



Investor Presentation

THIRD QUARTER 2024

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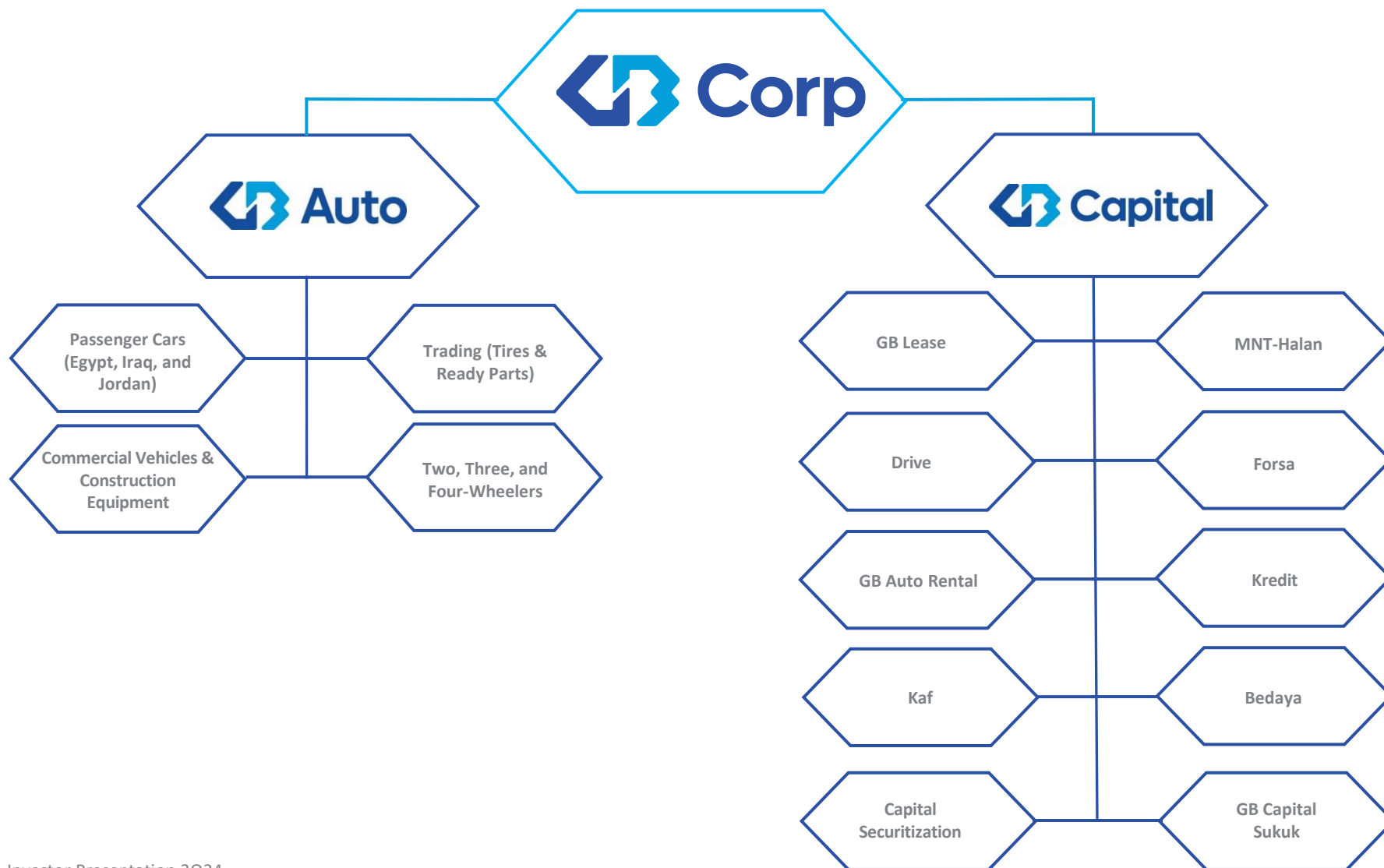
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Group Overview

GB Corp is a leading automotive company in the Middle East and Africa and non-bank financial services provider in Egypt. The company operates under two distinct segments: GB Auto, which operates the core automotive business and encompasses four primary lines of business across the Middle East and Africa, and GB Capital, which oversees the operations of the Group's non-bank financial service providers.



The Group has an established regional footprint with a strong portfolio of top global brands.

GB Auto

Passenger Cars



Commercial Vehicles & Construction Equipment



Motorcycles & Three-Wheelers



Trading



GB CAPITAL



Consolidated Financial Highlights

GB Corp delivers strong results amidst challenging market conditions with revenues and net profit growing year-on-year in 9M24

Revenues

GB Corp recorded consolidated revenues of EGP 35,403.7 million in 9M24, up 81.4% y-o-y, driven by solid performance in both the Auto and Capital segments. During the quarter, revenues increased 85.0% y-o-y and 59.4% q-o-q to EGP 16,222.6 million in 3Q24.

Gross Profit

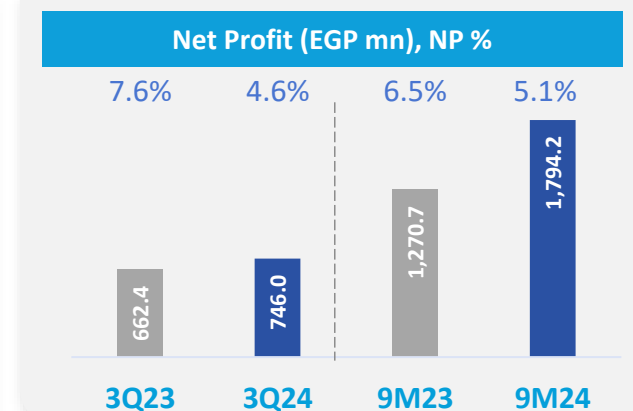
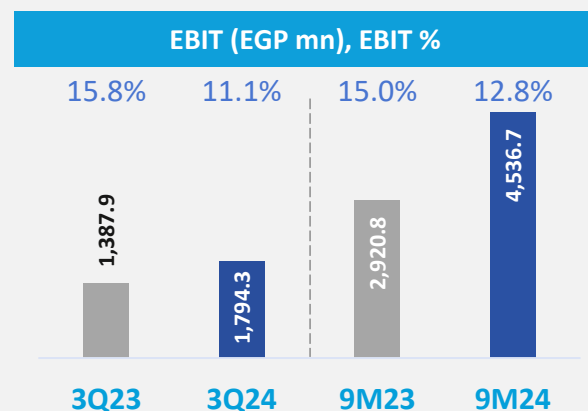
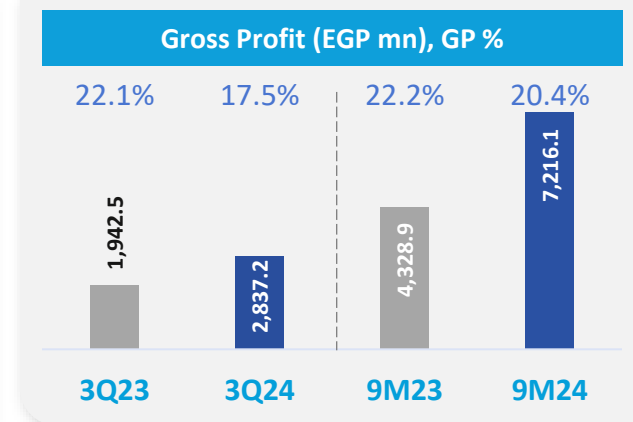
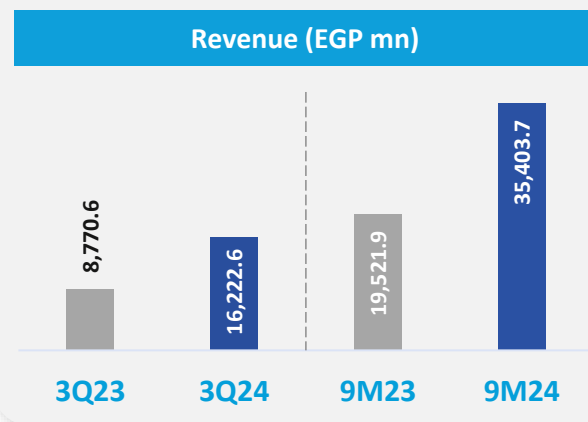
Gross profit increased by 66.7% y-o-y to EGP 7,216.1 million in 9M24; however, GPM declined slightly to 20.4% versus 22.2% in 9M23. On a quarterly basis, gross profit grew by 46.1% y-o-y and 56.3% q-o-q to EGP 2,837.2 million in 3Q24 with an associated GPM of 17.5% compared to 17.8% in 2Q24 and 22.1% in 3Q23.

EBIT

Similarly, GB Corp's EBIT grew 55.3% y-o-y to EGP 4,536.7 million, yielding a margin of 12.8% in 9M24. In 3Q24, EBIT increased by 29.3% y-o-y to EGP 1,794.3 million, yielding a contracted margin of 11.1%.

Net Profit

GB Corp's bottom-line grew 41.2% y-o-y to EGP 1,794.2 million in 9M24, yielding a NPM of 5.1% compared to 6.5% in 9M23. Meanwhile, net profit grew both quarter-on-quarter and year-on-year by 76.8% and 12.6%, respectively, to EGP 746.0 million in 3Q24.

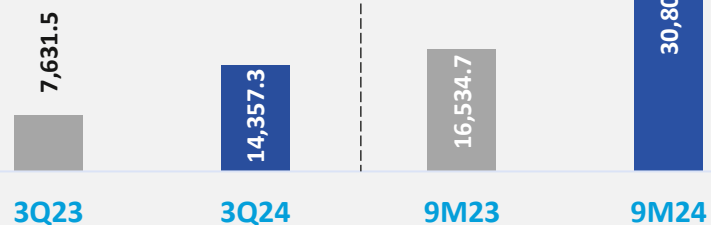


GB Auto

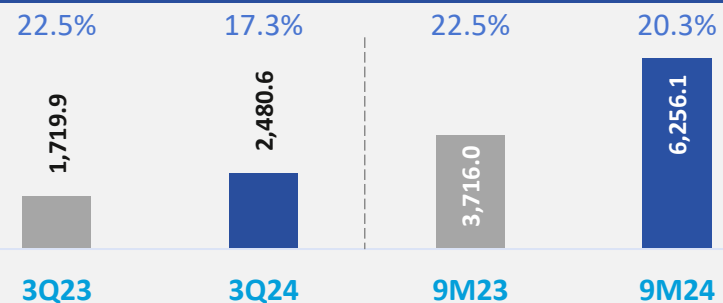
GB Auto Key Financial Highlights

GB Auto

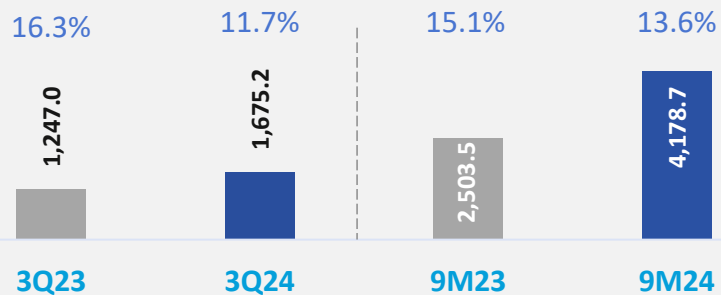
Revenue (EGP mn)



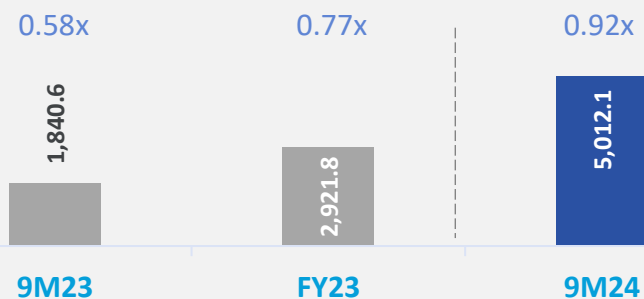
Gross Profit (EGP mn), GP %



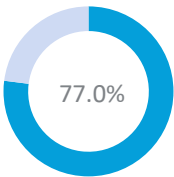
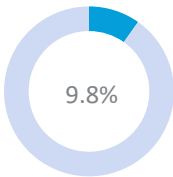
EBITDA (EGP mn), EBITDA %



Net Debt (EGP mn), Net Debt / LTM EBITDA Ratio



GB Auto is comprised of diverse operations that span the value chain from manufacturing and assembly to sales, after-sales, and trading.*

| Passenger Cars | Trading | Egypt CV&CE | Two, Three, and Four-Wheelers |
|--|---|--|---|
| <p>Assembly:</p> <ul style="list-style-type: none"> • Passenger car CKD and imported CKD kits in Egypt • Imported CKD kits with a production capacity of c.80,000 units per year in Egypt <p>Sales & Distribution:</p> <ul style="list-style-type: none"> • CBU vehicles in Egypt, Jordan, and Iraq | <p>Ready Parts Distribution:</p> <ul style="list-style-type: none"> • Distribution of spare parts for passenger cars, motorcycles, and commercial vehicles in Egypt and Iraq • Largest cross-country network of its kind <p>Tires Distribution:</p> <ul style="list-style-type: none"> • Passenger car, van, truck, construction equipment, and bus tires in Egypt | <p>Assembly:</p> <ul style="list-style-type: none"> • Trucks <p>Manufacturing:</p> <ul style="list-style-type: none"> • Bus bodies • Trailers/superstructures <p>Sales & Distribution:</p> <ul style="list-style-type: none"> • Trucks • Buses • Trailers/superstructures • Construction/farming equipment | <p>Assembly:</p> <ul style="list-style-type: none"> • Motorcycles CKD assembly <p>Manufacturing:</p> <ul style="list-style-type: none"> • Motorcycles components at the Badr Facility <p>Sales & Distribution:</p> <ul style="list-style-type: none"> • Motorcycles • Tricycles • Four-wheelers |
|  <p>77.0%</p> <p>3Q24 GB Auto Revenue Contribution</p> |  <p>8.2%</p> <p>3Q24 GB Auto Revenue Contribution</p> |  <p>9.8%</p> <p>3Q24 GB Auto Revenue Contribution</p> |  <p>2.5%</p> <p>3Q24 GB Auto Revenue Contribution</p> |
| 5-Year CAGR 56% | 5-Year CAGR 71% | 5-Year CAGR 70% | 5-Year CAGR 13% |

*GB Auto has one secondary line of business, Others, which consists of pre-owned passenger cars, pre-owned commercial vehicles, and retail.



- GB Auto's passenger car segment in Egypt witnessed a change in market dynamics following the floatation of the Egyptian Pound, which triggered a slowdown in demand at the beginning of quarter. As such, the company instituted strategic price reductions to mitigate decreased demand, but have already started to gradually increase prices as economic conditions began to stabilize.
- On the Iraq front, GB Auto continued to grow its presence in the market with the launch of the JAC and Foton brands. The move is expected to offset the impact of the complete phasing out of two and-three wheelers following their ban in the market.
- At the segment's operation in Jordan, the Company launched the distribution of the MG Motor brand and will continue to ramp up its operation.

GB Corp Egypt, Jordan, and Iraq Passenger Cars

The passenger car segment witnessed solid growth as GB Auto grew its operations in the Jordanian and Iraqi markets, as well as improved its pricing strategies and enhanced its product mix to drive demand in Egypt. GB Auto maintained its leading position in the Egyptian passenger car market and continued to grow its presence in Iraq, with the introduction of JAC and Foton, to build on its success with the MG Motor brand and further grow its presence in the market. Additionally, as an integral part of GB Auto's regional expansion strategy, the company launched its operation in Jordan through the distribution of the MG brand in partnership with the MG brand's previous distributor in the Jordanian market.

| | | 3Q23 | 2Q24 | 3Q24 | Q-o-Q | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|---------------------------|----------------------|----------------|----------------|-----------------|--------------|--------------|-----------------|-----------------|--------------|
| CKD Sales Volume | (Units) | 4,845 | 4,067 | 7,320 | 80.0% | 51.1% | 9,903 | 14,420 | 45.6% |
| CBU Sales Volume | (Units) | 4,843 | 4,046 | 5,058 | 25.0% | 4.4% | 9,972 | 13,444 | 34.8% |
| Total Sales Volume | (Units) | 9,688 | 8,113 | 12,378 | 52.6% | 27.8% | 19,875 | 27,864 | 40.2% |
| Total Revenue | (EGP million) | 5,764.8 | 6,600.7 | 11,059.1 | 67.5% | 91.8% | 11,465.2 | 23,140.8 | - |



Passenger Cars After-Sales Facilities

42

Show rooms

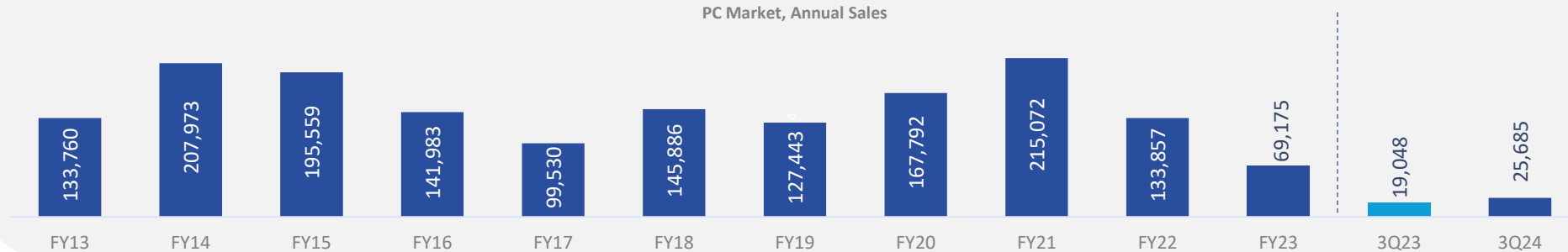
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Service Centers

EGYPT PASSENGER CARS MARKET

The PC market in Egypt continued to experience a slowdown in demand during the first half of the year following the floatation of the Egyptian Pound.

PC Market, Annual Sales



Egyptian Market Breakdown CBU vs. CKD Volumes

3Q24 Market Sales Breakdown



GB Auto represents 56% of CKD units sold in the Egyptian market

CKD Sales



Sources: Automotive Marketing Information Council (AMIC); International Monetary Fund, World Bank, Business Monitor International, CIA World Fact Book, GB Auto Research.
 *Please note that this figure refers to passenger cars only, while the motorization figures of the other countries in this graphic refer to cars, buses, and freight vehicles but do not include two-wheelers.
 **Figures are taken from World Bank.

The Trading business, which encompasses Ready Parts distribution in Egypt and Iraq, as well as the Tires business in Egypt, delivered a strong performance driven by improved supply conditions in Egypt and healthy demand for GB Auto's range of brands on both fronts. Management is confident that as long as adequate supply is secured, the LoB will be able to sustain its growth trajectory in Egypt and Iraq given the strong demand for GB Auto's diverse brand portfolio.

| | | 3Q23 | 2Q24 | 3Q24 | Q-o-Q | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|--------------------------------------|----------------------|--------------|----------------|----------------|--------------|--------------|----------------|----------------|--------------|
| Tires Revenue - Egypt | (EGP million) | 459.0 | 679.8 | 936.5 | 37.8% | - | 1,266.1 | 2,291.6 | 81.0% |
| Ready Parts Revenue – Egypt and Iraq | (EGP million) | 166.6 | 338.1 | 240.2 | -29.0% | 44.2% | 520.9 | 756.9 | 45.3% |
| Total Revenue | (EGP million) | 625.6 | 1,017.9 | 1,176.7 | 15.6% | 88.1% | 1,787.0 | 3,048.5 | 70.6% |

Trading Business



GB Auto's CV&CE line of business offers a range of commercial vehicle and construction equipment solutions in Egypt, including assembly, distribution, and manufacturing operations.



Improved pricing strategies and a ramp up in exports, coupled with a y-o-y increase in bus volumes supported bus revenues.



Truck volumes increased y-o-y on the back of a recovery in demand within the market.



Trailer volumes increased strongly y-o-y in 9M24.



Construction equipment volumes fell in 9M24, mainly driven by a slowdown in large-scale projects in Egypt.



The LoB operates eight service centers.

| | | 3Q23 | 2Q24 | 3Q24 | Q-o-Q | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|-------------------------------------|----------------------|--------------|--------------|----------------|----------|----------|----------------|----------------|--------------|
| Bus Sale Volume | (Units) | 225 | 131 | 374 | - | 66.2% | 573 | 581 | 1.4% |
| Truck Sales Volume | (Units) | 191 | 188 | 472 | - | - | 810 | 1,001 | 23.6% |
| Trailer Sales Volume | (Units) | 6 | 6 | 6 | - | - | 6 | 17 | - |
| Construction Equipment Sales Volume | (Units) | 9 | 2 | 12 | - | 33.3% | 29 | 19 | -34.5% |
| Total Sales Volume | (Units) | 431 | 327 | 864 | - | - | 1,418 | 1,618 | 14.1% |
| Total Revenue | (EGP million) | 526.6 | 665.4 | 1,406.9 | - | - | 1,421.7 | 2,810.7 | 97.7% |

Two, Three, and Four-Wheelers

The LoB's volumes grew both quarter-on-quarter and year-on-year, driving strong revenue growth. The LoB's performance has recovered from the impact of the three-wheelers phasing out in Egypt. In addition, a new light vehicle under the name "Qute" is currently in the pipeline, as GB Auto recently signed a partnership with "Bajaj Auto Limited" for its assembly in cooperation with the Ministry of Military Production.

| | | 3Q23 | 2Q24 | 3Q24 | Q-o-Q | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|---------------|---------------|-------|-------|-------|-------|-------|-------|--------|-------|
| Sales Volume | (Units) | 3,436 | 3,395 | 5,468 | 61.1% | 59.1% | 8,433 | 11,878 | 40.9% |
| Total Revenue | (EGP million) | 215.3 | 219.1 | 354.0 | 61.6% | 64.5% | 550.1 | 812.9 | 47.8% |

Two, Three, and Four-Wheelers After-Sales Facilities

25

Show rooms

5

Service Centers



GB Auto Income Statement

| (EGP million) | 3Q23 | 2Q24 | 3Q24 | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|---|------------------|------------------|-------------------|--------------|-------------------|-------------------|--------------|
| Revenue | 7,577.4 | 8,743.5 | 14,220.2 | 87.7% | 16,161.7 | 30,536.8 | 88.9% |
| Inter-Segment Revenue | 54.1 | 49.6 | 137.1 | - | 372.9 | 269.0 | (27.9%) |
| Total Revenue | 7,631.5 | 8,793.2 | 14,357.3 | 88.1% | 16,534.7 | 30,805.8 | 86.3% |
| Cost of Sales | (5,857.5) | (7,263.7) | (11,739.5) | - | (12,445.8) | (24,280.6) | 95.1% |
| Inter-Segment Cost of Sales | (54.1) | (49.6) | (137.1) | - | (372.9) | (269.0) | (27.9%) |
| Total Cost of Sales | (5,911.6) | (7,313.3) | (11,876.7) | - | (12,818.7) | (24,549.7) | 91.5% |
| Gross Profit | 1,719.9 | 1,479.8 | 2,480.6 | 44.2% | 3,716.0 | 6,256.1 | 68.4% |
| Gross Profit Margin | 22.5% | 17% | 17.3% | (5.3) | 22.5% | 20.3% | (2.2) |
| General, selling and administrative expenses | (643.3) | (844.1) | (961.1) | 49.4% | (1,699.2) | (2,706.8) | 59.3% |
| Other operating income | 81.3 | 109.4 | 126.3 | 55.4% | 214.4 | 348.1 | 62.4% |
| Provisions (Net) | 17.6 | 97.9 | (83.2) | - | 16.0 | (15.3) | - |
| Operating Profit | 1,175.5 | 842.9 | 1,562.6 | 32.9% | 2,247.1 | 3,882.0 | 72.8% |
| Operating Profit Margin | 15.4% | 9.6% | 10.9% | (4.5) | 14% | 13% | (1.0) |
| Finance cost / income | (332.2) | (624.2) | (760.8) | - | (840.8) | (1,785.9) | - |
| Investment Gain | - | - | - | - | (0.0) | - | - |
| FOREX | (212.6) | 53.3 | (16.8) | (92.1%) | (459.8) | (394.1) | -14.3% |
| Net Profit / (loss) Before Tax | 630.7 | 272.0 | 785.0 | 24.5% | 946.4 | 1,702.0 | 79.8% |
| Income Tax | (125.5) | (19.0) | (238.1) | 89.6% | (257.6) | (496.1) | 92.6% |
| Net Profit / (loss) After Tax and Before NCI | 505.2 | 253.0 | 546.9 | 8.3% | 688.8 | 1,205.8 | 75.0% |
| NCI | (29.8) | (3.4) | 8.8 | - | (45.3) | (20.5) | (54.7%) |
| Net Profit / (loss) After NCI | 475.3 | 249.6 | 555.7 | 16.9% | 643.6 | 1,185.3 | 84.2% |
| EBITDA | 1247.0 | 954.0 | 1675.2 | 34.3% | 2503.5 | 4178.7 | 66.9% |
| EBITDA Margin | 16.3% | 10.8% | 11.7% | (4.7) | 15.1% | 13.6% | (1.6) |

Development of Working Capital for GB Auto

| (EGP million) | 3Q23 | 4Q23 | 1Q24 | 2Q24 | 3Q24 |
|--------------------------------|---------|---------|----------|----------|-----------------|
| Inventory | 5,539.9 | 6,366.1 | 10,459.3 | 13,069.1 | 14,681.3 |
| Receivables | 2,045.3 | 1,743.5 | 2,201.1 | 3,390.9 | 3,514.1 |
| Advances | 776.9 | 913.6 | 1,204.4 | 1,867.4 | 2,215.0 |
| Debtors & Other Debit Balances | 2,267.0 | 1,547.9 | 2,192.2 | 2,849.7 | 3,679.8 |
| Payables | 7,107.8 | 6,104.7 | 9,665.7 | 12,993.9 | 15,028.6 |
| Working Capital | 3,521.3 | 4,466.3 | 6,391.2 | 8,183.1 | 9,061.6 |

Key Ratios for GB Auto

| (EGP million) | | 3Q23 | 4Q23 | 1Q24 | 2Q24 | 3Q24 |
|--------------------------------------|-------------|---------|----------|----------|----------|-----------------|
| Net debt / Equity* | Units | 0.24 | 0.38 | 0.21 | 0.41 | 0.42 |
| Total Liabilities Less Cash / Equity | Units | 1.34 | 1.36 | 1.30 | 1.71 | 1.85 |
| Current Ratio | Units | 1.15 | 1.16 | 1.23 | 1.16 | 1.15 |
| Net Debt / LTM EBITDA | Units | 0.58 | 0.77 | 0.47 | 0.93 | 0.92 |
| LTM EBITDA / Finance Cost | Units | 3.15 | 3.50 | 3.74 | 3.15 | 2.70 |
| Capital Employed ** | EGP million | 9,034.3 | 10,231.2 | 12,689.4 | 15,531.2 | 16,581.5 |
| LTM ROCE *** | % | 29.2% | 35.9% | 39.2% | 33.3% | 31.7% |

* Net Debt for segments = (short term debt + long term debt + due to related parties - inter-segment + payables related to leasing expenses) - cash and cash equivalents

** Average capital employed for segments at the end of the period = (property, plant and equipment + Intangible assets and goodwill + Investment property + inventories + Trade receivables + Debtors and other debit balance) - (Trade payables + Other current liabilities)

*** ROCE for segments = Last twelve months operating profit / average capital employed at the beginning and end of the period

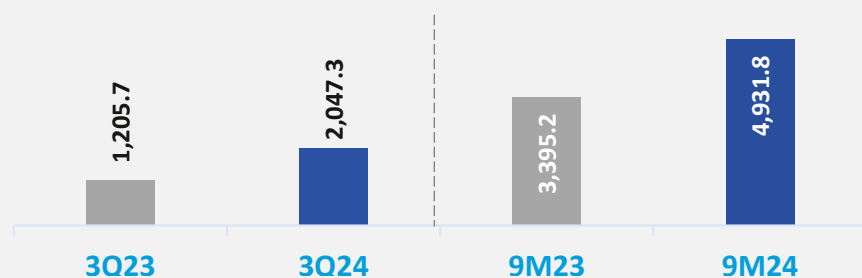
GB Capital



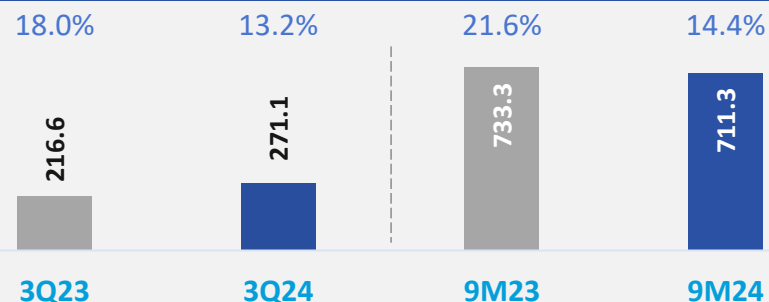
GB Capital Key Financial Highlights

GB Capital

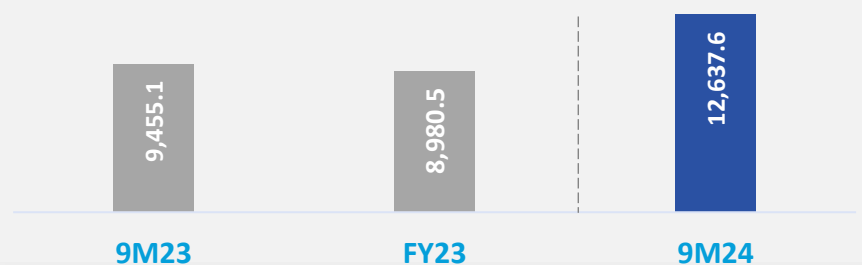
Revenue (EGP mn)



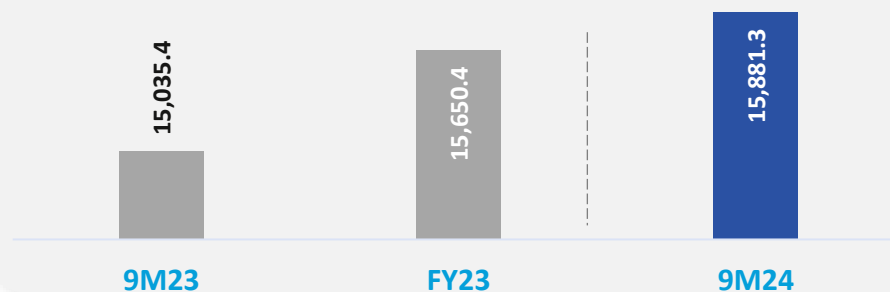
EBIT (EGP mn), EBIT %



Financing Portfolio (EGP mn)

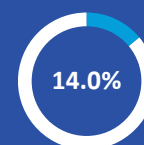
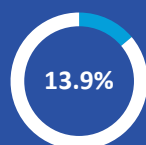


Equity Value (EGP mn)



GB Capital is a leading non-bank financial services provider in Egypt and targets further growth through expanding its existing businesses and adding new services.

9M24 Group Revenue
Contribution



9M24 Group Gross Profit
Contribution

Gross Profit Margin: 20.6%

Leasing



- Established in 2008, GB Lease provides business-to-business lease finance solutions. It is non-exclusive to GB Auto and caters to a diversified client base, ranging from multinationals, local corporates, and SMEs.
- Focuses on risk diversification by asset class, industry and clients; asset base covers all asset classes, including real estate, automotive and production lines. Portfolio tenor is mostly medium term.
- The LoB's recently launched factoring operation continued to gain traction in the market with its factoring portfolio more than tripling in 1Q24.



- Previously known as Haram Tourism Transport, GB Auto Rental joined GB Capital in late 2012, operating on a quasi-operational lease basis.
- It is Egypt's premier vehicle fleet-leasing company, serving a select range of top-tier industrial, services private sector companies, multinationals, and financial institutions.
- Average tenor of the portfolio is three years.
- Company's service agreements entail vehicle acquisition, registration, maintenance, and insurance that extends to third-party damage and passengers.

EGP 1,246.2 million*
9M24 Revenue

EGP 242.1 million*
9M24 Revenue

Consumer Finance



- Drive provides factoring services to a diversified client base, ranging from business-to-business (SMEs) to business-to-consumer (retail), with a focus on the auto finance sector.
- Operating under a robust credit policy, it maintains a well-developed portfolio, offers medium-term tenors, and focuses on risk diversification by product type, client base, and brands (where auto loans are concerned).



- Forsa is an easy-to-use mobile application that uses the BNPL concept for a diverse product range through its innovative platform.
- Forsa's merchant network reached over 1,400 merchants in more than 6,000 stores in 3Q24. This growth was driven by collaborations with additional brands as well as the inclusion of a broader range of products and services.
- Forsa expanded its product offering to include large-ticket financing.

EGP 3,381.3 million*
9M24 Revenue

SME-Lending



- Launched in 2023, Kredit is an FRA-regulated SME lending company, which provides financial solutions to SMEs across all segments in the Egyptian market.
- Kredit offers exceptional lending and mentoring services allowing SMEs to access vital financial support to achieve growth and sustainability.
- The Company aims to drive financial inclusion and support SMEs through a comprehensive suite of SME-focused financial solutions.

EGP 57.3 million*
9M24 Revenue

Fintech



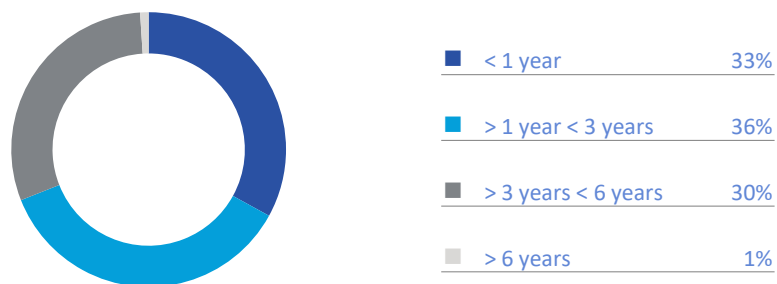
- Egypt's largest and fastest growing non-bank lender to the unbanked offering digital solutions, including lending, BNPL, e-commerce, payments, and on-demand logistics.
- MNT-Halan serves over 5 million customers, of which 3.5 million are financial clients and over 2 million are borrowers.
- MNT-Halan launched the "Halan" card, which gained significant traction in the market.
- The company continued to ramp up the Halan driven by its expansive digital offering, resulting enhanced customer retention rates as well as cross-selling opportunities.

MTN Halan expanded in Turkey through the acquisition of «Tam Finans»

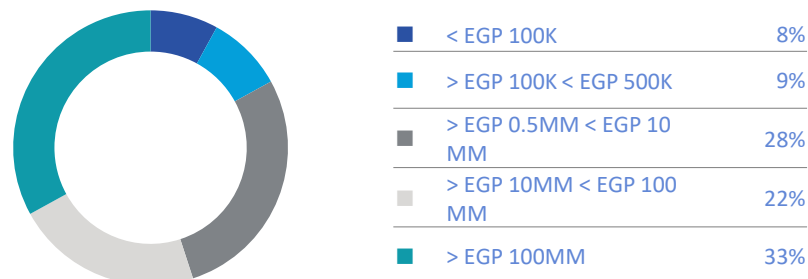
*Before intercompany eliminations.

GB Capital's strategy is to benchmark operations against the best in the field, building on strict and robust credit, risk classification and provisioning policies developed for each industry.

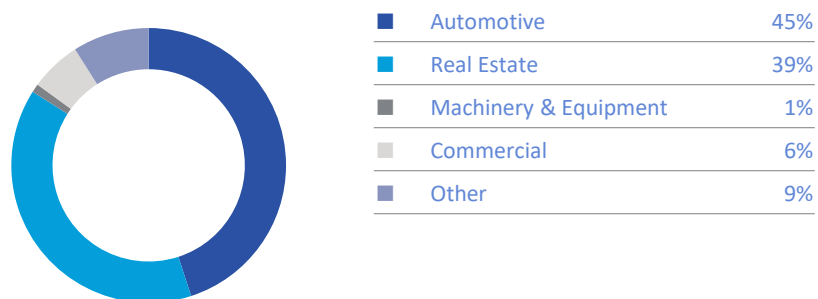
GB Capital Portfolio Breakdown by Maturity – excluding provisions – 3Q24



GB Capital Portfolio Breakdown by Loan Size – excluding provisions – 3Q24



GB Capital Portfolio Breakdown by Asset Type – excluding provisions – 3Q24



Supplementary Financial Information –
GB Capital (Excluding MNT-Halan)

| | 3Q23 | FY23 | 3Q24 |
|---|----------|---------|----------|
| Net Portfolio Assets (EGP mn) | 9,455.1 | 8,980.5 | 12,637.6 |
| Debt / Equity | x 0.48x | 0.43x | 0.60x |
| Equity / Loan Portfolio | % 159.0% | 174.3% | 125.7% |
| Annualized Return on Avg. Equity (ROAE) - Excluding NCI* | % 15.1% | 20.8% | 12.3% |
| Annualized ROAA [Annualized the period EBIT pre-funding costs after tax / average assets of period] | % 8.6% | 11.4% | 11.5% |
| Annualized net interest margin (%) [(interest income - interest expense) for the last quarter X 4 / average portfolio size for the quarter] | % 6.5% | 6.6% | 10.0% |
| Provision for portfolio : | | | |
| Provision (BS) / Loan portfolio % | % 3.65% | 3.29% | 2.03% |
| Provision (BS) / NPL % (Coverage ratio) | % 99% | 108% | 95% |
| NPL / Loan portfolio % | % 3.69% | 3.05% | 2.13% |

GB Capital Income Statement (Before Elimination)

| (EGP million) | 3Q23 | 2Q24 | 3Q24 | Q-o-Q | Y-o-Y | 9M23 | 9M24 | Y-o-Y |
|--|----------------|------------------|------------------|--------------|--------------|------------------|------------------|---------------|
| Revenue | 741.7 | 730.8 | 1,166.2 | 59.6% | 57.2% | 2,274.3 | 2,786.0 | 22.5% |
| Interest Income | 463.9 | 689.2 | 881.1 | 27.8% | 89.9% | 1,120.9 | 2,145.8 | 91.4% |
| Total Revenues | 1,205.7 | 1,420.1 | 2,047.3 | 44.2% | 69.8% | 3,395.2 | 4,931.8 | 45.3% |
| Cost of Sales | (659.5) | (530.3) | (1,060.8) | - | 60.8% | (2,040.3) | (2,377.2) | 16.5% |
| Cost of Funds | (321.2) | (547.8) | (591.0) | 7.9% | 84.0% | (735.6) | (1,541.1) | - |
| Total Cost of Revenues | (980.7) | (1,078.1) | (1,651.8) | 53.2% | 68.4% | (2,775.9) | (3,918.3) | 41.2% |
| Gross Profit | 224.9 | 341.9 | 395.5 | 15.7% | 75.8% | 619.3 | 1,013.5 | 63.7% |
| SG&A | (149.8) | (246.6) | (271.3) | 10.0% | 81.1% | (504.6) | (733.3) | 45.3% |
| Provisions | (35.7) | (28.7) | (20.9) | (27.3%) | -41.6% | (101.3) | (59.5) | (41.3%) |
| Operating Profit | 39.4 | 66.6 | 103.4 | 55.1% | - | 13.3 | 220.7 | - |
| Other Income | 4.7 | 23.2 | 10.5 | -54.7% | - | 65.0 | 42.7 | (34.3%) |
| Income from associates* | 172.5 | 108.6 | 157.2 | 44.7% | (8.9%) | 655.1 | 447.9 | (31.6%) |
| EBIT | 216.6 | 198.5 | 271.1 | 36.6% | 25.1% | 733.3 | 711.3 | (3.0%) |
| Other Interest & Similar Income | 16.2 | 18.5 | 15.8 | (14.7%) | (2.8%) | 32.5 | 58.6 | 80.5% |
| FOREX | (3.6) | 0.2 | (2.1) | - | (41.4%) | (14.4) | 44.7 | - |
| EBT | 229.3 | 217.2 | 284.8 | 31.1% | 24.2% | 751.4 | 814.6 | 8.4% |
| Income Tax | (27.4) | (28.7) | (39.5) | 37.5% | 44.1% | (78.2) | (118.4) | 51.5% |
| Profit After Tax & Before NCI | 201.9 | 188.4 | 245.2 | 30.2% | 21.5% | 673.2 | 696.1 | 3.4% |
| NCI** | 13.0 | 14.9 | 56.9 | - | - | 42.0 | 86.6 | - |
| Net Profit After Tax & NCI | 188.8 | 173.5 | 188.3 | 8.5% | -0.3% | 631.2 | 609.6 | (3.4%) |
| Breakdown of Revenue By Company | | | | | | | | |
| GB Lease | 252.9 | 400.1 | 546.5 | 36.6% | - | 602.7 | 1,246.2 | - |
| Drive | 891.7 | 923.1 | 1,375.0 | 49.0% | 54.2% | 2,631.7 | 3,381.3 | 28.5% |
| GB Auto Rental | 57.9 | 76.4 | 97.1 | 27.2% | 67.8% | 156.5 | 242.1 | 54.6% |
| Capital Securitization | 0.4 | 3.5 | 0.3 | (91.6%) | (20.4%) | 1.1 | 4.4 | - |
| Kredit | 2.6 | 16.9 | 28.2 | 67.0% | - | 2.9 | 57.3 | - |
| Total | 1,205.7 | 1,420.1 | 2,047.3 | 44.2% | 69.8% | 3,395.2 | 4,931.8 | 45.3% |

*Includes MNT-Halan, Bedaya and Kaf

** Includes 45% of GB Lease



Consolidated Financial Performance



Income Statement by Segment

| 9M24 | | | | |
|---|-----------------|----------------|----------------|-----------------|
| (EGP million) | GB Auto | GB Capital | Elimination | GB Corp |
| Revenues | 30,536.8 | 4,866.9 | - | 35,403.7 |
| Inter-segment revenues | 269.0 | 64.9 | (333.9) | - |
| Total revenues | 30,805.8 | 4,931.8 | (333.9) | 35,403.7 |
| Cost of sales | (24,280.6) | (3,907.0) | - | (28,187.6) |
| Inter-segment cost of sales | (269.0) | (11.3) | 280.4 | - |
| Total Cost of Sales | (24,549.7) | (3,918.3) | 280.4 | (28,187.6) |
| Gross Profit | 6,256.1 | 1,013.5 | (53.5) | 7,216.1 |
| General, selling and administrative expenses | (2,706.8) | (733.3) | 1.7 | (3,438.5) |
| Other operating income | 348.1 | 42.7 | (4.7) | 386.0 |
| Provisions (Net) | (15.3) | (59.5) | - | (74.8) |
| Operating profit | 3,882.0 | 263.4 | (56.6) | 4,088.8 |
| Finance cost / income | (1,785.9) | 58.6 | 56.0 | (1,671.4) |
| Investment Gain | - | 447.9 | | 447.9 |
| FOREX | (394.1) | 44.7 | - | (349.4) |
| Net profit / (loss) before tax | 1,702.0 | 814.6 | (0.6) | 2,515.9 |
| Income tax | (496.1) | (118.4) | - | (614.6) |
| Net profit / (loss) after tax and before NCI | 1,205.8 | 696.1 | (0.6) | 1,901.3 |
| NCI | 20.5 | 86.6 | - | 107.1 |
| Net profit / (loss) after NCI | 1,185.3 | 609.6 | (0.6) | 1,794.2 |

GB Corp Balance Sheet by Segment

| As at 30 September 2024 | | | | |
|--|-----------------|-----------------|------------------|-----------------|
| (EGP million) | GB Auto | GB Capital | Elimination | GB Corp |
| Property Plant & Equipment | 6,861.5 | 642.2 | 14.8 | 7,518.5 |
| Intangible Assets & Goodwill | 983.4 | 9.4 | - | 992.8 |
| Asset Right of Use | 851.9 | 243.6 | (6.4) | 1,089.1 |
| Payments Under Investment | 325.1 | 13,023.0 | (1,961.3) | 11,386.6 |
| Notes Receivable | 3.1 | 7,899.3 | (233.8) | 7,668.7 |
| Other Debit Balance | - | 182.6 | - | 182.6 |
| Investments Property | 90.9 | - | - | 90.9 |
| Deferred Tax Assets | 153.2 | 0.0 | - | 153.2 |
| Non-Current Assets | 9,269.2 | 21,999.9 | (2,186.7) | 29,082.4 |
| Asset held for sale | - | 874.7 | - | 874.7 |
| Inventories | 14,681.3 | 18.7 | - | 14,699.9 |
| Trade Receivables | 3,514.1 | 3,819.2 | (60.7) | 7,272.6 |
| Advance Payments to Suppliers | 2,215.0 | 42.7 | - | 2,257.8 |
| Debtors & Other Debit Balance | 3,679.8 | 484.3 | - | 4,164.2 |
| Due from Related Parties | 111.5 | 0.4 | (1.6) | 110.3 |
| Due from Related Parties - Inter-Segment | 681.5 | 1.3 | (682.8) | - |
| Cash and Cash Equivalents | 6,501.6 | 868.8 | - | 7,370.4 |
| Current Assets | 31,384.8 | 6,110.2 | (745.1) | 36,749.8 |
| Total Assets | 40,654.0 | 28,110.1 | (2,931.9) | 65,832.2 |
| Share Capital | 1,087.4 | 318.0 | (319.9) | 1,085.5 |
| Share Capital Premium | 1,645.5 | - | (1,645.5) | - |
| General Reserve | - | 70.5 | - | 70.5 |
| Legal Reserves | 533.1 | 177.0 | - | 710.1 |
| Private Reserve | 7,294.0 | 213.9 | 4.2 | 7,512.1 |
| Risk Reserve | 0.0 | 20.4 | - | 20.4 |
| Accumulated Profit (Losses) | (844.4) | 13,684.5 | 5.4 | 12,845.5 |
| Net Income / (Loss) for The Period | 1,185.3 | 609.6 | (0.6) | 1,794.2 |
| Total Shareholders' Equity Before NCI | 10,900.8 | 15,093.8 | (1,956.4) | 24,038.2 |
| Total NCI | 1,094.2 | 787.5 | - | 1,881.7 |
| Total Equity | 11,995.0 | 15,881.3 | (1,956.4) | 25,919.9 |
| Trade Payables | 15,028.6 | 1,657.8 | (57.2) | 16,629.2 |
| Loans & Overdraft | 11,308.2 | 3,097.2 | - | 14,405.3 |
| Due to Related Parties | 3.7 | - | (1.6) | 2.1 |
| Due to Related Parties - Inter-Segment | 94.1 | 588.8 | (682.8) | - |
| Provision | 515.9 | 31.3 | - | 547.2 |
| Other Current Liabilities | 419.1 | 89.7 | - | 508.8 |
| Short term bond | - | 80.0 | - | 80.0 |
| Total Current Liabilities | 27,369.5 | 5,544.7 | (741.7) | 32,172.5 |
| Loans | - | 6,252.3 | - | 6,252.3 |
| Provision | 7.1 | - | - | 7.1 |
| Lease Obligation | 353.0 | 213.6 | - | 566.7 |
| Trade and Notes Payables | 625.0 | 20.9 | (233.8) | 412.1 |
| Deferred Tax Liabilities | 304.5 | 57.2 | - | 361.7 |
| Bonds Payable | - | 140.0 | - | 140.0 |
| Total Non-Current Liabilities | 1,289.6 | 6,684.0 | (233.8) | 7,739.8 |
| Total Equity And Liabilities | 40,654.0 | 28,110.1 | (2,931.9) | 65,832.2 |



Key Corporate & Shareholder Information

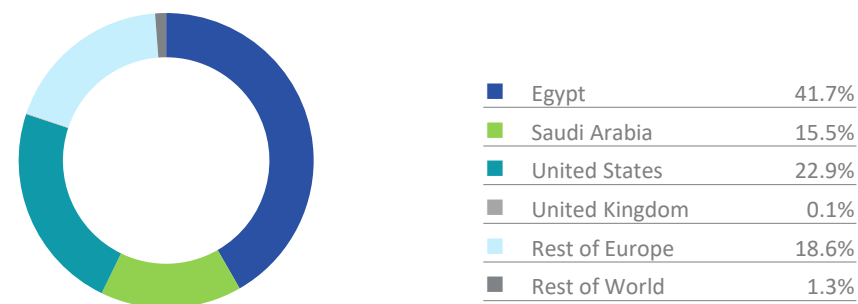
GB Corp is focused on the long-term sustainability of the business and its ability to deliver to shareholders.

A closer look at our shareholding structure as of 30 September 2024

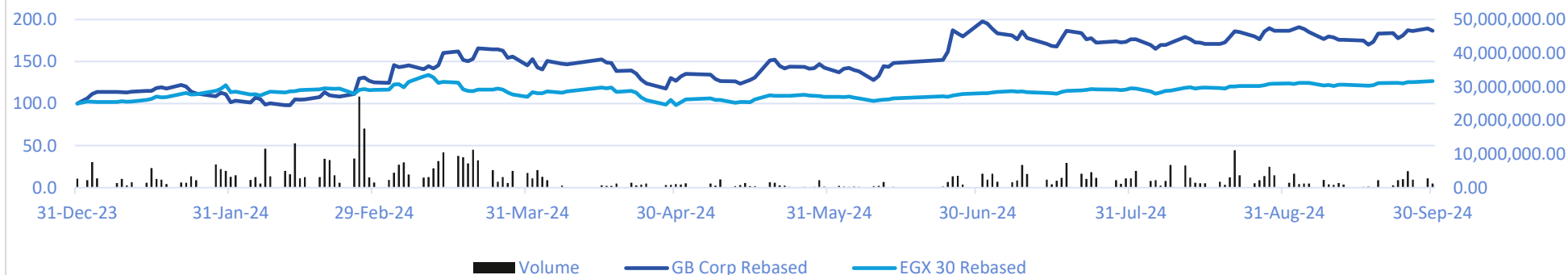
GB Corp's Shareholding Structure (%)



Geographic Distribution of the Free Float (%)



GB Corp Stock Performance



Glossary of Commonly Used Terms

CKD Completely Knocked Down. These are kits imported from the supplier and assembled in Egypt, using the locally-mandated percentage of domestic parts.

CBU Completely Built Up. This refers to vehicles that are imported fully-assembled.

LOB Line of Business.

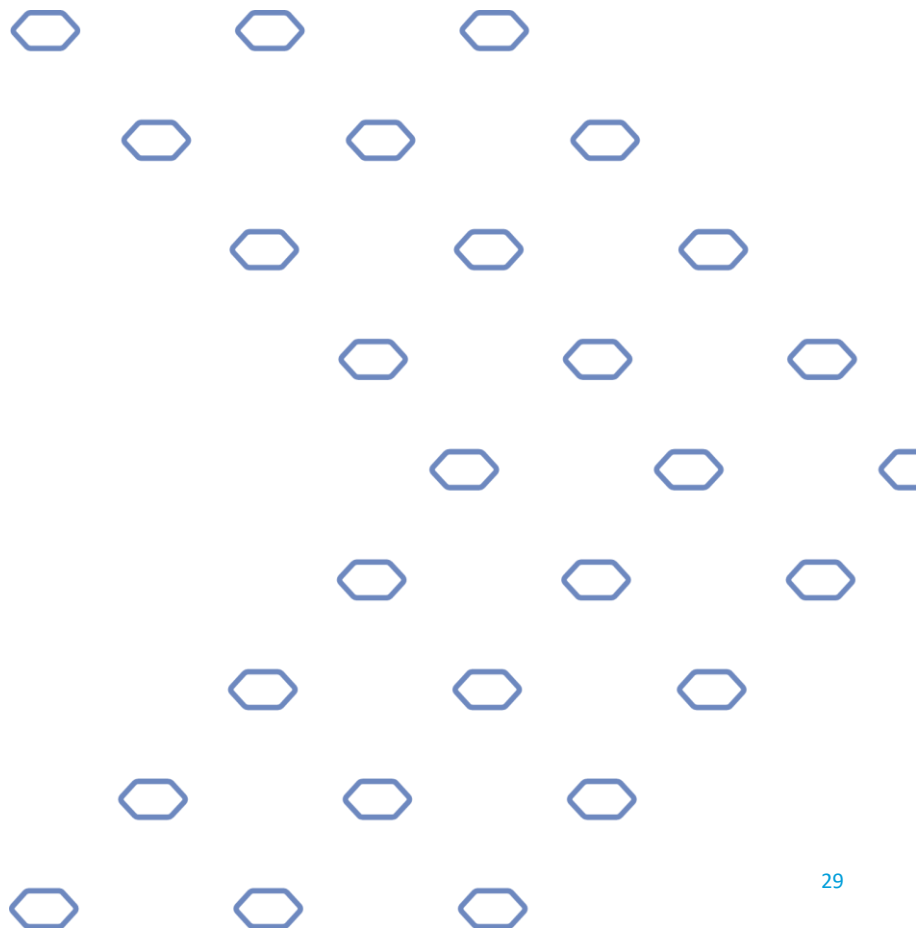
LTR Light Truck Radial.

OEM Original Equipment Manufacturer. For instance, Hyundai is the OEM of the Hyundai Tuscon.

OTR Off-the-road.

PCR Passenger Car Radial.

TBR Truck and Bus Radial.



Thank you

INVESTOR RELATIONS

Mansour Kabbani
Board of Directors Member

Mohamed Younis
Chief Investment Officer

Sarah Maged
Investor Relations
Communications Manager

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Shareholder Information

Reuters Code: GBCO.CA
Bloomberg Code: GBCO.EY

Number of Shares Outstanding

1,085,500,000