

**FERRETTI SPA APPROVES THE UNAUDITED CONSOLIDATED PERIODIC
FINANCIAL INFORMATION AS OF 31 MARCH 2026**

**MARGINS CONTINUE TO IMPROVE THANKS TO CONSOLIDATION IN THE
MOST PROFITABLE SEGMENTS AND SOLID OPERATIONAL EFFICIENCY**

- Net revenue new yachts amounted to €302.1 million, down 8.0% compared to Q1'25
- Adjusted EBITDA margin of 16.1%, up 10 basis points compared to 16.0% in Q1'25 and adj. EBITDA equal to €48.7 million, representing a decrease of 7.2% versus Q1'25
- Net profit equal to €21.0 million, compared to €23.9 million in Q1'25
- Order intake reached €179.6 million in Q1'26, down compared with Q1'25 that was equal to €270.6 million
- Net backlog reached €722.3 million, down compared to €828.6 million as of 31 December'25
- Net financial position of €18.4 million as of 31 March 2026
- Communication of 2026 guidance: net revenue new yachts expected in the range of €1,250 - €1,265 million, with an adjusted EBITDA margin between 16.2% and 16.6% and capex in the range of €70.0 - €75.0 million

The Board of Directors also approved:

- The appointment of the director in charge of the Internal Control and Risk Management Systems;
- The appointment of the Lead Independent Director.

Forlì, 19 May 2026 - The Board of Directors of Ferretti S.p.A. ("Ferretti") reviewed and approved the unaudited consolidated periodic financial information as of 31 March 2026.

The Group's Chief Executive Officer, Stassi Anastassov, stated: *"The First Quarter reflected a softer commercial environment and slower order conversion than we would have liked, particularly on order intake. We approach this with realism, discipline and operational focus. Confidence should never be confused with complacency.*

At the same time, the underlying fundamentals of the business remain solid. Our brands remain exceptionally well positioned, margins resilient, and the quality and visibility embedded within our backlog continue to provide an important operational foundation moving forward.

More than €400 million of net backlog is already expected to convert into 2026 revenues, providing meaningful visibility as we progress through the year.

In the current environment, our focus is not on short-term reactions, but on disciplined execution, operational excellence and long-term value creation.

We remain confident in the long-term strength, positioning and potential of the Ferretti Group ecosystem.”

| <i>EUR million</i> | Data as of 31 March | | |
|-------------------------------------|------------------------------|------------------------------|---|
| | Q1'26 (unaudited) | Q1'25 (unaudited) | Change¹ Q1'26 vs. Q1'25 |
| Net revenue new yachts ² | 302.1 | 328.5 | -8.0% |
| EBITDA adj ³ | 48.7 | 52.5 | -7.2% |
| Net Profit | 21.0 | 23.9 | -12.1% |

| <i>EUR million</i> | | | Change in €mln |
|------------------------|-----------------------------------|-------------------|---------------------------|
| | 31 Mar '26 (unaudited) | 31 Dec '25 | |
| Net financial position | 18.4 | 111.0 | -92.6 |

Order intake, Order backlog and Revenue overview

Order intake

In the first quarter of 2026, order intake amounted to €179.6 million, representing a decrease when compared to the same period of 2025, which was €270.6 million, mainly due to the global uncertainty generated by the geopolitical tensions in the Middle East resulting in delays in signing contracts and deliveries of the yachts in the region.

¹ Sums might not add up to total due to rounding.

² Revenue without pre-owned business

³ Excluding non-recurring costs and other minor non-recurring events

Negotiations in progress are significantly higher today, amounting to approx. €630 million, than as of 16th May 2025 that were equal to approx. €360 million.

Order intake by segment⁴

The following table shows the breakdown of order intake by segment:

| <i>Million euros</i> | Order intake by segment | | | | Change ⁵ Q1'26 vs. Q1'25 |
|-------------------------------|-------------------------|----------------------------|----------------------|----------------------------|---|
| | Q1'26 (unaudited) | % of total order intake | Q1'25 (unaudited) | % of total order intake | |
| Composite yachts | 96.1 | 53.5% | 89.6 | 33.1% | +7.3% |
| Made-to-measure yachts | 83.5 | 46.5% | 144.1 | 53.3% | -42.1% |
| Super yachts | 0.0 | 0.0% | 33.1 | 12.2% | nm% |
| Other businesses ⁶ | 0.0 | 0.0% | 3.8 | 1.4% | nm% |
| Total | 179.6 | 100.0% | 270.6 | 100.0% | -33.6% |

The **Composite yachts** segment totaled €96.1 million, accounting for about 53.5% of total order intake (from €89.6 million, accounting for about 33.1% of total order intake in Q1'25). Composite sound growth of +7.3% in Q1'26 vs Q1'25 was supported by the core region Europe, paving the way for a positive outlook for the upcoming European summer season.

The **Made-to-measure yachts** segment totaled €83.5 million, accounting for about 46.5% of total order intake (from €144.1 million, accounting for about 53.3% of total order intake in Q1'25). This segment was impacted by a tough YoY comparison considering Q1'25 was the strongest quarter for the Middle East in the year, while in Q1'26 the conflict has been delaying orders from this region.

The **Super yachts** segment didn't collect any new orders in the period (from €33.1 million, accounting for about 12.2% of total order intake in Q1'25), although negotiations remain in place, with the first available delivery slot currently in 2029.

The **Other businesses** segment didn't collect any new orders in the period (from €3.8 million, accounting for about 1.4% of total order intake in Q1'25).

⁴ The Ferretti Yacht 940 model that was originally under the composite yachts segment has been reclassified under the Made-to-measure yachts segment in the Relevant Period and in Q1 2025

⁵ Sums might not add up to total due to rounding

⁶ Including Wally sail

Order intake by geographic area⁷

The following table shows the breakdown of order intake by geographic area:

| <i>Million euros</i> | Order intake by geographic area | | | | Change⁸ Q1'26 vs. Q1'25 |
|--------------------------|--|------------------------------------|------------------------------|------------------------------------|---|
| | Q1'26 (unaudited) | % of total order intake | Q1'25 (unaudited) | % of total order intake | |
| Europe | 99.1 | 55.2% | 77.3 | 28.6% | +28.2% |
| MEA | 53.0 | 29.5% | 80.2 | 29.6% | -33.9% |
| APAC | 14.2 | 7.9% | 10.5 | 3.9% | +35.2% |
| AMAS | 13.3 | 7.4% | 102.6 | 37.9% | -87.0% |
| Total | 179.6 | 100.0% | 270.6 | 100.0% | -33.6% |

Europe totaled €99.1 million, accounting for about 55.2% of total order intake (from €77.3 million, accounting for about 28.6% of total order intake in Q1'25). The sound performance in this region (ca. +28.2% YoY), with a good order mix is driven mainly by Composite (last year's mix included a €33 million Branded Super Yacht order)

MEA totaled €53.0 million, accounting for about 29.5% of total order intake (from €80.2 million, accounting for about 29.6% of total order intake in Q1'25). The Middle East was impacted by geopolitical uncertainty, with negotiations progressing with delays in final contracts' signing.

APAC totaled €14.2 million, accounting for about 7.9% of total order intake (from €10.5 million, accounting for about 3.9% of total order intake in Q1'25).

AMAS totaled €13.3 million, accounting for about 7.4% of total order intake (from €102.6 million, accounting for about 37.9% of total order intake in Q1'25). The Americas were impacted by geopolitical uncertainty mainly coming from the current tension in the Middle East.

Order backlog

As of 31 March 2026, the order backlog reached €1,717.9 million, in line with 31 December 2025 (€1,715.7 million), reflecting the sound orders collected in 2024 and 2025 in Made-to-Measure and Superyachts segments and slightly down (-2.9%) compared to 31 March 2025 (€1,768.6 million).

⁷ The geographical breakdown refers to the dealer's area of exclusivity or by the customer's nationality

⁸ Sums might not add up to total due to rounding

Order backlog by segment⁹

The table below shows the breakdown of order backlog by production type:

| <i>EUR million</i> | Order backlog by segment | | | | Change ¹⁰ Q1'26 vs. Q1'25 |
|-----------------------------------|--------------------------|-----------------------------|----------------------|-----------------------------|--|
| | Q1'26 (unaudited) | % of total order backlog | Q1'25 (unaudited) | % of total order backlog | |
| Composite yachts | 325.4 | 18.9% | 395.8 | 22.4% | -17.8% |
| Made-to-measure yachts | 715.5 | 41.6% | 589.9 | 33.4% | +21.3% |
| Super yachts | 672.5 | 39.1% | 740.7 | 41.9% | -9.2% |
| Other businesses ¹¹ | 4.6 | 0.3% | 42.2 | 2.4% | -89.1% |
| Total | 1,717.9 | 100.0% | 1,768.6 | 100.0% | -2.9% |

Composite yachts reached €325.4 million, equal to approximately 18.9% of the total backlog (compared to €395.8 million, equal to approximately 22.4% of the total backlog as of 31 March 2025).

Made-to-measure yachts reached €715.5 million, equal to approximately 41.6% of the total backlog (from €589.9 million, equal to approximately 33.4% of the total backlog as of 31 March 2025).

Super yachts reached €672.5 million, equal to approximately 39.1% of the total backlog (from €740.7 million, equal to approximately 41.9% of the total backlog as of 31 March 2025).

Other businesses reached €4.6 million, equal to approximately 0.3% of the total backlog (from €42.2 million, equal to approximately 2.4% of the total backlog as of 31 March 2025).

Net Backlog

The Net Backlog that is calculated as the total orders in portfolio not yet delivered net of revenues already booked stood at €722.3 million as of 31 March 2026, down compared to €828.6 million as of 31 December 2025 and compared to €839.6 million as of 31 March 2025. At the end of March 2026, the Net Backlog provides clear visibility for 2026 of approx. €470 million expected to become revenue in the course of the year, up vs. approx. €415 million in the same period last year.

⁹ The Ferretti Yacht 940 model that was originally under the composite yachts segment had been reclassified under the Made-to-measure yachts segment in the Relevant Period and in Q1 2025

¹⁰ Sums might not add up to total due to rounding

¹¹ Including FSD and Wally sail

Net revenue new yachts

The Group's overall net revenue new yachts decreased by approximately 8.0% from approximately €328.5 million in Q1'25 to approximately €302.1 million in Q1'26, driven mainly by the delay in the order intake from the Middle East and the consequent impact on revenue generation.

Net revenue new yachts by segment¹²

The table below shows the breakdown of net revenue new yachts by production type:

| <i>EUR million</i> | Net revenue new yachts by segment | | | | |
|--------------------------------|-----------------------------------|---|----------------------|---|--|
| | Q1'26 (unaudited) | % of total net revenue new yachts | Q1'25 (unaudited) | % of total net revenue new yachts | Change ¹³ Q1'26 vs. Q1'25 |
| Composite yachts | 106.6 | 35.3% | 123.1 | 37.5% | -13.4% |
| Made-to-measure yachts | 128.6 | 42.6% | 146.5 | 44.6% | -12.2% |
| Super yachts | 55.5 | 18.4% | 46.3 | 14.1% | +19.9% |
| Other businesses ¹⁴ | 11.4 | 3.8% | 12.6 | 3.8% | -9.5% |
| Total | 302.1 | 100.0% | 328.5 | 100.0% | -8.0% |

Composite yachts reached €106.6 million, equal to approximately 35.3% of total net revenue new yachts, (from €123.1 million, equal to approximately 37.5% of total net revenue new yachts, in Q1'25).

Made-to-measure yachts reached €128.6 million, equal to approximately 42.6% of total net revenue new yachts (from €146.5 million, equal to approximately 44.6% of total net revenue new yachts, in Q1'25).

Super yachts reached €55.5 million, equal to approximately 18.4% of total net revenue new yachts (from €46.3 million, equal to approximately 14.1% of total net revenue new yachts, in Q1'25).

Other businesses reached €11.4 million, equal to approximately 3.8% of total net revenue new yachts (from €12.6 million, equal to approximately 3.8% of total net revenue new yachts, in Q1'25).

¹² The Ferretti Yacht 940 model that was originally under the composite yachts segment had been reclassified under the Made-to-measure yachts segment in the Relevant Period and in Q1 2025

¹³ Sums might not add up to total due to rounding

¹⁴ Including ancillary activities and Wally sail

Net revenue new yachts by geographic area¹⁵

The breakdown of net revenue new yachts by geographical area is as follows:

| <i>Million euros</i> | Net revenue new yachts by geographic area | | | | |
|----------------------|---|---|----------------------|---|--|
| | Q1'26 (unaudited) | % of total net revenue new yachts | Q1'25 (unaudited) | % of total net revenue new yachts | Change ¹⁶ Q1'26 vs. Q1'25 |
| Europe | 135.3 | 44.8% | 130.8 | 39.8% | +3.4% |
| MEA | 94.9 | 31.4% | 113.5 | 34.6% | -16.4% |
| APAC | 14.4 | 4.8% | 5.7 | 1.7% | +152.6% |
| AMAS | 57.5 | 19.0% | 78.4 | 23.9% | -26.7% |
| Total | 302.1 | 100.0% | 328.5 | 100.0% | -8.0% |

The **Europe** region reached €135.3 million, accounting for about 44.8% of total net revenue new yachts (from €130.8 million, accounting for about 39.8% of total Q1'25 net revenue new yachts).

The **MEA** region reached €94.9 million accounting for about 31.4% of total net revenue new yachts (from €113.5 million accounting for about 34.6% of total Q1'25 net revenue new yachts).

The **APAC** region reached €14.4 million, accounting for about 4.8% of total net revenue new yachts (from €5.7 million, accounting for about 1.7% of total Q1'25 net revenue new yachts).

The **AMAS** region reached €57.5 million, accounting for about 19.0% of total net revenue new yachts (from €78.4 million, accounting for about 23.9% of total Q1'25 net revenue new yachts).

Consolidated operating and net results

Adj. EBITDA

The Group's adjusted EBITDA margin¹⁷ was equal to 16.1%, up 10 basis points when compared to 16.0% in Q1'25, supported by a sound backlog mix with a higher contribution from the most profitable segments and continued cost disciplined measures. Adjusted EBITDA in Q1'26 was €48.7 million, in contraction when compared to Q1'25, which was €52.5 million.

This sound performance confirms the strength of the commercial and industrial strategy employed by the Group. This strategy has enabled the Group to consolidate the most profitable segments and absorb fixed costs more efficiently.

¹⁵ The geographical breakdown refers to the dealer's area of exclusivity or by the customer's nationality

¹⁶ Sums might not add up to total due to rounding

¹⁷ Calculated as EBITDA adj./revenue without pre-owned business

Net profit

The Group's net profit was equal to around €21.0 million in Q1'26 down from around €23.9 million in Q1'25.

Overview of the consolidated balance sheet

Investments in tangible and intangible assets

Investments in tangible and intangible fixed assets as of 31 March 2026 were €12.9 million, of which approximately €7.1 million were allocated to maintaining existing production operations and the current product portfolio and around €5.8 million for business expansion activities.

Consolidated net financial position

The net financial position as of 31 March 2026 was €18.4 million, compared to €54.6 million as of 31 March 2025 and €111.0 million as of 31 December 2025.

This difference is primarily attributable to the lower level of downpayments, reflecting the reduced order intake recorded during the period and deliveries postponements due to geopolitical tensions in the Middle East region, leading to delays in final milestone cash collection.

In addition, the Group experienced a seasonal absorption of working capital, driven by the ramp-up of production in preparation for the European boating season and the consequent build-up of composite units intended for sale.

These short-term dynamics had a temporary impact on working capital and, as a result, we expect it to normalize over the course of the year starting from the second quarter 2026.

Net working capital

The net working capital as of 31 March 2026, was positive at €279.7 million, an increase of €118.2 million compared to 31 December 2025, mainly due to what is explained above. It is worth mentioning that in Q1'25 the working capital absorption was equal to €83.8 million despite the good performance of the Middle East.

Communication of 2026 guidance¹⁸

| | 2025A | 2026E |
|---|--------------------------------|---|
| Net Revenue New Yachts (€ millions) | 1,231.7 +5.0% | 1,250 – 1,265 +1.5 +2.7% |
| Adjusted EBITDA (€ millions) | 202.8 +6.7% | 203 – 210 =/ +3.6% |
| Adjusted EBITDA margin (%) | 16.5% | 16.2% - 16.6% |
| Capex (€ millions) | 89.2 | 70.0 – 75.0 |

Significant events that occurred in Q1'26

In January, February, and March, the Group participated in the major international boat shows in Düsseldorf, Miami, and Palm Beach.

On January 19th, 2026, KKCG Maritime announced its intention to launch a conditional voluntary partial tender offer to acquire up to 52,132,861 Ferretti shares, representing 15.4% of Ferretti's share capital (the "Offer").

¹⁸ The Guidance should not be read as forecasts and should not be read as indicating that the Group will achieve such performances but are merely objectives that result from the Group's pursuit of its strategy. The Group's ability to meet these objectives is based upon the assumption that it will be successful in executing its strategy and is also dependable on the accuracy of a number of assumptions involving factors that are significantly or entirely beyond its control. The objectives are also subject to known and unknown risks, uncertainties and other factors that may result in the Group being unable to achieve them

On January 29th, 2026, KKCG Maritime announced that it had filed the offer document with Consob and the Executive Director of the Corporate Finance Division of the SFC (the “Executive”).

On January 30th, 2026, Ferretti’s Board of Directors, in compliance with the provisions of the Hong Kong Code on Takeovers and Mergers, established an “Independent Board Committee” composed entirely of the Company’s non-executive directors.

On February 27th, 2026, KKCG Maritime announced that it obtained, on February 25th, 2026, the clearance of the Offer document from CONSOB and, on February 27th, 2026, confirmation from the Executive that it had no further comments on the Offer document.

On March 2nd, 2026, KKCG Maritime made available to the public the Offer document approved by the Authorities and the acceptance form for the Offer.

On March 12th, the Board of Directors of Ferretti approved (by majority, with directors Piero Ferrari, Alberto Galassi and Stefano Domenicali abstaining) the issuer’s statement in relation to the Offer (the “Response Document”), which has been made available to the public on the Company’s website the same day.

On March 16th, 2026, the acceptance period for the Offer began.

On March 26th, 2026, KKCG Maritime announced an increase in the Offer’s consideration from €3.50 per share to €3.90 per share and, on the same date, it published the relevant Offer document supplement.

Thus, on April 2nd, 2026, the Board of Directors of Ferretti approved (by majority, with Alberto Galassi abstaining and Piero Ferrari e Stefano Domenicali voting against) the supplement of the issuer’s statement in relation to the Offer (the “Response Document Supplement”), which has been made available to the public on the Company’s website the same day.

On April 13th, 2026, the acceptance period of the Offer closed and, on April 14th, 2026, KKCG Maritime announced the Offer’s final results: *i.e.*, KKCG Maritime received valid acceptances of the Offer in respect of a total of 29,611,598 shares, representing approximately 8.748335% of the corporate capital of Ferretti and approximately 56.800255% of the maximum number of shares object of the Offer.

Since the number of Shares tendered to the Offer does not exceed 52,132,861 (*i.e.*, the maximum number of shares object of the Offer), KKCG Maritime purchased all the shares tendered into the Offer, for an aggregate consideration of Euro 115,485,232.20, without carrying out the allocation procedure described in the Offer document.

Significant events that occurred after 31 March 2026

The Dubai boat show that was supposed to take place at the beginning of April 2026 has been postponed to November due to the geopolitical tensions in the region.

On 14 May 2026, the ordinary Shareholder’s meeting of Ferretti was held and, among others, it:

- Approved the audited separate Financial Statements as of December 31, 2025 e the allocation of profit;
- Approved the distribution of an ordinary dividend of Euro 0.11 per share;
- Approved the "Report on the Remuneration Policy and on Compensation Paid";
- Appointed the new Board of Directors, prior determination of the relevant number of members and of the term of office, appointed the Chairman of the Board of Directors and determined the remuneration of the members of the Board of Directors
- Appointed the new Board of Statutory Auditors and its Chairman for the financial years 2026–2028 and it determined the remuneration of the members of the Board of Statutory Auditors:

For further information on the resolutions of the abovementioned Shareholders' Meeting, please refer to the press release dated 14 May 2026, available on the website of Ferretti www.ferrettigroup.com, section "Investor Relations – Press Releases".

Outlook

Top-tier luxury clients continue to exhibit spending behaviours that defy market trends, contrasting with the aspirational luxury segment. The global yachting industry remains resilient amid geopolitical and macroeconomic uncertainty, highlighting its stability and strength. At the date of publication of this document, the geopolitical situation in the Middle East is causing delays in order intake from the region as well as in the delivery of boats scheduled for that market. It should be noted, however, that not all boats classified under "Middle East" are necessarily delivered to or used within that region.

In this context, the Group maintained profitability and its market share, reinforcing its strategic position not only in high-value segments but also in new emerging and high-growth segments. To continue building on the expected growth trends of the global luxury yacht industry, enhancing its value proposition and strengthening its overall resilience, the Group's future plans are based on the following strategic pillars:

- the Group will enhance and expand its product offering and product mix ahead of evolving market trends and customer expectations, with the aim to consolidate its market leadership position in both Composite and Made-to-measure segments, focusing on the segments with the highest growth potential and profitability;
- the Group will continue to invest in innovation, technologies, and products with the aim of providing a more environmentally responsible yachting experience, thanks to the skillful use of more sustainable materials and processes aimed at reducing the environmental impact of the products;
- the Group will expand its Made-to-measure offering into larger alloy yachts, developing new alloy-hulled super yacht models under its iconic Riva, Pershing, and Custom Line brands;

- the Group will also broaden both its yacht brokerage, chartering and management services and its after- sales and refitting services; extend its brand extension and licensing activities;
- finally, the Group will keep investing in the internalization of high value-added activities to support its future growth and product portfolio expansion.

Appointment of the director in charge of the Internal Control and Risk Management Systems

Today, the Board of Directors appointed the Chairman of the Board of Directors Tan Ning as director in charge of the Internal Control and Risk Management Systems, granting him with the relevant powers.

Appointment of the Lead Independent Director

The Board of Directors, today, appointed the Lead Independent Director in the person of the independent director Patrick Sun, in compliance with recommendations 13 and 14 of the Corporate Governance Code.

CONFERENCE CALL

The results as of 31 March 2026, shall be presented to the financial community through an audio conference call to be held on 19 May 2026 at 2:00 p.m. CEST, 8:00 p.m. HKT.

To attend the webcast meeting, you can register at this link: https://media-tree.zoom.us/webinar/register/WN_aepdt4gnShmOqByv3M5-_A#/registration

The presentation of the management will be available a few minutes before the starting of the conference call on the website: [Ferretti Group Web Site > Investor relations > Reports and presentations](#).

The Executive Officer for Financial Reporting, Marco Zammarchi, declares in accordance with Article 154 bis, paragraph 2, of the Consolidated Finance Act, that the accounting information contained in this press release corresponds to the underlying accounting documents, records and accounting entries.



NON-IFRS MEASURE

To supplement the Group's consolidated results which are presented in accordance with IFRS, EBITDA, adjusted EBITDA, adjusted EBITDA/net revenue without pre-owned, being non-IFRS measures, were also presented. The Group is of the view that this measure facilitates comparison of operating performance from period to period by eliminating potential impacts of certain items and believes that this measure provides useful information to understand and evaluate the Group's consolidated income statements in the same manner as they help the Group's management. However, the Group's presentation of EBITDA may not be comparable to similar terms used by other companies. The use of this measure has limitations as an analytical tool, as such, it should not be considered in isolation from, or as substitute for analysis of, the Group's results of operations or financial condition as reported under IFRS.

The periodic financial information as of March 31, 2026, has not been audited by the Company's independent auditing firm.

The Company defines (i) EBITDA as profit after tax plus financial expenses (including the result of operating foreign exchange conversion but excluding exchange rate gains/(losses) related to financial transactions), depreciation and amortization, and income tax expense, and less financial income and income tax benefit; (ii) adjusted EBITDA as EBITDA adjusted by adding back certain special items (including non-recurring costs and other minor non-recurring events); and (iii) net revenue without pre-owned as net revenue excluding revenue generated from the trading of pre-owned yachts.

Reconciliation tables (with Ferretti Yachts 940 classified in the Made-to-measure segment)

Order backlog¹⁹ in €mln

| Order Backlog – segment | Q1 24 | H1 24 | 9M 24 | FY 24 | Q1 25 | H1 25 | 9M 25 | FY 25 | Q1 26 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Composite | 483.8 | 328.7 | 273.0 | 365.8 | 395.8 | 225.2 | 201.5 | 275.3 | 325.4 |
| Made-to-measure | 617.4 | 589.4 | 485.1 | 554.3 | 589.9 | 490.8 | 600.8 | 732.7 | 715.5 |
| Super Yachts | 485.6 | 521.9 | 531.5 | 704.1 | 740.7 | 689.0 | 688.4 | 702.1 | 672.5 |
| Other | 56.7 | 55.8 | 36.8 | 39.7 | 42.2 | 41.0 | 7.2 | 5.6 | 4.6 |
| Total | 1,643.4 | 1,495.8 | 1,326.3 | 1,663.9 | 1,768.6 | 1,446.0 | 1,497.9 | 1,715.7 | 1,717.9 |

NOTE: The Ferretti Yacht 940 model that was originally under the composite yachts segment had been reclassified under the Made-to-measure yachts segment starting from Q2'25 financial reporting

Order intake²⁰ in €mln

| Order Intake – segment | Q1 24 | H1 24 | 9M 24 | FY 24 | Q1 25 | H1 25 | 9M 25 | FY 25 | Q1 26 |
|------------------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|----------------|--------------|
| Composite | 103.9 | 161.6 | 288.2 | 425.9 | 89.6 | 160.9 | 278.8 | 458.4 | 96.1 |
| Made-to-measure | 98.6 | 256.3 | 321.5 | 414.6 | 144.1 | 237.8 | 423.9 | 608.1 | 83.5 |
| Super Yachts | 64.0 | 96.5 | 127.3 | 294.9 | 33.1 | 64.9 | 64.2 | 66.1 | 0.0 |
| Other | 0.0 | 0.0 | 0.0 | 4.0 | 3.8 | 3.8 | 4.1 | 4.1 | 0.0 |
| Total | 266.6 | 514.4 | 736.9 | 1,139.3 | 270.6 | 467.3 | 770.9 | 1,136.6 | 179.6 |

| Order Intake - region | Q1 24 | H1 24 | 9M 24 | FY 24 | Q1 25 | H1 25 | 9M 25 | FY 25 | Q1 26 |
|-----------------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|----------------|--------------|
| Europe | 122.0 | 182.0 | 286.6 | 559.0 | 77.3 | 181.1 | 379.2 | 576.0 | 99.1 |
| MEA | 102.8 | 167.2 | 237.2 | 339.5 | 80.2 | 130.6 | 176.8 | 265.6 | 53.0 |
| APAC | 0.8 | 7.0 | 14.2 | 18.6 | 10.5 | 12.8 | 16.1 | 23.9 | 14.2 |
| AMAS | 40.9 | 158.2 | 198.9 | 222.2 | 102.6 | 142.8 | 199.0 | 271.1 | 13.3 |
| Total | 266.6 | 514.4 | 736.9 | 1,139.3 | 270.6 | 467.3 | 770.9 | 1,136.6 | 179.6 |

NOTE: The Ferretti Yacht 940 model that was originally under the composite yachts segment had been reclassified under the Made-to-measure yachts segment starting from Q2'25 financial reporting

¹⁹ Sums might not add up to total due to rounding

²⁰ Sums might not add up to total due to rounding

Net revenue new yachts²¹ in €mln

| Revenue New Yachts – segment | Q1 24 | H1 24 | 9M 24 | FY 24 | Q1 25 | H1 25 | 9M 25 | FY 25 | Q1 26 |
|-------------------------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|----------------|--------------|
| Composite | 145.0 | 265.0 | 385.2 | 548.1 | 123.1 | 234.4 | 322.2 | 485.8 | 106.6 |
| Made-to-measure | 120.1 | 233.1 | 318.6 | 417.8 | 146.5 | 253.1 | 362.8 | 494.6 | 128.6 |
| Super Yachts | 36.1 | 82.5 | 116.8 | 148.6 | 46.3 | 104.4 | 155.6 | 190.3 | 55.5 |
| Other | 11.8 | 30.4 | 44.7 | 58.8 | 12.6 | 28.5 | 46.6 | 61.0 | 11.4 |
| Tot Revenue New Yachts | 313.0 | 611.0 | 865.3 | 1,173.3 | 328.5 | 620.4 | 887.2 | 1,231.7 | 302.1 |

| Revenue New Yachts - region | Q1 24 | H1 24 | 9M 24 | FY 24 | Q1 25 | H1 25 | 9M 25 | FY 25 | Q1 26 |
|-------------------------------|--------------|--------------|--------------|----------------|--------------|--------------|--------------|----------------|--------------|
| Europe | 163.0 | 313.0 | 438.5 | 593.5 | 130.8 | 250.7 | 373.9 | 540.5 | 135.3 |
| MEA | 63.9 | 112.8 | 165.6 | 269.3 | 113.5 | 219.9 | 286.4 | 372.3 | 94.9 |
| APAC | 12.7 | 23.9 | 33.8 | 39.6 | 5.7 | 9.7 | 15.0 | 20.6 | 14.4 |
| AMAS | 73.3 | 161.3 | 227.4 | 270.9 | 78.4 | 140.1 | 211.8 | 298.3 | 57.5 |
| Tot Revenue New Yachts | 313.0 | 611.0 | 865.3 | 1,173.3 | 328.5 | 620.4 | 887.2 | 1,231.7 | 302.1 |

NOTE: The Ferretti Yacht 940 model that was originally under the composite yachts segment had been reclassified under the Made-to-measure yachts segment starting from Q2'25 financial reporting

Ferretti Group

Thanks to Italy's centuries-old yachting tradition, Ferretti Group is a world leader in the design, construction and sale of luxury yachts and pleasure vessels, with a unique portfolio of prestigious and exclusive brands: Ferretti Yachts, Riva, Pershing, Itama, CRN, Custom Line and Wally. Ferretti Group owns and manages seven shipyards located across Italy, which combine the efficiency of industrial production with typical world-class Italian craftsmanship, reaching customers in more than 70 countries across the world thanks to a direct presence in Europe, the United States of America and Asia and its network of approximately 60 carefully selected dealers. The Ferretti Group motor yachts, utmost expression of Made in Italy elegance and creative genius, have always stood out for their exceptional quality, cutting-edge technology, record safety and optimum performance in the sea, as well as their exclusive design and timeless appeal. For more information: www.ferrettigroup.com

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²¹ Sums might not add up to total due to rounding



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