



1st Quarter Fiscal Year 2021/22

20 July 2021

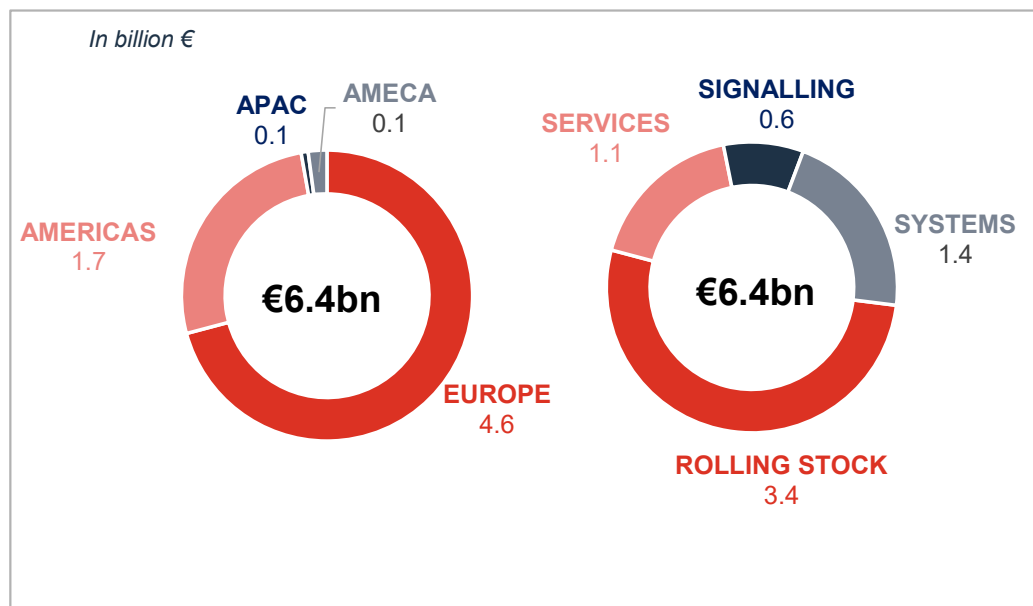
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- *All figures mentioned in this release are unaudited. Any reference in this document to variations «Pro forma like-for-like», orders and sales, correspond to non-audited financial performance indicators used by the Group that are not defined by accounting standards setters and defined in the appendix.*

Exceptional order intake for Q1 2021/22 including several large orders

Orders at €6.4bn (+106% vs Q1 2020/21 Proforma¹)



- Strong momentum in Europe and Americas
- Very solid Rolling stock order intake with various orders in Urban and Regional
- Order intake in Turnkey benefits from Tren Maya, Athens metro Line 4 and upgrades for automated people mover system in Miami
- Book-to-bill at 1.74

Sustained backlog at €76.8 billion

¹ see définition p8

Large orders in Q1 2021/22

€6.4 bn OF ORDERS WON IN Q1

Selection of wins



0.2 bn€

FLEXITY TRAMS (LIGHT RAIL & SERVICE - GERMANY)



1.4 bn€

DSB FREMTIDENS TOG (REGIONAL & SERVICES - DEN)



1.0 bn€

TREN MAYA (TURNKEY & SERVICE - MEX)



0.3 bn€

ATHENS METRO LINE 4 (SUB-URBAN - GREECE)



1.1 bn€

RER MI NG (SUB-URBAN - FRA)



0.2 bn€

STUTT GART ETCS (SIGNALLING - GER)



0.1 bn€

METROMOVER SYSTEM (SUB-URBAN - USA)



0.3 bn€

TORONTO LRV (LIGHT RAIL - CAN)

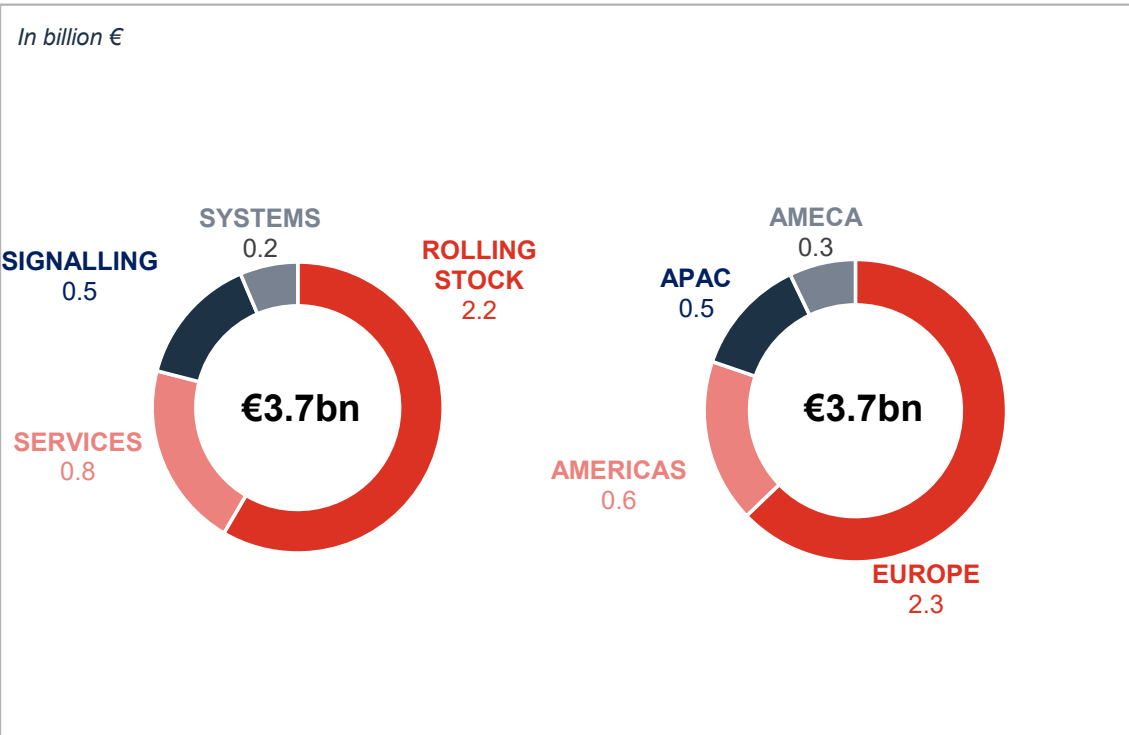


0.1 bn€

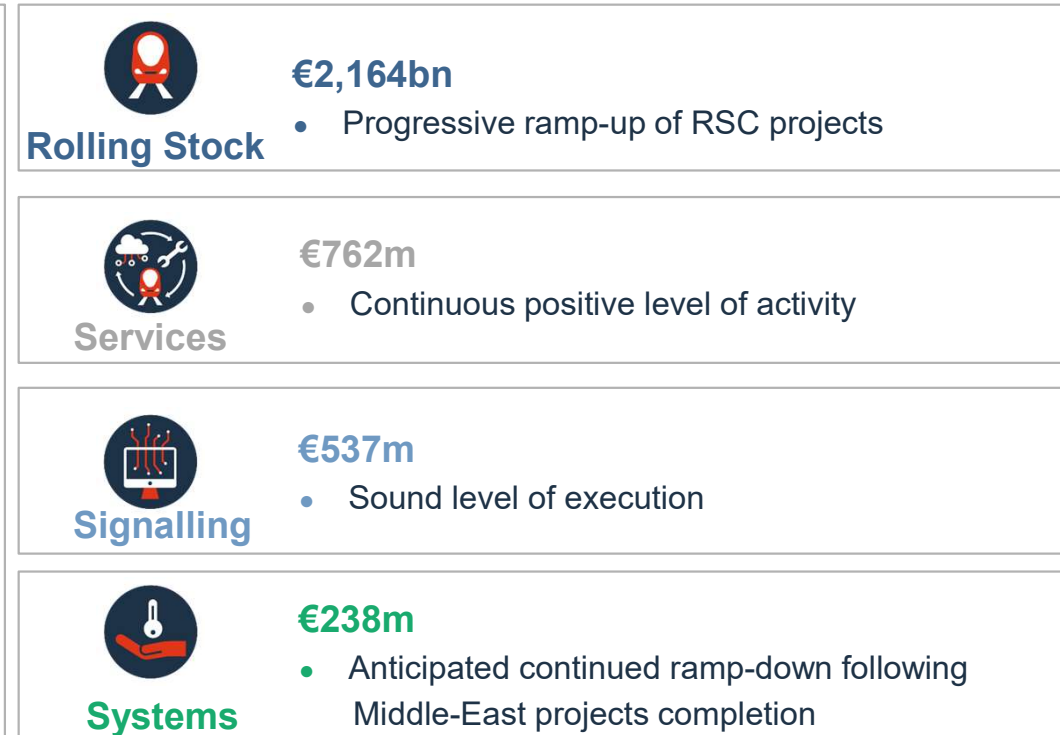
HOUSTON INT. AIRPORT (APM O&M - USA)

Sales performance reflects solid execution this quarter

Sales at €3.7bn (+33% vs Q1 2020/21 Proforma¹)



Q1 2021/22 Sales split by product lines



¹ see définition p8

Contacts & Agenda

CONTACTS

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AGENDA

28

July 2021
Shareholders' assembly



Appendix

Appendix 1 - Non-GAAP financial indicators definitions

This section presents financial indicators used by the Group that are not defined by accounting standard setters.

- **Orders received**

A new order is recognised as an order received only when the contract creates enforceable obligations between the Group and its customer. When this condition is met, the order is recognised at the contract value. If the contract is denominated in a currency other than the functional currency of the reporting unit, the Group requires the immediate elimination of currency exposure using forward currency sales. Orders are then measured using the spot rate at inception of hedging instruments.

- **Book-to-Bill**

The book-to-bill ratio is the ratio of orders received to the amount of sales traded for a specific period.

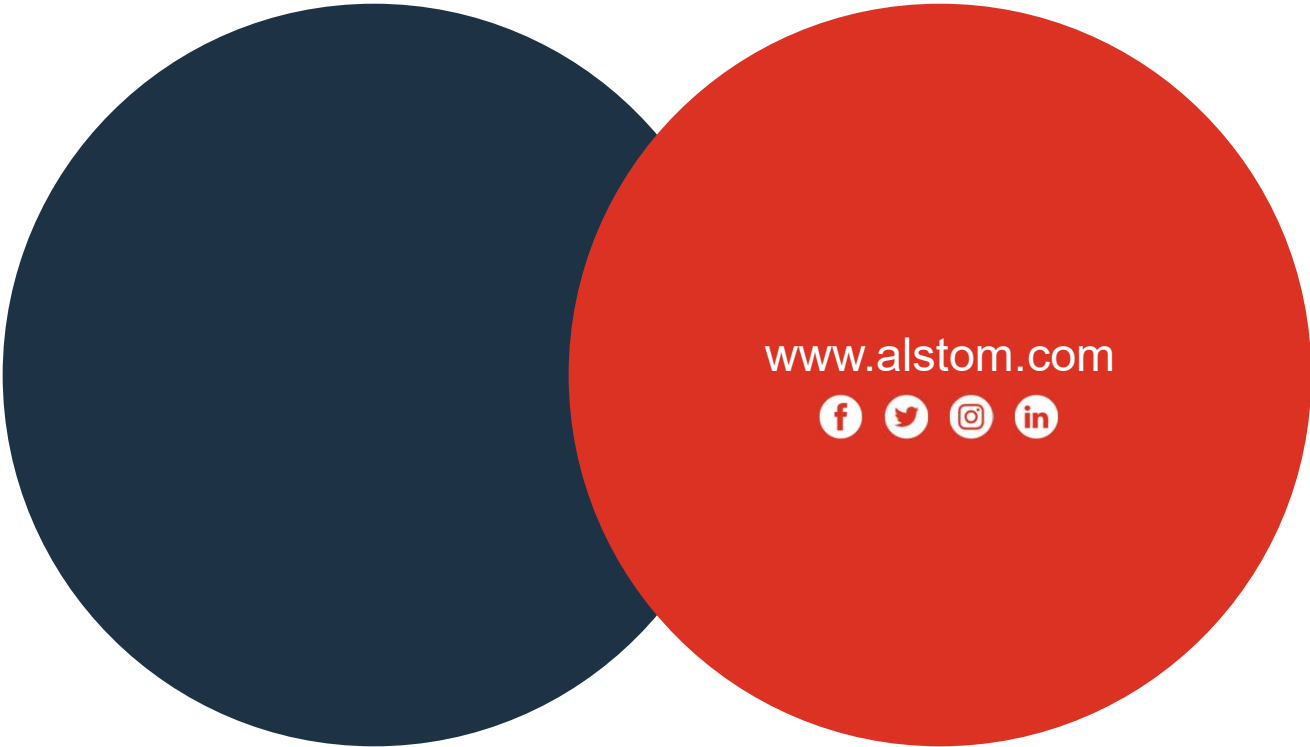
- **Proforma variation**

The "Pro forma like-for-like New Alstom" variations, orders and sales, correspond to the like-for-like variation of Alstom after the acquisition of Bombardier Transportation integrating Bombardier Transportation during the fiscal years prior to their acquisition.

The pre-acquisition financial data used to calculate the "Pro forma like-for-like New Alstom" variations, sales, are extracted from the historical accounts of Alstom and Bombardier Transportation respectively. In order to ensure the comparability of the results, the pro forma restatements as presented in chapter 3 of the URD "Unaudited Pro Forma Condensed Financial Information as of March 31, 2021" have been applied. Data related to the commercial performance correspond to orders intake recorded by Alstom and Bombardier Transportation integrating Bombardier Transportation over the comparable periods preceding the acquisition.

These indicators are not presented on an organic basis and, therefore, are not restated in order to eliminate the impact of changes in scope of consolidation and changes resulting from the translation of the accounts into euro following the variation of foreign currencies against the euro.

Sales Q1 2020/21 of Bombardier Transportation were converted at the average quarterly foreign exchange rate EUR/USD of 1/1.1004. Orders received Q1 2020/21 of Bombardier Transportation were converted at the rate EUR/USD of 1/1.1284, communicated in Bombardier Inc Q2 2020 financial report.



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