WIELTON GROUP

INVESTORS CONFERENCE

Wielton Group summarizes FY 2024

Market environment– 1-4Q 2024

1. **The market remains under strong pressure from negative economic factors:**
    a. Bad geopolitical situation;
    b. High operating costs;
    c. Low level of industrial production;
    d. Low PMIs for industry in most EU countries [below 50 points];
    e. Bad economic situation in Europe;
    f. Low level of infrastructure investments;
    g. Opening of the EU market on preferential terms for carriers from Ukraine;
    h. Price battles, and the inability to pass on costs to the customer, and new regulations have led to a sharp increase in companies insolvency .
2. **Low market creates a devastating price battle.**

Leading European player

- **Manufacturer of trailers, semi-trailers, and vehicle bodies** for road transport and agriculture.
- Over 28 years of operating.
- **International Group, based on strong local brands, with** 5 production centres in Europe.
- Over 196,000 **semi-trailers produced.**
- Modern research and development facilities located in Poland, Germany and France.
- **Extensive service network with international reach –** 422 points in 29 countries.
- Experiencef Staff - around 3,100 people in the Group.

WIELTON GROUP · WIELTON · FRUEHAUF · Lawrence David · Langendorf · VIBERTI · GUILLÉN · ABERG · Trailer

Highlights in FY 2024

JANUARY
19-21
24-27

Participation in the Polish **Polagra Premiery** and in the **AGROMashEXPO** fair in Budapest.

JUNE
12-14

Participation and product presentation at the **4-th Intermodal in Poland Congress.**

JULY
26-29

Participation in the **Libramont** fair in Belgium - promotion of Wielton Agro solutions.

SEPTEMBER
3-6

Participation in the **MSPO** trade fair in Kielce and promotion of Wielton Defence solutions.

SEPTEMBER
17-22

Participation at the **IAA** in Hannover and promotion of Wielton, Langendorf and Aberg solutions.

NOVEMBER
5-7

Participation in the **TranLogistica Poland** International Trade Fair in Warsaw.






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1. **Sales revenues of PLN 2 104,8 million** (-34,7% y/y) with volume sales of **14 503 units** (-30,8% y/y).

2. **EBITDA** at PLN **-17,2 milion** (down 108,3% y/y). EBITDA margin at **-0,8%** (6,4% in 2023).

3. **Net profit of PLN -147,1 million**, compared to PLN 104,0 million in 2023.

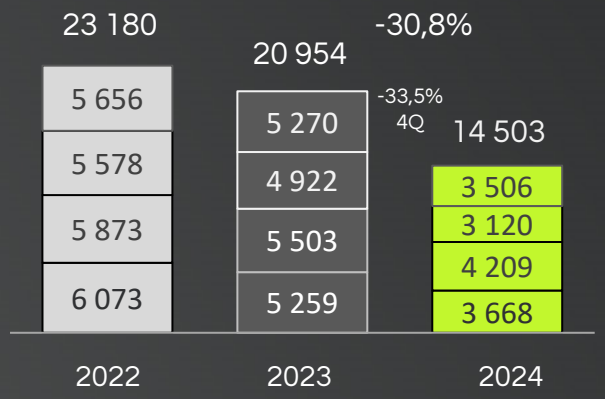
4. Backlog at the end of December **at about 5,600 units.**

Key informations

Key data for 1-4Q 2024

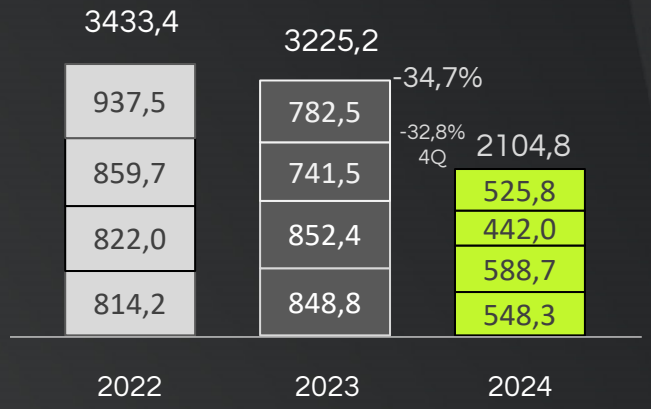
Volumes

[pcs.]



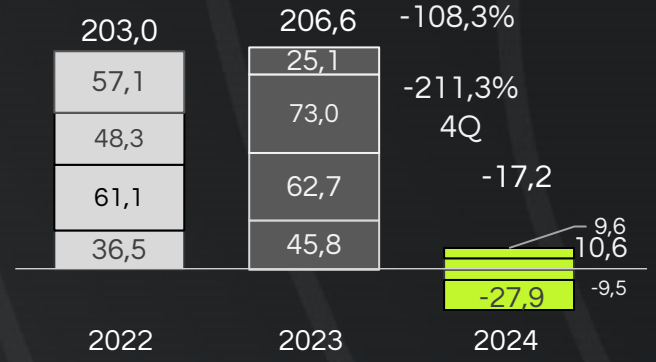
Revenues

[PLN mln]



EBITDA

[PLN mln]



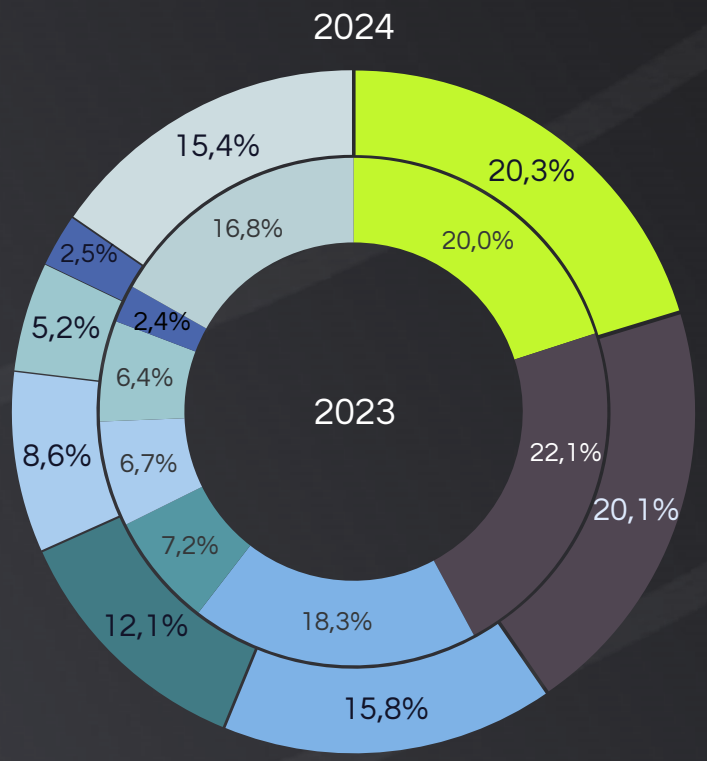
EBITDA MARGIN	5,9%	6,4%	**-0,8%**

- 2024 influenced by: a decline in market demand, price pressure from competitors, the difficult financial situation of transport companies, and the adverse impact of the Euro exchange rate hitting exporters and transport companies (Euro YTD exchange rate of PLN 4.31 in December 2024 vs. PLN 4.53 in December 2023).

WIELTON GROUP

MARKETS – SUMMARY OF ACTIVITIES

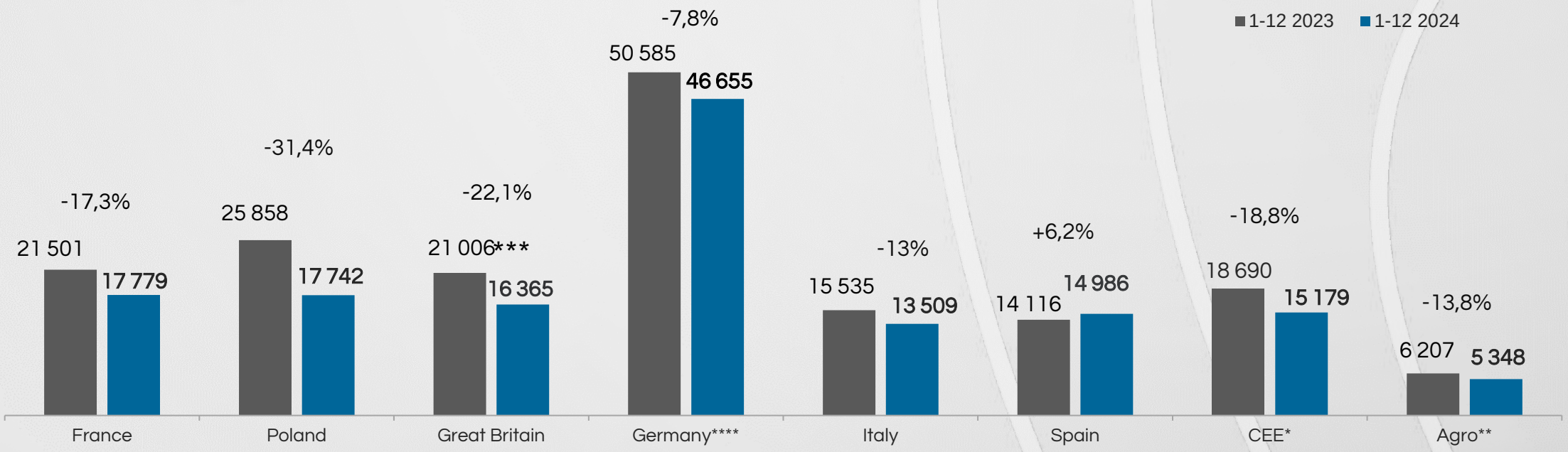
Share of individual markets in Wielton Group sales revenue**



*Bulgaria, Croatia, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Hungary

**Change in revenue presentation. From 2024 onwards, revenues in a given market are presented as total sales by all GW companies in a given market to non-Group entities. The previous methodology assumed that revenues presented for a country, for example, were those generated by the company based there (regardless of the country of sale).

Semi-trailers and trailers market in 2024 [pcs.]

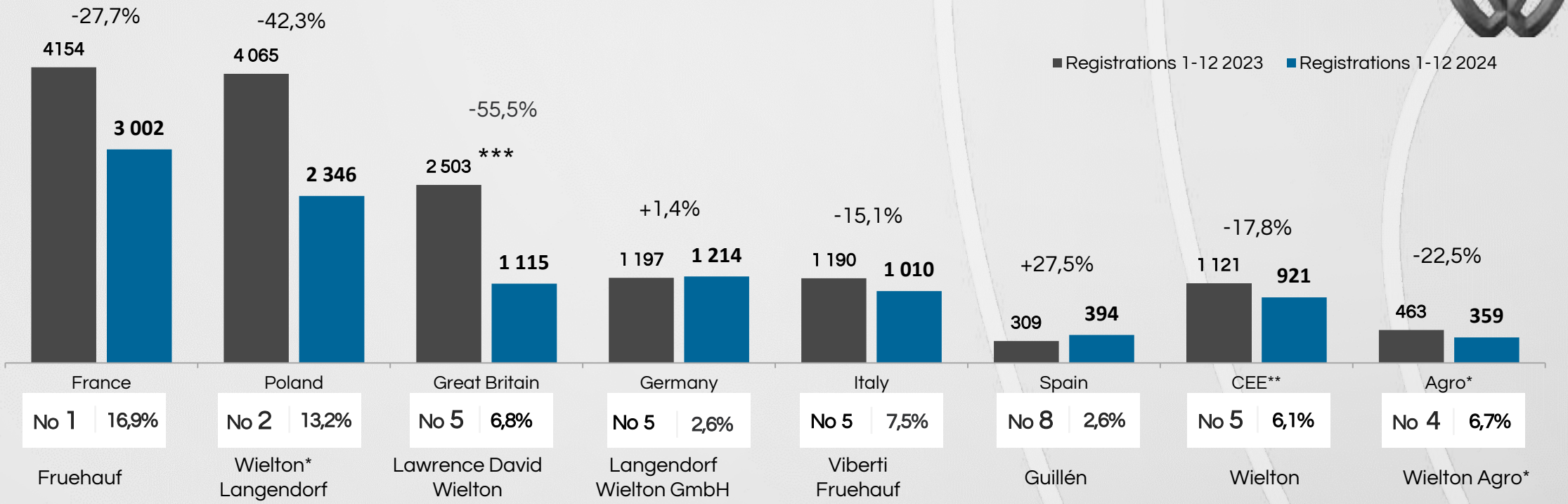


Cooling of demand in most markets:
- Decline in universal semi-trailers: Poland(-42,9%), Italy (-25%), Germany (-27,5%), France (-31,7%);
- Decrease in the refrigareted segment: Poland (-41,4%), Italy (-9%);
- Decrease in van segment: Germany (-14,8%), France (-17,1%), Poland (-10,8%);
- Decrease in the container chassis segment: Italy (-36%), Spain (-23,9%), France (-53,3%), Germany (-42,5%).

Increases were recorded by:
- Tipper segment: Italy (+29,3%), Spain (+33,4%), Germany (+37,9%);.
- Refrigerated segment: Germany (+14,3%), France (+29,4%);
- Container chassis segment: Poland (+11,1%);
- AGRO segment: Germany (+57,5%).

*Bulgaria, Croatia, Czech Republic, Romania, Serbia, Slovakia, Slovenia, and Hungary. - The change in data for 2023 presented for CEE is due to changes in the reporting system for Slovenia and Croatia. **For the Polish market.
*** UK - Change of 2023 data for UK - estimates for UK registrations presented with 2023 results due to lack of official data available at that time have been updated with officially released data by DVSA.
****Data for the German market for 2023 and 2024 - Market Information System DE TRAILERS >10TON.

Wielton Group on the market in 2024



- Strong price battle leading to larger declines compared to the market.
- Multi-purpose trailers - c. 35 per cent decline in registrations in the main European markets, which accounted for c. 50 per cent of Group product sales in the past year.
- Lawrence David - the significant decline in registrations of the company's products compared to the decline in the UK market is due to LDV registered product prices remaining stable. This situation is offset by the production of truck bodies (unregistered), on which the company generates higher margins.
- Agro sector - difficult weather conditions for crops and the transition period between financings, as well as farmer protests in Poland, France, Germany and Spain translated into declines in sales.

*Bulgaria, Croatia, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Hungary. - The change in data for 2023 presented for CEE is due to changes in the reporting system for Slovenia and Croatia. **For the Polish market.
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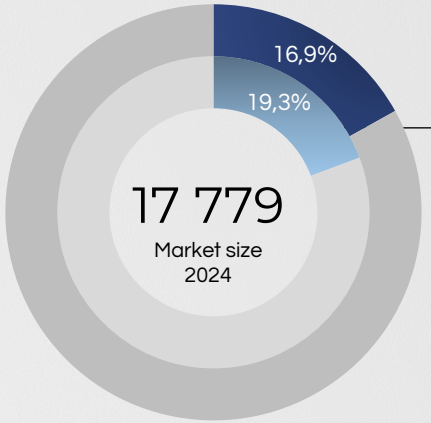
****Data for the German market for 2023 and 2024 - Market Information System DE TRAILERS >10TON

France

Market share

Based on vehicle registrations



POSITION	
1.	1.
FRUEHAUF	
2024	2023

Market decline by 17,3% y/y
to 17,779 units.

Market share 16,9%
at 3,002 units.

Market information

1. The logistics sector in France in 2024 was facing serious problems, including a shortage of skilled labour, leading to difficulties in fulfilling orders. The poor state of infrastructure, including roads and railways, resulted in delays and higher operating costs. In addition, according to the SP Global PMI report, there were large declines in employment at manufacturing companies in Q4 due to a decline in domestic and export orders.

2. In October 2024, French hauliers supported by farmers organised a protest action. The protest was against the European Community of Alsace (CEA) party's planned road toll on trucks (R-Pass).

Sales and financial highlights

01. Maintain market leadership in France with market share down to 16.9% and Fruehauf vehicle registrations down 27.7% y/y. Decline in the French market by more than 17% y/y in 2024.

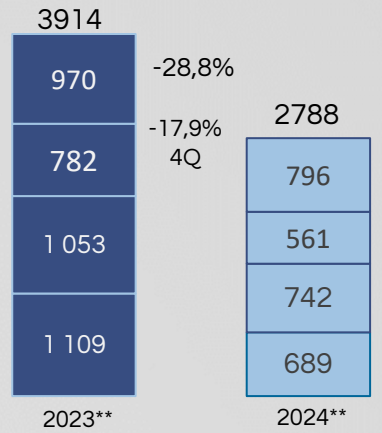
02. Wielton Group sales in the French market at 2788 szt. (over -32%) in 2024.

03. Increase in sales of HP tipper semi-trailers by 3% r/r. (65 units vs. 63 units) in 2024, decrease in sales of curtainsider semi-trailers by 35% (1204 units vs. 1851 units) of the Fruehauf brand.

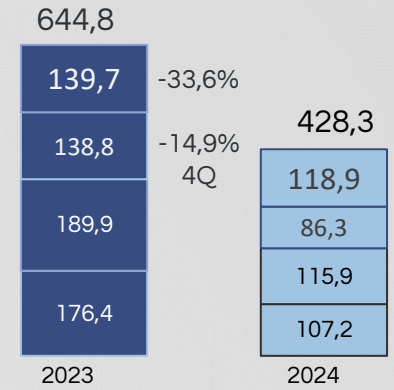
04. Total sales revenues of PLN 428,3 mln (-33,6% y/y) in 2024.

05. Fruehauf Company Backlog at the end of December at 1,046 units.

WG sales on the French market [pcs.]



Sales revenues - France [PLN mln]

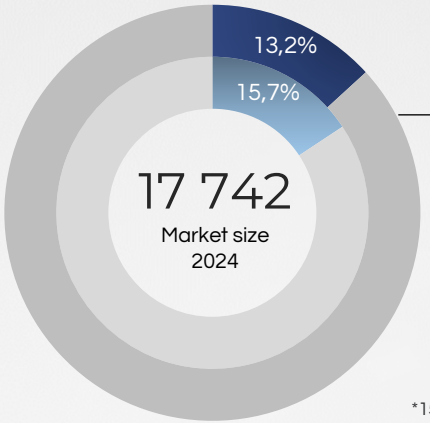


** The volume change for 2023 is due to a change in the presentation of sales data from 2024 onwards - the Group's sales in a particular market now.

Poland

Market share

Based on vehicle registrations



POSITION	
2.	3.
WIELTON	Langendorf
2024	2023

Market decline by 31,4% r/r
to 17,742 units.

Market share 13,2%
at 2346 units.
Wielton – 2278 units.
Langendorf – 68 units.

*15,7% market share companies Wielton and Langendorf in 2023.

Market information

1 According to a survey conducted in December 2024 by Transcash, among freight forwarding companies, almost 70% of respondents admitted that the condition of their company had deteriorated in the last 12 months. Only 9% noticed an improvement. The biggest impacts on the TSL industry were the increase in tolls (45.5%), the reduction in global production (50% of indications each), and the geopolitical situation. According to the SP Global PMI report - Q4 saw sharp declines in production and inventories of purchased items, as well as a drop in new orders.

2 Until 31 December 2024, hauliers carrying out international road haulage within the EU with vehicles equipped with older versions and generations of tachographs (in vehicles registered before 15 June 2019) were required to replace them with the latest equipment - which also had an impact on the increase in operating costs.

Sales and financial highlights

01. Advancement to the second position in the market with a share of 13.2%. With a 42.3% y/y drop in registrations of Wielton and Langendorf products due to a decline in demand for universal trailers, accounting for around 50% of Group sales in 2023. Polish market decline of more than 31% y/y in 2024.

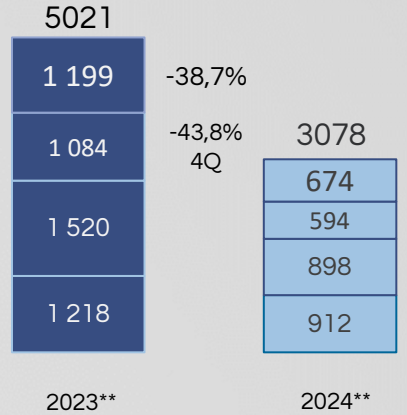
02. Wielton Group sales in the Polish market at the 3078 pcs. (-38,7%) in 2024.

03. Increase in sales of closed-box semi-trailers by approx. 9% (251 units. vs. 231 units), maintaning sales of high volume combinations (633 units vs. 662 units), decrease in sales curtainsider-semi-trailers by over 56% (1133 units. vs. 2616 units.) and tipper semi-trailers by approx. 22% (433 units vs. 552 units) of the Wielton brand in Poland in 2024.

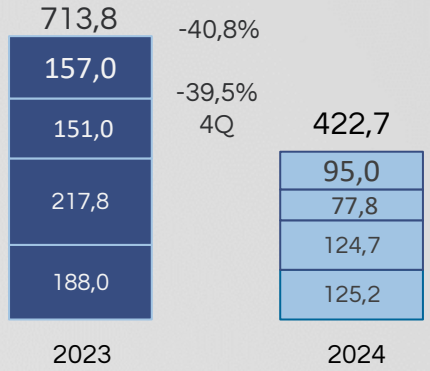
04. Total sales revenue of PLN 422,7 mln (-40,8% y/y) in 2024.

05. Wielton Company backlog spółki at the end of December at 2,769 units.

WG sales on the Polish market [pcs.]



Sales revenues-Poland
[mln zł]

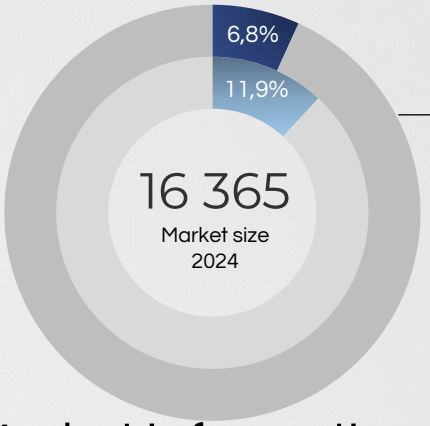


** The volume change for 2023 is due to a change in the presentation of sales data from 2024 onwards - the Group's sales in a particular market now.

Great Britain

Market share

Based on vehivle registration



POSITION	
5.	2.
2024	2023

Market decline by 22,1% y/y
to 16,365 units

Market share 6,8%
at 1,115 units.

*Changed data for 2023 for the UK - the UK registration estimates that were presented with the 2023 results, due to the lack of official data available at the time, have been updated with officially released data from DVSA

Market information

1. From October 2024, new truck driver (HGV) licensing regulations relating to driving hours and safety have been implemented. The minimum age requirements (21 years and over, full Certificate of Professional Competence) and the qualification criteria for the driver's health situation have also been changed to improve road safety.
2. The increase in charges for driverless semi-trailers at ports, which were originally due to take effect in September 2024, has been postponed until January 2025.
3. According to the SP Global PMI report, the slowdown in the UK manufacturing sector deepened towards the end of 2024 as the pace of decline in output, new orders, and employment accelerated in December. The slowdown was broad-based, encompassing the consumer, intermediate, and investment goods industries to a similar degree. Lower production volumes were mainly due to weaker demand in the domestic market, inventory reductions by customers, measures to avoid overstocking in manufacturers' warehouses, and weakened demand from European customers. Total new orders fell for the third consecutive month and at the fastest pace since October 2023.

Sales and financial highlights

01. Fifth position in the market with shares of 6.8% in 2024. Decrease in Lawrence David product registrations in the UK market by approximately 55.5% y/y, with the UK market declining by over 22% y/y.

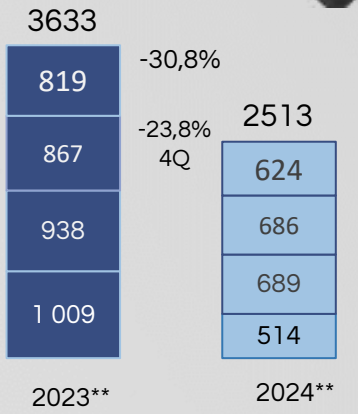
02. WG volume sales in the UK market at 2,513 units in 2024 (-30,8% y/y).

03. Increase in sales of home delivery by 96% (756 units vs. 385 units) and rigid bodies by 202% y/y (424 units vs. 140 units), and decrease in sales of curtainsider semi-trailers by 61% y/y (715 units vs. 1854 units) of the LDV brand in 2024.

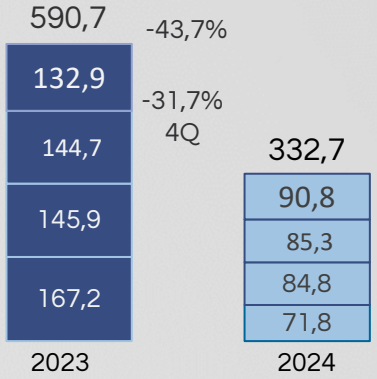
04. Total sales revenue of PLN 332,7 mln (-43,7%) in 2024.

05. Lavrence David Company's backlog at the end of December at 790 units.

WG sales on the British market
[pcs.]



Sales revenues – Great Britain
[PLN mln]



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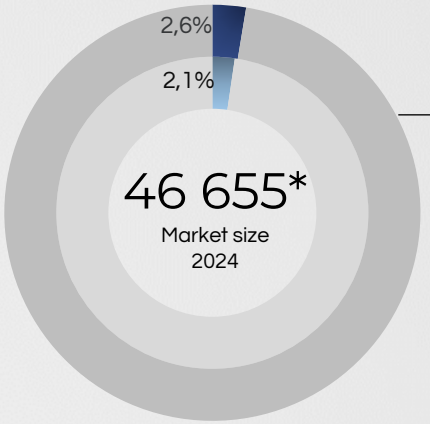
Germany

Market share

Based on vehicle registrations



POSITION	
5.	6.
WIELTON Langendorf	
2024	2023

Market decline by 7,8% y/y
to 46 655 units.

Market share 2,6%
at 1214 units*

(Langendorf – 542 units.,
Wielton GmbH – 672 units.)

Market information

1 According to a report commissioned by the Federal Ministry of Digitalisation and Transport (BMDV), volumes in German road freight transport, in 2024, fell for the third year in a row by 1 per cent. Freight work remained at the level of 2023. This was largely influenced by the worse situation of the construction industry rather than the general economic slowdown.
According to the SP Global PMI - Germany's manufacturing sector saw sharp and accelerating declines in both output and new orders. Companies continued to reduce employment and inventories, adjusting to weaker demand, although the pace of these declines slowed somewhat.

2 The German association DSLV has published a report showing that the drastic increase in the German toll has significantly increased the total cost of handling general cargo (3.87% increase). The Federal Office for Logistics and Mobility (BALM) in Germany has announced that toll rates will remain unchanged from the beginning of 2025.

* Data Market Information System DE trailers.10t.

Sales and financial highlights

01. Fifth position in the market with a market share of 2.6%. Increase in Wielton and Langendorf product registrations by 1.4% year-on-year (1214 units vs.1197 units), with the German market declining by almost 8% in 2024.

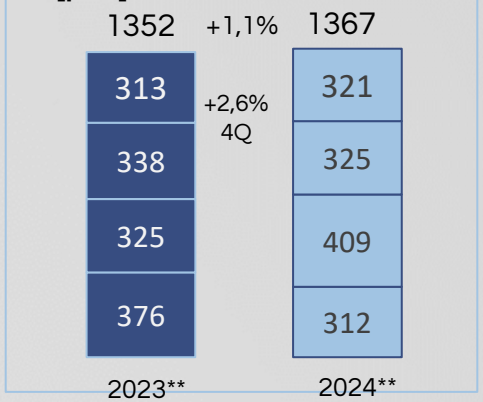
02. Wielton Group volume sales in the Germany 1367 szt. (+1,1% y/y) in 2024.

03. Increase in sales of tipper semi-trailers by approx. 6% y/y. (274 units. vs. 259 units.) and a decline in sales by 46% (108 units vs. 201 units) of Wielton GmbH in 2024. Increase in sales of square aluminum tipper semi-trailers by 97% y/y (148 units vs. 75 units) of Langendorf.

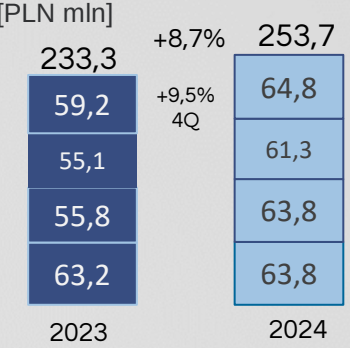
04. Total sales revenue of PLN 253,7 mln (+8,7% y/y) in 2024.

05. Langendorf and Wielton GmbH companies backlog at the end of December 298 units and 184 units respectively.

WG sales on the Germany market [pcs.]



Sales revenues – Germany
[PLN mln]



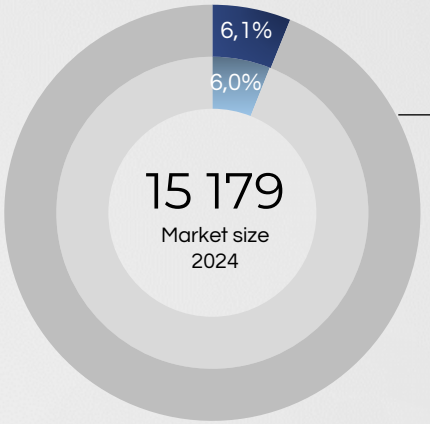
** The volume change for 2023 is due to a change in the presentation of sales data from 2024 onwards - the Group's sales in a particular market now.

CEE*

* Bulgaria, Croatia, Czech Republic, Romania, Serbia, Slovakia, Slovenia, Hungary

Market share

Based on vehicle registrations



POSITION	
5.	5.
WIELTON	
2024	2023

Market decline by 18,8% y/y
to 15,179 units.

Market share 6,1%
At 921 units.

Market information

1. Increased investment in road repairs and infrastructure development has led to an increase in demand for steel tippers from both individual and fleet customers. Due to weather conditions, demand for aluminum tippers fell significantly in Serbia, Bulgaria, and Hungary.

2. Strong price pressure from competitors, particularly in the curtain-sided trailer segment, resulted in a decline in sales levels of vehicles in this segment.

* The change in the number of registrations for 2023 is due to changes in the reporting system in Croatia and Slovenia.

Sales and financial highlights

01. Maintain fifth position in the market and increase share to 6.1%. A decrease in Wielton vehicle registrations by 17.8% with a market decline of almost 19% y/y in 2024.

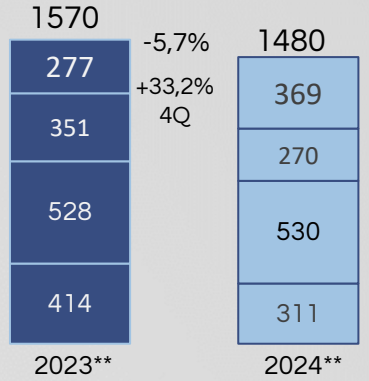
02. Wielton Group volume sales at 1480 units in 2024.

03. Increase in sales of tipper semi-trailers by approx. 9% r/r (592 units vs. 544 units) and tipper bodies by approx.183% (258 units vs. 91 units), a decline in sales of universal semi-trailers by approx. 47% y/y (252 units vs. 474 units) Wielton brand in 2024.

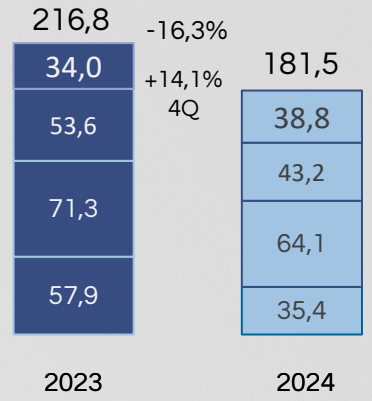
04. Total sales revenue of PLN 181,5 mln (-16,3% y/y) in 2024.

05. Backlog at the end of December at 269 units

WG sales on the CEE markets
[pcs.]



Sales revenues - CEE
[PLN mln]



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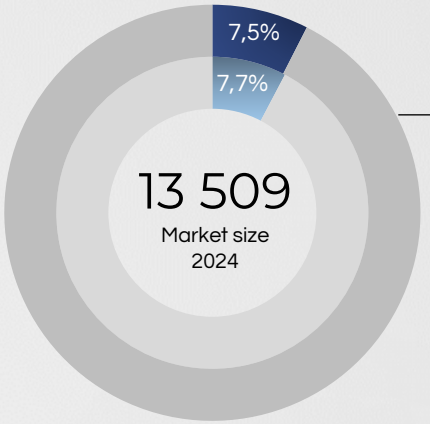
Italy

Market share

Based on vehicle registrations



POSITION	
5.	5.
VIBERTI + FRUEHAUF	
2024	2023

Market decline by 13% y/y.
to 13,509 units.

Market share 7,5%
at 1,010 units.
Viberti: 797 units.
Fruehauf: 213 units.

*7,7% are the combined shares of Viberti and Fruehauf in 2024.

Market information

1 According to the SP Global PMI report, the continued decline in production and new orders, especially in key sectors i.e. automotive, and low export demand, resulted in a strong decline in the health of the manufacturing sector. Weak economic conditions in Italy's main trading partners, such as Germany, France and China, led to a reduction in export orders, which directly affected the decline in production.

2 At the end of October 2024, the EMMA (European Multi-Modal App) platform for intermodal transport was unveiled in Italy to directly connect transport companies with MTOs (Multimodal Transport Operators) and facilitate the entry of small and medium-sized haulage companies into the intermodal transport market.

Sales and financial highlights

01. Fifth position in the market with a 7.5% share of Viberti and Fruehauf. A decrease in product registrations of these brands by 15.1% y-o-y, with a 13% decline in the Italian market in 2024.

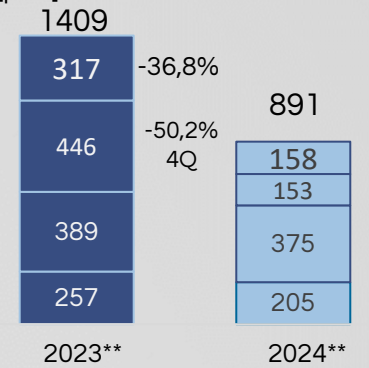
02. Wielton Group volume sales in Italy at 891 units (-36,8% y/y) in 2024.

03. Decrease in sales of curtainsider semi-trailer by 48% y/y (325 units vs. 630 units), and container semi-loaders by 64% y/y (66 units vs. units) Viberti brand in 2024.

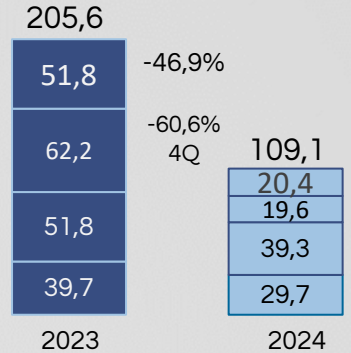
04. Total sales revenue at PLN 109,1 mln (-46,9% y/y) in 2024.

05. Viberti company backlog at the end of December at 280 units.

WG sales on the Italian market
[pcs.]



Sales revenues – Italy
[PLN mln]



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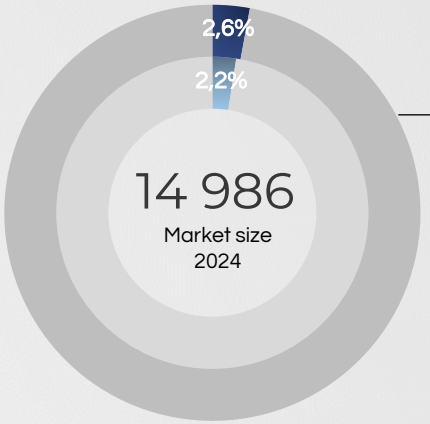
Spain

Market share

Based on vehicle registrations



Market growtg by 6,2% y/y
to 14,986 units.

Market share 2,6%
at 394 units.

Market information

1 The Spanish Ministry of Transport has announced an increase in motorway toll rates, which will take place in three stages. From 1 January 2025, there will be an increase of 4.64 per cent, which is 60 percent of 2024 inflation. The increase applies to both concessionary motorways and those managed by the State Society for Land Transport Infrastructure (Seitt).
In contrast, the Spanish Council of Ministers decided to increase the budget for toll reductions on the AP-9 motorway (Galicia's 219.6km key transport route). For international transport. The aim of this decision is to reduce the costs of motorway users, which is particularly important in the context of haulage companies.

2 According to the SP Global PMI report, capacity pressures supported further employment growth, and companies increased purchasing activity in response to higher production requirements. Driving this trend were further simultaneous and faster increases in both production and new orders. Companies cited favourable demand conditions and success in winning new contracts. The increase in demand was broad-based, with export orders increasing significantly in December, with particularly strong sales growth in Europe and North Africa.

Sales and financial highlights

01. Eighth position in the market with a share of 2.6%. Higher Guillen product registrations of 27.5% y/y. Spanish market growth of 6.2% y/y in 2024.

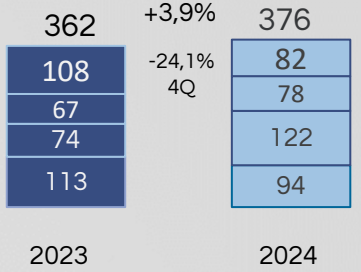
02. Wielton Group volume sales at 376 units (+3,9% y/y) in 2024.

03. Sales of curtainsider semi-trailers maintained (down 7%, 143 units vs. 153 units), sales of closed-box semi-trailers up 65% y/y (43 units vs. 26 units), Guillen brand.

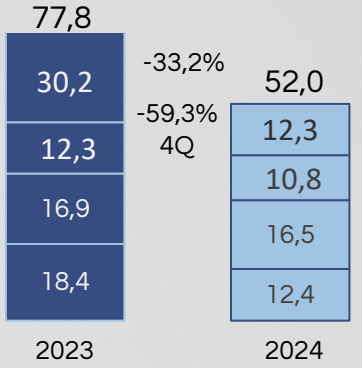
04. Total sales revenue of PLN 52,0 mln (-33,2% y/y) in 2024.

05. Guillen Company backlog at the end of December at 116 units.

WG sales on the Spanish market
[pcs.]



Sales revenues – Spain
[PLN mln]

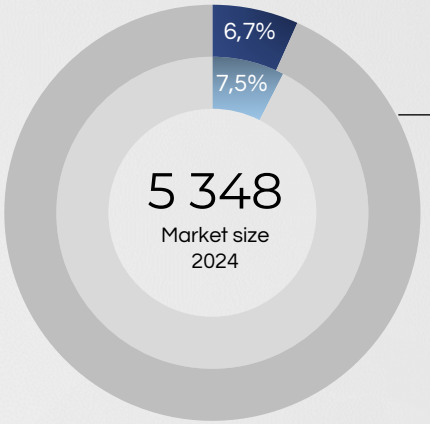


** The volume change for 2023 is due to a change in the presentation of sales data from 2024 onwards - the Group's sales in a particular market now.

Agro Segment

Market share

Based on vehicle registrations in Poland



POSITION	
4.	4.
WIELTON	
2024	2023

Market decline by 13,8% y/y
to 5,348 units.

Market share in Poland 6,7%
at 359 units.

Market information

1 2024 in agriculture was marked by protests. Farmers expressed their dissatisfaction with the significant imports of agricultural products from Ukraine, the exorbitant requirements of the European Green Deal, and the Mercosur Agreement. In addition, the difficult situation in agriculture was also influenced by adverse weather phenomena such as droughts, downpours, floods and frosts, which directly affected yields and harvests and, consequently, farmers' incomes.

2 Figures published by Eurostat show that in 2024, the agricultural labour productivity index in the European Union increased by 1.6 per cent compared to the previous year. Agricultural labour productivity increased in 13 EU countries (e.g. Latvia, Luxembourg, Sweden), while the largest decreases were recorded in Poland, Hungary and Romania, among others.

Sales and financial highlights

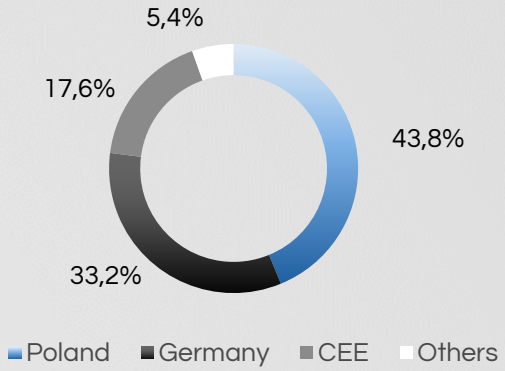
01. Fourth position on the Polish market and a decline in market share to 6.7% in 2024, with a 13.8% y/y decline in the Polish Agro market.

02. Decrease in Wielton Agro branded agricultural trailer registrations in Poland by 22.5% y/y in 2024.

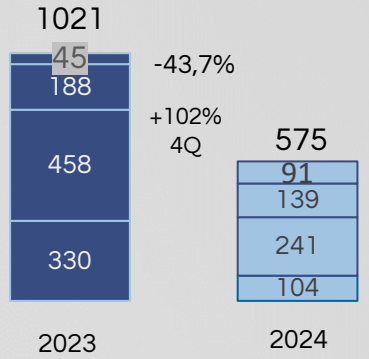
03. Wielton Agro's agricultural trailer volume sales at 575 units. (-43.7% y/y) in 2024.

04. A decrease in sales of high-tonnage trailers by approx. 57% (66 units vs. 152 units) and low-tonnage trailers by 66,2% (99 units vs. 293 units) in 2024.

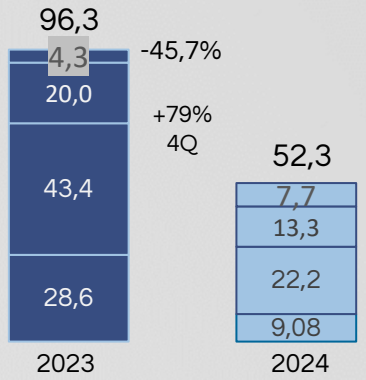
Geographical sales structure



Sales Wielton Agro [pcs.]



Sales revenues – Wielton Agro [PLN mln]



Product portfolio structure in 2024

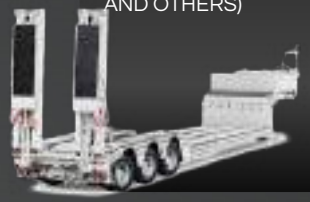
2023	2024	
49%	37%	UNIVERSAL SEMI-TRAILERS
13%	16%	TIPPERS
12%	14%	CLOSED-BOX SEMI-TRAILERS
5%	4%	AGRO
3%	8%	HOME DELIVERY VAN





Increase in sales of high volume combination y/y (1232 units vs. 1036 units) and Home Delivery (1180 units vs. 525 units) and tipper bodies y/y (455 units vs. 230 units) in 2024.

2023	2024	
1%	3%	TIPPER BODIES
5%	4%	LOW-LOADERS (INCLUDING TRAILER AND OTHERS)
6%	4%	CONTAINER SEMI-LOADERS
5%	8%	HIGH VOLUME COMBINATIONS
1%	1%	INLOADERS

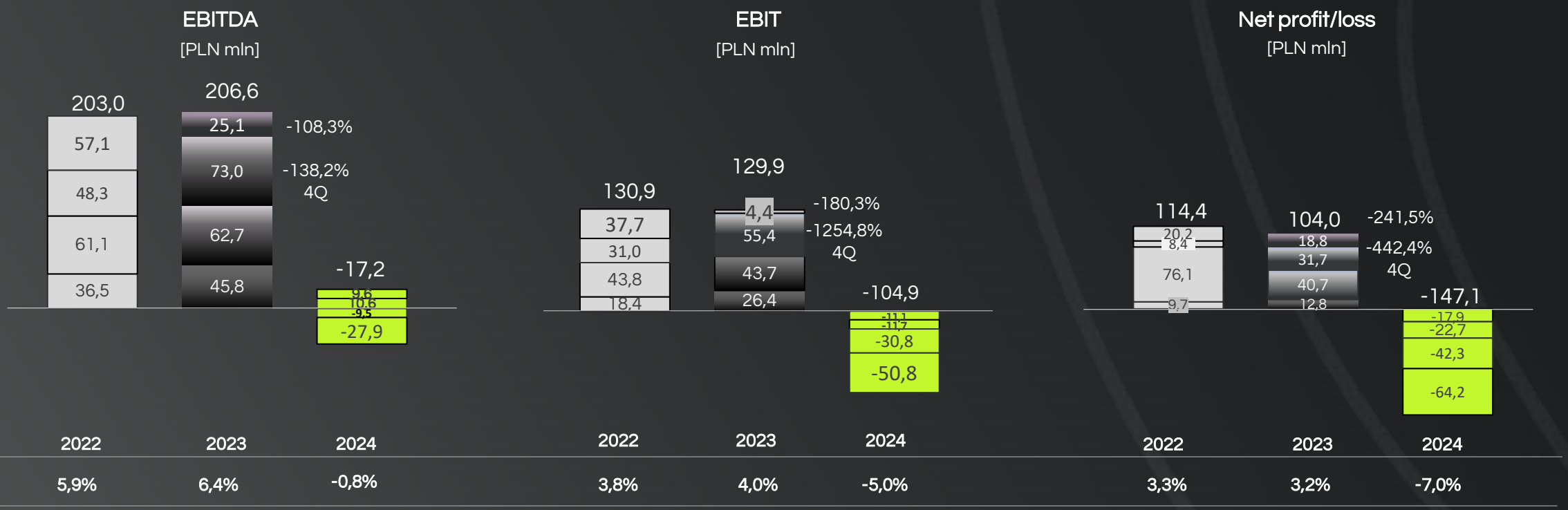

Decrease in sales of universal semi-trailers y/y (5352 units vs. 10383 units), closed-box semi trailers y/y (2097 units vs. 2576 units) and container semi-loaders (581 units vs. 1323 units) in 2024.

WIELTON GROUP

OPERATIONS AND FINANCIAL RESULTS

Consolidated earnings and profitabilities

Price pressure from key competitors with falling order intake. A 34.7% year-on-year decrease in sales revenue) and an unfavourable EUR YTD exchange rate of PLN 4.31 in December 2024 vs. PLN 4.53 in December 2023 resulted in lower profitability on sales and consequently a negative result at the operating level and a net loss.

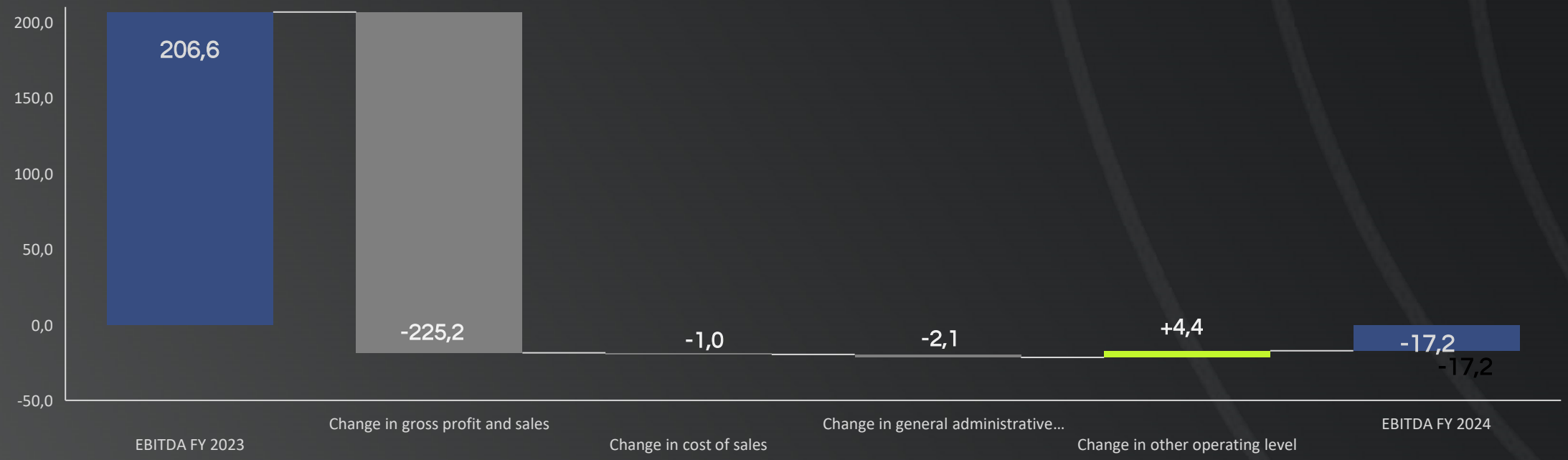


	2022	2023	2024	2022	2023	2024	2022	2023	2024
MARGIN	5,9%	6,4%	-0,8%	3,8%	4,0%	-5,0%	3,3%	3,2%	-7,0%

Structure of EBITDA in 1-4Q 2024 [PLN mln]

Decrease in EBITDA resulting from declines in sales volumes in all key markets.

Higher overheads by PLN 2.1 million compared to last year as a result of establishing new companies (GDI Rental, Wielton Scandinavia, Wielton Benelux, Retrailer, Wielton Defence)

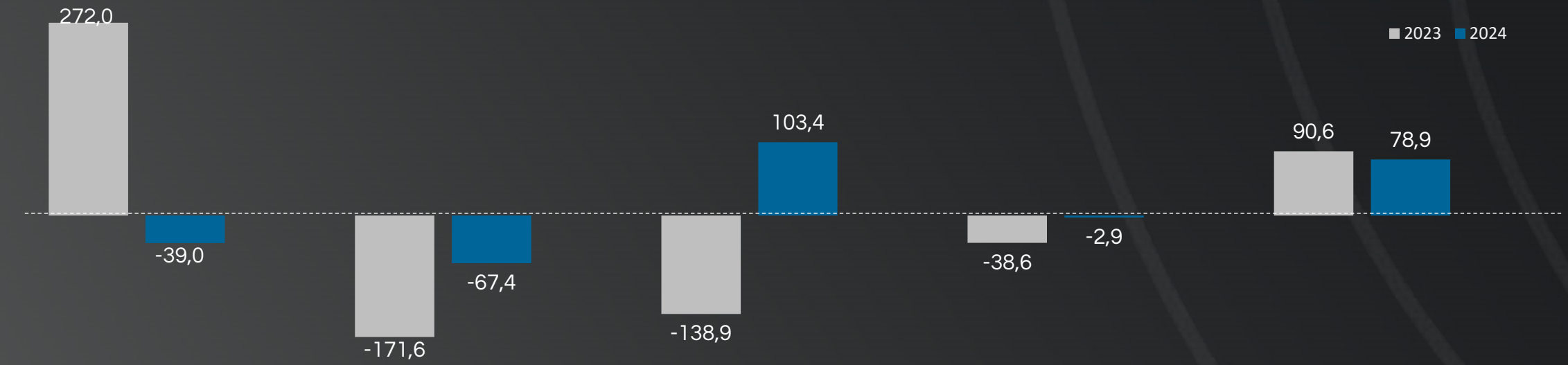


Consolidated cash flow statement [PLN mln]

01. Operating cash flow includes profit before tax (-144.5m), depreciation and amortisation (+87.1m), other adjustments (+42.3m), tax paid (-10.2m), proceeds from settlement of derivatives (+0.6m) and change in working capital -14.3m.

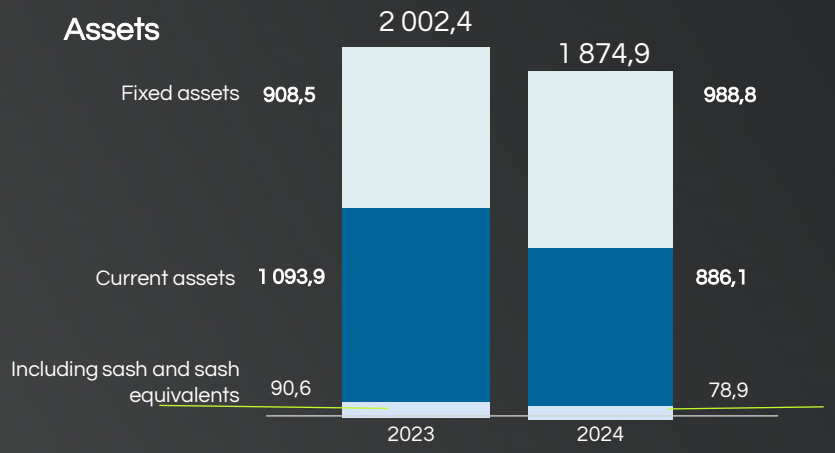
02. Reducing investment activities.

03. Nearly 42.2m of interest capital, 32.1m of interest and 20.2m of leases were repaid in 2024. 20.0 million was raised from bond issues, and the use of available revolving overdraft facilities was increased, and new financing of 178 million was raised.

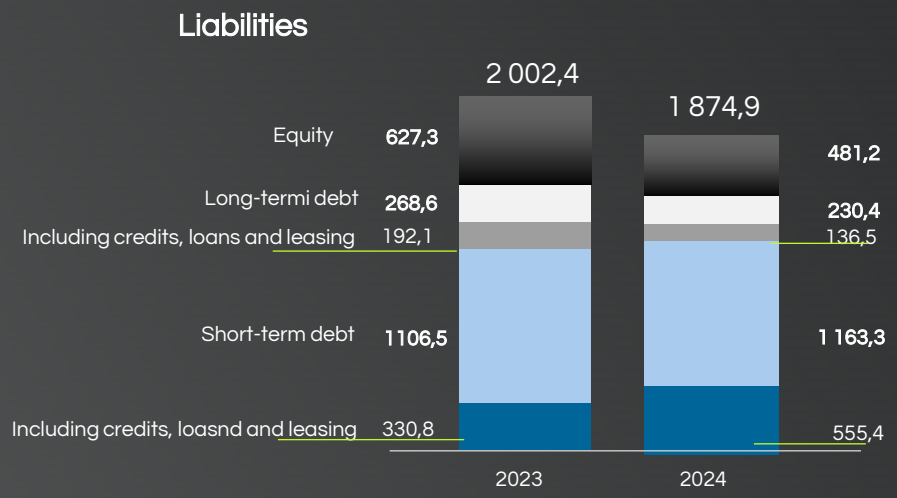


Balance sheet structure

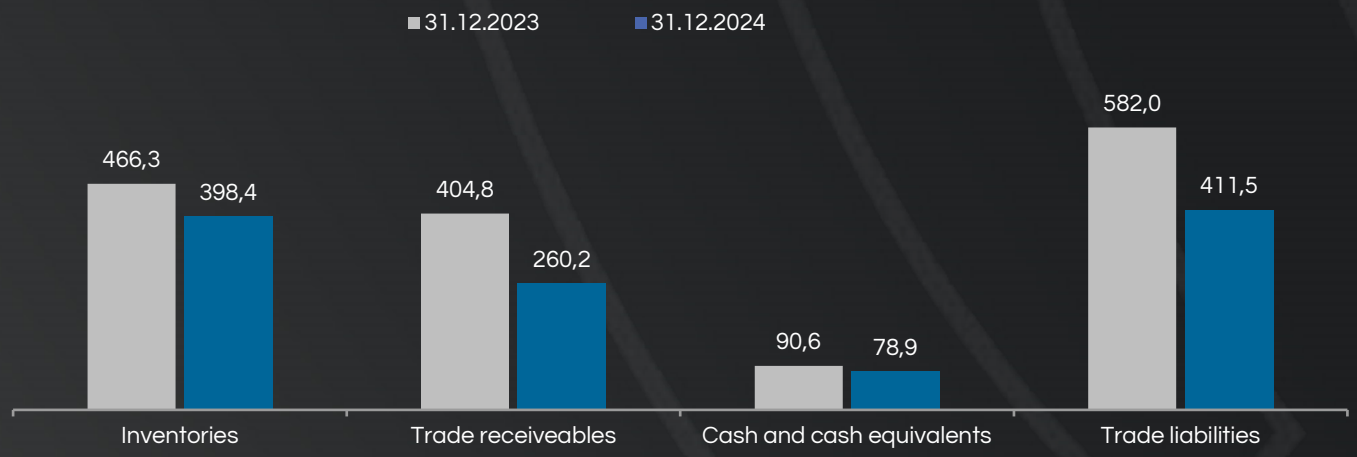
[PLN mln]



Reduction in total assets in correlation with lower turnover.



Working capital levels in correlation with lower production and sales.



New products

New curtainsider trailer EVO - sales readiness Q2 2025.

Wielton Reefer - van panel production for Group home delivery van products.

Home Delivery Van by Lawrence David for a leading player in the market.

EMS [European Modular System] - in line with work on new regulations in the EU:

- Duo trailer - two semi-trailers - currently offered in Spain, being tested in Scandinavia, Germany, and Poland.
- Truck plus semi-trailer; semi-trailer plus trailer - being prepared for testing.

ReTrailer project –
repurchase, refurbishment, and resale of used trailers plus refurbishment service.

New products

The new Scrap Master tipper trailer model - transporting scrap metal.

Semi-trailer and trailer for timber transport.

The new TELEMATICS and TPMS solution Aberg Connect.

Inloader Double-Deck Langendorf brand.

Interchangeable systems in three body versions:

- Swap Curtain Master - curtain body,
- Swap Dry Master - van body,
- Swap Curtain Volume Master - curtain body.

Wielton Defence – low-bed semi-trailer with military/civilian use.

Risks and uncertainties in 2024

HIGH RISK	01.	Market: cooling of demand, customers postponing purchasing decisions.
	02.	Geopolitical uncertainty.
	03.	Financial risk, liquidity and customer insolvency.
MEDIUM RISKS	04.	Persistently high financial costs.
	05.	Uncertainty related to exchange rate volatility.

WIELTON GROUP

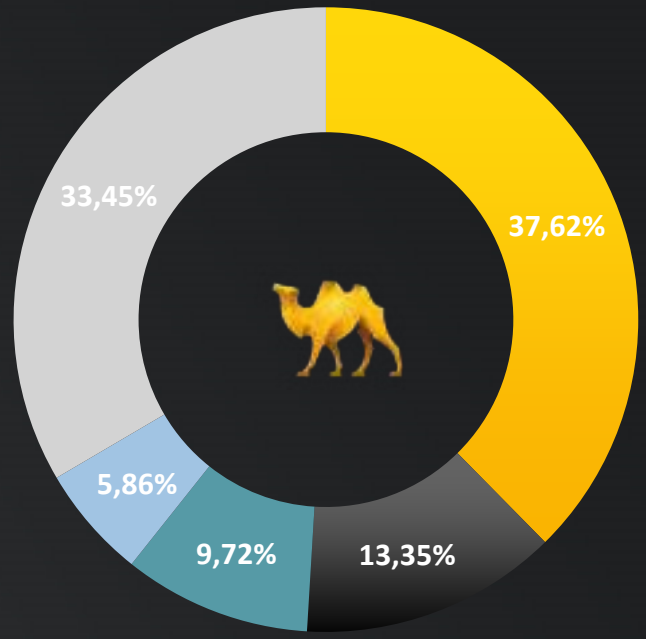
ATTACHEMENTS

hareholder structure of Wielton S.A.

	31.12.2024	
	Number of shares/numer of votes at GM	Share in the total numer of votes and in the share capital
MP Inwestors S.a.r.l.*,**	22 714 618	37,62%
MPSZ Sp. z o. o.*	8 058 300	13,35%
Łukasz Tylkowski	5 870 018	9,72%
VESTA FIZ Aktywów Niepublicznych**	3 536 505	5,86%
Pozostali	20 195 559	33,45%
Total numbers of shares	60 375 000	100%

**MP Inwestors S.à r.l. is a subsidiary of Forum 109 Fundusz Inwestycyjny Zamknięty ('Forum 109 FIZ', the sole shareholder of MP Inwestors S.à r.l.). All investment certificates issued by Forum 109 FIZ are equally held by M.Szataniak Fundacja Rodzinna, in which Mariusz Szataniak holds the majority of votes at the beneficiaries' meeting and is the sole member of the management board, and P.Szataniak Fundacja Rodzinna, in which Pawel Szataniak holds the majority of votes at the beneficiaries' meeting and is the sole member of the management board. M.Szataniak Family Foundation and P.Szataniak Family Foundation also each hold 50% of the shares in MPSz sp. z o.o., in which Mariusz Szataniak and Paweł Szataniak constitute the entire board of directors.*
M.Szataniak Fundacja Rodzinna, P.Szataniak Fundacja Rodzinna, MP Inwestors S.à r.l. and MPSz sp. z o.o. are parties to a cooperation agreement, which has the nature of an agreement within the meaning of Article 87(1)(5) and (6) of the Public Offering Act (...) concerning shares in Wielton S.A. Pursuant to the agreement, MP Inwestors S.à r.l. has, among other things, the right to exercise voting rights on all shares in the share capital of MPSz sp. z o.o. and to appoint and dismiss the majority of the members of the management board of MPSz sp. z o.o., by virtue of which it is the parent company of MPSz sp. z o.o. within the meaning of the Act on Public Offering (...), and MPSz sp. z o.o. is obliged to exercise the voting rights attached to its shares in Wielton S.A. at Wielton S.A.'s general meetings in accordance with the instructions given by MP Inwestors S.à r.l.
**Forum 109 FIZ, which is the parent - sole shareholder of MP Inwestors S.à r.l., and VESTA FIZ of Non-Public Assets are funds managed by the same investment fund company, Forum TFI S.A.

Shareholder structure as of 31.12.2024



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This presentation contains forward-looking statements. These statements are based on the current expectations of the Management Board and depend on many factors that the Company has no influence on and are subject to a number of known and unknown risks, uncertainties and other factors that may cause actual results, level of activity or achievements of the Company and the Group Equity may differ significantly on future results, level of operations or achievements expressed or suggested in forward-looking statements.

Thank you

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