



中国南车股份有限公司
CHINA SOUTH LOCOMOTIVE & ROLLING STOCK CORPORATION LIMITED

2008 Annual Results Announcement



May 2009

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2008 Operating Results



Fast-growing Domestic Business



- CSR has delivered 8-axle 9,600 KW high power locomotives, which undertakes 70% of the coal transportation for Daqing railway.



- "Harmony" 200-250 km/h MUs with independent proprietary technology and MUs with more trains (16 trains sets) have been put into operation.



- 300km/h MUs, which are independently developed, have rolled off production line, and operated along Beijing -Tianjin High Speed Railway.



- 6-axle 9,600 KW high power locomotives have successfully rolled off the production line.



- New C80 freight wagons have been all delivered to railway freight transportation.



- Received a large number of orders for new 25G passenger carriages.



- Zhuzhou has received numbers of orders for electric buses.



- Benefiting from the wind power industry development in recent years, CSR's wind power related equipment business enjoys high growth rate.



- Our first Type A aluminum-alloy structured subway in China with independent proprietary technology has successfully rolled off the production line.



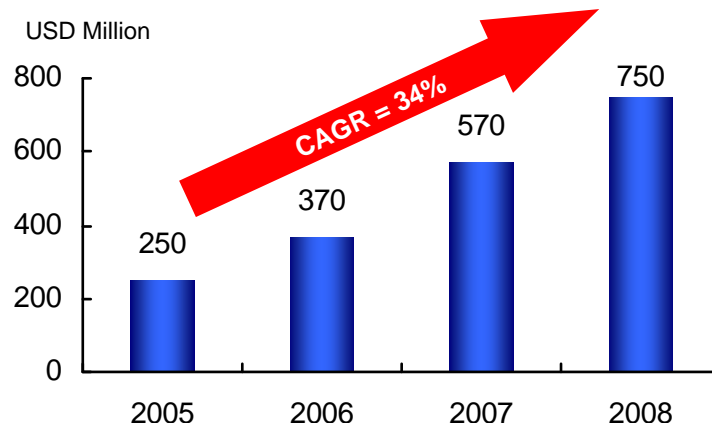
- "Harmony 5" high power diesel locomotives have successfully rolled off the production line.

Enhanced Ability to Expand Oversea Market

Strong progress in overseas market expansion

- **Export to:** As of today, our products have been exported to more than 30 countries and regions.
- **Product mix:** Started from a manufacturer solely involved in parts & components manufacturing, now CSR has become an integrated manufacturer with complete units business up to 50% of the total.
- **Technology:** Advances in technology of export products, such as AC locomotives, rapid transit vehicles, and heavy axle load freight wagons.

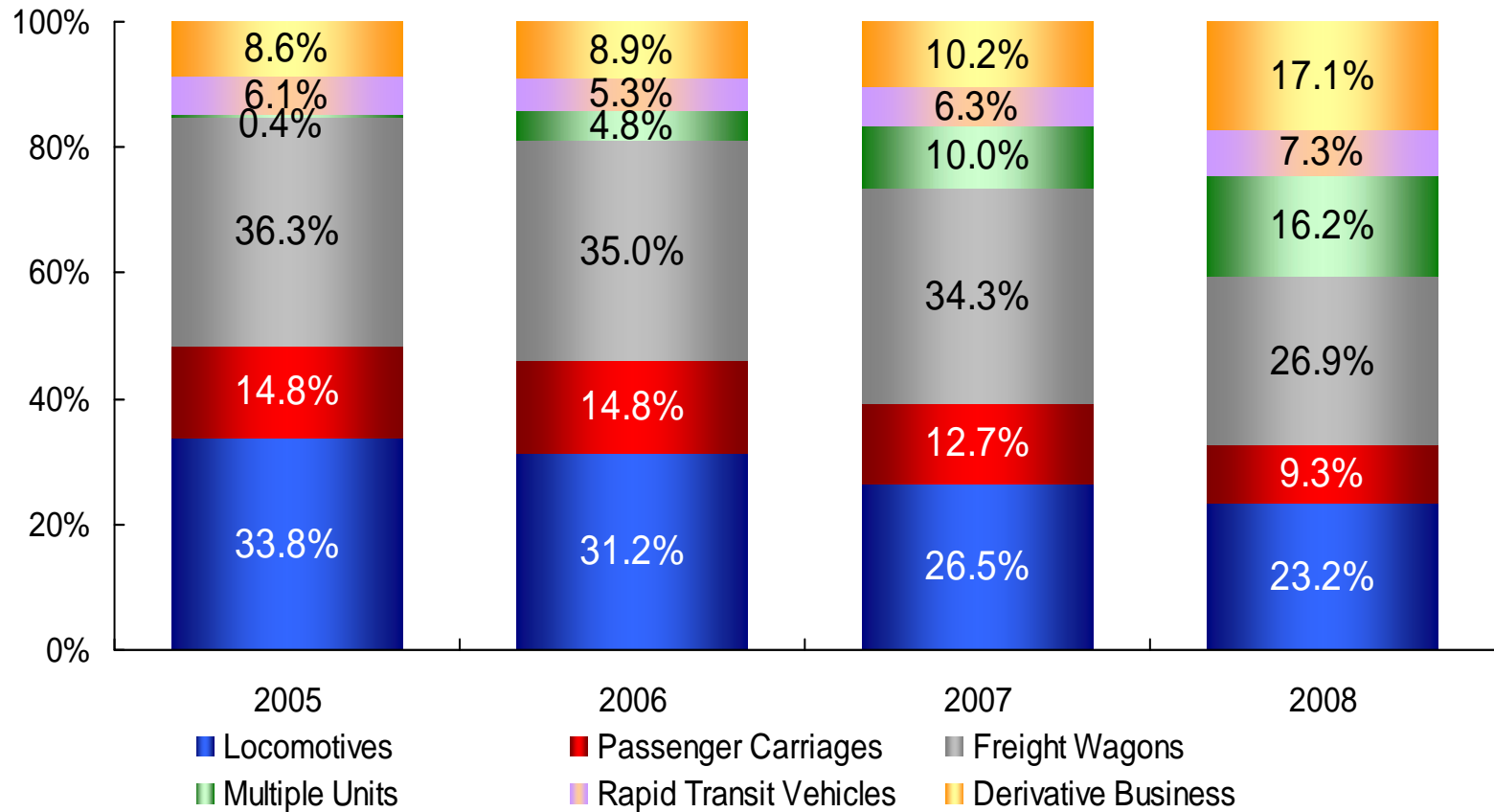
Overseas New Contract Value



Achievements in overseas market

Loco-motives	Electric	➤ Export 42 DC locomotives to Iran; 22 AC locomotives to Kazakhstan; 15 AC locomotives to Uzbekistan.
	Diesel	➤ Export 38 and 15 Diesel locomotives to Turkmenistan and Kazakhstan respectively.
Freight Wagons		➤ Export 976 open top wagons to Australia, 200 hopper wagons to Venezuela; 190 ore wagons to Australia.
MUs		➤ Export 8 diesel locomotives to Malaysia and 12 electric locomotives to Georgia
RTV		➤ Export 18 rapid transit vehicles(108 trains) to Bombay, India
Components & Parts		➤ Export GDS components to US, and components and parts of locomotives to the European countries.

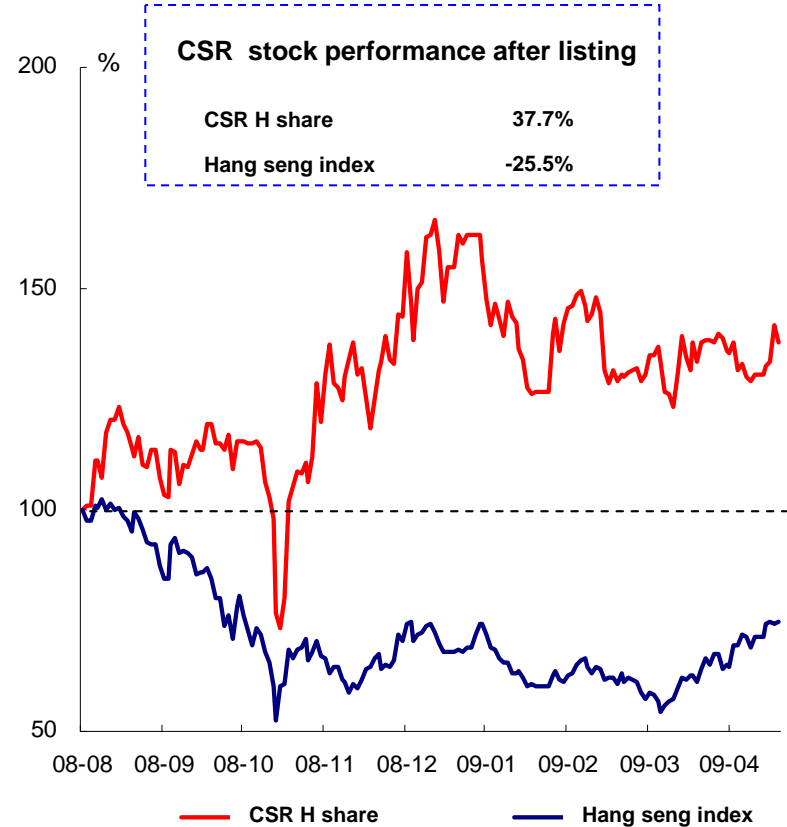
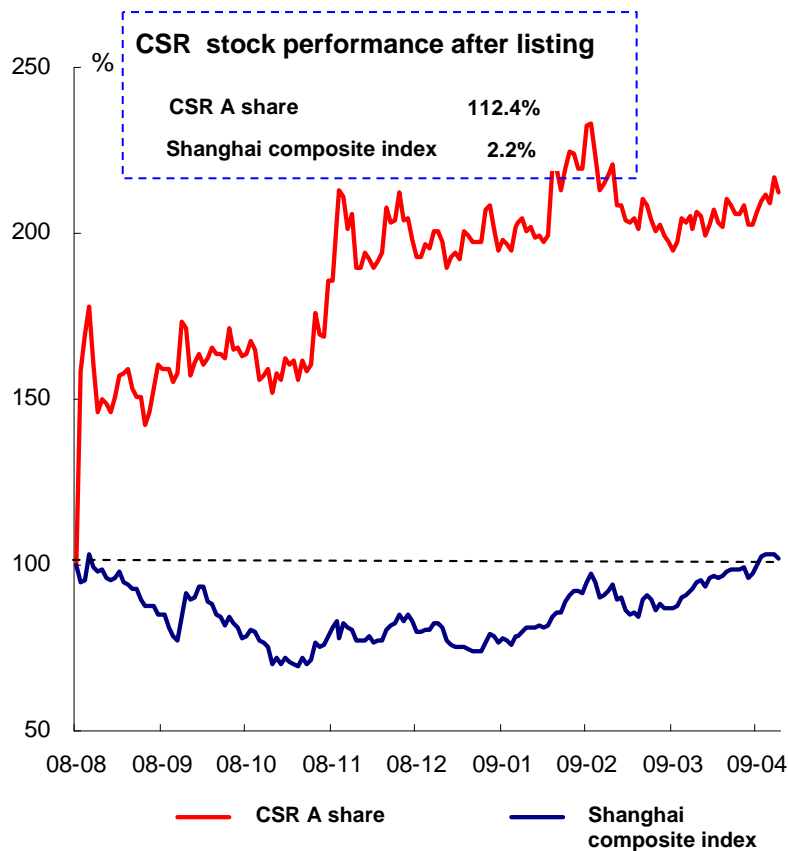
More Balanced Business Mix



- The overall proportion made up of MU, RTV, and derivative business with proprietary technology is rising, with revenue more evenly distributed among various business segments and the structure better optimized
- CSR's sales revenue from MOR in 2006, 2007, and 2008 was RMB 13.43bn, RMB 16.53bn, and RMB 18.46bn respectively, accounted for 58.3%, 61.7%, and 52.6% of total revenue respectively.

Solid Performance in Volatile Markets

Despite volatility in global stock markets, CSR's stock performance remains solid after listing.



Source: Bloomberg, as of Apr.17 2009

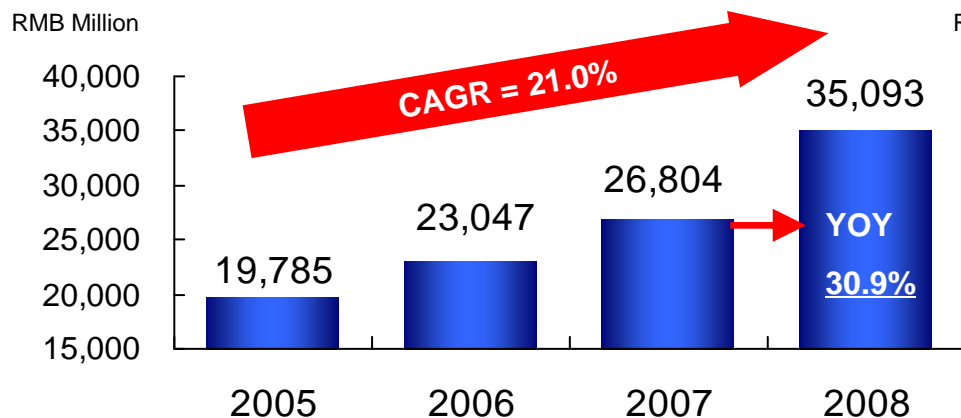


2008 Financial Highlights

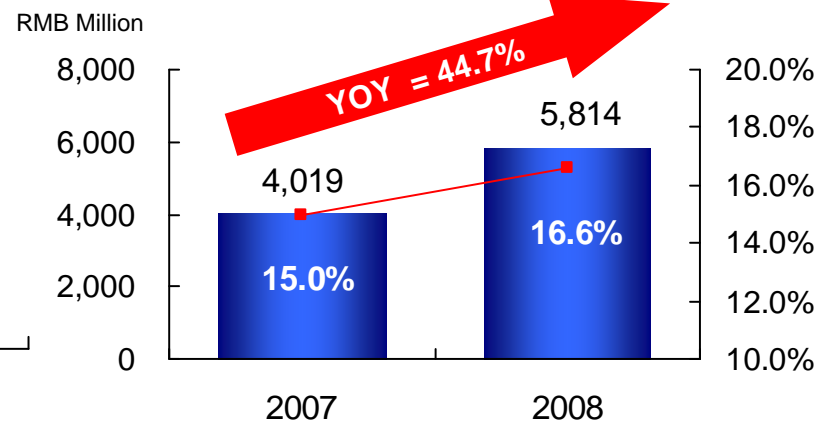


Outstanding Operating Performance: Margins Hike

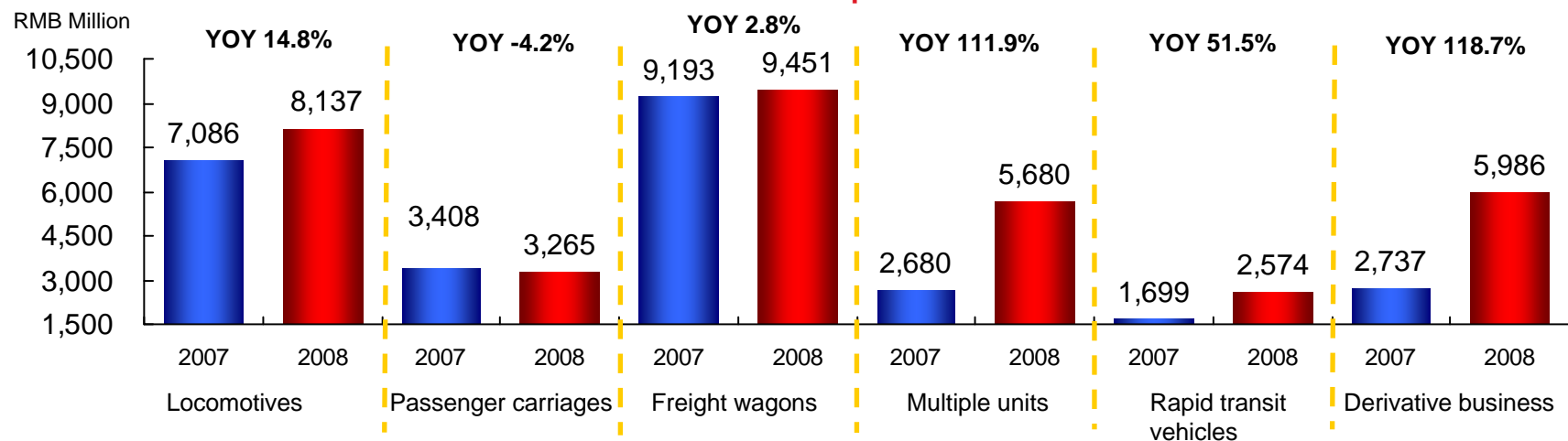
Revenue



GP & GP%

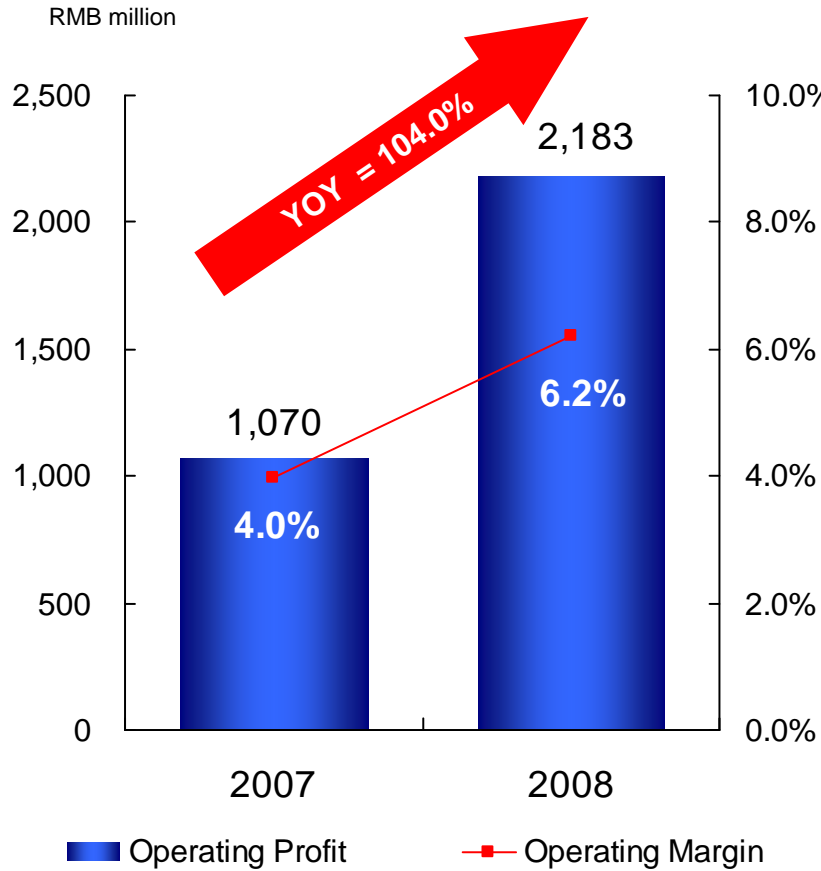


Although passenger carriages has been slightly affected by the substitutes, all other businesses have achieved remarkable performance.

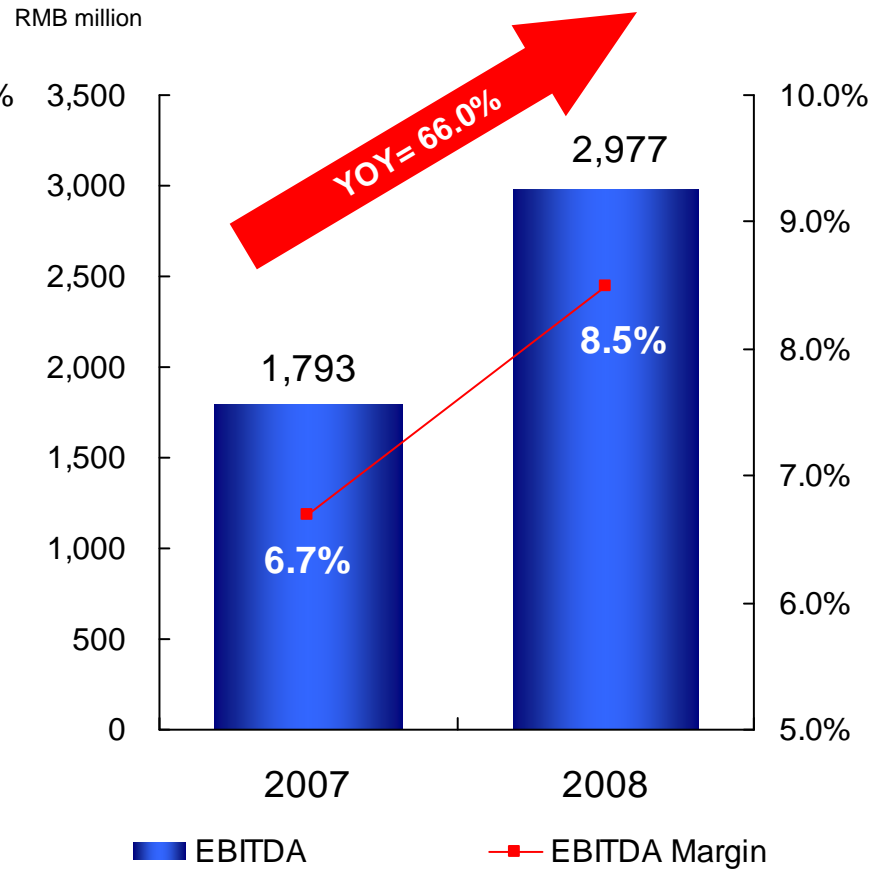


Profitability Continues To Grow

Operating profit / EBIT

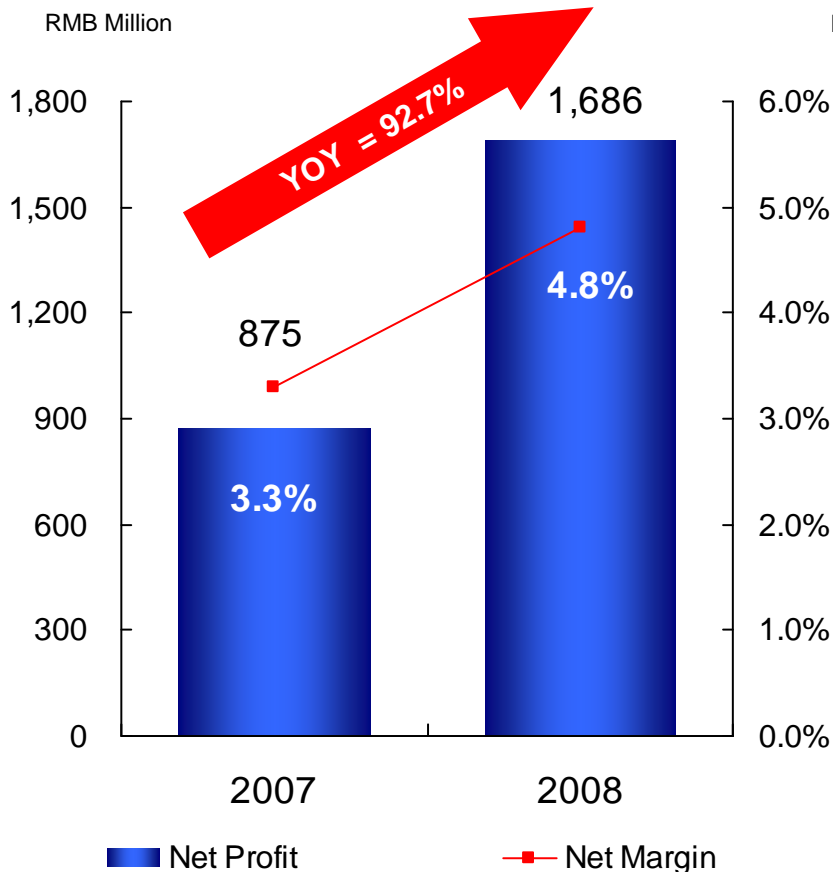


EBITDA

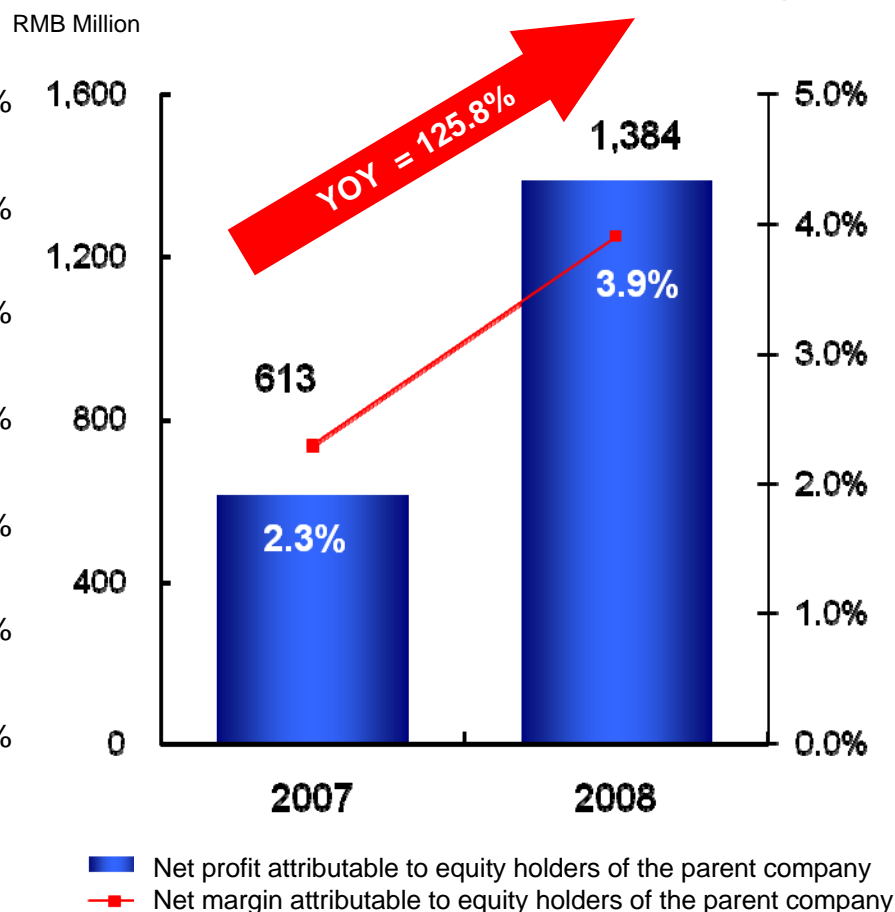


Net Profit Achieves Blowout-growth, Surpassing the Estimates

Net Profit

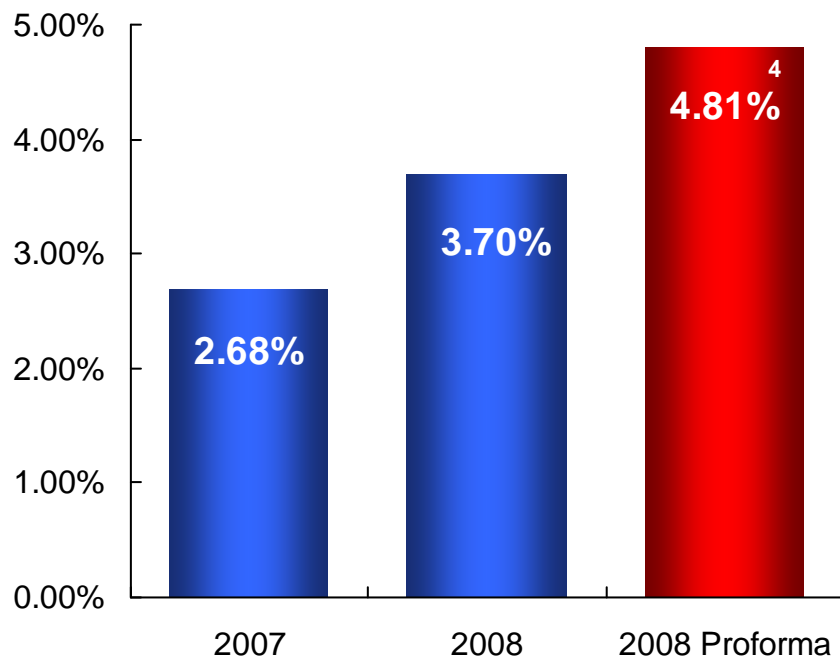


Net Profit attributable to equity holders of the Parent Company

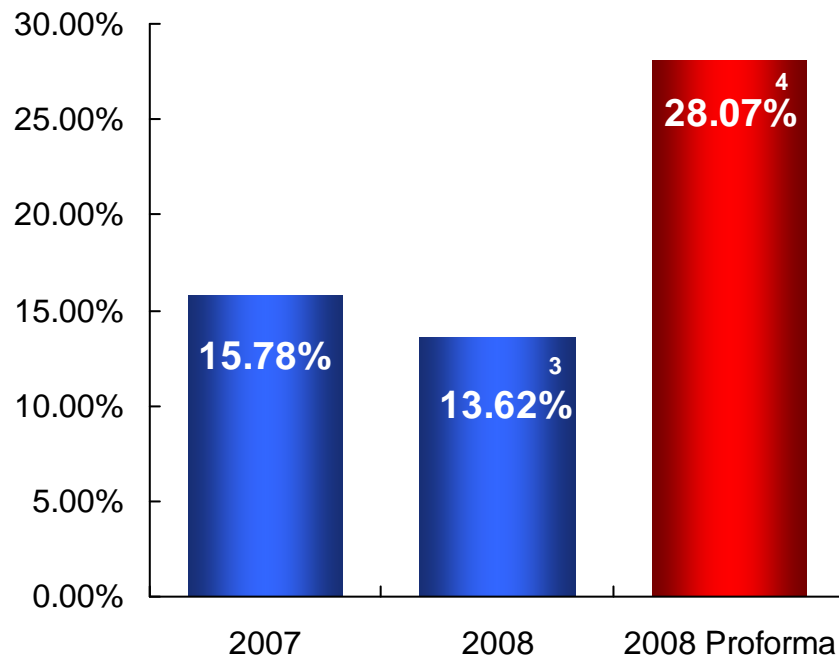


Significant Improvement in ROA & ROE

Return on Asset¹



Return on Equity²



Note 1: ROA = net profit/total ending assets

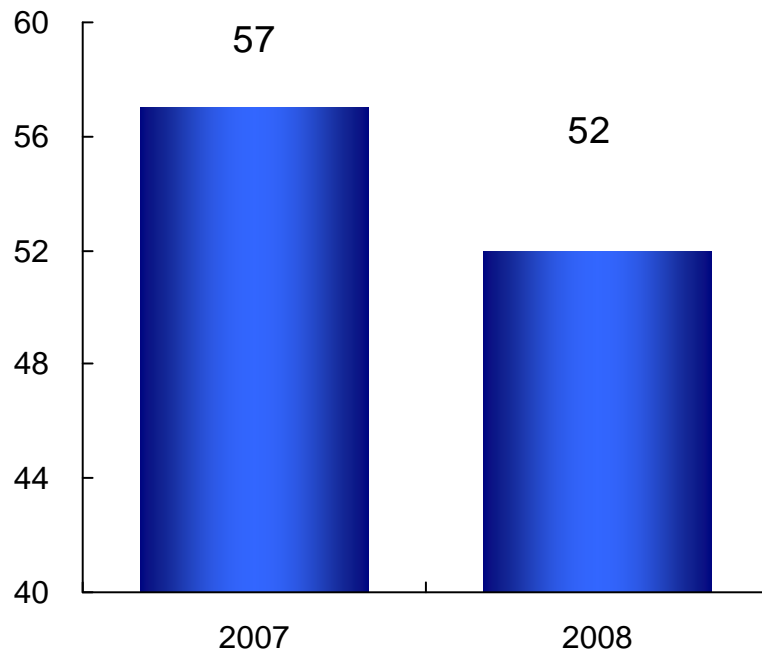
Note 2: ROE = Net profit attributable to shareholders of the parent company / (beginning equity attributable to shareholders of the parent company + ending equity attributable to shareholders of the parent company) x 2

Note 3: Compared to 2007, ROE decreased a bit YOY mainly because CSR launched A+H IPO, resulting in the one-off equity increase of more than RMB 10 bn.

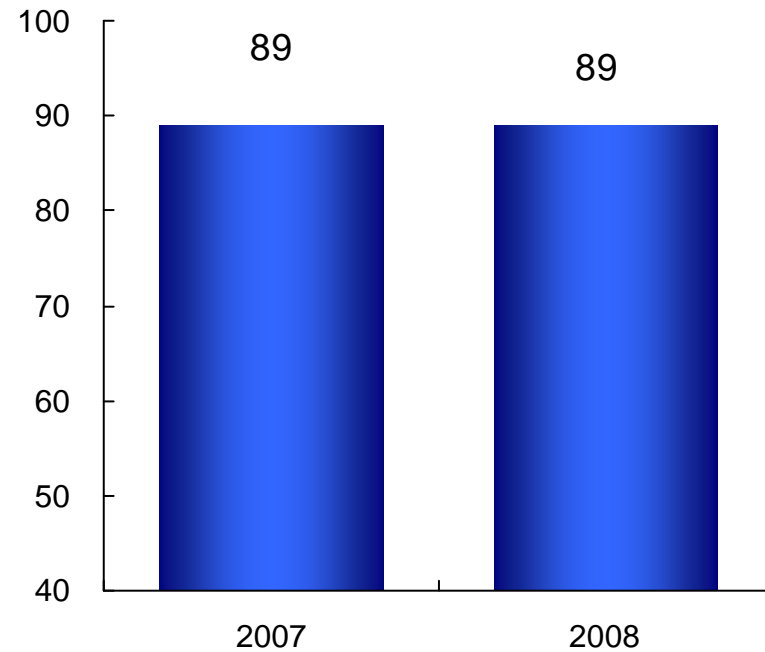
Note 4: As for the 2008 proforma, the numerators for calculating ROA and NROA remain unchanged. The actual raised capital from H and A share IPO totalling to HKD 4.647 bn and RMB 6.379 bn respectively shall be deducted from the denominators.

Turnover Steadily Increases with High Operating Efficiency

Accounts Receivable turnover days¹



Inventory turnover days²

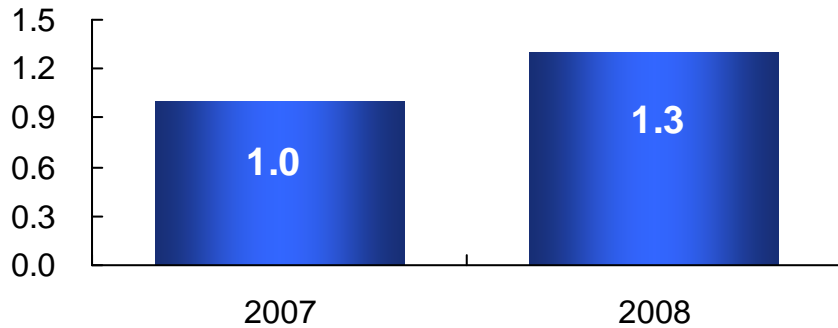


Note 1: Accounts Receivable turnover days= ((Accounts Receivable at Beginning of period + Accounts Receivable at End of period) / 2) / Revenue *365

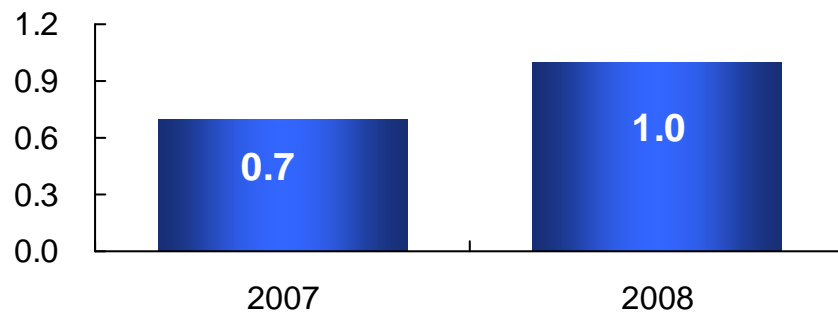
Note 2: Inventory turnover days=((Inventory at Beginning of period + Inventory at End of period) / 2) / COGS *365

Healthy Financial Condition & Optimized Leverage

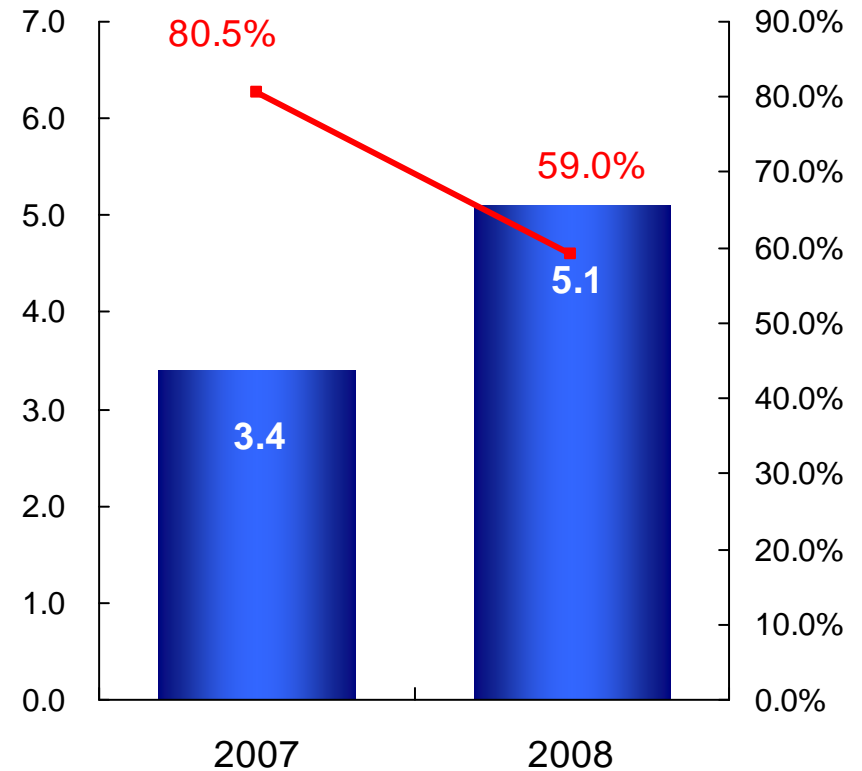
Current Ratio



Quick Ratio



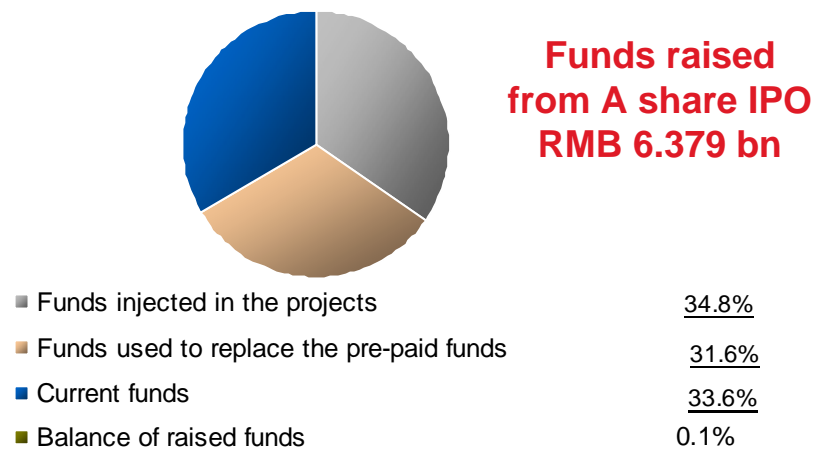
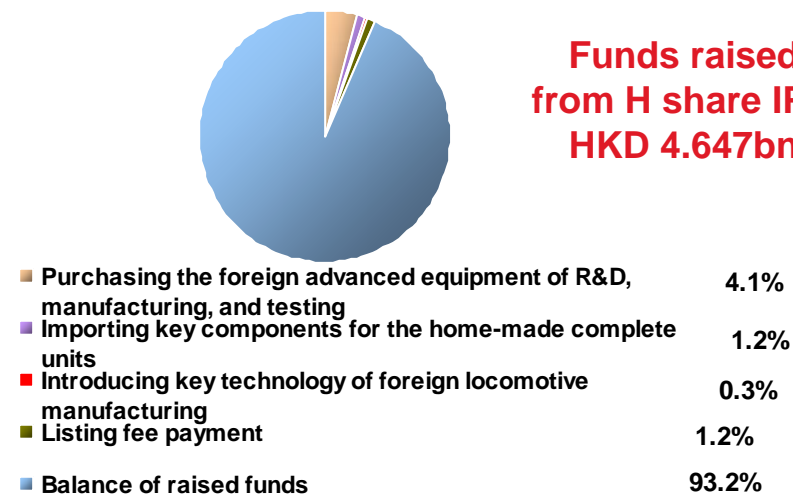
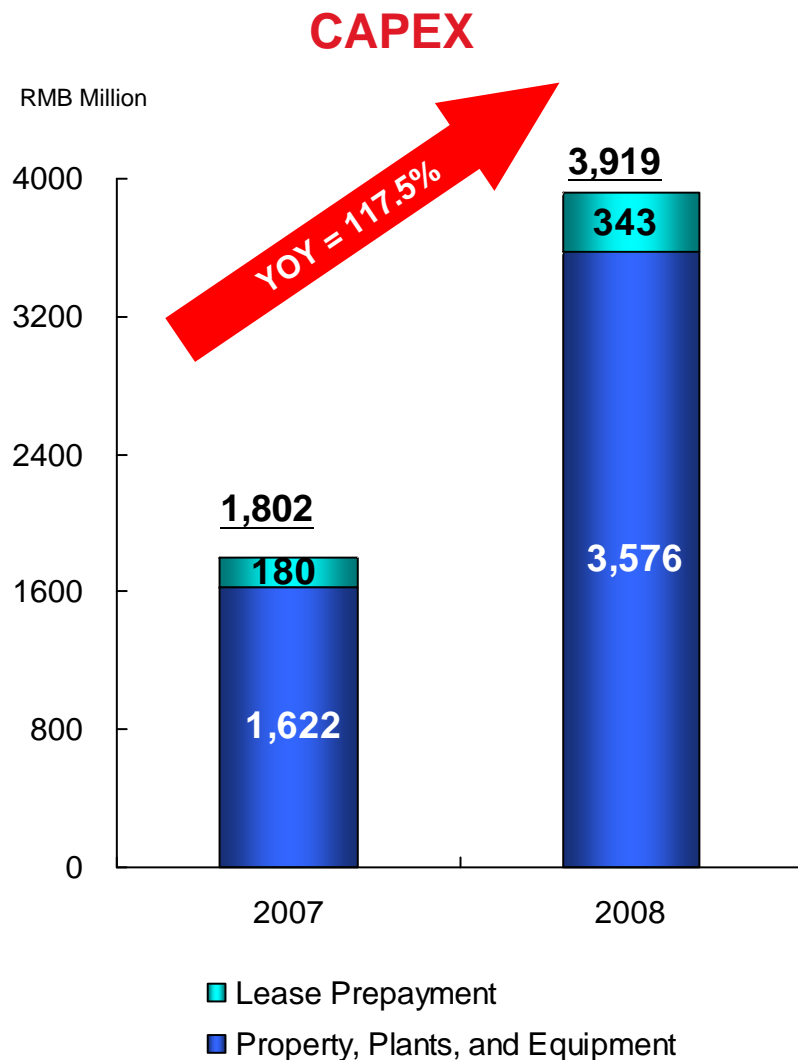
Asset-liability Ratio Interest Coverage



Interest Coverage

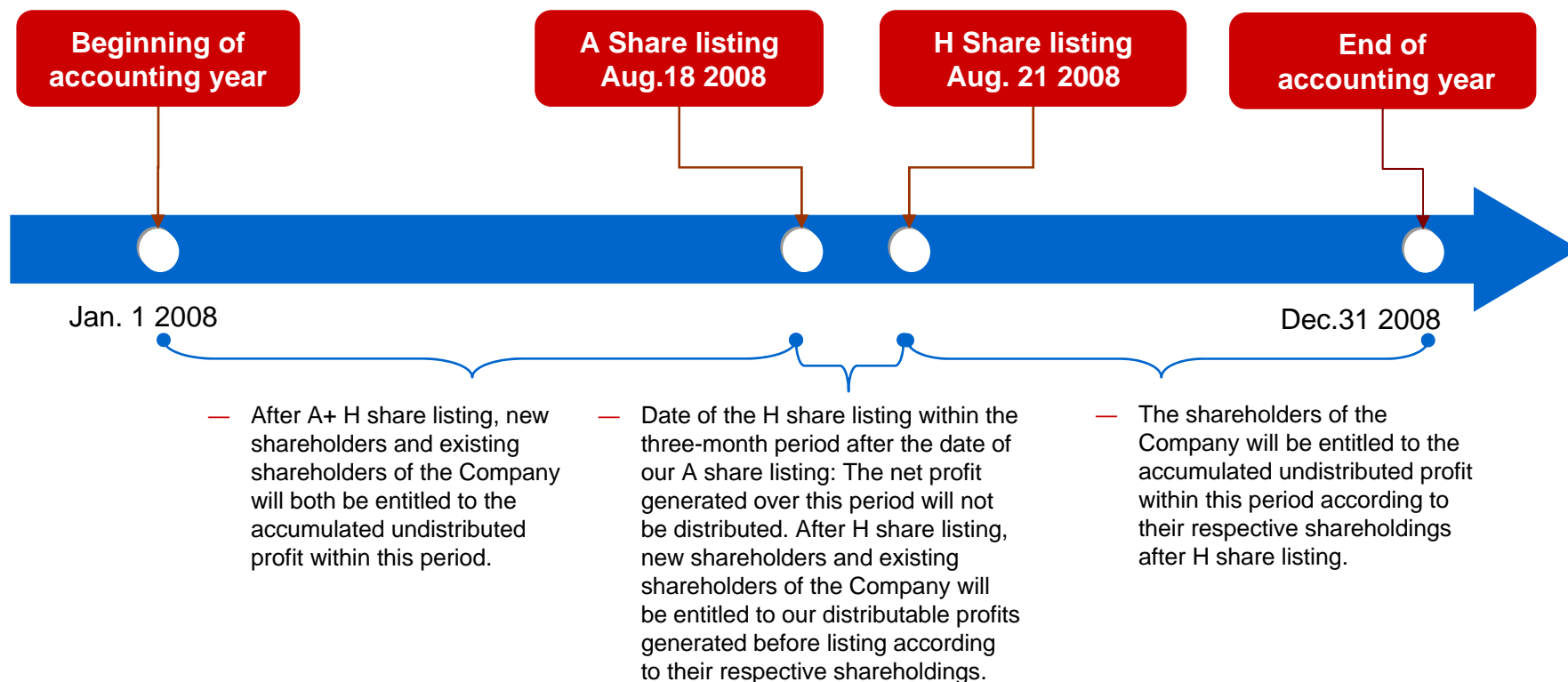
Asset-liability Ratio

CAPEX Raises Significantly Projects Running Smoothly



Note 1: The Company has repaid RMB 630 mn on Mar. 17 2009 by its own funds, i.e. 9.9% of total raised funds from A share listing.

Dividend



CSR's board of directors proposed that the distribution shall be 30.41% of distributable profits (higher than minimum 25% commitment in Prospectus), i.e. RMB 0.032 per share (before tax)

This Distribution Proposal is subject to the approval of CSR Shareholders General Meeting

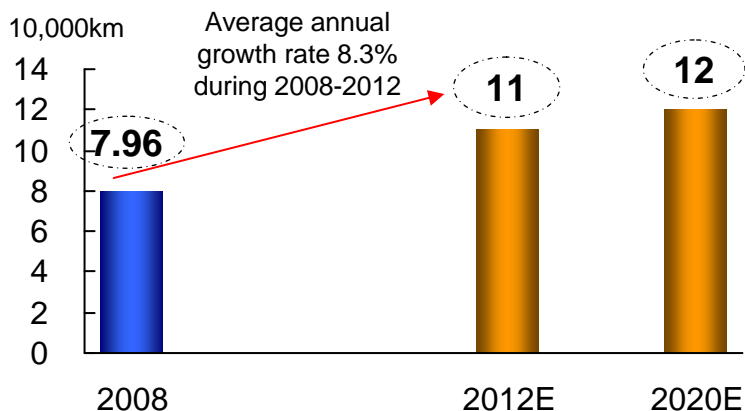


2009 Outlook



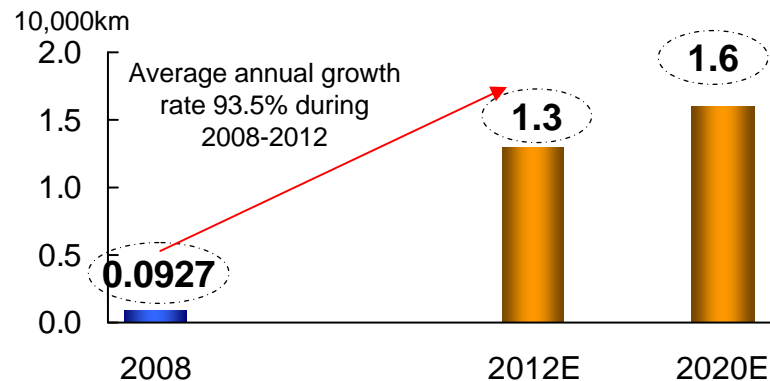
China Railway's Golden Period in the Next 5 Years

Significant increase of railway operation length



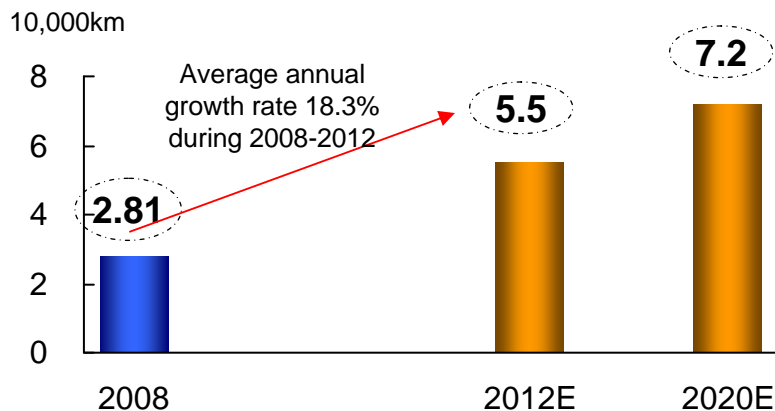
Source: MOR of China

Development Plan for Passenger Lines



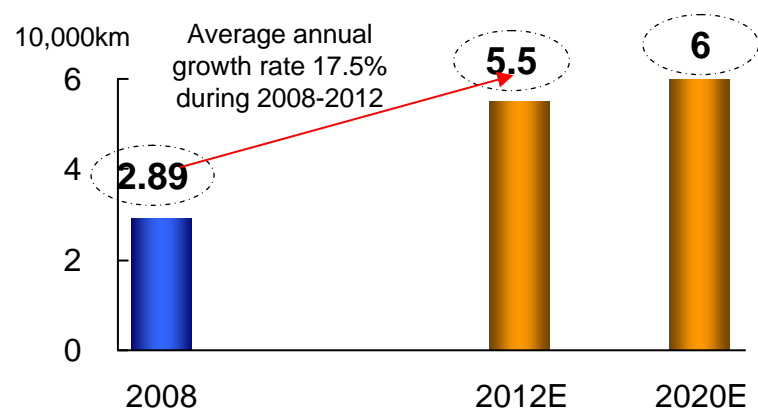
Source: MOR of China

Development Plan for Electric Railway



Source: MOR of China

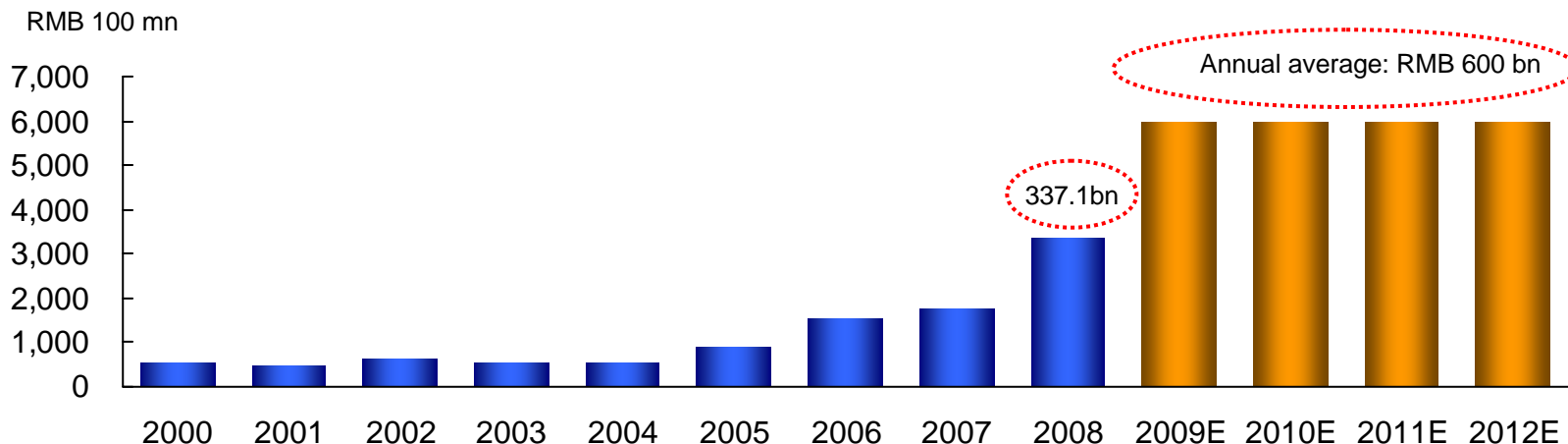
Development Plan for Double Tracks Railway



Source: MOR of China

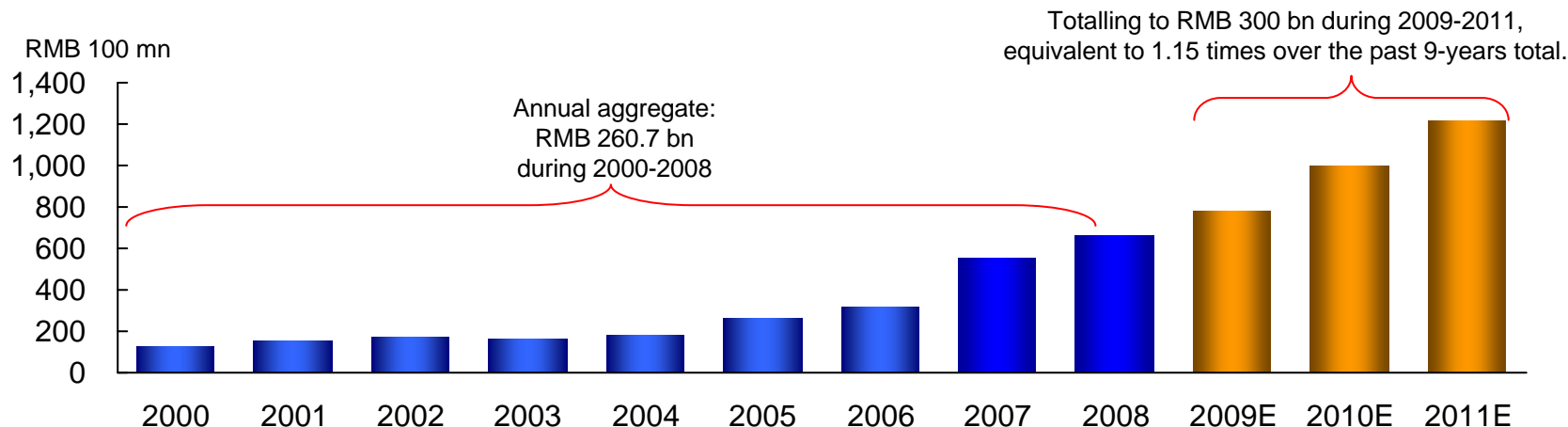
Swift Growth of the Investment in Railway Infrastructure and Rolling Stock Purchase

High Growth Rate of Railway Infrastructure Investment



Source: MOR of China

High Growth Rate of Locomotive Purchase Investment



Source: MOR of China

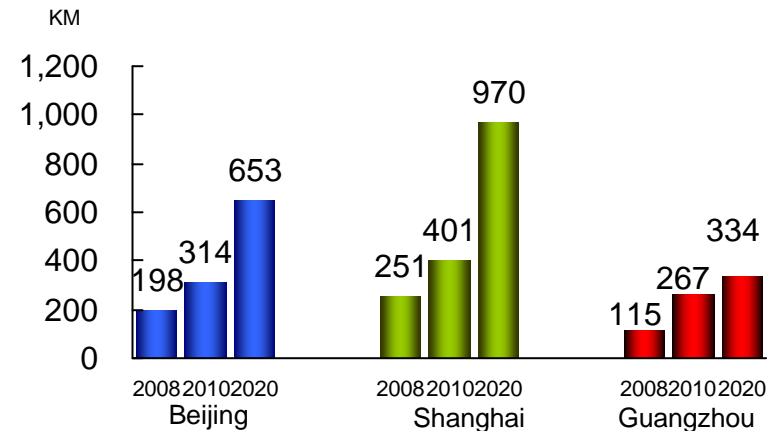
Rapid Transit Vehicles Enjoy Unprecedented Development Opportunity

China: Huge potential to improve the utilization of RTV

City	Rapid transit system operation length (km)	As % of total public transportation
NY	443.0	70%
Paris	551.0	80%
London	430.6	80%
Shanghai	251.0	23.5%
Beijing	142.0	13.4%

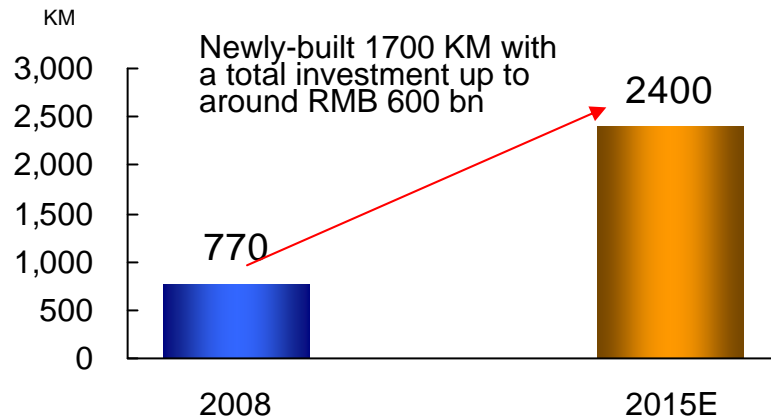
Note: Statistics for Chinese cities are based on 2007 figures; others are based on 2004 figures.

China: Major RTV development plan



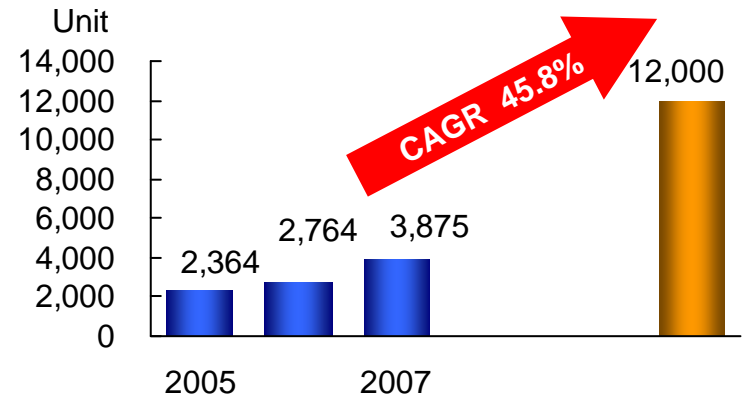
Source: Local Government Official Website

High growth of planned operation length for RTV



Source: Local Government Official Website, local railway companies' website

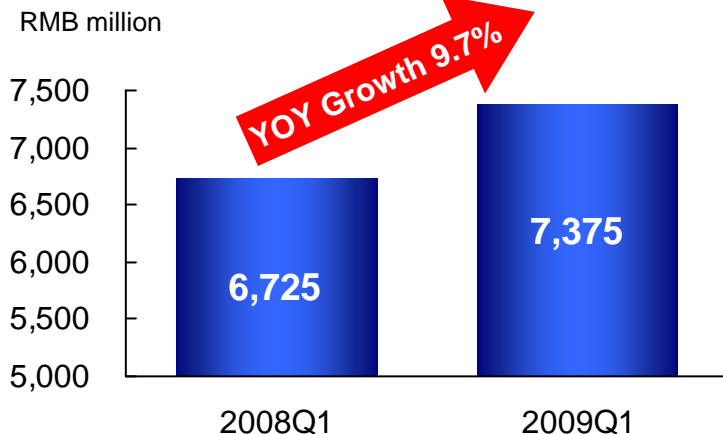
Significant growth of RTV in operation



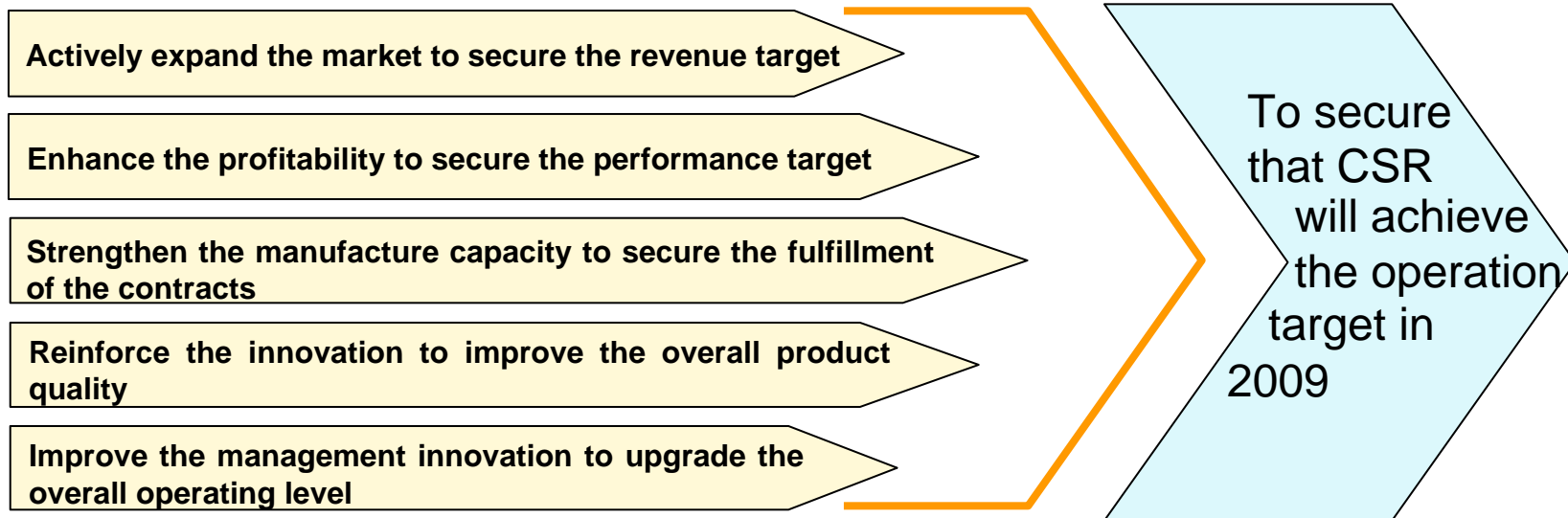
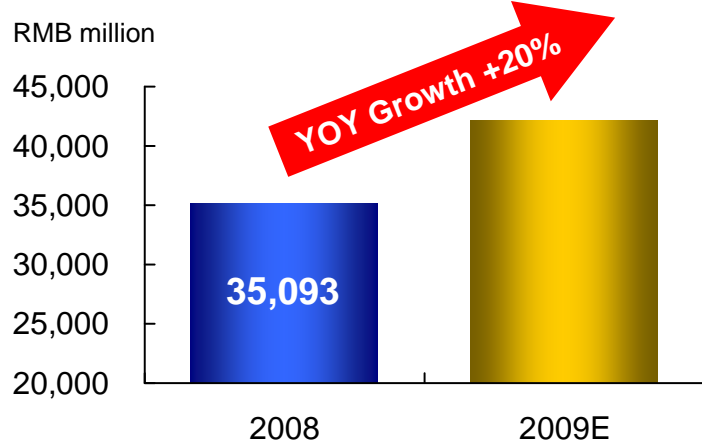
Source: China Statistical Yearbook, Company Estimates

2009 Q1 Performance & 2009 Outlook

09Q1 revenue increased by 9.7% (YOY)



09 revenue is expected to grow by +20%



Challenges for 2009

- **The negative impact on railway industry from the economic downturn has not yet hit the bottom.** The global economic recession inevitably placed a negative impact on railway industry—a barometer of economy, which has resulted in a softened demand on transportation equipment.
- **Freight wagons will significantly decrease.** The sliding railway freight volume has weakened the freight train demand. It is unpredictable that when it will recover to 2008 level and resume increasing.
- **There are still a large number of uncertainties around the market.** As the modernization of railway equipment manufacturing speeds up, CSR's ability to maintain its advantages in MUs and locomotives remains uncertain. Meanwhile, whether it will continue to hold over 60% of the RTV market share remains uncertain.
- **Huge pressure on price and profitability.** As the two large locomotives and rolling stock manufactures continue to expand, their gaps regarding products, technologies, and resource are being narrowed, resulted in unprecedented pressure on price and profitability for CSR amid the intensified competition.
- **Overseas revenue suffers from the higher foreign exchange risk.** With more export orders, CSR will suffer more from foreign exchange risk.

CSR's Business Plan in the Next Few Years

Locomotives

- Electric locomotives: based on railway industrial trends “high speed and heavy load”, CSR will focus on its development of high-power locomotives, which plans to establish a world-leading base for R&D, testing, and manufacturing.
- Diesel locomotives: integrated with the world advanced level in the industry, CSR will further adjust its business size and structure.

MUs & Passenger Carriages

- CSR will carry out the integrated planning for MU and passenger carriages business, based on the guideline of “extend the scale, increase the quality, optimize the structure, and exert the advantages”.

Freight Wagons

- CSR will remain the current manufacturing capacity for freight wagons and readjust the resource deployment.
- CSR will fully develop the products with high speed and heavy load, enhancing the R&D capacity for specialized railway freight products.

Rapid Transit Vehicles

- Overall principle: diversify the products, expand the manufacturing capacity, and enhance the global competitiveness;
- Reinforce the technical updating efforts and establish a world-leading and China's top R&D, testing, and manufacturing base.

Derivative Businesses

- By fully utilizing the technology capabilities and advantages, CSR will focus on the development of wind-power related equipment, electric cars, gear drive system, automobile supercharger, generators/its components, electric motor and other proprietary derivatives.



Thank You!

