

FINANCIAL YEAR 2025
HALF-YEARLY FINANCIAL REPORT 2025





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KEY FIGURES AND EXPLANATIONS BY THE EDAG GROUP AS PER JUNE 30, 2025

(in million € or %)	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024	4/1/2025 – 6/30/2025	4/1/2024 – 6/30/2024
Vehicle Engineering	206.3	244.9	97.7	121.7
Electrics/Electronics	109.1	127.2	51.2	60.8
Production Solutions	59.4	67.9	29.1	34.2
Consolidation	-8.2	-10.8	-3.8	-5.2
Total revenues¹	366.7	429.2	174.2	211.6
Change:				
Vehicle Engineering	-15.7%	0.1%	-19.7%	-2.6%
Electrics/Electronics	-14.2%	-2.7%	-15.9%	-1.9%
Production Solutions	-12.4%	26.3%	-14.9%	28.8%
Change of revenues¹	-14.5%	1.8%	-17.7%	0.7%
Vehicle Engineering	-1.4	15.4	-2.2	6.5
Electrics/Electronics	-2.6	3.8	-3.2	0.7
Production Solutions	-3.6	2.6	-3.8	1.2
Adjusted EBIT	-7.6	21.8	-9.2	8.4
EBIT	-7.5	21.8	-9.2	8.4
Vehicle Engineering	-0.7%	6.3%	-2.2%	5.3%
Electrics/Electronics	-2.4%	3.0%	-6.3%	1.2%
Production Solutions	-6.0%	3.9%	-13.2%	3.6%
Adjusted EBIT margin	-2.1%	5.1%	-5.3%	4.0%
EBIT margin	-2.0%	5.1%	-5.3%	4.0%
Profit or loss	-10.2	10.5	-9.2	3.5
Earnings per share (€)	-0.41	0.42	-0.37	0.14

¹ The performance figure "revenues" is used in the sense of gross performance (sales revenues and changes in inventories) in the following.

(in million € or %)	6/30/2025	12/31/2024
Fixed assets	361.2	358.5
Net working capital	107.1	89.5
Net financial debt (incl. lease liabilities)	-261.6	-219.6
Provisions	-85.0	-95.3
Equity	121.7	133.1
Balance sheet total	700.3	734.2
Net financial debt/credit [-/+] w/o lease liabilities	-66.2	-33.2
Equity ratio	17.4%	18.1%
Net financial debt/credit [-/+] / equity	214.9%	165.1%

(in million € or %)	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024	4/1/2025 – 6/30/2025	4/1/2024 – 6/30/2024
Operating cash flow	-9.4	23.4	-27.9	-9.9
Investing cash flow	-5.2	-12.2	-2.8	-5.3
Free cash flow	-14.6	11.2	-30.7	-15.1
Adjusted cash conversion rate ¹	58.5%	71.1%	-271.1%	71.7%
CapEx	5.2	12.3	2.9	5.4
CapEx/revenues	1.4%	2.9%	1.7%	2.5%

¹ The performance figure "adjusted cash conversion rate" is defined as the adjusted EBIT before depreciation, amortization and impairment less gross investments divided by the adjusted EBIT before depreciation, amortization and impairment. The adjusted EBIT before depreciation, amortization and impairment is calculated from the adjusted EBIT plus depreciation, amortization and impairment less expenses from the purchase price allocation.

	6/30/2025	12/31/2024
Headcount at end of period, incl. apprentices	8,698	9,133
Apprentices in %	3.9%	4.5%

At €366.7 million, the revenue in the first half of the year was approx. €62.4 million or 14.5 percent below the previous year's level (first half of 2024: €429.2 million). The decline in revenue compared to the same period in the previous year can be seen in all three segments.

The EBIT figure in the reporting period was €-7.5. million (first half of 2024: €21.8. million), which is equivalent to an adjusted EBIT margin of -2.0. percent (first half of 2024: 5.1 percent).

The headcount, including trainees, on June 30, 2025 was 8,698 employees (12/31/2024: 9,133 employees). 5,619 of these employees were employed in Germany, and 3,079 in the rest of the world (RoW) (12/31/2024: [Germany: 6,010; RoW: 3,123]).

Gross investments in fixed assets amounted to €5.2 million in the reporting period, which was well below the level of the same period in the previous year (first half of 2024: €12.3 million). The equity ratio on the reporting date decreased slightly to 17.4 percent (12/31/2024: 18.1 percent).

The net financial debt (including lease liabilities) on June 30, 2025 amounted to €261.6 million, which was above the level of December 31, 2024 (€219.6 million). Without taking lease liabilities into account, the net financial debt on June 30, 2025 amounted to €66.2 million (12/31/2024: net financial debt €33.2 million).

SUMMARY OF THE FIRST HALF OF THE 2025 FINANCIAL YEAR

A NEW ERA IN AVIATION:

EDAG Group supports AIR in the development and production of the eVTOL AIR ONE



The EDAG Group, an independent engineering service provider, has signed a letter of intent with aviation start-up AIR, a manufacturer of eVTOLs (electric Vertical Take-Off and Landing aircraft), for the development and production of production-ready aircraft variants. For both companies, the partnership marks a significant step toward scalable air mobility.

The EDAG Group upholds the highest standards of quality, reliability and innovation in its development and production processes, and, among other things, is responsible for developing and manufacturing the main structure for the AIR ONE model. As a reliable partner with decades of experience in automotive structural development, the EDAG Group brings to the project extensive expertise in design, lightweight construction and production.

A number of different versions of the "AIR ONE" aircraft will be available. A pilot-controlled model will be available for private use as of 2026, while the uncrewed cargo version will be delivered to the first customers this year.

In addition, it will also be possible to choose between different drive types for the model variants: The all-electric AIR ONE, for example, offers a flight time of one hour when carrying a load of up to 250 kg. With a hybrid variant, the range could be extended to up to 450 km with the same load. The first uncrewed flights were successfully undertaken in 2022.

The new main structure and other assemblies developed by the EDAG Group for the AIR ONE aircraft feature impressive lightweight construction, innovative functions such as folding wings and engine arms and a versatile cabin space that can be used for transporting either goods or passengers. Now that the first structures have been delivered, the aircraft are currently being assembled and tested at AIR.

Engineering excellence for the air mobility of the future

"The collaboration with AIR underlines our commitment to delivering high-performance modular solutions for forward-looking mobility concepts, both on and off the road," said Harald Keller, CEO of the EDAG Group. "The project is a good example of application-oriented engineering combining precision, flexibility and efficiency."

With a load capacity of almost 2,000 liters and a robust, lightweight aluminum construction, the AIR ONE meets the most stringent requirements for private and commercial use – from comfortable individual flights to logistics solutions with fast cargo handling.

"With EDAG's expertise in the design and production of complex structural assemblies, we are taking a vital step toward making advanced air mobility available to the broad masses. This partnership paves the way for the streamlined, scalable production of the AIR ONE, and enables faster delivery to meet growing consumer and business demands for accessible air transport," said Rani Plaut, CEO and co-founder of AIR.

The two companies have been working together since 2023. In light of their successful project work to date, both parties would like to move closer together in order to take the next step toward series development and production.



APRIL

MAY

JUNE

SUMMARY OF THE FIRST HALF OF THE 2025 FINANCIAL YEAR

OUR ACTIVITIES IN INDIA: STRENGTHENING OUR PRESENCE AND TECHNOLOGICAL POSITION



In June 2025, the EDAG Group achieved two significant milestones in the strategically relevant Indian market: With the opening of a new facility in Pune and its successful hosting of the first international Smart Industry Summit in New Delhi, the company is systematically expanding its activities in the growing Indian market.

New facility in Pune to strengthen development and IT skills

EDAG's fourth facility in India commenced operations in the Mont Claire Tower in Baner (Pune metropolitan region). The new branch, which will serve to expand central development resources, will be focusing particularly on vehicle development and IT solutions. In addition to strengthening technical skills, the facility also aims to provide a modern work environment that will encourage creativity, teamwork and employee retention.

Opening its second office in Pune is EDAG's response to India's growing importance as a center for technology and innovation. The region is regarded as an important talent center, with a high availability of qualified engineers and IT specialists.

Smart Industry Summit as a platform for technological leadership

The EDAG Group held its first international Smart Industry Summit in New Delhi on June 4 and 5, 2025. The event attracted 145 participants, among them a high proportion of potential new customers and decision-makers from the energy, semiconductor, battery, pharmaceutical and mobility industries.

The summit showcased EDAG's capabilities in fields such as data-driven product development, intelligent factory systems, human-technology interaction and digital ecosystems. In addition, some initial examples of applications for the industrial metaverse were presented – virtual production environments that link real manufacturing data with simulation technologies.

India: a growth market with global relevance

Increasingly, India is becoming a strategic hub for EDAG's global activities. The combination of market dynamics, the availability of skilled workers and its economic policy conditions makes the country an attractive location for expanding international project work and technology transfer.

Holger Merz, CFO of the EDAG Group, believes the region offers "significant potential for generating new business opportunities, and also a huge demographic advantage when it comes to attracting young talent in the fields of engineering, software, and IT".

By investing in additional sites and hosting high-profile specialist events, the EDAG Group is underscoring its ambition to play an active role in shaping industrial change worldwide – with technological excellence, local roots and a global perspective.



APRIL

MAY

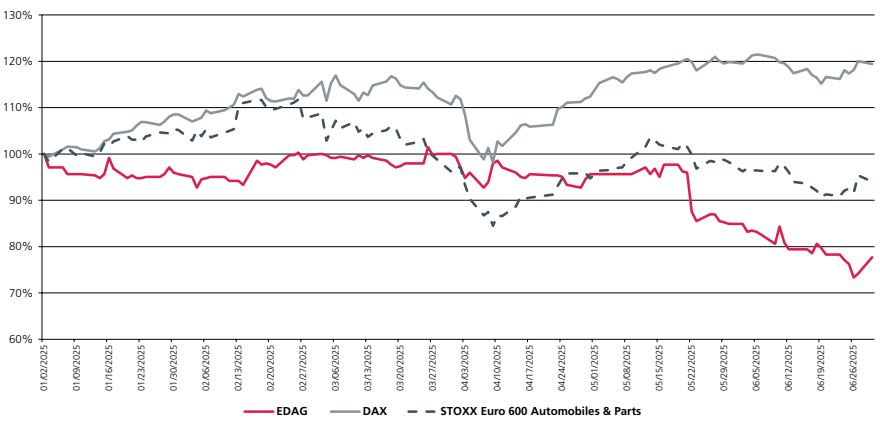
JUNE

THE EDAG SHARE

On January 2, 2025, the DAX started the financial year with 19,923.07 points. Following a slight increase in the first quarter, the DAX fell to 19,670.88, its lowest closing level in the reporting period, on April 9. The market subsequently recovered, taking the DAX to its highest closing level in the reporting period of 24,323.58 points on June 5. On June 30, the DAX closed the reporting period at 23,909.61 points. During the first half of 2025, the STOXX Automobiles & Parts Index fluctuated between its lowest closing level of 463.01 points on April 9 and its highest closing level of 612.55 points on February 26.

1 Price Development

On January 2, 2025, the opening price of the EDAG share in XETRA trading was €6.92. Following a slight downward and sideways trend, the share reached its highest closing price in the reporting period, namely €7.00, on March 26. Subsequently, the share price fell to its lowest closing price in the reporting period of €5.06 on June 26. A proposal of the Board of Directors to forego payment of a dividend was approved at the annual shareholders' meeting held on June 25. On June 30, the share ended the reporting period with a closing price of €5.36. During the first half of 2025, the average XETRA trade volume was 6,388 shares a day.



Source: Comdirect

2 Key Share Data

1/1/2025 – 6/30/2025	
Prices ¹ and trading volume	
Share price on June 30 (€)	5.36
Share price, high (€)	7.00
Share price, low (€)	5.06
Average daily trading volume (number of shares) ²	5,971
Market capitalization on June 30 (€ million)	134.00

¹ Closing prices in XETRA trading

² In XETRA trading

A current summary of the analysts' recommendations and target prices for the EDAG share, the current share price and financial calendar are available on our website, at <https://ir.edag.com/en>.

HALF-YEARLY GROUP MANAGEMENT REPORT

1 Basic Information on the Group

1.1 Business Model

Three Segments

The EDAG Group is one of the largest independent engineering service providers. The entire group of companies will hereinafter be referred to as EDAG Group or EDAG.

Within the framework of its continuous development program, EDAG is accelerating the diversification of its portfolio. By taking this step, the company aims to consolidate its market position and meet both the changing needs of customers and the dynamic requirements of a range of different industries. EDAG is focusing its attention on selected fields of industry in addition to the international mobility industry. This includes an increasing number of customers from the defense sector and, as before, from the energy, semiconductor, chemical, and medical product industries. Due to the growth potential and special requirements in the defense sector, we are currently building up additional resources dedicated to this area. This also includes training, especially for German employees who already have significant skills and experience in the existing specialist areas, particularly in the automotive industry.

EDAG's business is organized into the following segments: Vehicle Engineering, Electrics/Electronics and Production Solutions. We also follow the principle of production-optimized solutions, ensuring that development results are always tailored to production requirements.

Presentation of the Vehicle Engineering Segment

The Vehicle Engineering segment (VE) consists of services along the vehicle development process as well as responsibility for modules, derivatives and complete vehicles, from the initial idea through to the finished prototype. The segment is divided into the following divisions:

The **Body Engineering** division offers a wide range of vehicle development services. These include package & ergonomics, body assembly, surface design and interior and exterior development. A further focus is on the development of door, cover and gate systems. In addition, the range of services includes the design and development of glazing and the optical design of vehicle lighting systems including headlamps, rear lamps and small lamps. Innovative technologies and the integration and implementation of lightweight construction concepts play a crucial role in the division.

Dimensional management which, by calculating tolerances and using simulation, helps to ensure the reproducibility and geometrical quality of the products, is increasingly gaining importance.

Interface management in the handling of complex module developments is also taking on an increasingly significant role. Systematic process management and close coordination between divisions help to optimize development times and improve product quality.

We regard sustainability and CO₂ reduction as our guiding principles.

As an engineering service provider, we already have a major impact on the future carbon footprint of products in the early phases of their design and development. Our team of specialists develops sustainable solutions which take the entire product life cycle into account.

These include:

- Lifecycle assessments (LCA) to assess environmental impact
- Advice on what materials to select, in particular with regard to sustainable and recyclable materials
- Development of alternative drivetrain technologies and lightweight design solutions
- Strategies for decarbonization in production and supply chains
- Developing and marketing our own software to enable us to provide reliable information on the future CO₂ footprint in the early stages of a project

The services offered by the **Vehicle Integration** division range from engineering and simulation to component, system and complete vehicle validation for automobiles,

commercial vehicles and motorcycles. We cover the entire spectrum of energy system and powertrain development through to integration with the corresponding energy storage systems (e.g. battery and hydrogen), and also develop intelligent, CO₂-saving chassis solutions. Computer-aided engineering (CAE) is used in the functional design of components and systems through to the complete vehicle. To ensure readiness for series production, functionality and durability are validated in our test laboratories. In the new vehicle dynamics simulation center, it is now possible to test prototypes on an entirely virtual basis, so saving resources. Furthermore, our EMC center, which went into operation in 2024, has enabled us to further expand our comprehensive testing capacities. The electromagnetic compatibility (EMC) of components, complete vehicles and products is tested and adapted in this center.

Our **Models & Vehicle Solutions** division offers an extensive range of services, from styling to the physical validation of vehicles. We manufacture test vehicles, sub-assemblies, vehicle bodies and special, individual vehicle conversions. We are also one of the leading developers in the series production of high-quality hydrogen storage systems. Progress and the planning of large-scale MEGC (multiple element gas container) storage systems go hand in hand with the increasing demands for safe hydrogen storage solutions. We are continuing the development of our patented filling method to guarantee increased efficiency and safety.

Complete vehicle development and the development of interdisciplinary module packages are managed by the **Project Management** division with the involvement of our international subsidiaries. In this division, we provide support in areas ranging from the definition of the product strategy and concept development to series development and production. Project Management networks and directs all the development departments - internal and external - involved, in this way ensuring continuous design status progress throughout the development.

Just as the conclusion of a business transaction does not mean the end of the customer relationship, start of production (SOP) does not mark the end of the product development process. The **After Sales** division is vital during both the market launch of a product and its life cycle on the market. If after sales requirements are integrated into the product development process at an early stage, overall costs can be reduced and customer satisfaction increased. Our After Sales Quality Management team optimizes development and production processes, ensures that suppliers are qualified, and guarantees the quality of our products. The

Technical Editing team draws up legally required documents and literature for all target groups, while our After Sales Digilab maximizes the efficiency of our systems and provides customer-specific solutions.

Presentation of the Electrics/Electronics Segment

The service portfolio in the Electrics/Electronics segment (E/E) is divided into four divisions which provide comprehensive solutions for all relevant development tasks and the current challenges in electronics development. Systematic innovation management, the use of new agile development processes and rapid customer-oriented development are the basis for a sustainable, high quality cooperation in projects with customers.

Technical Sales in the E/E segment is responsible for the further development of this portfolio. To this end, market trends are identified at an early stage and incorporated into the service portfolio in accordance with customer requirements.

With a constantly evolving organization of excellence in four areas of competence, the structure of the delivery organization of the E/E segment covers all engineering services necessary for a complete system solution. Projects are handled in cooperations across various segments and sites, in global delivery models.

The **Systems Engineering** division develops electrical and electronic systems and functions, through to entire E/E architectures. In this context, the division develops innovative domain or service-oriented E/E architectures on the basis of a fully integrated tool-based E/E architecture development process. Starting with the initial feature list, topology and the vehicle electrical system, through to integration in the corresponding vehicle, EDAG provides support and development services for all development phases through to series production. Both the overall systems and their components, sensors, actuators and controls, are taken into account during the development of electronic systems in all relevant functional groups of the E/E architecture. The core competency centers on the management of the development process throughout the entire development, following either an OEM or EDAG process model. Whereas there is a tendency to perform more specifying activities at the beginning, the focus shifts towards controlling system integration and system validation as the project progresses, concluding with support during the approval phase of the market-ready systems.

The **Integration & Validation** division combines functional E/E validation skills. The key aspects here are the creation of test strategies and test specifications for testing electronic vehicle functions, and carrying out the corresponding tests. These are carried out in virtual test environments, in the laboratory, at a test site, or on the road, in a variety of ways ranging from manual to highly automated. This division also handles the conception and provision of the required testing technology and test infrastructure, which involves developing and setting up optimized test facilities in accordance with the relevant test requirements. All E/E aspects relating to prototype and test vehicle construction are also covered by this division.

E/E Software & Digitalization develops hardware and software components. EDAG provides support throughout the entire development cycle from the concept phase to series production, and assumes responsibility for all development activities. Development in line with the ASPICE standard in highly automated tool chains and agile development teams is one of the daily challenges faced in the endeavor to ensure efficient processing with high-quality engineering in the projects. Information technology is another focus of Software & Digitalization. Innovative services are developed here, on behalf of customers. Key aspects involved are the connection of vehicles to the mobility backend, user interfaces and the development of specialized tools for mobility development. The E/E service portfolio also includes agile development processes and distinctive technological expertise in classic software development in the frontend and backend and in special applications in the field of AI and data science.

In its cross-company interdisciplinary function, competence in the field of **Safety & Security** is taking on an increasingly significant role. One of the division's key points of focus is functional safety in line with the ISO 26262 standard. In society's endeavors to minimize risks (Vision Zero), comprehensive security concepts that also cover the infrastructure and monitoring elements, vehicle guidance systems for instance, are being developed. Through legal requirements for the type approval of vehicles (UNECE R 155) and standards such as ISO/SAE 21434, cybersecurity continues to become increasingly important. Here, too, EDAG offers a wide, constantly expanding service portfolio.

Process & Product Data Management (PPDM) provides a key addition to the EDAG service portfolio. Applying its in-depth customer-specific process and systems knowledge, PPDM deals with the project-spanning, cross-divisional management

of all process operations, in this way delivering systematic and transparent results which enable the individual milestones in the product development process to be achieved. PPDM services range from classic OEM tasks such as bills of materials and release management, project back office management, version and configuration management, test vehicles and vehicle management, through to homologation, localization and certification management. The fields of consulting & strategy, environmental management and life cycle management round off this wide-ranging field of activity and provide our clients with ideas for a consistent and more efficient design of their operational methods and processes.

Presentation of the Production Solutions Segment

The Production Solutions (PS) segment is an all-round engineering partner which accepts responsibility for the development and implementation of Smart Factories at nine sites in Germany and at international sites particularly in the USA, India, Hungary and Austria. In addition to handling the individual stages in the product creation process and all factory and production systems-related services, PS is also able to optimally plan and realize complete factories from consulting to general contractor across all sectors, including cross processes. The Industry 4.0 methods and tools serve as the basis for the networked engineering between the product development and plant construction processes.

PS is organized into the following business segments: Automotive Solutions, Industrial Solutions and Smart City Solutions.

The **Automotive Solutions** division offers customers in the automotive industry an extensive portfolio which ranges from planning to virtual commissioning. It has the comprehensive production development competence needed to master all the interfaces between product development, production engineering and plant engineering and construction. In this business field, the focus is on product manufacturing and feasibility, and also on the new technologies within the automotive industry. The new automotive technology innovations encompass everything to do with the battery, eDrive, alternative drive systems and sustainability environments. In the batteries sector, we plan everything from the battery cell to recycling, engineering and implementing the production of electric vehicles and their components in a way that is both sustainable and digitally validated. Another focus of this division is mechatronic engineering in body manufacturing, final assembly and the component. The aim is to utilize standardization and automation to reduce the

number of hours in the engineering process for each factory, production line and production cell. Digital factory methods are used in all production lines (digital, virtual and real-life) to guarantee that functional requirements are met and implemented. To meet customers' requirements, the engineering teams develop realistic 3D simulation cells in which the planning, design and technological concepts are implemented and validated, both mechanically and electrically, in line with process requirements. Early involvement during the engineering process makes it possible to systematically improve production processes and ensure an optimized start of production (ramp-up).

In the **Industrial Solutions** division, holistic and independent production solutions are developed, digitally validated and implemented. Starting with analysis and consulting, then the planning and development of production plants through to their realization, support along the entire product and production development process is provided for customers in general industry. The key services in this division are the various elements of the smart factory: product design for manufacturability, coordinated technical building equipment and plant layout, individual production solutions, networking through smart logistics, digitalization and networking in production, digital solutions for collaboration, training and innovation and the digital twin in the smart factory. In this way, PS aims to achieve optimum process reliability for its customers, along with a sustainable factory infrastructure, increased productivity, supply chain excellence, complexity control and the effectiveness of networked people, while also improving decision-making reliability and reducing project duration. The portfolio is complemented by Feynsinn, a process consulting and CAx development division. IT-assisted sequences and methods are developed here, as is software for product design, development, production and marketing. Feynsinn also offers consulting, conceptual and realization services in the field of visualization technologies. A range of training opportunities completes the PS industrial solutions portfolio.

Alongside the core business fields of automotive solutions and industrial solutions, the **Smart City Solutions** division is also being developed to advance digitalization and networking in the public arena. The focus of this division is on intelligent solutions in the fields of smart mobility, smart infrastructure, smart government, smart people and smart health. PS helps cities and municipalities to implement new

mobility solutions and to collect, visualize and intelligently process local information. In addition, PS assists with the digitalization and automation of administrative processes.

1.2 Targets and Strategies

In the course of its more than 55-year history, the EDAG Group has undergone continual development. With an interdisciplinary team of approx. 8,700 employees, the EDAG Group, in its global network of over 30 international companies, realizes projects in the fields of mobility solutions, industry solutions and public solutions, which are processed in the Vehicle Engineering, Electrics/Electronics and Production Solutions segments. With its own 360-degree development approach, it is the intention of the EDAG Group to cover the entire spectrum of modern engineering. Working across all industries, the EDAG Group develops products and production facilities that take all manufacturing-relevant processes into account and integrate them into a holistic network.



Corporate Purpose

The focus of our activities is always on people and their need for further themselves. From this, our corporate purpose "**reinvent engineering – reinvent yourself**" is also derived.

This emphasizes our motivation to reinvent ourselves every day and so be in a position to provide our customers, partners and society as a whole with technological solutions that will pave the way for change. For our employees, "reinvent yourself" creates a balance between stability and change.

Company Vision and Mission

Our corporate purpose is the basis from which the vision for the EDAG Group is derived:

"Shaping the future of mobility and industry together. Efficiently. Safely. Sustainable."

This gives us a clear picture of the future of our company.

It is EDAG's aim to be

- A talent factory for all employees
- A competence center for new technologies and solutions
- An agile market and future-shaping company
- A source of inspiration and vision based on clear values
- An economically, ecologically and socially sustainable engineering service provider

2 Financial Report

2.1 Macroeconomic and Industry-Specific Conditions

According to the International Monetary Fund's (IMF) latest available outlook dated July 29, 2025, the world economy exhibited 3.3 percent growth in 2024 (2023: 3.5 percent). For the current year, the IMF anticipates a growth rate of 3.0 percent.

According to information published by the German Association of the Automotive Industry (VDA e. V.) in July 2025, compared to the same period in the previous year, the European automotive market (EU-27 + EFTA & UK) recorded a slight decline in the number of new registrations (-1 percent) in the first six months of 2025.

There were considerable variations in the development of the five largest individual markets. An increase in the number of new registrations was recorded in Spain (14 percent) and the United Kingdom (4 percent). On the other hand, a decline in the number of registrations was registered in Italy (-4 percent), Germany (-5 percent) and France (-8 percent).

According to information published by the Federal Motor Transport Authority on July 3, 2025, an increase of 41.6 percent in new registrations of electric cars was recorded in Germany in the first half of 2025, compared to the same period of the previous year. Overall, sales of electric passenger cars, which amounted to 387,762, accounted for a market share of 27.6 percent (same period in the previous year: 18.6 percent). This development can be observed for both battery electric vehicles (BEVs), which saw an increase of 35.1 percent compared to the same period in the previous year, and plug-in hybrids (PHEVs), which saw an increase of 55.1 percent compared to the same period in the previous year. At 28.3 percent, the proportion of gasoline-fueled passenger cars was well below the previous year's level (37.4 percent). Likewise, at 15.1 percent, the proportion of diesel-fueled passenger cars in the first half of 2025 was also below the level of same period in the previous year (18.7 percent). Not including plug-in hybrids (PHEVs), the proportion of vehicles with at least two different energy converters (hybrid cars) was 28.5 percent, which was above the previous year's level (24.7 percent).

In the USA, the volume on the light vehicle market (passenger cars and light trucks) in the period January to June 2025 increased by almost 6 percent compared to the same period in the previous year. Continued growth was also registered on the markets in China (10 percent), India (3 percent), Brazil (6 percent) and Japan (12 percent).

In the latest available publication of the ZVEI Economic Barometer dated August 11, 2025, the German Electrical and Digital Manufacturers' Association (ZVEI e. V.) recorded an increase of almost 6 percent in incoming orders in the German electrical and digital industry in the first half of 2025, compared to the previous year.

2.2 Financial Performance, Cash Flows and Financial Position of the EDAG Group

Financial Performance

Development of the EDAG Group

As of June 30, 2025, orders on hand increased to €410.8 million, compared to €361.4 million as of December 31, 2024. Compared to the same period in the previous year, however, this was a decrease of €60.6 million (6/30/2024: €471.4 million). Neither potential call-offs relating to general agreements nor call-offs relating to production orders are included in the orders on hand. In the six-month period just ended, the EDAG Group generated incoming orders amounting to €409.4 million, which, compared to the same period in the previous year (€481.0 million), represents a decrease of €71.7 million (-15.3 percent).

At €366.7 million, revenue in the half-year just ended was approx. €62.4 million or 14.5 percent below the previous year's level (first half of 2024: €429.2 million). The decline in revenue compared to the same period in the previous year is primarily a result of the overall tense market situation, and is reflected in all three segments.

Compared to the same period in the previous year, other income increased by €6.8 million to €15.1 million in the six-month period just ended. This increase is primarily related to the strategic measures for growth and for increasing the efficiency and competitiveness of the EDAG Group which were initiated in the 2024 financial year. The resulting effect amounts to €6.5 million. In the same context, the corresponding amount of €6.5 million was shown under other expenses in the six-month period just ended. This is also the reason for the €3.9 million increase in the other expenses.

At €37.3 million, materials and services expenses were below the level of the previous year (first half of 2024: €44.1 million). Taking into account the decrease in revenues, the materials and services expenses ratio remained at a constant 10.2 percent compared to the same period in the previous year (first half of 2024: 10.3 percent). At 4.3 percent, the materials expenses ratio is slightly above the previous year's level (Q1 2024: 3.0 percent). On the other hand, at 5.9 percent, the ratio of service expenses in relation to the revenues was below the level of the same period in the previous year (first half of 2024: 7.2 percent).

In the half-year just ended, the company's workforce, including apprentices, numbered 8,891 employees on average, which was below the previous year's level (first half of 2024: 9,027 employees). Compared to the same period in the previous year, the EDAG Group's personnel expenses decreased by 7.8 percent to €275.3 million in the reporting period (first half of 2024: €298.7 million), primarily as a result of the declining headcount.

Depreciation, amortization and impairments totaled €-20.2 million (first half of 2024: €-20.8 million).

At €-7.5 million, the EBIT in the reporting period was well below the previous year's level (first half of 2024: €21.8 million). This resulted in an EBIT of -2.0 percent (first half of 2024: 5.1 percent).

The adjusted EBIT figure for the half year just ended was €-7.6 million (first half of 2024: €21.8 million), which is equivalent to an adjusted EBIT margin of -2.1 percent (first half of 2024: 5.1 percent).

The financial result for the first half of 2025 was €-6.7 million, (first half of 2024: €-6.0 million).

To sum up, with a loss of €10.2 million (first half of 2024: profit of €10.5 million), business development of the EDAG Group in the reporting period was all in all unsatisfactory.

Development of the Vehicle Engineering Segment

Incoming orders in the first half of 2025 amounted to €246.0 million, which was below the level of the same period in the previous year (first half of 2024: €267.0 million). At €206.3 million, revenues were also below the previous year's level (first half of 2024: €244.9 million). All in all, an EBIT of €-1.4 million was reported for the Vehicle Engineering segment in the half year just ended (first half of 2024: €15.4 million). The adjusted EBIT margin amounted to -0.7 percent, which was also well below the level of the same period in the previous year (first half of 2024: 6.3 percent).

Development of the Electrics/Electronics Segment

Incoming orders in the first six months decreased by €22.1 million to €109.2 million compared to the same period in the previous year (first half of 2024: €131.3 million). Revenue totaled €109.1 million, which was also below the previous year's level of €127.2 million. The adjusted EBIT stood at €-2.6 million (first half of 2024: €-2.6 million). The adjusted EBIT margin amounted to -2.4 percent, which was also well below the level of the same period in the previous year (first half of 2024: 3.0 percent).

Development of the Production Solutions Segment

In the Production Solutions segment, incoming orders in the first half of the year amounted to €64.7 million, which was well below the level of the previous year (first half of 2024: €95.0 million). At €59.4 million, revenue in the first half of the year was below the previous year's level (first half of 2024: €67.9 million), as was the adjusted EBIT margin, which stood at -6.0 percent (first half of 2024: 3.9 percent). Overall, the adjusted EBIT for the Production Solutions segment stood at €-3.6 million in the first half year just ended (first half of 2024: €2.6 million).

Cash Flows and Financial Position

The EDAG Group's statement of financial position total decreased by €33.9 million to €700.3 million, and was therefore below the level of December 31, 2024 (€734.2 million). At €390.1 million, non-current assets were above the previous year's level (12/31/2024: €382.7 million). In the current assets, there was a significant increase of €43.5 million in the contract assets. By way of contrast, the accounts receivable decreased by €49.4 million. These changes reflect the typical development for EDAG in the first half of a financial year, in line with the company's business activities. Cash and cash equivalents decreased by €125.5 million to €93.6 million.

On the equity, liabilities and provisions side, there was a decrease in equity from €133.1 million to €121.7 million. The equity ratio on the reporting date was 17.4 percent, which was slightly below the level at the end of the previous year (12/31/2024: 18.1 percent).

Non-current liabilities and provisions increased to €312.2 million, primarily due to increased non-current lease liabilities resulting from new lease agreements for real estate (12/31/2024: €306.1 million). Current liabilities and provisions decreased by

€28.7 million to €266.3 million, (12/31/2024: €295.0 million). This was primarily as a result of a decline in contract liabilities and current provisions.

In the first half of 2025, the operating cash flow was €-9.4 million (first half of 2024: €23.4 million). The reduction is primarily due to working capital effects and the negative result for the first half of the year.

At €5.2 million, gross investments in the reporting period were well below the previous year's level (first half of 2024: €12.3 million). At 1.4 percent, the ratio of gross investments in relation to revenues was also below the level of the previous year (first half of 2024: 2.9 percent).

On the reporting date, unused lines of credit in the amount of €107.2 million exist in the EDAG Group (12/31/2024: €107.7 million). The Executive Management continues to regard the overall economic situation of the EDAG Group as good. The company has a sound financial basis, and was able to meet its payment obligations at all times throughout the reporting period.

2.3 HR Management and Development

The success of the EDAG Group depends to a significant extent on committed and well qualified employees. Behind the company's comprehensive service portfolio are people with widely differing occupations and qualifications. In addition, the EDAG Group is also characterized by the special commitment and attitude of its employees. Throughout its more than 55 years of history, EDAG has always ensured that both young and experienced employees are offered interesting and challenging activities and projects, and are provided with the prospect of and the necessary space for personal responsibility and decision-making. And this is the primary focus of both our human resources management and development. For a more detailed representation of HR management and development, please see the Group Management Report in the Annual Report for 2024.

On June 30, 2025, the EDAG Group employed a workforce of 8,698 people (12/31/2024: 9,133 people). Personnel expenses amounted to €275.3 million in the reporting period (first half of 2024: €298.7 million).

3 Forecast, Risk and Reward Report

3.1 Risk and Reward Report

Compared to the to the risks and rewards described in the Group Management Report in the Annual Report for 2024, the following changes have occurred:

Operative risks have been in risk category A since the first quarter of 2025 (2024: B), with an unchanged medium probability of occurrence. The personnel risks rose to a medium probability of occurrence in the first quarter of the year (2024: low), with the risk category increasing from C to B in the second quarter. The adjustments are due to the tense market situation and capacity utilization risks.

On the date of publication of the Consolidated Interim Report, the Group Executive Management continues to believe that none of the risks reported and assessed in the Group Management Report in the Annual Report for 2024 will jeopardize the existence of the company. The effects of geopolitical and macroeconomic uncertainties and the threat of protectionist trade restrictions pose an indirect risk to EDAG's operative business.

In our opinion, our strategic orientation and financial direction, our position on the market and the measures we have taken all provide an essential basis and are basic requirements for the successful handling of the existing risks and the challenges they present. For a more detailed representation of the Risk and Reward Report, please see the Group Management Report in the Annual Report for 2024.

3.2 Forecast

According to the latest IMF estimate announced on July 29, 2025, in which the agreement between the EU and the US on the level of tariffs on exports to the US has already been taken into account, economic performance in Germany is expected to virtually stagnate in 2025 (+0.1 percent); a higher growth rate (+0.9 percent) is forecast for 2026. Within the eurozone, the IMF expects a growth rate of 1.0 percent in 2025 and of 1.2 percent in 2026. Growth of the US economy is expected to reach 1.9 percent in 2025, while a growth rate of 2.0 percent is anticipated in 2026. According to latest estimates, China, with forecasts for a 4.8 percent increase in economic performance in 2025 and 4.2 percent in 2026, will continue to be a

growth engine for the global economy. These anticipated growth rates in China will be surpassed by India, where an increase in economic performance of 6.4 percent is forecast for both 2025 and 2026.

Following an increase in new registrations in the major international automobile markets in 2024, the VDA, in its forecast of July 30, 2025, expects the business environment of the automotive industry in 2025 to remain challenging. Economic and trade policies are creating uncertainty. Overall, protectionist, geopolitical and macroeconomic uncertainties can lead to changing assessments of future cross-industry development, in some instances within a very short period of time.

The VDA anticipates a slight increase in the number of registrations in the passenger car/light vehicle markets in Europe (1 percent), while a decline of -3 percent in registration figures is expected in the USA in 2025. Uncertainties persist, particularly on account of risks arising from economic and trade policy. According to forecast by the VDA, at 6 percent, the growth rate anticipated for the Chinese automobile market in 2025 is above the forecasts for Europe and the USA. Although overall, China has already achieved a historically high market volume, there are now initial signs that the phase of generous incentives, especially for electric vehicles, is coming to an end.

Morgan Stanley, in its forecast of June 3, 2025, also anticipates an increase in global sales of vehicles (passenger cars, not including lightweight commercial vehicles) to 77.4 million in 2025. This is equivalent to an increase of roughly 3.4 percent compared to 2024. This means that the 2025 forecast for the number of passenger vehicles sold is above the 74.8 million units sold in 2024.

Besides the sales figures, however, technological and digital trends are having an enormous influence not just on our own business model, but also on those of the OEMs. In particular, a large number of automotive startup companies can see an opportunity to reshape the mobility of the future. The current emission standards and far-reaching sustainability regulations are making the further development of classic powertrain types essential, and promoting the integration of alternative powertrains. The BEV/PHEV¹ technologies are also becoming increasingly important. In addition, however, e-fuels and the hydrogen-based fuel cell are providing high-tech engineering service providers with diverse opportunities. Additional challenges

¹ Battery electric vehicle (BEV)/ plug-in hybrid electric vehicle (PHEV)

for all market participants are being created by the future-oriented fields of software, sensors, autonomous and connected driving, and the development of artificial intelligence. The development of new digital business fields and mobility services necessitates additional development and capacity requirements, which could lead to new growth opportunities for the engineering service market. The continuing consolidation of the engineering service providers and changed responsibility models in the drafting of work contracts will also bring about lasting changes within the sector.

As a global-level partner to our customers, EDAG wants to operate successfully and achieve profitable growth rates again. EDAG is one of the top engineering service providers in the automotive sector, and well positioned to handle the market changes towards increasingly large and complex projects with more and more engineering responsibility. By creating a synergy between the flexible and mobile application of our expertise, the utilization of our internal, best-cost country resources and an international project management team, we strive, at a global level, to meet our customers' expectations. This applies specifically to the selected industrial sectors we focus on: defense, energy, semiconductors, chemicals, and medical products.

The market for engineering services remains highly dynamic. With a growing focus on CO₂ reduction, the development of alternative drive concepts is being massively accelerated. Trend topics such as highly automated driving and data-based business models call for completely new vehicle architectures, and are increasingly leading to a separation of hardware and software in development. The large number of powertrain variants will make flexible and networked smart factories indispensable. All these developments are driving the demand for development services, and will, in the medium to long term, lead to considerable opportunities. The VDA anticipates an investment volume of €320 billion in research and development in the automotive industry in the period 2025 to 2029; to this must be added capital investments in the amount of approx. €220 billion on the conversion of existing and the construction of new plants.

We do not at present see any risk to the continued existence of the company in the geopolitical conflicts, the persistently high level of energy and staffing costs and the general slowdown in purchasing, but do see a risk that its development might be

impaired. The ongoing dynamic situation in connection with geopolitical conflicts, and to some extent with the protectionist economic policies being implemented in the global environment, harbors uncertainties the development of which cannot be foreseen. In addition to unexpected macroeconomic and geopolitical developments, in particular the trade policy environment, and above all the current and possible future impact of US tariff policy and the effects of potential countermeasures undertaken by important trading partners, are creating unforeseeable uncertainties for the global economy and for EDAG's business development. It is difficult to reliably predict the possible consequences for supply chains and the availability of pre-products and raw materials in the industries relevant to us. With the exceptional uncertainties arising as a result, companies across all sectors find themselves facing considerable challenges when it comes to forecasting economic development and deriving a reliable and dependable quantitative outlook. On the reporting date, unused lines of credit with credit institutions in the amount of €107.2 million exist in the Group. As a result, we see ourselves as being very well positioned to meet the challenges of the 2025 financial year.

Delays in the awarding of contracts, project cancellations, heterogeneous capacity utilization in different areas and locations, and increasing price pressure continue to pose substantial risks for engineering service providers.

Given the continuing weak market environment, particularly in the automotive industry, a significant recovery in the second half of the year is no longer expected. The underutilization resulting from the lower number of projects being awarded by our customers had a negative impact on revenue development and earnings performance. In view of the weaker market environment anticipated in the second half of the year, Group Management have adjusted the revenue and earnings forecasts for the whole of 2025. Revenue is now expected to decrease by up to approx. 15 percent, instead of by up to approx. 8 percent, as previously forecast. Instead of the previously forecast positive figure of up to approx. 3 percent, the adjusted EBIT margin is now expected to be in the region of -3 percent. Against this background, insider information in accordance with Article 17 of Regulation (EU) No. 596/2014 was published on August 11, 2025, and the forecast adjusted.

However, the estimates outlined here are still largely dependent on the uncertainties described above.

A summary of the outlook for 2025 is included in the following table:

in € million	2024	Forecast 2025
Group		
Sales revenues	822.0	Decline of up to approx. 15 percent
Adjusted EBIT margin	3.8%	Up to -3 percent
Investment rate	2.8%	Approx. 3 percent

4 Disclaimer

The Half-Yearly Group Management Report contains future-based statements related to anticipated developments. These statements are based on current projections, which by their nature include risks and uncertainties. Actual results may differ from the statements provided here.

ABRIDGED CONSOLIDATED FINANCIAL STATEMENTS

1 Consolidated Statement of Comprehensive Income

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024	4/1/2025 – 6/30/2025	4/1/2024 – 6/30/2024
Profit or loss				
Sales revenues and changes in inventories ¹	366,742	429,174	174,184	211,647
Sales revenues	366,200	428,733	174,378	211,890
Changes in inventories	542	441	-194	-243
Other income	15,126	8,312	10,883	4,402
Material expenses	-37,260	-44,136	-18,758	-24,064
Gross profit	344,608	393,350	166,309	191,985
Personnel expenses	-275,312	-298,725	-133,787	-146,665
Depreciation, amortization and impairment	-20,202	-20,804	-10,006	-10,485
Net result from impairment losses or impairment loss reversal of financial assets	-319	385	-295	201
Other expenses	-56,293	-52,412	-31,377	-26,588
Earnings before interest and taxes (EBIT)	-7,518	21,794	-9,156	8,448
Result from investments accounted for using the equity method	550	863	207	365
Financial income	1,434	2,142	599	947
Financing expenses	-8,697	-9,053	-4,418	-4,568
Financial result	-6,713	-6,048	-3,612	-3,256
Earnings before taxes	-14,231	15,746	-12,768	5,192
Income taxes	3,983	-5,243	3,496	-1,728
Profit or loss	-10,248	10,503	-9,272	3,464

¹ Described below in simplified terms as revenues.

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024	4/1/2025 – 6/30/2025	4/1/2024 – 6/30/2024
Profit or loss	- 10,248	10,503	- 9,272	3,464
Other comprehensive income				
Profits/losses reclassifiable under certain conditions				
Currency translation differences				
Profits/losses included in equity from currency translation differences	-2,135	-164	-1,770	-111
Total profits/losses reclassifiable under certain conditions	-2,135	-164	-1,770	-111
Not reclassifiable profits/losses				
Revaluation of net obligation from defined benefit plans				
Revaluation of net obligation from defined benefit plans before taxes	1,491	891	-72	529
Deferred taxes on defined benefit plans	-443	-272	26	-156
Income and expenses included in equity from shares accounted for using the equity method, net of tax	-	6	-	6
Total not reclassifiable profits/losses	1,048	625	-46	379
Total other comprehensive income before taxes	-644	733	-1,842	424
Total deferred taxes on the other comprehensive income	-443	-272	26	-156
Total other comprehensive income	-1,087	461	-1,816	268
Total comprehensive income	-11,335	10,964	-11,088	3,732
From the profit or loss attributable to:				
Shareholders of the parent company	-10,174	10,503	-9,240	3,464
Non-controlling interests	-74	-	-32	-
From the total comprehensive income attributable to:				
Shareholders of the parent company	-11,294	10,964	-11,080	3,732
Non-controlling interests	-41	-	-8	-
Earnings per share of shareholders of EDAG Group AG [diluted and basic in €]				
Earnings per share	-0.41	0.42	-0.37	0.14

2 Consolidated Statement of Financial Position

in € thousand	6/30/2025	12/31/2024
Assets		
Goodwill	75,807	76,421
Other intangible assets	4,230	5,179
Property, plant and equipment	87,989	92,175
Rights of use from leasing	174,060	165,695
Financial assets	188	140
Investments accounted for using the equity method	18,925	18,930
Non-current other financial assets	561	506
Non-current other non-financial assets	1,086	1,185
Deferred tax assets	27,257	22,510
Non-current assets	390,103	382,741
Inventories	6,322	4,673
Current contract assets	110,915	67,430
Current accounts receivable	65,658	115,039
Current other financial assets	3,340	2,043
Current securities, loans and financial instruments	84	29
Current other non-financial assets	24,856	19,833
Income tax assets	5,351	16,898
Cash and cash equivalents	93,629	125,469
Current assets	310,155	351,414
Assets	700,258	734,155

in € thousand	6/30/2025	12/31/2024
Equity, liabilities and provisions		
Subscribed capital	920	920
Capital reserves	40,000	40,000
Retained earnings	92,082	102,256
Reserves from profits and losses recognized directly in equity	-4,304	-5,351
Currency translation differences	-7,109	-4,942
Equity attributable to shareholders of the parent company	121,589	132,883
Non-controlling interests	146	187
Equity	121,735	133,070
Provisions for pensions and similar obligations	31,633	32,159
Other non-current provisions	3,289	3,418
Non-current financial liabilities	101,000	101,005
Non-current lease liabilities	175,984	168,789
Non-current other financial liabilities	220	220
Non-current other non-financial liabilities	-	422
Deferred tax liabilities	95	53
Non-current liabilities and provisions	312,221	306,066
Current provisions	50,047	59,747
Current financial liabilities	58,946	57,698
Current lease liabilities	19,391	17,686
Current contract liabilities	55,418	69,295
Current accounts payable	22,226	24,372
Current other financial liabilities	3,053	3,803
Current other non-financial liabilities	55,529	59,753
Current income tax liabilities	1,692	2,665
Current liabilities and provisions	266,302	295,019
Equity, liabilities and provisions	700,258	734,155

3 Consolidated Cash Flow Statement

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024
Profit or loss	-10,248	10,503
+/- Income tax expenses/income	-3,983	5,243
- Income taxes paid	9,472	-8,817
+ Financial result	6,713	6,048
+ Interest received	1,501	1,773
+/- Depreciation and amortization/write-ups on tangible and intangible assets	20,202	20,804
+/- Other non-cash item expenses/income and changes recognized directly in equity	1,625	1,101
+/- Increase/decrease in non-current provisions	-414	164
-/+ Profit/loss on the disposal of fixed assets	-93	-56
-/+ Increase/decrease in inventories	-2,403	-738
-/+ Increase/decrease in contract assets, receivables and other assets that are not attributable to investing or financing activities	-2,391	-3,113
+/- Increase/decrease in current provisions	-9,942	-1,100
+/- Increase/decrease in accounts payable and other liabilities and provisions that are not attributable to investing or financing activities	-19,459	-8,444
= Cash inflow/outflow from operating activities/operating cash flow	-9,420	23,368
+ Deposits from disposals of tangible fixed assets	18	150
- Payments for investments in tangible fixed assets	-4,540	-11,054
- Payments for investments in intangible fixed assets	-681	-1,275
+ Deposits from disposals of financial assets	7	2
- Payments for investments in financial assets	-53	-26
= Cash inflow/outflow from investing activities/investing cash flow	-5,160	-12,203

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024
- Payments to shareholders/partners (dividend for the previous year)	-	-13,750
- Interest paid	-6,055	-7,045
- Repayment of financial liabilities	-520	-855
- Repayment of lease liabilities	-9,829	-9,437
= Cash inflow/outflow from financing activities/financing cash flow	-16,404	-31,087
Net cash changes in financial funds	-30,984	-19,922
-/+ Effect of changes in currency exchange rate and other effects from changes of financial funds	-856	-193
+ Financial funds at the start of the period	125,469	107,266
= Financial funds at the end of the period [cash and cash-equivalents]	93,629	87,151
= Free cash flow (FCF) – equity approach	-14,580	11,165

4 Consolidated Statement of Changes in Equity

in € thousand	Sub-scribed capital	Capital reserves	Retained earnings	Currency trans-lation	Revalua-tion from pension plans	Shares in invest-ments account-ed for using the equity method	Equity attribut-able to majority share-holders	Non-con-trolling interests	Equity
As per 1/1/2025	920	40,000	102,256	-4,942	-5,382	31	132,883	187	133,070
Profit or loss	-	-	-10,174	-	-	-	-10,174	-74	-10,248
Other comprehensive income	-	-	-	-2,167	1,047	-	-1,120	33	-1,087
Total comprehensive income	-	-	-10,174	-2,167	1,047	-	-11,294	-41	-11,335
As per 6/30/2025	920	40,000	92,082	-7,109	-4,335	31	121,589	146	121,735

in € thousand	Sub-scribed capital	Capital reserves	Retained earnings	Currency trans-lation	Revalua-tion from pension plans	Shares in invest-ments account-ed for using the equity method	Equity attribut-able to majority share-holders	Non-con-trolling interests	Equity
As per 1/1/2024	920	40,000	130,531	-4,181	-4,790	49	162,529	-	162,529
Profit or loss	-	-	10,503	-	-	-	10,503	-	10,503
Other comprehensive income	-	-	-	-164	619	6	461	-	461
Total comprehensive income	-	-	10,503	-164	619	6	10,964	-	10,964
Dividends	-	-	-13,750	-	-	-	-13,750	-	-13,750
As per 6/30/2024	920	40,000	127,284	-4,345	-4,171	55	159,743	-	159,743

5 Selected Explanatory Notes

5.1 General Disclosures

The EDAG Group is one of the largest independent engineering service providers and handles projects in the fields of mobility solutions, industry solutions and public solutions in the Vehicle Engineering, Electrics/Electronics and Production Solutions segments.

The parent company of the EDAG Group is EDAG Engineering Group AG ("EDAG Group AG"). The EDAG Group AG was founded on November 2, 2015, and was entered as a stock corporation in the commercial register of the Swiss canton Thurgau on November 3, 2015. The registered office of the company is: Schlossgasse 2, 9320 Arbon, Switzerland.

Since December 2, 2015, the company has been listed for trading on the regulated market of the Frankfurt Stock Exchange with concurrent admission to the sub-segment of the regulated market with additional post-admission obligations (Prime Standard):

International Securities Identification Number (ISIN): CH0303692047

Securities identification number (WKN): A143NB

Trading symbol: ED4

The shares are denominated in Swiss francs. The functional currency is the euro, and shares are traded in euros. The company's shares are briefed in a global certificate and deposited with Clearstream. Each company share entitles its holder to a vote at the company's annual shareholders' meeting.

The financial statements of the subsidiaries included in the Consolidated Half-Yearly Financial Report were prepared using uniform accounting and valuation principles as of EDAG Group AG's financial reporting date (June 30, 2025).

The unaudited consolidated half-year financial report has been prepared using the euro as the reporting currency. Unless otherwise stated, all amounts are given in thousands of euros. Where percentage values and figures are given, differences may occur due to rounding.

In accordance with IAS 1, the statement of financial position is divided into non-current and current assets, liabilities and provisions. Assets and liabilities are classified as current if they are expected to be sold or settled respectively within a year or within the company's or group's normal operating cycle. In compliance with IAS 12, deferred taxes are posted as non-current assets and liabilities. Likewise, pension provisions are also posted as non-current items.

The statement of comprehensive income is structured according to the nature of expense method.

5.2 Basic Principles and Methods

Basic Accounting Principles

The Consolidated Half-Yearly Financial Report of the EDAG Group AG for the period ending June 30, 2025 has been prepared in accordance with IAS 34 "Interim financial reporting". As the scope of the Consolidated Half-Yearly Financial Report has been abridged, making it shorter than the Consolidated Financial Statements, it should be read in conjunction with the Consolidated Financial Statements for December 31, 2024. The Consolidated Financial Statements of EDAG Group AG and its subsidiaries for December 31, 2024 have been prepared in accordance with the International Financial Reporting Standards (IFRS) of the International Accounting Standards Board (IASB), as they are to be applied pursuant to Directive No. 1606/2002 of the European Parliament and Council regarding the application of international accounting standards in the EU. In addition to the International Financial Reporting Standards, the term IFRS also includes the still valid International Accounting Standards (IAS), the Interpretations of the IFRS Interpretations Committee (IFRS IC) and those of the former Standing Interpretations Committee (SIC). The requirements of all accounting standards and interpretations resolved as of June 30, 2025 and adopted in national law by the European Commission have been fulfilled.

In addition to the Statement of Financial Position and the Statement of Comprehensive Income, the IFRS Consolidated Financial Statements also include additional components, namely the Statement of Changes in Equity, the Cash Flow Statement and the notes. The separate report on the risks of future development is included in the Half-Yearly Group Management Report.

All estimates and assessments required for accounting and valuation in accordance with the IFRS standards are in conformity with the respective standards, are regularly reassessed, and are based on past experience and other factors including expectations as to future events that appear reasonable under the given circumstances. Wherever large-scale estimates were necessary, the assumptions made are set out in the note relating to the relevant item in the following.

The risks to the EDAG Group arising from the global crises are subject to continual analysis and evaluation, also with regard to their impact on the net assets, financial position and financial performance of the Group. Climate-related risks and opportunities are regularly assessed in our Group Sustainability Report, and are also taken into due account within the scope of our financial reporting, including forecasts of expected business development. At the present time, we do not anticipate any material changes to our expectations with regard to the net assets, financial position and financial performance as a result of the climate crisis.

The Abridged Consolidated Financial Statements and the Half-Yearly Group Management Report have not been subjected to an audit review in accordance with ISRE 2410, nor have they been audited in accordance with § 317 of the German Commercial Code.

New, Changed or Revised Accounting Standards

EDAG Group AG has applied the following accounting standards adopted by the EU and legally required to be applied since January 1, 2025, although they did not have any significant effect on the assets, financial position and financial performance of the EDAG Group in the Consolidated Half-Yearly Financial Report:

- **IAS 21 – Lack of Exchangeability**
(IASB publication: August 15, 2024; EU endorsement: November 12, 2024)

Accounting and Valuation Principles

For this Consolidated Half-Yearly Financial Report, a discount rate of 3.85 percent has been used for pension provisions in Germany (12/31/2024: 3.45 percent). A discount rate of 1.25 percent has been used for pension provisions in Switzerland (12/31/2024: 1.05 percent).

In accordance with the general objectives of financial statements as set out in F.12 et seq., IAS 1.9 and IAS 8.10 et seq., IAS 34.30(c) was applied when determining income tax expense for the interim reporting period. Accordingly, the weighted average expected annual tax rate in the amount of 28.00 percent (12/31/2024: 17.78 percent effective reported tax ratio) was used.

Otherwise, the same accounting and valuation methods and consolidation principles as were used in the 2024 Consolidated Financial Statements for EDAG Group AG were applied when preparing the Consolidated Half-Yearly Financial Report and determining comparative figures. A detailed description of these methods has been published in the Notes to the Consolidated Financial Statements in the Annual Report for 2024. This Consolidated Half-Yearly Financial Report should therefore be read in conjunction with the Consolidated Financial Statements of EDAG Group AG for December 31, 2024.

Irregular expenses incurred during the financial year are reported in cases where reporting would also be effected at the end of the financial year.

The EDAG Group's operating activities are not subject to any significant seasonal influences.

Estimates and Discretionary Decisions

Preparation of the Consolidated Half-Yearly Financial Report in accordance with IFRS requires management to make estimates and discretionary decisions that may affect the recognition and measurement of assets and liabilities in the balance sheet, the disclosure of contingent receivables and liabilities on the balance sheet date, and the reported income and expenses for the reporting period.

Due to the continuing geopolitical conflicts, these estimates and discretionary decisions are subject to increased uncertainty. The amounts actually realized may deviate from these estimates and discretionary decisions; changes may have a material impact on the Consolidated Interim Report.

5.3 Changes in the Scope of Consolidation

Compared to December 31, 2024, amendments relating to companies not included in the scope of consolidation were made to the group of combined or consolidated companies in the first half of the 2025 financial year; as of June 30, 2025, it is composed as follows:

	Switzerland	Germany	Other countries	Total
Fully consolidated companies	2	5	21	28
Companies accounted for using the equity method	-	1	-	1
Companies included at acquisition cost [not included in the scope of consolidation]	-	4	-	4

The companies included at acquisition cost are for the most part non-operational companies and general partners, and are not included in the scope of consolidation. The company included and accounted for using the equity method is an associated company.

HYKONIS GmbH, Stuhr was founded and registered on April 3, 2025. EDAG Engineering GmbH holds 100 percent of the shares. The company is included at acquisition cost.

5.4 Currency translation

Currency translation in the Consolidated Half-Yearly Financial Report was based on the following exchange rates:

Country	Currency	6/30/2025	First half of 2025	12/31/2024	First half of 2024
	1 EUR = nat. currency	Spot rate on balance sheet date	Average exchange rate for period	Spot rate on balance sheet date	Average exchange rate for period
Great Britain	GBP	0.8555	0.8423	0.8292	0.8545
Brazil	BRL	6.4384	6.2916	6.4253	5.4945
USA	USD	1.1720	1.0931	1.0389	1.0812
Malaysia	MYR	4.9365	4.7811	4.6454	5.1106
Hungary	HUF	399.8000	404.5080	411.3500	389.9208
India	INR	100.5605	94.0899	88.9335	89.9804
China	CNY	8.3970	7.9262	7.5833	7.8011
Mexico	MXN	22.0899	21.8096	21.5504	18.5175
Czech Republic	CZK	24.7460	25.0011	25.1850	25.0192
Switzerland	CHF	0.9347	0.9414	0.9412	0.9615
Poland	PLN	4.2423	4.2309	4.2750	4.1367
Sweden	SEK	11.1465	11.0928	11.4590	11.3889
Japan	JPY	169.1700	162.0799	163.0600	164.4978
Turkey	TRY	46.5682	46.5682	36.7372	35.1868

Hyperinflation

Since the second quarter of 2022, Turkey has been classified as a hyperinflationary economy in accordance with IAS 29 "Financial Reporting in Hyperinflationary Economies". Accounting for the activities there is therefore not carried out on the basis of historical acquisition or production costs, but is presented adjusted for the effects of inflation. The IMF (International Monetary Fund) price index for consumer goods is used here (inflation in Turkey in 2025: 31.0 percent; 2024: 43.0 percent). Gains and losses from hyperinflation are included in equity, in the reserves from currency translation differences.

After the figures have been adjusted for the effects of inflation, balance sheet items and income and expenses are translated into the reporting currency, the euro, at the closing rate on the balance sheet date, in accordance with IAS 21.42. This did not result in any material effect. The previous year's figures are not adjusted in accordance with the requirements of IAS 21 "The Effects of Changes in Foreign Exchange Rates" for financial statements in non-hyperinflationary reporting currencies.

5.5 Reconciliation of the Adjusted Operating Profit (Adjusted EBIT)

In addition to the data required according to the IFRS, the segment reporting also includes a reconciliation to the adjusted earnings before interest and taxes (adjusted EBIT). Adjustments include income from initial consolidations and deconsolidations, expenses and earnings relating to restructuring, all effects of purchase price allocations on EBIT and special effects from compensation payments.

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024	4/1/2025 – 6/30/2025	4/1/2024 – 6/30/2024
Earnings before interest and taxes (EBIT)	-7,518	21,794	-9,156	8,448
Adjustments:				
Expenses (+) from purchase price allocation	25	25	13	13
Other adjustments	-125	-	-85	-
Total adjustments	-100	25	-72	13
Adjusted earnings before interest and taxes (adjusted EBIT)	-7,618	21,819	-9,228	8,461

5.6 Segment Reporting

The segment reporting is prepared in accordance with IFRS 8 "Operating segments". Individual consolidated results are reported by company divisions in conformity with the internal reporting and organizational structure of the EDAG Group. The key performance indicator for the Group Executive Management at segment level is the EBIT/adjusted EBIT. The segment presentation is designed to show the profitability and the assets and financial situation of the individual business activities.

Intercompany sales are accounted for at customary market prices and are equivalent to sales towards third parties (arm's length principle).

As at June 30, 2025, the non-current assets amounted to €390.1 million (12/31/2024: €382.7 million). Of these, €2.6 million are domestic, €345.0 million are German, and €43.3 million are non-domestic (12/31/2024: [domestic: €2.5 million; Germany: €335.2 million; non-domestic: €45.0 million]).

The assets, liabilities and provisions are not reported by segments, as this information is not part of the internal reporting.

The **Vehicle Engineering** segment (VE) consists of services along the vehicle development process as well as responsibility for derivative and complete vehicles. For descriptions of the individual divisions in this segment, please see the chapter "Business Model" in the Half-Yearly Group Management Report.

The range of services offered by the **Electrics/Electronics** segment (E/E) includes the development of electrical and electronic systems, components, functions and services for everything from show cars and prototypes to the complete vehicle. These services are performed in competencies which are described in greater detail in the chapter "Business Model" in the Half-Yearly Group Management Report.

As an all-round engineering partner, the **Production Solutions** segment (PS) is responsible for the development and implementation of production processes. In addition to handling the individual stages in the product creation process and all factory and production systems-related services, Production Solutions are also able to optimally plan complete factories over all fields, including cross processes, and to provide the realization from a single source. For more detailed descriptions of the individual divisions in this segment, please see the chapter "Business Model" in the Half-Yearly Group Management Report.

Income and expenses as well as results between the segments are eliminated in the consolidation.

in € thousand	1/1/2025 – 6/30/2025					
	Vehicle Engineering	Electrics/ Electronics	Production Solutions	Total segments	Consolidation	Total Group
Sales revenue with third parties	202,385	106,258	57,557	366,200	-	366,200
Sales revenues with other segments	3,506	2,851	1,795	8,152	-8,152	-
Changes in inventories	451	- 3	94	542	-	542
Total revenues¹	206,342	109,106	59,446	374,894	-8,152	366,742
EBIT	3,187	- 608	-10,097	-7,518	-	-7,518
EBIT margin [%]	1.5%	-0.6%	-17.0%	-2.0%	n/a	-2.0%
Purchase price allocation (PPA)	25	-	-	25	-	25
Other adjustments relating to restructuring	-4,617	-2,023	6,515	-125	-	-125
Adjusted EBIT	-1,405	-2,631	-3,582	-7,618	-	-7,618
Adjusted EBIT margin [%]	-0.7%	-2.4%	-6.0%	-2.0%	n/a	-2.1%
Depreciation, amortization and impairment	-18,454	-887	-861	-20,202	-	-20,202
Ø Employees per segment	4,900	2,684	1,307	8,891		8,891

in € thousand	1/1/2024 – 6/30/2024					
	Vehicle Engineering	Electrics/ Electronics	Production Solutions	Total segments	Consolidation	Total Group
Sales revenue with third parties	239,887	123,416	65,430	428,733	-	428,733
Sales revenues with other segments	4,777	3,893	2,163	10,833	-10,833	-
Changes in inventories	237	-76	280	441	-	441
Total revenues¹	244,901	127,233	67,873	440,007	-10,833	429,174
EBIT	15,360	3,808	2,626	21,794	-	21,794
EBIT margin [%]	6.3%	3.0%	3.9%	5.0%	n/a	5.1%
Purchase price allocation (PPA)	25	-	-	25	-	25
Adjusted EBIT	15,385	3,808	2,626	21,819	-	21,819
Adjusted EBIT margin [%]	6.3%	3.0%	3.9%	5.0%	n/a	5.1%
Depreciation, amortization and impairment	-19,222	-808	-774	-20,804	-	-20,804
Ø Employees per segment	4,946	2,861	1,220	9,027		9,027

¹ The performance figure "revenues" is used in the sense of gross performance (sales revenues and changes in inventories).

The following table reflects the concentration risk of the EDAG Group, divided according to the customer sales divisions and segments:

in € thousand	1/1/2025 – 6/30/2025							
	Vehicle Engineering		Electrics/ Electronics		Production Solutions		Total	
Customer sales division A	30,855	15%	33,735	32%	2,343	4%	66,933	18%
Customer sales division B	22,512	11%	28,901	27%	1,825	3%	53,238	15%
Customer sales division C	18,024	9%	10,653	10%	4,867	8%	33,544	9%
Customer sales division D	25,689	13%	1,797	2%	4,842	8%	32,328	9%
Customer sales division E	13,615	7%	2,629	2%	750	1%	16,994	5%
Customer sales division F	27,165	13%	148	0%	697	1%	28,010	8%
Customer sales division G	35,881	18%	8,342	8%	9,583	17%	53,806	15%
Customer sales division H	21,151	10%	9,608	9%	9,549	17%	40,308	11%
Customer sales division I	7,493	4%	10,445	10%	23,101	40%	41,039	11%
Sales revenue with third parties	202,385	100%	106,258	100%	57,557	100%	366,200	100%

in € thousand	1/1/2024 – 6/30/2024							
	Vehicle Engineering		Electrics/ Electronics		Production Solutions		Total	
Customer sales division A	35,563	15%	38,908	32%	3,301	5%	77,772	18%
Customer sales division B	43,339	18%	38,023	31%	4,296	7%	85,658	20%
Customer sales division C	29,435	12%	11,691	9%	4,959	8%	46,085	11%
Customer sales division D	27,517	11%	1,448	1%	3,807	6%	32,772	8%
Customer sales division E	25,206	11%	848	1%	2,038	3%	28,092	7%
Customer sales division F	15,689	7%	3,009	2%	1,493	2%	20,191	5%
Customer sales division G	37,489	16%	11,161	9%	14,253	22%	62,903	15%
Customer sales division H	21,180	9%	11,323	9%	3,208	5%	35,711	8%
Customer sales division I	4,469	2%	7,005	6%	28,075	43%	39,549	9%
Sales revenue with third parties	239,887	100%	123,416	100%	65,430	100%	428,733	100%

In the Electrics/Electronics segment, the EDAG Group generates over 50 percent of its sales revenues with one corporate group.

The following table reflects the revenue recognition of the EDAG Group, divided according to segments:

in € thousand	1/1/2025 – 6/30/2025					
	Vehicle Engineering	Electrics/ Electronics	Production Solutions	Total segments	Consolidation	Total Group
Period-related revenue recognition	196,099	108,898	57,607	362,604	-	362,604
Point in time revenue recognition	9,792	211	1,745	11,748	-	11,748
Sales revenues with other segments	-3,506	-2,851	-1,795	- 8,152	-	-8,152
Sales revenue with third parties	202,385	106,258	57,557	366,200	-	366,200
Sales revenues with other segments	3,506	2,851	1,795	8,152	-8,152	-
Changes in inventories	451	-3	94	542	-	542
Total revenues	206,342	109,106	59,446	374,894	-8,152	366,742

in € thousand	1/1/2024 – 6/30/2024					
	Vehicle Engineering	Electrics/ Electronics	Production Solutions	Total segments	Consolidation	Total Group
Period-related revenue recognition	234,880	126,756	65,838	427,474	-	427,474
Point in time revenue recognition	9,784	553	1,755	12,092	-	12,092
Sales revenues with other segments	-4,777	-3,893	-2,163	-10,833	-	-10,833
Sales revenue with third parties	239,887	123,416	65,430	428,733	-	428,733
Sales revenues with other segments	4,777	3,893	2,163	10,833	- 10,833	-
Changes in inventories	237	-77	281	441	-	441
Total revenues	244,901	127,232	67,874	440,007	- 10,833	429,174

5.7 Contingent Liabilities/Receivables and Other Financial Obligations

Contingent Liabilities

As at the end of the 2024 financial year, there were no material contingent liabilities on the reporting date.

Other Financial Obligations

In addition to the provisions and liabilities, there are also other financial obligations, and these are composed as follows:

in € thousand	6/30/2025	12/31/2024
Open purchase orders	1,748	2,960
Total renting and leasing contracts	5,912	7,301
Other miscellaneous financial obligations	73	124
Total	7,733	10,385

The obligations from rental and leasing contracts are composed primarily of leasing agreements for low-value assets in the form of IT equipment, of short-term rental agreements and software leasing.

Contingent Receivables

As at the end of the 2024 financial year, there were no material contingent receivables on the reporting date.

5.8 Financial Instruments

Net Financial Debt/Credit

The Group Executive Management's aim is to keep the net financial debt as low as possible in relation to the equity ratio (net gearing).

in € thousand	6/30/2025	12/31/2024
Non-current financial liabilities	-101,000	-101,005
Non-current lease liabilities	-175,984	-168,789
Current financial liabilities	-58,946	-57,698
Current lease liabilities	-19,391	-17,687
Current securities, loans and financial instruments	84	29
Cash and cash equivalents	93,629	125,469
Net financial debt/credit [-/+]	-261,608	-219,681
Net financial debt/credit w/o lease liabilities [-/+]	-66,233	-33,205
Equity	121,735	133,070
Net gearing [%] incl. lease liabilities	214.9%	165.1%

At €261.6 million, the net financial debt on June 30, 2025 is €41.9 million above the value on December 31, 2024 (€219.7 million). Without taking lease liabilities into account, the net financial debt on June 30, 2025 amounts to €66.2 million (12/31/2024: €33.2 million).

As of June 30, 2025, there are still two promissory note loans composed of several tranches with various interest rates, of which €38.5 million is due for repayment in July 2025. The remaining tranches have terms to maturity of 1 to 5 years.

As of June 30, 2025, there is a current loan, including interest, in the amount of €15.6 million from VKE-Versorgungskasse EDAG-Firmengruppe e.V., the other major creditor (12/31/2024: €15.8 million).

A further component of the net financial debt are liabilities from leases. The liabilities from leases primarily include future leasing payments for office buildings, warehouses, production facilities and cars measured using the effective interest method.

The EDAG Group has unused lines of credit in the amount of €107.2 million on the reporting date (12/31/2024: €107.7 million).

One of the major factors influencing the net financial debt is the working capital, which developed as follows:

in € thousand	6/30/2025	12/31/2024
Inventories	6,322	4,673
+ Current contract assets	110,915	67,430
+ Current accounts receivable	65,658	115,040
- Current contract liabilities	-55,418	-69,295
- Current accounts payable	-22,226	-24,372
= Trade working capital (TWC)	105,251	93,476
+ Non-current other financial assets	561	506
+ Non-current other non-financial assets	1,086	1,185
+ Deferred tax assets	27,257	22,510
+ Other current financial assets excl. interest-bearing receivables	3,340	2,043
+ Current other non-financial assets	24,856	19,833
+ Income tax assets	5,351	16,898
- Non-current other financial liabilities	-220	-220
- Non-current other non-financial liabilities	-	-422
- Deferred tax liabilities	-95	-53
- Current other financial liabilities	-3,053	-3,803
- Current other non-financial liabilities	-55,529	-59,753
- Income tax liabilities	-1,692	-2,665
= Other working capital (OWC)	1,862	-3,941
Net working capital (NWC)	107,113	89,535

The trade working capital increased by €11,775 thousand to €105,251 thousand, compared to December 31, 2024. The increase mainly results from the capital commitment in contract assets and contract liabilities. By way of contrast, accounts receivable decreased.

As can be seen from the table above, the other working capital increased by €5,803 thousand to €1,862 thousand, compared to December 31, 2024.

Carrying Amounts, Valuation Rates and Fair Values of the Financial Instruments as per Measurement Category

The principles and methods for assessing at fair value have not changed compared to the previous year. Detailed explanations of the valuation principles and methods can be found in the Notes to the Consolidated Financial Statements in the Annual Report of EDAG Group AG for 2024.

For the most part, cash and cash equivalents, accounts receivable and other receivables have only a short time to maturity. For this reason, their carrying amounts on the reporting date are close approximations of the fair values.

The fair values of other receivables with a remaining term of more than a year correspond to the net present values of the payments associated with the assets, taking into account the relevant interest parameters, which reflect the market and counterparty-related changes in conditions and expectations.

The investments and securities are measured at fair value. In the case of equity interests for which no market price is available, the acquisition costs are applied as a reasonable estimate of the fair value. In the financial assets, shares in non-consolidated subsidiaries and other investments are recognized at acquisition cost, taking impairments into account, as no observable fair values are available and other admissible methods of evaluation do not produce reliable results. There are currently no plans to sell these financial instruments.

Accounts payable and other financial liabilities regularly have short terms to maturity, and the values posted are close approximations of the fair values.

The carrying amounts or fair values of all financial instruments recorded in the Abridged Consolidated Financial Statements are shown in the following table:

in € thousand	Measured at fair value through profit and loss [FVtPL]	Measured at amortized cost [AC]		Not allocated to a measurement category [n.a.]	Balance sheet items as per 6/30/2025
		Carrying amount	Fair value		
Financial assets (assets)					
Financial assets ¹	105	83	83	-	188
Non-current other financial assets	-	561	561	-	561
Current contract assets	-	-	-	110,915	110,915
Current accounts receivable	-	65,658	65,658	-	65,658
Current other financial assets	-	3,340	3,340	-	3,340
Current securities, loans and financial instruments	84	-	-	-	84
Cash and cash equivalents	-	93,629	93,629	-	93,629
Financial assets (assets)	189	163,271	163,271	110,915	274,375
Financial liabilities (liabilities)					
Non-current financial liabilities	-	101,000	104,224	-	101,000
Non-current lease liabilities	-	-	-	175,984	175,984
Current financial liabilities	-	58,946	58,946	-	58,946
Current lease liabilities	-	-	-	19,391	19,391
Current contract liabilities	-	-	-	55,418	55,418
Current accounts payable	-	22,226	22,226	-	22,226
Current other financial liabilities	128	2,925	2,925	-	3,053
Financial liabilities (liabilities)	128	185,317	188,541	250,793	436,238

¹ For financial assets classified as at fair value through profit or loss [FVtPL], use is made of the exemption in accordance with IFRS 9.B5.2.3 for shares in non-consolidated subsidiaries.

in € thousand	Measured at fair value through profit and loss [FVtPL]	Measured at amortized cost [AC]		Not allocated to a measurement category [n.a.]	Balance sheet items as per 12/31/2024
		Carrying amount	Fair value		
Financial assets (assets)					
Financial assets ¹	80	60	60	-	140
Non-current other financial assets	-	506	506	-	506
Current contract assets	-	-	-	67,430	67,430
Current accounts receivable	-	115,039	115,039	-	115,039
Current other financial assets	-	2,043	2,043	-	2,043
Current securities, loans and financial instruments	29	-	-	-	29
Cash and cash equivalents	-	125,469	125,469	-	125,469
Financial assets (assets)	109	243,117	243,117	67,430	310,656
Financial liabilities (liabilities)					
Non-current financial liabilities	-	101,005	105,022	-	101,005
Non-current lease liabilities	-	-	-	168,789	168,789
Current financial liabilities	200	57,498	57,498	-	57,698
Current lease liabilities	-	-	-	17,686	17,686
Current contract liabilities	-	-	-	69,295	69,295
Current accounts payable	-	24,372	24,372	-	24,372
Current other financial liabilities	330	3,473	3,473	-	3,803
Financial liabilities (liabilities)	530	186,568	190,585	255,770	442,868

The fair values of securities correspond to the nominal value multiplied by the exchange quotation on the reporting date.

The attributable fair values of liabilities due to credit institutions, loans and other financial liabilities are calculated as present values of the debt-related payments, based on EDAG's current yield curve. The fair value was measured in accordance with the "Level 2" measurement category on the basis of a discounted cash flow model. In this context, the current market rates of interest and the contractually agreed parameters were taken as the basis.

The information for the determination of attributable fair value is given in tabular form, based on a three-level fair value hierarchy for each class of financial instrument. There are three measurement categories:

Level 1: At level 1 of the fair value hierarchy, the attributable fair values are measured using listed market prices, as the best possible fair values for financial assets or liabilities can be observed in active markets.

Level 2: If there is no active market for a financial instrument, a company uses valuation models to determine the attributable fair value. Valuation models include the use of current business transactions between competent, independent business partners willing to enter into a contract; comparison with the current attributable fair value of another, essentially identical financial instrument; use of the discounted cash flow method; or of option pricing models. The attributable fair value is estimated on the basis of the results achieved using one of the valuation methods, making the greatest possible use of market data and relying as little as possible on company-specific data.

Level 3: The valuation models used at this level are not based on observable market data.

in € thousand	Assessed at fair value 6/30/2025			
	Level 1	Level 2	Level 3	Total
Financial assets (assets)				
Financial receivables	29	55	-	84
Financial liabilities (liabilities)				
Other financial liabilities	-	-	348	348

in € thousand	Assessed at fair value 12/31/2024			
	Level 1	Level 2	Level 3	Total
Financial assets (assets)				
Financial receivables	28	-	-	28
Financial liabilities (liabilities)				
Other financial liabilities	-	200	550	750

5.9 Related Parties

In the course of its regular business activities, the EDAG Group correlates either directly or indirectly not only with the subsidiaries included in the Abridged Consolidated Financial Statements, but also with EDAG subsidiaries which are affiliated but not consolidated, with affiliated companies of the ATON Group, and with other related companies and persons.

For a more detailed account of the type and extent of the business relations, please see the Notes to the Consolidated Financial Statements in the Annual Report of EDAG Group AG for 2024.

The following table gives an overview of ongoing business transactions with related parties:

in € thousand	1/1/2025 – 6/30/2025	1/1/2024 – 6/30/2024
EDAG Group with Board of Directors¹ (EDAG Group AG)		
Work-related expenses	482	482
Travel and other expenses	13	21
Consulting expenses	2	11
EDAG Group with supervisory boards¹ (EDAG Engineering GmbH & EDAG Engineering Holding GmbH)		
Work-related expenses	27	28
Travel and other expenses	6	5
Compensation costs	457	542
EDAG Group with ATON companies (parent company and its affiliated companies)		
Goods and services rendered	245	91
Goods and services received	47	8
Other expenses	-	1
EDAG Group with unconsolidated subsidiaries		
Other expenses	4	4
EDAG Group with associated companies		
Goods and services rendered	13	71
Goods and services received	2	126
Other income	3	17
Other expenses	31	31
Income from investments	550	863
EDAG Group with other related companies and persons		
Interest expense	233	244
Rental and lease payments from rights of use	4,266	4,033

¹ Overall, these are all payments due at short notice.

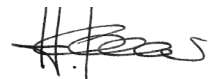
5.10 Subsequent Events

Primarily on account of the sustained weakness of the market environment, particularly in the automotive industry, a significant recovery in the second half of the year is no longer expected. The underutilization resulting from the lower number of projects being awarded by our customers had a negative impact on revenue development and earnings performance. At an extraordinary meeting held on August 11, 2025, the Board of Directors of EDAG Engineering Group AG therefore approved further restructuring measures totaling approx. €30 million, as proposed by the Executive Management. In particular, these include measures to increase productivity and efficiency, and to accelerate the expansion of global delivery. By implementing these measures and continuing the previously announced initiatives to expand into other industrial sectors, the EDAG Group is laying the foundations for its long-term economic success and return to profitable growth.

AFFIRMATION OF THE LEGAL REPRESENTATIVES

We hereby certify, to the best of our knowledge, that in accordance with the applicable accounting principles for the Consolidated Half-Yearly Financial Report, the Abridged Consolidated Financial Statements convey a proper picture of the assets, financial position and financial performance of the Group, and that the Half-Yearly Group Management Report represents the company's business trends, including the financial results and the position of the Group, such that the actual conditions and the essential opportunities and risks pertaining to the anticipated development of the Group are accurately delineated.

Arbon, August 27, 2025
EDAG Engineering Group AG



Harald Keller, Member of the Group Executive Management, CEO



Holger Merz, Member of the Group Executive Management, CFO



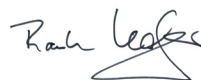
Georg Denoke, President of the Board of Directors



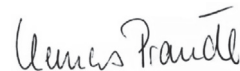
Sylvia Schorr, Member of the Board of Directors



Dr. Philippe Weber, Member of the Board of Directors



Frank Leidenberger, Member of the Board of Directors



Clemens Prändl, Member of the Board of Directors

LEGAL NOTICE

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The English version of the Interim Report is a translation of the German version. The German version is legally binding.

Legal Notice

The Consolidated Half-Yearly Financial Report includes statements about future developments. Like any form of entrepreneurial activity in a global environment, these statements are always associated with a degree of uncertainty. Our descriptions are based on the convictions and assumptions of the management, which in turn are based on currently available information. The following factors may, however, affect the success of our strategic and operative measures: geopolitical risks, changes in general economic conditions, in particular a prolonged economic recession, changes to exchange rates and interest rates, the launch of products by competitors, including increasing competitive pressure. Should any of these factors or other uncertainties materialize, or the assumptions on which the statements are based prove to be inaccurate, the actual results may differ from the forecast results. EDAG does not intend to continuously update predictive statements and information items, as they relate to the circumstances that existed on the date of their publication.

