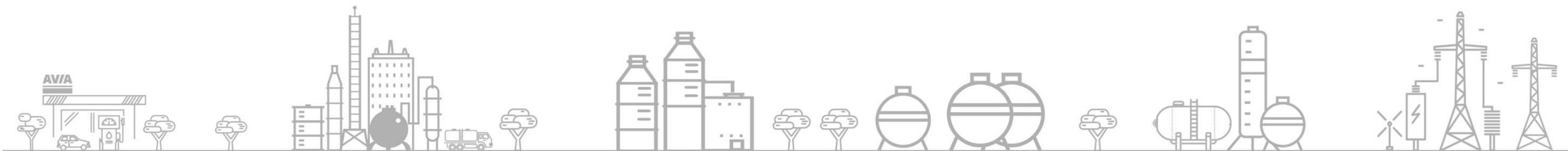


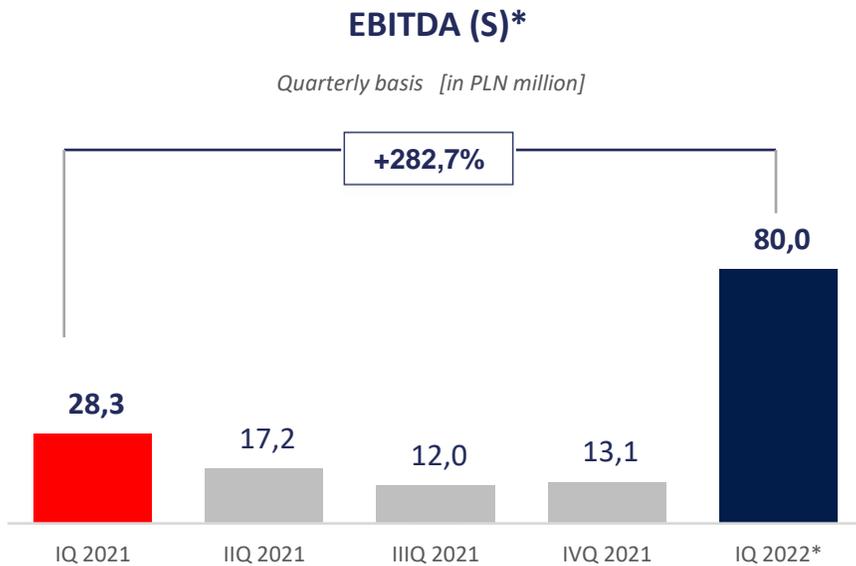


Danish Hub – diversifying directions of diesel deliveries by the UNIMOT Group

April 2022



FORECAST OF RESULTS FOR Q1 2022



Consolidated adjusted EBITDA for Q1 2022 will reach at least

PLN 80 M

Such a high level of consolidated adjusted EBITDA is primarily driven by a series of trading transactions concluded by Tradea sp. z o.o. during several weeks of Q4 2021, maturing in the future and high level of margins in wholesale of diesel and LPG, and retail sale at petrol stations.

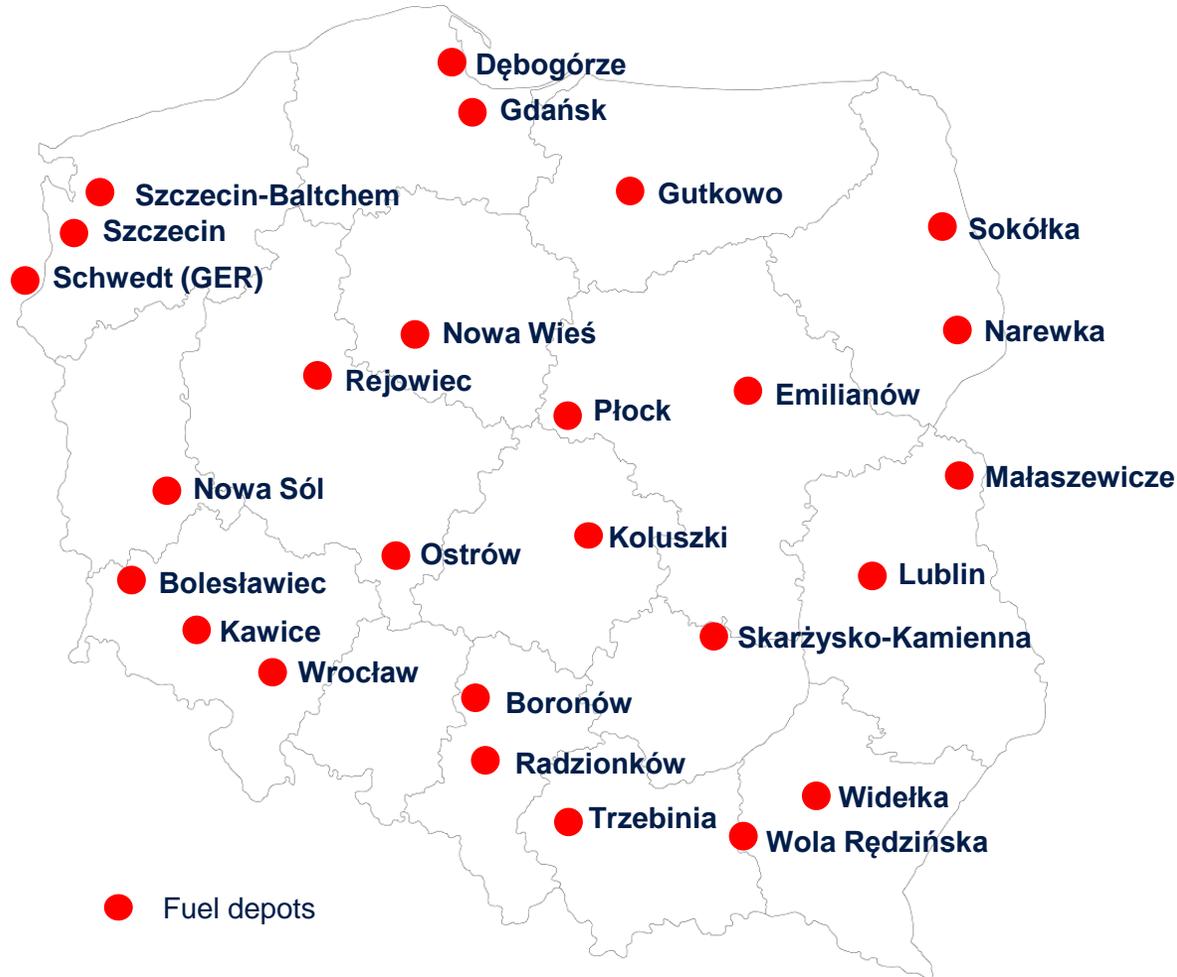
* Adjusted for the estimated valuation of diesel oil compulsory reserve, justified shifts and one-time events





DOMESTIC PRODUCTION COVERS A PREVAILING PART OF CONSUMPTION

Wide distribution network in Poland



1.

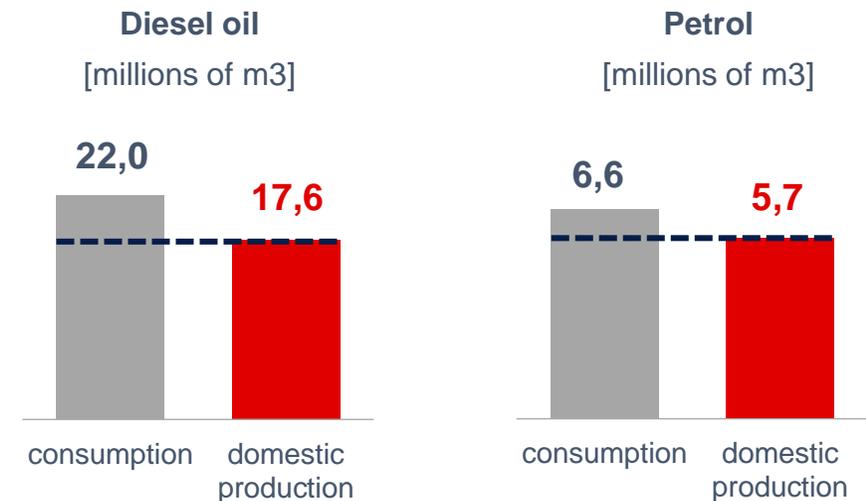
Domestic infrastructure is well-organised and operates efficiently on a large scale

2.

Deliveries to Poland have not been disrupted yet

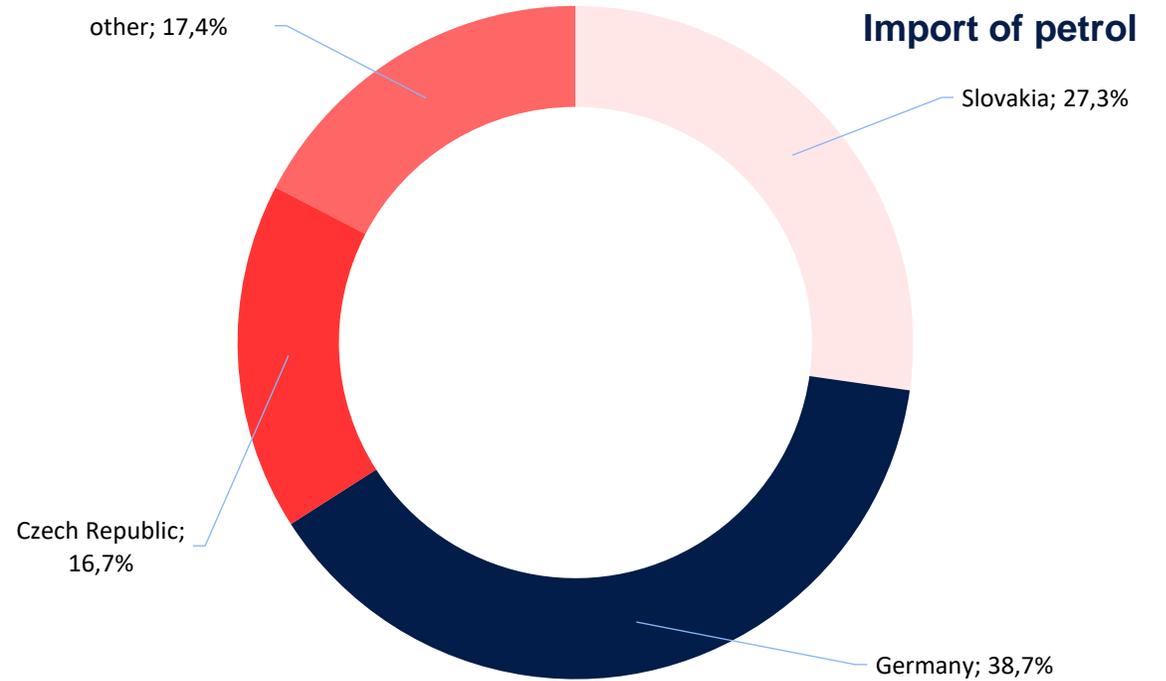
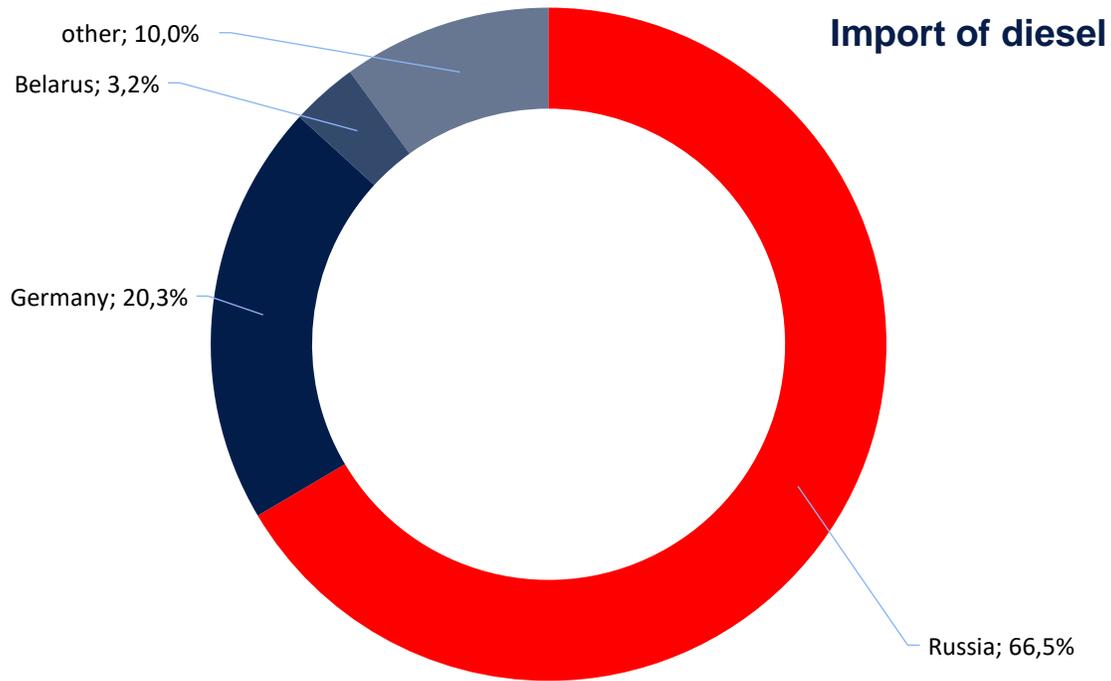
3.

Domestic production largely cover the demand for diesel and petrol



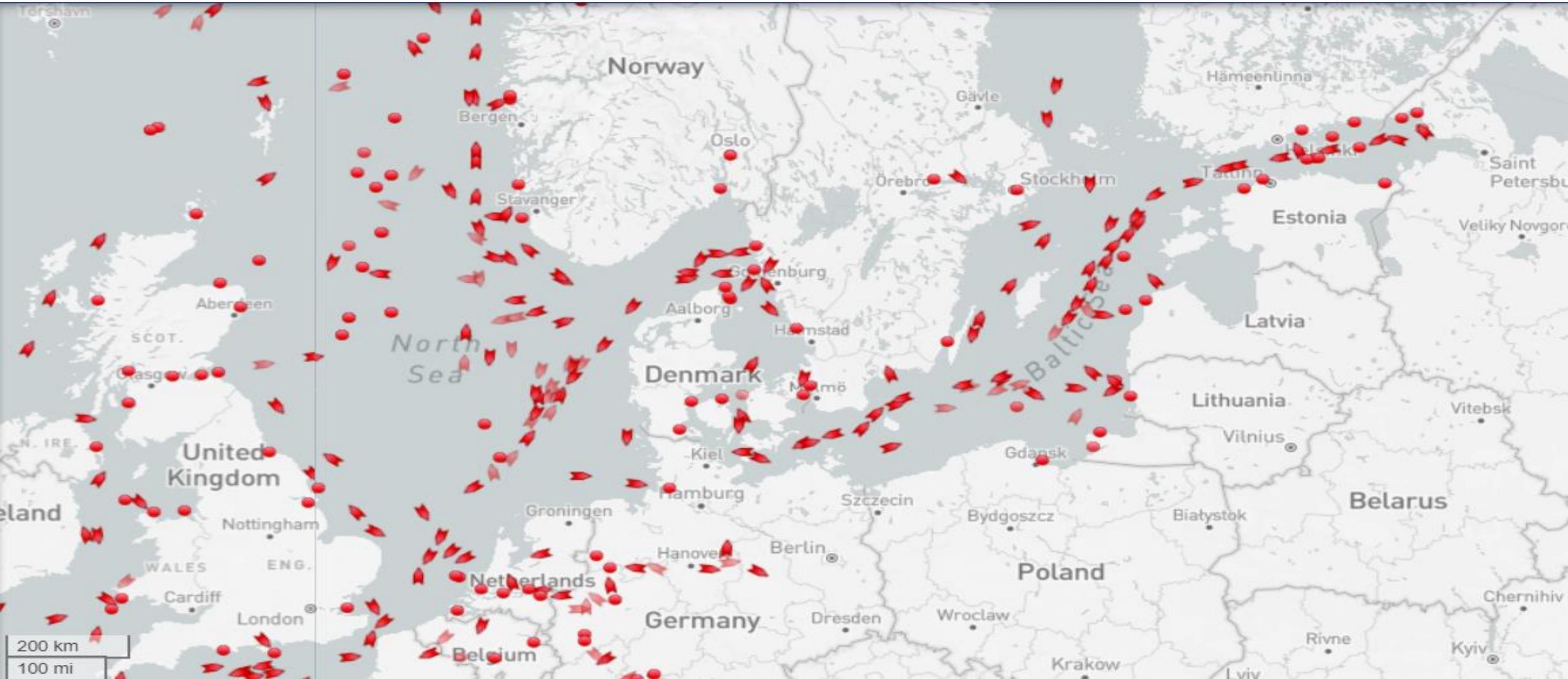
IMPORT OF FUELS TO POLAND IN 2021

Product	Total import	Import from Russia (volume)	Share of import from Russia
Petrol	1 228 672 m3	0	0%
Diesel oil	6 983 490 m3	4 643 682 m3	66,5%



MARITIME TRANSPORT OF FUELS

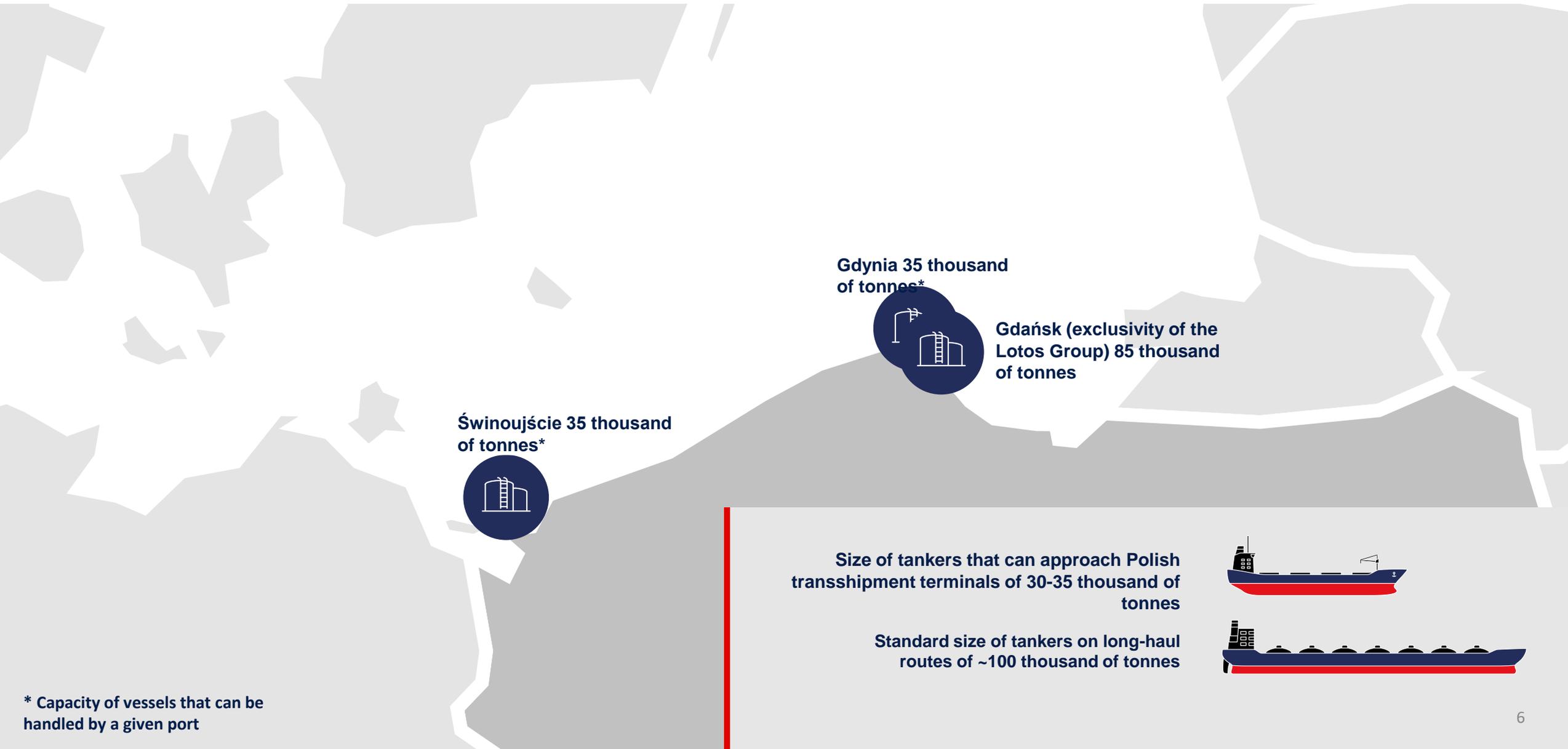
Tankers presently at sea – 28 March, 16.00 (source: <https://www.marinetraffic.com/>)





POLISH IMPORT INFRASTRUCTURE IN PORTS

Size of tankers that can approach Polish transshipment terminals of 30-35 thousand of tonnes



Size of tankers that can approach Polish transshipment terminals of 30-35 thousand of tonnes



Standard size of tankers on long-haul routes of ~100 thousand of tonnes



* Capacity of vessels that can be handled by a given port



POLISH IMPORT INFRASTRUCTURE IN PORTS

Size of tankers that can approach Polish transshipment terminals of 30-35 thousand of tonnes



**Terminal in Denmark
Gulhavn 100
thousand of tonnes***

Gdynia 35 thousand
of tonnes*



Gdańsk (exclusivity of the
Lotos Group) 85 thousand
of tonnes

Świnoujście 35 thousand
of tonnes*



Size of tankers that can approach Polish
transshipment terminals of 30-35 thousand of
tonnes



Standard size of tankers on long-haul
routes of ~100 thousand of tonnes



* Capacity of vessels that can be
handled by a given port



Gulfhavn Terminal

Leasing of 3 tanks of the Gulfhavn Terminal in Denmark with the total capacity of 127 thousand of m³. Collaboration with financial partner.

Terminal available for largest product vessels – 100 thousand of tonnes (127 thousand of m³). After transshipment to smaller vessels the fuel will be delivered to Polish ports (Gdynia, Świnoujście) and other ports in the Baltic sea.

One-year contract for the use of the terminal, renewable.

First shipment of diesel oil from the Middle East already contracted. The delivery of 70 thousand of m³ of fuel will arrive in Denmark on 17/21 April.

The reloading capacity of the terminal will allow it to fully meet the Polish import needs of diesel (not only volumes presently handled by Unimot) and will provide extra trading opportunities.



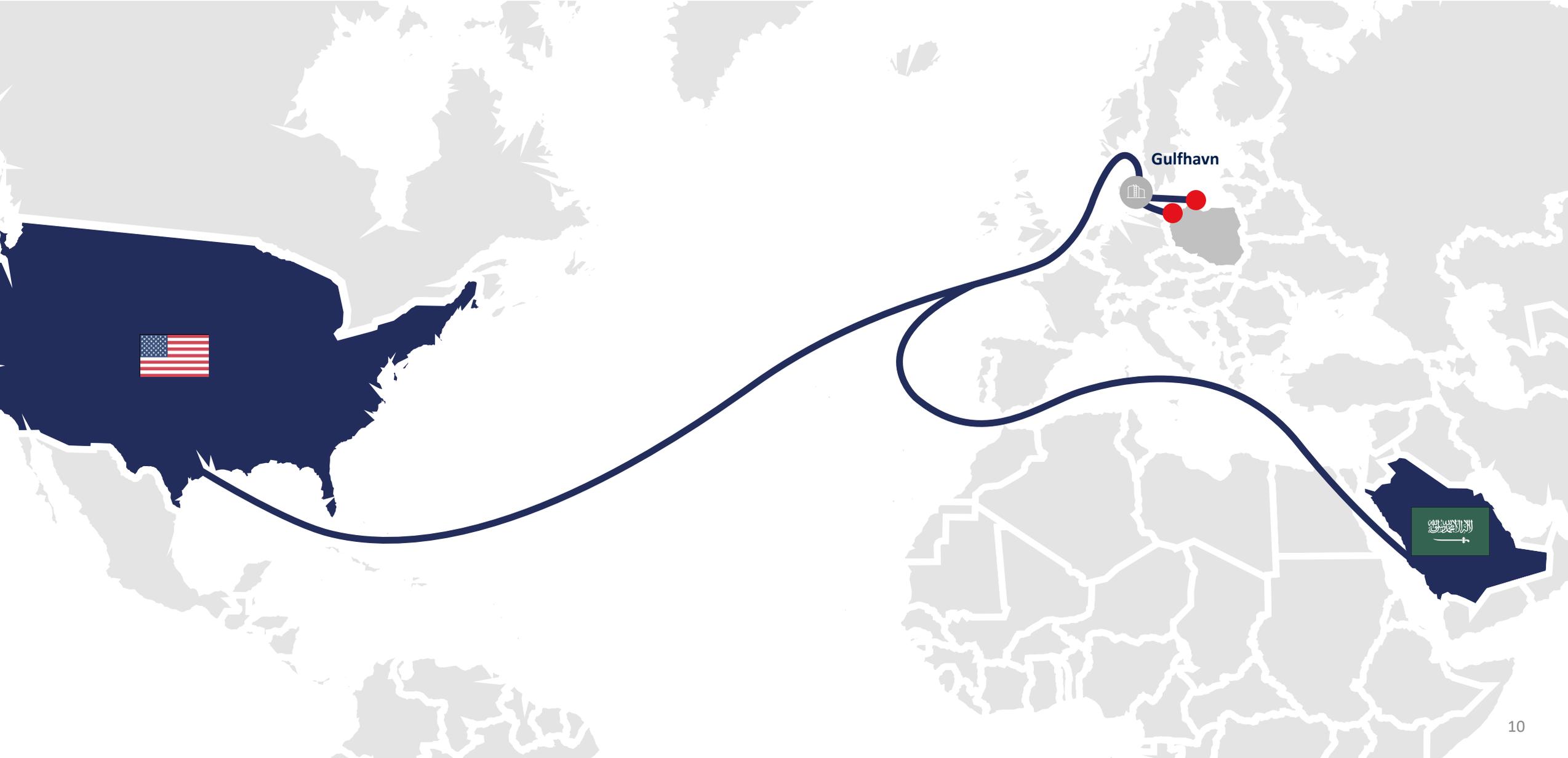


THE DANISH TERMINAL – TECHNICAL DATA



- 630,000 m³ of storage capacity
- Steel tanks
- Tanks with floating and fixed roof
- Possibility of blending fuels inside the tank and between tanks
- Access to simplified customs procedures
- Reloading capacity from 500 to 3000 m³/h
- Possibility of mooring vessels with a draught of up to 15 m
- Customs and tax warehouse

PRODUCT ACQUISITION





SUMMARY

Independence from liquid fuels supplies from the East

1. Replacing supplies from Russia with products from Saudi Arabia, the US and China
2. Response to the diesel shortage in Europe
3. Shipments already from the beginning of Q2
4. Additional trading possibilities created by large volumes
5. Creation of a storage buffer close to the Polish market



Our Investor Relations Department is at your disposal at all times



gielda@unimot.pl

