

MID & SMALL IN LONDON – 30 MARCH 2022

INTRODUCTION TO SANLORENZO

FY 2021 RESULTS AND STRATEGY UPDATE



SANLORENZO

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- 1 Superior business model
- 2 Solid and resilient growth path
- 3 FY 2021 consolidated results and FY 2022 guidance
- 4 Strategy update

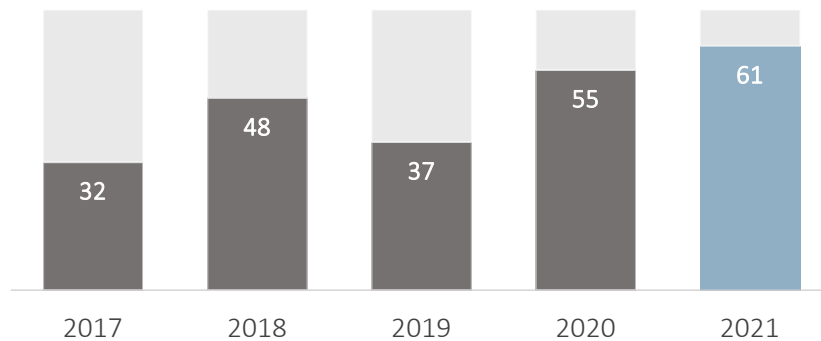
SUPERIOR BUSINESS MODEL

- Limited number of units built per year for each product line
- Rigorously «Made to Measure»
- Sophisticated and loyal customers, «Connoisseurs», «Sanlorenzo Club» of ~1,000 owners belonging to the world's wealthiest families
- Timeless design with the utmost care for details
- Industry leader for innovation with tradition
- Long-term partnerships with thousands of specialized local artisans with exceptional craftsmanship skills granting uncompromised quality and cost flexibility
- Unique direct distribution supported by global brand representative network, mostly monobrand
- Close liason with art and design
- Experienced and passionate management team

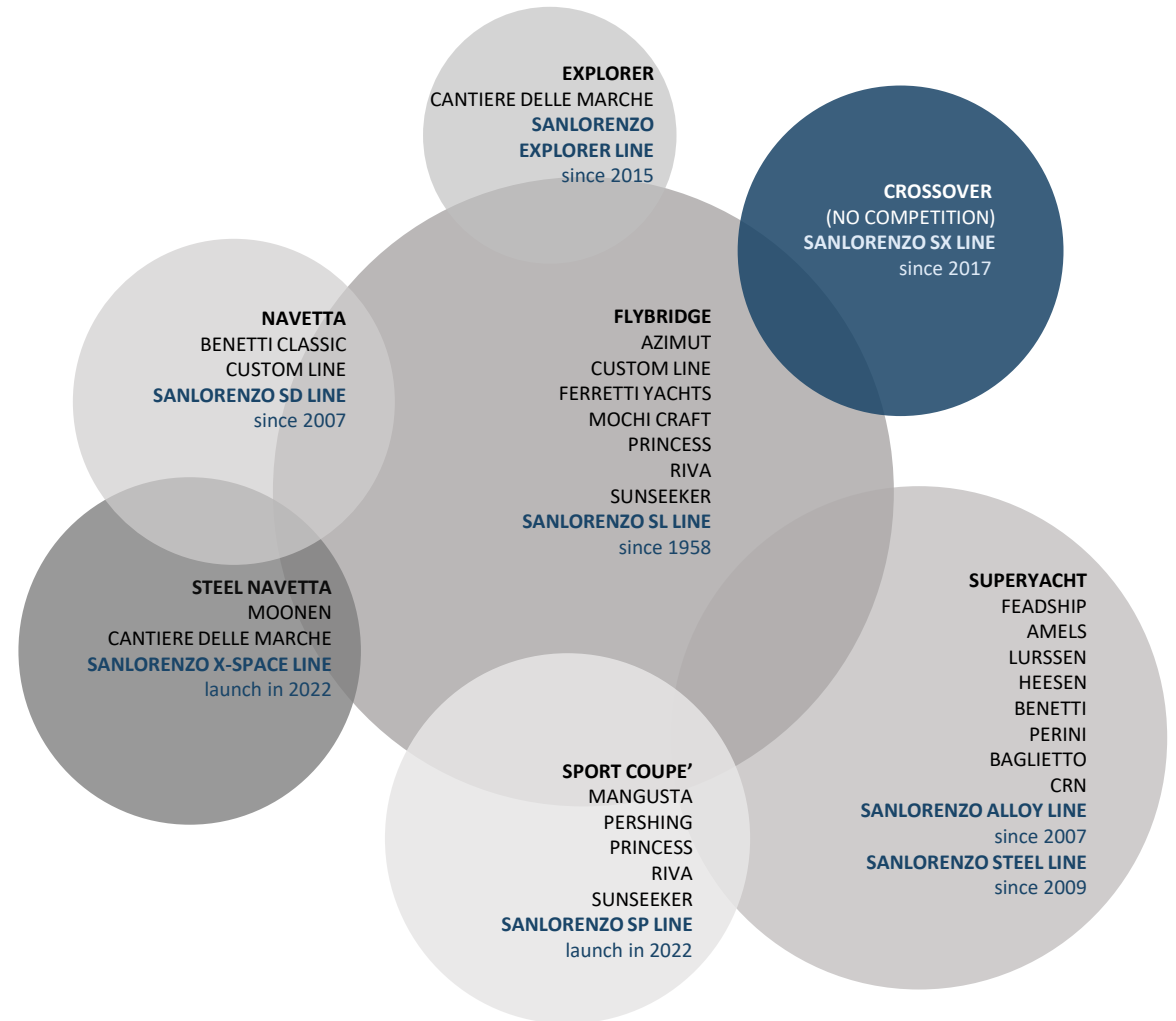
Exclusivity

- Limited number of units built per year for each product line
- Unique «Made to Measure» philosophy also in composite yachts
- Sophisticated customers with strong brand loyalty
- Heritage and brand awareness allowing luxury price positioning
- ~10x years average lifetime resulting in high second hand value resilience
- Constant expansion of product ranges entering new market segments

Number of Sanlorenzo yachts delivered¹



1. Including Yacht and Superyacht divisions (respectively 54 and 7 in 2021), excluding Bluegame (22 yachts delivered in 2021).
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SUPERIOR BUSINESS MODEL

Iconic and timeless design

- Distinctive design of external lines, consistent over time, makes every Sanlorenzo yacht immediately recognisable at sea
- A pioneer in the interaction with talents from outside the nautical sector, since 2008 Sanlorenzo has partnered with outstanding names in the field of home design for the interiors of the yachts

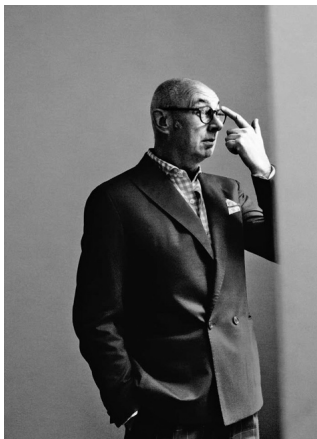
1958



1995



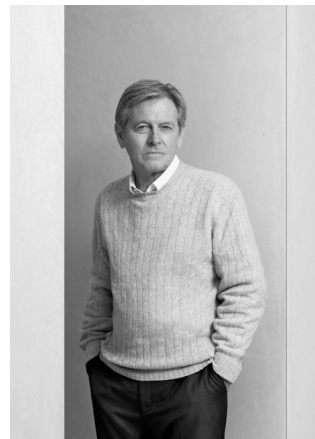
2010



Piero Lissoni



Studio Liaigre – G. Rolland



John Pawson



Studio Citterio



Dordoni Architetti



Patricia Urquiola

SUPERIOR BUSINESS MODEL

Industry leader for innovation with tradition

Alloy Line (2007) – Introduction of the terraces



Steel Line (2017) – Introduction of wet garage and beach area



Explorer Line (2015) – Explore new destinations with style



SX Line (2017) – New concept of sophisticated crossover

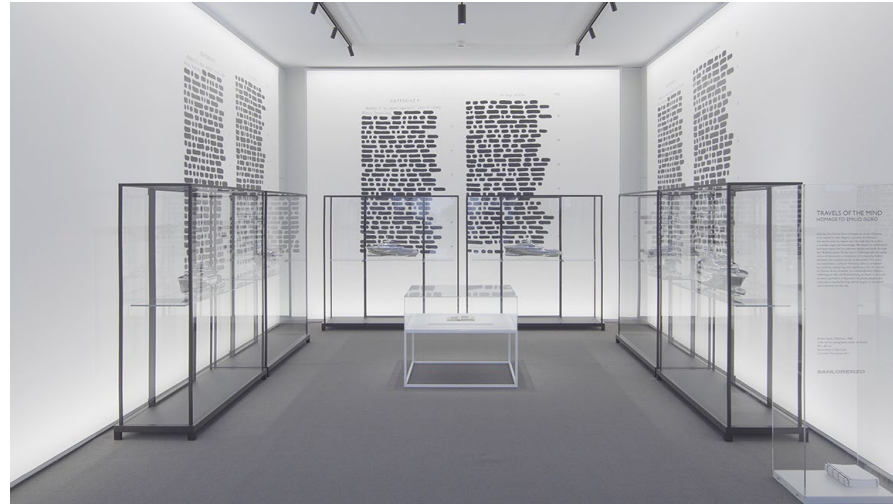


SL Line Asymmetric (2018) – Audacious revolution in layout

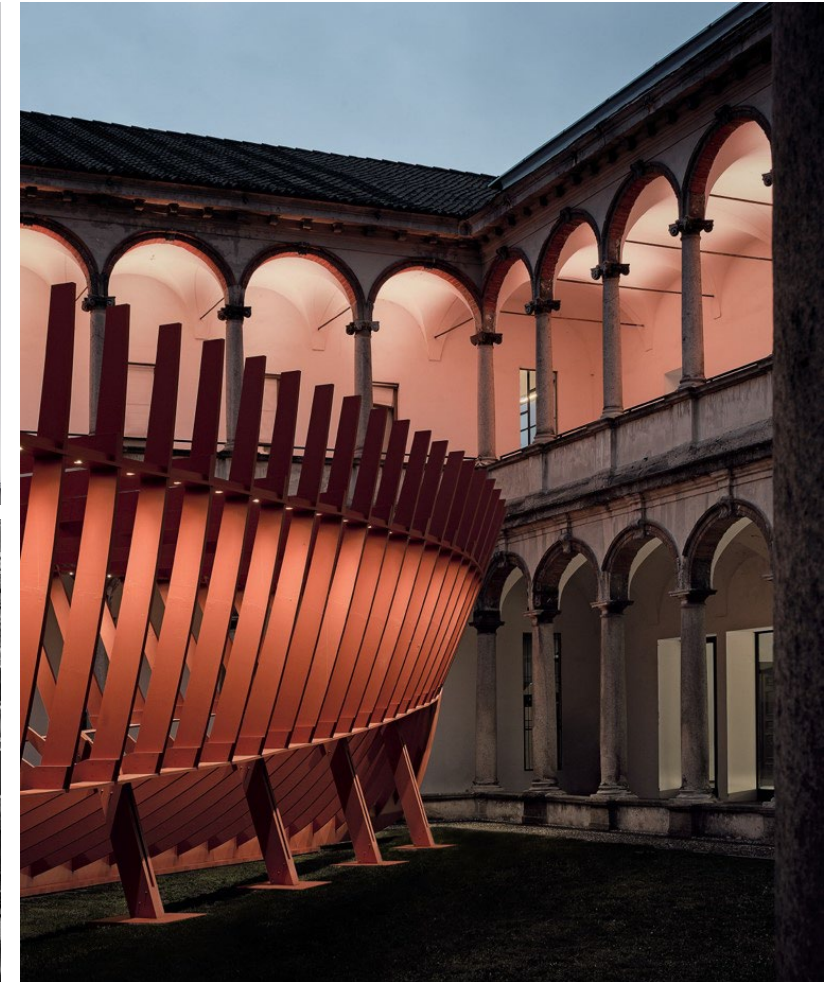
SUPERIOR BUSINESS MODEL

Close liason with art and design

Art Basel in Basel, exclusive partner (2018)



Milan Design Week (2019)



Institutional Patron, Peggy Guggenheim Collection (Venice)

Experienced and passionate management team

More than 20 managers with cumulative ~600 years of experience in the yachting industry





STRONG AND RESILIENT GROWTH PATH

- Top builder
- Undisputed winner in luxury yachting
- Proven resilience over the cycle

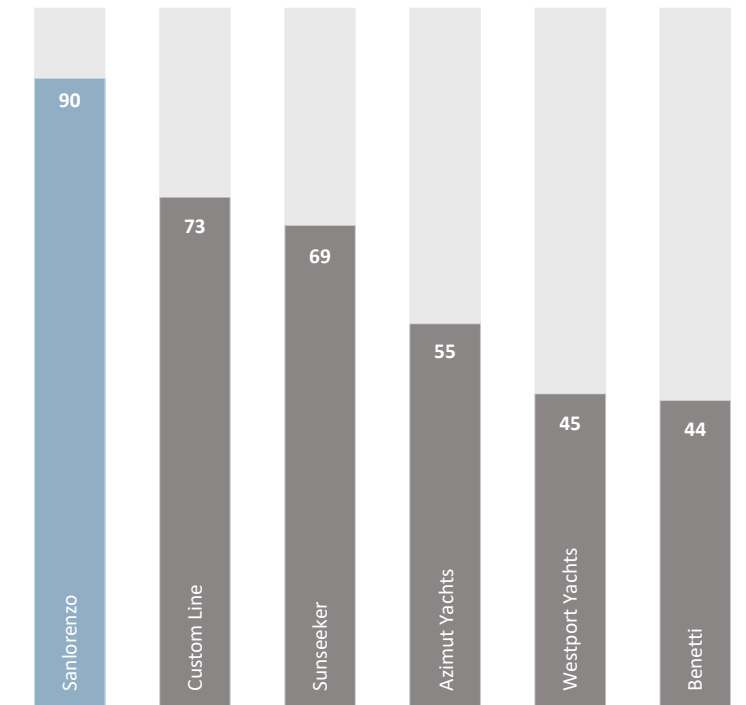
SUPERIOR BUSINESS MODEL

Top builder

First brand delivering 30-40mt yachts

Cumulative 2009-2019 deliveries, as per early October 2019

The SuperYacht Times, November 2019



World's leading monobrand shipyard

2022 Global Order Book - Top shipyards by length¹

Boat International, December 2021

2022 RANK	COMPANY	TOTAL LENGTH (M)	NUMBER OF PROJECTS	AVERAGE LENGTH (M)	NUMBER OF PROJECTS 2021	2021 RANK
1	Azimut - Benetti	4,601	128	35.9	100	1
2	Sanlorenzo	4,159	117	35.5	86	2
3	Ocean Alexander	1,494	47	31.8	35	4
4	Feadship*	1,469	N/A	N/A	17	3
5	Lurssen*	1,120	9	124.4	9	5
6	Overmarine	990	24	41.3	16	8
7	Damen Yachting	911	13	70.1	15	6
8	Italian Sea Group	757	12	63.1	12	9
9	Horizon	703	24	29.3	25	7
10	Baglietto	637	14	45.5	10	14
11	Heesen Yachts	634	11	57.6	11	10
12	Cantiere delle Marche	578	15	38.5	9	16
13	Viking Yachts*	573	22	26.0	N/A	N/A
14	Oceanco	566	5	113.2	5	11
15	Palumbo	538	12	44.8	11	13

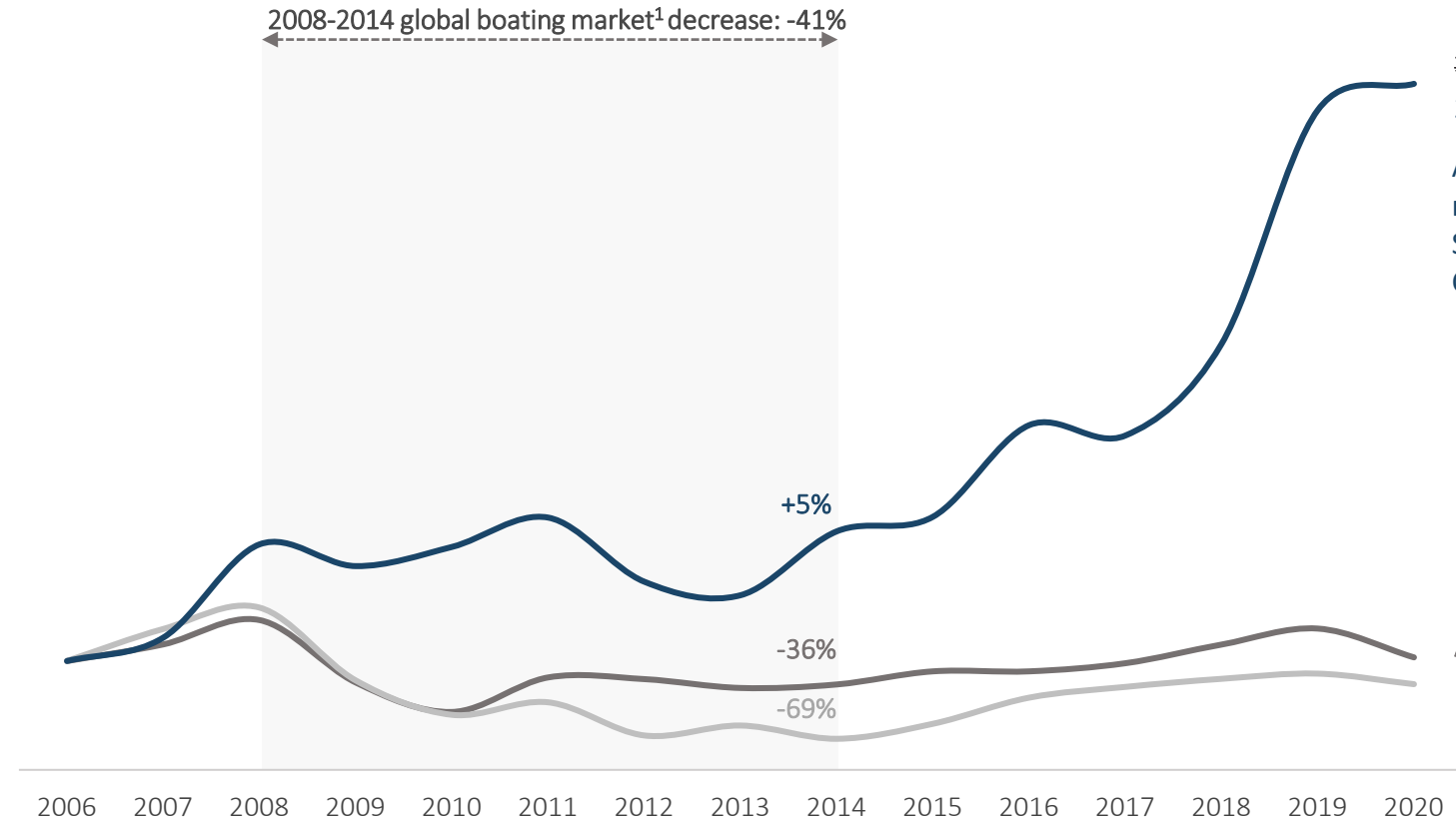
1. The Global Order Book counts all projects over 24 metres length overall under construction or ordered, with a deposit taken, on 1 September each year.

* data partially shared by the shipyard.

STRONG AND RESILIENT GROWTH PATH

Undisputed winner in luxury yachting

Value of Production (rebased to 100)



SANLORENZO

2006–2020 growth: +423%²

Above market growth paired with distinctive resilience across industry cycles testimony of Sanlorenzo superior business model, even during the Covid-19 pandemic, also thanks to:

- Large proportion of direct sales to final customers, with limited “sell-in/sell-out” risk from dealers and more favourable cash-in profile
- Flexible cost structure due to production activities carried out by third-party contractors

Azimut | Benetti 2006–2020 growth: +3%³

Ferretti Group 2006–2020 decrease: -17%^{4,5}

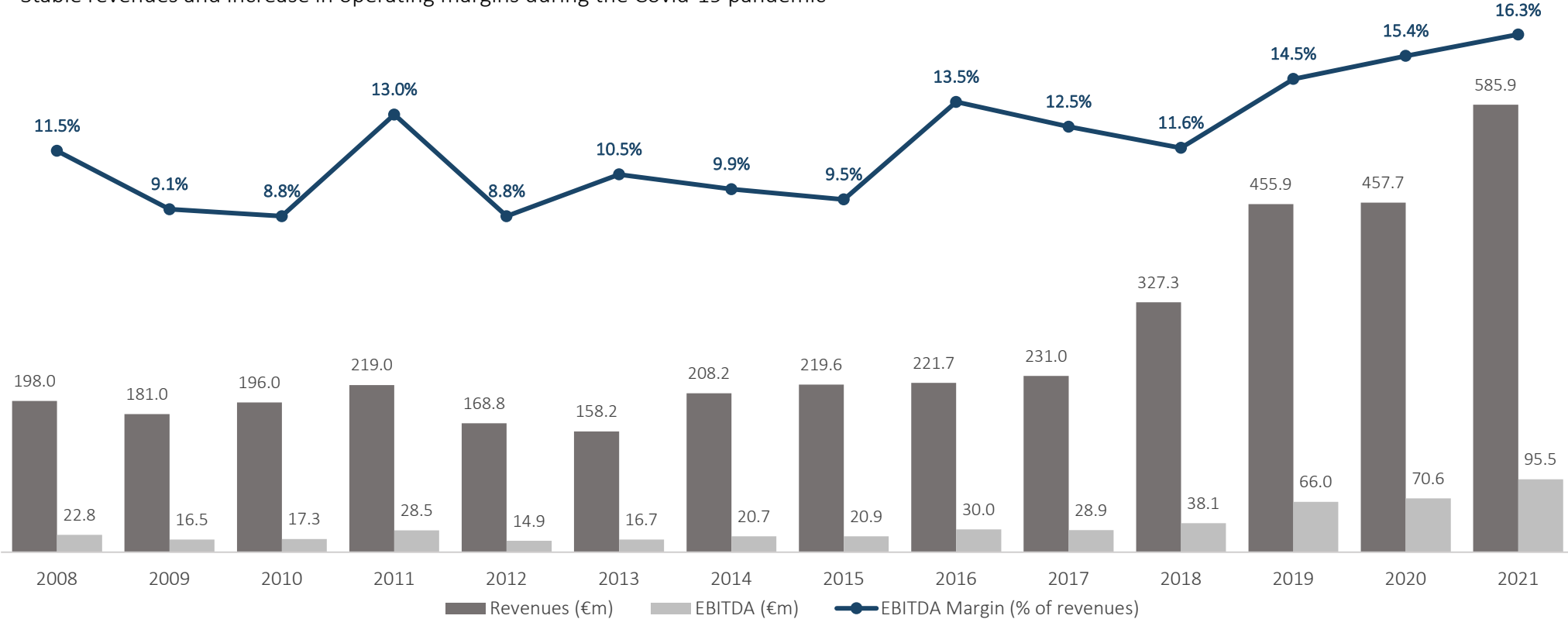
Source: Company information, management assessment, consolidated annual reports and Deloitte Boating Market Monitor 2019.

1. Source: Deloitte Boating Market Monitor.
2. Based on consolidated accounts as per Italian GAAP until 2015, then according to IFRS. Financial year ending 31 December.
3. Based on consolidated accounts as per Italian GAAP. Financial year ending 31 August.
4. Based on consolidated accounts as per IFRS. Financial year ending 31 August until 2012, then ending 31 December.
5. 2006-2008 figures including Pinmar and Apremare (~€65m revenues), then disposed in 2010.

STRONG AND RESILIENT GROWTH PATH

Proven resilience over the cycle

- Sustained revenue growth: +8.7% CAGR from 2008 to 2021, +17.8% CAGR since 2015
- Stable EBITDA margin throughout the cycle and never a single year of operating loss during the crisis of the nautical sector: **10.3% average EBITDA margin during 2008-2014 period**
- Stable revenues and increase in operating margins during the Covid-19 pandemic



Revenues presented as Value of Production according to Italian GAAP until 2015 and Net Revenues New Yachts according to IFRS from 2016 onwards.
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SANLORENZO

DAY ONE

DAY ONE

BORSA

FY 2021 CONSOLIDATED RESULTS AND FY 2022 GUIDANCE

FY 2021 consolidated results

- Highlights: double-digit growth, exceeding guidance on all metrics
- Outstanding revenue growth
- Consistent increase in margins and profitability at all levels
- Investments in new capacity and products supporting growth
- Strong cash generation
- Record order intake in 2021, backlog more than doubled

FY 2022 guidance

- Order intake continuing in February
- Marginal exposure towards Russian market
- FY 2022 guidance targeting double digit growth confirmed

Highlights

Strong set of FY 2021 results. FY 2022 guidance confirmed, supported by robust backlog

- Double-digit growth of all metrics, exceeding guidance
- Constant increase in profitability at all levels and strong cash generation
- Group net profit of €51.0m, +47.8% YoY
- Proposed dividend of €0.60 per share, a pay-out of ~40% Group net profit, the maximum distributable by the policy in place and twice the amount paid in 2021¹
- Requested authorisation to re-start the share buy-back program for up to 10% of share capital¹
- Order intake continuing in 2022, backlog reaching €1.1bn as of 28 February 2022, covering ~86% of FY 2022 Net Revenues New Yachts guidance
- Marginal exposure to Russian clients, accounting for 7.7% of current backlog



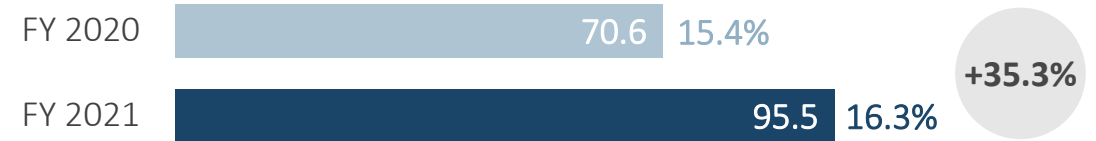
1. Subject to approval by the Ordinary Shareholders' Meeting scheduled on 28 April 2022.

Double-digit growth, exceeding guidance on all metrics

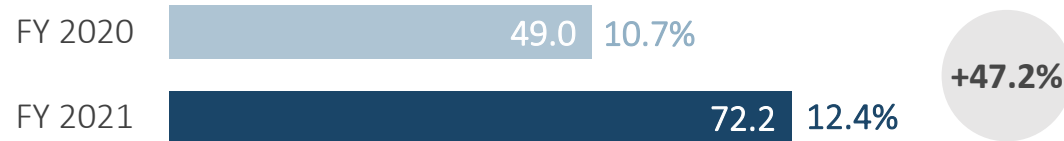
Net Revenues New Yachts¹ / (€m)



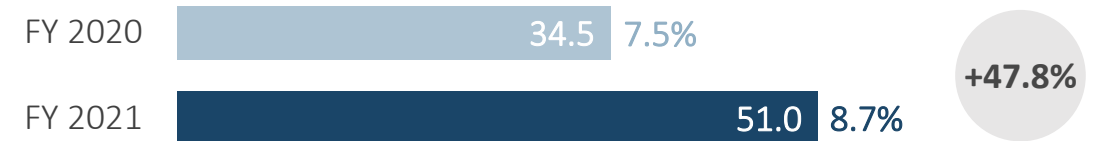
Adjusted EBITDA² / (€m and % on Net Revenues New Yachts)



EBIT / (€m and % on Net Revenues New Yachts)



Group net profit / (€m and % on Net Revenues New Yachts)



Investments / (€m and % on Net Revenues New Yachts)



Net financial position³ / (€m)



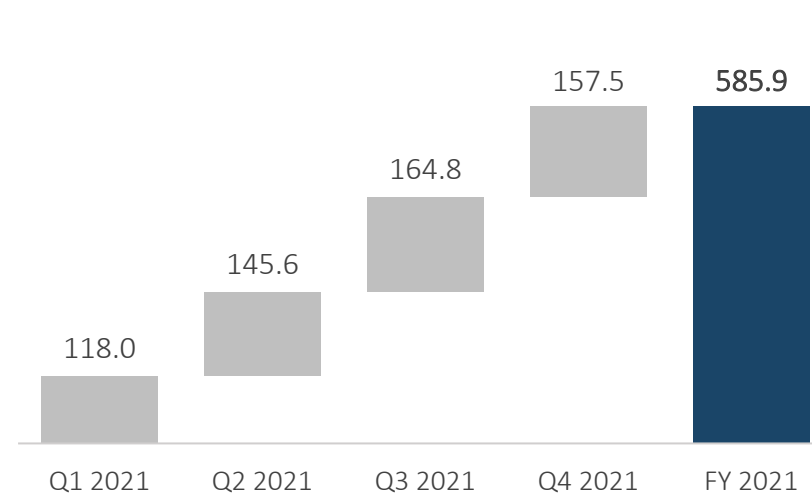
FY 2021 guidance (as confirmed on 4 November 2021): Net Revenues New Yachts €565-575m, Adjusted EBITDA €92-94m, Adjusted EBITDA Margin 16.2-16.3%, Group Net Profit €47-48m, Capex €45-47m, Net Financial Position €20-22m.

1. Calculated as the sum of revenues from contracts with customers relating to new yachts (recognised over time with the cost-to-cost method) net of commissions. In accordance with IFRS standards, revenue calculation includes the difference between the value contractually attributed to the pre-owned boats traded in and their relative fair value.
2. Excluding non recurring items, linked to Covid-19 related expenses and non-monetary costs of the stock incentive plans (€0.9m in FY 2021 and €1.4m in FY 2020).
3. Calculated in accordance with ESMA document 32-382-1138, 4 March 2021. A positive figure indicates a net cash position. IFRS 16 liabilities accounting for €4.8m as of 31 December 2021 and €6.9m as of 31 December 2020.

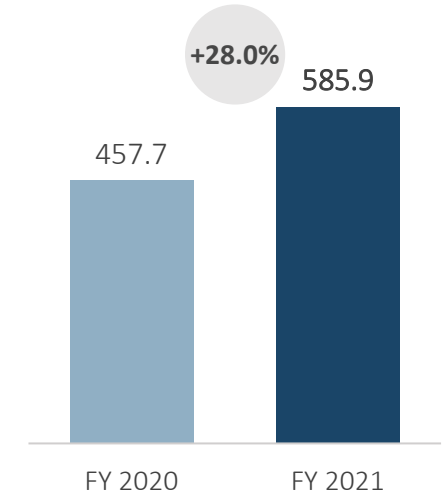
Outstanding revenue growth

- Net Revenues New Yachts at €585.9m, +28.0% YoY, of which €157.5m in Q4
- Growth in volumes driven by strong order intake
- Increase in average selling prices in all divisions since late spring

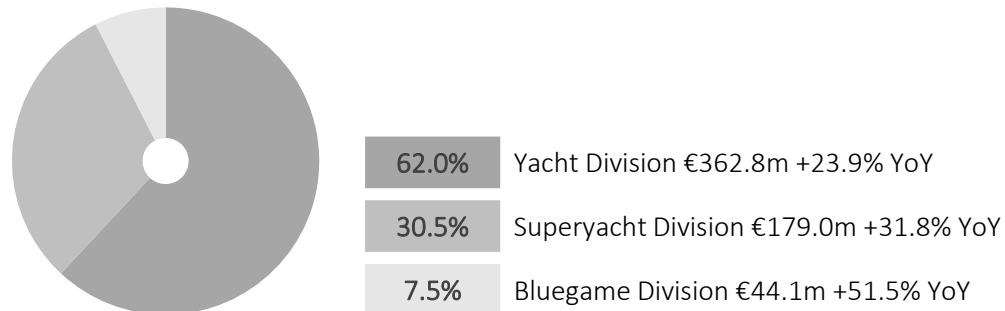
Quarterly evolution / (€m)



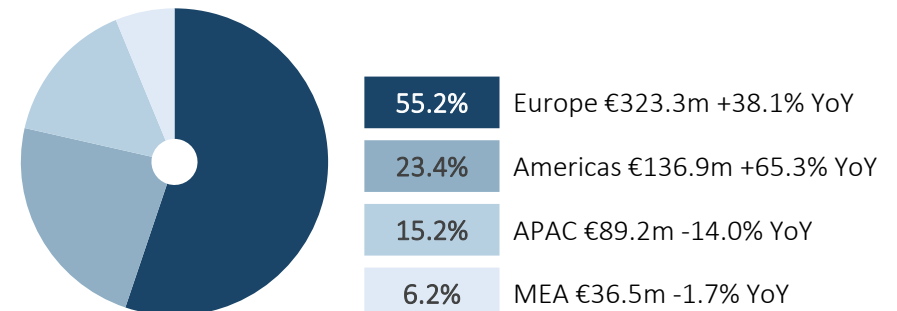
YoY comparison / (€m)



Breakdown by division



Breakdown by geography

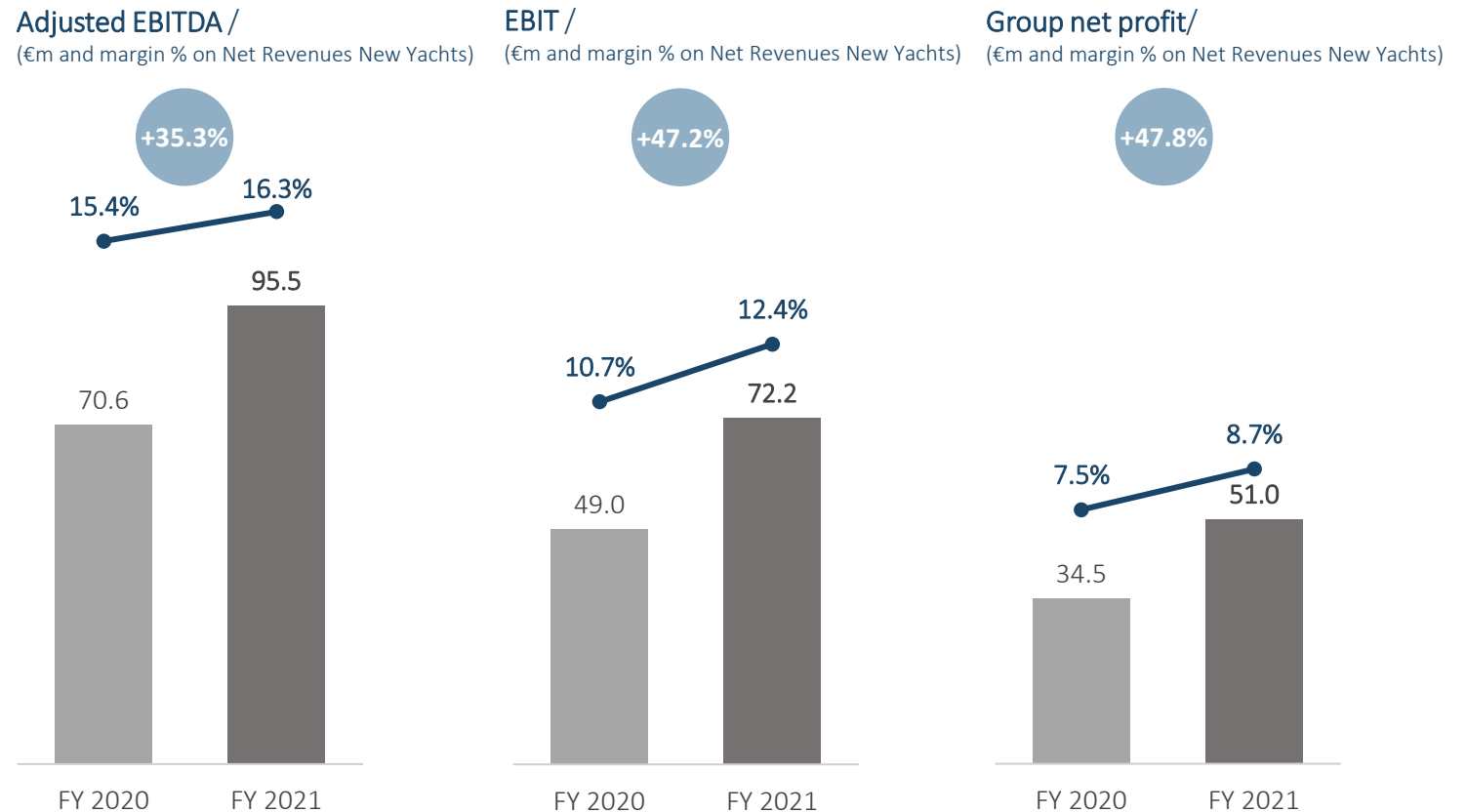


Net Revenues New Yachts are calculated as the sum of revenues from contracts with customers relating to new yachts (recognised over time with the cost-to-cost method) net of commissions. In accordance with IFRS standards, revenue calculation includes the difference between the value contractually attributed to the pre-owned boats traded in and their relative fair value.

Consistent increase in margins and profitability at all levels

Adjusted EBITDA margin at 16.3%, +90bps YoY. Group net profit of €51.0m, +47.8% YoY

- Increased efficiency thanks to optimisation of new production capacity and higher absorption of fixed costs
- Shift in product mix towards larger yachts
- Limited impact from increase in costs of raw materials, due to the labour-intensive nature of shipbuilding industry
- Progressive increase in average selling prices since late spring, more than offsetting cost inflation
- EBIT margin +170bps YoY despite 11.0% increase in D&A due to capex
- Net profit margin +120bps, also thanks to 46.6% reduction in financial expenses
- Proposed dividend distribution of €0.60 per share (~40% pay-out), twice the amount paid in 2021¹



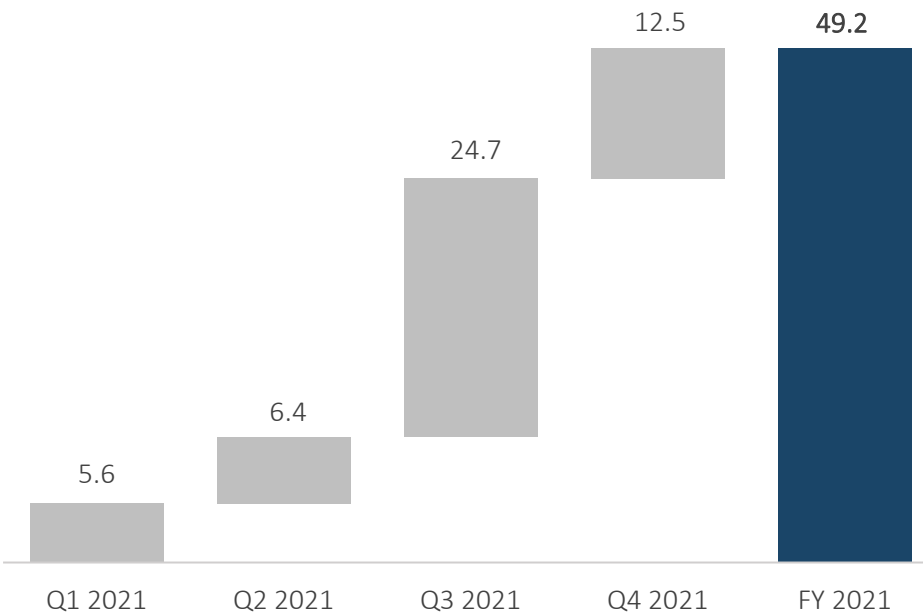
Adjusted EBITDA is calculated by adding amortisation/depreciation expenses to operating profit/loss, excluding non recurring items, linked to Covid-19 related expenses and non-monetary costs of the stock incentive plans (€0.9m in FY 2021 and €1.4m in FY 2020).

1. Subject to approval by the Ordinary Shareholders' Meeting scheduled on 28 April 2022.

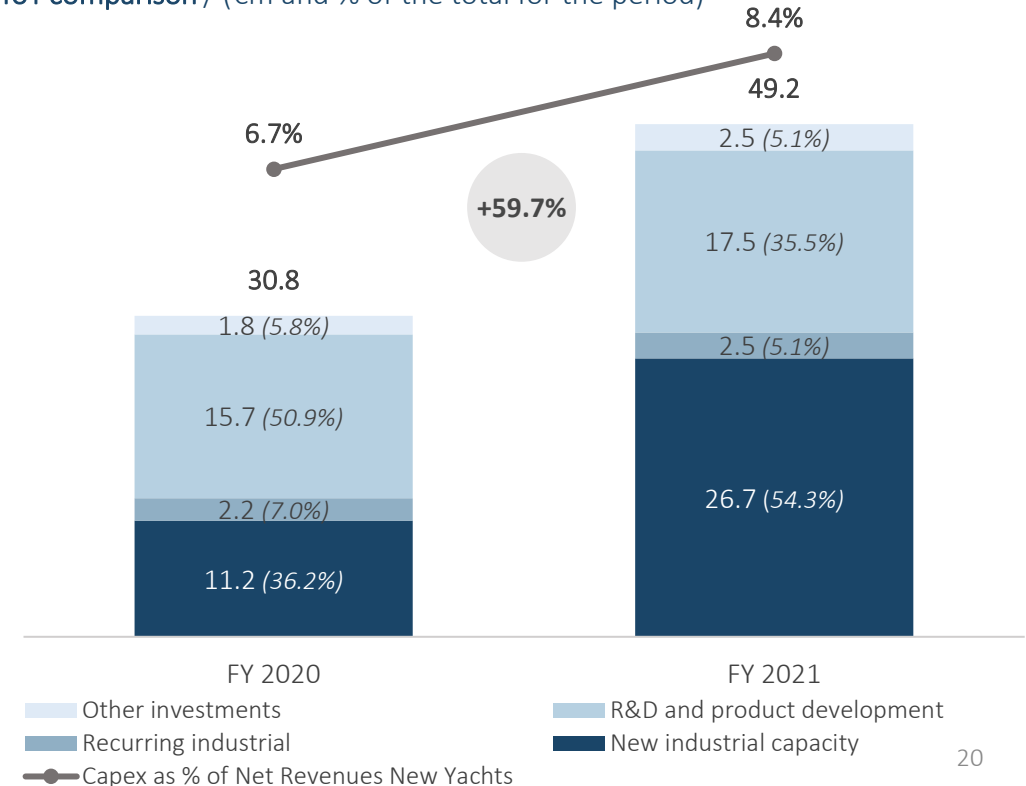
Investments in new capacity and products supporting growth

- Capex at €49.2m, +59.7% YoY, driven by investments in new production capacity supporting expected revenue growth
- 3 new facilities acquired in Q3, for a total of €17.9m¹, out of €26.7m investments in additional capacity
- R&D, sustainability and product development +11.3% YoY (3.0% of Net Revenues New Yachts), new models and sustainable innovations representing a strategic driver

Quarterly evolution / (€m)



YoY comparison / (€m and % of the total for the period)

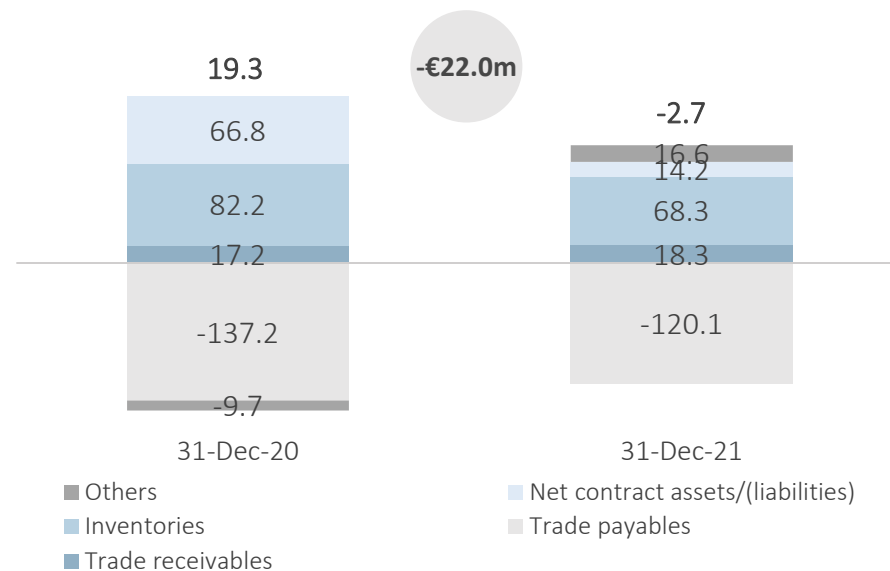


1. €17.9m excluding transaction costs; total consideration of €19.2m including transaction costs.
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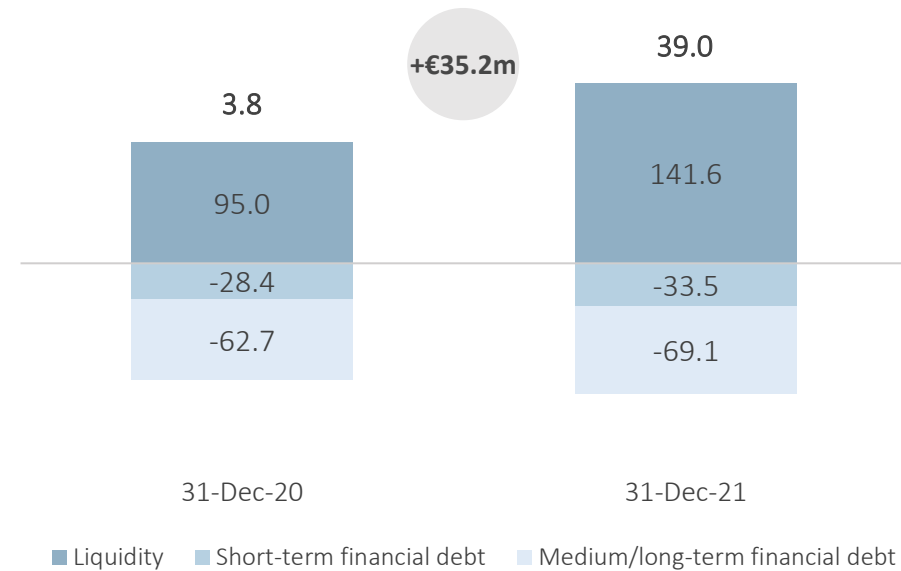
Strong cash generation

- Net working capital as of 31 December 2021 negative for €2.7m, -€22.0m YoY, driven by increase in volumes and order intake
- €28.0m of pre-owned boats in inventory, of which €12.7m already sold as of 31 December 2021
- €39.0m net cash position as of 31 December 2021, +€35.2m YoY
- €272.0m total available liquidity, including €141.6m cash and cash equivalents and €130.4m undrawn credit lines¹
- Strong cash generation despite significant investments and payment of dividend

Net working capital / (€m)



Net financial position/ (€m)

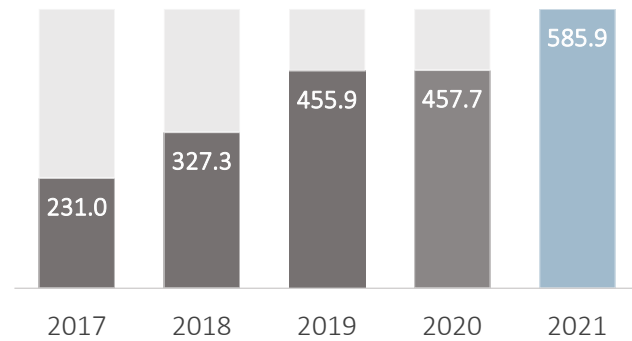


Net Financial Position calculated in accordance with ESMA document 32-382-1138, 4 March 2021. A positive figure indicates a net cash position. IFRS 16 liabilities accounting for €4.8m as of 31 December 2021 and €6.9m as of 31 December 2020.

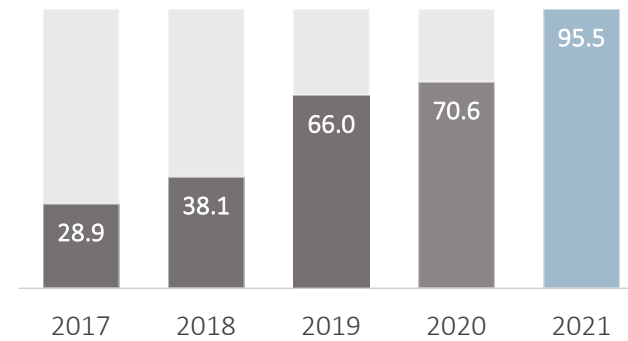
1. Excluding credit lines for reverse factoring and confirming.

5Y financial highlights

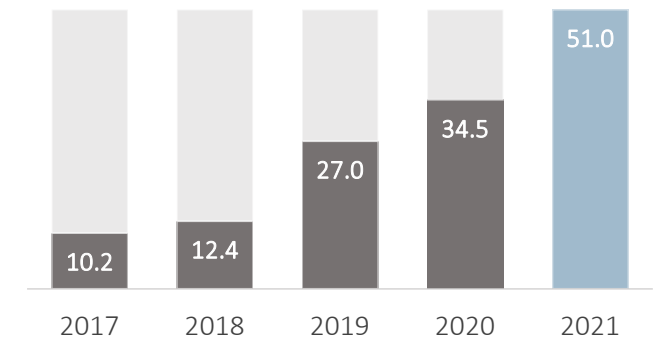
Net Revenues New Yachts / (€m)



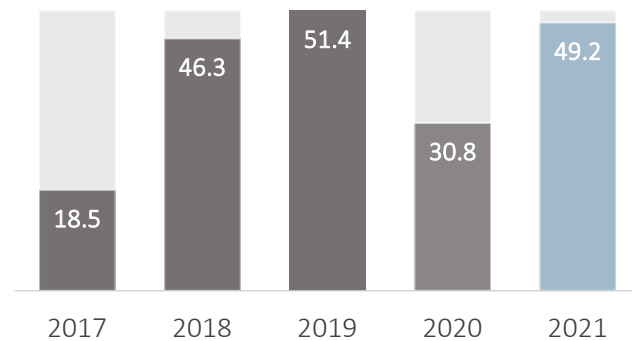
Adjusted EBITDA / (€m)



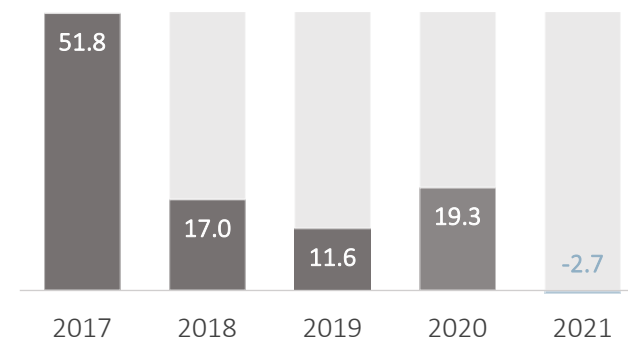
Group Net Profit / (€m)



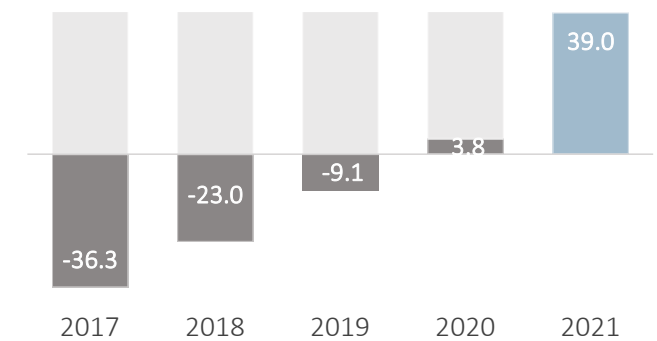
Capex / (€m)



Net Working Capital / (€m)



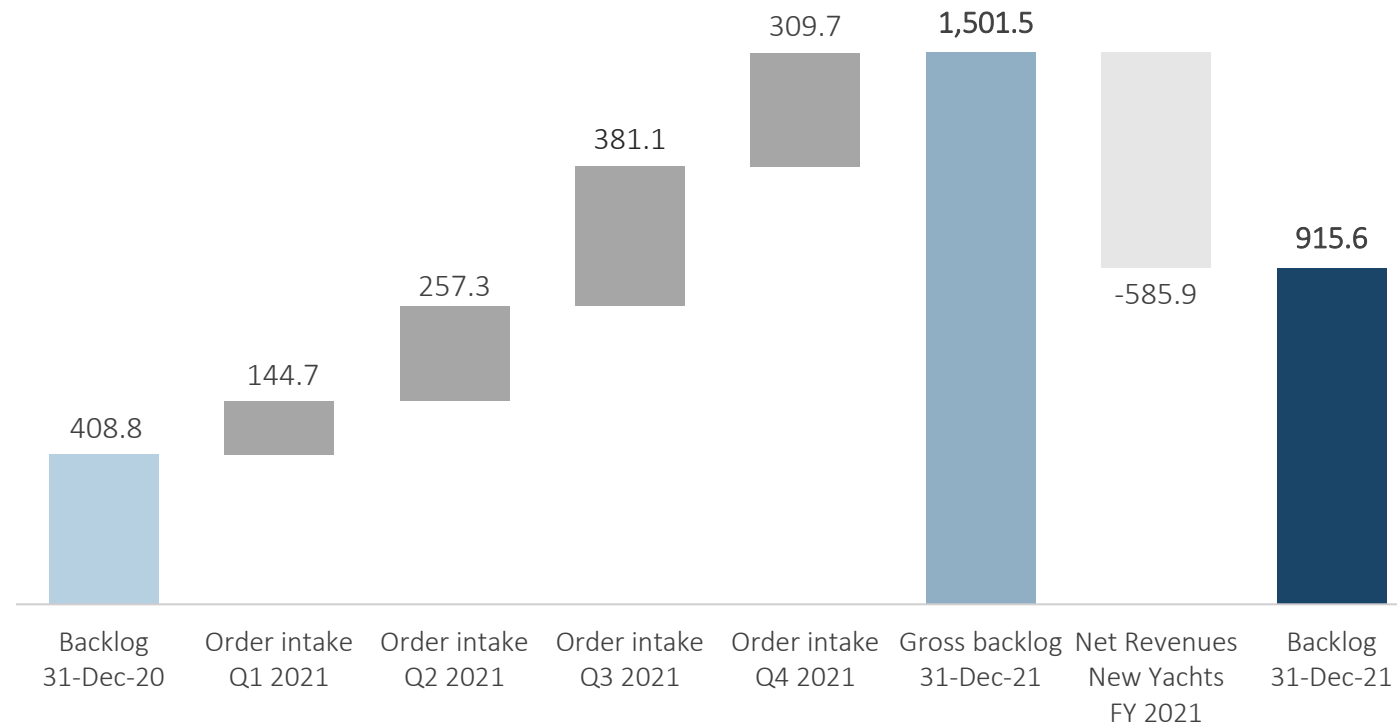
Net Financial Position / (€m)



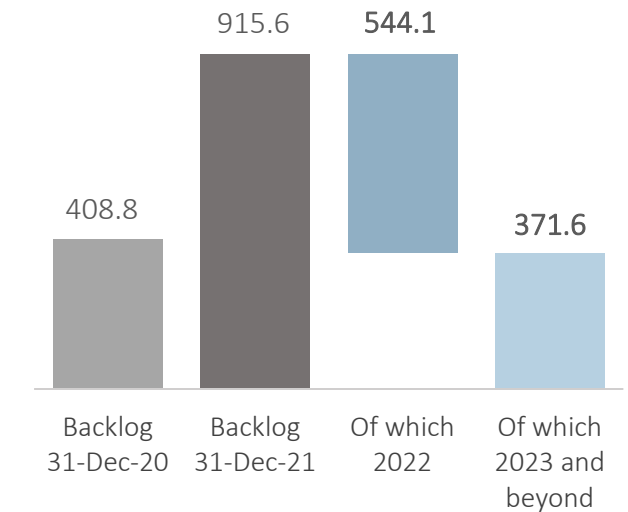
Record order intake in 2021, backlog more than doubled

Strong order intake in 2021 involving all product segments, boosted by new models
 €915.6m backlog as of 31 December 2021, more than doubled YoY

Order backlog quarterly evolution / (€m)



Order backlog composition / (€m)

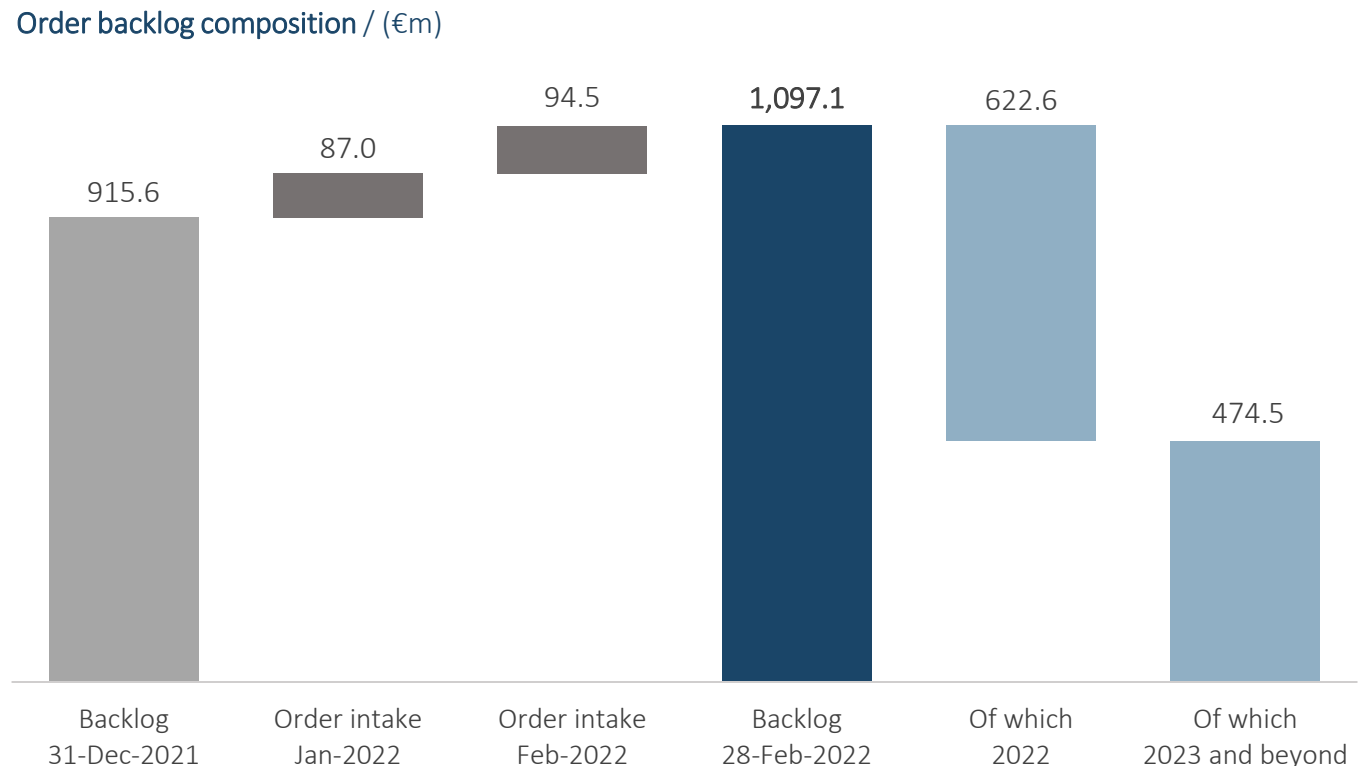


Backlog is calculated as the sum of the value of all orders and sales contracts signed with customers or brand representatives relating to yachts for delivery or delivered in the current year or for delivery in subsequent years. For each year, the value of the orders and contracts included in the backlog refers to the relative share of the residual value from 1 January of the current year until the delivery date. Backlog relating to yachts delivered during the year is conventionally cleared on 31 December.

Order intake continuing in February

Backlog at €1.1bn, significant visibility on future growth

- €181.5m new contracts signed in two months (of which €94.5m in February), driving backlog to €1.1bn
- Backlog referred to current year confirms expectations of strong revenue growth in 2022
- Significant visibility on coming years, thanks to increasing weight of larger yachts and deliveries up to 2025
- Robust order portfolio, **~91% covered by final clients**



Backlog is calculated as the sum of the value of all orders and sales contracts signed with customers or brand representatives relating to yachts for delivery or delivered in the current year or for delivery in subsequent years. For each year, the value of the orders and contracts included in the backlog refers to the relative share of the residual value from 1 January of the current year until the delivery date. Backlog relating to yachts delivered during the year is conventionally cleared on 31 December.

Marginal exposure towards Russian market

Exposure to Russian clients accounting for 7.7% of current backlog

- Backlog as of 28 February 2022 includes exposure to Russian clients on 3 superyachts contracts, accounting for 7.7% of the total, spread over three years
- Customers not affected by international individual sanctions, no order cancelled to date
- Constantly monitoring the updates on international sanctions, in accordance with the strict Know Your Customer procedures and the Sanctions Compliance Program adopted by all Group companies
- Yacht building contracts providing the builder's right of termination for late payment¹
- Limited commercial risk, given high market demand and the numerous requests received from potential European and American customers
- No suppliers located in Russia, Ukraine or Belarus



1. In such case Sanlorenzo will be entitled to withhold any amount collected, reimbursing the defaulting counterparty for the amounts paid out of the proceeds from the resale of the yacht to a new buyer, net of expenses, interest and any amount by way of loss of earnings. Any proceeds will be refunded to the defaulting counterparty after full payment of the yacht price by the new buyer.

FY 2022 GUIDANCE

2022 guidance targeting double digit growth confirmed

(€m and margin as % of Net Revenues New Yachts)	2019 Actual	2020 Actual	2021 Actual	2022 Guidance	YoY Growth ¹
Net Revenues New Yachts	455.9	457.7	585.9	700 – 740	+23%
Adjusted EBITDA	66.0	70.6	95.5	122 – 130	+32%
Adjusted EBITDA Margin	14.5%	15.4%	16.3%	17.4% – 17.6%	+120bps
Group Net Profit	27.0	34.5	51.0	66 – 70	+34%
Investments	51.4	30.8	49.2	45 – 48	-6%
Net Financial Position ²	-9.1	3.8	39.0	62 – 66 ³	+25m

~86% covered
by current backlog
as of
28 February 2022

On a like-for-like basis, excluding the contribution from extraordinary transactions or business combinations.
Refer to notes in the appendix regarding forward-looking statements.

1. Annual growth calculated on the average figure of guidance range.
2. A positive figure indicates a net cash position.
3. Net of dividend distribution of €0.60 per share in May 2022, corresponding to a pay-out of ~40% of Group Net Profit, the maximum allowed by the policy approved by the Board of Directors on 9 November 2019, subject to approval by the Ordinary Shareholders' Meeting scheduled on 28 April 2022.



La Spezia Shipyard (Superyacht Division)

STRATEGY UPDATE

Key market drivers

- Growing target customers driving increase in yacht demand

Multiple levers for profitable and responsible growth

- Increase penetration in North America and APAC, high-potential geographies
- Evolution of average selling prices of superyachts, leveraging on brand positioning
- Continuous expansion of product portfolio, also in new segments
- Introduction of sustainable innovations and technologies
- Enhancement of turn-key service proposal through High-End Services Division

KEY MARKET DRIVERS

Growing target customers driving increase in yacht demand

Growing target customers and increasing wealth in key geographies, together with a penetration rate of luxury yachting of ~3%, are underpinning market growth, favoured by the increased desire for freedom

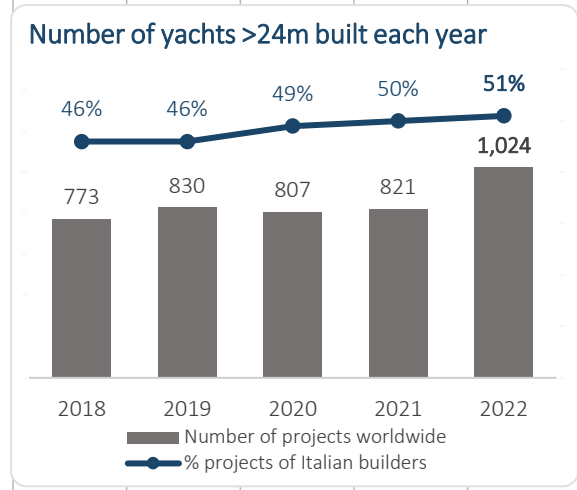
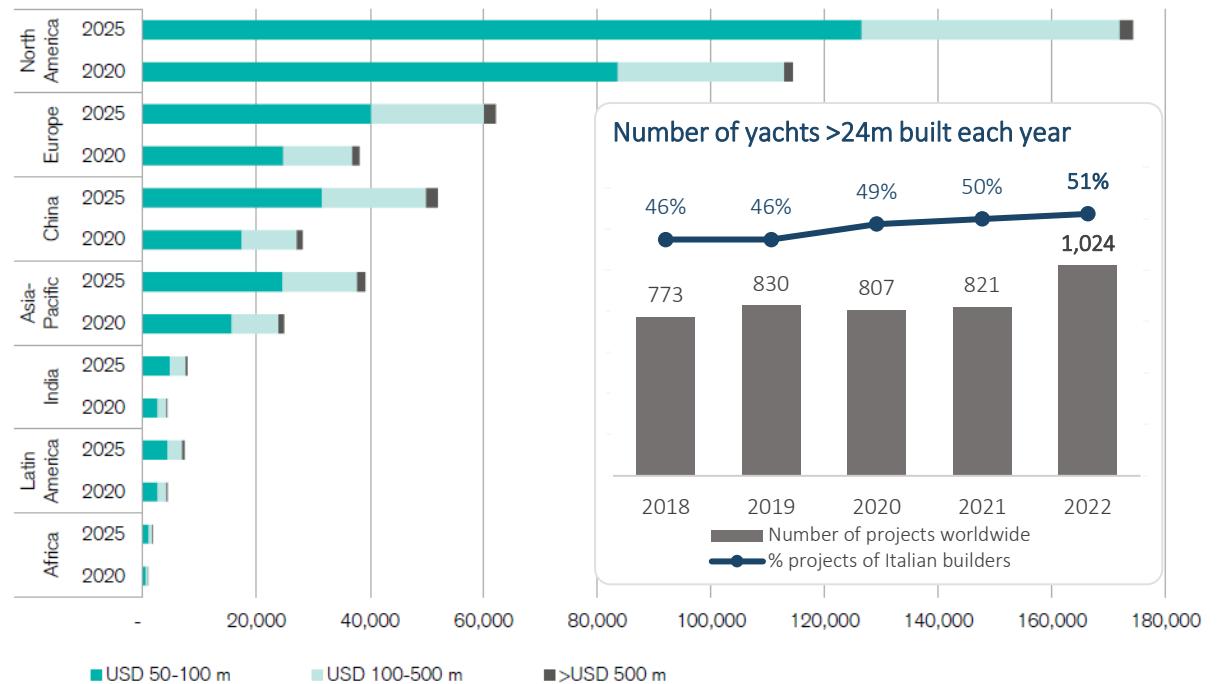
Ultra high net worth individuals

The number of Ultra High Net Worth Individuals (UHNWI) is expected to speed up as increasing numbers of individuals pass the USD 50 million threshold. We envisage this number increasing by more than 25,000 each year on average, adding 129,000 over five years, a rise of 60% (Figure 7).

+9.1% 2020 growth in wealth of UHNWIs

1,024 yachts over 24m are being built in 2022 (of which c. 51% by Italian shipyards), against an expected annual increase in the number of UHNWIs of c. 25,000 globally

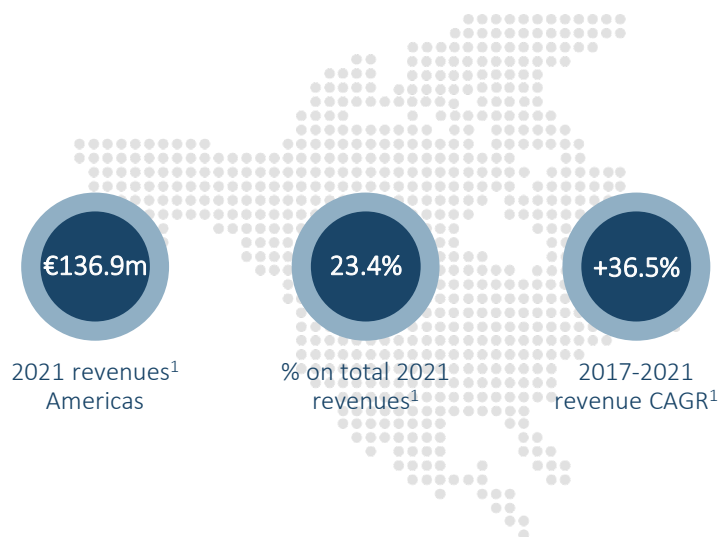
Figure 7: Numbers of ultra high net worth individuals by region: 2020 and 2025



MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Increase penetration in North America and APAC

North America and APAC show a significant growth potential, thanks to their UHNWI population constantly increasing

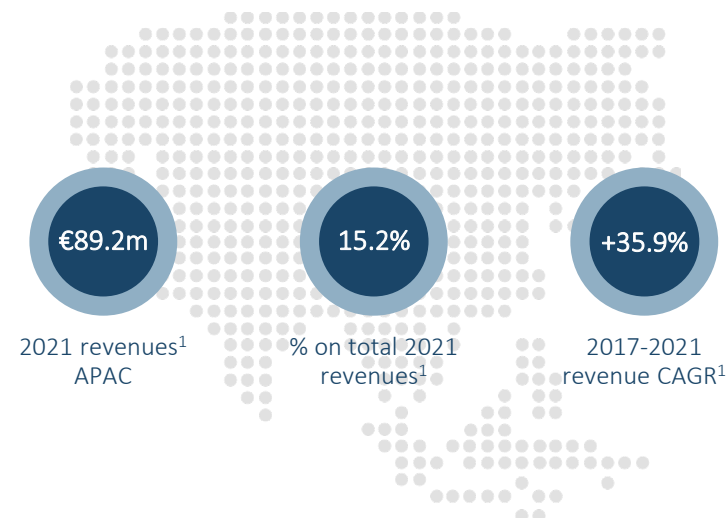


Increase penetration through subsidiary Sanlorenzo of the Americas

- Yachts designed and built for the Americas
- Local after-sale service

Market drivers

Increase in number of people moving to Florida and Southern states vs reduction in active local shipyards



Strengthen distribution, currently through brand representative Simpson Marine

- Dedicated marketing and communication strategy
- Set up Sanlorenzo APAC in the next 2-3 years

Supportive policies including Hainan Free Trade Port in China and construction of infrastructures in the region

1. Net Revenues New Yachts.

MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Evolution of average selling prices of superyachts, leveraging on brand positioning

A stunning 2021 and a strong demand are paving the way for a progressive alignment of superyachts' average selling prices to the best North-European shipyards, particularly in the >500GT segment

2021 key facts and figures of Superyacht Division

- 7 units delivered and 6 units launched
- 39 units in navigation since the entry of Sanlorenzo in the superyacht segment in 2007
- 23 vessels currently under construction
- Impressive order intake with 16 contracts signed
- New flagship 72Steel diesel-electric sold in November, delivery in spring 2025
- X-Space Line extremely well received, with 6 units sold to date, before the launch of the first unit

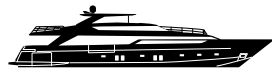


MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Extension of product portfolio: new ranges

Three new product ranges to be launched in 2022, one for each division, entering new market segments, all offering novel and cross-segment features, highly inspired by sustainability principles

YACHT



SL LINE – 1958
Type: Planing / Flybridge
Length: 78-120 feet



SD LINE – 2007
Type: Semi Displacement
Length: 96-126 feet



SX LINE – 2017
Type: Crossover / Fast Displacement
Length: 76-112 feet



SP LINE – 2022
Type: Sport Coupè
Length: 90-110 feet

SUPERYACHT



ALLOY – 2007
Type: Planing / Flybridge
Length: 44 meters



STEEL – 2009
Type: Displacement
Length: 52-72 meters



EXPLORER – 2015
Type: Explorer
Length: 47 meters



X-SPACE – 2022
Type: Steel Navetta
Length: 44 meters

BLUEGAME



BG – 2018
Type: Tender / Chase Boat
Length: 42-72 feet



BGX – 2019
Type: Crossover / Sport Utility
Length: 60-70 feet



BGM – 2022
Type: Multi-Hull
Length: 75 feet

MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

New product ranges: SP – Yacht Division

Less weight / Less power / Less consumption
Smart performance

- A stunning design combining the Lissoni indoor style together with the Zuccon outdoor lines marks the **entry of Sanlorenzo in the segment of sport coupés**
- Carbon sandwich lamination by infusion to maximize the strength and reduce the total weight of the construction
- Fractioned engines power pack to reach the best performances at the lowest fuel rate
- SCR exhaust system to reduce NOx emissions
- Hull design and water jet propulsion for best sea keeping, top efficiency and manoeuvrability at all range of speed
- Solar panels power supply for the lithium battery pack to run the hotel loads



MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

New product ranges: X-Space – Superyacht Division

- A length of 44 metres, five decks and a tonnage of 495GT, extraordinary volumes for a yacht of this size
- Positioned between classic navettas (SD Line – Yacht Division) and Explorers (Superyacht Division), X-Space is designed for expert owners who love to explore faraway destinations, without relinquishing the elegance of Sanlorenzo's lines
- Entry level of the Superyacht Division, targeted at new segment of potential owners



MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

New product ranges: BGM – Bluegame

A stunning motoryacht that, incidentally, has two hulls.

The entry of Bluegame in the segment of multi-hulls with a luxury, highly sustainable proposal

- Ultra efficient America's Cup derived hull, thanks to Philippe Briand's expertise
- World's first application of Volvo hybrid powertrain, Bluegame exclusivity
- Significant weight reduction, thanks to carbon reinforced hull and deck, full sandwich infused hull and use of lightened materials
- 100% natural and recyclable basalt fiber with balsa core bulkheads
- Outdoor lines designed by Zuccon International Project and interiors by Studio Lissoni

Impressive results of sea trials with 1:1 prototype testing unit

BGM75 (2x600 hp Volvo) vs Semi-displacement 90 ft (2x1200 hp MTU)

Consumption @ 18 knots:

BGM 180 liters/hour vs Semi-displacement 90 ft 400 liters/hour

Saving for a typical season (300 hours @ 18 knots):

- 175 Ton of CO₂ | - 66,000 liters | - 100,000 €



MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Extension of product portfolio: new models 2022



SD90 – Yacht Division



BG54 – Bluegame

«S» (Sustainable) version of SD90 to be introduced in 2023:

- New generation hybrid propulsion, to be integrated with lithium batteries and hotel utility management systems, in collaboration with Siemens Energy
- Ultra efficient hull designed with Philippe Briand
- Extensive use of eco-sustainable materials for the interiors, currently targeted at c. 30%

Sustainable technologies: partnership with Siemens Energy

Sanlorenzo to build a superyacht equipped with fuel cells for generating electricity on board using hydrogen, continuously reformed from methanol, delivery in 2024

Joint development of innovative solutions to reduce environmental impact of the yachts with Siemens Energy.

Agreement covering also new generation diesel electric propulsion systems for yachts over 50 meters and new generation hybrid systems for yachts below 50 meters.

Methanol fuel cell systems for generating electricity on board

- **Exclusive agreement for the joint development of solutions for the integration of fuel cells in the 24-80 meter yachting sector**
- Innovative solution, allowing the vessel to generate electricity when the engines and generators are off, significantly extending time spent at anchor and manoeuvring without consuming diesel fuel
- "Net-zero GHG emission" system compatible with the limited space available on board
- First application on a 50m hybrid superyacht, delivery in 2024

New generation diesel electric propulsion systems for yachts over 50 meters

Application on 3 units from 50 to 70 metres, delivery in 2024-2025

New generation hybrid systems for yachts below 50 meters

First signed order covering the application on the new SD90S

MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Sustainable technologies: Green Maritime Methanol project

A consortium of leading international marine companies and research institutes to investigate the implementation of methanol as shipping fuel

A project supported by “TKI Maritiem” and the Dutch Ministry of Economic Affairs and Climate Policy



MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

Enhancement of High-End Services proposal

The proposal of a turn-key service package is an increasingly important factor influencing yacht purchasing decisions, particularly for first-time owners

High-End Services' value proposition will be further enhanced in 2022, to increase loyalty of existing customers and attract new buyers.

A competitive advantage that is expected to turn into an additional source of revenue.

SANLORENZO

TIMELESS

SANLORENZO

ACADEMY

A 360° range of services dedicated to Sanlorenzo clients only:

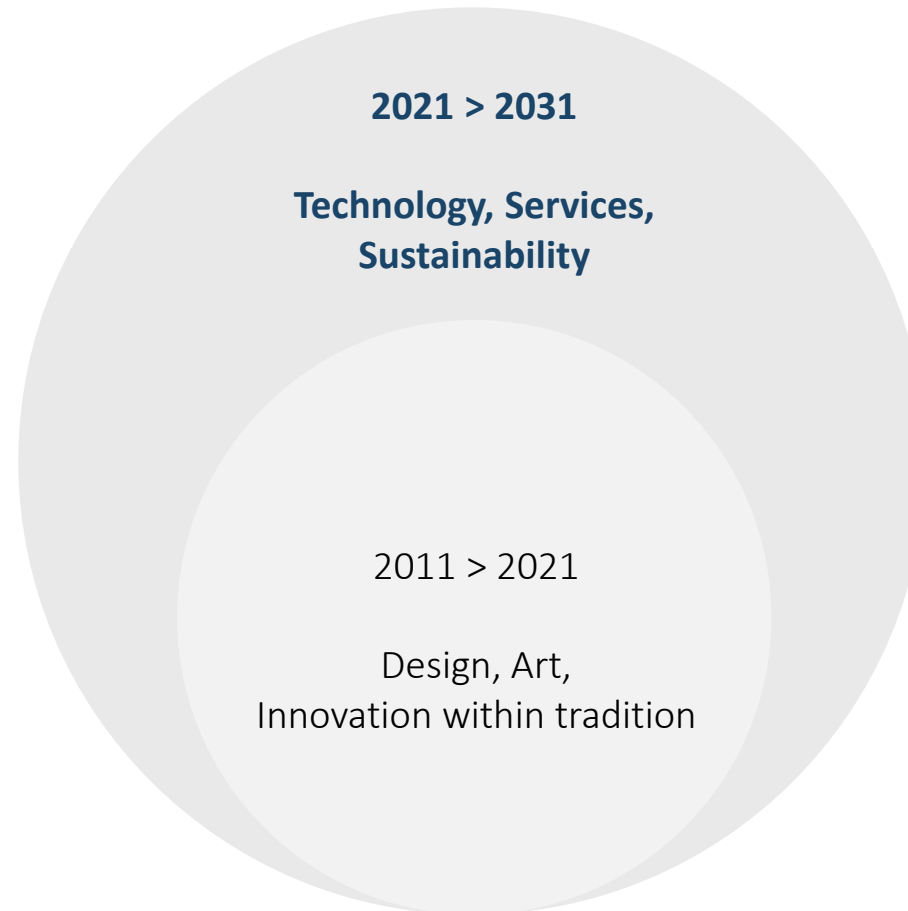
- Tailor-made leasing/financing and insurance packages
- The first monobrand charter fleet ever (Sanlorenzo Charter Fleet)
- Maintenance, refit and restyling services through Sanlorenzo Timeless
- Crew training through Sanlorenzo Academy



The **Smart Helmet**, developed by Sanlorenzo R&D department to provide timely remote assistance services to crews.

MULTIPLE LEVERS FOR PROFITABLE AND RESPONSIBLE GROWTH

The drivers of the next 10 years





Reclassified consolidated income statement

	Year ended 31 December				Change	
	2021	% Net Revenues New Yachts	2020	% Net Revenues New Yachts	2021 vs. 2020	2021 vs. 2020%
(€'000)						
Net Revenues New Yachts	585,902	100.0%	457,703	100.0%	128,199	+28.0%
Net revenues from pre-owned boats, maintenance and other services	82,143	14.0%	69,765	15.2%	12,378	+17.7%
Other income	5,488	0.9%	5,728	1.3%	(240)	-4.2%
Operating costs	(577,990)	(98.6)%	(462,561)	(101.1)%	(115,429)	+25.0%
Adjusted EBITDA	95,543	16.3%	70,635	15.4%	24,908	+35.3%
Non-recurring costs	(916)	(0.1)%	(1,399)	(0.3)%	483	-34.5%
EBITDA	94,627	16.2%	69,236	15.1%	25,391	+36.7%
Depreciation and amortisation	(22,440)	(3.8)%	(20,208)	(4.4)%	(2,232)	+11.0%
EBIT	72,187	12.4%	49,028	10.7%	23,159	+47.2%
Net financial expense	(1,160)	(0.2)%	(2,174)	(0.5)%	1,014	-46.6%
Adjustments to financial assets	(21)	(0.0)%	34	0.0%	(55)	-161.8%
Pre-tax profit	71,006	12.2%	46,888	10.2%	24,118	+51.4%
Income taxes	(19,655)	(3.4)%	(12,480)	(2.7)%	(7,175)	+57.5%
Net profit	51,351	8.8%	34,408	7.5%	16,943	+49.2%
Net (profit)/loss attributable to non-controlling interests	(344)	(0.1)%	100	+0.0%	(444)	-444.0%
Group net profit	51,007	8.7%	34,508	7.5%	16,499	+47.8%

FINANCIAL STATEMENTS

Reclassified statement of financial position

(€'000)	31 December		Change	
	2021	2020	2021 vs. 2020	2021 vs. 2020%
USES				
Goodwill	8,667	8,667	-	-
Intangible assets with a finite useful life	45,276	36,434	8,842	+24.3%
Property, plant and equipment	134,988	112,491	22,497	+20.0%
Equity investments and non-current assets	446	412	34	+8.3%
Net deferred tax assets	5,963	6,538	(575)	-8.8%
Non-current employee benefits	(1,058)	(845)	(213)	+25.2%
Non-current provision for risks and charges	(1,434)	(1,389)	(45)	+3.2%
Net fixed capital	192,848	162,308	30,540	+18.8%
Inventories	68,269	82,214	(13,945)	-17.0%
Trade receivables	18,310	17,233	1,077	+6.2%
Contract assets	117,194	112,938	4,256	+3.8%
Trade payables	(120,125)	(137,238)	17,113	-12.5%
Contract liabilities	(102,948)	(46,156)	(56,792)	+123.0%
Other current assets	54,337	30,434	23,903	+78.5%
Current provisions for risks and charges	(11,380)	(12,679)	1,299	-10.2%
Other current liabilities	(26,370)	(27,492)	1,122	-4.1%
Net working capital	(2,713)	19,254	(21,967)	-114.1%
Net invested capital	190,135	181,562	8,573	+4.7%
SOURCES				
Equity	229,141	185,391	43,750	+23.6%
(Net financial position)	(39,006)	(3,829)	(35,177)	+918.7%
Total sources	190,135	181,562	8,573	+4.7%

FINANCIAL STATEMENTS

Net financial position and reclassified cash flow statement

(€'000)	31 December		
	2021	2020	Change
Cash	141,272	94,359	46,913
Cash equivalents	-	-	-
Other current financial assets	317	647	(330)
Liquidity	141,589	95,006	46,583
Current financial debt	(3,824)	(2,560)	(1,264)
Current portion of non-current financial debt	(29,651)	(25,872)	(3,779)
Current financial indebtedness	(33,475)	(28,432)	(5,043)
Net current financial indebtedness	108,114	66,574	41,540
Non-current financial debt	(69,108)	(62,745)	(6,363)
Debt instruments	-	-	-
Non-current trade and other payables	-	-	-
Non-current financial indebtedness	(69,108)	(62,745)	(6,363)
Net financial position	39,006	3,829	35,177

(€'000)	31 December		
	2021	2020	Change
EBITDA	94,627	69,236	25,391
Taxes paid	(23,124)	(11,288)	(11,836)
Changes in inventories	13,945	(19,903)	33,848
Change in net contract assets and liabilities	52,536	1,665	50,871
Change in trade receivables and advances to suppliers	(7,643)	1,648	(9,291)
Change in trade payables	(17,113)	(14,951)	(2,162)
Change in provisions and other assets and liabilities	(15,400)	19,592	(34,992)
Operating cash flow	97,828	45,999	51,829
Change in non-current assets (investments)	(49,213)	(30,821)	(18,392)
Business acquisitions and other changes	(411)	(251)	(160)
Free cash flow	48,204	14,927	33,277
Interest and financial charges	(1,353)	(2,187)	834
Other financial cash flows and changes in equity	(11,674)	152	(11,826)
Change in net financial position	35,177	12,892	22,285
Net financial position at the beginning of the period	3,829	(9,063)	12,892
Net financial position at the end of the period	39,006	3,829	35,177

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