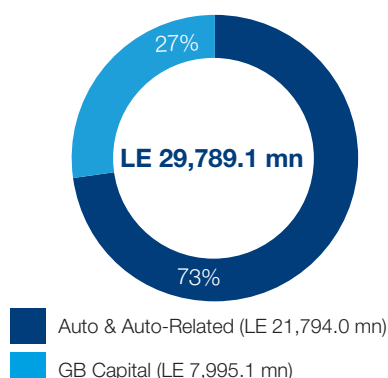


AUTO.CA
on the Egyptian Exchange

Group Revenue Breakdown (As of 31 December 2022)



GB Auto Reports 4Q/FY22 Results

GB Auto reports strong operational results and demonstrates long value creation in GB Capital via strategic transactions

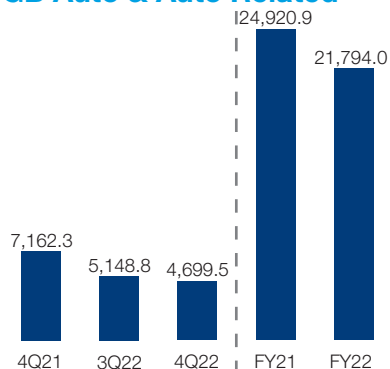
Group Revenue LE 29,789.1 mn	Group Operating Profit LE 3,955.5 mn	Group Net Profit After Tax & Minority LE 9,984.9 mn
Halan concludes its first securitized bond offering in the amount of LE 978 mn	GB Lease completes its seventh securitization bond offering in the amount of LE 1.7 bn	Drive concludes its third securitized bond offering in the amount of LE 650 mn
GB Auto sells a 7.5% stake in MNT-Halan	Chimera acquires a 45% stake in GB Lease	Drive becomes the first consumer finance company to issue corporate bonds in the amount of LE 700 mn
Blended Net Interest Margin (GB Capital) 11.5%	GB Auto supplies 30 best-in-class Higer electric buses to the government for COP27	GB Auto maintains PC market leader position with a market share of 23.5%

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“On a strategic level, we have shown the intrinsic value of GB Capital's portfolio with two transactions that attracted reputable international private equity investors,” said GB Auto Chief Executive Officer Nader Ghabbour. “Our prudent strategies and prompt reaction to shifting market dynamics allowed us to grow the company and deliver on our objectives for the year. Operationally, we started off the year 2022 with higher inventory levels and improved pricing, which eased the impact of import restrictions and slowdowns in opening letters of credit (LCs) for the remainder of the year. Furthermore, our diverse portfolio of products and services hedged against disruptions in any

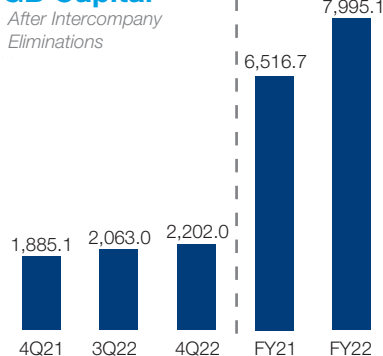
Revenue Progression (all figures in LE million)

GB Auto & Auto Related



GB Capital

After Intercompany
Eliminations



line of business. The past year has truly tested the resilience of our business model and the strength of our market position. We believe that the CBE's adoption of a flexible exchange rate will ease import restrictions and improve supply levels in the course of 2023. However, inflationary pressures are likely to persist. We expect the market will take a few quarters to stabilize and we will closely monitor the effects of inflation on purchasing power and consumer demand across our lines of business," said Ghabbour.

The Auto & Auto-Related (A&AR) segment recorded a revenue of LE 4,699.5 million in 4Q22, down 8.7% q-o-q and 34.4% y-o-y. For the full year, revenue at the A&AR segment fell 12.5% to LE 21,794.0 in FY22. The segment's results were affected by the devaluation of the Egyptian pound, restrictions on imports and a slowdown in opening LCs, which limited supply across the portfolio. At the Passenger Car (PC) LoB, despite the aforementioned factors, volume declined by less than the passenger car market in Egypt during the respective periods. Moreover, GB Auto retained its position as a market leader reaching a market share of 24.7% in 4Q22 and 23.5% for the full year. At the Two and Three-Wheelers LoB, we have completed the liquidation of the three-wheeler inventory and continue working with the government to introduce a suitable replacement in this segment. Meanwhile, our Commercial Vehicles & Construction Equipment LoB saw its truck and bus sales increase due to a growing pipeline of national infrastructure projects and an improved inventory of minibuses. The After-Sales LoB continues to perform well as consumers seek maintenance services due to shortages and delays in new vehicle availability. Finally, the Tires LoB delivered strong results despite a significant shortage in the supply of tires.

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"Looking ahead, market conditions remain unpredictable with multiple factors affecting supply availability and consumer demand. That being said, our company is well-diversified and capable of adapting to changing dynamics. We are confident that our strategies, robust fundamentals and decades of expertise will allow us to push ahead and overcome market challenges. 2023 will be a year where we focus on unleashing the next phase of growth for GB Capital and protecting our profitability at the A&AR segment. As always, we look forward to a new year of success, resilience and value creation for our shareholders," concluded Ghabbour.

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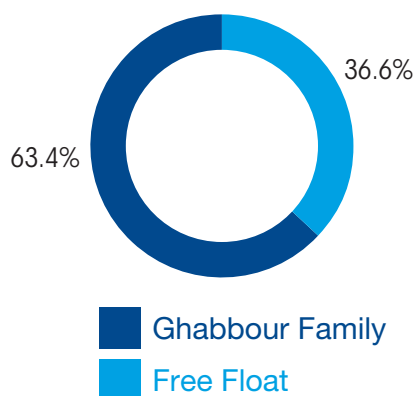
GB Auto Group Income Statement

Income Statement

(LE million)	Three Months Ended			Full Year Ended		
	4Q21	4Q22	% Change	FY21	FY22	% Change
Egypt Passenger Cars Revenue	3,824.4	1,398.9	-63.4%	12,880.4	9,231.1	-28.3%
Egypt Motorcycles & Three-Wheelers Revenue	1,021.4	289.7	-71.6%	3,719.9	1,915.0	-48.5%
Egypt Commercial Vehicles & Construction Equipment Revenue	403.8	505.2	25.1%	1,053.4	1,515.0	43.8%
Egypt Tires Revenue	420.3	413.4	-1.6%	1,431.7	1,634.2	14.1%
GB Capital (Financing Businesses) Revenue	1,885.1	2,202.0	16.8%	6,516.7	7,995.1	22.7%
Egypt After-Sales Revenue	363.8	542.0	49.0%	1,336.6	1,803.4	34.9%
Regional Revenue	807.1	1,376.9	70.6%	3,099.7	4,731.5	52.6%
Others Revenue	321.4	173.4	-46.0%	1,399.2	963.7	-31.1%
Total Sales Revenue	9,047.4	6,901.5	-23.7%	31,437.5	29,789.1	-5.2%
Total Gross Profit	1,886.3	2,004.0	6.2%	6,302.6	8,112.9	28.7%
Gross Profit Margin	20.8%	29.0%	8.2	20.0%	27.2%	7.2
Selling and Marketing	(910.7)	(881.6)	-3.2%	(2,868.0)	(3,576.9)	24.7%
Administration Expenses	(203.7)	(178.8)	-12.2%	(591.1)	(636.4)	7.7%
Net Provisions and Non-Operating FV of Investment Property	54.7	(57.9)	-	(104.0)	(229.8)	-
Other Income (Expenses)	(13.3)	67.0	-	143.8	285.6	98.6%
Operating Profit	813.4	952.7	17.1%	2,833.3	3,955.5	37.2%
Operating Profit Margin (%)	9.0%	13.8%	4.8	9.2%	13.3%	3.1
Gain from Sale of Investment	-	8,207.3	-	-	8,207.3	-
Investment Gain	-	47.1	-	-	100.6	-
EBIT	813.4	9,207.2	-	2,883.3	12,263.4	-
EBIT Margin (%)	9.0%	133.4%	124.4	9.2%	41.2%	32.0
Foreign Exchange Gains (Losses)	(3.5)	26.2	-	11.9	(239.0)	-
Net Finance Cost	(124.0)	(245.2)	97.7%	(563.5)	(724.0)	28.5%
Earnings Before Tax	685.8	8,988.2	-	2,331.7	11,300.4	-
Income Taxes	(163.6)	(198.1)	21.1%	(563.3)	(762.3)	35.3%
Net Profit / Loss Before Minority Interest	522.3	8,790.1	-	1,768.4	10,538.1	-
Minority Interest	(109.7)	(75.6)	-31.1%	(359.9)	(553.2)	53.7%
Net Income/Loss	412.6	8,714.4	-	1,408.5	9,984.9	-
Net Profit Margin (%)	4.6%	126.3%	121.7	4.5%	33.5%	29.0

GB Auto's Shareholding Structure

as of 31 December 2022



Head Office

Cairo-Alex Desert Road, Km 28
Industrial Zone
Abu Rawash, Giza, Egypt

Investor Relations

Mansour Kabbani
Board of Directors Member

Marina Kamal
Investor Relations AVP

Sarah Maged
Investor Relations
Communications Manager

Direct: +202 3910 0485
Tel: +202 3539 1201
Fax: +202 3539 0139
e-mail: ir@gb-corporation.com

ir.gb-corporation.com

Shareholder Information

Reuters Code: AUTO.CA
Bloomberg Code: AUTO.EY

Shares Outstanding:
1,085,500,000

About GB Auto S.A.E.

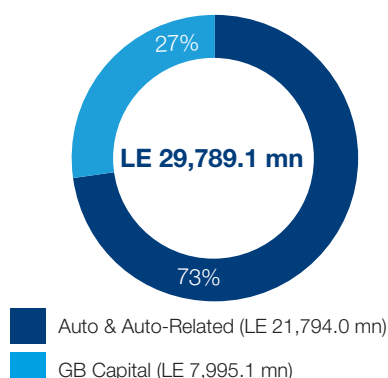
GB Auto S.A.E. (AUTO.CA on the Egyptian Exchange) is a leading automotive company in the Middle East and non-bank financial services provider in Egypt. Across six primary lines of business — Passenger Cars, Motorcycles & Three-Wheelers, Commercial Vehicles & Construction Equipment, Tires, After-Sales, and Iraqi operations — the company's main business activities include assembly, manufacturing, sales and distribution, financing and after-sales services. GB Auto's portfolio of brands includes Hyundai, Mazda, Chery, Changan, Haval, Karry, Bajaj, Marcopolo, Iveco, Volvo Truck and Volvo Bus, Volvo Construction Equipment, Mitsubishi Fuso, SDLG, Higer, Shacman, Lassa, Yokohama, Westlake, Double Coin, Goodyear, Thunderer, Verde, Techking, Sunfull, MG, and Gazpromneft. GB Auto has operations in Egypt and Iraq. The company's NBFS' segment branded GB Capital offers leasing, consumer finance, microfinance, Nano loans, SME lending, BNPL, collection, Peer-to-Peer transfers, Bill payments, fleet quasi-operational leasing, factoring, securitization, mortgage finance, and insurance under the following brands - GB Lease, Drive, MNT-Halan, GB Auto Rental, Capital Securitization, Bedaya, KAF, and Forsa. The company is headquartered in Giza, Greater Cairo Area, Egypt. ir.gb-corporation.com

Forward-Looking Statements

This document may contain certain "forward-looking statements" relating to the company's business. These may be identified in part through the use of forward-looking terminology such as "will," "planned," "expectations" and "forecast" as well as similar explanations or qualifiers and by discussions of strategy, plans or intentions. These statements may include descriptions of investments planned or currently under consideration or development by the company and the anticipated impact of these investments. Any such statements reflect the current views of the company with respect to future events and are subject to certain risks, uncertainties and assumptions. Many factors could cause the actual results, performance, decisions or achievements of the company to be materially different from any future results that may be expressed or implied by such forward-looking statements.

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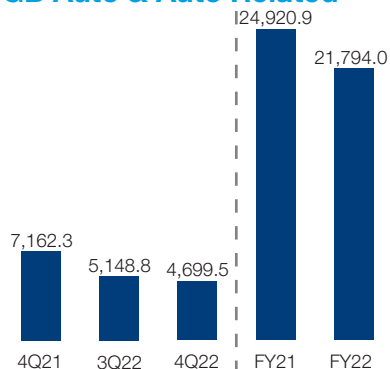
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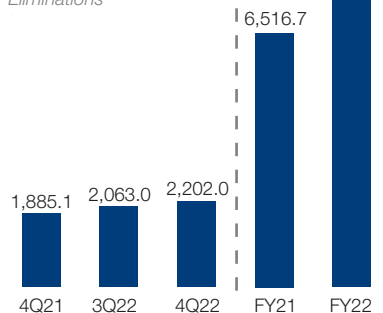
Revenue Progression (all figures in LE million)

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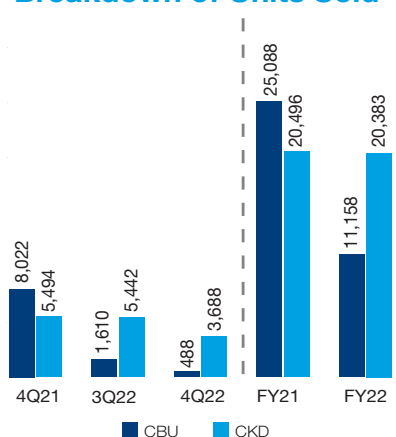
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Breakdown of Units Sold



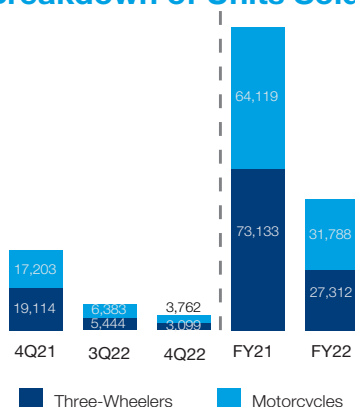
Egypt Passenger Cars

- GB Auto retained its position as a market leader reaching a market share of 24.7% in 4Q22 and 23.5% for the full year.
- The passenger car market contracted by 72.5% y-o-y in 4Q22. In the same period, GB Auto's passenger car volumes went down by 69.1% y-o-y. The market continued to experience supply shortages due to import restrictions and limited FX availability.
- Consequently, revenue declined by 34.7% q-o-q and 63.4% y-o-y to LE 1,398.9 million in 4Q22.
- For the full-year, PC volume was down 30.8% and as a result revenue declined 28.3% to LE 9,231.1 million.
- GB Auto managed to significantly alter its product mix towards more CKD units, bringing up their contribution to 65% in 2022 from 45% in 2021. The company will leverage its unique position in the locally assembled vehicle segment and capitalize on the opportunity in the absence of CBU importation.

Table 1: Egypt Passenger Cars Sales Activity

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
CBU Sales Volume	(Units)	8,022	1,610	488	-69.7%	-93.9%	25,088	11,158	-55.5%
CKD Sales Volume	(Units)	5,494	5,442	3,688	-32.2%	-32.9%	20,496	20,383	-0.6%
Total Sales Volume	(Units)	13,516	7,052	4,176	-40.8%	-69.1%	45,584	31,541	-30.8%
Total Sales Revenue	(LE million)	3,824.4	2,142.0	1,398.9	-34.7%	-63.4%	12,880.4	9,231.1	-28.3%

Breakdown of Units Sold



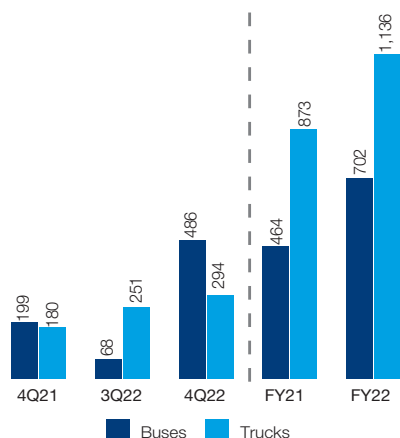
Egypt Motorcycles & Three-Wheelers

- The LoB's volume dropped by 42.0% q-o-q and 81.1% y-o-y to 6,861 units in 4Q22 due to lower demand for motorcycles and the complete phasing out of the three-wheelers inventory. Consequently, revenue declined by 30.4% q-o-q and 71.6% y-o-y to LE 289.7 million in 4Q22.
- For the full-year, volume was down 56.9% y-o-y, which led to a 48.5% decline in revenue to LE 1,915.0 million for FY22. The decline was accentuated by supply chain disruptions and import restrictions throughout the year.

Table 2: Egypt Motorcycle & Three-Wheeler Sales Activity

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Three-Wheeler Sales Volume	(Units)	19,114	5,444	3,099	-43.1%	-83.8%	73,133	27,312	-62.7%
Motorcycle Sales Volume	(Units)	17,203	6,383	3,762	-41.1%	-78.1%	64,119	31,788	-50.4%
Total Sales Volume	(Units)	36,317	11,827	6,861	-42.0%	-81.1%	137,252	59,100	-56.9%
Total Sales Revenue	(LE million)	1,021.4	416.2	289.7	-30.4%	-71.6%	3,719.9	1,915.0	-48.5%

Breakdown of Units Sold



Egypt Commercial Vehicles & Construction Equipment

- The LoB recorded a revenue of LE 505.2 million in 4Q22, up by 71.2% q-o-q and 25.1% y-o-y on the back of strong sales volume, which more than doubled quarter-on-quarter and grew 82.2% y-o-y to 798 units.
- Bus sales volume rebounded during the quarter due to an improved inventory of minibuses and supplying 30 electric buses to the government for COP27.
- For the full-year, the LoB's revenue increased by 43.8% y-o-y to LE 1,515.0 million and volume expanded 27.2% y-o-y mainly due to growing bus sales and truck sales capitalizing on a growing pipeline of national infrastructure projects.

Table 3: Egypt Commercial Vehicles & Construction Equipment (CV&CE) Sales Activity

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Bus Sales Volume	(Units)	199	68	486	-	-	464	702	51.3%
Truck Sales Volume	(Units)	180	251	294	17.1%	63.3%	873	1,136	30.1%
Trailer Sales Volume	(Units)	34	2	7	-	-79.4%	142	88	-38.0%
Construction Equipment Sales Volume	(Units)	25	16	11	-31.3%	-56.0%	97	79	-18.6%
Total Sales Volume	(Units)	438	337	798	-	82.2%	1,576	2,005	27.2%
Total Sales Revenue	(LE million)	403.8	295.1	505.2	71.2%	25.1%	1,053.4	1,515.0	43.8%

Egypt After-Sales Line of Business

- The LoB's revenue reached LE 542.0 million in 4Q22, up 12.8% q-o-q and 49.0% y-o-y, as consumers continue to face difficulties in purchasing new vehicles and focus on maintaining their existing vehicles.
- For the full-year, revenue grew by 34.9% y-o-y to LE 1,803.4 million driven by strong after-sales demand in all segments.
- Management anticipates that as a result of shortages and delays in new vehicle availability, consumers will continue to seek out maintenance services, further supporting the LoB's performance.

Table 4: Egypt After-Sales

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Passenger Car Egypt After-Sales Revenue	(LE million)	250.4	335.8	367.1	9.3%	46.6%	910.8	1,227.8	34.8%
Motorcycle & Three-Wheeler After-Sales Revenue	(LE million)	58.4	75.7	93.7	23.7%	60.4%	207.5	300.3	44.7%
CV&CE After-Sales Revenue	(LE million)	55.0	68.8	81.2	18.0%	47.6%	218.3	275.4	26.2%
Total Egypt After-Sales Revenue	(LE million)	363.8	480.3	542.0	12.8%	49.0%	1,336.6	1,803.4	34.9%

Egypt Tires Line of Business

- Revenue was stable quarter-on-quarter and decreased a marginal 1.6% y-o-y to LE 413.4 million in 4Q22, despite a slowdown in LCs and a shortage in the supply of tires.
- For the full-year, revenue grew by 14.1% y-o-y to LE 1,634.2 million on the back of strong market demand for tires and a solid performance from GB Auto's brands.

Table 5: Tires Sales Activity – Egypt

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Total Sales Revenue	(LE million)	420.3	413.9	413.4	-0.1%	-1.6%	1,431.7	1,634.2	14.1%

Regional

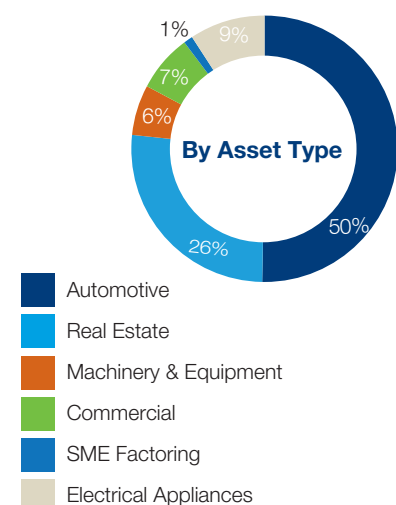
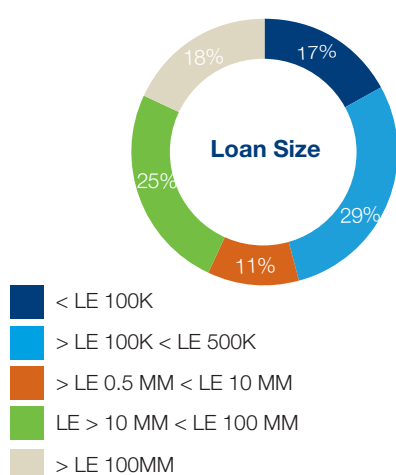
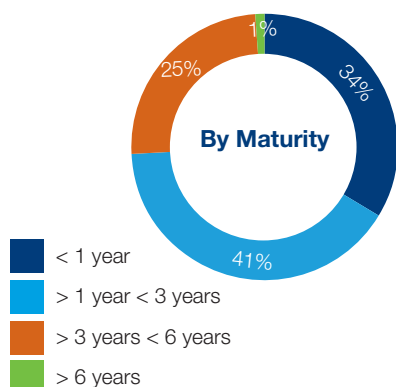
- Regional revenue increased by 17.7% q-o-q and by 70.6% y-o-y to LE 1,376.9 million in 4Q22 on the back of a strong performance in the PC segment during the quarter.
- Two and Three-Wheelers revenue increased by 17.7% in FY22 on the back of a solid position in the market.
- PC volume more than doubled year-on-year in 4Q22, consequently PC revenue grew three-fold year-on-year. For the full-year, volume grew by 61.7% y-o-y more than doubling revenue for the year.
- The MG brand maintained its momentum to close the year ranked fourth in the Iraqi market and first amongst Chinese brands with an enlarged market share of 6.8% compared to 4.7% in 2021.
- Management is pleased with the MG brand's performance in terms of volume, market share, channel mix and network developments. GB Auto is confident in its capacity to unlock further growth in Iraq as the market continues to stabilize.

Table 6: Total Sales Activity from Regional Operations

		4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Total Regions Revenue	(LE million)	807.1	1,169.5	1,376.9	17.7%	70.6%	3,099.7	4,731.5	52.6%

GB Capital Portfolio Breakdown

(As of 31 December 2022)



GB Capital (Financing Businesses)

- GB Capital's revenue increased by 5.8% q-o-q and 11.4% y-o-y to LE 2,577.5 million in 4Q22, reflecting strong performances across subsidiaries. In full-year terms, GB Capital's revenue grew by 17.7% y-o-y to LE 9,358.7 million in FY22.
- Net profit grew significantly to LE 8,422.8 million in 4Q22 due to the divestment of a 7.5% stake in MNT-Halan during the quarter. In full-year terms, GB Capital recorded a net profit of LE 9,054.4 million as a result of the capital gain realized in 4Q22 from the partial sale of MNT-Halan. Excluding the capital gain, net profit grew 24.8%.

The GB Capital figures below have been restated without consolidating MNT-Halan.

- GB Capital's Annualized ROAE stood at 122.9% in 4Q22 versus 26.8% in 3Q22 due to the partial sale of MNT-Halan. Similarly, annualized ROAA stood at 73.4% in 4Q22 versus 16.3% in 3Q22.
- Annualized NIMS increased to 11.5% in 4Q22, up from 9.2% in 3Q22.
- GB Capital's loans/receivables portfolio contracted by 14.2% y-o-y to reach LE 5.4 billion in 4Q22 due to the securitization in Drive that was completed in 2022, while there was no securitization for Drive in 2021.
- NPLs increased to 5.08% in 4Q22 compared to 3.83% in 3Q22.
- The NPL coverage ratio stood at 105% in 4Q22 compared to 108% in 3Q22.
- GB Capital subsidiaries started the implementation of the ECL provisions calculation method in 4Q21 to comply with IFRS 9 impairment requirements. Provisions are always booked at higher rates than what is required by the FRA; therefore, provision figures are booked at the highest of the two methodologies.
- Debt-to-equity ratio stood at 0.44x in 4Q22 versus 1.92x in 3Q22 due to the present securitizations at GB Lease and Drive which reduced leverage.
- GB Capital's debt, which fluctuates with the size of the portfolio, stood at LE 4.6 billion as of 31 December 2022. This debt is fully backed by the loans and receivables portfolio of GB Capital.
- Microfinancing, nano-financing, SME lending, factoring, mortgage finance, leasing, venture capital, securitization and consumer lending services offered by GB Capital's various affiliates are regulated by the FRA.

Leasing

- GB Lease recorded an increase in quarter-on-quarter and year-on-year revenue in 4Q22 supported by the conclusion of a LE 1.7 billion securitized bond offering. For the full-year, revenue grew by 16.1%.
- GB Auto Rental revenue recorded both quarter-on-quarter and year-on-year increases in 4Q22 as the company successfully delivered 78 vehicles during the quarter. GB Auto Rental secured a total of 414 new vehicle contracts in FY22.
- Management is optimistic about the performance of its leasing operations at GB Lease and GB Auto Rental and is in discussions to secure a solid pipeline for the coming periods. Additionally, team expansions at GB Lease and nationwide branch expansions at GB Auto Rental will allow both companies to capture a larger share of the leasing market.
- GB Auto remains the majority shareholder of GB Lease owning the remaining 55% stake.
- The addition of Chimera as a shareholder in GB Lease will support the existing management team to unlock further growth and profitability at GB Lease and undoubtedly create additional value for GB Capital.

Consumer Finance and Factoring

- Drive recorded quarter-on-quarter and year-on-year increases in revenue in 4Q22 on the back of a securitization in the amount of LE 650 million. In full-year terms, Drive booked a year-on-year revenue increase in FY22 as it shifted its focus towards growing its portfolio of used cars and commercial vehicles due to the overall slowdown in new car sales in Egypt.
- Drive's digital mobile app "Forsa" performed exceptionally well in its first year of operation and continues to attract well-known merchants. To date, Drive has over 520 merchants in more than 4,000 stores.
- In November 2022, Drive launched a successful marketing campaign, which is attracting more customers and supporting the company's efforts as it rebrands and continues with its expansion plans.

Fintech

- MNT-Halan continues to be the leading and fast growing fintech with multiple financial services, including lending, payments and e-commerce solutions, available to consumers and merchants.
- GB Auto ownership in MNT-Halan after the transaction is 49.5%.
- MNT-Halan results are no longer being consolidated in GB Capital's results. That being said, MNT-Halan's loan book and profitability continued to grow as the company further cemented its position and diversified its offered digital products in the market, driving growth across all fronts.
- MNT-Halan serves over 5 million customers, of which 3.5 million are financial clients and over 2 million are borrowers.
- MNT-Halan continues to explore cross border expansions through operational and technological capabilities, with an aim to replicate its business model in other countries.

Financial Position and Working Capital of Auto & Auto-Related

GB Auto efficiently managed working capital to support performance at the Auto & Auto-Related segment in 4Q22 amidst uncertain market conditions. Inventory levels and receivables continue to be below the optimal levels and payables are extended due to import restrictions and limited FX availability.

Table 7: Development of Working Capital of Auto & Auto-Related

		4Q21	1Q22	2Q22	3Q22	4Q22
Inventory	(LE million)	4,016.7	5,528.7	4,619.0	3,613.5	3,920.0
Receivables	(LE million)	2,051.0	2,349.0	1,703.2	1,531.2	1,432.2
Advances	(LE million)	745.8	866.7	891.5	753.6	742.5
Debtors & Other Debit Balances	(LE million)	1,547.9	1,957.4	1,443.5	1,231.2	1,927.1
Payables (Net)*	(LE million)	4,612.9	6,378.9	4,307.0	3,482.9	4,715.9
Working Capital	(LE million)	3,748.4	4,322.9	4,350.3	3,646.5	3,305.9

* Payables are shown net of financial lease-related liabilities amounting to LE 444.7 million, which are now added to our Net Debt calculations. Due to a change in Egyptian Accounting Standards, the related leased assets have been recorded on the balance sheet under PP&E, while the liabilities have been booked under Payables, starting from 2Q19 onwards.

Table 8: Development of Auto & Auto-Related Net Debt

(LE million)	4Q21	1Q22	2Q22	3Q22	4Q22
Total Debt	5,426.9	5,209.2	5,135.2	4,596.4	4,376.3
Notes Payable (Due to leasing)	860.0	1,154.0	1,265.1	1,114.2	1,011.9
Cash	1,142.4	1,200.3	1,099.5	1,426.5	2,776.9
Due from Related Parties - Inter segment	316.9	204.8	293.4	350.6	498.7
Net Debt	4,827.6	4,958.0	5,007.3	3,933.6	2,112.5

Management has significantly reduced net debt as a result of the cash proceeds from the sale of a 7.5% stake in MNT-Halan.

Table 9: Development of Key Financials of Auto & Auto-Related

(LE million)	4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Revenue	6,741.4	4,777.3	4,311.7	-9.7%	-36.0%	23,530.9	20,441.1	-13.1%
Inter-Segment Revenue	420.9	371.5	387.8	4.4%	-7.8%	1,389.9	1,352.8	-2.7%
Total Revenue	7,162.3	5,148.8	4,699.5	-8.7%	-34.4%	24,920.9	21,794.0	-12.5%
Cost of Sales	(5,772.5)	(3,677.8)	(3,257.7)	-11.4%	-43.6%	(20,178.6)	(16,439.5)	-18.5%
Inter-Segment Cost of Sales	(420.9)	(371.5)	(387.8)	4.4%	-7.8%	(1,389.9)	(1,352.8)	-2.7%
Total Cost of Sales	(6,193.3)	(4,049.3)	(3,645.5)	-10.0%	-41.1%	(21,568.6)	(17,792.4)	-17.5%
Gross Profit	968.9	1,099.5	1,054.0	-4.1%	8.8%	3,352.3	4,001.6	19.4%
<i>Gross Profit Margin</i>	<i>13.5%</i>	<i>21.4%</i>	<i>22.4%</i>	<i>1.1</i>	<i>8.9</i>	<i>13.5%</i>	<i>18.4%</i>	<i>4.9</i>
General, Selling & Administrative Expenses	(590.7)	(443.7)	(527.8)	18.9%	-10.7%	(1,829.0)	(1,890.4)	3.4%
Other Operating Income	48.1	31.0	45.8	47.8%	-4.7%	187.5	203.6	8.6%
Provisions (Net)	(20.3)	(49.9)	(30.5)	-39.0%	50.2%	(60.4)	(94.4)	56.3%
Operating Profit	406.0	636.9	541.6	-15.0%	33.4%	1,650.4	2,220.4	34.5%
<i>Operating Profit Margin</i>	<i>5.7%</i>	<i>12.4%</i>	<i>11.5%</i>	<i>-0.8</i>	<i>5.9</i>	<i>6.6%</i>	<i>10.2%</i>	<i>3.6</i>
Finance Cost / Income	(130.8)	(173.3)	(167.2)	-3.5%	27.8%	(598.5)	(663.2)	10.8%
FOREX	1.7	(42.5)	23.3	-	-	18.9	(232.3)	-
Investment Losses	(1.2)	-	-	-	-	(1.2)	-	-
Net Profit / (loss) Before Tax	275.7	421.1	397.7	-5.5%	44.2%	1,069.7	1,324.8	23.9%
Income Tax	(51.5)	(68.5)	(76.5)	11.7%	48.4%	(202.8)	(272.4)	34.3%
Net Profit / (loss) After Tax and Before NCI	224.2	352.6	321.2	-8.9%	43.3%	866.9	1,052.4	21.4%
NCI	(19.3)	(34.2)	(28.5)	-16.7%	47.7%	(66.6)	(119.2)	78.9%
Net Profit / (loss) After NCI	204.9	318.4	292.8	-8.1%	42.9%	800.2	933.2	16.6%
EBITDA	477.0	714.4	672.9	-5.8%	41.1%	1,882.3	2,551.1	35.5%
<i>EBITDA Margin</i>	<i>6.7%</i>	<i>13.9%</i>	<i>14.3%</i>	<i>0.4</i>	<i>7.6</i>	<i>7.6%</i>	<i>11.7%</i>	<i>4.2</i>

The finance cost includes leasing expenses of LE (94.4) million for FY22

Table 10: Cash Flow Statement for the Auto & Auto-Related

(LE million)	FY21	FY22
Cash Flows from Operating Activities		
Net (Loss) / Profit Before Tax	1,069.7	1,324.8
Adjustments:		
Interest Expense	693.3	770.1
Depreciation & Amortization	279.4	344.8
Provisions - Net	12.5	94.4
Impairment in Current Assets - Net	7.9	31.2
Interest Income	(94.9)	(107.0)
Unrealized FOREX Loss		(441.6)
Gain on Sale of PP&E and Assets Held for Sale	(47.5)	14.0
Investment Losses	1.2	-
Operating Cash Flow Before Changes in Working Capital	1,921.5	2,030.8
Changes in Working Capital		
Inventories	(732.7)	284.4
Trade Receivables	(517.7)	773.9
Debtors & Other Debit Balances	(996.9)	(100.6)
Due from Related Parties	48.4	(39.8)
Due to Related Parties	11.4	(13.2)
Due from Related Parties - Inter-Segment	(230.7)	(234.3)
Due to Related Parties - Inter-Segment	(73.2)	(19.9)
Trade Payables & Other Credit Balances	2,060.9	404.6
Rent Paid for Assets Right of Use	(39.9)	(82.1)
Provisions Used	(30.1)	(28.9)
Cash Flow (Generated from Operating Activities)	1,420.9	2,975.1
Dividends paid	(54.7)	(76.0)
Income Tax Paid During the Period	(35.5)	(6.3)
Net Cash Flow (Generated from Operating Activities)	1,330.7	2,892.8
Cash Flows From Investing Activities:		
Purchase of Property, Plant & Equipment	(343.0)	(661.4)
Purchase of Minority	(206.0)	-
Purchase of Projects Under Construction	(76.8)	(549.4)
Purchase of Intangible Assets	(2.4)	-
Interest Received	60.7	62.0
Payment for Investment	(54.5)	(2.5)
Proceeds from Sale of Property, Plant and Equipment	152.5	78.5
Net Cash Flow (Generated from Investing Activities)	(469.5)	(1,072.8)
Cash Flows From Financing Activities		
Loans & Borrowings	475.6	(1,001.4)
Capital Increase	-	1,367.8
Dividends paid	(273.5)	(379.9)
Dividends paid - Non-controlling Interest	(53.5)	-
Paid for purchase of treasury stock	(38.7)	-
Received from sale of treasury stock	30.2	-
Paid for decrease capital of subsidiary	(80.5)	(5.4)
Interest Paid	(783.9)	(532.8)
Long Term Notes Payable Paid	(196.6)	9.4
Received for payment under capital increase	280.0	-
Paid from minority to increase capital of subsidiaries	0.6	-
Net Cash Flow (used in) financing activities	(640.2)	(542.3)
Net Increase (Decrease) in Cash & Cash Equivalents	221.0	1,277.7
Cash & Cash Equivalents at Beginning of the Period	904.4	1,142.4
Translation Differences	17.0	356.9
Cash & Cash Equivalents at End of the Period	1,142.4	2,776.9

Table 11: Key Ratios

		4Q21	1Q22	2Q22	3Q22	4Q22
Net Debt / Equity*	Units	1.39	1.06	1.11	0.91	0.34
Total Liabilities Less Cash / Equity	Units	3.08	2.71	2.33	2.04	1.40
Current Ratio	Units	0.93	0.98	1.00	1.01	1.13
Net Debt / LTM EBITDA^	Units	2.56	2.40	2.35	1.67	0.83
LTM EBITDA / Finance Cost	Units	3.14	3.52	3.51	3.76	3.85
Capital Employed **	LE million	7,905.2	8,439.6	8,869.2	8,522.6	8,177.3
ROCE ***	%	20.9%	21.8%	21.0%	24.5%	27.2%

* 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 including due from related parties - inter-segment

** 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

Table 12: Income Statement by Segment

FY22				
(LE million)	GB Auto (Auto & Auto-Related)	GB Capital (Financing Business)	Elimination	GB Auto Consolidation
Revenue	20,441.1	9,347.9	-	29,789.1
Inter-segment revenue	1,352.8	10.7	(1,363.5)	-
Total revenue	21,794.0	9,358.7	(1,363.5)	29,789.1
Cost of sales	(16,439.5)	(5,236.6)	-	(21,676.1)
Inter-segment cost of sales	(1,352.8)	(6.9)	1,359.7	-
Total Cost of Sales	(17,792.4)	(5,243.5)	1,359.7	(21,676.1)
Gross Profit	4,001.6	4,115.2	(3.8)	8,112.9
General, selling and administrative expenses	(1,890.4)	(2,325.0)	2.2	(4,213.2)
Other operating income	203.6	87.3	(5.4)	285.6
Provisions (Net)	(94.4)	(135.4)	-	(229.8)
Operating profit	2,220.4	1,742.1	(7.0)	3,955.5
Finance cost / income	(663.2)	(65.0)	4.2	(724.0)
Gain from sale of investment & revaluation	-	8,207.3	-	8,207.3
Investment gain	-	100.6	-	100.6
FOREX	(232.3)	(6.7)	-	(239.0)
Net profit / (loss) before tax	1,324.8	9,978.3	(2.7)	11,300.4
Income tax	(272.4)	(489.9)	-	(762.3)
Net profit / (loss) after tax and before NCI	1,052.4	9,488.4	(2.7)	10,538.1
NCI	(119.2)	(434.0)	-	(553.2)
Net profit / (loss) after NCI	933.2	9,054.4	(2.7)	9,984.9

Eliminations of inter-segment items compose of trading of Auto and Auto related, leased items as well as reclassification between cost of sales and finance cost for consistent application of consolidation procedure of the group.

Historical data for GB Auto Group's segregated financials can be downloaded at ir.gb-corporation.com/fundamentals

Table 13: Balance Sheet by Segment

As at 31 December 2022				
(LE million)	GB Auto (Auto & Auto-Related)	GB Capital (Financing Business)	Elimination	GB Auto Consolidation
Property Plant & Equipment	4,552.3	378.1	14.8	4,945.2
Intangible Assets & Goodwill	359.2	2.0	-	361.3
Asset Right of Use	393.8	40.9	(3.1)	431.5
Investments in Subsidiaries (GB Capital)	325.0	11,303.0	(1,961.6)	9,666.3
Notes Receivable	9.3	3,202.1	(237.7)	2,973.7
Other Debit Balance	-	398.9	-	398.9
Intercompany loan	-	50.0	-	50.0
Investments Property	90.9	-	-	90.9
Deferred Tax Assets	254.8	2.9	-	257.8
Non-Current Assets	5,985.3	15,377.9	(2,187.7)	19,175.6
Asset held for sale	-	855.0	-	855.0
Inventories	3,920.0	-	-	3,920.0
Trade Receivables	1,432.2	1,680.1	(51.7)	3,060.6
Advance Payments to Suppliers	742.5	22.1	-	764.6
Debtors & Other Debit Balance	1,927.1	631.6	-	2,558.7
Due from Related Parties	187.3	-	-	187.3
Due from Related Parties - Inter-Segment	510.3	3.9	(514.3)	-
Cash and Cash Equivalents	2,776.9	1,321.1	-	4,098.1
Current Assets	11,496.4	4,513.8	(565.9)	15,444.3
Total Assets	17,481.8	19,891.8	(2,753.6)	34,619.9
Share Capital	1,087.4	318.0	(319.9)	1,085.5
Share Capital Premium	1,637.9	-	(1,637.9)	-
General Reserve	-	10.8	-	10.8
Legal Reserves	401.4	132.2	-	533.5
Private Reserve	3,319.3	(38.2)	(3.9)	3,277.2
Risk Reserve	-	20.4	-	20.4
Accumulated Profit (Losses)	(1,967.2)	3,772.5	14.8	1,820.1
Net Income / (Loss) for The Period	933.2	9,054.4	(2.7)	9,985.0
Total Shareholders' Equity Before NCI	5,412.0	13,270.2	(1,949.6)	16,732.6
Total NCI	721.8	7.4	(1.0)	728.2
Total Equity	6,133.8	13,277.6	(1,950.6)	17,460.8
Trade Payables	5,160.6	702.9	(51.1)	5,812.4
Loans & Overdraft	4,376.3	1,663.9	-	6,040.2
Due to Related Parties	103.4	0.7	-	104.1
Due to Related Parties - Inter-Segment	11.6	502.7	(514.3)	-
Provision	322.1	24.2	-	346.3
Other Current Liabilities	208.1	116.0	-	324.1
Short term bond	-	241.5	-	241.5
Total Current Liabilities	10,182.1	3,251.9	(565.3)	12,868.6
Loans	-	2,940.3	-	2,940.3
Provision	13.9	-	-	13.9
Lease Obligation	257.6	86.8	-	344.3
Trade and Notes Payables	597.9	20.0	(237.7)	380.3
Deferred Tax Liabilities	296.5	35.1	-	331.6
Bonds Payable	-	280.0	-	280.0
Total Non-Current Liabilities	1,165.9	3,362.2	(237.7)	4,290.5
Total Equity And Liabilities	17,481.8	19,891.8	(2,753.6)	34,619.9

Historical GB Auto Group segregated financials can be downloaded at ir.gb-corporation.com/fundamentals

Table 14: Income Statement Analysis for GB Capital

(LE million)	4Q21	3Q22	4Q22	Q-o-Q	Y-o-Y	FY21	FY22	Y-o-Y
Revenue	1,268.3	1,161.6	1,414.2	21.7%	11.5%	4,332.3	4,663.8	7.7%
Interest Income	1,046.5	1,275.3	1,163.3	-8.8%	11.2%	3,617.5	4,694.9	29.8%
Total Revenue	2,314.8	2,436.8	2,577.5	5.8%	11.4%	7,949.8	9,358.7	17.7%
Cost of Sales	(1,068.7)	(996.1)	(1,083.8)	8.8%	1.4%	(3,867.8)	(3,553.8)	-8.1%
Cost of Funds	(325.9)	(442.9)	(551.2)	24.5%	69.1%	(1,116.2)	(1,689.7)	51.4%
Total Cost of Revenue	(1,394.6)	(1,439.0)	(1,635.0)	13.6%	17.2%	(4,984.0)	(5,243.5)	5.2%
Gross Profit	920.1	997.8	942.5	-5.5%	2.4%	2,965.8	4,115.2	38.8%
SG&A	(503.8)	(658.9)	(533.1)	-19.1%	5.8%	(1,599.5)	(2,325.0)	45.4%
Provisions	75.0	(70.5)	(27.5)	-61.0%	-	(43.6)	(135.4)	-
Operating Profit	491.2	268.4	381.9	42.3%	-22.3%	1,322.7	1,654.8	25.1%
Other Income	10.4	32.7	23.0	-29.7%	-	46.3	87.3	88.4%
Investment (Losses) / Gain	(23.9)	84.0	47.1	-43.9%	-	(39.4)	100.6	-
Gain from sale of investment & revaluation	-	-	8,207.3	-	-	-	8,207.3	-
EBIT	477.8	385.1	8,659.3	-	-	1,329.6	10,050.0	-
Other Interest & Similar Income	3.9	3.5	(70.7)	-	-	18.9	(65.0)	-
FOREX	(5.2)	1.9	3.0	58.8%	-	(7.0)	(6.7)	-4.2%
EBT	476.5	390.4	8,591.6	-	-	1,341.5	9,978.3	-
Income Tax	(112.0)	(88.2)	(121.7)	38.0%	8.6%	(360.5)	(489.9)	35.9%
Profit after Tax & before NCI	364.5	302.3	8,469.9	-	-	981.0	9,488.4	-
NCI	(96.6)	(69.4)	(47.2)	-32.0%	-51.2%	(302.3)	(434.0)	43.6%
Net Profit after Tax & NCI	267.9	232.9	8,422.8	-	-	678.7	9,054.4	-
Breakdown of Revenue by Company:								
GB Capital	21.6	-	12.8	-	-40.6%	67.7	12.8	-81.1%
GB Lease	261.3	210.3	321.3	52.8%	23.0%	695.6	807.3	16.1%
Drive	868.3	806.9	1,106.3	37.1%	27.4%	3,069.5	3,298.7	7.5%
MNT-Halan	1,129.7	1,377.6	1,093.5	-20.6%	-3.2%	3,991.4	5,084.4	27.4%
GB Auto Rental	32.9	42.1	42.5	1.0%	29.4%	124.6	154.2	23.8%
Capital Securitization	1.0	-	1.0	-	1.2%	1.0	1.3	35.6%
Total	2,314.8	2,436.8	2,577.5	5.8%	11.4%	7,949.8	9,358.7	17.7%

Table 15: Supplementary Financial Information - GB Capital (Excluding MNT-Halan)

	FY21	9M22	FY22
Net Portfolio Assets	6,273.6	7,935.6	5,384.5
Debt / Equity	1.61x	1.96x	0.44x
Equity / Loan Portfolio	49.1%	40.3%	216.4%
Annualized Return on Average Equity (ROAE)	24.6%	26.8%	122.9%
Annualized ROAA [Annualized the period EBIT pre funding costs after tax / average assets of period]	16.6%	16.3%	73.4%
Annualized net interest margin (%) [(interest income - interest expense) for the last quarter X 4 / average portfolio size for the quarter]	7.0%	9.2%	11.5%
Provision for Portfolio:			
Provision (BS) / Loan portfolio %	3.40%	4.13%	5.34%
Provision (BS) / NPL % (Coverage ratio)	117%	108%	105%
NPL / Loan portfolio %	2.90%	3.83%	5.08%

* Annualized ROAE is calculated as the annualized net profit -after NCI- for the period then divided by the average shareholders equity -excluding- NCI for the period.

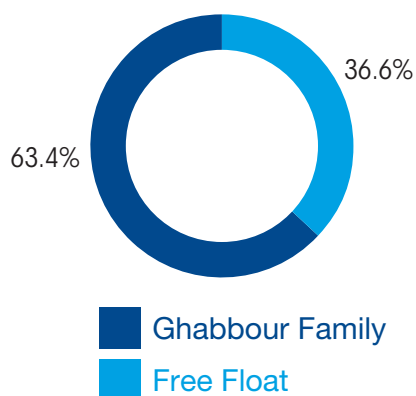
GB Auto Group Income Statement

Income Statement

	Three Months Ended			Full Year Ended		
(LE million)	4Q21	4Q22	% Change	FY21	FY22	% Change
Egypt Passenger Cars Revenue	3,824.4	1,398.9	-63.4%	12,880.4	9,231.1	-28.3%
Egypt Motorcycles & Three-Wheelers Revenue	1,021.4	289.7	-71.6%	3,719.9	1,915.0	-48.5%
Egypt Commercial Vehicles & Construction Equipment Revenue	403.8	505.2	25.1%	1,053.4	1,515.0	43.8%
Egypt Tires Revenue	420.3	413.4	-1.6%	1,431.7	1,634.2	14.1%
GB Capital (Financing Businesses) Revenue	1,885.1	2,202.0	16.8%	6,516.7	7,995.1	22.7%
Egypt After-Sales Revenue	363.8	542.0	49.0%	1,336.6	1,803.4	34.9%
Regional Revenue	807.1	1,376.9	70.6%	3,099.7	4,731.5	52.6%
Others Revenue	321.4	173.4	-46.0%	1,399.2	963.7	-31.1%
Total Sales Revenue	9,047.4	6,901.5	-23.7%	31,437.5	29,789.1	-5.2%
Total Gross Profit	1,886.3	2,004.0	6.2%	6,302.6	8,112.9	28.7%
Gross Profit Margin	20.8%	29.0%	8.2	20.0%	27.2%	7.2
Selling and Marketing	(910.7)	(881.6)	-3.2%	(2,868.0)	(3,576.9)	24.7%
Administration Expenses	(203.7)	(178.8)	-12.2%	(591.1)	(636.4)	7.7%
Net Provisions and Non-Operating FV of Investment Property	54.7	(57.9)	-	(104.0)	(229.8)	-
Other Income (Expenses)	(13.3)	67.0	-	143.8	285.6	98.6%
Operating Profit	813.4	952.7	17.1%	2,833.3	3,955.5	37.2%
Operating Profit Margin (%)	9.0%	13.8%	4.8	9.2%	13.3%	3.1
Gain from Sale of Investment	-	8,207.3	-	-	8,207.3	-
Investment Gain	-	47.1	-	-	100.6	-
EBIT	813.4	9,207.2	-	2,883.3	12,263.4	-
EBIT Margin (%)	9.0%	133.4%	124.4	9.2%	41.2%	32.0
Foreign Exchange Gains (Losses)	(3.5)	26.2	-	11.9	(239.0)	-
Net Finance Cost	(124.0)	(245.2)	97.7%	(563.5)	(724.0)	28.5%
Earnings Before Tax	685.8	8,988.2	-	2,331.7	11,300.4	-
Income Taxes	(163.6)	(198.1)	21.1%	(563.3)	(762.3)	35.3%
Net Profit / Loss Before Minority Interest	522.3	8,790.1	-	1,768.4	10,538.1	-
Minority Interest	(109.7)	(75.6)	-31.1%	(359.9)	(553.2)	53.7%
Net Income/Loss	412.6	8,714.4	-	1,408.5	9,984.9	-
Net Profit Margin (%)	4.6%	126.3%	121.7	4.5%	33.5%	29.0

GB Auto's Shareholding Structure

as of 31 December 2022



Head Office

Cairo-Alex Desert Road, Km 28
Industrial Zone
Abu Rawash, Giza, Egypt

Investor Relations

Mansour Kabbani
Board of Directors Member

Marina Kamal
Investor Relations AVP

Sarah Maged
Investor Relations
Communications Manager

Direct: +202 3910 0485
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ir.gb-corporation.com

Shareholder Information

Reuters Code: AUTO.CA
Bloomberg Code: AUTO.EY

Shares Outstanding:
1,085,500,000

About GB Auto S.A.E.

GB Auto S.A.E. (AUTO.CA on the Egyptian Exchange) is a leading automotive company in the Middle East and non-bank financial services provider in Egypt. Across six primary lines of business — Passenger Cars, Motorcycles & Three-Wheelers, Commercial Vehicles & Construction Equipment, Tires, After-Sales, and Iraqi operations — the company's main business activities include assembly, manufacturing, sales and distribution, financing and after-sales services. GB Auto's portfolio of brands includes Hyundai, Mazda, Chery, Changan, Haval, Karry, Bajaj, Marcopolo, Iveco, Volvo Truck and Volvo Bus, Volvo Construction Equipment, Mitsubishi Fuso, SDLG, Higer, Shacman, Lassa, Yokohama, Westlake, Double Coin, Goodyear, Thunderer, Verde, Techking, Sunfull, MG, and Gazpromneft. GB Auto has operations in Egypt and Iraq. The company's NBFS' segment branded GB Capital offers leasing, consumer finance, microfinance, Nano loans, SME lending, BNPL, collection, Peer-to-Peer transfers, Bill payments, fleet quasi-operational leasing, factoring, securitization, mortgage finance, and insurance under the following brands - GB Lease, Drive, MNT-Halan, GB Auto Rental, Capital Securitization, Bedaya, KAF, and Forsa. The company is headquartered in Giza, Greater Cairo Area, Egypt. ir.gb-corporation.com

Forward-Looking Statements

This document may contain certain "forward-looking statements" relating to the company's business. These may be identified in part through the use of forward-looking terminology such as "will," "planned," "expectations" and "forecast" as well as similar explanations or qualifiers and by discussions of strategy, plans or intentions. These statements may include descriptions of investments planned or currently under consideration or development by the company and the anticipated impact of these investments. Any such statements reflect the current views of the company with respect to future events and are subject to certain risks, uncertainties and assumptions. Many factors could cause the actual results, performance, decisions or achievements of the company to be materially different from any future results that may be expressed or implied by such forward-looking statements.