



Hexagon Purus

Q4 2024

11 February 2024



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Agenda

1

**Q4 & FY 2024
UPDATE**

2

FINANCIALS

3

**OUTLOOK
AND Q&A**



Company update

Q4 & FY 2024

We achieved much of what we set out do in 2024



CONTINUED STRONG
REVENUE GROWTH IN 2024



SIGNIFICANTLY IMPROVED
EBITDA MARGIN



COMPLETED OUR MULTI-YEAR
EXPANSION PROGRAM



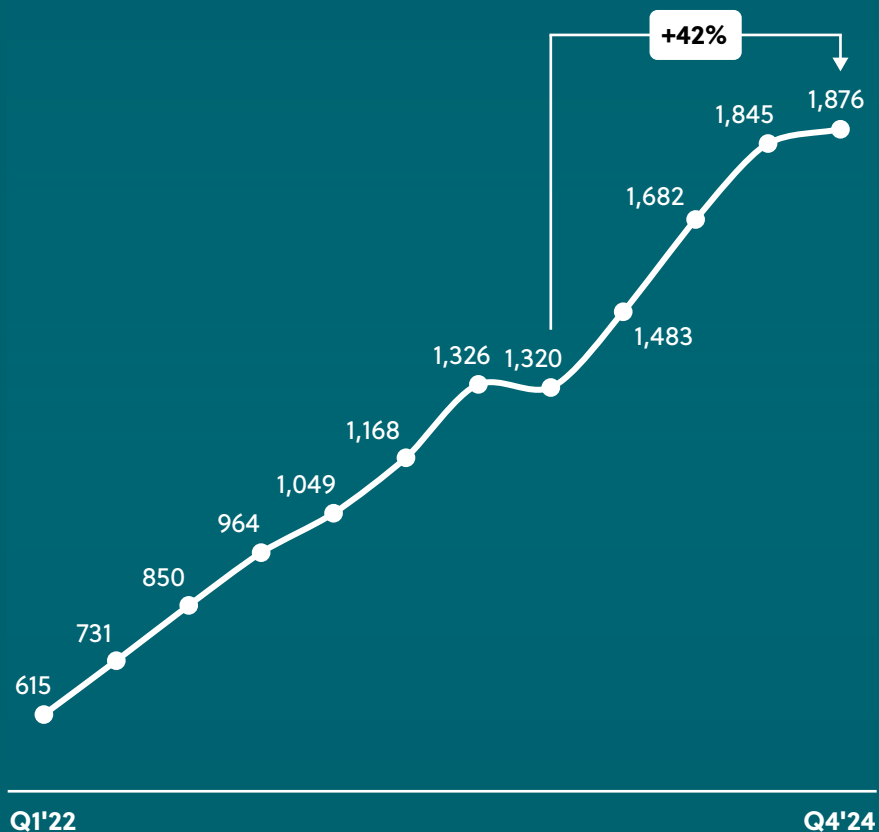
CONTINUED BUILDING SOLID
FOUNDATION WITH CUSTOMERS



Continued strong revenue growth and EBITDA margin improvement

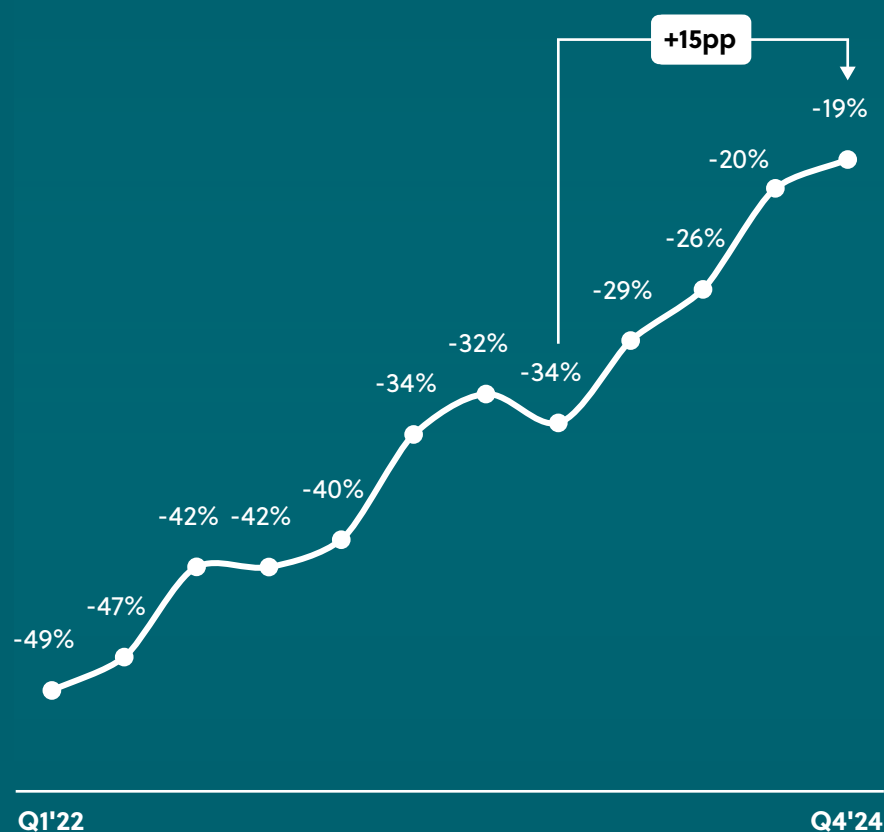
SIGNIFICANT ANNUAL REVENUE GROWTH

Last twelve months revenue, NOKm



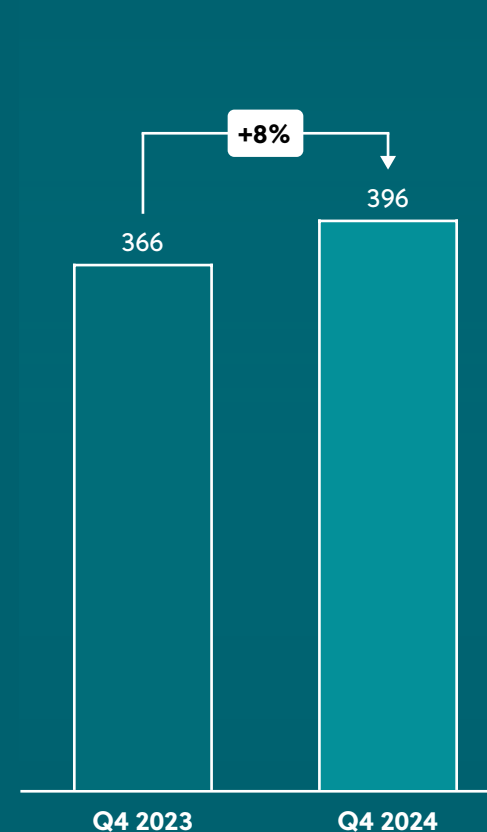
POSITIVE EBITDA MARGIN TRAJECTORY

Last-twelve months Group EBITDA margin, %



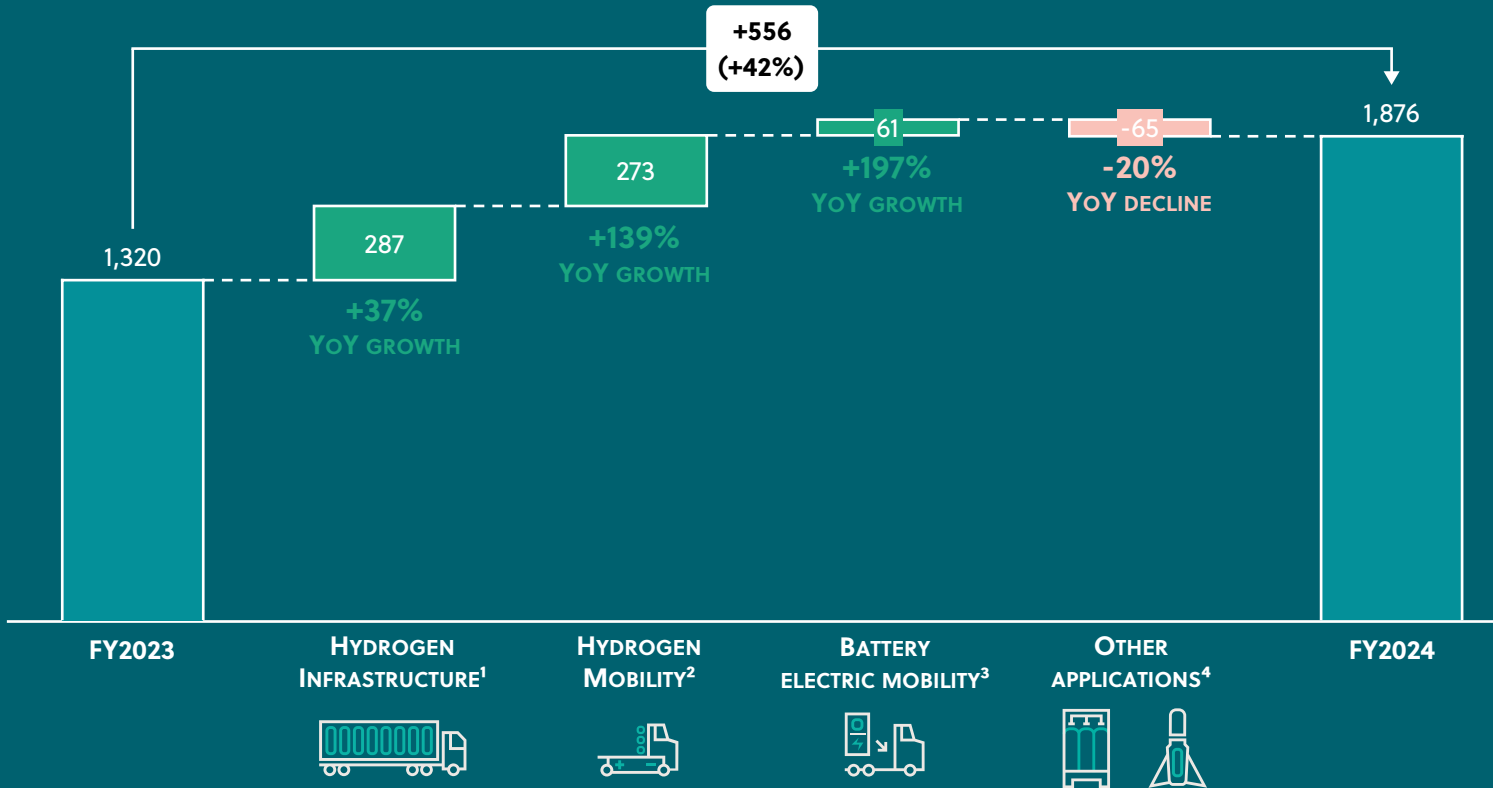
QUARTERLY REVENUE GROWTH

Revenue, NOKm



Hydrogen infrastructure and mobility contributed strongly to full-year growth

2024 YEAR-OVER-YEAR REVENUE BRIDGE | NOKM



- High activity in the hydrogen infrastructure business, driven primarily by hydrogen distribution and mobile refueling and stationary storage
- Strong growth momentum in hydrogen mobility driven mainly by higher activity in transit bus and heavy-duty truck applications
- Revenue from battery electric mobility is made up of delivery of the first Tern RC8 trucks to Hino and certain extraordinary customer payments
- Lower activity in industrial gas and aerospace

The energy transition is developing slower than expected

CLEAN ENERGY PRODUCTION



Increased costs and uncertain regulatory support has caused delays or cancellations of several planned green hydrogen projects

INFRASTRUCTURE DEVELOPMENT



Delays in the build-out of necessary supply chain and infrastructure to support the adoption of zero-emission vehicles

END-MARKET APPLICATIONS



Slower battery- and hydrogen mobility adoption due high acquisition costs and limited infrastructure to support charging/refueling

New US administration has resulted in significant near-term market uncertainty for zero emission trucking in North America



Initial actions since inauguration have made the regulatory landscape for zero emission trucking in the US challenging to navigate in the near-term

SUSPENSION OF FEDERAL FUNDING



Suspension of funding from Inflation Reduction Act and Bipartisan Infrastructure Law

Executive order issued to temporarily **suspend funding** for amongst other **clean hydrogen industry and zero-emission mobility**

UNCERTAIN

CALIFORNIA'S EMISSION STANDARDS

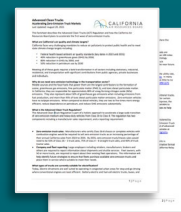


Regulation for maximum tailpipe emissions for all CARB certified heavy-duty vehicles

Uncertain if new administration will **revoke** the **December 2024 waiver** from EPA as was done during the first presidential term (2019)

UNCERTAIN

ADVANCED CLEAN FLEETS

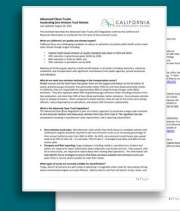


Regulation requiring fleet operators to increase its share of zero-emission trucks annually

California **withdrew the waiver request** on the grounds that the **new administration** would not grant the waiver

WITHDRAWN

ADVANCED CLEAN TRUCKS



Regulation requiring truck manufacturers to increase zero-emission content annually

Expected to remain in place but there is uncertainty if new administration will try **revoke** the **April 2023 waiver** from EPA

Challenging market backdrop creates limited forward visibility and timing risk for customer demand in 2025

DEGREE OF FORWARD VISIBILITY OF CUSTOMER DEMAND FOR 2025

1

BATTERY ELECTRIC TRUCKING



Slower ramp-up curve on the back of weakened near-term market outlook and demand visibility following US presidential election

2

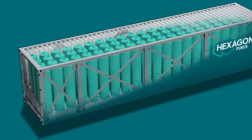
HYDROGEN ELECTRIC TRUCKING



Limited near-term forward demand visibility on the back of (i) continued push-out of hydrogen trucking in North America following US presidential election, and in Europe and; (ii) customer specific challenges

3

HYDROGEN DISTRIBUTION



Temporary dip in near-term demand on the back of customer specific delay in (i) new green hydrogen projects and (ii) commissioning of rapidly growing Type 4 distribution trailer fleet

4

HYDROGEN TRANSIT BUS



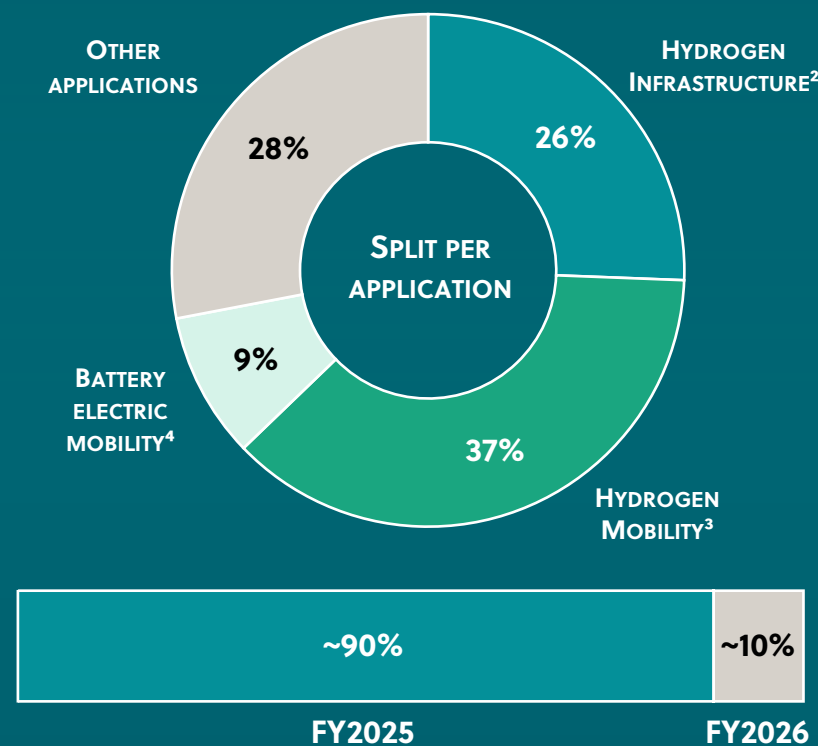
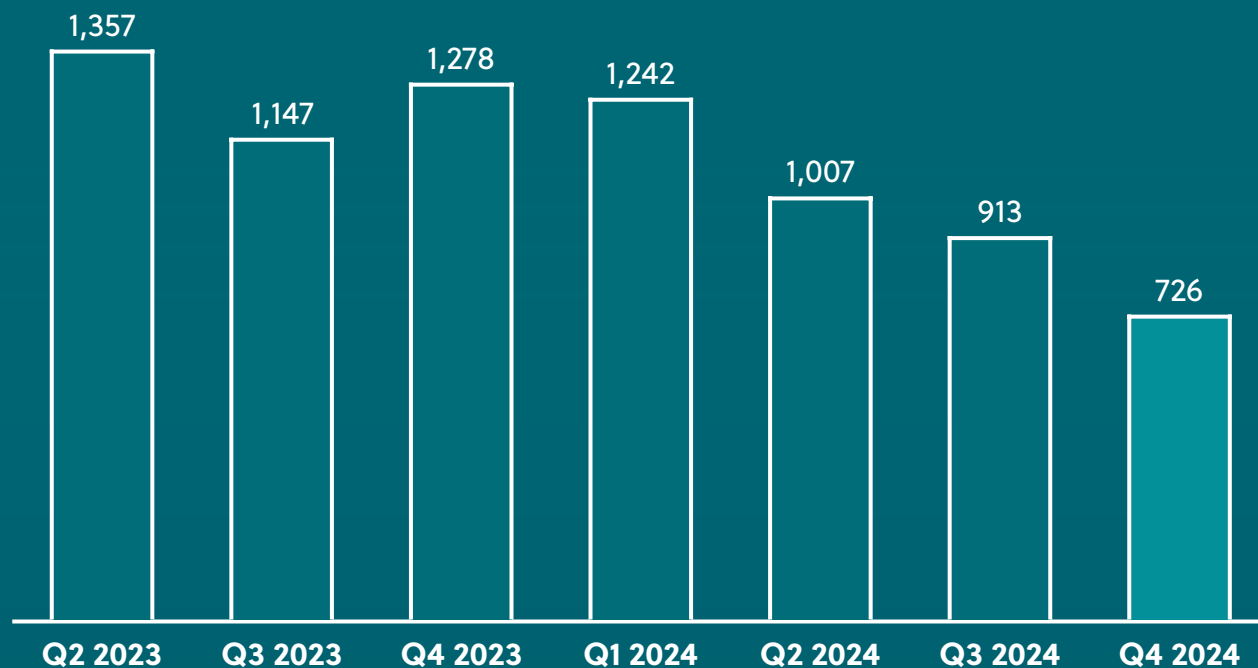
Strong commercial momentum driven by local and municipal adoption of public zero emission transportation

Market uncertainty negatively impacted order intake towards end of 2024

NOKm

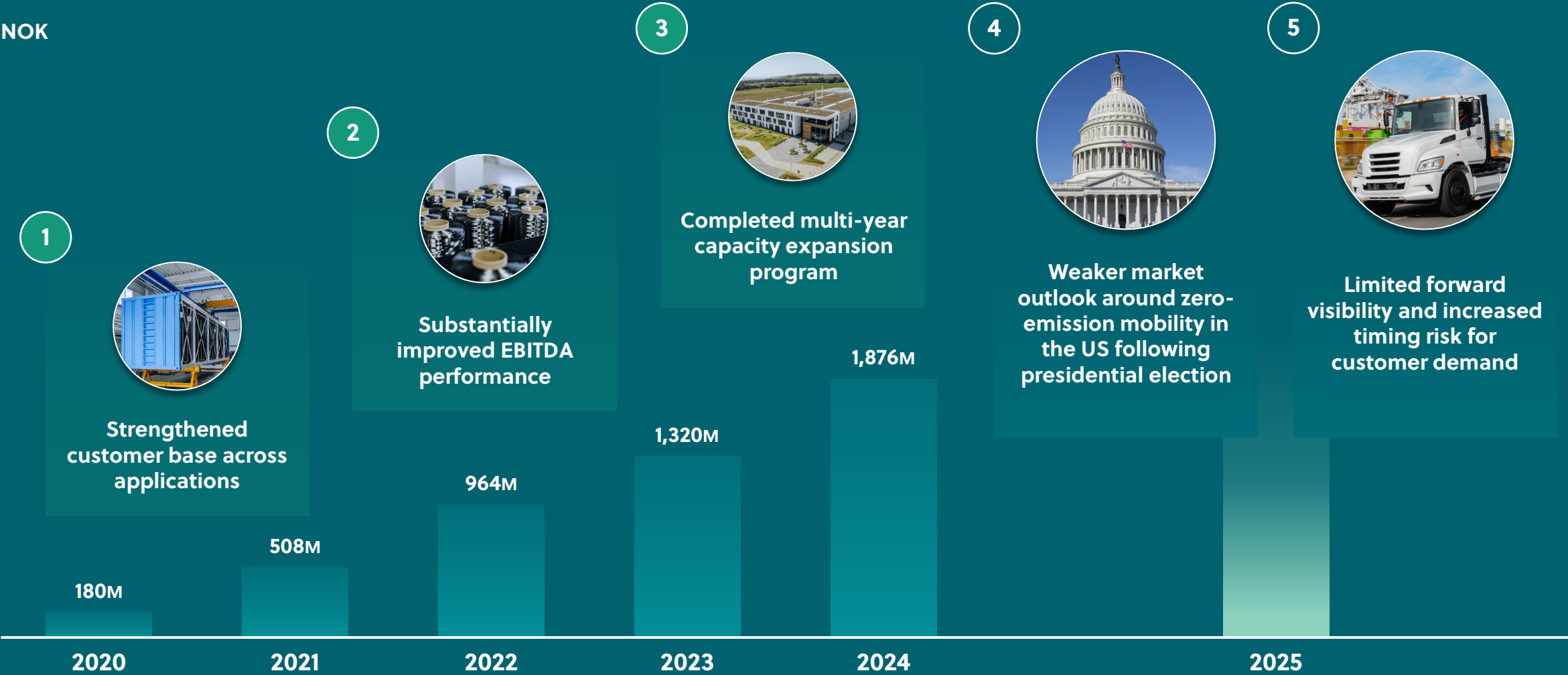
Q4 2024 ORDER BACKLOG¹

Q4 2024 ORDER BACKLOG DISTRIBUTION (%)

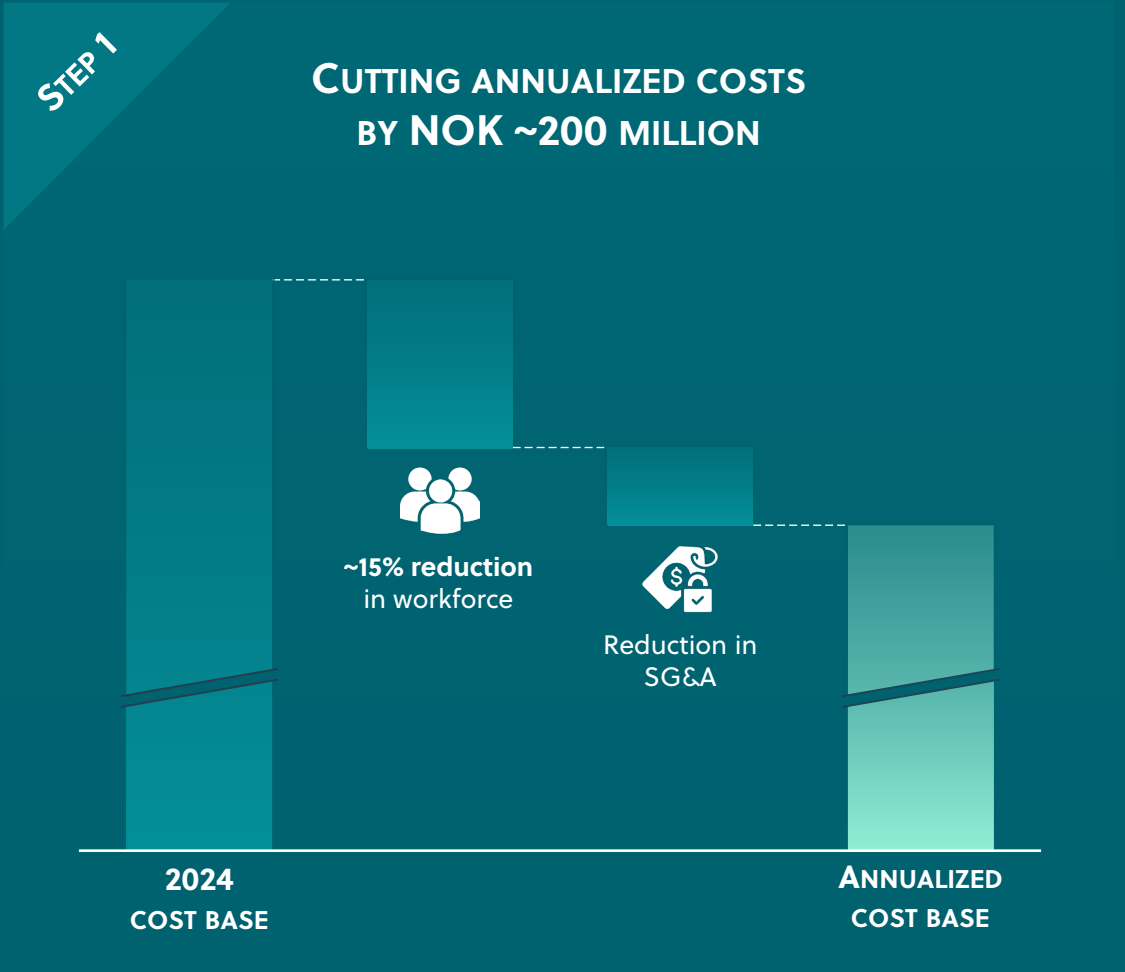


Hexagon Purus has been positioned for continued growth

NOK



Launching cost reduction program to adjust to the current near-term market outlook



STEP 2

BUSINESS PORTFOLIO REVIEW

Review of overall business portfolio and make further adjustments needed to cut costs and secure cash runway

Hexagon Purus ends collaboration with Cryoshelter

Cryoshelter

X



EARLY-STAGE DEVELOPMENT OF CRYOGENIC TANK
TECHNOLOGY FOR LIQUID HYDROGEN

**HEXAGON PURUS WILL EXIT
ITS 40% OWNERSHIP STAKE
IN CRYOSHELTER'S LIQUID
HYDROGEN BUSINESS**

Capital discipline is the key priority



SECURE CASH RUNWAY

**SHORTEN TIME TO
PROFITABILITY**

**REACH CASH FLOW BREAK
EVEN WITH CURRENT CASH
ON HAND**



Financials

Q4 2024

Group P&L | Q4 and FY 2024



Profit & Loss (NOK '000)	Q4 2024	Q4 2023	FY 2024	FY 2023	FY 2022
Total revenue	396,303	365,616	1,875,839	1,319,614	963,925
Cost of materials	230,959	206,208	1,081,574	776,841	588,525
Payroll and social security expenses	170,395	165,672	752,335	621,436	443,496
Other operating expenses	98,745	122,481	390,291	366,810	337,407
Total operating expenses	500,099	494,361	2,224,200	1,765,087	1,369,428
EBITDA	-103,796	-128,745	-348,361	-445,473	-405,503
Depreciation and amortization	412,804	52,471	562,213	149,785	95,089
EBIT	-516,600	-181,216	-910,575	-595,258	-500,592
Profit/loss from investments in associates	-29,377	-5,035	-35,722	-12,503	51,888
Finance income	14,950	38,159	100,032	103,673	37,356
Finance costs	138,548	39,238	365,404	187,223	29,550
Profit/loss before tax	-669,574	-187,330	-1,211,669	-691,310	-440,898
Tax expense	-2,406	-2,414	-9,277	-7,793	-9,380
Profit/loss after tax	-667,168	-184,916	-1,202,392	-683,517	-431,518

Ratios (% of total revenue)					
Cost of materials	58%	56%	58%	59%	61%
Payroll and social security expenses	43%	45%	40%	47%	46%
Other operating expenses	25%	33%	21%	28%	35%
EBITDA	(26%)	(35%)	(19%)	(34%)	(42%)

- Revenue up 8% YoY in Q4 2024, driven by hydrogen infrastructure and mobility combined with first deliveries of battery electric trucks to Hino
- Revenue push-out from Q4 2024 and into 2025 driven by delay of completion of certain customer deliveries and certain customer orders being shifted from 2024 to 2025
- EBITDA margin of -26% in Q4 2024, 9pp improvement compared to Q4 2023 margin (-35%)
- Depreciation impacted by goodwill and fixed asset impairment
- Finance cost includes impairment charge related to Cryoshelter

Hydrogen Mobility & Infrastructure (HMI)

HMI BUSINESS IN BRIEF

- Hydrogen cylinders and systems manufacturing and assembly in Europe (Kassel and Weeze, Germany) and the US (Westminster, Maryland). Includes the Company's industrial gas and aerospace business
- Main drivers of growth has been hydrogen infrastructure solutions and hydrogen mobility
- Business unit led by Dr. Michael Kleschinski, Executive Vice President, based in Kassel, Germany



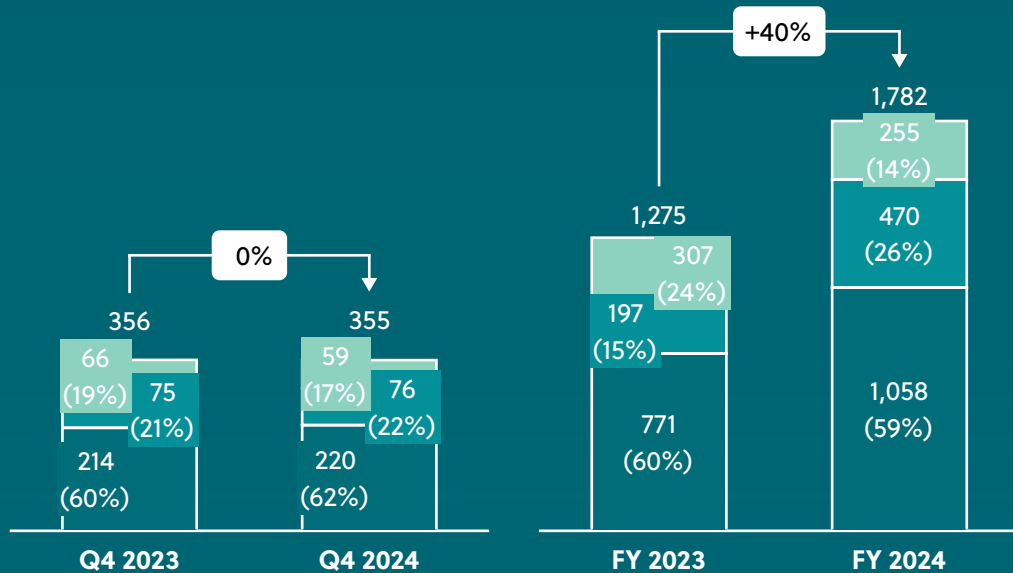
SELECTION OF KEY CUSTOMERS



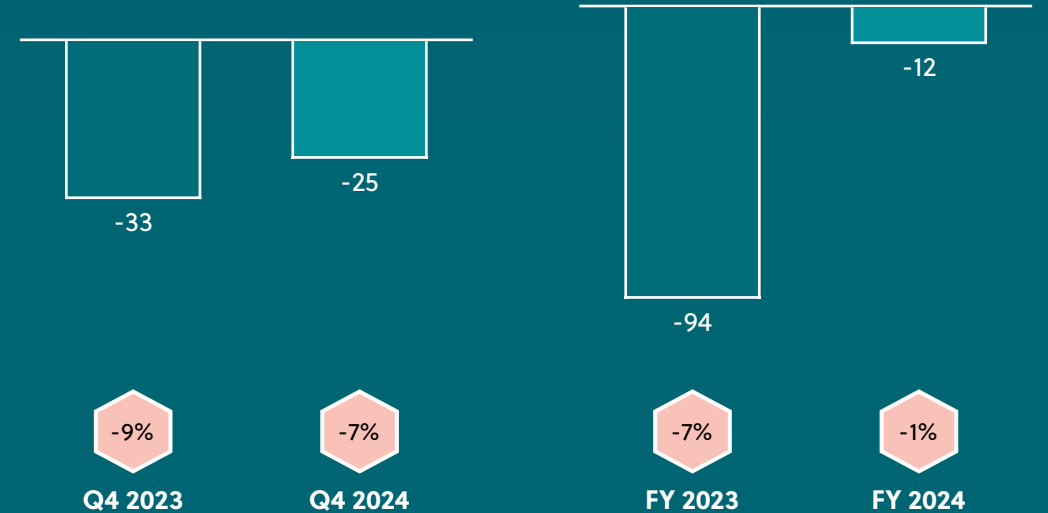
Hydrogen Mobility & Infrastructure (HMI) financial results

REVENUE | NOKM

■ Hydrogen Infrastructure
 ■ Hydrogen Mobility
 ■ Other



EBITDA | NOKM



- Flat revenue development in the quarter compared to same period last year, impacted by revenue push-out into 2025
- Continued strong absolute and relative growth for the segment for full-year 2024 driven by both hydrogen infrastructure and mobility applications
- Lower activity for industrial gas and aerospace as a whole in 2024, but at satisfactory profitability margins

- EBITDA margin of -7% in Q4 2024 versus -9% in Q3 2024
- Significant EBITDA improvement in 2024; -1% margin for FY 2024 versus -7% in FY 2023
- Profitability improvement for the full year driven by higher volumes at solid gross margins, increasing scale and fixed cost absorption

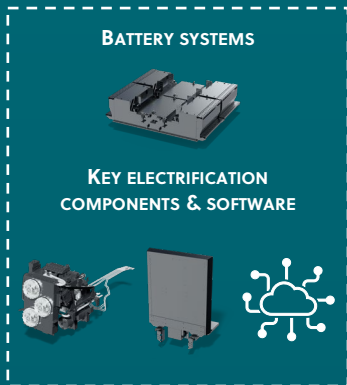
Battery Systems and Vehicle Integration (BVI)

BVI BUSINESS IN BRIEF

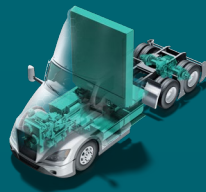
- Battery systems production (Kelowna, Canada) and complete vehicle integration of battery electric and fuel cell electric vehicles (Dallas and Ontario, US) for the North American market
- Complete suite of key components developed in-house required for electrification of heavy-duty trucking
- Business unit led by Todd Sloan, Executive Vice President, based in Kelowna, Canada



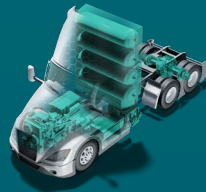
SELECTION OF KEY CUSTOMERS



BATTERY ELECTRIC HEAVY-DUTY TRUCKS

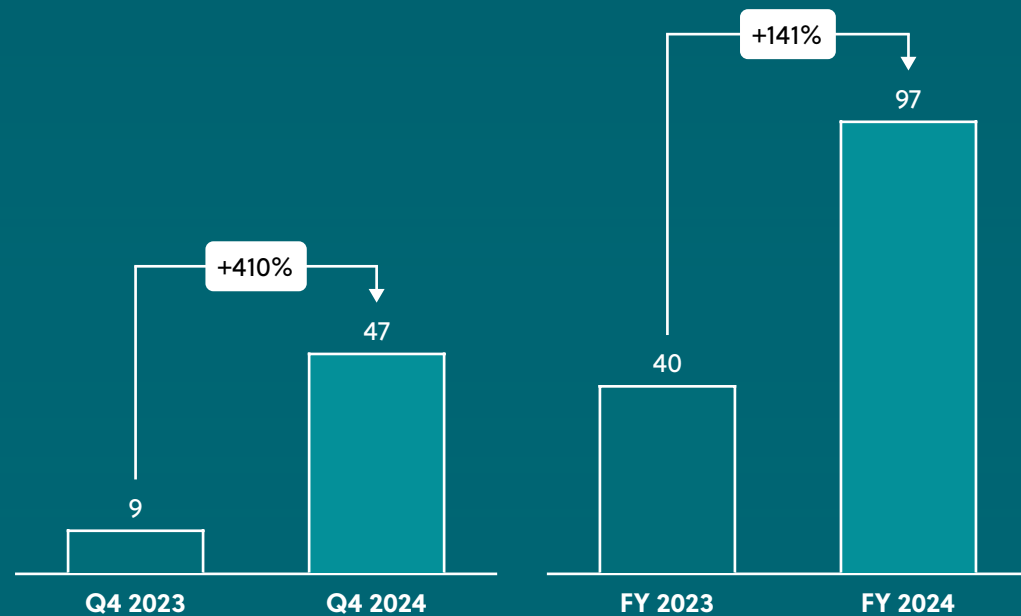


FUEL CELL ELECTRIC HEAVY-DUTY TRUCKS

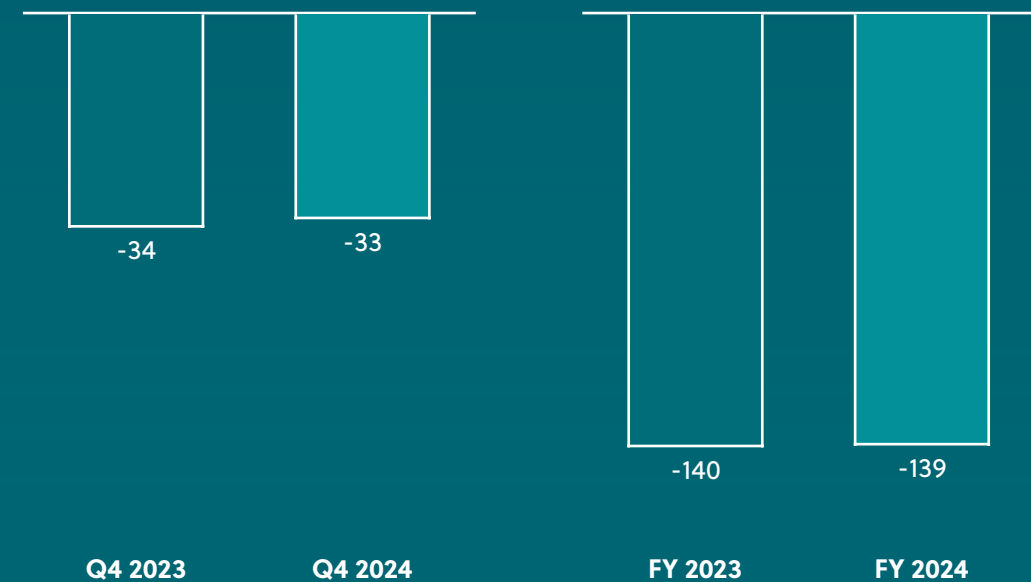


Battery Systems & Vehicle Integration (BVI) financial results

REVENUE | NOKM



EBITDA | NOKM

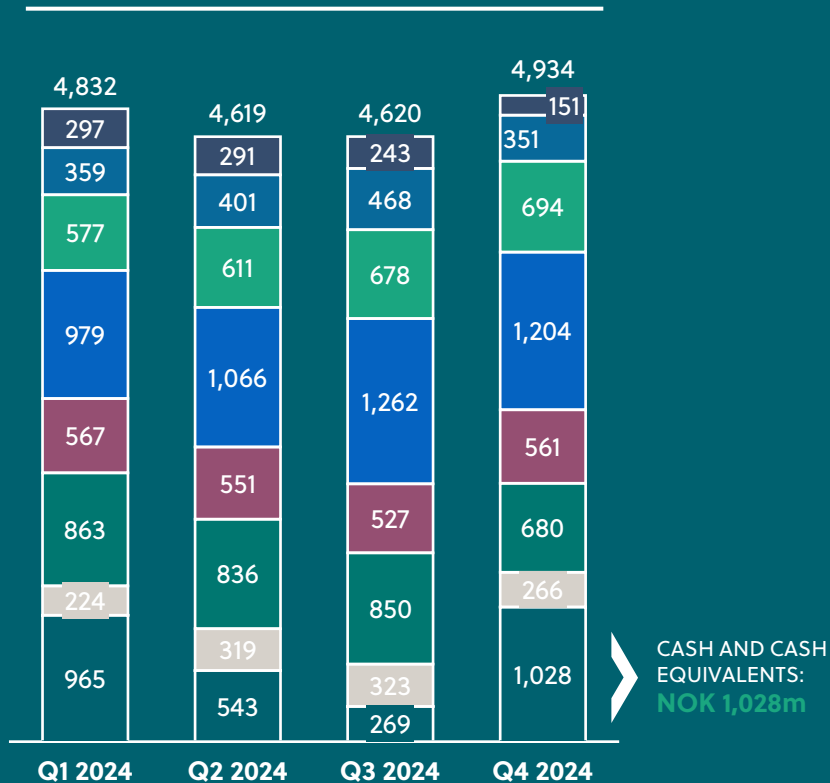


- Revenue significantly up for the quarter and full-year compared to same periods last year
- Main drivers of growth was delivery of trucks to Hino and battery systems to Toyota Motors North America. Some truck builds to Hino initially expected to be delivered in Q4 2024 will be delivered during Q1 2025

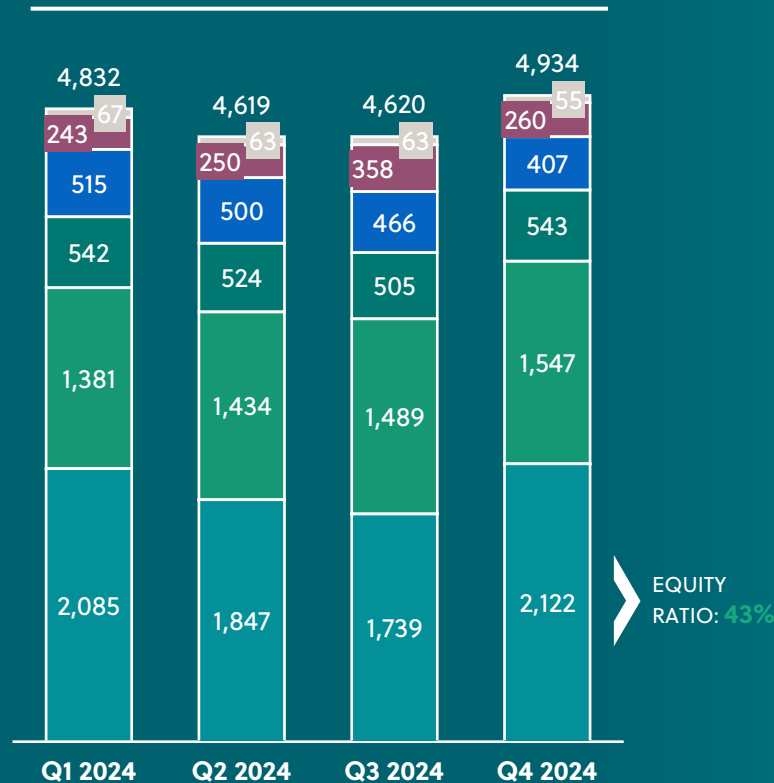
- Production ramp-up costs continues to weigh on EBITDA, resulting in flattish EBITDA development year-over-year despite higher revenue

Group balance sheet | Q4 2024

ASSETS | NOKM



EQUITY & LIABILITIES | NOKM

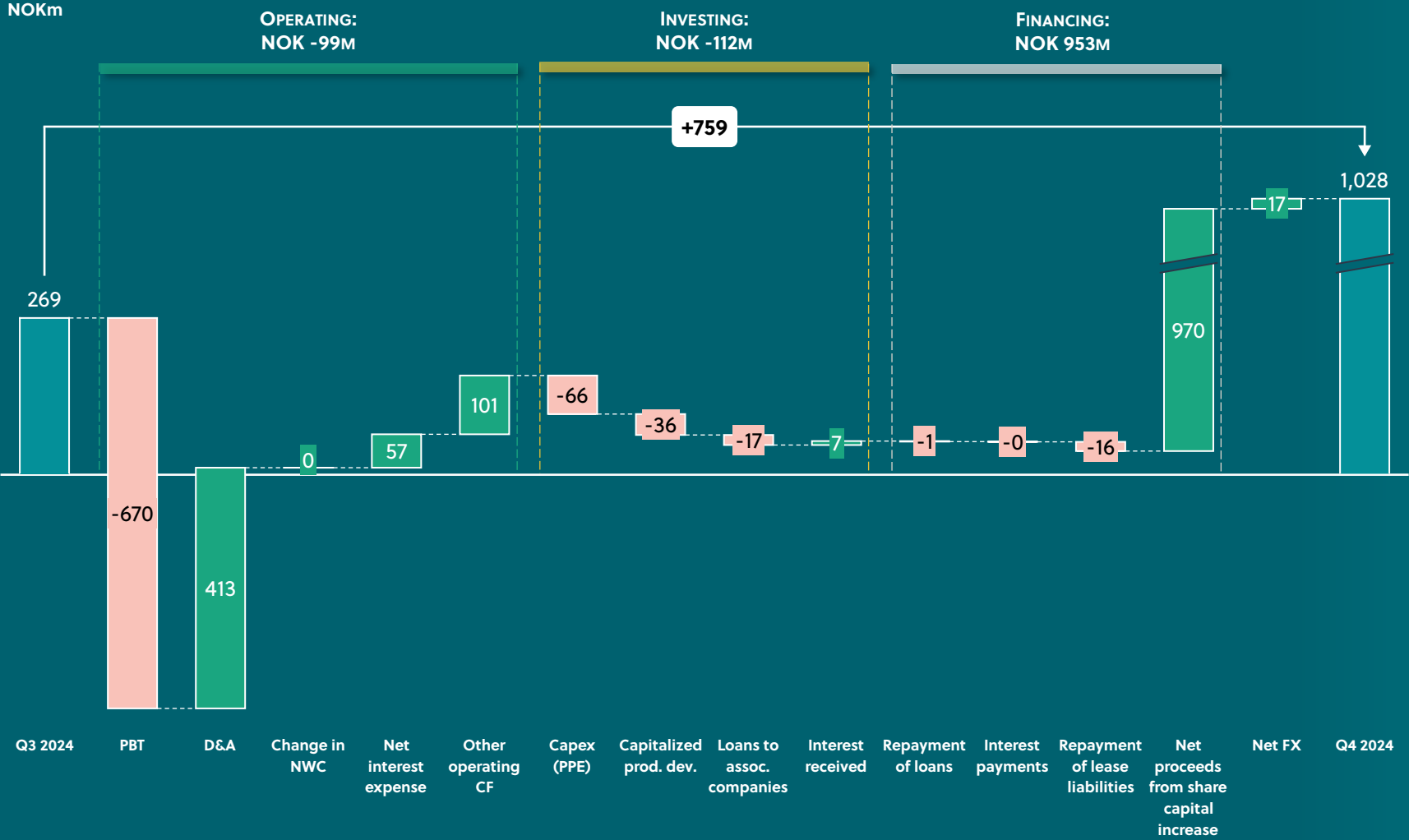


- Other current assets
- Receivables
- Inventory
- PPE
- R-o-U assets
- Intangibles
- Other non-current assets
- Cash

- Other non-current liabilities
- Payables
- Other current liabilities
- Lease liabilities
- Debt component CB¹
- Total equity

- NOK 1bn equity raise completed in October, boosting cash balance significantly and improving equity ratio by 5 pp. to 43%
- Reduction in intangible assets is driven by a write down of goodwill in Germany
- Reduction in property, plant and equipment reflects a write down in China, partly offset by final stages of capacity expansion program driving increase in PPE and RoU assets
- Reduction in receivables reflecting mainly on-time customer payments and lower sequential revenue
- Stable sequential working capital development as large supplier payments were disbursed in the quarter

Group cash flow | Q4 2024



- Impairment charges impacting operating cash flow; flat development in working capital in the quarter
- CAPEX of NOK 66m in the quarter driven by capacity expansion program combined with product development driving investing cash flow in the quarter
- Net proceeds from NOK 1bn equity capital raise was recognized during the quarter



Outlook and Q&A

Q4 2024

Uncertainty impacts near-term visibility

1

**POSTPONING
FINANCIAL GUIDING
UNTIL BETTER
VISIBILITY IS GAINED**

2

**CUSTOMER
DIALOGUES POINT
TOWARDS A BACK-
END LOADED YEAR**

Increased hydrogen adoption in public transportation

HYDROGEN TRANSIT BUS



PRODUCTION OF HYDROGEN FUEL STORAGE CYLINDERS AND SYSTEMS FOR DELIVERY TO TRANSIT BUS MANUFACTURERS GLOBALLY



EUROPEAN CUSTOMERS

SOLARIS
CaetanoBus
neso bus
ARTHUR

Leading manufacturers are spearheading **adoption of zero-emission public transport** across cities and regions backed by **strong regulatory support in the European Union**



NORTH AMERICAN CUSTOMERS

NEW FLYER
GILLIG

Demand for zero-emission public transport more **localized with California leading the adoption** supported by the **two largest transit bus manufacturers** for the North American market

DEMAND OUTLOOK



Strong **commercial momentum** driven by local and municipal adoption of **public zero emission transportation**

A temporary dip in the near-term with future growth expected to come from increased availability of hydrogen

HYDROGEN DISTRIBUTION



ASSEMBLY OF DISTRIBUTION MODULES FOR TRANSPORTATION OF HYDROGEN TO INDUSTRIAL AND MOBILITY APPLICATIONS IN EUROPE; AGNOSTIC TO COLOR OF HYDROGEN

INDUSTRIAL GAS PLAYERS



Demand for distribution modules mainly driven by **replacement of existing industrial Type 1 technology applications** and transport of hydrogen to **mobility applications**

EMERGING GREEN H₂ PLAYERS



Demand for distribution modules driven mainly by emerging **green hydrogen applications** for **both industrial and mobility sector**

DEMAND OUTLOOK



Temporary dip in near-term demand on the back of customer specific delay in (i) **new green hydrogen projects** and (ii) **commissioning of rapidly growing Type 4 distribution fleet**; attractive long-term market outlook with more hydrogen availability

Limited near-term demand for hydrogen trucks

HYDROGEN ELECTRIC TRUCKING



PRODUCTION OF HYDROGEN FUEL STORAGE CYLINDERS AND SYSTEMS FOR DELIVERY TO HEAVY-DUTY TRUCK MANUFACTURERS GLOBALLY

A

HYDROGEN TRUCK OFFERING TODAY

NIKOLA®

Limited market today with demand mainly coming from **early-adopters in certain regions** as well as **prototype volumes** for hydrogen trucking development programs

B

HYDROGEN TRUCK OFFERING PLANNED



DAIMLER TRUCK

DAF

SCANIA

IVECO

Several leading trucking OEMs with plans to introduce **hydrogen electric platforms for certain trucking applications** towards the end of this decade

DEMAND OUTLOOK



Limited near-term forward demand visibility on the back of (i) **continued push-out of hydrogen trucking** in North America following US presidential election, and in Europe and; (ii) **customer specific challenges**

Near-term demand uncertainty for battery electric trucking in North America

BATTERY ELECTRIC TRUCKING



PRODUCTION OF BATTERY
SYSTEMS AND COMPLETE BATTERY
ELECTRIC TRUCKS FOR HINO
MOTORS IN THE NORTH
AMERICAN MARKET



AVAILABLE EXCLUSIVELY
THROUGH HINO'S US DEALER NETWORK



TERN

Initial launch of the Tern truck with
selected dealers in California on
the back of **regulatory support** for
zero-emission mobility

DEMAND OUTLOOK



Slower ramp-up curve on the
back of **weakened near-term
market outlook and demand
visibility** following US
presidential election

Several market opportunities in other applications

HYDROGEN RAIL



Selected near-term opportunities for delivering hydrogen storage systems for rail applications

HYDROGEN MARITIME



An early-stage mover in the sector and is well-placed to capture opportunities within the hydrogen maritime sector

INDUSTRIAL GAS DISTRIBUTION



Stable and recurring customer demand for industrial gas bundles for transporting oxygen and nitrogen for industrial applications

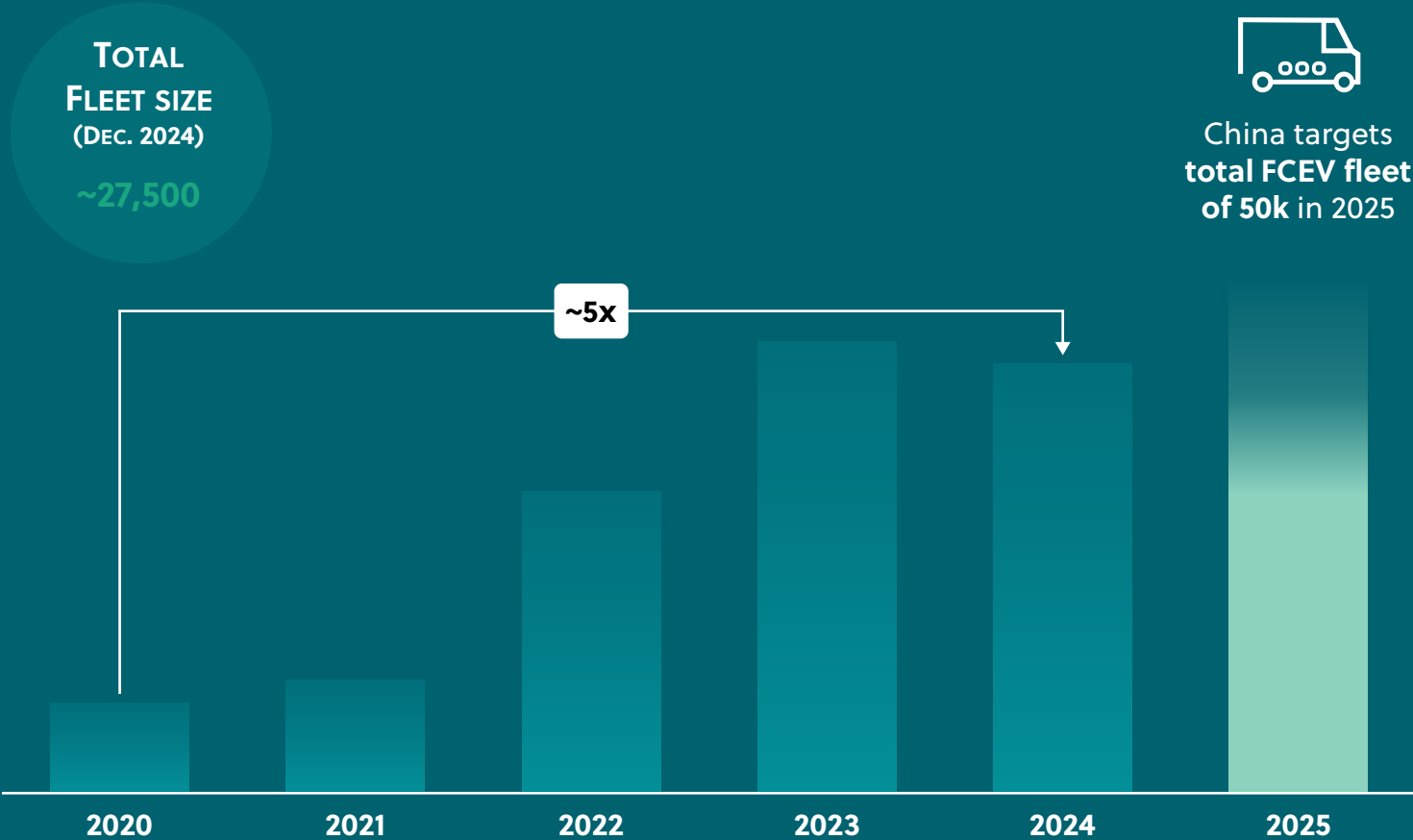
AEROSPACE APPLICATIONS



Strong demand from US-based commercial space exploration companies for onboard storage in space applications

Attractive market opportunity in China for hydrogen distribution and mobility solutions

ANNUAL FCEV SALES IN CHINA



1

CHINA EXCEEDED 2025 GREEN HYDROGEN PRODUCTION TARGET OF 200K TONS PER ANNUM ALREADY IN 2024

2

HYDROGEN HAS BEEN RECLASSIFIED IN CHINA'S ENERGY LAW FROM HAZARDOUS CHEMICAL TO CLEAN ENERGY RESOURCE IN 2024



Joint venture facility in China ready to ramp-up production with local certification process ongoing

STEPWISE PROCESS REQUIRED UNTIL FINAL CERTIFICATION IS IN PLACE FOR THE CHINESE MARKET

2024



CONSTRUCTION COMPLETED

Completed construction of the joint-venture cylinder and systems facilities in Shijiazhuang in 2024

2025



IN-HOUSE CYLINDER PRODUCTION

Partly ramping-up the facility by producing a small volume of cylinders for in-house use for the European hydrogen infrastructure market

2026



PRODUCTION AND SUPPLY TO THE CHINESE MARKET

Process for local certification in China initiated with an expected approval in 2026

Despite industry and company-specific headwinds, Hexagon Purus is uniquely positioned to navigate a challenging environment

1

NARROW TECHNOLOGICAL CORE



Narrow technological core addressing wide range of applications allowing for profitable scale-up at lower volumes

2

FLEXIBLE MANUFACTURING SETUP



Multipurpose cylinder line capabilities and vertically integrated production creates cost and manufacturing flexibility

3

SOLID CUSTOMER BASE



Solid and diversified customer base including several global industrial gas players and reputable OEMs in Europe and the US

4

DIVERSIFIED PRODUCT OFFERING



Serving a wide range of applications with different demand dynamics and timing for future growth

Capital discipline is the key priority



**SECURE CASH
RUNWAY**



**SHORTEN TIME TO
PROFITABILITY**



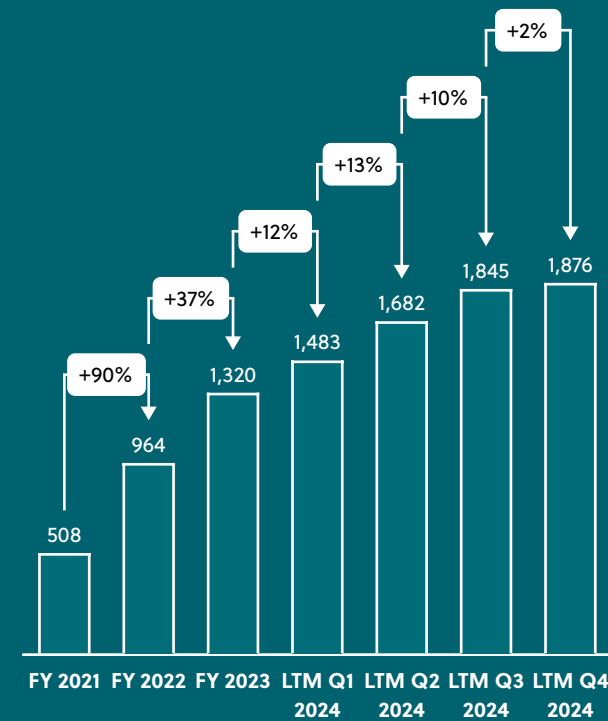
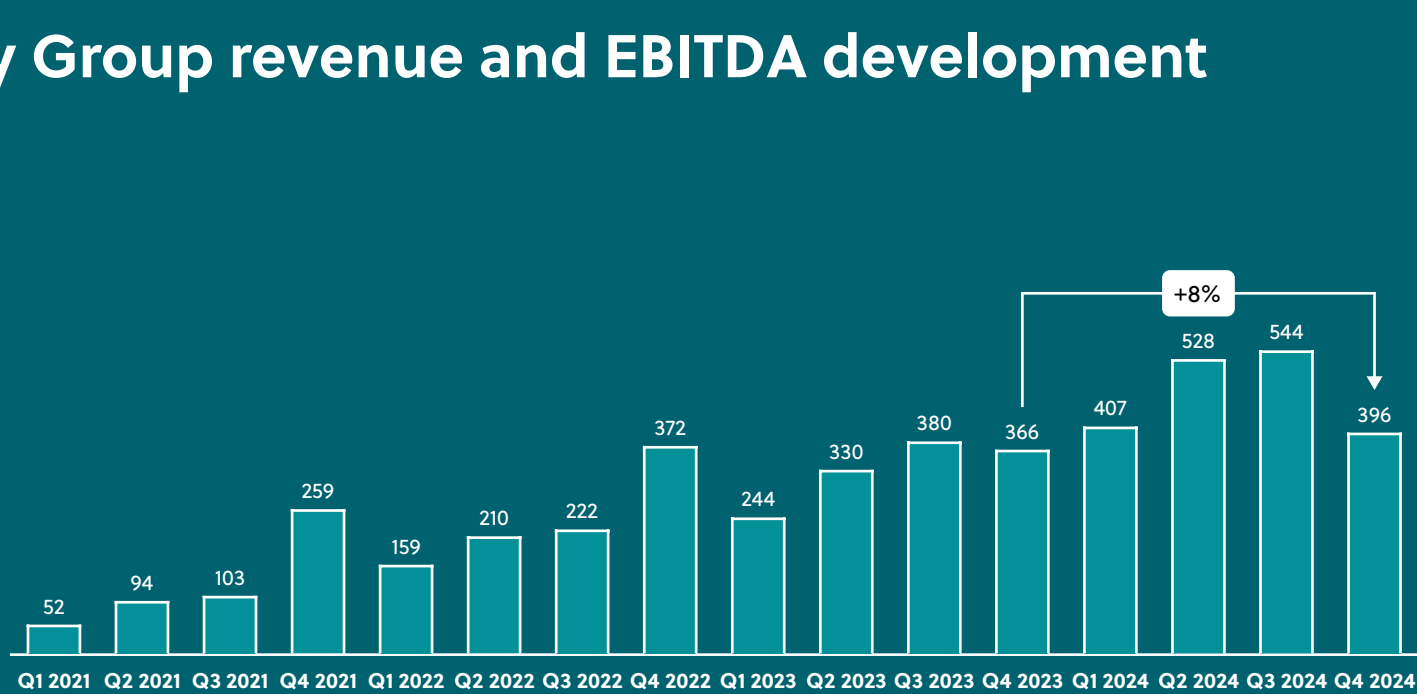
**REACH CASH FLOW
BREAK EVEN WITH
CURRENT CASH ON
HAND**

Q&A

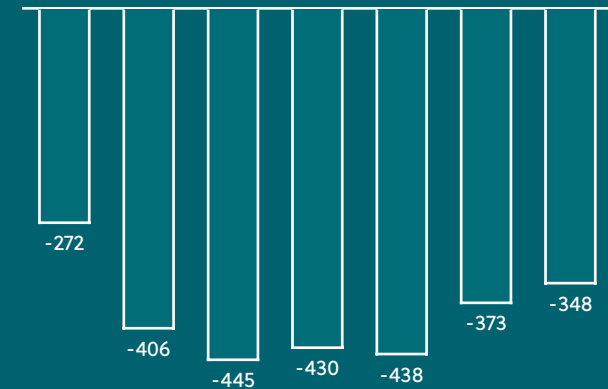
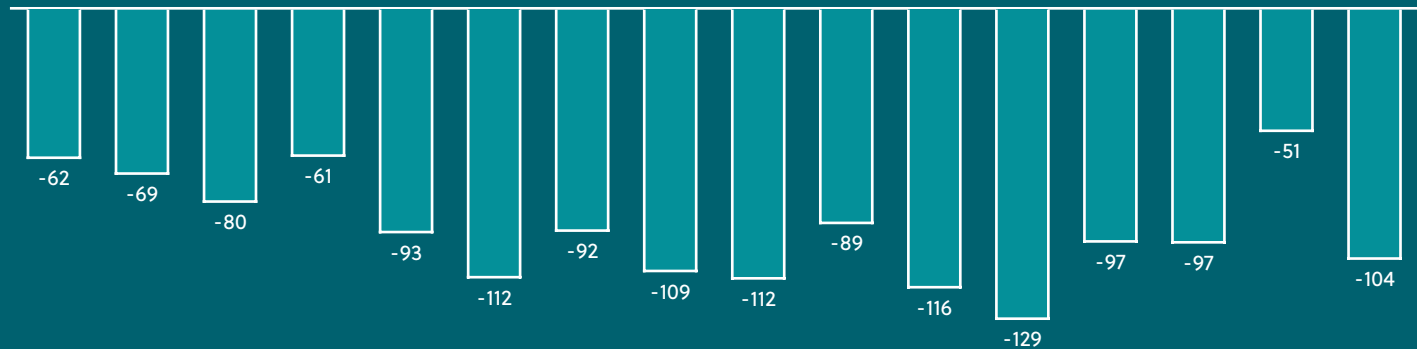
APPENDIX

Quarterly Group revenue and EBITDA development

REVENUE
NOK
MILLION



EBITDA
NOK
MILLION



Financial statements | Group P&L

Profit & Loss (NOK '000)	Q4 2024	Q4 2023	FY 2024	FY 2023	FY 2022
Revenue from contracts with customers	395,616	362,904	1,843,525	1,311,811	959,205
Other operating revenue	687	2,713	32,314	7,803	4,720
Total revenue	396,303	365,616	1,875,839	1,319,614	963,925
Cost of materials	230,959	206,208	1,081,574	776,841	588,525
Payroll and social security expenses	170,395	165,672	752,335	621,436	443,496
Other operating expenses	98,745	122,481	390,291	366,810	337,407
Total operating expenses	500,099	494,361	2,224,200	1,765,087	1,369,428
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Profit/loss after tax	-667,168	-184,916	-1,202,392	-683,517	-431,518

Financial statements | Segments P&L

Segment Profit & Loss (NOK '000)	Q4 2024	Q4 2023	FY 2024	FY 2023
Hydrogen Mobility & Infrastructure (HMI)				
Revenue from contracts with customers	354,928	353,070	1,780,413	1,268,493
Other operating revenue	125	2,473	2,042	6,396
Total revenue	355,053	355,542	1,782,455	1,274,889
Total operating expenses	379,613	388,516	1,794,311	1,368,936
Operating profit before depreciation (EBITDA)	-24,560	-32,974	-11,856	-94,047
Depreciation and impairment	276,878	42,948	389,782	124,126
Operating profit (EBIT)	-301,438	-75,922	-401,638	-218,173
Battery Systems & Vehicle Integration (BVI)				
Revenue from contracts with customers	41,381	9,259	62,519	30,817
Other operating revenue	5,976	25	34,820	9,564
Total revenue	47,357	9,284	97,339	40,381
Total operating expenses	80,421	43,699	236,468	180,100
Operating profit before depreciation (EBITDA)	-33,064	-34,415	-139,129	-139,719
Depreciation and impairment	11,892	8,034	44,230	21,282
Operating profit (EBIT)	-44,956	-42,449	-183,359	-161,001
Other & Eliminations				
Revenue from contracts with customers	-693	574	592	12,500
Other operating revenue	-5,414	215	-4,547	-8,156
Total revenue	-6,107	789	-3,955	4,344
Total operating expenses	40,065	62,146	193,421	216,051
Operating profit before depreciation (EBITDA)	-46,172	-61,357	-197,376	-211,707
Depreciation and impairment	124,033	1,489	128,202	4,376
Operating profit (EBIT)	-170,205	-62,845	-325,578	-216,083

Financial statements | Group Balance sheet

Balance sheet (NOK '000)	Q4 2024	Q4 2023	FY 2022	FY 2021
Property, plant and equipment	1,203,777	867,212	494,990	267,705
Right-of-use assets	561,162	544,765	152,300	52,219
Intangible assets	679,534	841,672	802,654	752,294
Investment in associates and joint ventures	22,968	50,143	33,029	7,024
Non-current financial assets	110,403	129,651	80,531	2,476
Non-current assets	132,150	33,767	2,499	0
Deferred tax assets	0	0	0	0
Total non-current assets	2,709,993	2,467,210	1,566,003	1,081,718
Inventories	694,062	481,695	332,218	261,235
Trade receivables	351,432	274,974	228,930	220,286
Contract assets (incl. prepayments)	0	11,168	9,488	4,165
Other current financial assets	150,561	230,474	136,560	80,943
Cash and short-term deposits	1,027,732	307,485	381,705	453,398
Total current assets	2,223,787	1,305,797	1,088,901	1,020,027
Assets held for sale	0	0	0	0
Total assets	4,933,780	3,773,007	2,654,904	2,101,745
Other equity	-324,373	427,681	83,182	31,582
Issued capital and share premium	2,339,868	1,369,987	1,568,708	1,383,816
Equity attributable to equity holders of the parent	2,015,495	1,797,668	1,651,890	1,415,398
Non-controlling interests	106,301	121,459	35,731	0
Total equity	2,121,795	1,919,127	1,687,621	1,415,398
Interest-bearing loans and borrowings, related party	1,569,251	596,482	39,358	42,126
Lease liabilities	542,842	518,138	132,479	31,794
Provisions	0	0	0	7,235
Other non-current financial liabilities	0	0	39,789	109,106
Net employee defined benefit liabilities	1,696	1,717	1,439	1,892
Deferred tax liabilities	31,131	38,510	45,543	52,231
Total non-current liabilities	2,144,920	1,154,848	258,609	244,384
Trade and other payables	260,153	220,457	255,712	191,409
Contract liabilities	159,179	196,327	212,792	121,827
Interest-bearing loans and borrowings, related party	3,346	2,317	4,673	13,635
Lease liabilities, short term	49,994	39,930	22,230	21,285
Income tax payable	346	509	3,290	8,178
Other current financial liabilities	0	42,539	75,052	0
Other current liabilities	124,611	131,171	96,699	72,747
Provisions	69,435	65,782	38,227	12,882
Total current liabilities	667,064	699,032	708,673	441,963
Liabilities held for sale	0	0	0	0
Total equity and liabilities	4,933,780	3,773,007	2,654,904	2,101,745

Financial statements | Group Cash flow

Cash Flow (NOK '000)	Q4 2024	Q4 2023	FY 2024	FY 2023	FY 2022
Profit before tax	-669,574	-187,330	-1,211,669	-691,310	-440,898
Depreciation, amortisation and impairment	412,804	52,471	562,213	149,785	95,089
Net interest expense	57,293	-303	225,450	13,236	4,501
Changes in net working capital	4	-7,474	-288,032	-248,922	70,318
Other adjustments to operating cash flows	100,782	4,407	25,218	64,295	-54,322
Net cash flow from operating activities	-98,692	-138,229	-686,820	-712,916	-325,313
Purchase of property, plant, and equipment, net of proceeds from sale	-66,099	-104,917	-428,093	-442,644	-240,030
Purchase and development of intangible assets	-35,849	-9,247	-48,518	-39,628	-52,625
Cash paid related to acquisition of subsidiary, net of cash acquired	0	0	-42,539	-85,693	0
Investments in associated companies	0	0	0	-29,305	-41,481
Loans to associated companies	-17,252	-5,863	-32,589	-29,373	-11,989
Proceeds from sale of shares in associated companies	0	0	0	0	0
Interest received	6,799	9,520	20,967	29,564	8,111
Net cash flow from investing activities	-112,400	-110,507	-530,773	-597,079	-338,015
Net repayment (-) / proceeds (+) from interest bearing loans	-953	-0	967,875	756,909	-11,731
Interest payments	-380	-587	-2,626	-20,539	-10,141
Repayment of lease liabilities (incl. interests)	-15,816	-17,080	-81,872	-51,798	-26,127
Net proceeds from share capital increase in parent company	969,789	0	969,880	473,982	593,866
Net proceeds from share capital increase in subsidiary	-0	0	54,089	102,198	34,935
Net cash flow from financing activities	952,640	-17,667	1,907,347	1,260,751	580,802
Net change in cash and cash equivalents	741,547	-266,402	689,754	-49,243	-82,525
Net currency exchange differences on cash	17,348	7,427	30,492	-24,977	10,832
Cash and cash equivalents beginning of period	268,837	566,461	307,485	381,705	453,398
Cash and cash equivalents end of period	1,027,732	307,485	1,027,732	307,485	381,705

Investor relations information



EXCHANGE INFORMATION

- TICKER SYMBOL: HPUR
- ISIN: NO0010904923
- EXCHANGE: OSLO STOCK EXCHANGE



SHARE TRADING STATISTICS

NOK ~2.4bn
MARKET CAPITALIZATION¹

NOK ~9.9m
DAILY TURNOVER²



INVESTOR BASE¹

~6,910
SHAREHOLDERS

38.4%
OWNED BY HEXAGON COMPOSITES ASA³

52.4%
FREE FLOAT⁴



2025 FINANCIAL CALENDAR

	2025	2026
Q4 2024	● 11-Feb	
2024 Report	● 27-Mar	
2024 AGM	● 25-Apr	
Q1 2025	● 6-May	
Q2 2025	● 17-Jul	
Q3 2025		● 21-Oct
Q4 2025		● 10-Feb



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Top 20 shareholders

#	SHAREHOLDER	NUMBER OF SHARES HELD	% OF SHARES OUTSTANDING
1	HEXAGON COMPOSITES ASA	164,578,833	38.4 %
2	CLEARSTREAM BANKING S.A.	59,675,053	13.9 %
3	Sumitomo Mitsui Trust Bank (U.S.A)	58,978,293	13.8 %
4	MP PENSJON PK	12,804,281	3.0 %
5	The Bank of New York Mellon SA/NV	11,307,883	2.6 %
6	FLAKK COMPOSITES AS	10,268,728	2.4 %
7	Citibank Europe plc	8,209,582	1.9 %
8	DNB Markets Aksjehandel/- analyse	5,649,355	1.3 %
9	VERDIPAPIRFONDET DELPHI NORGE	5,156,700	1.2 %
10	Deutsche Bank Aktiengesellschaft	4,563,809	1.1 %
11	DANSKE BANK	4,273,616	1.0 %
12	Nordnet Bank AB	3,451,167	0.8 %
13	The Bank of New York Mellon SA/NV	3,355,500	0.8 %
14	The Bank of New York Mellon	3,021,755	0.7 %
15	NØDINGEN AS	2,460,626	0.6 %
16	VERDIPAPIRFONDET STOREBRAND NORGE	1,863,019	0.4 %
17	State Street Bank and Trust Comp	1,861,878	0.4 %
18	Caceis Bank	1,814,909	0.4 %
19	U.S. Bank National Association	1,627,020	0.4 %
20	UBS Switzerland AG	1,450,622	0.3 %
Top 20 shareholders		366,372,629	85.5 %
Other shareholders		62,113,479	14.5 %
Total number of shares outstanding		428,486,108	100.0 %

