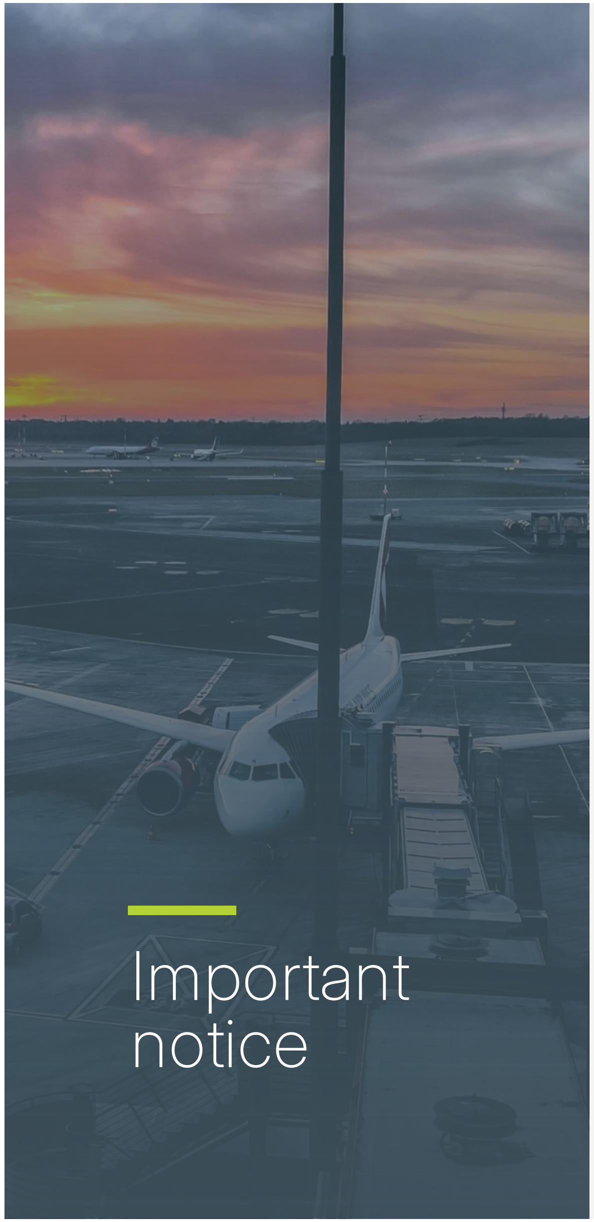
INFORMATION MEMORANDUM

€1 million capital increase

Off-site shuttle bus airport parking

Frankfurt · Hamburg · Munich · Warsaw · Dublin

OCTOBER 2026 · STRICTLY PRIVATE AND CONFIDENTIAL



Important notice

Any recipients investing in AirParkOne Valet Parking Limited (“The Company” or “APO”) are required to inform themselves about current investment rules and regulations. They are solely responsible for observing such restrictions and complying with all legislation.

The sole purpose of this Information Memorandum is to provide information on The Company to those parties who have expressed an interest in the business carried out by The Company, assessing whether they wish to make an investigation on their own and enter into negotiations to invest in The Company.

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Any dispute arising from this document is subject to the Republic of Ireland's law and the Irish courts' exclusive jurisdiction.

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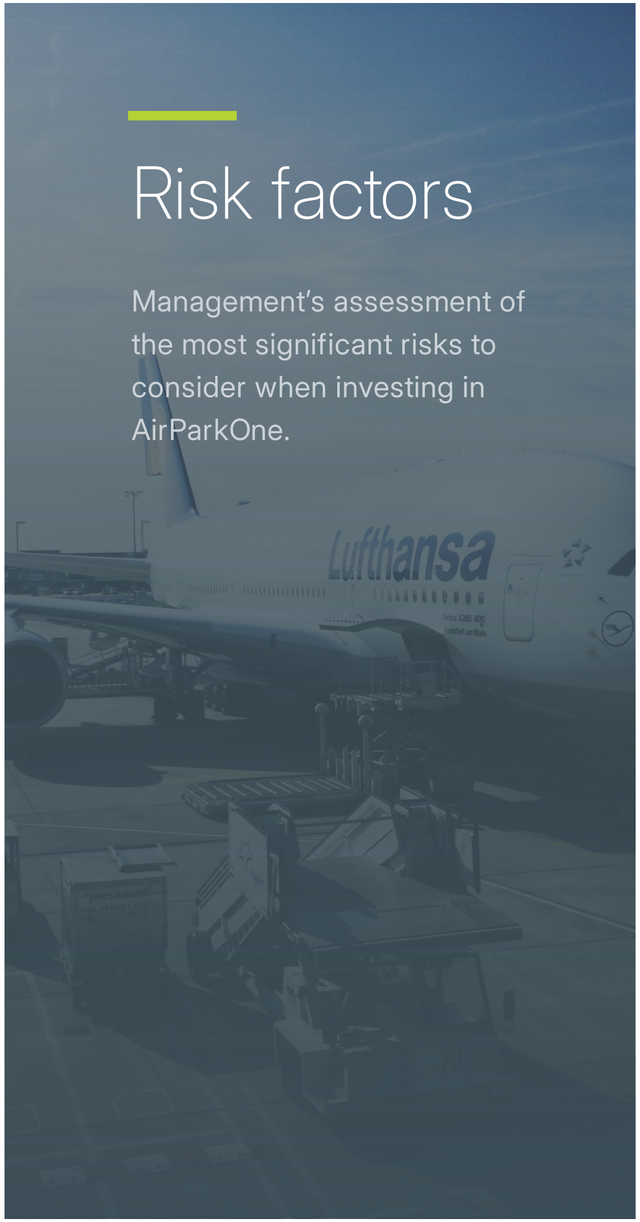
Risk factors

Management's assessment of the most significant risks to consider when investing in AirParkOne.



01 No guarantee of return

No guarantee can be given that APO will yield a return on the capital invested. All administered capital may be lost.

02 Occupancy risk

The model assumes 90–91% occupancy. Competitive pressure, seasonal variation or an economic downturn could reduce occupancy and earnings significantly.

03 Market competition

APO may face competition from airport operators and new off-site entrants with greater resources, which could reduce parking prices and profitability.

04 Delayed roll-out

Each new operation is subject to a sale or lease agreement with the property owner and in some cases planning approval; the roll-out plan — and returns — might be delayed.

05 Travel disruption

A pandemic or major travel disruption similar to Covid-19 that materially reduces international flights will delay execution and reduce revenues across all operations.

06 Regulatory & tax risk

Operations across Germany and Ireland are subject to local employment, tax and planning regulations. Adverse changes could increase operating costs and affect profitability.

Investment key figures

Parking in Frankfurt Airport already operating — four more locations by the end of 2031.

PLANNED TO OPERATE FROM 2027

Munich
MUC

800

parking spaces

90% occupancy Avg. day rate €8.65

PLANNED TO OPERATE FROM 2028

Hamburg
HAM

800

parking spaces

90% occupancy Avg. day rate €8.65

PLANNED TO OPERATE FROM 2029

Warsaw
WAW

800

parking spaces

90% occupancy Avg. day rate €6.00

Legal structure not yet decided

PLANNED TO OPERATE FROM 2031

Dublin
DUB

2,900

parking spaces

90% occupancy Avg. day rate €8.95

50/50 landowner profit-share

INVESTMENT ROUND

€1M

400,000 shares at €2.50 · post-raise valuation €4.10M

COMBINED CAPACITY

6,100

spaces across 5 airports

FULL RUN-RATE REVENUE

€15.2M

combined annual sales (ex. VAT) from 2032

ANTICIPATED PRE-TAX PROFIT

€3.5M

annual pre-tax profit from 2032

Investor return

Buying at €2.50 prices in a 30.8% IRR — above the 25% benchmark. Based on a 5× exit multiple in 2032 on the post-raise valuation of €4,033,250 — implying a per-share exit price of €12.50 — discounted at 25% p.a. over 6 years (2026–2032).

How the 2032 exit value is derived

POST-RAISE VALUATION (OCT 2026)		EXIT VALUATION		EXIT PRICE PER SHARE
€4,033,250	× 5 exit multiple →	€20,166,250	÷ 1,613,300 shares →	€12.50

How the present value is derived (25% IRR)

FUTURE VALUE PER SHARE IN 2032		IMPLIED PRESENT VALUE TODAY		ENTRY PRICE — 24% BELOW PRESENT VALUE
€12.50	÷ $(1.25)^6$ = 3.815 →	€3.28 per share	vs. offer →	€2.50 per share

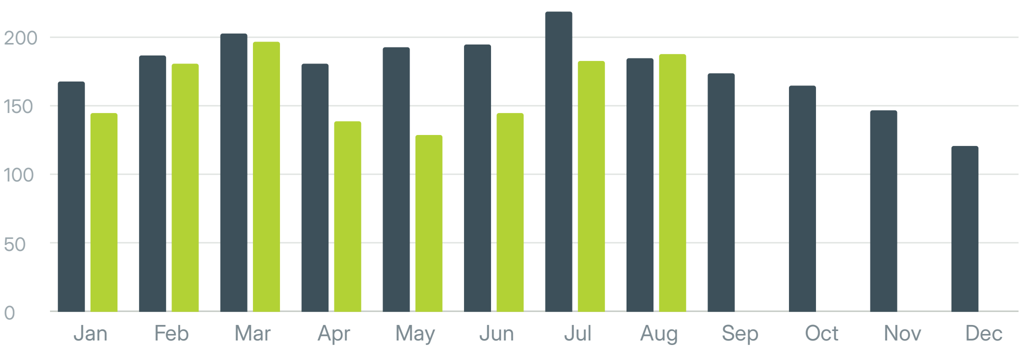
The entry price is 24% below the €3.28 IRR-adjusted present value, giving substantial upside margin even on a conservative 25% hurdle. Estimated valuations are illustrative projections. Actual returns depend on exit price, timing and company performance.

Proof of concept

The model is proven — Frankfurt (Gehespitz) has operated shuttle bus parking since May 2022, demonstrating the viability and scalability of the model that underpins all three new operations. With a 768-space facility and dedicated shuttle fleet, the site generated €2.14M revenue and +€400K EBITDA in 2025. The same model is now being replicated at Hamburg, Munich, Warsaw and Dublin.

2025 REVENUE	2025 EBITDA	EBITDA MARGIN
€2.14M	**€400K**	**18.7%**

MONTHLY REVENUE (€K) — FRANKFURT PARKOBELLO ■ 2025 ■ 2026 YTD



* 25% of spaces unavailable Apr–Jul 2026 due to renovation of the parking facility.

Frankfurt — 2025 summary

Parking spaces	785
Airport	Frankfurt (FRA)
Drive time	6 min from terminal
Total income	€2,137,158
Sales / broker costs	−€298,616
Net revenue	**€1,838,542**
Shuttle costs	−€502,490
Carpark rent	−€659,084
Staff & vehicle	−€110,225
IT, marketing & other	−€166,995
EBITDA	**€399,750**

2026 YTD REVENUE (JAN–AUG)	2026 YTD EBITDA
€1,307,211	**€308,659**

Business model

AirParkOne operates off-site shuttle bus airport parking under the Parkobello brand in Germany.

APO has evolved from valet parking to a scalable off-site shuttle bus concept. Customers park at a large compound near the airport and travel to the terminal by dedicated shuttle bus — a seamless, price-competitive alternative to expensive on-airport car parks.

The model eliminates the capital-intensive requirement to construct and sell parking compounds; APO partners with landowners to operate high-capacity car parks, achieving strong operating margins on a lean capital base.

01 Site partnership

Partner with landowners near major European airports on lease or profit-share agreements, removing construction capex and releasing working capital for expansion.

Dublin: 50/50 profit-share. Hamburg & Munich: commercial leases. No land acquisition cost in any operation — where land must be acquired, APO co-operates with external property investors.

→

02 Shuttle operations

Frequent, professional shuttle services between compound and terminal 24/7 under the Parkobello brand. Customers are met at the terminal on return.

Proven at Frankfurt (An der Gehespitz) since 2022: dedicated shuttle fleet, 6-minute terminal drive time, 785 spaces generating €2.14M revenue in 2025.

→

03 Revenue maximisation

Drive occupancy through broker platforms (Parkos, Holiday Extras, HEX, ParkVia), Google/Meta Ads and direct corporate subscription packages.

Target: 90–91% occupancy. Frankfurt achieved this in Year 2. All three new sites apply the same multi-channel distribution playbook.

PARKOBELLO FRANKFURT · THE PLAYBOOK

Four years of operating proof

A clear playbook for what makes airport parking succeed in Germany.

Since May 2022 APO has operated Parkobello at Frankfurt Airport — 768 spaces, a dedicated shuttle fleet and a 6-minute drive to the terminal. We are expanding by a further 200 spaces before end of 2026, which will bring the EBITDA margin above 20%. Four years of trading have taught us exactly what drives success in German airport car parking.

POINTS 1–3 OF 6

01 Compatible prices

Pricing is the single most important factor in German airport parking. We monitor competitors daily and adjust dynamically to ensure best-price-at-all-times. Price discipline is why Frankfurt consistently achieves 90–91% occupancy.

02 Distance from airport

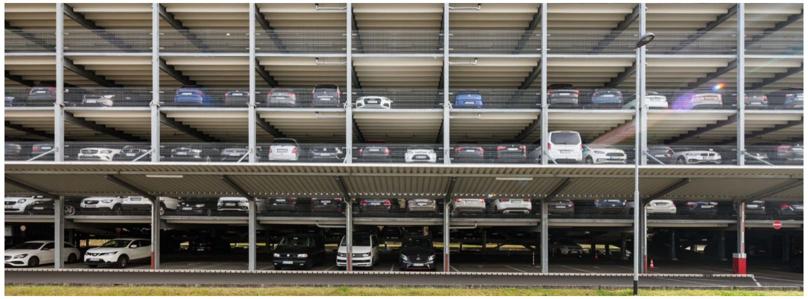
How close a car park is to the airport is the second critical factor. At Gehespitz, Frankfurt, the drive time is just 6 minutes — comparable to most on-airport options. This proximity, combined with our shuttle frequency, removes the only real objection to off-site parking.

All new APO sites are selected with drive time as a primary criterion, alongside capacity and lease economics.

03 100% reliable shuttle

Reliability is non-negotiable. Customers trust us with their flights. We run a 24/7 shuttle schedule with automated licence-plate check-in and check-out, a live call centre for assistance, and a site manager on call 15 minutes away for any overnight incident.

This operational reliability is the foundation of our 97% top-score rating across 39,000+ customer reviews.



PARKOBELLO FRANKFURT · THE PLAYBOOK, CONTINUED

Marketing & experience

How Parkobello attracts and retains customers — and why 39,000+ reviewers give us 97% top scores.

Like a hotel, constant high occupancy is vital for stable profitability. Parkobello combines performance marketing, smart technology and a deliberately premium customer experience to drive repeat bookings and outstanding ratings — a competitive moat that takes years to build.

POINTS 4–6 OF 6

04 Marketing

Monitored Meta (Google/Facebook) advertising delivers booking returns of more than 10× ad spend. We also hold preferred contracts with Holiday Extras and Parkos — Europe's two largest parking brokers — filling empty spaces in off-peak periods at reduced commission, protecting revenue without discounting direct rates.

Existing customers automatically receive vouchers for their next trip — turning one-time bookers into repeat customers.

05 Technology

The entire operation is automated: licence-plate check-in and check-out, an intuitive online booking flow, and six automated e-mails and SMS messages guiding each customer from booking to return. Free cancellation is accepted up to 48 hours before arrival; refunds are processed automatically within 24 hours.

06 The Parkobello feel-good factor

German car park operators are not known for customer care. Parkobello is deliberately different: clean waiting lounges with coffee, tea and mineral water, Wi-Fi, rest rooms cleaned six times daily, uniformed shuttle drivers who assist with luggage — and a full meet-and-greet on return.

And customers can uniquely call Parkobello night and day for help.

The result: 39,000+ reviews, 97% top scores on broker platforms and 4.7 out of 5 stars on Trustpilot.

Parking operations

MUNICH — OPENING 2027

Munich Airport (MUC) is Germany's second-busiest airport, expecting 43M passengers in 2026. The Munich operation provides the same scalable shuttle parking model at one of Europe's largest airports and most significant aviation hubs.

Stage of development

- 800 parking spaces within shuttle distance of Munich Airport terminals.
- Operations to commence 2027.
- Same operational playbook as Frankfurt: identical site management, same broker stack and marketing approach.
- Very large passenger catchment — 38 km from Munich city centre, a large share of passengers arriving by car.
- MUC: 43M passengers expected in 2026.

Munich — Annual budget

Parking spaces	800
Occupancy rate	90%
Average daily rate (ex. VAT)	€8.65
Annual sales (ex. VAT)	€2,273,220
Broker commissions	−€314,159
Net revenue	**€1,959,061**
Carpark rent	−€627,800
Shuttle & airport costs	−€515,000
Other operating costs	−€330,000
EBITDA	**€486,261**
Depreciation	−€35,000
Tax (Irish entity)	−€91,577
Net profit after tax	**€359,684**

Parking operations

HAMBURG — OPENING 2028

Hamburg Airport (HAM) expects to serve 15.1M passengers in 2026. The APO shuttle compound will be positioned within 7–8 minutes of the terminals, providing a price-competitive off-site alternative. The operational model mirrors the proven Frankfurt operation.

Stage of development

- 800 parking spaces, 7–8 minutes from Hamburg Airport terminals.
- Operations to commence 2028; occupancy target 90% from year two.
- Experienced local compound operator contracted for day-to-day operations.
- Same operational playbook as Frankfurt: identical site management, same broker stack and marketing approach.
- HAM: c.15.1M passengers expected in 2026.

Hamburg — Annual budget

Parking spaces	800
Occupancy rate	90%
Average daily rate (ex. VAT)	€8.65
Annual sales (ex. VAT)	€2,273,220
Broker commissions	−€314,159
Net revenue	**€1,959,061**
Carpark rent	−€627,800
Shuttle & airport costs	−€515,000
Other operating costs	−€330,000
EBITDA	**€486,261**
Depreciation	−€35,000
Tax (Irish entity)	−€91,577
Net profit after tax	**€359,684**

Parking operations

WARSAW — OPENING 2029

Warsaw Chopin Airport (WAW) expects to serve 23M+ passengers in 2026. The APO shuttle compound will be positioned within 7–10 minutes of the terminals, providing a price-competitive off-site alternative. The operational model mirrors the proven Frankfurt operation.

Stage of development

- 800 parking spaces, 7–10 minutes from Warsaw Chopin Airport terminals.
- Operations to commence 2029; occupancy target 90% from year two.
- Experienced local compound operator contracted for day-to-day operations.
- Same operational playbook as Frankfurt: identical site management, same broker stack and marketing approach.
- WAW: 23M+ passengers expected in 2026.

Warsaw — Annual budget

Parking spaces	800
Occupancy rate	90%
Average daily rate (ex. VAT)	€8.65
Annual sales (ex. VAT)	€2,273,220
Broker commissions	−€314,159
Net revenue	**€1,959,061**
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Other operating costs	−€330,000
EBITDA	**€486,261**
Depreciation	−€35,000
Tax (Irish entity)	−€91,577
Net profit after tax	**€359,684**

Parking operations

DUBLIN — OPENING 2031

Dublin Airport (DUB) is Ireland's main international gateway, expecting 40 million passengers from 2027. APO's Dublin operation is a large 2,900-space open-air compound structured as a 50/50 profit-share with the landowner — eliminating land acquisition costs and rent, and delivering APO a substantial operating profit.

Stage of development

- 2,900 parking spaces; 8-minute shuttle ride to Dublin terminals.
- 50/50 profit-share with landowner: zero land cost; income shared equally after operating costs.
- Two dedicated buses direct to the terminals — 24/7 departures every 15 min.
- Operating cost model reflects scale and open-air format.
- Same operational playbook as Frankfurt: identical site management, same broker stack and marketing approach.

Dublin — Annual budget

Parking spaces	2,900
Occupancy rate	91%
Average daily rate (ex. VAT)	€8.95
Annual sales (ex. VAT)	€8,620,953
Broker commissions	−€1,191,416
Net revenue	**€7,429,538**
Carpark rent	€0 (landowner share)
Shuttle & airport costs	−€1,520,000
Other operating costs	−€990,000
Operational EBITDA	**€4,919,538**
50/50 landowner split	−€2,459,769
APO EBITDA	**€2,459,769**
Tax	−€307,471
Net profit after tax	**€2,152,298**

Location financials

Financial comparison — annual budget at full occupancy per location.

	MUNICH	HAMBURG	WARSAW	DUBLIN
Opening year	2027	2028	2029	2031
Parking spaces	800	800	800	2,900
Daily rate (ex. VAT)	€8.65	€8.65	€8.65	€8.95
Occupancy rate	90%	90%	90%	91%
Annual sales (ex. VAT)	€2,273,220	€2,273,220	€2,273,220	€8,620,953
Broker commissions	−€314,159	−€314,159	−€314,159	−€1,191,416
Net revenue	**€1,959,061**	**€1,959,061**	**€1,959,061**	**€7,429,538**
Carpark rent	−€627,800	−€627,800	−€627,800	€0 (land partnered)
Shuttle & airport costs	−€515,000	−€515,000	−€515,000	−€1,520,000
Other operating costs	−€330,000	−€330,000	−€330,000	−€990,000
EBITDA	**€486,261**	**€486,261**	**€486,261**	**€4,919,538**
50/50 landowner split	—	—	—	−€2,459,769
APO EBITDA	**€486,261**	**€486,261**	**€486,261**	**€2,459,769**
Tax & depreciation	−€126,577	−€126,577	−€126,577	−€307,471
Net profit after tax	**€359,684**	**€359,684**	**€359,684**	**€2,152,298**

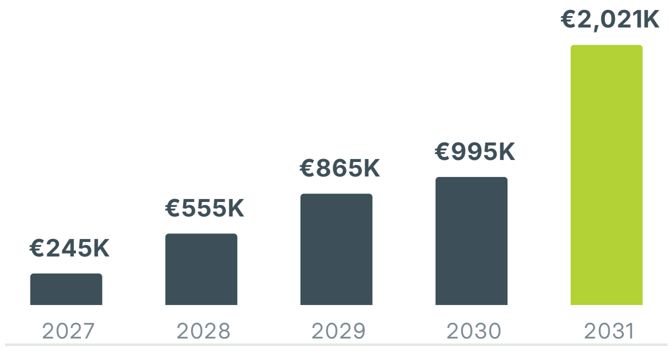
Note: Hamburg and Munich budgets are identical. Dublin profit is APO's 50% share. Tax & depreciation: Hamburg/Munich includes €35K depreciation + €91.6K tax; Dublin includes €307.5K tax.

Trading budget

Consolidated trading budget 2027–2031 — net profit after tax per location, less group overhead. New locations shown at 50% in their opening year.

ALL FIGURES €K	2027	2028	2029	2030	2031
Frankfurt (785 spaces, since 2022)	€315K	€315K	€315K	€315K	€315K
Munich (800 spaces, opens 2027)	€180K	€360K	€360K	€360K	€360K
Hamburg (800 spaces, opens 2028)	—	€180K	€360K	€360K	€360K
Warsaw (800 spaces, opens 2029)	—	—	€180K	€360K	€360K
Dublin (2,900 spaces, opens 2031)	—	—	—	—	€1,076K
Total operating profit	**€495K**	**€855K**	**€1,215K**	**€1,395K**	**€2,471K**
Group overhead (€250K + €50K p.a.)	−€250K	−€300K	−€350K	−€400K	−€450K
Net result after overhead	**€245K**	**€555K**	**€865K**	**€995K**	**€2,021K**
Accumulated reserves	**€245K**	**€800K**	**€1,665K**	**€2,660K**	**€4,681K**

NET RESULT AFTER GROUP OVERHEAD (€K)



1. Frankfurt: Irish parent charges €360K p.a. management fee to Frankfurt GmbH; shown net of 12.5% Irish corporate tax (€315K).
2. New locations shown at 50% in their opening year (mid-year ramp-up assumption).
3. Overhead starts at €250K in 2027, increasing by €50K p.a. as the business grows.
4. Accumulated reserves are cumulative after group overhead each year.

PARKING OPERATIONS

Strategic selection of airport rollout - more European locations to follow

APO management has analysed the 50 largest European airports to identify those best suited to the off-site shuttle parking model. Frankfurt has proven the concept; Munich, Hamburg, Warsaw and Dublin are the confirmed next four sites. A further 10 locations across Europe can be implemented after 2032.

4

confirmed shuttle parking facilities in 3 countries by end of 2031

+10

further locations after 2032

20

target locations across 10 European countries

Corporate structure

An Irish holding company with local operating subsidiaries. AirParkOne Limited is an Irish company (Dublin 4) that wholly owns the operating subsidiaries in Germany and Ireland. Each country of operation is run through a dedicated local company, ensuring compliance with local employment, tax and regulatory requirements. Group overhead is managed centrally from Dublin.

AirParkOne Valet Parking Limited
Irish holding company · 2017

AirParkOne Germany GmbH
German service company for VAT purposes
2018

Parkobello GmbH
Airport parking operator for Parkobello-branded operations in Germany
2022

APO Raedam Spatium Ltd
Future Dublin operator
2031

Group operational support (centralised)

- Book-keeping
- Legal services
- Marketing & sales
- Staff planning
- Financial reporting
- IT & website
- Recruitment
- CSR & environmental

Management and team

The management team brings deep experience in startups, parking management and real estate.

Thomas Wittenborg

CEO & Chairman

Founder and managing partner of Wittenborg Capital LLP (London, Copenhagen). Started career at Arthur Andersen & Co as auditor, then 15 years in banking. Founder of AirParkOne.

25% + APO shareholder since 2017

Conrad König

Head of Operations

35+ years of European property development — over 800 residential units constructed. Since 2000, has initiated tax-effective property partnerships for HNWIs across several European markets.

With APO since 2017

Tobias Schultheiss

Non-Executive Director, Head of New Sites

30 years of commercial real-estate experience and a track record of over €3bn. Managing Partner of Blackbird Real Estate GmbH; advises corporate clients and investors on German and international real-estate transactions.

Lasse Petersen

Non-Executive Director

Senior executive at Fortune 1000 companies (IONICS/GE, Knight-Ridder, Thomson Reuters). Senior positions at large PE and venture capital firms. ESG-focused investment portfolio over the past six years.

25% + APO shareholder since 2018

Stig Juhl Madsen

Non-Executive Director

Broad investment background as a former stockbroker at Carnegie, Denmark. Today retired, but an active investor.

APO shareholder since 2017

Yusuf Murat Burak

Frankfurt Carpark Operator

Started in Frankfurt car parking in 2007 and continued as Site Manager for Parkobello, Frankfurt in 2022. Head of all day-to-day management, pricing, competition and online marketing.

Shareholders

APO shares are currently held by 16 shareholders, with no single shareholder exceeding 30.7%.

CURRENT INVESTMENT ROUND — AUGUST 2026

TOTAL RAISE	NEW SHARES OFFERED	PRICE PER SHARE	POST-RAISE VALUATION
€1,000,000	400,000	€2.50	€4,095,750

Current shares issued: 1,213,300 · Post-raise: 1,613,300 shares · Proceeds fund Munich (2027) and Hamburg (2028) operations.

Major shareholders

Mr. Lasse Petersen	30.7%
Mr. Thomas Wittenborg	25.2%
14 other shareholders (none above 10%)	26.0%

Share capital & historical funding

- Total issued share capital EUR 1,213,300 pre-placing.
- A EUR 225,000 working-capital facility secured among shareholders at 5.3% p.a. interest; no fixed repayment date.

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