A strong commitment to a new sustainable local distribution model

Saba closes an agreement with Districenter to acquire 51% of the stake in Geever

Salvador Alemany will chair the Board of Directors of the last mile logistics company

- Saba and Geever have collaborated for more than three years in Barcelona, developing a sustainable urban distribution model through the Saba and Bamsa car park network, which functions through microhubs and has reduced failed deliveries to below 10%.
- The objective is to consolidate Geever as one of the main actors in last mile mobility, strengthening the neutral operator model, increasing premises and staff to undertake development and the expansion process in other cities, prioritizing Saba car parks.

Barcelona, July 2, 2021

In its desire to continue expanding its mobility offering and to be part of the solution for reducing urban pollution and road congestion, Saba has reached an agreement with the logistics company Districenter (Holding H. Condeminas) to acquire a stake in the operator Geever, which specializes in last mile deliveries, and currently has warehouses in five Barcelona car parks in the Saba and Bamsa network, with plans to soon increase this to nine.

Saba will acquire 51% of Geever's stake in the company, through an initial capital increase. Following this new shareholding distribution of Geever, the company's Board of Directors is chaired by Salvador Alemany (Saba), Jordi Archs (Districenter) is the vice-president, and Pere Roca (Districenter), its Chief Executive Officer. It has two members, Xavier Álvarez and Joan Viaplana, representing Saba, and Carlota Masdeu (Saba), as Non-Director Secretary.

The president of Saba and Geever, Salvador Alemany, and the Chief Executive Officer of Geever, Pere Roca, announced the breakdown of this operation at a press conference in Barcelona today. For Saba, it's about continuing the car park model that it has been promoting for years: hubs for sustainable urban mobility services, taking advantage of strategic locations in city centres, its capillarity and non-stop service to work as an agent that's integrated in the policy and in the chain of mobility of people (electric vehicles, carsharing, single-person mobility), as well as goods (last mile).

Salvador Alemany recalled that Saba and Geever have been collaborating in Barcelona for more than three years developing a sustainable urban merchandise distribution model (*DUM*) based on sustainable, local and efficient home delivery (last mile), and on a car park network that together function as distribution microhubs, covering nearby areas that allows for short routes and integration with the neighborhood and its residents. This experience has managed to reduce failed deliveries to below 10%. The objective, the President

of Geever concluded, is to create a sustainable alternative to *DUM*, consolidate a neutral operator model and “grow to become one of the main players in last mile mobility”.

The Chief Executive Officer of Geever, Pere Roca, has made explicit the columns of the distribution model carried out by the company: night-time receiving of goods into distribution microhubs, with the reduction of congestion and associated pollution; local distribution through sustainable and single-person vehicles and neighborhood distributors who have work contracts, and have knowledge of the area and its residents, taking advantage of this to also help integrate groups at risk for social exclusion.

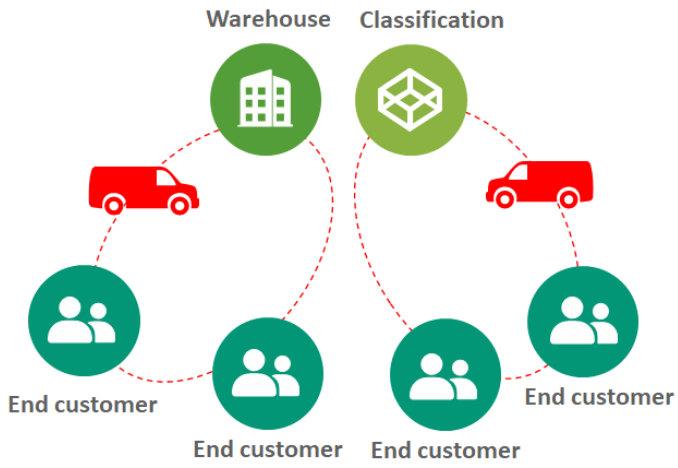
He also added differentiating factors, including the use of a capillary network of distribution points that manage to efficiently get the goods to the end customer and that also function as concentration points for reverse logistics (returns), allowing service to be provided to local businesses. Finally, Geever's proximity model includes the use of car parks as infrastructures that act as distribution hubs and that provide the added value of 24/7 availability, capillary coverage of the entire city, night operations without bothersome noise and without taking up public space, and the integration of the logistics operation and charging of electric vehicles.

Currently, Geever operates in 39 locations in Barcelona, of which 17 are public car parks (Saba, Bamsa and BSM) and 22 are storage spaces, with a future projection to consolidate a network based solely on car parks, with 60 locations or distribution microhubs. On the same note, the President and the Chief Executive Officer of Geever have underlined that the company's growth plans include staff reinforcement in order to tackle the development plans, the company’s infrastructure (industrial units, sorters and sustainable vehicles) and expansion process in other cities, after growth in Barcelona in an initial phase, prioritizing Saba car parks.

The impact of *DUM* in cities such as Barcelona and Madrid makes up 40% of emissions or 20% of congestion, with a 78% projected growth in demand for last mile delivery in 2030 with its consequent environmental effects and costs. The current e-commerce distribution model based on the use of vans for distribution would entail 95,000 kilometres during working hours for Barcelona and an estimated 63,000 daily package deliveries, compared to the 90% reduction in kilometres that the Geever model would entail, carried out during the night and without bothersome noise in the loading and unloading process.

Local distribution avoids motor vehicle stops on public roads (49% of carriers double-park), and manages to reduce emissions in the urban environment by 75%, allowing for the integration of locker collection, thus saving an extra stop. This network of microhubs can also be an asset to traditional commerce, as an element that potentially contributes to its efficient renewal.

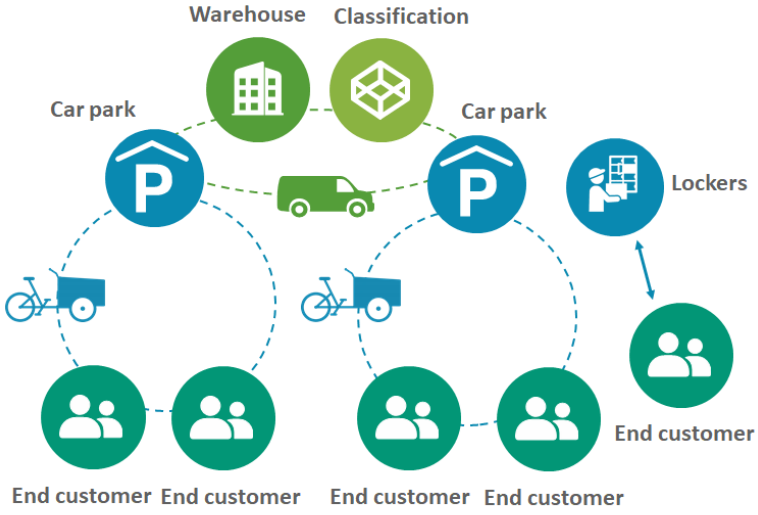
Current e-commerce distribution model



Distribution to end customer by van

- One van for every 100 deliveries
- They drive around the city for 10 hours during the workday, stopping 120 times on public roads y covering a distance of 150 kilometres.
- 18% failed delivery rate.
- In Barcelona, this would mean a daily:
  - 63,000 deliveries.
  - 630 vans.
  - 75,600 stops.
  - 94,500 kilometres (during the workday).

Geever's proximity model



- **Distribution of car parks for vans:**
  - One van for every 210 packages
  - They unload the cargo in 2 hours at night (or during off-peak hours), making 1 or 2 stops in car parks and traveling 30 kilometres.
- **Distribution of car parks for end customer with active means**
  - Reduction of failed deliveries to < 10%.
- In Barcelona, this would mean a daily:
  - 63,000 deliveries.
  - 75 vans.
  - 9,000 kilometres (at night)
  - 700 Geevers (delivery people).
- **Allows for the integration of lockers, thus saving an extra stop.**
- **Participation of traditional commerce.**

Communication and Institutional Relations
Tel. +34 93 557 55 26 / 93 557 55 59
comunicacion@sabagroup.com

http://www.saba.eu/es/sala-prensa

Shareholder Office
Tel.+34 93 557 55 28
accionistas@sabagroup.com