



PRESS RELEASE

OMER'S BOARD OF DIRECTORS REVIEWED THE MANAGEMENT DATA OF THE FIRST QUARTER OF 2026

PERCENTAGE MARGINALITY IMPROVED DESPITE LOWER REVENUES

- Total consolidated revenues: **€ 20.5 million**, down from € 22.4 million in Q1 2025
- EBITDA: **€ 3.4 million, in line** with € 3.5 million in Q1 2025
- EBITDA Margin: **16.7%**, improving from 15.7% in Q1 2025
- Net Financial Position: **positive (cash) of € 26.0 million** (positive of € 26.6 million as of 31 December 2025), a significant increase compared to the figure as of 31 March 2025 (positive of € 18.8 million)
- Backlog: equal to **€ 157 million**, in line with 31 December 2025
- Soft Backlog: equal to **€ 135 million**

Milano, 18 May 2026 – OMER S.p.A. (the “Company” or “OMER”, ISIN IT0005453748) – *a company active in the field of components and interior furnishings for railway transport vehicles* – examined the management data relating to the first three months of 2026, not subject to legal audit.

Giuseppe Russello, Chairman and CEO of OMER S.p.A., commented: *“This first quarter shows results in line with the Group’s expectations, with a good level of turnover, improved marginality compared to the same period of 2025, and a net financial position that remains solid compared to the 2025 financial statement and increased compared to the first quarter of the previous year. In a market context characterized by the natural conclusion of an expansionary cycle, OMER once again demonstrates the resilience of its business model and its ability to maintain high levels of operational efficiency. At the same time, we are proceeding with our program of technological innovation, automation, and expansion of production capacity, with the aim of further strengthening our competitive positioning and preparing to seize the opportunities offered by the next phase of development of the railway market. We look forward to the coming months with confidence: the market is experiencing a phase of strong growth, supported by several new projects, particularly in the high-speed trains and metro segments, which we expect will materialize in the next 18 months. In this scenario, the Group believes it is well positioned to benefit from the future recovery of the market cycle thanks to its industrial solidity, the gained experience, and the quality of the relationships built with the main international players in the sector”.*

Total consolidated revenues amounted to approximately **€ 20.5 million**, compared to € 22.4 million in the same period of 2025, due to a reduction in finished goods inventories and a challenging comparison with the first quarter of 2025, which benefited from revenues from the Dolce Vita project. In terms of turnover, the Group recorded a positive performance, maintaining a good level of volumes, despite the limited contribution from the US subsidiary OMER North America.

EBITDA stood at approximately **€ 3.4 million**, substantially in line with € 3.5 million recorded in the first quarter of 2025, with an **EBITDA margin** – the ratio between EBITDA and total consolidated revenues – of **16.7%**, an improvement compared to 15.7% recorded in the first three months of 2025. This result confirms the validity of the Group's business model, which managed to keep costs under control thanks to the continuous optimization and streamlining of industrial processes.

The Group's consolidated **net financial position** is positive (cash) at approximately **€ 26.0 million**, compared to approximately € 26.6 million as of 31 December 2025, due to the normal trend in collections for the period and investments related to the expansion of Plant B at the Carini production facility. Noteworthy is the significant improvement compared to the first quarter of 2025 (€ 18.8 million), thanks to operating cash generation.

The **backlog**¹ is **€ 157 million**, in line with the figure as of 31 December 2025 (€ 161 million); the **soft backlog**² is **€ 135 million**, down from the figure as of 31 December 2025 (€ 150 million) due to the conversions to backlog recorded during the first quarter.

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About OMER

OMER S.p.A., founded in Palermo in 1990 as a manufacturer of components for road vehicles, in 1993 began operating in the sector of components and interior furnishings for railway vehicles. Today OMER is an important international operator in the design and production of railway components with a high engineering, design and innovative content, intended for the preparation of high-speed, regional and underground trains. The Company is positioned as a partner of the manufacturers of railway trains, which receive their orders from railway transport operators. The Group is recognized by the main manufacturers of rolling stock and is specialized in the design and production of railway interiors, i.e. internal coatings intended for all areas of the vehicle, of cabins for sanitary modules (so-called toilet module cabins), as well as of the external components of the carriage, such as fairings and doors. The Group's commitment is also made clear by an ESG (Environmental, Social, Governance) profile. The Issuer's products are in fact intended for a sector which cares for the environmental impact such as the railway sector. In this regard, the prevalent use of aluminium inside the trains is oriented towards high recyclability. For more information visit our website: www.omerspa.com

¹ The value of the backlog is equal to the residual value of the not already completed contractual orders, calculated as the quantities still to be delivered multiplied by the unit order price on a given date.

² The soft backlog is equal to the value of the options contractualized in the framework agreements, exercisable by customers, and not yet exercised at a given date.



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