

**UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY**

**UNAUDITED INTERIM CONDENSED
CONSOLIDATED FINANCIAL STATEMENTS AND
INDEPENDENT AUDITOR'S REVIEW REPORT**

FOR THE THREE-MONTH PERIOD ENDED 31 MARCH 2018

**UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY)**

**UNAUDITED INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS
FOR THE THREE-MONTH PERIOD ENDED 31 MARCH 2018**

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**INDEPENDENT AUDITOR'S REPORT
ON THE REVIEW OF THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS
TO THE SHAREHOLDERS OF
UNITED INTERNATIONAL TRANSPORTATION COMPANY (A SAUDI JOINT STOCK COMPANY)**

Introduction

We have reviewed the accompanying interim condensed consolidated statement of financial position of United International Transportation Company - A Saudi Joint Stock Company - ("the Company") and its subsidiary (collectively referred to as "the Group") as at 31 March 2018 and the related interim condensed consolidated statements of profit or loss and other comprehensive income, changes in equity and cash flows for the three-month period then ended, and a summary of significant accounting policies and other explanatory notes. Management is responsible for the preparation and fair presentation of these interim condensed consolidated financial statements in accordance with International Accounting Standard 34, "Interim Financial Reporting" ("IAS 34") as endorsed in the Kingdom of Saudi Arabia. Our responsibility is to express a conclusion on these interim condensed consolidated financial statements based on our review.

Scope of Review

We conducted our review in accordance with International Standard on Review Engagements 2410, "Review of Interim Financial Information Performed by the Independent Auditor of the Entity" as endorsed in the Kingdom of Saudi Arabia. A review of interim financial statements consists of making inquiries, primarily of persons responsible for financial and accounting matters, and applying analytical and other review procedures. A review is substantially less in scope than an audit conducted in accordance with International Standards on Auditing that are endorsed in the Kingdom of Saudi Arabia and consequently does not enable us to obtain assurance that we would become aware of all significant matters that might be identified in an audit. Accordingly, we do not express an audit opinion.

Conclusion

Based on our review, nothing has come to our attention that causes us to believe that the accompanying interim condensed consolidated financial statements are not prepared, in all material respects, in accordance with IAS 34 as endorsed in the Kingdom of Saudi Arabia.

for Ernst & Young



Hussain Saleh Asiri
Certified Public Accountant
Licence No. 414

10 Sha'ban 1439H
26 April 2018

Jeddah

18/141/TNM



UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

UNAUDITED INTERIM CONDENSED CONSOLIDATED STATEMENT OF PROFIT OR LOSS AND
OTHER COMPREHENSIVE INCOME

For the three-month period ended 31 March 2018

		<i>For the three- month period ended 31 March 2018</i>	<i>For the three- month period ended 31 March 2017</i>
	Note	SR'000	SR'000
Revenue		270,232	298,911
Cost of revenue		(205,347)	(232,861)
GROSS PROFIT		64,885	66,050
Other operating income, net		781	1,405
Selling and marketing expenses		(9,085)	(7,684)
General and administrative expenses		(13,215)	(11,671)
OPERATING PROFIT		43,366	48,100
Finance costs, net		(1,984)	(3,419)
Share of results of associates		80	(691)
PROFIT BEFORE ZAKAT		41,462	43,990
Zakat	4 (a)	(1,869)	(1,513)
PROFIT FOR THE PERIOD		39,593	42,477
OTHER COMPREHENSIVE INCOME			
<i>Items not to be reclassified to profit or loss in subsequent periods:</i>			
Gains on actuarial valuation		-	-
TOTAL COMPREHENSIVE INCOME FOR THE PERIOD		39,593	42,477
EARNINGS PER SHARE (EPS):			
Basic and diluted, profit for the period attributable to ordinary equity holders of the parent (in Saudi Riyals)	5	0.56	0.60


Chairman


Chief Executive Officer


Chief Financial Officer

The attached notes from 1 to 14 form an integral part of these interim condensed consolidated financial statements.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY
UNAUDITED INTERIM CONDENSED CONSOLIDATED STATEMENT OF FINANCIAL POSITION
As at 31 March 2018

	Note	31 March 2018 SR'000	31 December 2017 SR'000
ASSETS			
Non-current assets			
Property and equipment	6	1,184,163	1,289,087
Intangible assets		410	359
Investments in associates		1,406	1,326
		<u>1,185,979</u>	<u>1,290,772</u>
Current assets			
Inventories		7,997	7,383
Trade receivables, net		224,497	170,272
Prepayments and other receivables		14,962	22,748
Cash and cash equivalents		24,206	9,744
		<u>271,662</u>	<u>210,147</u>
TOTAL ASSETS		<u>1,457,641</u>	<u>1,500,919</u>
EQUITY AND LIABILITIES			
Equity			
Share capital	7	711,667	711,667
Statutory reserve	8	151,291	147,332
Retained earnings		246,982	211,348
Total equity		<u>1,109,940</u>	<u>1,070,347</u>
LIABILITIES			
Non-current liabilities			
Borrowings	9	49,772	60,490
Employee benefits		36,512	35,774
		<u>86,284</u>	<u>96,264</u>
Current liabilities			
Current portion of borrowings	9	147,861	188,063
Trade payables		65,171	106,346
Accrued expenses and other liabilities		36,079	29,462
Zakat payable	4 (a)	12,306	10,437
		<u>261,417</u>	<u>334,308</u>
Total liabilities		<u>347,701</u>	<u>430,572</u>
TOTAL EQUITY AND LIABILITIES		<u>1,457,641</u>	<u>1,500,919</u>


Chairman


Chief Executive Officer


Chief Financial Officer

The attached notes from 1 to 14 form an integral part of these interim condensed consolidated financial statements.

UNITED INTERNATIONAL TRANSPORTATION COMPANY (A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY
UNAUDITED INTERIM CONDENSED CONSOLIDATED STATEMENT OF CHANGES IN EQUITY
For the three-month period ended 31 March 2018

	Share capital SR'000	Statutory reserve SR'000	Retained earnings SR'000	Total equity SR'000
Balance as at 1 January 2018	711,667	147,332	211,348	1,070,347
Profit for the period	-	-	39,593	39,593
Other comprehensive income for the period	-	-	-	-
Total comprehensive income for the period	-	-	39,593	39,593
Transfer to statutory reserve (Note 8)	-	3,959	(3,959)	-
Balance as at 31 March 2018	711,667	151,291	246,982	1,109,940
Balance as at 1 January 2017	610,000	132,381	252,957	995,338
Profit for the period	-	-	42,477	42,477
Other comprehensive income for the period	-	-	-	-
Total comprehensive income for the period	-	-	42,477	42,477
Transfer to statutory reserve (Note 8)	-	4,248	(4,248)	-
Balance as at 31 March 2017	610,000	136,629	291,186	1,037,815



Chairman



Chief Executive Officer


Chief Financial Officer

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY
UNAUDITED INTERIM CONDENSED CONSOLIDATED STATEMENT OF CASH FLOWS
For the three-month period ended 31 March 2018

		<i>For the three- month period ended 31 March 2018</i>	<i>For the three- month period ended 31 March 2017</i>
	<i>Note</i>	<i>SR'000</i>	<i>SR'000</i>
OPERATING ACTIVITIES			
Profit before zakat		41,462	43,990
Adjustments to reconcile profit before zakat to net cash flows:			
Depreciation of property and equipment	6	114,985	124,129
Amortisation of intangible assets		62	116
Share of results of associates. net		(80)	691
Provision for employees' benefits		1,753	988
Provision for doubtful receivables		2,425	750
Finance costs		1,984	3,419
		<u>162,591</u>	<u>174,083</u>
Working capital adjustments:			
Inventories		47,408	60,090
Trade receivables. net		(56,650)	(17,225)
Prepayments and other receivables		7,786	(369)
Trade payables		(41,175)	(25,015)
Accrued expenses and other liabilities		6,617	(7,354)
		<u>126,577</u>	<u>184,210</u>
Cash from operations		126,577	184,210
Purchase of vehicles	6	(57,698)	(93,479)
Finance cost paid		(1,984)	(3,419)
Employee benefits paid		(1,015)	(1,932)
		<u>65,880</u>	<u>85,380</u>
Net cash from operating activities		65,880	85,380
INVESTING ACTIVITIES			
Purchase of property and equipment	6	(385)	(576)
Purchase of intangible assets		(113)	-
		<u>(498)</u>	<u>(576)</u>
Net cash used in investing activities		(498)	(576)
FINANCING ACTIVITIES			
Proceeds from borrowings		20,000	40,000
Repayment of borrowings		(70,920)	(119,267)
		<u>(50,920)</u>	<u>(79,267)</u>
Net cash used in financing activities		(50,920)	(79,267)
NET INCREASE IN CASH AND CASH EQUIVALENTS		14,462	5,537
Cash and cash equivalents at the beginning of the period		9,744	20,745
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD		24,206	26,282
Supplemental non-cash information			
Transfers from property and equipment to inventories	6	48,022	3,468


Chairman


Chief Executive Officer


Chief Financial Officer

The attached notes from 1 to 14 form an integral part of these interim condensed consolidated financial statements.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS

For the three-month period ended 31 March 2018

1 CORPORATE INFORMATION

United International Transportation Company ("the Parent Company"), is a Saudi Joint Stock Company registered in Jeddah, Kingdom of Saudi Arabia under Commercial Registration No. 4030017038 dated 7 Shabaaan 1428H (corresponding to 20 August 2007).

The principal activities of the Parent Company are leasing and rental of vehicles under the commercial name of "Budget Rent a Car" as per the Licence No. 0202000400 issued by the Ministry of Transportation in the Kingdom of Saudi Arabia. The Parent Company was listed on Saudi Stock Exchange on 1 September 2007.

The Parent Company's registered office is located at the following address:

2421 Quraysh St. Al-Salamah Dist.
Jeddah, Saudi Arabia 23437-8115
Unit 1

As at the reporting date, the Parent Company owns 100% of the issued share capital of Aljozoor Alrasekha Trucking Company Limited ("the subsidiary" or "Rahaal" and collectively with the Parent Company referred to as "the Group"). Rahaal is a limited liability company incorporated in Saudi Arabia and engaged in the business of leasing and rental of heavy vehicles and equipment and trading in heavy vehicles and equipment and spare parts as per commercial registration.

The following are the details of the associates:

<i>Name</i>	<i>Principal field of activity</i>	<i>% of capital held (directly or indirectly)</i>	
		<i>31 March 2018</i>	<i>31 December 2017</i>
Tranzlease Holdings India Private Limited	Operating lease of motor vehicles	32.96%	32.96%
Unitrans Infotech Services India Private Limited	Providing Information Technology services	49%	49%

2 BASIS OF PREPARATION

2.1 Statement of compliance

These interim condensed consolidated financial statements have been prepared in accordance with International Accounting Standard (IAS), "Interim Financial Reporting" ("IAS 34") as endorsed in the Kingdom of Saudi Arabia (KSA) and other standards and pronouncements that are issued by the Saudi Organization for Certified Public Accountants ("SOCPA") (collectively referred to "IFRS as endorsed in KSA").

These interim condensed consolidated financial statements do not include all the information and disclosures required in full set of annual financial statements and should be read in conjunction with the Group's annual financial statements as at 31 December 2017. In addition, results for the interim period ended 31 March 2018 are not necessarily indicative of the results that may be expected for the financial year ending 31 December 2018.

2.2 Basis of measurement

The interim condensed consolidated financial statements are prepared under the historical cost convention using the accruals basis of accounting and going concern concept.

2.3 Functional and presentation currency

The interim condensed consolidated financial statements are presented in Saudi Arabian Riyals (SR), which is the functional currency of the Group. All financial information presented in SR has been rounded off to the nearest thousand (SR'000), unless otherwise indicated.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

2 BASIS OF PREPARATION (continued)

2.4 Significant accounting judgements, estimates and assumptions

The preparation of the Group's interim condensed consolidated financial statements requires management to make judgments, estimates and assumptions that affect the reported amounts of revenues, expenses, assets and liabilities, and the accompanying disclosures, and the disclosure of contingent liabilities. However, uncertainty about these assumptions and estimates could result in outcomes that could require a material adjustment to the carrying amount of the asset or liability affected in the future periods. The significant judgments made by management in applying the Group's accounting policies and the methods of computation and the key sources of estimation are the same as those that applied to the consolidated financial statements for the year ended 31 December 2017 except for the changes that are disclosed below in note 3.2.

3 CHANGES TO THE GROUP'S ACCOUNTING POLICIES

The accounting policies and methods of computation adopted in the preparation of the interim condensed consolidated financial statements are consistent with those followed in the preparation of the Group's annual financial statements for the year ended 31 December 2017, except for the adoption of new standards effective as of 1 January 2018. The Group has not early adopted any other standard, interpretation or amendment that has been issued but is not yet effective.

The Group applies, for the first time, IFRS 15 Revenue from Contracts with Customers and IFRS 9 Financial Instruments. As required by IAS 34, the nature and effect of these changes are disclosed below.

Several other amendments and interpretations apply for the first time in 2018, but do not have an impact on the interim condensed consolidated financial statements of the Group.

3.1 IFRS 15 Revenue from Contracts with Customers

IFRS 15 supersedes IAS 11 *Construction Contracts*, IAS 18 *Revenue* and related Interpretations and it applies to all revenue arising from contracts with customers, unless those contracts are in the scope of other standards. The new standard establishes a five-step model to account for revenue arising from contracts with customers. Under IFRS 15, revenue is recognised at an amount that reflects the consideration to which an entity expects to be entitled in exchange for transferring goods or services to a customer.

The standard requires entities to exercise judgement, taking into consideration all of the relevant facts and circumstances when applying each step of the model to contracts with their customers. The standard also specifies the accounting for the incremental costs of obtaining a contract and the costs directly related to fulfilling a contract.

The Group performed a detailed impact assessment of all aspects of IFRS 15 as applicable. This assessment is based on currently available information and expert judgement of the management. The Group is in business of leasing and rental of vehicles. Revenue from the lease contracts is recorded as IAS 17 *Leases* and is not in the scope of IFRS 15. However, IFRS 15 is applicable for revenue from the sale of inventories and income from other services that are incidental to vehicle rental arrangements. Overall, adoption of IFRS 15 does not have any significant impact on the Group's interim condensed consolidated financial statements.

(a) Sale of inventories (vehicles)

The Group has concluded that revenue from sale of inventories include only one performance obligation and there is no variable consideration and financing component involved. Further, performance obligations are satisfied at a point in time when control of the inventories is transferred to the customers, generally on delivery of the inventories. Therefore, the adoption of IFRS 15 did not have an impact on the timing and amount of revenue recognition from sale of inventories.

(b) Income from other services

Revenue from other services that are incidental to vehicle rental arrangements are recognized when these related services are provided and classified as part of revenue from these core operating activities. The Group has concluded that revenue from other services that are incidental to vehicle rental arrangements should be recognised over the time when services are rendered. Therefore, the adoption of IFRS 15 did not have an impact on the timing and amount of revenue recognition.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

3 CHANGES TO THE GROUP'S ACCOUNTING POLICIES (continued)

3.2 IFRS 9 Financial Instruments

IFRS 9 *Financial Instruments* replaces IAS 39 *Financial Instruments: Recognition and Measurement* for annual periods beginning on or after 1 January 2018, bringing together all three aspects of the accounting for financial instruments: classification and measurement, impairment and hedge accounting.

Under IFRS 9, except for hedge accounting, retrospective application is required but providing comparative information is not compulsory. For hedge accounting, the requirements are generally applied prospectively, with some limited exceptions.

Classification and measurement

Except for trade receivables, under IFRS 9, the Group initially measures a financial asset at its fair value plus, in the case of a financial asset not at fair value through profit and loss and other comprehensive income, transaction costs. Under IFRS 9, debt financial instruments are subsequently measured at fair value through profit and loss and other comprehensive income, amortised cost or fair value through other comprehensive income. The classification is based on two criteria: the Group's business model for managing the assets; and whether the instrument's contractual cash flows represent 'solely payments of principal and interest' on the principal amount outstanding (the 'SPPI criterion').

Trade receivables are held to collect contractual cash flows and are expected to give rise to cash flows representing solely payments of principal and interest. The Group analysed the contractual cash flow characteristics of these instruments and concluded that they meet the criteria for amortised cost measurement under IFRS 9. Therefore, reclassification for these instruments is not required.

The accounting for the Group's financial liabilities as per IFRS 9 remains largely the same as it was under IAS 39. Therefore, adoption of IFRS 9 has no impact on the financial liabilities. Further, as the Group does not have any hedging instruments, the adoption of IFRS 9 had no impact on the Group's financial statements.

Impairment

The adoption of IFRS 9 has fundamentally changed the Group's accounting for impairment losses for financial assets by replacing IAS 39's incurred loss approach with a forward-looking expected credit loss (ECL) approach.

IFRS 9 requires the Group to record an allowance for ECLs for all loans and receivables not held at fair value through profit and loss and other comprehensive income.

ECLs are based on the difference between the contractual cash flows due in accordance with the contract and all the cash flows that the Group expects to receive. The shortfall is then discounted at an approximation to the asset's original effective interest rate.

For trade and other receivables, the Group has applied the standard's simplified approach and has calculated ECLs based on lifetime expected credit losses.

However, the adoption of the ECL requirements of IFRS 9 did not result in any change in impairment allowance of the Group's trade receivables because the Group has used provision matrix for ECL and there is no change from historical credit loss experience of the Group.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

4 ZAKAT

a) Charge for the period

The Group's zakat charge is based on the separate financial statements of the Parent Company and its subsidiary.

Movement in provision during the period/year

The movement in the zakat provision for the period/year is as follows:

	<i>For the three-month period ended 31 March 2018 SR'000</i>	<i>For the year ended 31 December 2017 SR'000</i>
At the beginning of the period/year	10,437	7,687
Provided during the period/year	1,869	9,088
Paid during the period/year	-	(6,338)
	<hr/>	<hr/>
At the end of the period/year	12,306	10,437
	<hr/> <hr/>	<hr/> <hr/>

b) Status of assessments

The Parent Company

The Parent Company has filed the zakat returns for all years up to the financial year ended 31 December 2017. All assessment proceedings of the General Authority of Zakat and Tax ("GAZT") up to the end of the financial year ended 31 December 2011 have been completed. The assessments for the financial years 2012 through 2017 are under process.

Subsidiary- Aljozoor Alrasekha Trucking Company Limited

The subsidiary has filed the zakat returns up to the financial year ended 31 December 2017. The assessments for the financial years 2012 to 2017 are under process.

5 EARNINGS PER SHARE (EPS)

Basic EPS is calculated by dividing the profit for the period attributable to ordinary equity holders of the Parent Company by the weighted average number of ordinary shares outstanding during the period. The calculation of diluted earnings per share is not applicable to the Group. Also, no separate earning per share calculation from continuing operations has been presented since there were no discontinued operations during the period.

The EPS calculation is given below:

	<i>For the three- month period ended 31 March 2018</i>	<i>For the three- month period ended 31 March 2017</i>
Profit attributable to ordinary equity holders of the Parent Company (SR'000)	39,593	42,477
	<hr/>	<hr/>
Weighted average number of ordinary shares for basic and diluted EPS ('000)	71,167	71,167
	<hr/>	<hr/>
Earnings per share (in Saudi riyals)	0.56	0.60
	<hr/> <hr/>	<hr/> <hr/>

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

6 PROPERTY AND EQUIPMENT

	<i>For the three-month period ended 31 March 2018</i>			<i>For the year ended 31 December 2017</i>		
	<i>SR'000 Vehicles</i>	<i>SR'000 Other</i>	<i>SR'000 Total</i>	<i>SR'000 Vehicles</i>	<i>SR'000 Other</i>	<i>SR'000 Total</i>
Opening net book value	1,191,590	97,497	1,289,087	1,295,829	101,036	1,396,865
Additions during the period/year	57,698	385	58,083	609,205	3,199	612,404
Transfer of vehicles to inventories	(48,022)	-	(48,022)	(237,652)	-	(237,652)
Depreciation for the period/year	(113,359)	(1,626)	(114,985)	(475,792)	(6,738)	(482,530)
Closing net book value	1,087,907	96,256	1,184,163	1,191,590	97,497	1,289,087

7 SHARE CAPITAL

At 31 March 2018, the Parent Company's share capital of SR 711.67 million (31 December 2017: SR 711.67 million) consists of 71.167 million (31 December 2017: 71.167 million) fully paid shares of SR 10 each.

The Board of Directors in its meeting held on 19 January 2017, proposed final dividend of SR 76.25 million (representing SR 1.25 per share) for the year ended 31 December 2016. Additionally, the Board of Directors also proposed to increase the Parent Company's share capital to SR 711.67 million by issuing one bonus share for every six ordinary shares outstanding. The shareholders in the Extraordinary General Assembly Meeting on 19 April 2017, approved the Board's proposal and authorized issuance of 10.17 million bonus shares at a nominal value of SR 10 each and resultantly the share capital of the Parent Company was increased from SR 610 million to SR 711.67 million.

The Board of Directors in its meeting held on 31 January 2018, proposed final dividend of SR 106.75 million (representing SR 1.5 per share) for the year ended 31 December 2017.

8 STATUTORY RESERVE

In accordance with bye-laws of the Parent Company, the Parent Company has transferred 10% of its net income for the period to the statutory reserve. The Parent Company may resolve to discontinue such transfers when the reserve totals 30% of the share capital. This reserve is not available for distribution.

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

9 BORROWINGS

	<i>31 March 2018 SR'000</i>	<i>31 December 2017 SR'000</i>
Murabaha sale agreements	138,744	190,775
Al Tawarroq agreements	58,889	57,778
Gross debts	<u>197,633</u>	<u>248,553</u>
Less current portion:		
Murabaha sale agreements	(94,528)	(131,396)
Al Tawarroq agreements	(53,333)	(56,667)
	<u>(147,861)</u>	<u>(188,063)</u>
Non-current portion	<u>49,772</u>	<u>60,490</u>

Long-term bank debts consist of Group's borrowings under various Islamic Finance Products including Murabaha and Al Tawarroq arrangements with commercial banks. Such debts bear financing charges at the prevailing market rates. These loans are secured by demand promissory notes. The loan agreements include covenants which, among other things, require certain financial ratios to be maintained. The instalments due within twelve months from the interim condensed consolidated statement of financial position date are shown as a current liability in the interim condensed consolidated statement of financial position.

10 RELATED PARTY TRANSACTIONS AND BALANCES

Related parties represent major shareholders, directors and key management personnel of the Group and entities controlled, jointly controlled or significantly influenced by such parties. The transactions with related parties are made at terms equivalent to those that prevail in arm's length transactions.

a) The significant transactions and the related amounts are as follows:

<i>Related party</i>	<i>Nature of relationship</i>	<i>Nature of transactions</i>	<i>Amounts of transactions</i>	
			<i>For the three- month period ended 31 March 2018 SR'000</i>	<i>For the three- month period ended 31 March 2017 SR'000</i>
Zahid Group (note b)	Shareholder	Car rentals	91	74
Abdulillah Abdullah Al Zahid Trading Establishment	Affiliate	Services received Used car sale	132 3,777	211 5,067
Key management personnel	Employees	Short term benefits Long term benefits Board of Directors remuneration	1,293 100 450	1,045 103 450

b) Due from a related party as of period/year end represents the following:

	<i>31 March 2018 SR'000</i>	<i>31 December 2017 SR'000</i>
Zahid Group (included in trade receivables, net)	<u>115</u>	<u>83</u>

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

11 CONTINGENCIES AND COMMITMENTS

At 31 March 2018, the Group has outstanding letters of guarantee amounting to SR 5.5 million (31 December 2017: SR 6.1 million) issued by the banks in Saudi Arabia on behalf of Group in the ordinary course of business.

12 SEGMENTAL INFORMATION

The Group has three reportable segments, as described below, which are the Group's strategic business units. The strategic business units offer different products and services, and are managed separately because they require different marketing strategies. For each of the strategic business units, the Group's top management reviews internal management reports on at least a quarterly basis. The following summary describes the operations in each of the Group's reportable segments:

- Lease segment – represents cars leased out to customers under medium to longer term rental arrangements
- Rental segment – represents cars leased out to customers under short term rental arrangements
- Others – represents inventories, other assets and liabilities and related income & expense for items not classified under lease and rental segments.

Segment results that are reported to the top management (Chairman, Chief Executive Officer (CEO), Chief Operating Officer (COO) and Chief Financial Officer (CFO)) include items directly attributable to a segment as well as those that can be allocated on a reasonable basis.

Information regarding the results of each reportable segment is included below. Performance is measured based on segment revenues, as included in the internal management reports that are reviewed by the top management. There are no inter segment revenue reported during the period. The following table presents segment information for the three-month period ended:

<i>Particulars</i>	<i>Lease</i>		<i>Rental</i>		<i>Others</i>		<i>Total</i>	
	<i>31 March 2018</i>	<i>31 March 2017</i>	<i>31 March 2018</i>	<i>31 March 2017</i>	<i>31 March 2018</i>	<i>31 March 2017</i>	<i>31 March 2018</i>	<i>31 March 2017</i>
	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>
Revenue - external customers	139,468	140,534	52,662	63,243	78,102	95,134	270,232	298,911
Depreciation and amortization	(88,603)	(92,246)	(26,444)	(31,999)	-	-	(115,047)	(124,245)
Segment profit	50,865	48,288	26,218	31,244	78,102	95,134	155,185	174,666

Unallocated income/(expenses):

Cost of revenue	(90,300)	(108,616)
Other operating income, net	781	1,405
Selling and marketing expenses	(9,085)	(7,684)
General and administrative expenses	(13,215)	(11,671)
Finance costs, net	(1,984)	(3,419)
Share of results of associates	80	(691)

Profit before zakat

	41,462	43,990
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Detail of segment assets and liabilities is given below:

<i>Particulars</i>	<i>Allocated</i>		<i>Unallocated</i>	<i>Total</i>
	<i>Lease</i>	<i>Rental</i>	<i>Others</i>	
	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>	<i>SR'000</i>
31 March 2018				
Segment assets	820,749	267,158	369,734	1,457,641
Segment liabilities	-	-	347,701	347,701
31 December 2017				
Segment assets	852,407	339,128	309,384	1,500,919
Segment liabilities	-	-	430,572	430,572

UNITED INTERNATIONAL TRANSPORTATION COMPANY
(A SAUDI JOINT STOCK COMPANY) AND ITS SUBSIDIARY

NOTES TO THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS (continued)
For the three-month period ended 31 March 2018

13 FAIR VALUE OF ASSETS AND LIABILITIES

Fair value is the price that would be received to sell an asset or paid to transfer a liability in an orderly transaction between market participants at the measurement date in the principal or, in its absence, the most advantageous market to which the Group has access at that date. The fair value of a liability reflects its non-performance risk.

A number of the Group's accounting policies and disclosures require the measurement of fair values, for both financial and non-financial assets and liabilities.

When measuring the fair value of an asset or liability, the Group uses observable market data as far as possible. Fair values are categorized into different levels in a fair value hierarchy based on the inputs used in the valuation techniques as follows:

- Level 1: quoted prices (unadjusted) in active markets for identical assets or liabilities.
- Level 2: inputs other than quoted prices included level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).
- Level 3: inputs for the asset or liability that are not based on observable market data (unobservable inputs).

If the inputs used to measure the fair value of an asset or liability falls into different levels of the fair value hierarchy, then the fair value measurement is categorized in its entirety in the same level of the fair value hierarchy as the lowest input level that is significant to the entire measurement.

The Group recognizes transfers between levels of the fair value hierarchy at the end of the reporting period during which the change has occurred.

As at 31 March 2018 and 31 December 2017, the fair values of the Group's financial instruments are estimated to approximate their carrying values and are classified under level 2 of the fair value hierarchy. No significant inputs were applied in the valuation of trade receivables as at 31 March 2018 and 31 December 2017.

Fair values of the Group's borrowings are determined by using DCF method using discount rate that reflects the borrowing rate as at the end of the reporting period. As at 31 March 2018 and 31 December 2017, the carrying amounts of borrowings were not materially different from their calculated fair values.

During the period ended 31 March 2018, there were no movements between the levels.

14 APPROVAL OF THE INTERIM CONDENSED CONSOLIDATED FINANCIAL STATEMENTS

These unaudited interim condensed consolidated financial statements have been approved by the Board of Directors on 26 April 2018, corresponding to 10 Sha'ban 1439H.