance Policy, LTG establishes the policies and rules that apply to the LTG Group as a whole. Accordingly, the policies approved by the LTG Board are also applicable to other LTG Group companies, including the Company.

During the reporting period, the following operational policies were approved by the LTG Board and have been implemented in the LTG Group:

The Internal Audit Policy has been updated to define the fundamental principles, objectives, and organisational structure of internal audit activities within the LTG Group of Companies.

Articles of Association of the Company

During the reporting period, the Company’s Articles of Association were not amended. The current version of the Company’s Articles of Association is available on the Company’s website ([reference](#)).

Information on shares as at 30 June 2026

Amount of authorised capital, EUR thousand	Number of shares, units	Nominal value per share, EUR
660,081	660,081	1,000

During the reporting period, the Company’s authorised capital remained unchanged. All the shares of the Company are of the same class, i.e. ordinary registered shares. The shares are book entry shares and are recorded in personal securities accounts in accordance with the law.

The Company did not acquire any of its own shares or shares in other LTG Group companies during the reporting period.

Recognitions of governance

In the evaluation of the good governance index of SOEs for 2024–2025, in the category of large enterprises attributable to SOEs, the LTG Group was ranked among the leading state-owned enterprises and received a high “A” rating.

The Company received the highest “A+” rating in the categories of transparency and shareholder actions, and a high “A” rating in the category of strategic management.



The assessment of the quality of governance in SOEs is based on the evaluation tool SOE Good Governance Index developed by the Public Enterprise Governance Co-ordination Centre, which aims to assess and measure the implementation of the key good governance practices by state-owned enterprises and by the public authorities that control them. At present, this is the only instrument on the basis of which the governance of all SOEs is monitored, the quality of the governance of all SOEs and their subsidiaries as well as the compliance thereof with the legal provisions are assessed.

Information on the activities and changes in the Company's governing bodies

Current governance information is provided in the **Company's 2025 annual management report** ([reference](#))



Company's Management Report, Financial Statements,
Independent Auditor's Report for the Year 2025



- Competence of the General Meeting of Shareholders
- Board members' functions, competences, selection criteria, information on remuneration, Board's self-evaluation and results
- Company manager's functions and competence

and on the Company's website ([reference](#))

According to the Articles of Association, the management bodies of the Company are as follows:

- General Meeting of Shareholders;
- the Board;
- Chief Executive Officer (CEO).

General Meeting of Shareholders

The Company's sole shareholder is LTG, which takes the principal decisions relating to the exercise of the shareholder's property and non-property rights and obligations.

The Company has not issued preference shares. There were no restrictions on the voting rights during the reporting period.

During the reporting period, the shareholder's property and non-property rights were not restricted, and there were no special rights for the shareholder.

The Board

The Board's term of office is from 23 January 2023 to 23 January 2027.

The composition of the Board did not change during the reporting period.

None of the members of the Board own shares of the LTG Group companies.

Composition of the Board as of 30 June 2026

Gediminas Almantas	Haroldas Nausėda	Ramūnas Rimkus	Sigitas Kubilis	Arūnas Rumskas
Independent Board Member, Chairperson	Independent Member of the Board	Board Member, Civil Servant	Board Member delegated by the shareholder	Board Member delegated by the shareholder
Has held this position since 23 January 2023, Chairperson since 3 February 2023	Has held this position since 23 January 2023	Has held this position since 23 January 2023	Has held this position since 23 January 2023	Has held this position since 1 November 2025
Area of competence: Strategy and development	Area of competence: Strategic infrastructure project management	Area of competence: Regional and national transport policy	Area of competence: Financing strategy	Area of competence: Regulation and stakeholder management
End of term: 23 January 2027	End of term: 23 January 2027	End of term: 23 January 2027	End of term: 23 January 2027	End of term: 23 January 2027

During the reporting period, a total of 11 meetings of the Board were held, of which 3 meetings were held in the form of a survey (in writing).

Information on Board Members’ attendance at Board meetings and remuneration in the first half of 2026

Member’s name, surname	The Board meetings	Remuneration for activity of a member of the Board in the first half of 2026, EUR *
Number of meetings during the first half of 2026 (including away meetings, voting in advance in writing)	11	
Gediminas Almantas	11	20,934
Haroldas Nausėda	11	15,702
Ramūnas Rimkus	11	7,848
Sigitas Kubilis	11	7,848
Arūnas Rumskas	11	7,848

* The presented remuneration is inclusive of all taxes and contributions payable.

Committees and their activities

During the reporting period, the following Board committees operated at the parent company, LTG: The Audit Committee, the Nomination and Remuneration Committee, and the Strategic Projects and Investments Committee. The committees operated across the entire LTG Group.

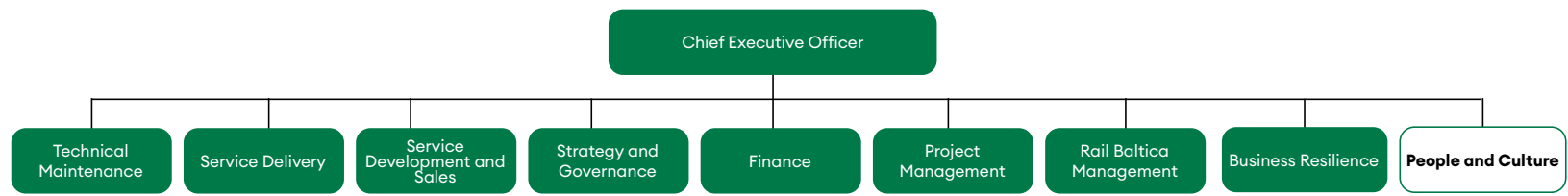
The **Audit Committee’s** main task is to provide opinions and proposals to the LTG Board on the functioning of the internal and external audit, risk management and control systems of LTG and its subsidiaries.

The purpose of the **Nomination and Remuneration Committee** is to provide conclusions, opinions, recommendations and proposals to the LTG Board on the selection of the LTG Group’s governing bodies and the LTG Group’s remuneration policy.

The main task of the **Strategic Projects and Investments Committee** is to provide AB Lietuvos geležinkeliai with recommendations, opinions and proposals regarding progress in implementing the LTG Group’s consolidated strategy through strategic projects, business-development and acquisition initiatives, and the development of project-management culture and maturity.

Governance and organisational structure of the Company

At its meeting of 4 September 2025, the Company’s Board approved a new LTG Infra management structure, effective from 1 November 2025:



Management of the Company

VYTIS ŽALIMAS

Chief Executive Officer *
Has held this position since 1 December 2023

JUSTAS VYŽINTAS

Head of Rail Baltica Management
Held position from 2 May 2024 to 10 April 2026

VIKTORIJA KAZARAUSKAITĖ-VALIKONĖ

Head of Rail Baltica Management
Has held this position since 13 April 2026 (on an interim basis)

ARVYDAS DVEILYS

Head of Technical Maintenance
Has held this position since 8 December 2019

TOMAS JONIKAITIS

Head of Service Delivery
Has held this position since 1 June 2021

RAMŪNAS DOKŠAS

Head of Strategy and Governance
Has held this position since 3 April 2024

RAIMONDAS ZEMIKAS

Head of Project Management
Has held this position since 10 July 2023

JADVYGA DIRMANTIENĖ

Head of Service Development and Sales
Has held this position since 2 May 2024

KĘSTUTIS MOTIEJŪNAS

Chief Financial Officer
Has held this position since 1 December 2025

VIDMANTAS ČERKAUSKAS

Head of Business Resilience
Has held this position since 1 November 2025

GRETA KERNAGIENĖ

Partner for People and Culture
Has held this position since 1 February 2025

Internal audit

A centralised Internal Audit Department has been established within the LTG Group. It operates as the third line and covers all LTG Group companies, including the Company. The purpose of internal audit is to strengthen the organisation's ability to create, protect and sustain value by providing independent, risk-based and objective assurance, advice, insight and foresight, thereby supporting the achievement of the Company's strategic objectives.

Management of interests

During the reporting period, the Company's Board actively ensured compliance with national and internal Company regulations regarding the prevention of conflicts of interest. Potential conflicts of interest were reviewed at the beginning of each Board meeting.

During the reporting period, all members of the Company's Board, its Chief Executive Officer and senior executives had submitted declarations of private interests to the Chief Official Ethics Commission; the declarations are available at www.vtek.lt.

* The first five-year term of office of the Company's Chief Executive Officer, Vytis Žalimas, commenced on 1 December 2023. The Company's governance and organisational structure did not change during the reporting period.



Employees and remuneration

Initiatives and significant events in the first half of 2026

- Following the “Employee Voice” survey conducted in the fall of 2025, which maintained maximum employee engagement and demonstrated growing involvement, we are continuing to pursue the strategic business areas refined together with our employees: leadership development, reputation enhancement, improving efficiency and working conditions, employee well-being and recognition, and talent management. Teams with lower engagement scores have incorporated individual, targeted measures into their action plans to improve this metric.
- In early April, as is customary, trade-union representatives met to discuss implementation of the sectoral collective agreement in 2025. Pay, employee development, organisational culture, training and occupational safety were presented and discussed in detail.
- Effective 1 April 2026, the annual base-salary review was implemented, increasing the Company’s monthly base-salary fund by EUR 320 thousand, or 5.8%.
- In April 2026, following a decision of the Company’s Board, a performance bonus for 2025 was paid, with EUR 3.3 million distributed to employees.
- As part of the continuous improvement initiatives, 26 online lectures were organised for employees during the first half of the year on digital literacy, sustainability, personal effectiveness, diversity and inclusion, and other topics. Employees actively took advantage of the opportunity to participate in these sessions.

- To foster an inclusive organisational culture, LTG Group managers participated in sessions on how to create a safe and respectful culture within teams. During the training, managers developed their ability to recognise inappropriate workplace behaviour, distinguish conflict from psychological violence, and use practical tools to create an emotionally safe and respectful environment.
- As part of ongoing efforts to strengthen responsible leadership and promote sustainable human resources development, all managers were invited to complete the annual 360-degree leadership competency assessment. The assessment was conducted using the internal SAP SF 360 feedback platform, aiming to provide quality and constructive feedback on leadership competencies, help identify strengths and areas for improvement, and develop individual development plans. The value and need for this assessment were demonstrated not only by the high level of participation among managers seeking to assess their leadership competencies, but also by the active participation of the evaluators.
- Representatives of the organisation actively participated in projects and events organised by educational partners, including Vilnius Tech, Ateities inžinerija, KTU Children’s University, KTU Gifted, KTU Power of Habits, WANTED Summer, university and college career days, and Career and Studies.
- The Emerging Leaders programme once again welcomed students from Lithuanian and foreign universities for summer internships.

Information on remuneration matters is provided in the **Company’s 2025 annual management report** ([reference](#))



Company’s Management Report, Financial Statements, Independent Auditor’s Report for the Year 2025



and on the Company’s website ([reference](#))

- [Human Resources and Culture Policy, Remuneration Policy](#)
- Principles for determining and reviewing remuneration and additional benefits
- Information on the framework governing the determination of remuneration for the Company’s collegial bodies and the Chief Executive Officer
- Performance indicators used to determine and pay incentives for performance results

Company employee number and remuneration

At 30 June 2026, the **number of employees in the Company** was 2,535 (excluding those on parental leave, performing military service, or on long-term absence). Compared with 31 December 2025, the number of employees increased by 15, or 0.6%.

The average monthly salary increased from EUR 2,347 to EUR 2,521 compared with the 2025 average. The most significant contributor to the increase was the salary review in April, conducted across the LTG Group.

The total remuneration fund amounted to EUR 38.0 million (excluding compensation for unused annual leave, severance payments, accruals, annual performance bonuses and capitalised payroll costs). In April 2026, as in other LTG Group companies, the Company's employees received EUR 3.3 million in annual performance bonuses.

Number of employees and average salary

Position group	30/06/2026**						31/12/2025		31/12/2024	
	Number of employees			Average salary, EUR			Number of employees	Average salary, EUR	Number of employees	Average salary, EUR
	Total	Women	Men	Total	Women	Men				
CEO of the Company*	1		1	12,800		12,800	1	12,400	1	10,800
Top-level managers*	7	1	6	8,228			8	8,063	7	7,853
Senior executives and specialists in exceptional fields	50	12	38	5,897	5,906	5,894	50	5,516	43	5,101
Middle-level managers and individual experts	283	99	183	3,922	3,864	3,954	253	3,715	196	3,437
Team leaders and experienced specialists	959	269	690	2,622	2,573	2,640	948	2,482	922	2,295
Specialists and experienced operational / service staff	495	220	275	2,194	2,186	2,200	501	2,057	436	1,888
Operational / service staff, qualified workers	740	185	555	1,797	1,817	1,791	759	1,665	748	1,547
Total	2,535	786	1,748	2,521	2,501	2,529	2,520	2,347	2,353	2,119

* Fixed remuneration as at the end of the period.

** For reasons of confidentiality, information on average salary and difference in average salary is not disclosed if there are fewer than 5 employees of the same gender in the position group. Employees who choose not to specify their gender are not included in the breakdown of women and men.

- The components of the Company's Chief Executive Officer's remuneration and the annual-objective performance indicators used to determine the performance bonus are disclosed in the Company's 2025 annual management report ([reference](#)).
- The fixed monthly remuneration of the Company's Chief Executive Officer was EUR 12,800 as at 30 June 2026. During the reporting period, the Company's Chief Executive Officer's monthly base salary increased by 3.0%, or EUR 400. In 2025, the monthly instalment (1/12) of the annual incentive paid to the Company's Chief Executive Officer for achieving the 2025 objectives amounted to EUR 2,542. The average actual salary, including the annual performance bonus, amounted to EUR 15,167.
- The average monthly salary of top-level executives provided in their labour contracts as at 30 June 2026 amounted to EUR 8,228 and the average actual salary of this group of employees, taking into account the annual incentive, amounted to EUR 9,270.



Changes in risk management

Overview

As part of the LTG Group, LTG Infra faces internal and external risks in the course of its operations that could affect its operating results and the achievement of its strategic objectives. Risk management is carried out in accordance with the system applied within the LTG Group, which is based on ISO 31000 (*International Organization of Standardization*) and COSO ERM (*the Committee of Sponsoring Organizations of the Treadway Commission, Enterprise Risk Management*).

The Company applies a consistent risk-management process covering risk identification and assessment, the planning and implementation of risk-management measures, and continuous monitoring. Information on risks is regularly provided to management, ensuring timely and informed decision-making.

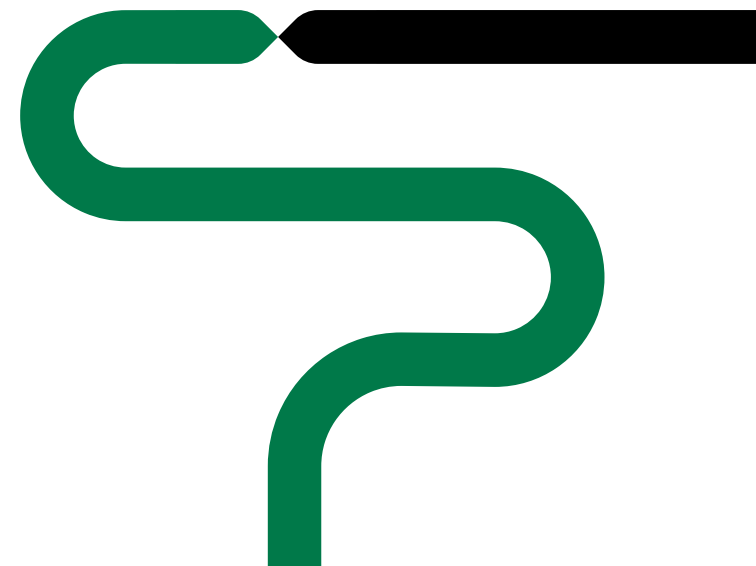
Main risks and changes in them

During the first half of the year, the external risk environment intensified, and significant internal incidents were recorded. In early May, two major railway accidents occurred in Gudžiūnai and Jiesia. No one was injured, but the railway infrastructure was significantly damaged and services were disrupted for a period. One of the incidents is attributed to a technical malfunction, while the other is attributed to human error. To prevent similar incidents in the future and in light of the investigation findings, the LTG Group developed and presented to the Government a comprehensive railway-safety action plan covering short- and long-term measures. The Company is also holding lessons-learned sessions and has identified areas for improvement. The Company continues to assess external risks. Government agencies are warning of an increased threat of hybrid attacks, and acts of sabotage targeting critical infrastructure have been reported in Europe. In light of this context, the LTG Group is placing additional emphasis on national security issues: The LTG Group has approved and implemented a National Security Compliance Assurance System that encompasses policies, methodologies, and processes. In light of these circumstances, the Company reviewed and is strengthening its risk-management measures, focusing particularly on incident prevention, response capabilities and business continuity. The Company's managers and other employees regularly participate in exercises based on the most relevant current risks, thereby strengthening their ability to maintain business continuity during emergencies.

No significant changes were identified during the reporting period that could have a material impact on the Company's overall risk level. The main risks continue to be related to:

- securing external financing for strategic infrastructure projects;
- business continuity and the reliability of technological solutions;
- the resilience of infrastructure to external factors, including climate change;
- ensuring contractors' capacity;
- prevention of safety incidents.

Descriptions of the Company's key risks, their management plans, and the risk map are provided in the Company's 2025 annual management report ([reference](#)).



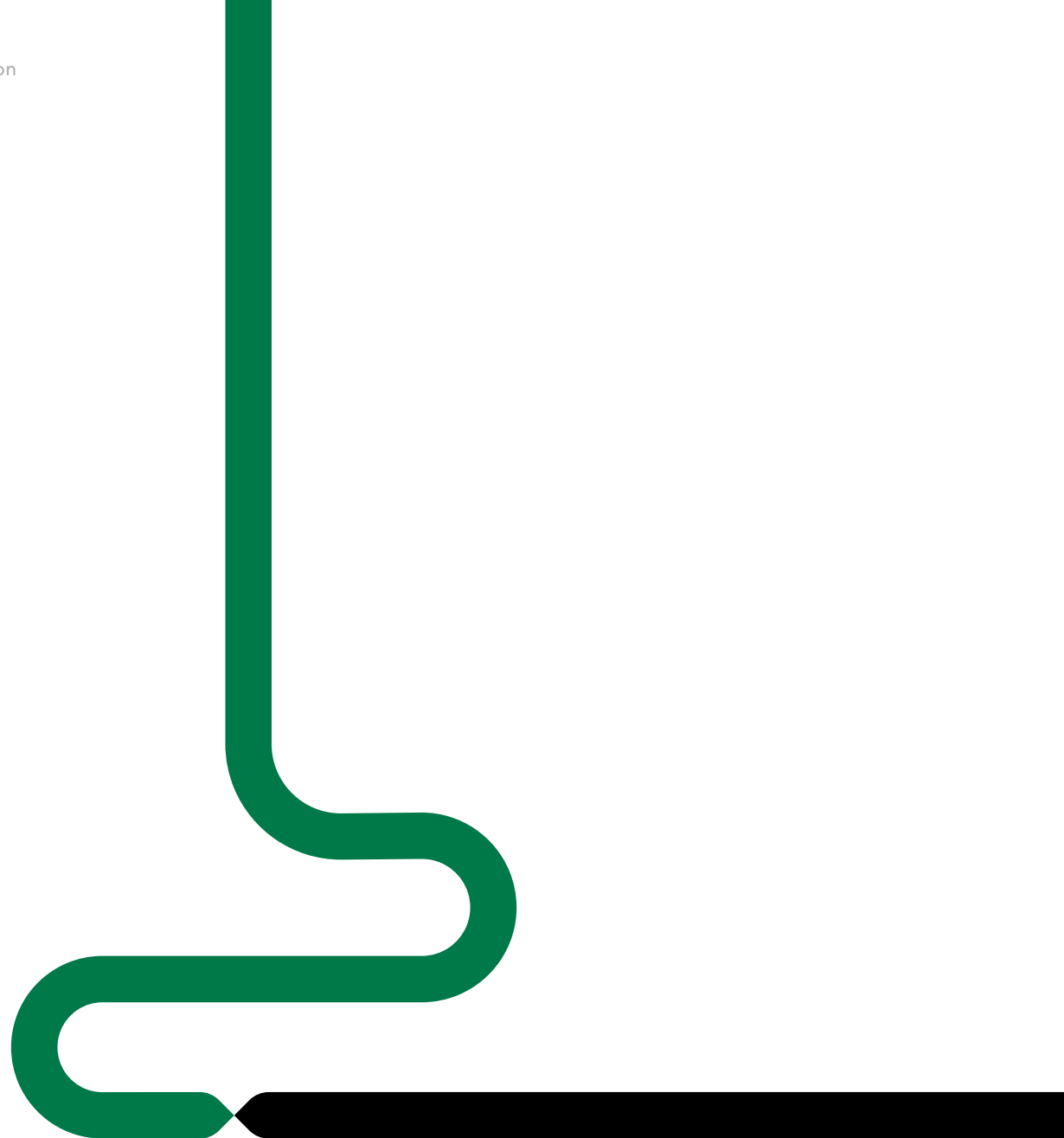


Additional information

Information on compliance with the Transparency Guidelines for State-owned Enterprises

The Company complies with the requirements of the Guidelines for Transparency of the Activities of State-Owned Enterprises, approved by the Government of the Republic of Lithuania by Resolution No. 1052 of 14 July 2010 ([reference](#)), by disclosing the required information in its annual and interim reports and by ensuring disclosure of the information on its website ([reference](#)).

Structured information on compliance with the Transparency Guidelines is provided in the Company's 2025 annual management report ([reference](#)).



Definitions

Indicator	Definition of calculation
Revenue	Sales revenue + Government grant revenue + Other activity income (excluding Finance income)
Sales revenue	Revenue, excluding Government grant revenue, Other activity income and Finance income
Revenue from Government grants	State budget funds for the financing of special obligations of LTG Infra
Expenses	Costs, excluding corporate income tax and Finance costs
Financial debt	Long-term loans + Long-term lease liabilities + Current portion of long-term loans + Short-term loans + Current portion of lease liabilities
Net debt	Financial debt - Cash and cash equivalent
Return On Equity (ROE)	$\frac{\text{Net profit (loss) for the last 12 months period}}{\text{Average of equity at the beginning and end of the reporting period}}$
Return On Assets (ROA)	$\frac{\text{Net profit (loss) for the last 12 months period}}{\text{Average of assets at the beginning and end of the reporting period}}$
Return On Investment (ROI)	$\frac{\text{Net profit (loss) for the last 12 months period}}{\text{Average assets as at the beginning and the end of the reporting period} - \text{Average current liabilities as at the beginning and the end of the reporting period}}$
EBIT	Profit (loss) before the corporate income tax – Financial activity results
EBITDA	Profit (loss) before the corporate income tax – Financial activity results + Depreciation and amortisation
Adjusted EBITDA	Profit (loss) before the corporate income tax + Interest expenses – Interest income + Depreciation and amortisation + (decrease) increase in the value of non-current assets, inventories and investments + (decrease) increase in the value of amounts receivable and contract assets + Costs of provisions not related to operating activities
EBIT margin*	$\frac{\text{EBIT}}{\text{Sales revenue}}$
EBITDA margin*	$\frac{\text{EBITDA}}{\text{Sales revenue}}$
Adjusted EBITDA margin*	$\frac{\text{Adjusted EBITDA}}{\text{Sales revenue}}$

Indicator	Definition of calculation
Net profit margin*	$\frac{\text{Net profit (loss)}}{\text{Sales revenue}}$
Equity ratio	$\frac{\text{Equity at the end of the reporting period}}{\text{Assets at the end of the reporting period}}$
Asset turnover ratio*	$\frac{\text{Sales revenue for the period of the last 12 months}}{\text{Assets at the end of the reporting period}}$
Financial debt / EBITDA	$\frac{\text{Financial debt}}{\text{EBITDA for the last 12 months}}$
Financial debt / Equity	$\frac{\text{Financial debt}}{\text{Equity at the end of the reporting period}}$
Net debt / EBITDA	$\frac{\text{Net debt}}{\text{EBITDA for the last 12 months}}$
Quick ratio	$\frac{\text{Current assets at the end of the reporting period} - \text{Inventories at the end of the reporting period}}{\text{Current liabilities at the end of the reporting period}}$
Current ratio	$\frac{\text{Current assets at the end of the reporting period}}{\text{Current liabilities at the end of the reporting period}}$
Train operational volume (gross-gross ton/km)	A volume indicator calculated by multiplying the train's gross weight, including the weight of the operating locomotive, by the distance travelled (including the weight of the traction rolling stock / locomotive, the towed railway rolling stock / train, and its cargo. Passengers and their luggage, shunting and similar volumes are not included).
Number of employees	The number of listed active employees as at the end of the period (excluding the employees on parental leave, military service, long-term incapacity)
Average salary	Calculated gross salary per full-time equivalent employee

* When calculating the LTG Infra's financial indicators, Sales revenue is increased by Government grant revenue.

Abbreviations

Abbreviation	Explanation
AI	Artificial intelligence
EU	European Union
IT	Information technologies
KIT	Kaunas Intermodal Terminal
KTU	Kaunas Technology University
LTG	Parent company AB Lietuvos geležinkeliai
LTG Group, Group	AB Lietuvos geležinkeliai and its subsidiaries
LTG Infra, the Company	AB LTG Infra
MAP	Minimum Access Package to the public railway infrastructure
NATO	The North Atlantic Treaty Organization
NPS	Customer Net Promoter Score
RB	Rail Baltica
Repair company	Undertakings which go to / from the construction, repair and / or maintenance sites of the railway infrastructure objects
RINF	ERA registers of infrastructure (ERA – European Railway Agency)
RSF	Railway service facilities
RTC	Railway Transport Code of the Republic of Lithuania

Abbreviation	Explanation
SAP	Enterprise management system
SOE	State-Owned Enterprise
ŠIT	Šeštokai Intermodal Terminal
UDM	Unified Data Model
VAT	Value Added Tax
VIT	Vilnius Intermodal Terminal



Financial statements (unaudited)

prepared in accordance with IFRS accounting standards as adopted by the European Union
for the six-month period ended 30 June 2026



Statement of financial position

	Notes	30/06/2026	31/12/2025
NON-CURRENT ASSETS			
Property, plant and equipment	6	2,138,308	2,128,562
Right-of-use assets	7	4,371	4,396
Intangible assets	8	20,318	19,304
Investment property	9	2,527	2,568
Trade and other receivables (non-current)	11	30	43
Other non-current assets		1,648	89
Total non-current assets		2,167,202	2,154,962
CURRENT ASSETS			
Inventories	10	30,678	28,786
Non-current assets held for sale	10	1,687	1,167
Trade and other receivables	11	86,466	47,611
Prepayments		7,785	4,421
Cash and cash equivalents		87,403	103,046
Total current assets		214,019	185,031
TOTAL ASSETS		2,381,221	2,339,993

The financial statements and the explanatory notes to the financial statements, set out on pages 46-65, were approved and signed by:

VYTIS ŽALIMAS
Chief Executive Officer

KĒŠTUTIS MOTIEJŪNAS
Chief Financial Officer

RŪTA JENCIENĒ
UAB LTG Kompetenciju centras
Finance Controller, acting under Decision
No.SPR-LI(KC)-1/2026 of 19 March 2026

	Notes	30/06/2026	31/12/2025
EQUITY			
Authorised capital		660,081	660,081
Legal reserve	12	-	-
Other reserves	12	-	-
Retained profit (loss)	12	(38,614)	(28,545)
Total equity		621,467	631,536
LIABILITIES			
NON-CURRENT LIABILITIES			
Grants	13	1,287,077	1,300,462
Loans and other borrowings	14	136,458	137,702
Lease liabilities		3,354	3,362
Employee benefits	15	4,346	4,130
Trade and other payables	16	1,945	4,155
Provisions	17	39,623	39,623
Deferred income tax liabilities		9,446	10,076
Total non-current liabilities		1,482,249	1,499,510
CURRENT LIABILITIES			
Grants	13	16,267	16,267
Loans and short-term portion of long-term loans	14	125,593	51,611
Lease liabilities		1,121	1,100
Employee benefits	15	12,332	11,642
Trade and other payables	16	121,091	128,327
Provisions	17	1,101	-
Total current liabilities		277,505	208,947
TOTAL EQUITY AND LIABILITIES		2,381,221	2,339,993

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

Statement of profit or loss and other comprehensive income

	Notes	30/06/2026	30/06/2025
Sales revenue		84,787	61,125
Revenue from government grants		39,299	35,741
Other operating income		184	328
Total income	18	124,270	97,194
Remuneration and social insurance costs		(37,525)	(33,153)
Depreciation and amortization	6,7,8,9,13	(31,372)	(30,414)
Materials		(20,389)	(3,794)
Fuel		(659)	(545)
Electricity		(5,009)	(3,275)
Repairs and maintenance		(6,964)	(6,374)
Management and general administration services		(12,283)	(13,438)
Increase (decrease) in the value of non-current assets		4	-
Write down of inventories to net realisable value (reversal)		(107)	(19)
Increase (decrease) in the value of receivables		(14)	(37)
Decrease (increase) in provisions		-	10
Other costs		(16,226)	(7,524)
Total costs		(130,544)	(98,563)
Operating profit (loss)		(6,274)	(1,369)

	Notes	30/06/2026	30/06/2025
Finance income		33	50
Finance expenses		(4,094)	(3,018)
Financial activity result, net		(4,061)	(2,968)
Profit (loss) before taxation		(10,335)	(4,337)
Income tax		630	584
Net profit (loss)		(9,705)	(3,753)
Other comprehensive income (expenses)		-	-
Total comprehensive income (expenses)		(9,705)	(3,753)

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

Statement of changes in equity

	Notes	Authorised capital	Legal reserve	Other reserves	Retained earnings (losses)	Total
Balance as at 31 December 2024		654,928	-	-	(22,799)	632,129
Net profit (loss)		-	-	-	(3,753)	(3,753)
Total comprehensive income (expenses)		-	-	-	(3,753)	(3,753)
Unrecognised profit (loss) for the reporting year		-	-	-	10	10
Reserves used	12	-	-	-	-	-
Total transactions with owners of the Company		-	-	-	10	10
Balance as at 30 June 2025		654,928	-	-	(26,542)	628,386
Balance as at 31 December 2025		660,081	-	-	(28,545)	631,536
Net profit (loss)		-	-	-	(9,705)	(9,705)
Total comprehensive income (expenses)		-	-	-	(9,705)	(9,705)
Unrecognised profit (loss) for the reporting year		-	-	-	(364)	(364)
Reserves used	12	-	-	-	-	-
Total transactions with owners of the Company		-	-	-	(364)	(364)
Balance as at 30 June 2026		660,081	-	-	(38,614)	621,467

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



Statement of cash flows

	Notes	30/06/2026	30/06/2025
CASH FLOWS FROM OPERATING ACTIVITIES			
Net profit (loss)		(9,705)	(3,753)
ADJUSTMENTS:			
Depreciation and amortisation	6,7,8,9	44,194	43,085
Grants (amortisation)	13	(12,822)	(12,671)
(Profit) loss from disposal / write-off of non-current assets		2,753	780
Impairment (reversal)		117	56
Change in accrued income/expenses		(4,375)	(8,430)
Interest (income) expenses and other charges related to loans		3,776	2,867
Interest of lease liabilities		70	19
Increase (decrease) in provisions		-	(10)
Income tax expenses (income)		(630)	(584)
Cash flows from operating activities after adjustment		23,378	21,359
CHANGES IN WORKING CAPITAL			
Decrease (increase) in inventories		(1,142)	1,000
Decrease (increase) in trade and other receivables and prepayments		(42,115)	(34,938)
Increase (decrease) in current and non-current trade payables and received prepayments		(3,075)	(6,879)
Increase (decrease) in employment related liabilities		906	928
Increase (decrease) in other non-current and current payables		(720)	629
Net cash from operating activities		(22,768)	(17,901)

	Notes	30/06/2026	30/06/2025
CASH FLOW FROM INVESTING ACTIVITIES			
(Acquisition) of non-current assets		(67,327)	(91,363)
Change in prepayments for non-current assets		5,337	8,035
Disposal of non-current assets		15	44
Interest received		7	-
Net cash from investing activities		(61,968)	(83,284)
CASH FLOWS FROM FINANCING ACTIVITIES			
Loans received	14	80,493	69,251
Loans (repayment)	14	(7,778)	(7,778)
Interest (paid)	14	(3,881)	(3,102)
Grants received (used for cost reduction)		944	32,682
Interest on lease liabilities		(70)	(19)
Lease liability payments		(615)	(487)
Net cash flows from financing activities		69,093	90,547
Net increase (decrease) in cash and cash equivalents		(15,643)	(10,638)
Cash and cash equivalents at the beginning of the period		103,046	33,701
Cash and cash equivalents at the end of the period		87,403	23,063

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

Explanatory notes to the financial statements

1. General information

AB LTG Infra (hereinafter - the Company) was registered with the Register of Legal Entities of the Republic of Lithuania on 1 July 2019.

The Company is a private legal entity of limited civil liability independently organising economic, financial, organisational, and legal activities. Company registration code: 305202934, VAT code: LT100012666211, legal (registration) address: Geležinkelio St. 2, LT-02100 Vilnius.

The Company's main activity is railway infrastructure management and public railway infrastructure manager services.

As at 30 June 2026 and as at 31 December 2025, the Company's sole shareholder was the parent company AB Lietuvos Geležinkeliai. 100 percent of the shares of AB Lietuvos Geležinkeliai are held by the state of Lithuania, represented by the Ministry of Transport and Communications of the Republic of Lithuania.

As at 30 June 2026 and as at 31 December 2025, the Company's share capital amounted to EUR 660,081 thousand. It consists of 660,081 ordinary registered shares at par value of EUR 1,000 each. All issued shares were fully paid.

The Company has no branches and representative offices.

The actual number of employees in the Company as of 30 June 2026 was 2,535 (31 December 2025 – 2,520).

2. Basis of preparation

These condensed interim financial statements of the Company (hereinafter - interim financial statements) for the six-month period ended 30 June 2026, are prepared in accordance with International Accounting Standard (IAS) 34 'Interim Financial Reporting'.

These interim financial statements do not provide all the information required for preparation of annual financial statements, therefore, they should be read in conjunction with the annual financial statements for the year ended 31 December 2025, which were prepared in accordance with IFRS Accounting Standards (IFRS) as adopted by the International Accounting Standards Board (IASB) and endorsed for application in the EU.

The interim financial statements are prepared on the historical cost basis.

The presentation currency is the euro. These financial statements are presented in thousands of euros unless otherwise indicated.

The cash flow statement is prepared using the indirect method.

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

These financial statements for the period ended 30 June 2026 have not been audited. The audit of the annual financial statements for the year ended 31 December 2025 was conducted by KPMG Baltics, UAB.

3. Material accounting principles

The accounting principles applied in preparing these interim financial statements are the same as those applied in preparing the financial statements for the year 2025.

4. Significant accounting estimates

In preparing these interim financial statements, significant management judgments regarding the application of accounting policies and the determination of key uncertainties were the same as those applied in preparing the financial statements for the year ended 31 December 2025.

Additional management assessments were performed in relation to the incidents that occurred at the Gudžiūnai and Jiesia railway stations in May 2026. In evaluating the impact of these events on the financial statements, management assessed the costs incurred and expected to be incurred for the restoration of infrastructure, the capitalisation of expenditures, potential claims from third parties, and potential compensation from insurers and other parties. The results of these assessments and the related uncertainties are disclosed in: Note 5 "Significant Events", Note 6 "Property, Plant and Equipment", Note 17 "Provisions", and Note 21 "Contingent Assets, Liabilities and Potential Litigation".

5. Significant events

In May 2026, two significant railway infrastructure incidents occurred at the Gudžiūnai and Jiesia railway stations, during which public railway infrastructure managed by the Company was damaged and rail traffic was temporarily disrupted.

As at 30 June 2026, the Company estimated that the costs incurred and expected to be incurred in connection with the Gudžiūnai incident amounted to EUR 8,462 thousand. This amount comprises EUR 8,178 thousand of railway infrastructure repair and restoration costs and EUR 284 thousand of costs incurred to eliminate the consequences of the incident and restore railway operations.

Expenditures related to infrastructure restoration that meet the recognition criteria for property, plant and equipment will be capitalised in the future as part of property, plant and equipment in the amount of EUR 8,178 thousand. The final amount of capitalisable costs will be revised upon completion of the repair and restoration works and following their final accounting assessment.

As a result of the Gudžiūnai incident, part of the infrastructure assets was written off. The amount of property, plant and equipment with carrying amount off EUR 2,723 thousand was written off. This amount has been included in the movement of property, plant and equipment and recognised in the statement of profit or loss and other comprehensive income under the relevant expense categories.

Costs incurred and reliably measured in relation to the Jiesia incident and recognised up to 30 June 2026 amounted to EUR 238 thousand. Railway infrastructure repair and restoration works are ongoing; therefore, part of the costs related to these incidents continues to be incurred after the end of the reporting period.

In the financial statements as at 30 June 2026, the Company recognised a provision of EUR 1,101 thousand in relation to the Jiesia incident for potential third-party claims and compensation payments. The provision was measured based on management's best estimate, taking into account information available at the date of preparation of the financial statements and the probability of the related obligations arising (the movement in provisions is disclosed in Note 17).

Based on the information available as at 30 June 2026, no provision was recognised in the financial statements in respect of the Gudžiūnai incident. In management's assessment, there was insufficient information at the reporting date to reliably estimate the amount of potential claims. The potential amount of obligations depends on the outcome of ongoing investigations, the identification of responsible parties and the submission of potential claims.

As at 30 June 2026, the Company had not recognised any receivable in relation to potential compensation for losses incurred as a result of these incidents, as no final decisions regarding compensation had been made by the end of the reporting period. Potential compensation is recognised only when there is sufficient evidence to support recognition of a receivable or when its receipt becomes virtually certain. In management's assessment, any potential recovery of losses constitutes a contingent asset in accordance with IAS 37.

The ultimate financial impact of these incidents will depend on the outcome of the ongoing investigations, the final assessment of costs incurred and expected to be incurred, the progress of the claims settlement process, decisions made by insurance companies and other interested parties, and any potential third-party claims. Subsequent to 30 June 2026, investigations and the Company's communications with insurance companies and other interested parties have continued. As at the date of approval of these financial statements, no decisions had been made that would provide a basis for the recognition of additional amounts in the Company's financial statements.

6. Property, plant and equipment

Movement of the Company's property, plant and equipment is presented below:

	Land	Buildings and structures	Machinery and equipment	Vehicles	Other assets, equipment, fittings and tools	Construction in progress and prepayments	Total
ACQUISITION COST							
31 December 2024	152,732	1,400,942	81,748	18,614	8,059	680,477	2,342,572
- additions	(184)	2,694	-	-	-	279,344	281,854
- asset acquisitions due to the takeover of part of business operation *	-	5,944	645	43	188	11	6,831
- assets sold, written off, disposed	(1,470)	(902)	(891)	(401)	(88)	(4,724)	(8,476)
- transferred to (from) current assets	-	(28)	101	(3,122)	-	2,410	(639)
- transferred to (from) intangible assets	-	-	-	-	-	(3,853)	(3,853)
- transferred from investment property	-	(2,039)	-	-	-	-	(2,039)
- reclassifications	-	65,838	3,718	3,611	(636)	(72,531)	-
31 December 2025	151,078	1,472,449	85,321	18,745	7,523	881,134	2,616,250
- additions	-	1,448	-	-	-	55,854	57,302
- assets sold, written off, disposed	(4)	(4,777)	(63)	-	(12)	(108)	(4,964)
- transferred to (from) current assets	-	(24)	(905)	(150)	(14)	(680)	(1,773)
- transferred to investment property	-	9,960	545	-	234	(10,612)	127
30 June 2026	151,074	1,479,056	84,898	18,595	7,731	925,588	2,666,942

6. Property, plant and equipment (continued)

	Land	Buildings and structures	Machinery and equipment	Vehicles	Other assets, equipment, fittings and tools	Construction in progress and prepayments	Total
ACCUMULATED AMORTISATION AND IMPAIRMENT LOSSES							
31 December 2024	-	(369,458)	(25,654)	(5,786)	(3,421)	(6,640)	(410,959)
- depreciation	-	(74,803)	(5,006)	(1,267)	(982)	-	(82,058)
- impairment of asset acquisitions due to the takeover of part of business operation*	-	(318)	(23)	-	(4)	-	(345)
- impairment	-	(2,883)	(4)	-	-	241	(2,646)
- assets sold, written off, disposed	-	823	430	127	43	4,605	6,028
- transferred to (from) current assets	-	6	(20)	1,464	-	-	1,450
- transferred to intangible assets	-	-	-	-	264	-	264
- transferred to (from) investment property	-	578	-	-	-	-	578
- reclassifications	-	-	75	(75)	-	-	-
31 December 2025	-	(446,055)	(30,202)	(5,537)	(4,100)	(1,794)	(487,688)
- depreciation	-	(37,973)	(2,452)	(557)	(495)	-	(41,477)
- impairment	-	(1,450)	-	4	-	-	(1,446)
- assets sold, written off, disposed	-	1,651	56	-	12	-	1,719
- transferred to (from) current assets	-	15	349	78	10	-	452
- transferred to investment property	-	(195)	1	-	-	-	(194)
- reclassifications	-	(12)	12	-	-	-	-
30 June 2026	-	(484,019)	(32,236)	(6,012)	(4,573)	(1,794)	(528,634)
CARRYING AMOUNT							
31 December 2024	152,732	1,031,484	56,094	12,828	4,638	673,837	1,931,613
31 December 2025	151,078	1,026,394	55,119	13,208	3,423	879,340	2,128,562
30 June 2026	151,074	995,037	52,662	12,583	3,158	923,794	2,138,308

*On 1 October 2025, the transfer of the part of business operation of LTG Railway Services equipment to the Company was carried out.

The amount of depreciation expenses for the Company's property, plant and equipment, reflected in the Statement of Profit or Loss and Other Comprehensive Income, amounted to EUR 29,685 thousand (as at 30 June 2025: EUR 29,037 thousand). This amount includes EUR 41,477 thousand of depreciation expenses (as at 30 June 2025: EUR 40,932 thousand), which were reduced by EUR 11,792 thousand (as at 30 June 2025: EUR 11,894 thousand) of grant amortisation expenses as described in Note 13. Capitalised depreciation amounted to EUR 0 thousand (as at 30 June 2025: EUR 1 thousand).

The value of the Company's assets managed by the right of trust was EUR 1,038,709 thousand (as at 31 December 2025: EUR 1,210,018 thousand).

The acquisition cost of the Company's fully depreciated property, plant and equipment, net of impairment, in use amounted to EUR 42,802 thousand (31 December 2025: EUR 37,297 thousand). A major share of fully depreciated property, plant and equipment in use included buildings and structures, machinery and equipment.

Due to the accident that occurred in Gudžiūnai, which significantly affected the condition of infrastructure assets, property, plant and equipment with a carrying amount of EUR 2,723 thousand was written off. Further information on this event is provided in Note 5, "Significant Events".

7. Right-of-use assets

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

	Land	Buildings and structures	Vehicles	Other equipment, fittings and tools	Total
ACQUISITION COST					
31 December 2024	4	111	3,898	-	4,013
- acquisitions	-	1,090	2,995	30	4,115
- assets sold, written off, disposed	-	(194)	(1,767)	-	(1,961)
31 December 2025	4	1,007	5,126	30	6,167
- additions	-	314	428	-	742
- assets sold, written off, disposed	-	(20)	(363)	-	(383)
30 June 2026	4	1,301	5,191	30	6,526
ACCUMULATED DEPRECIATION AND IMPAIRMENT LOSSES					
31 December 2024	-	(25)	(2,286)	-	(2,311)
- depreciation	-	(43)	(1,054)	(1)	(1,098)
- assets sold, written off, disposed	-	20	1,618	-	1,638
31 December 2025	-	(48)	(1,722)	(1)	(1,771)
- depreciation	-	(65)	(579)	(2)	(646)
- assets sold, written off, disposed	-	6	256	-	262
30 June 2026	-	(107)	(2,045)	(3)	(2,155)
CARRYING AMOUNT					
31 December 2024	4	86	1,612	-	1,702
31 December 2025	4	959	3,404	29	4,396
30 June 2026	4	1,194	3,146	27	4,371

8. Intangible assets

The Company's intangible assets consisted of:

	Software	Concessions, patents, licences, trademarks and similar rights	Other intangible assets	Total
ACQUISITION COST				
31 December 2024	20,834	33	3,721	24,588
- additions	-	-	6,682	6,682
- assets sold, written off, disposed	(1,796)	(5)	-	(1,801)
- transferred from property, plant and equipment	8,901	-	(5,048)	3,853
31 December 2025	27,939	28	5,355	33,322
- additions	-	-	2,977	2,977
- assets sold, written off, disposed	(24)	-	-	(24)
30 June 2026	27,915	28	8,332	36,275
ACCUMULATED AMORTISATION AND IMPAIRMENT LOSSES				
31 December 2024	(11,413)	(33)	(66)	(11,512)
- amortisation	(3,655)	-	(15)	(3,670)
- assets sold, written off, disposed	1,423	5	-	1,428
- transferred from property, plant and equipment	(264)	-	-	(264)
31 December 2025	(13,909)	(28)	(81)	(14,018)
- amortization	(1,955)	-	(8)	(1,963)
- assets sold, written off, disposed	24	-	-	24
30 June 2026	(15,840)	(28)	(89)	(15,957)
CARRYING AMOUNT				
31 December 2024	9,421	-	3,655	13,076
31 December 2025	14,030	-	5,274	19,304
30 June 2026	12,075	-	8,243	20,318

The cost of the Company's fully amortised intangible assets still in use amounted to EUR 231 thousand (31 December 2025: EUR 256 thousand). The major part of fully amortised assets consisted of software.

The amount of amortisation expenses for the Company's intangible assets, reflected in the Statement of Profit or Loss and Other Comprehensive Income, amounted to EUR 933 thousand (as at 30 June 2025: EUR 813 thousand). This amount includes EUR 1,963 thousand of amortisation expenses (as at 30 June 2025: EUR 1,590 thousand), which were reduced by EUR 1,030 thousand (as at 30 June 2025: EUR 777 thousand) of grant amortisation expenses as described in Note 13.

9. Investment property

The Company's investment property consisted of:

Investment property	
ACQUISITION COST	
31 December 2024	1,922
- asset acquisitions due to takeover of part of business operation*	105
- assets sold, written off, disposed	(91)
- transferred from property, plant and equipment	2,039
31 December 2025	3,975
- transferred from property, plant and equipment	(127)
30 June 2026	3,848
ACCUMULATED DEPRECIATION AND IMPAIRMENT LOSSES	
31 December 2024	(515)
- depreciation	(120)
- impairment	(246)
- assets sold, written off, disposed	52
- transferred from property, plant and equipment	(578)
31 December 2025	(1,407)
- depreciation	(108)
- transferred from property, plant and equipment	194
30 June 2026	(1,321)
CARRYING AMOUNT	
31 December 2024	1,407
31 December 2025	2,568
30 June 2026	2,527

*On 1 October 2025, the transfer of the part of business operation of LTC Railway Services equipment to the Company was carried out.

10. Inventories and non-current assets held for sale

The Company's inventory consisted of:

	30/06/2026	31/12/2025
Materials	789	743
Spare parts	1,572	1,728
Fuel	10,889	9,153
Other inventories	1,212	895
Total raw materials, supplies and components	14,462	12,519
Purchased services/assets for resale	16,216	16,267
Total	30,678	28,786

The change in the write-down of the Company's inventories to net realisable value is reflected in the item of expenses of write-down to net realisable value in the statement of profit or loss and other comprehensive income.

As of 30 June 2026, the book value of the Company's inventory (excluding non-current assets held for sale and services/assets intended for resale) amounting to EUR 15,303 thousand was reduced by EUR 841 thousand to net realisable value of EUR 14,462 thousand (as at 31 December 2025: an amount of EUR 13,360 thousand was reduced by EUR 841 thousand to net realisable value of EUR 12,519 thousand).

	30/06/2026	31/12/2025
Non-current assets held for sale	1,687	1,167
Total non-current assets held for sale	1,687	1,167

As of 30 June 2026, the book value of the Company's non-current assets held for sale amounting to EUR 4,132 thousand was reduced by EUR 2,445 thousand to net re-

alisable value of EUR 1,687 thousand (as at 31 December 2025: an amount of EUR 3,505 thousand was reduced by EUR 2,338 thousand to net realisable value of EUR 1,167 thousand).

11. Trade and other receivables

The Company's trade and other receivables included:

	30/06/2026	31/12/2025
External trade receivables, gross value	1,878	3,033
Impairment (-)	(881)	(871)
Total external trade receivables	997	2,162
Receivables from related parties	14,837	9,939
Total receivables from related parties	14,837	9,939
Receivable VAT	-	604
Other receivables from the budget	41,408	4,270
Accrued income	1,677	92
Accrued income from related parties	341	263
Guarantees paid to suppliers	10	10
Other receivables	27,226	30,314
Total other receivables	70,662	35,553
Total	86,496	47,654

As of 30 June 2026, trade and other receivables in the Company, compared to 31 December 2025, have largely increased by EUR 41,256 thousand due to the recognition of a subsidy accrual in accordance with the contract 'Ensuring the Quality and Financing of Public Railway Infrastructure and Railway Service Facilities Owned by the State of Lithuania' (as of 30 June 2025, compared to 31 December 2024, it amounted to EUR 35,775 thousand).

External trade receivables of the Company consisted of:

	30/06/2026				31/12/2025			
	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount	Expected credit losses, %	Gross carrying amount	Impairment	Net carrying amount
Not past due	0.02%	44,827	(12)	44,815	0.02%	41,537	(10)	41,527
1-30 days past due	1.11%	190	(2)	188	0.80%	377	(3)	374
31-60 days past due	8.93%	8	(1)	7	15.38%	104	(16)	88
61-120 days past due	20.56%	87	(18)	69	1.19%	168	(2)	166
More than 120 days past due	98.83%	857	(848)	9	57.34%	1,465	(840)	625
Total		45,969	(881)	45,088		43,651	(871)	42,780

The impairment recorded by the Company reflects the estimated losses on trade receivables the recovery of which is doubtful. The main component of this impairment is the individually assessed loss on significant doubtful recoverable trade receivables. The impairment assessment methods are reviewed on an ongoing basis to minimise the differences between estimated losses and actual losses.

12. Reserves, unrecognized profit (loss) from prior years

Legal and other reserves. The legal reserve cannot be distributed for dividend purposes, but can be used to cover future losses. As of 30 June 2026, the legal reserve amounted to EUR 0 (as of 31 December 2025 – EUR 0, because based on the shareholder's decision EUR 1,258 thousand was used to cover the loss of 2023).

As of 30 June 2026, other reserves amounted to EUR 0 (as of 31 December 2025 – EUR 0, because EUR 3,117 thousand were used to cover part of the 2023 loss based on the shareholder's decision).

Unrecognized profit (loss) from prior years. Following the shareholder's decision, the Company's 2025 financial statements were approved on 16 April 2026, and a loss of EUR 28,545 thousand for 2025 was approved.

After the reporting period, the Company's sole shareholder adopted a decision to make a cash contribution of EUR 28,545 thousand to cover the Company's accumulated losses. Further information is disclosed in Note 23, Events after the reporting period.

13. Grants

The movement of the Company's grants is presented below:

	30/06/2026	31/12/2025
Opening balance of the period	1,316,729	1,119,277
Received	17,522	315,085
Reversal of grant	-	18
Received free of charge (land, assets)	-	(184)
Used to reduce depreciation costs of property, plant and equipment	(11,792)	(24,287)
Used to reduce amortisation costs of non-current intangible assets	(1,030)	(1,830)
Used to reduce other costs	(637)	(6,554)
Used to balance income and costs	-	(82,176)
Transferred to current receivables	-	1,398
Impairment	(1,450)	(2,387)
Repaid/transferred to State-controlled entities	(15,998)	(1,631)
Closing balance of the period	1,303,344	1,316,729
Including assets managed under the right of trust	482,678	333,809

Grants are related to the financing of investment programmes, assets received under the Trust Agreement and subsidies earmarked for compensating costs and balancing revenue and costs of public railway infrastructure manager.

14. Loans and other borrowings

The Company's borrowings consisted of:

	30/06/2026	31/12/2025
Long-term loans	136,458	137,702
Current part of the long-term loans	19,222	15,555
Loans received from related parties	105,408	35,115
Loan interest	963	941
Total	262,051	189,313

During the first half of 2026, the Company repaid EUR 7,778 thousand of NIB loans (during the first half of 2025: EUR 7,778 thousand) and paid EUR 1,577 thousand of interest (during the first half of 2025: EUR 2,405 thousand).

In 2025, an OP Corporate Bank loan was received to cover the implementation costs of a part of the Rail Baltica project. In the first half of 2026, an amount of EUR 10,200 thousand was paid to the Company. During the first half of 2026, the Company paid EUR 1,098 thousand of interest and EUR 74 thousand of the liability and other fees. As of 30 June 2026, an outstanding part of the loan amounted to EUR 40,510 thousand.

To achieve a more effective management of funds and ensure the liquidity of the Group companies, the Company used the Group's cash-pool. The liability under the Group account agreement as of June 30, 2026 was EUR 105,408 thousand (as at 31 December 2025: EUR 35,115 thousand). During the first half of 2026, the Company paid EUR 1,132 thousand of interest (EUR 697 thousand during the first half of 2025).

15. Employee benefits

Employee benefits and liabilities by type:

	30/06/2026	31/12/2025
NON-CURRENT LIABILITIES		
Provisions for pensions and similar liabilities	4,346	4,130
Total non-current liabilities	4,346	4,130
CURRENT LIABILITIES		
Accumulated vacation pay	4,003	2,713
Wages and salaries payable	3,695	3,323
Social security contributions payable	1,508	1,414
Personal income tax payable	1,253	1,059
Other employment-related liabilities	1,873	3,133
Total current liabilities	12,332	11,642
Total	16,678	15,772

16. Trade and other payables

The Company's trade and other payables consisted of:

	30/06/2026	31/12/2025
Trade accounts payable	69,289	75,381
Trade accounts payable to related parties	10,858	7,600
Prepayments received	27,243	30,228
Received prepayments from related parties	6,522	5,494
Cash guarantees received	1,258	2,551
Cash guarantees received from related parties	494	493
Accumulated expenses	1,954	5,179
Accrued expenses from related parties	2,960	3,098
Other amounts payable and liabilities	2,458	181
Other amounts payable and liabilities to related parties	-	2,277
Total	123,036	132,482

The Company actively performs construction works in the Rail Baltica railway sections; it also continues works related to other projects; therefore, liabilities for contracting works comprised the largest portion of trade accounts payable.

17. Provisions

The Company's other provisions consisted of:

	Non-current provisions	Current provisions	Total
Balance as at 31 December 2024	16,519	-	16,519
Additionally formed	23,114	-	23,114
Additionally dissolved	(10)	-	(10)
Balance as at 31 December 2025	39,623	-	39,623
Additionally formed	-	1,101	1,101
Balance as at 30 June 2026	39,623	1,101	40,724

In accordance with the requirements of International Accounting Standard (IAS) 37, Provisions, Contingent Liabilities and Contingent Assets, as at 30 June 2026, a provision of EUR 1,101 thousand was recognised to cover compensation costs related to the accident at Jiesia railway station and potential third-party claims. The provision was calculated on the basis of management's best estimate, taking into account the information available and the likelihood that the related obligations will arise. As the final amount of potential claims depends on the results of ongoing investigations and the submission of possible claims, the actual amount of obligations may differ from the currently estimated provision.

18. Sales revenue

The Company's revenue consisted of:

Service group	06/2026	06/2025
Revenue from use of railway infrastructure	50,960	46,775
Revenue from use of railway service facilities	13,149	8,861
Revenue from other operating activities	20,678	5,489
Total revenue from operating activities	84,787	61,125
Revenue from government grants	39,299	35,741
Total revenue from government grants	39,299	35,741
Other operating income	184	328
Total income from other activities	184	328
Total	124,270	97,194

19. Related party transactions

Related party transactions of the Company:

	06/2026		30/06/2026	
Related parties	Sales	Purchases	Receivables	Payables
AB Lietuvos Geležinkeliai	226	3,821	74	107,220
AB LTG Cargo	67,570	406	11,859	7,217
UAB LTG Link	10,405	277	3,077	175
UAB Geležinkelio tiesimo centras	163	6,819	192	5,590
UAB Rail Baltica statyba	-	27	-	8
UAB LTG Kompetencijų centras	5	9,624	12	5,282
voestalpine Railway Systems Lietuva, UAB	-	4,287	-	750
Total	78,369	25,261	15,214	126,242

	06/2025		31/12/2025	
Related parties	Sales	Purchases	Receivables	Payables
AB Lietuvos Geležinkeliai	773	5,033	44	39,038
AB LTG Cargo	49,841	234	8,642	5,383
UAB LTG Link	5,334	281	1,438	366
UAB Geležinkelio tiesimo centras	175	7,072	67	1,813
UAB Rail Baltica statyba	-	33	-	4
UAB LTG Kompetencijų centras	31	9,784	11	5,587
voestalpine Railway Systems Lietuva, UAB	-	3,749	-	1,886
Total	56,154	26,186	10,202	54,077

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

Entities operating in an environment where government control is pervasive often conduct transactions with counterparties that are also controlled or significantly influenced by the government and, therefore, are considered related parties. In accordance with IAS 24 Related Party Disclosures, a reporting entity is permitted to apply a disclosure exemption for transactions and outstanding balances, including commitments, with: a government that has control, joint control, or significant influence over the reporting entity; and another entity that is a related party because the same government has control, joint control, or significant influence over both the reporting entity and the other entity. For the reasons described above, the Company does not disclose transactions with the Government of the Republic of Lithuania and other entities controlled by the Government of the Republic of Lithuania.

20. Management remuneration and other benefits

As at 30 June 2026, the management consisted of the Chief Executive Officer and the heads of the following departments: Technical Supervision, Service Delivery, Service Development and Sales, Strategy and Management, Finance, Project Management, Rail Baltica Management, and partners: Business Resilience; People and Culture.

Company	30/06/2026	30/06/2025
Management remuneration	572	514
Incentive benefits*	115	123
Accrued non-current benefits**	8	7
Number of executives	10	10
Allowances for members of the Board	60	60
Number of Board members	5	5

* Incentive benefits include performance bonuses and lump sums.

** Accrued non-current benefits are provisions for pensions and similar liabilities, accrued as at the end of the reporting year.

During the six-month of 2026 and the six-month of 2025, the Company's management have not been granted any loans, guarantees, or other disbursements or accruals, or disposals of assets other than as set forth above.

21. Contingent assets, liabilities and potential disputes

Elecnor Servicios y Proyectos, S.A.U. and Instalaciones Inabensa, S.A. have brought legal proceedings against LTG Infra, seeking an order requiring LTG Infra to recalculate the contract price through indexation, payment of an alleged debt in the amount of EUR 15,354 thousand, statutory procedural interest, and reimbursement of legal costs. LTG Infra disputes the claims, maintaining that the delays in the performance of the works were attributable to the Contractors and, consequently, that the Contractors are not entitled to contract price indexation.

By its ruling of 22 December 2025, the Lithuanian Court of Appeal set aside the judgment of the court of first instance dated 12 August 2025 on the merits of the claim and remitted the case for a retrial before the court of first instance. Disagreeing with the ruling of the Court of Appeal, the Contractor filed an appeal on points of law with the Supreme Court of Lithuania. By its ruling of 13 May 2026, the Supreme Court of Lithuania held that, when determining entitlement to contract price indexation, due regard must be given to delays attributable to the Contractor. The proceedings are currently pending before the court of first instance.

In separate proceedings concerning a claim for an increase in the contract price by EUR 7,096 thousand, an extension of the contractual completion period, and recovery of litigation costs, the Vilnius Regional Court, by its judgment of 9 October 2025 on the merits, held that the claimants had valid grounds to pursue claims against LTG Infra for an increase in the price of the construction contract dated 20 December 2019 and for an extension of the completion

deadline. The judgment of the court of first instance was appealed. By its judgment of 5 March 2026, the Lithuanian Court of Appeal set aside the Vilnius Regional Court's judgment of 9 October 2025 and dismissed Elecnor's amended claim in its entirety. Disagreeing with that judgment, the Contractor filed an appeal on points of law with the Supreme Court of Lithuania. The proceedings are currently pending before the Supreme Court of Lithuania.

On 11 September 2025, the Vilnius Regional Court received a further claim submitted by Elecnor Servicios y Proyectos, S.A.U. and Instalaciones Inabensa, S.A., seeking recovery from LTG Infra of EUR 896 thousand allegedly incurred in respect of additional works performed, EUR 16 thousand in late payment penalties for delayed settlement of such additional works, annual interest at a rate of 10.15% on the amount awarded from the date of commencement of the court proceedings until full satisfaction of the judgment, and reimbursement of litigation costs. LTG Infra contests the claim in its entirety. The proceedings remain ongoing.

Information regarding potential compensation for losses incurred as a result of the Gudžiūnai and Jiesia incidents and the related unrecognised receivable is disclosed in Note 5, "Significant Events". As at 30 June 2026, the Company had not recognised a receivable in respect of the potential compensation for these losses, as no final decisions had been made and no sufficient evidence had been obtained by the end of the reporting period to support the recognition of such a receivable. In management's assessment, any potential compensation for these losses constitutes a contingent asset in accordance with IAS 37. Such an asset is not recognised in the financial statements until its receipt becomes virtually certain.

The Company is assessing potential obligations and risks related to the construction contract with the contractor, Rizzani de Eccher S.p.A., which was terminated after the reporting period. The contractor has submitted claims for payment for works performed up to the termination date, materials delivered to the construction site, and temporary construction works.

The Company disputes a significant portion of the contractor's claims. As the parties have not reached agreement regarding the validity of the claims and the amounts that may ultimately be payable, there is a risk of a potential dispute. As of the date of approval of these financial statements, there is insufficient basis to reliably estimate the potential financial impact. Accordingly, no provision has been recognised, and the matter has been disclosed as a contingent liability.

The Company is also assessing the possibility of pursuing claims against the contractor for compensation of potential losses incurred as a result of the contractor's alleged improper performance of the contract. The amount of any potential recoveries and the likelihood of their receipt cannot currently be estimated reliably; therefore, no related contingent asset has been recognised in the financial statements.

22. Investment commitments

On 20 December 2019, LTG Infra signed a contract for the electrification of the Vilnius–Klaipėda railway section with the joint venture partners Elecnor S.A. and Instalaciones Inabensa S.A. Following indexation adjustments carried out in 2022 and 2024, the contract value amounts to EUR 423 million. The main project works are planned to be completed during 2026, with the infrastructure prepared for passenger train operations using electric traction. The remaining works are planned to be completed in 2027.

On 31 March 2022, LTG Infra signed a construction contract with the Italian company Rizzani de Eccher for the construction of the Rail Baltica railway bridge over the Neris River near Jonava. The bridge, 1,510 metres in length, is being constructed approximately 40 metres above the Neris River and its valley. A European standard-gauge railway line will be laid across the bridge. The contractual completion

date is 26 November 2026. In June 2026, LTG Infra initiated the termination of the contract with the Neris bridge contractor, Rizzani de Eccher, due to material breaches of contract, including failure to perform the works in accordance with the agreed schedule and failure to settle payments with subcontractors. A new contractor will be procured to complete the bridge construction works. At the time of termination, the contract value amounted to EUR 86.6 million, while actual expenditures incurred under the contract as at 30 June 2026 totalled EUR 42.0 million.

On 9 December 2022, LTG Infra and its joint venture partners UAB Fegda and UAB Tilsta entered into two construction contracts for embankment works on the Šveicarija–Žeimiai and Žeimiai–Šėta sections of the Rail Baltica project on the Kaunas–Lithuanian/Latvian state border route. As at 30 June 2026, the contract value for the Šveicarija–Žeimiai section amounted to EUR 96.9 million, while the contract value for the Žeimiai–Šėta section amounted to EUR 87.4 million. Construction works on the Šveicarija–Žeimiai section are planned to be completed in the fourth quarter of 2026, while works on the Žeimiai–Šėta section are planned to be completed in the third quarter of 2026.

On 8 October 2024, LTG Infra and the joint venture partners EUROVIA CZ a.s. and AB Eurovia Lietuva signed a construction contract for Phase I of the Rail Baltica railway line project on the Kaunas–Panevėžys–Lithuanian/Latvian section. The contract covers the construction of a new double-track railway embankment, engineering structures and local roads on the Šėta–Ramygala section (km 48.8–65.9; total length 17.1 km). The contract value is EUR 98 million. The contractor is required to complete the works in the second quarter of 2027.

On 4 July 2025, LTG Infra signed a construction contract with AB HISK, under which the contractor will construct the embankment and related structures on the Rail Baltica section between Šėta and Ramygala (12.1 km). The contract value is EUR 83 million. According to the contract schedule, the works are expected to be completed in the fourth quarter of 2027.

On 1 August 2025, LTG Infra signed a construction contract with AB HISK, under which the contractor will construct the embankment and related structures on the Rail Baltica section between Kaunas and Šveicarija (km 0.5–9.0; length 8.5 km). The contract value is EUR 98 million. The completion deadline is the second quarter of 2028.

On 4 August 2025, LTG Infra signed a construction contract with the joint venture partners UAB Fegda and UAB Tilsta, under which the contractors will construct the embankment and related structures on the Rail Baltica section between Kaunas and Šveicarija (km 9.0–19.4; length 10.4 km). The contract value is EUR 123 million. The completion deadline is the second quarter of 2028.

On 15 October 2025, LTG Infra signed a construction contract with AB HISK, under which the contractor will construct the embankment and related structures on the Rail Baltica section between Berčiūnai and Joniškėlis (12.3 km). The contract value is EUR 105 million. The implementation period is 650 days from the commencement of works, preliminarily estimated to end in the first quarter of 2028. Due to delays in design activities, construction works have not yet commenced.

On 16 October 2025, LTG Infra signed a construction contract with AB Kauno tiltai, under which the contractor will construct the embankment and related structures on the Rail Baltica section between Ramygala and Berčiūnai (24.4 km). The contract value is EUR 206 million. The implementation period is 850 days from the commencement of works, preliminarily estimated to end in the first quarter of 2029. Due to delays in design activities, construction works have not yet commenced.

The largest contracts signed in the first half of 2026 were as follows:

- On 4 February 2026, two construction contracts were signed for the implementation of the “Construction of a Military/Civilian Loading Facility in Palemonas” project: one with UAB Gervalda for the construction of the facility (contract value: EUR 17.8 million) and another with UAB Kauno keliai for road construction works (contract value: EUR 13.8 million). The contracts are scheduled for completion in the second quarter of 2027.
- On 10 February 2026, a design and construction contract was signed for the project “Design and Construction of Railway Infrastructure for the Rūdninkai Training Area” with the joint venture partners AB Kauno tiltai and UAB Geležinkelio tiesimo centras. The contract value is EUR 25 million and the completion deadline is the fourth quarter of 2028.
- On 18 June 2026, a contract was signed for the modernisation of signalling and related systems on the existing Rail Baltica 1,435 mm gauge section between Kaunas and the Polish border (RB1) with the joint venture partners AŽD Praha s.r.o. (Czech Republic) and UAB Fima (Lithuania). The contract value is EUR 112.4 million and the contract duration is 30 months.

23. Events after the reporting period

On 22 July 2026, the Company’s sole shareholder adopted a decision to cover the Company’s accumulated losses by making a cash contribution of EUR 28,545 thousand. The contribution was received on 23 July 2026.

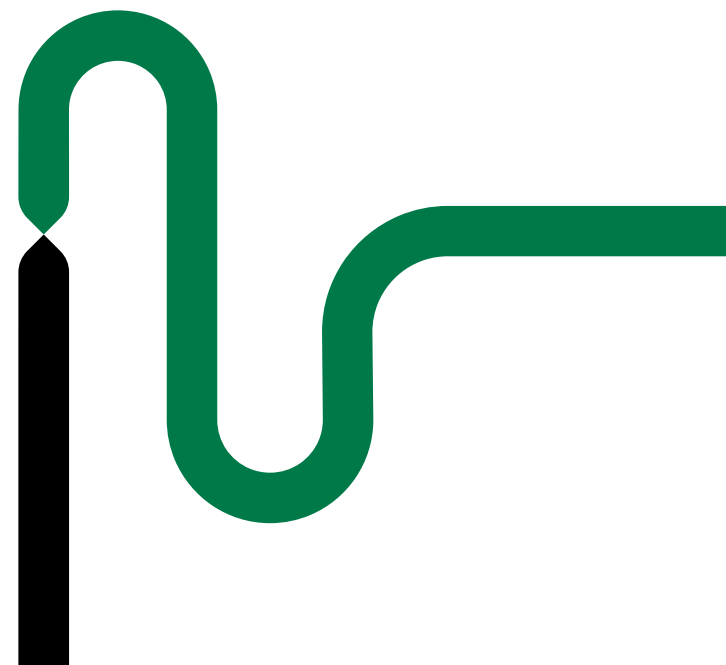
After 30 June 2026, investigations related to the Gudžiūnai and Jiesia incidents, as well as the Company’s communication with insurance companies and other interested parties, have continued. As of the date of approval of these financial statements, no decisions have been made that would provide a basis for the recognition of additional amounts in the Company’s financial statements.

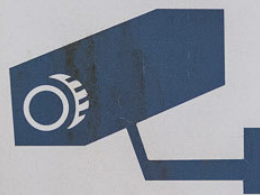
On 1 July 2026, AB LTG Infra terminated the construction contract for the Rail Baltica railway line section Kaunas–Panevėžys–Lithuanian/Latvian state border, concerning the construction of the new bridge over the River Neris, with the contractor Rizzani de Eccher S.p.A. Following the termination of the contract, the Company submitted demands to the issuing bank for payment under the contractor’s performance bond and advance payment guarantee. Under the performance guarantee provided to secure the Contractor’s fulfilment of its contractual obligations and to compensate the Company for any potential losses, the Company submitted a claim and received a guarantee payment of EUR 6,396 thousand on 3 July 2026. Under the advance payment guarantee, which was provided to secure the repayment of the advance payment made under the contract that had not been recovered through contract execution by the date of termination, the Company submitted a demand and received the payment of EUR 5,117 thousand on 23 July 2026.

The amounts received and claimed under the guarantees do not eliminate the potential obligations and risks associated with the contractor’s claims, nor do they limit the Company’s right to pursue additional claims against the contractor for compensation of potential losses incurred as a result of the contractor’s alleged improper performance of the contract.

After 30 June 2026, the Company received several claims related to the Rail Baltica project from the contractors Tilsta UAB, HISK AB and Rizzani de Eccher. As at the date of approval of the financial statements, the Company is assessing the claims received and their potential impact and is therefore currently unable to reliably estimate the ultimate financial consequences of these legal proceedings.

There were no other significant events between the end of the reporting period for the first half of 2026 up to the date of issuance of these financial statements.





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