



Company Presentation

July 2024



One of Europe's leading ferry owners and operators ...



- ☆ Largest passenger shipping group in Greece in terms of passenger capacity¹
 - ☆ 2nd largest worldwide passenger shipping operator of conventional ro-pax vessels in terms of passenger capacity¹
- ☆ A key pillar of Greek tourism, representing the floating bridge between the mainland and the islands hence playing an important role on the development of islands' infrastructure
 - ☆ >60 destinations, connecting 72 ports in Greece and Italy
- ☆ 25+ years of continuous presence, with significant experience in design and overview of construction of newbuild vessels
 - ☆ Track record of designing 30 vessels for total invested capital of c.€2bn maximising operational and financial efficiencies over 25+ years
- ☆ Highly experienced top management team, steering the company for >10 years
- ☆ Well maintained current fleet of 41 vessels, under 4 well established brands
- ☆ 7.4m passengers, 1.3m private vehicles and 0.5m freight units in 2023 on a combined basis
 - ☆ 3 hotels owned on islands where the Group's vessels operate



Source: Company information, Shippax
 Notes: 1) 5th largest worldwide in terms of freight lane length in vessels and 4th largest worldwide in terms of vessels' gross tonnage (according to Shippax data as of April 2023). 2) Pro-Forma data for FY 2023 assuming that the merger with Anek took place on 1.1.2023 and the gain on the transaction remained as at 4.12.2023. 3) Data refer to 31.12.2023. 4) STRIX Holdings L.P. owns directly 25.4% of Attica Group and 61.3% indirectly through its subsidiary MIG Shipping S.A., being controlled through a chain of corporate entities by BLANTYRE CAPITAL (CAYMAN) LTD.



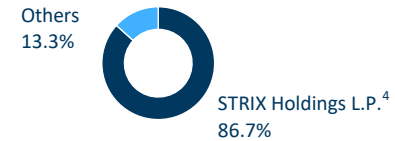
Key financial figures 2023 PF²

€761m Revenue	€137m EBITDA
€49m Net income	€485m Net Debt
€848m Vessels net book value	3.5x Net Debt / EBITDA

With a *tangible upside potential* driven by largely *untapped growth avenues*

Shareholding structure³

Listed on the Athens Stock Exchange



...positioned in strategic locations with fundamental demand for sea transport. Ongoing expansion into the hotel industry allows Attica to capitalise on the strong Greek tourism dynamics

Market / Country ¹	Strategic importance
<p>Domestic routes</p> <p>70.1%</p>	<ul style="list-style-type: none"> ☆ The ferry shipping industry has infrastructure characteristics in Greece, being the primary connector between the mainland and the islands ☆ The islands have been traditionally one of the most popular touristic destinations, with many hotel rooms in Greece found on islands ☆ Main routes: Piraeus-Cyclades, Piraeus-Crete, Piraeus-Dodecanese, Piraeus-N.E. Aegean, Piraeus-Saronic Gulf islands ☆ Operating under three brands:
<p>International routes</p> <p>29.6%</p>	<ul style="list-style-type: none"> ☆ Adriatic Sea is a substantial trading route, connecting Europe with Greece ☆ It's the most efficient trading route to bypass transit across the Balkan peninsula ☆ Main routes: Patras-Igoumenitsa-Venice, Patras-Igoumenitsa-Ancona, Patras-Igoumenitsa-Bari ☆ Operating under one brand:
<p>Hotel industry</p> <p>0.3%</p>	<ul style="list-style-type: none"> ☆ Selective expansion in the adjacent and synergetic hotel industry, to capitalise on the strong macro trends in the Greek tourism sector ☆ Recently acquired 3 hotels² on islands where the Group's vessels operate, providing the Group with a unique revenue synergies potential

% of total revenues 2023A



Source: Company information

Notes: 1) In Apr-24, Attica Group reached a binding agreement with Stena Line Holding BV, for the sale of its 49% stake in AML as well as the 2 vessels Morocco Star and Highspeed 3 for a total consideration of €49m. 2) Naxos Resort Beach Hotel in 2021, Tinos Beach Hotel in 2022 and Galaxy Hotel in 2024.

Key highlights since incorporation showing strong track record in organic and inorganic growth as well as market consolidation experience



1918 - Incorporated as "General Company of Commerce and Industry of Greece"

1924 - Listed on the Athens Stock Exchange



1992 - Change of ownership and renaming to Attica Enterprises S.A., subsequently changed to Attica Enterprises Holding S.A.



1995 - Delivery and deployment of Superfast I and Superfast II in the Patra - Ancona service cutting the crossing time by up to 40%

1998 - Launch of Patra - Igoumenitsa - Bari route



2001 - Entrance in Baltic sea market connecting Germany and Finland. Sailing time reduced to 22h from 32-34h

2002 - Launch of the North Sea route between Scotland and Belgium



Superfast ANEK Joint Venture for Ancona and Herakleio routes (2011), expanded to Bari, Venice and Chania (2014)



2018 - Acquisition of Hellenic Seaways



2021 - Establishment of "Attica Blue Hospitality" with activities in the hospitality industry and acquisition of Naxos Beach Resort Hotel

2024 - Agreement with Stena RoRo for the long-term charter (with purchase option) of two new vessels and a potential option for two additional vessels



2024 - Sale of 49% stake in Africa Morocco Links and of the two vessels Morocco Star and Highspeed 3



2024 - Attica acquires the Galaxy Hotel in Naxos



1993 - Creation of Superfast Ferries Maritime S.A.



Order of the first two Superfast car-passenger ferries, Superfast I and Superfast II in Germany



1999 - Acquisition of Srintzis Lines Shipping S.A. Rebranded to Blue Star Ferries

2007 - Marfin Investment Group (MIG) acquires majority shareholding stake of Attica Group



2008 - Exit from the Baltic and North sea market



2016 - Establishment of Africa Morocco Links and entrance in the West Mediterranean Market



2022 - Agreement with ANEK's Creditors and Shareholders for the merger by absorption

2022 - Attica acquires Tinos Beach Hotel



2023 - Completion of the merger with ANEK LINES S.A.

Benefits from long operating history

- ✓ Excellent brand recognition
- ✓ Corporate culture focused on operational excellence & innovation
- ✓ Adaptability to international market conditions

Fleet evolution



13

12

29

30

33

43

41

Increase driven by the acquisition of HSW

Increase driven by the merger with ANEK

Source: Company information



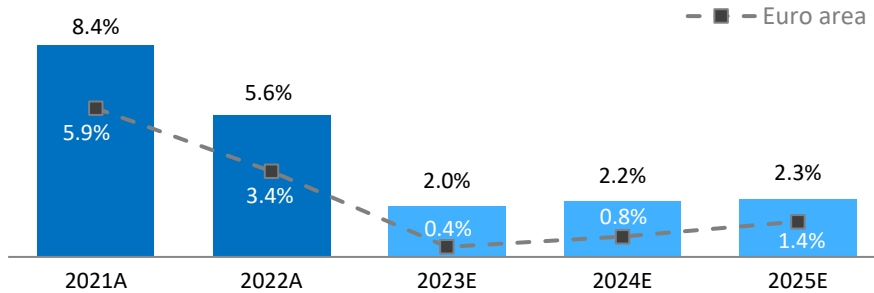


- 1** Growth story underpinned by robust Greek macro fundamentals ...
- 2** ... and growing strategic importance of tourism in Greece, being the largest passenger ferry market in the EU¹, with a unique need for sea transportation
- 3** Infrastructure characteristics with natural resilience
- 4** Highly experienced management with a successful delivery track-record
- 5** Attractive financial profile characterised by high growth, strong profitability and underpinned by solid operating performance
- 6** A leader in sustainability in the transport and transport infra sector

Source: Company information, Eurostat
Note: 1) In terms of passengers based on Eurostat data for 2022.

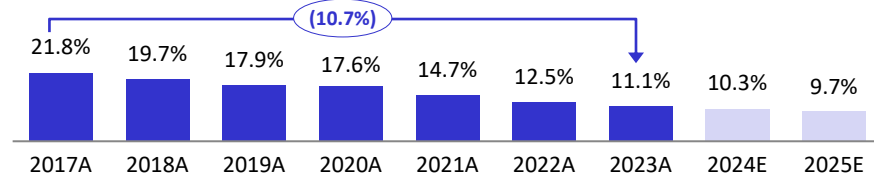
1 Growth story underpinned by robust Greek macro fundamentals ...

A
Real GDP growth¹



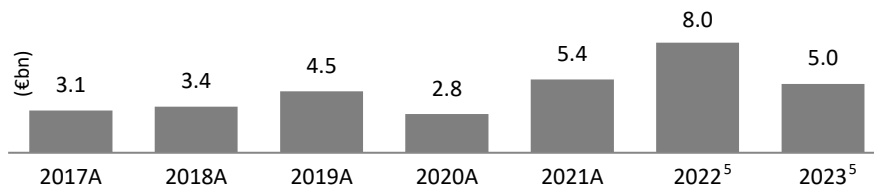
- ☆ Constructive macroeconomic and political conditions underpinned by **expectations of strong GDP growth, well above the Euro area**
- ☆ **Greece is the largest recipient of RRF² funds in the EU (~17% of GDP)**
- ☆ Greece was **recently upgraded** by S&P, Fitch and Morningstar DBRS **to investment grade after 13 years**

B
Meaningful expected decline in unemployment rate³



- ☆ **Unemployment rate has been decreasing** and is expected to hit 9.7% in 2025
- ☆ **Unemployment currently at the lowest levels since 2017**, with a ~11% reduction

C
Increasing foreign investments⁴



- ☆ **Solid net foreign direct investment (FDI) in Greece** over the last few years, signalling **trust in the Greek economy**, further enhanced by the current stability of its political system

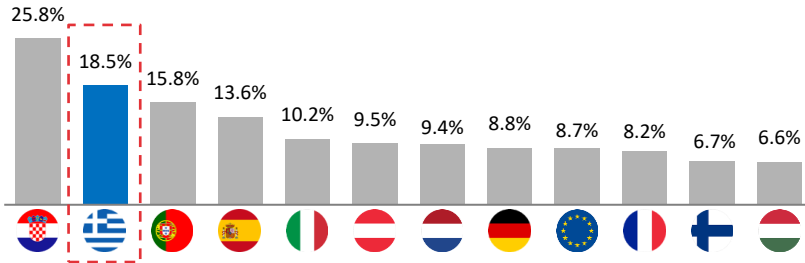
Source: Bank of Greece, European Union, Eurostat
 Notes: 1) Source: European Commission, European Economic Forecast Spring 2024. 2) Recovery and Resilience Facility; in relative terms as a percentage of GDP. 3) Source: Eurostat for historical data (2017-2023), European Commission, European Economic Forecast Spring 2024 for 2024-2025 estimates (series following Eurostat definition, based on the Labour Force Survey). 4) Source: Bank of Greece. 5) Provisional data.



② ...and growing strategic importance of tourism in Greece

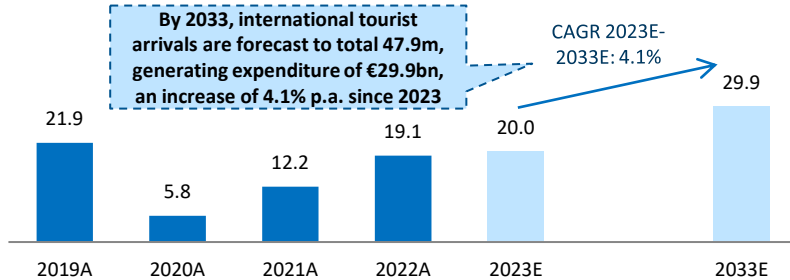
Tourism has consistently been a much more important contributor to GDP in Greece than in other European countries...

Travel & tourism's total contribution to GDP in 2022A¹

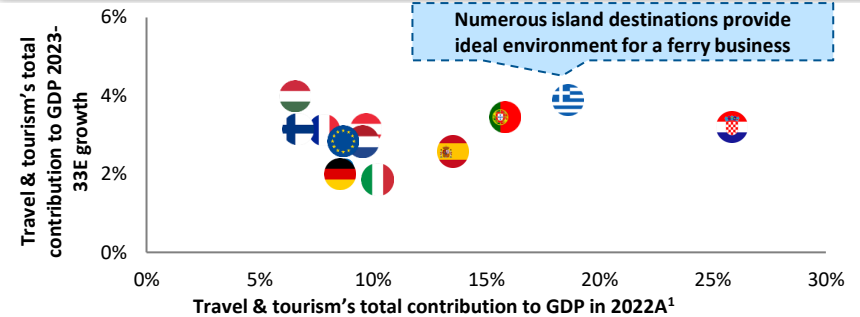


Strong growth of tourist spending in Greece expected to continue ...

Annual spend from international tourists in Greece^{1,2} (€bn)

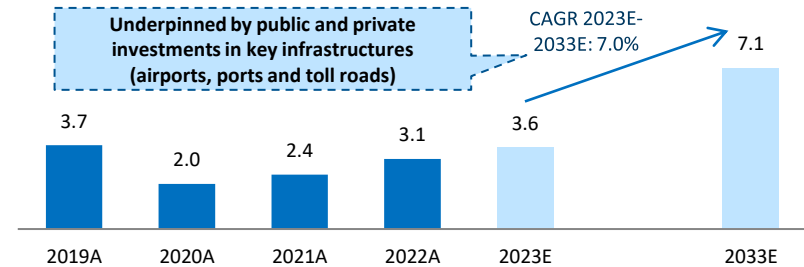


... and is a sector that continues to grow faster compared to other key countries



... coupled with significant and increasing investment in the Greek tourism sector

Capital investment in Greek travel and tourism^{1,3} (€bn)

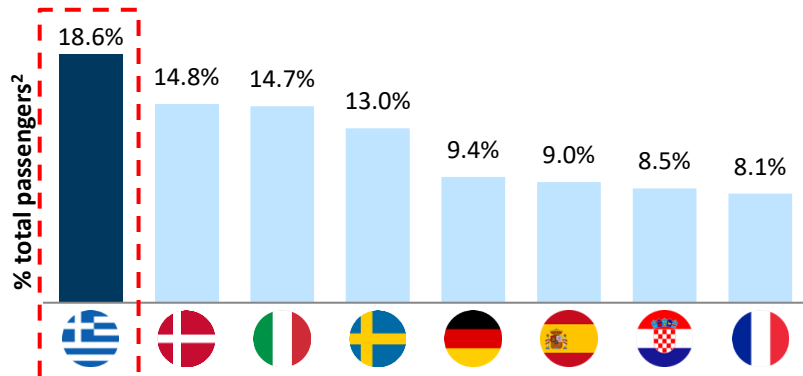


Source: World Travel and Tourism Council: Travel & Tourism Economic Impact 2023. All rights reserved. Licensed under the Attribution, Non-Commercial 4.0 International Creative Commons Licence.

Notes: 1) Based on real 2022 prices. 2) Visitor exports: spending within the country by international tourists for both business and leisure trips. 3) Includes capital investment spending by all industries directly involved in Travel & Tourism.

2 Largest passenger ferry market in the EU with a unique need for sea transportation

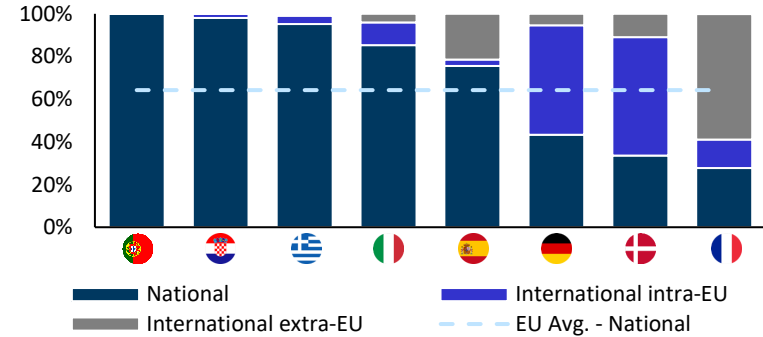
The largest ferry market¹ in the EU...



- ☆ Greece was the largest maritime passenger transport country in Europe in 2022
- ☆ Aegean and Adriatic Seas account for the largest passenger ferry market in Europe providing the opportunity to gain exposure in a strong market with high volumes both in passengers and freight tonnage

...and a unique requirement for ferry transportation

Share of seaborne transport³



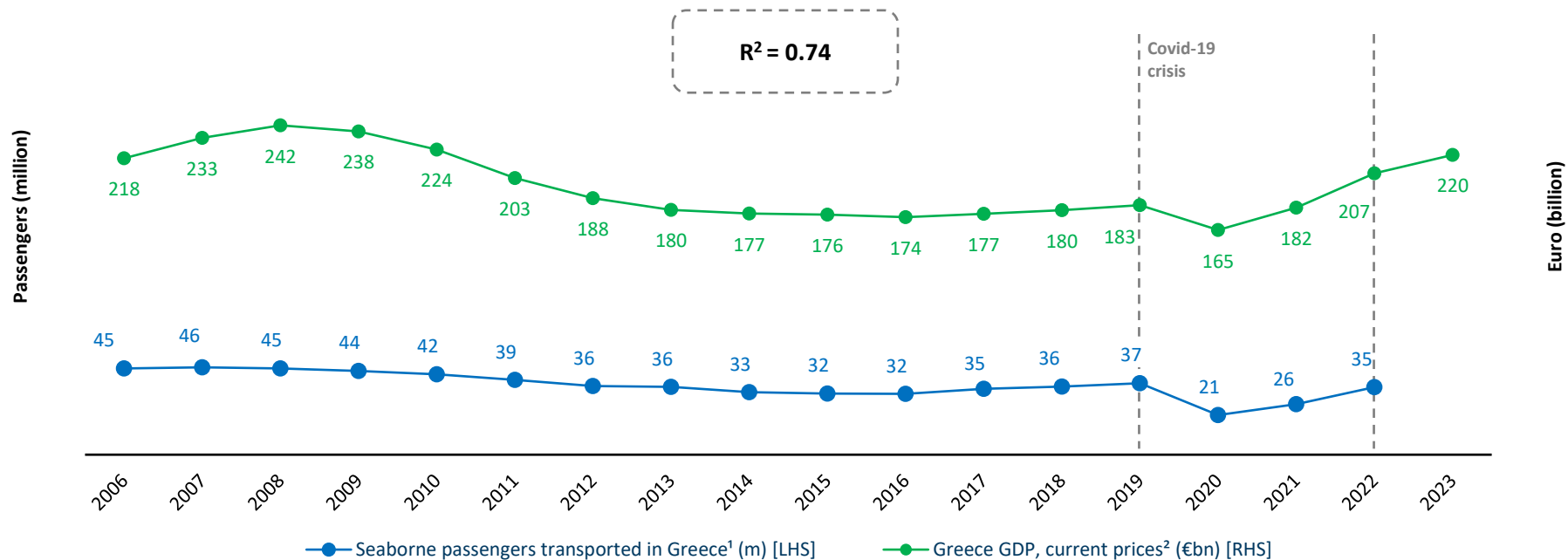
- ☆ The Greek ferry market is highly resilient due to the requirement for sea transportation to Greece's dispersed network of islands, with Greece showing one of the highest shares in Europe of national seaborne transport
- ☆ Limited airport facilities on many of the 227 inhabited islands across the Greek seas translating into convenience of sea transportation and low levels of competition from alternative forms of transport

Source: Eurostat, GNT0

Notes: 1) In terms of passengers based on Eurostat data for 2022. 2) Graph shows the percentage of seaborne passengers (excl. cruise passengers) embarked and disembarked in all ports compared to the total number across EU. 3) Seaborne transport of passengers (excl. cruise passengers) between main ports in the reporting country and their partner ports.

① ② The combined effect of macros and tourism on the ferry business Attica Group

Visible correlation between GDP and seaborne passengers transported in Greece



Source: Eurostat

Notes: 1) Seaborne passengers (excl. cruise passengers) transport to/from main ports, 2023 data not available. 2) Gross Domestic Product at market prices.

3 Infrastructure characteristics with natural resilience



1

Largest operator in Greece



- ☆ Largest passenger shipping group in Greece¹
- ☆ Strong market positioning in key routes
- ☆ Wide network, with a diverse port and route offering

2

Critical and resilient business model



- ☆ Critical link for passengers and cargo on main routes to the Greek Islands
- ☆ Ferry services throughout the year play a core and resilient trade role between islands and the mainland ensuring territorial continuity

3

Value underpinned by solid asset base



- ☆ Well maintained current fleet of 41 vessels
- ☆ Vessels net book value of €848m as of 2023²
- ☆ Recently announced long-term charter with purchase option of two newbuild vessels

4

Strong cash flow



- ☆ Growth potential from GDP-driven baseline demand enhanced by international tourism growth
- ☆ Attractive margins and cash generation
- ☆ Mitigation of fuel price volatility through fuel surcharges and hedging

5

Tangible upside potential



- ☆ Growth in regional and international routes
- ☆ Investments in newbuild vessels, energy saving devices and digitalisation, focusing on efficiency improvements
- ☆ Selective expansion into hospitality sector and other synergistic ancillary services
- ☆ Further M&A potential

6

Downside protection



- ☆ Solid performance even during the financial crisis years in Greece
- ☆ Resilience provided by freight transportation

Source: Company information, Shippax

Notes: 1) In terms of passenger capacity (according to Shippax data as of April 2023). 2) Pro-Forma data for FY 2023.

4 Highly experienced management with a successful delivery track-record

Committed and experienced leadership team to drive the next phase of growth

Management team



Kyriakos Magiras
Executive Chairman

12

35



Panos Dikaios
Chief Executive Officer

12

22



George Nikolakopoulos
Chief Financial Officer

1

1



Dionysis Theodoratos
Deputy CEO

28

28



George Anagnostou
Chief Operations Officer

17

31



Antonis Kalamaras
Chief Commercial Officer

15

29



Panagiotis Papadodimas
Chief Administrative & Transformation Officer

20

25

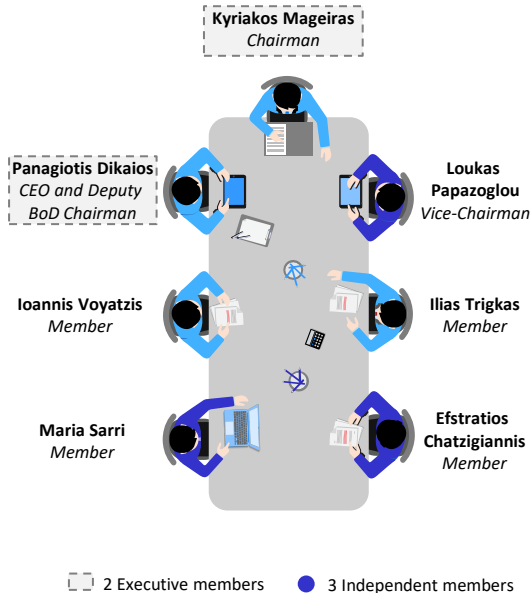
Years at Attica

Years of industry experience

Source: Company information

Attica Group operates based on best-in-class corporate governance practices

Board of Directors



Board Committees

Committee	Members	Indicative responsibilities
Audit Committee	<ul style="list-style-type: none"> ☆ 2 independent non-executive members ☆ 1 non-executive member 	<ul style="list-style-type: none"> Evaluate the adequacy and effectiveness of the Internal Control System Monitor and evaluate the process of compiling financial information Ensure transparency of corporate operations
Remuneration and Nomination Committee	<ul style="list-style-type: none"> ☆ 2 independent non-executive members ☆ 1 non-executive member 	<ul style="list-style-type: none"> Ensure effective and transparent nomination process for candidate BoD members Recommend and implement the Remuneration policy for Group BoD members to the Board
Risk Management Committee	<ul style="list-style-type: none"> ☆ 2 independent non-executive members ☆ 2 non-executive members ☆ 2 executive members 	<ul style="list-style-type: none"> Evaluate the Risk Management Framework's operation, adequacy and effectiveness Examine the Group's response to recognized risks

Board composition and remuneration framework

Attica Group has adopted the Hellenic Corporate Governance Council's Code

The **BoD** consists of **7 members**, who are elected by the Shareholders General Assembly for a three-year term

BoD members elect the Executive Chairman, independent Vice-Chairman and Chief Executive Officer

There is a separation in responsibilities between the Executive Chairman and the CEO

According to the Group BoD Remuneration Policy, each member has a **variable remuneration linked to Group's profitability**

Source: Company information

5 Attractive financial profile characterised by high growth, strong profitability and underpinned by solid operating performance



€761m Revenue 2023 PF¹

€588m Revenue 2023A



€137m EBITDA 2023 PF¹

18% EBITDA margin 2023 PF¹



6.5m Pax 2023A

+7% growth vs. 2022A

7.4m
combined
2023



€413m² Revenue 2023A
Domestic Routes



3.5x Net debt / EBITDA PF¹

Prudent financial structure



1.0m Private vehicles 2023A

+3% growth vs. 2022A

1.3m
combined
2023



€174m³ Revenue 2023A
International Routes



€63m Gross capex 2023A

Incl. investments for energy and environmental upgrading of the fleet



0.4m Freight units 2023A

+2% growth vs. 2022A

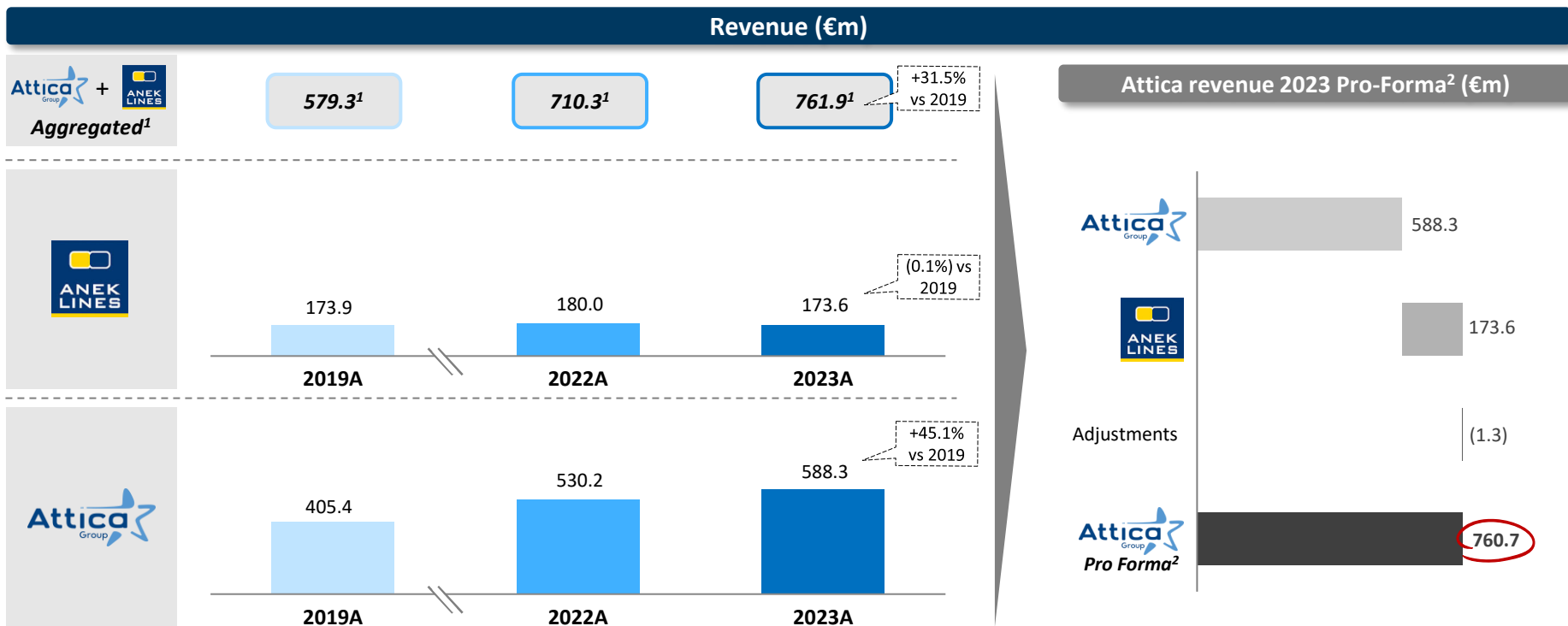
0.5m
combined
2023

Source: Company information

Notes: 1) Pro-Forma data for FY 2023 assuming that the merger took place on 1.1.2023 and the gain on the transaction remained as at 4.12.2023. 2) Revenue from domestic fares include grants received for domestic Public Service routes of the competent Ministry for the execution of the minimum required routes to facilitate the uninterrupted provision of services totalling €45m in 2023. Includes revenue from vessel chartering of €0.5m. 3) International routes includes revenue from vessel chartering, amounting to €7.5m in 2023.

5 Growth momentum continues

Revenues already above pre-Covid levels in 2022

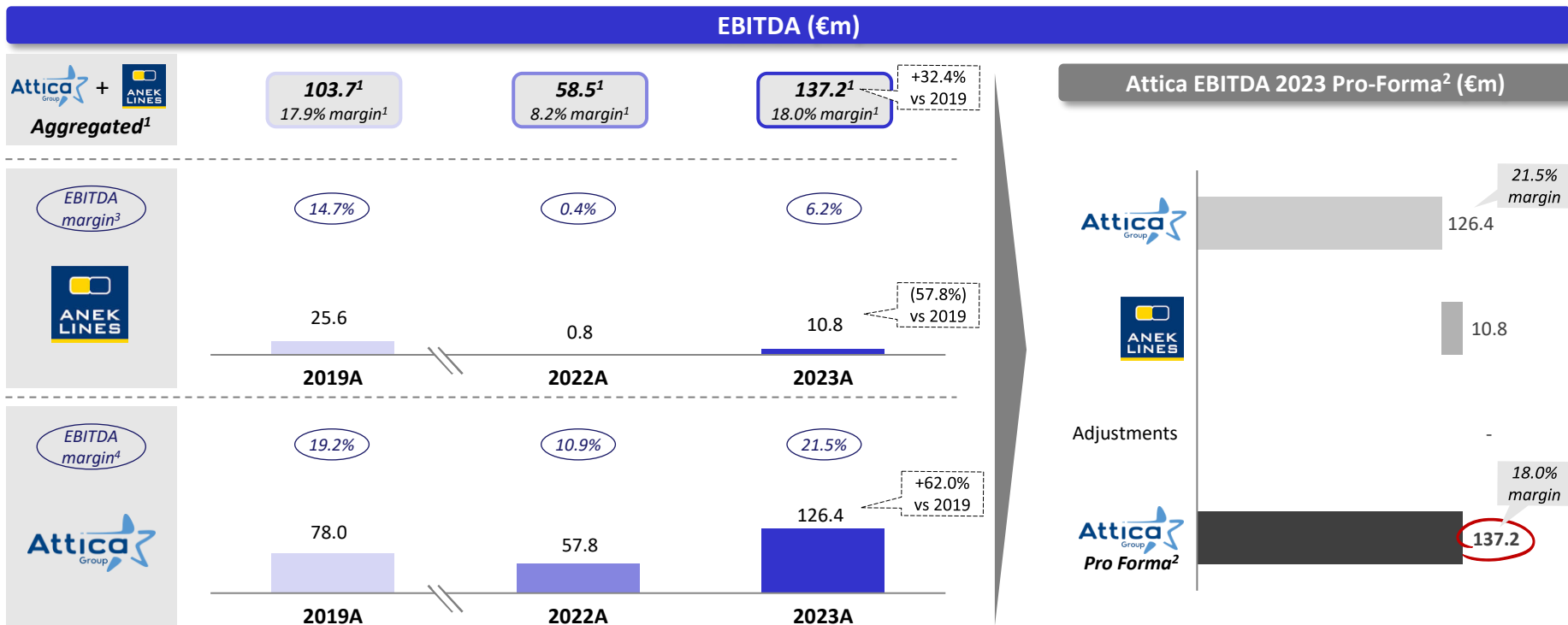


Source: Company information

Notes: 1) Aggregated data computed as Attica + Anek Lines, without taking into consideration any Pro-Forma adjustment. 2) Assuming that the merger took place on 1.1.2023 and the gain on the transaction remained as at 4.12.2023.

5 Attractive EBITDA margin profile

EBITDA margin back to pre-Covid levels



Source: Company information

Notes: 1) Aggregated data computed as Attica + Anek Lines, without taking into consideration any Pro-Forma adjustment. 2) Assuming that the merger took place on 1.1.2023 and the gain on the transaction remained as at 4.12.2023. 3) No fuel hedging policy in place for Anek Lines in 2019-2023. 4) Attica EBITDA margin excluding fuel hedging. Attica Adjusted EBITDA margin (incl. fuel hedging impact) is 19.8% in 2019A, 15.9% in 2022A and 21.1% in 2023A.

6 A leader in sustainability in the transport and transport infra sector

ESG reporting and ratings



15th

Consecutive
Corporate
Responsibility and
Sustainability Report



ATHEX
Athens Stock Exchange

88%¹

ESG Transparency
Score 2022



Rated²

S&P Global 36/100³
CSA Score 2023

Top quartile⁴ in the
Transportation &
Transportation
Infrastructure industry

Sustainability awards — 2023



Corporate Responsibility and Sustainability Framework — 2023 highlights

Environmental

Reducing environmental impact



€19.1

Million
environmental
investments



1%

Reduction in GHG
emission intensity
from vessels per
nautical mile
travelled⁵



14.1%

Reduction in
electricity
consumption
intensity per office
employee vs. 2022



3%

Reduction in SOx
Emissions vs. 2022



55

Tonnes materials
for recycling
(transported
free-of-charge)

Social

Supporting prosperity of society



€680.6

Million economic
value distributed



€3.5

Million social
contribution



124,564

Discount tickets



13,245

Training hours



192

Volunteer
employees

Governance

Sustainability in management practice



11

Stakeholder groups



18.2%

Improvement in
Corporate
Responsibility and
Sustainability Maturity
Level since 2020



94

GRI disclosures



360

Published
Quantitative
indicators



33

Published future
objectives

Source: Company information, Responsibility & Sustainability Report 2023

Notes: 1) ATHEX (as of Nov. 23'): 0% = min; 100% = max. 2) For further details please refer to Attica Group Responsibility & Sustainability Report 2023. 3) S&P (as of Dec. 23'): 0 = min; 100 = max. 4) Quartile ranking as of February 2023. 5) Percentage change compared to 2019.

Attica's plan includes initiatives that could further enhance the company's growth



Source: Company information

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Thank you