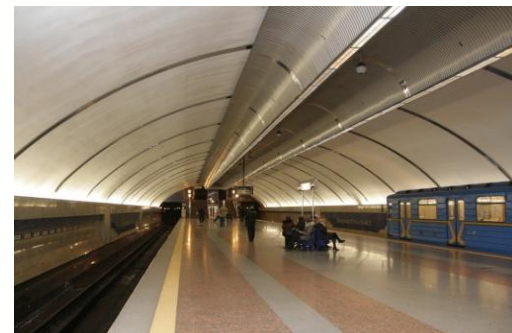




KYIV INVESTMENT FORUM
Creating the future together

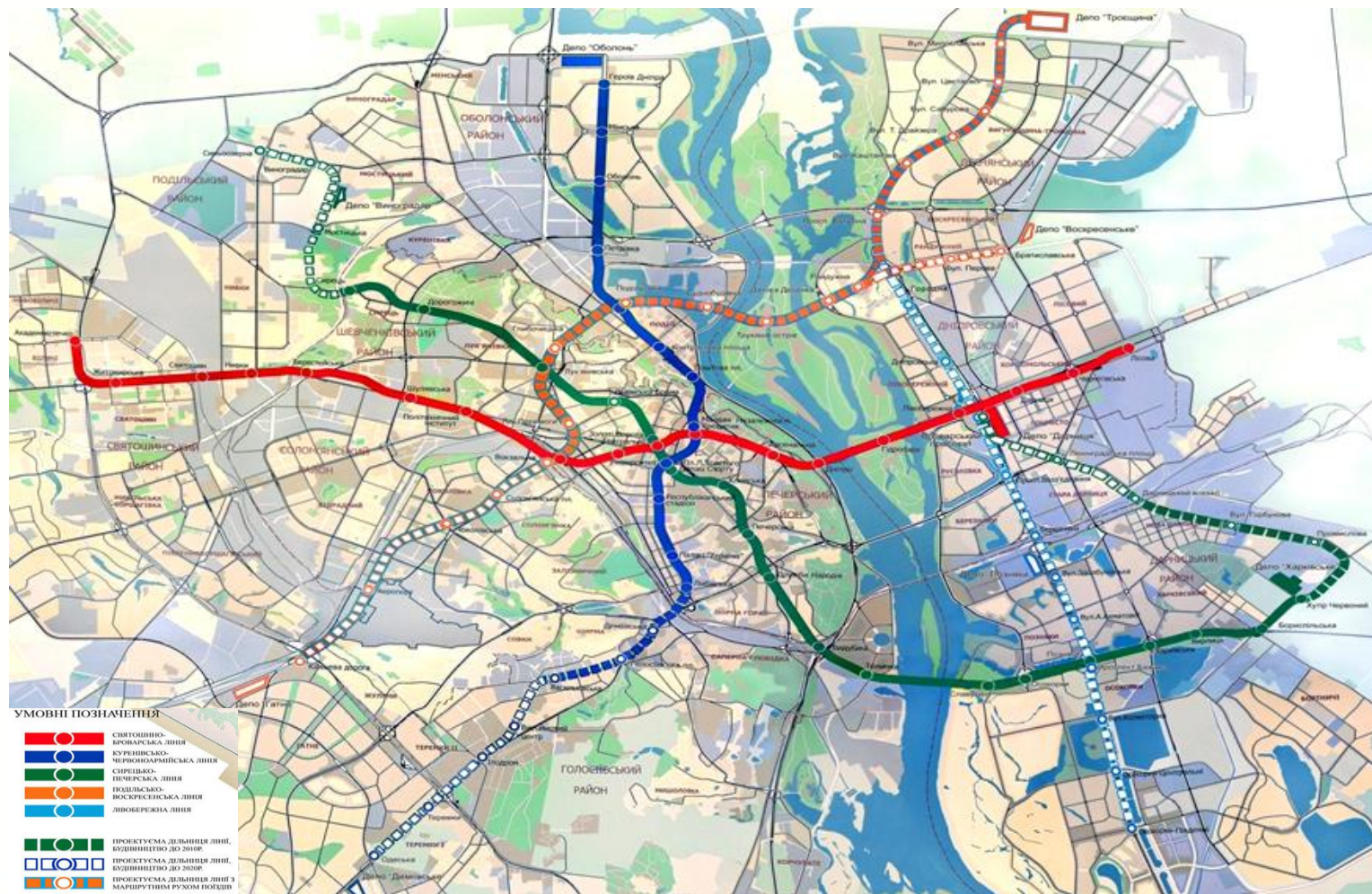
Project on construction of the fourth underground line



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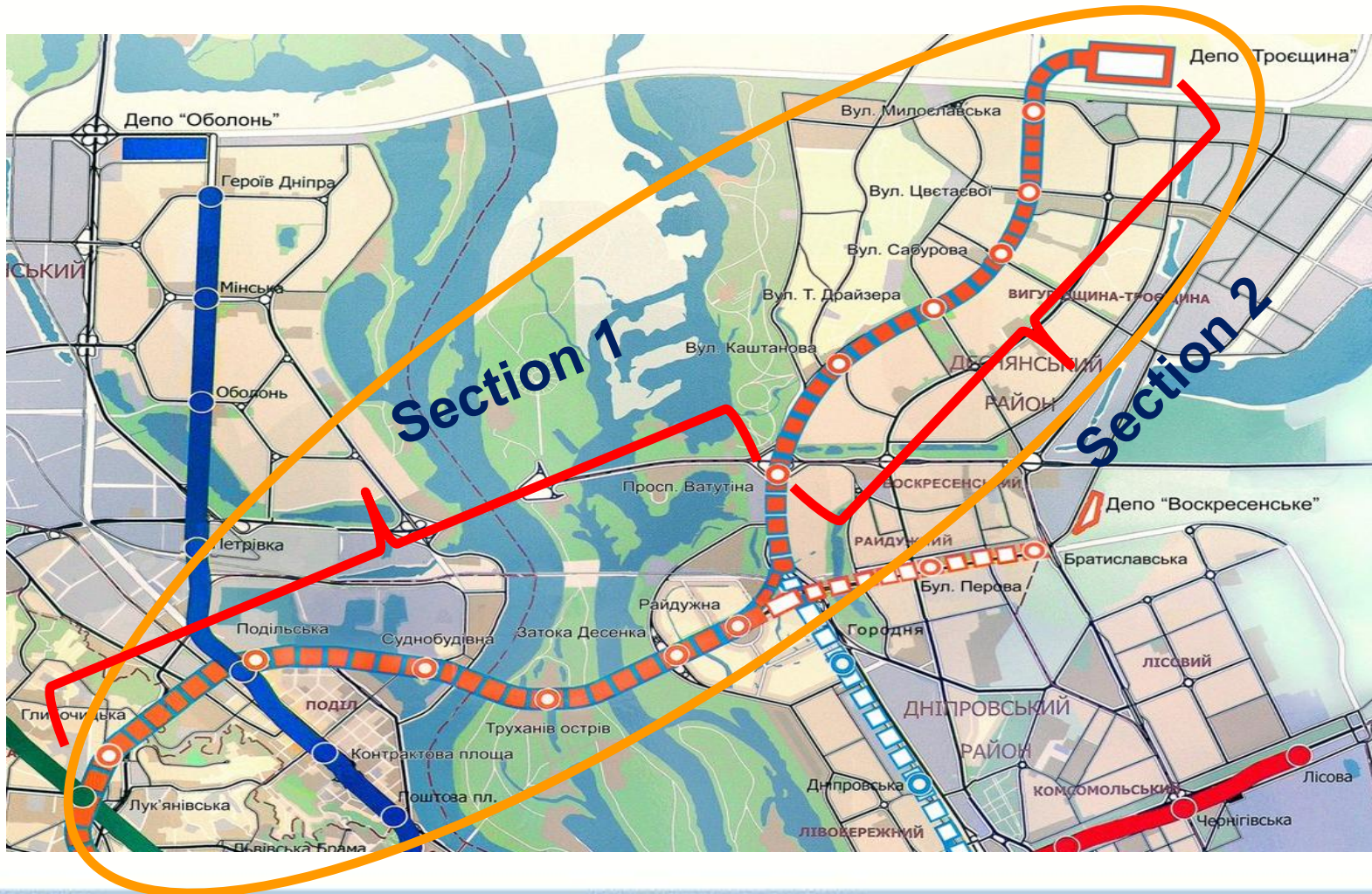


MAP OF THE KYIV METRO SYSTEM





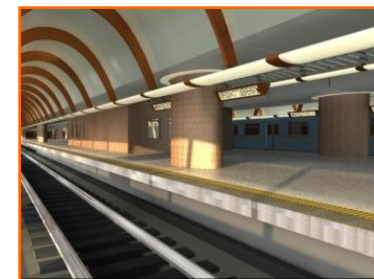
4th LINE OF THE KYIV METRO SYSTEM





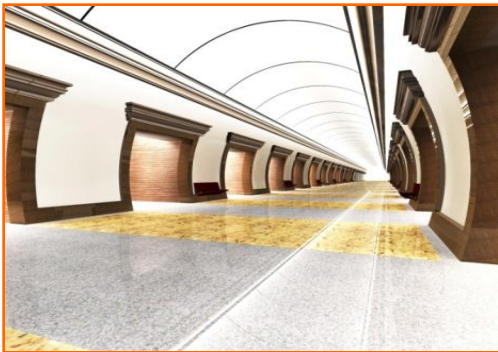
4th LINE OF THE KYIV METRO SYSTEM TECHNICAL AND ECONOMIC PARAMETERS

- Estimated cost of construction – UAH 11,212.5 mln
- Total track length – 18.3 km
- Operational track length - 12 km
- Number of stations – 12, including 2 connection stations
- Electric train depot
- Carrying capacity – 40,800 passengers per hour
- Throughput capacity – 40 train-pairs per hour
- Number of railcars per train – 6
- Jobs to be created – 2,500
- Estimated construction period – 2012-2017





4th LINE OF THE KYIV METRO SYSTEM SCHEMATIC DESIGN OF 4 STATIONS



“Glibochitska” metro station (deep level)



“Raiduzhna” metro station (shallow)



“Sudnobudivna” metro station (elevated)



“Trukhaniv Ostriv” metro station (elevated)



4th LINE OF THE KYIV METRO SYSTEM **SOCIAL AND ECONOMIC IMPACT**

- The resolution of problems associated with and the improvement of public transportation services for 500,000 residents of Kyiv's Left Bank districts (Desnyanskiy and Dniprovskiy), including the following residential areas: Voskresenka, Raiduzhny, Vygurivshchyna-Troieshchyna and the future residential development Rysanivsky Sady;
- Reducing traffic congestion in city streets and improving environmental conditions in Kyiv;
- The introduction of new comfortable underground metro cars and other highly innovative modern equipment, particularly in terms of energy conservation;
- The creation of approximately 2,500 jobs.



ROLE OF PARTICIPANTS IN INTERMEDIATE SECONDARY SUBSTATION (ISS) PROJECT

City of Kyiv

Private partner
(Investor)

Land

Assets

Tariffs

Controls

Financing

Construction

Purchase of
equipment

Operational
management



PROJECT IMPLEMENTATION SCHEDULE

Phase I
Dec 2011

- Taking decision on whether to attract consultant(s) to carry out the complex preparatory work (**done**)

Phase II
Apr 2012

- Determining the Contractor for the preparatory work (procedure for tender-based procurement)

Phase III
Mar 2013

- Implementation of the preparatory work
- Kyiv City Council decision on approval of list of facilities for which to attract investment

Phase IV
Jun 2013

- Holding the tender competition to identify the private partner

Phase V
Aug
2013

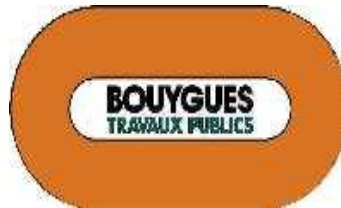
- Finalizing the Intermediate Secondary Substation (ISS) agreement
- Project launch



INSTITUTIONS THAT ARE INTERESTED IN THIS PROJECT



Japan



France



Russian Federation



Ukraine



Canada



Russian Federation



Ukraine

DUFF & PHELPS

USA



VTG

Vision
Transportation
Group

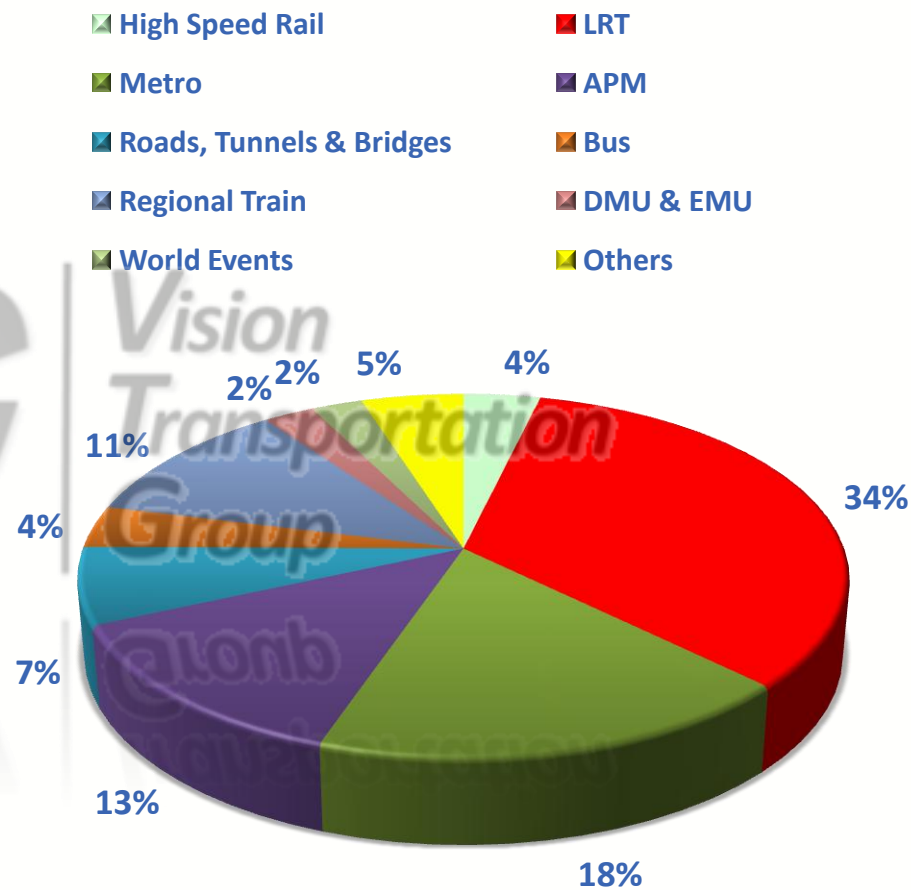
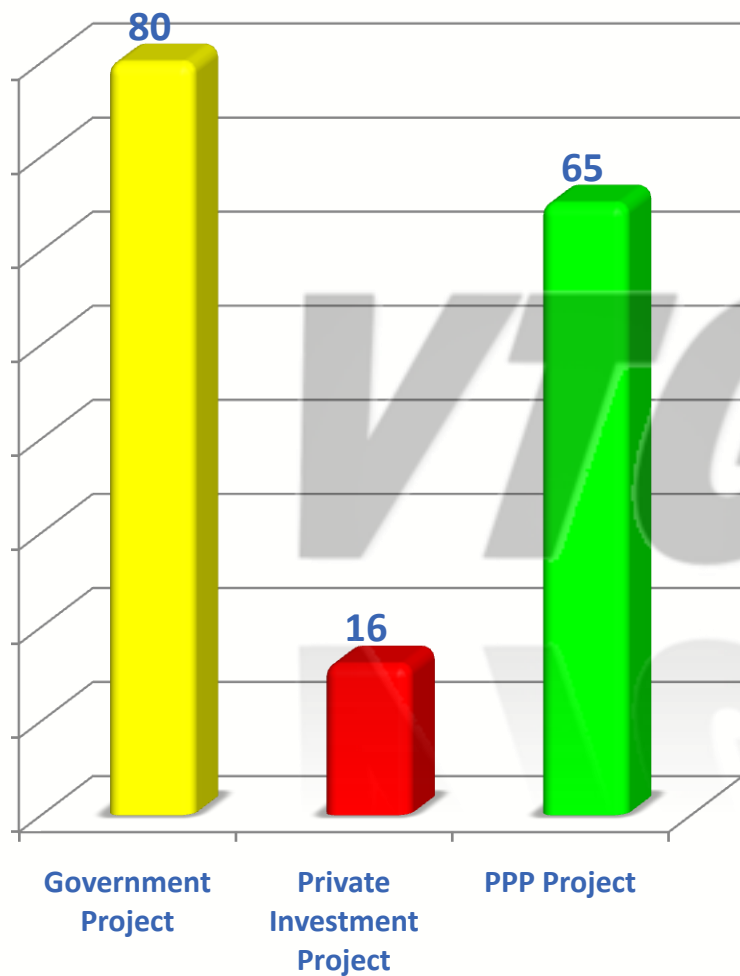




Vision Transportation Group (VTG) is a **Master Developer of Infrastructure Projects** throughout the world. We specialize in the development and implementation of major transportation projects under models of public-private partnership (PPP).

Since 1992 we have provided the full range of our one stop shop capabilities to the international infrastructure markets. In our core role as Project Master Developers or in consultancies or advisory assignments we take pride in providing our partners and clients with the highest standards of professional services on time all the time.

Our “no nonsense independent” fast track approach, knowledge, and capabilities of our skilled staff have been applied to **more than 160 projects in over 40 countries**. Our creative financial architecture capabilities have resulted in the financial close of more than **US\$30 billion Public Private Partnership (PPP)** infrastructure projects.





For Kiev residents

- Travel time savings
- Enhanced quality of life
- Less congestion
- Reduced pollution and health issues

For Government

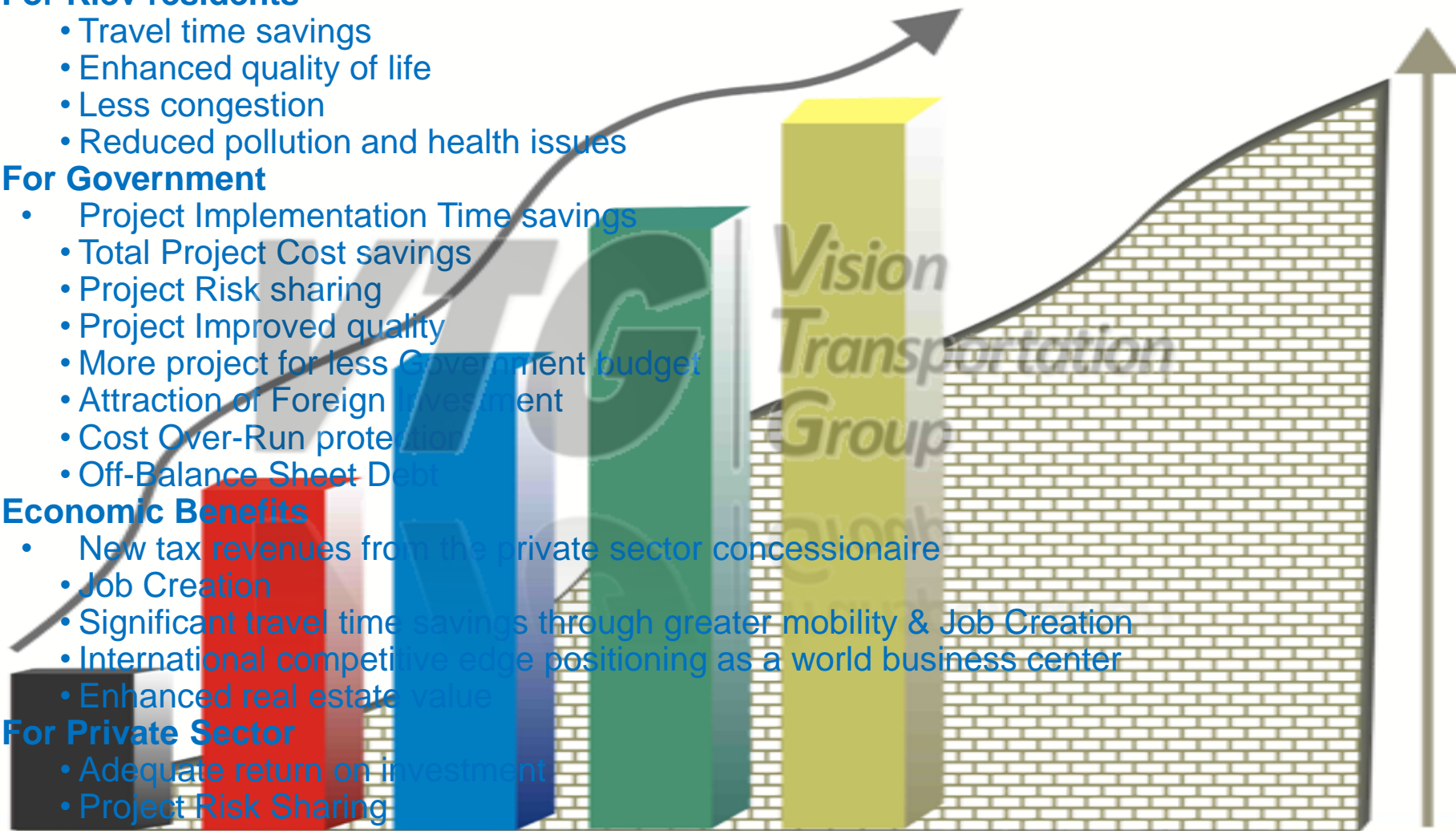
- Project Implementation Time savings
- Total Project Cost savings
- Project Risk sharing
- Project Improved quality
- More project for less Government budget
- Attraction of Foreign Investment
- Cost Over-Run protection
- Off-Balance Sheet Debt

Economic Benefits

- New tax revenues from the private sector concessionaire
- Job Creation
- Significant travel time savings through greater mobility & Job Creation
- International competitive edge positioning as a world business center
- Enhanced real estate value

For Private Sector

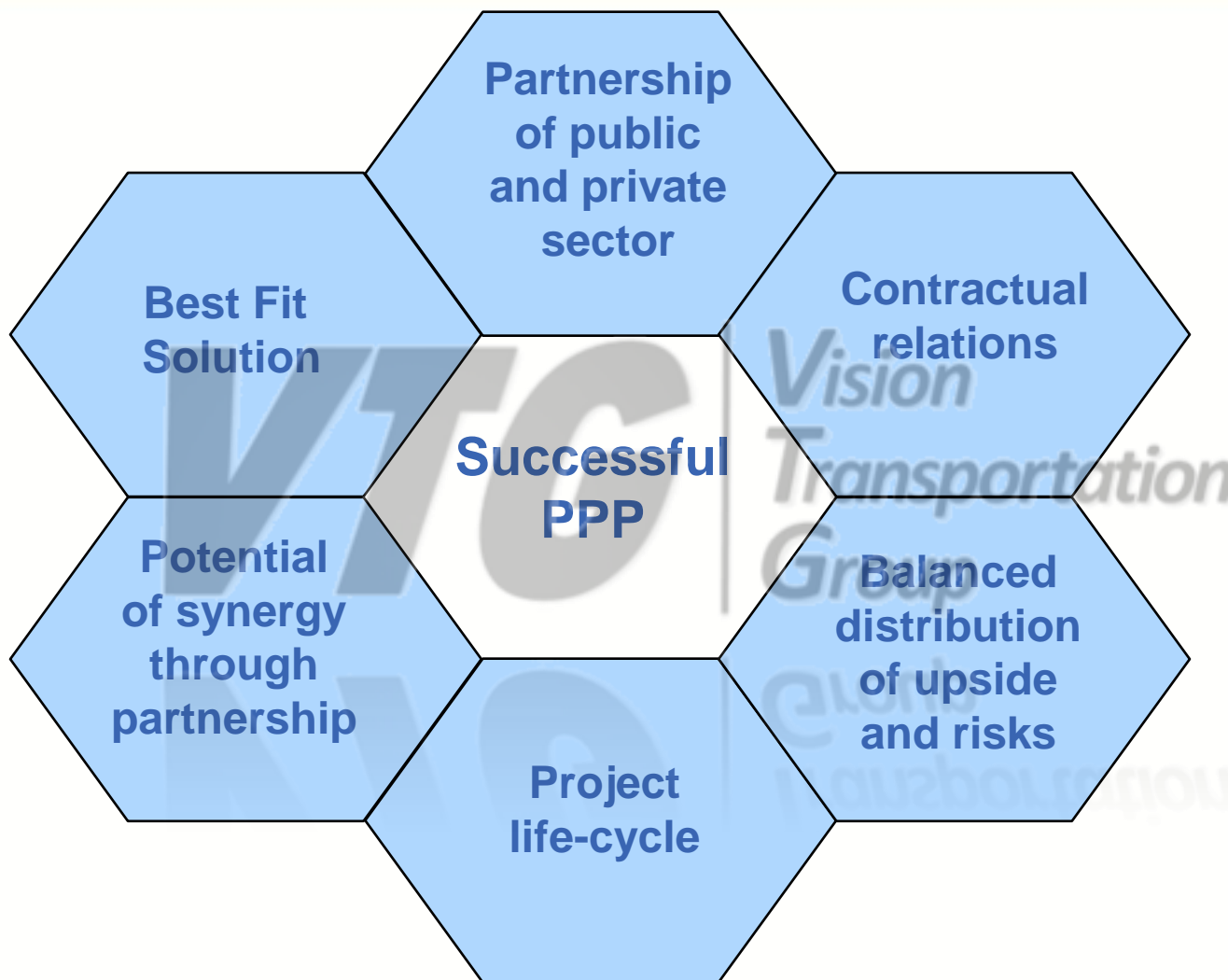
- Adequate return on investment
- Project Risk Sharing





From proven cases related to other VTG Transportation infrastructure projects implemented under (PPP) framework, the following represent indicative return values for a typical **US\$ 1 billion project** (Typically 4 years development and construction + 30 years of Operation):

Benefits	Value
Direct & Indirect Job Creation during project construction	60,283 job/years
Direct Taxes collected by Government from the Project SPC	US\$1,271 million
Economic Benefit from the project	US\$4,268 billion
Discounted Economic Benefits (@10% NPV)	US\$ 700 million
SPC Internal Rate of Return (IRR)	>10%





Contact info for investors:

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