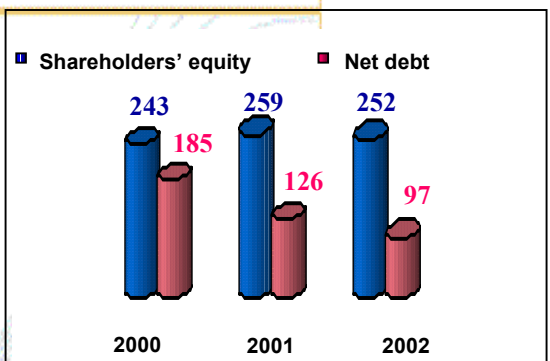
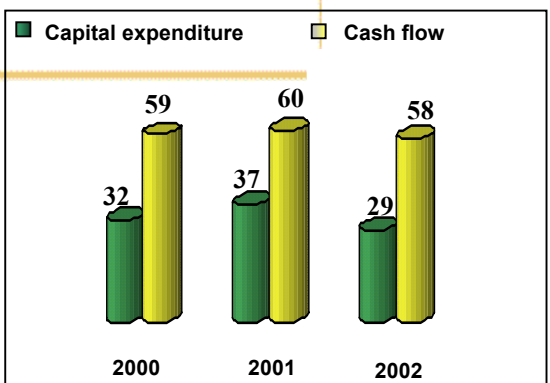
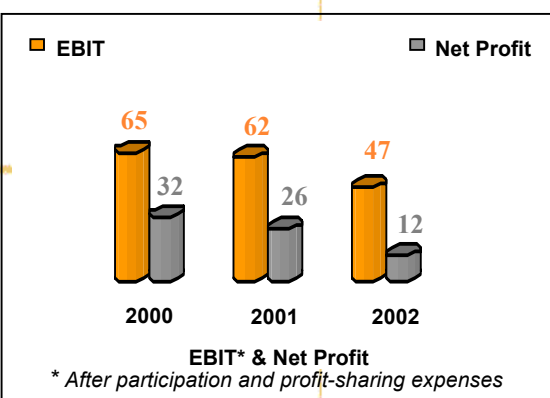
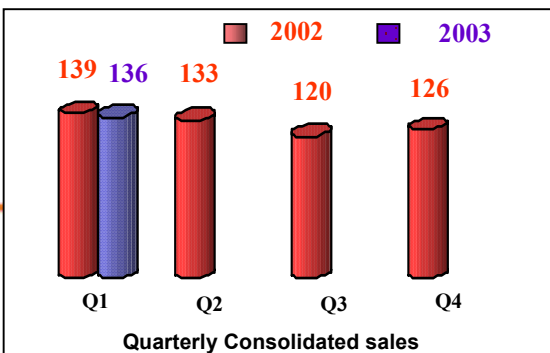


In euros million



**Q1 2003: BUSINESS WITHSTANDS THE DOLLAR EFFECT**

The last quarter of 2002 saw business fall by 2.2%, primarily as a result of the dollar effect. The first months of 2003 follow a similar trend, displaying some resistance, which is hidden once again by the impact of the dollar. Thus, Q1 2003 sales come out to €136.2 million, versus €138.6 million for Q1 2002, down 1.7%. On a like for like and constant exchange rate basis, the trend is positive by +0.6%, the dollar effect alone accounting for -3.8 points. Sales achieved abroad account for 48% of total revenues, up 1%.

**THE TRENDS ANNOUNCED AT THE BEGINNING OF 2003 MATERIALIZE**

Contrasted trend in the Aerospace industry:

While AIRBUS and BOEING maintain the production pace they announced initially, regional aircraft manufacturers and motorists are clearly adjusting their calls for delivery. As an example, BOMBARDIER announced 3,000 layoffs on the Montréal, Toronto and Belfast sites and cut its CRJ 700 production pace by 20%. It ought to be pointed out that, for the time being, the potential effects of the war in Iraq are not felt among aircraft manufacturers. In this rather uncertain context, the aerospace activity at large falls by 2.5% on a new consolidation scope basis and by -1.6% on a like for like and current dollar rate basis. The division's sales are significantly affected by the dollar effect: -10.7 points that offset the positive impact of the integration of MONADNOCK, +9.1 points. Sales in the USA drop by 14%, in line with BOEING's significant production pace slow down. On the contrary, European business is extraordinarily sustained, thanks to the stocking by AIRBUS and subcontractors of the first fasteners intended for the industrial production of large carriers and the A380.

The slowdown observed in the racing segment in the USA is maintained during Q1 2003, while European activity remains highly vigorous, thank to the beginning of the F1 season.

Automotive sales are sustained:

The division clearly benefits from a favorable background effect resulting from the destocking movement of Q1 2002. Nevertheless, its performance results exceed the market, in line with the Q4 2002 trend, yet they are not correlated with the evolution of new vehicle sales, either in France or Europe. With a +2.1% progression over the quarter, business remains dynamic with manufacturers such as PSA, Renault (new Mégane, new Scénic) and in the passenger comfort and safety equipment segments, as a result of newly-captured market shares. The division's results therefore exceed those of last year for its entire range of activities, be it with French, German, or international manufacturers. The project which has been conducted for 6 months already, regarding the kickoff of our North American industrial activity, materialized with the accreditation and delivery of a first batch of parts in Sumitomo.

Business recovery for Cosmetics:

After a difficult start in January, business somewhat picked up in February and March. Indeed, despite the economic context, key customers maintain their high order forecasts and, to date, we can mention LVMH ("J'adore" by Dior, "Organza" by Givenchy), Estée Lauder and Chanel. All in all, business is up 1.7% as compared to its 2002 level. The technical difficulties posed by the parts, the toughened quality demand, and a fire that devastated a polishing workshop (250 square meters) at our metal plant in Saint Saturnin (Mayenne) earlier this year, have generated bottlenecks, while the division was able to achieve much higher revenues than last year.

**OUTLOOK**

Regarding the Aerospace Division, the short term order book is robust in Europe and beyond the current invoicing level. The market does not seem to be faltering yet. However, the division remains vigilant, as a sudden trend reversal remains possible. In the USA, the trend is in line with forecasts: BOEING, BOMBARDIER and EMBRAER are expected to pursue their activity in line with end 2002 and early 2003.

Regarding the Automotive Division, the market in Q1 2003 is in line with what it shall probably be during the rest of the year. Consequently, the division is rather confident that it shall maintain the current activity level with, however, a less favorable comparison basis. The external growth project in Germany remains in the pipeline.

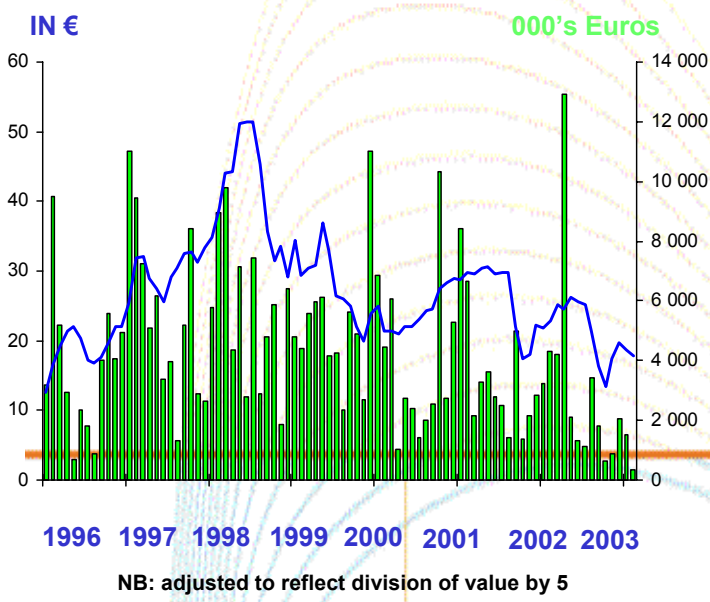
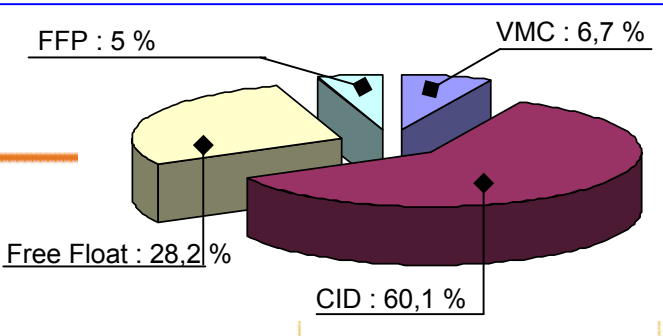
Regarding the Fragrances-Cosmetics Division, the careful industrial upgrade work is making gradual progress, enabling the division to improve its performance results. The solving of bottlenecks shall bear fruit during the second half of the year.

As a conclusion, after a first quarter in line with our expectations, and not taking account of the impact of the war in Iraq, the satisfactory work load of the first half of the year encourages us to maintain the improvement goals we announced when introducing the 2002 annual statements.

**Data**

Market capitalisation	162 M€ ( 16,40€ - 31/03/03)
Shares outstanding	9 866 838
Price range 02 (adjusted)	20,10/14,40€
Gloval dividend (01)	0,92 €
Reuters Code	GFII.PA
Bloomberg Code	FII FP
Euroclear Code	5035

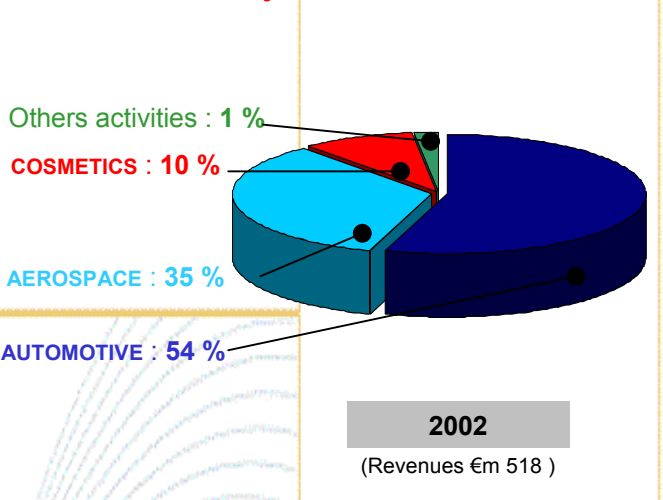
**Capital structure**



**History**

- In the sixties, five family businesses specialized in industrial fasteners, merged in several stages giving birth in 1968 to GFD, number one in industrial fasteners and fastening systems in France.
- In 1977, GFD acquired BLANC AERO, the French leader in aerospace fasteners. The new group became GFI and was listed on the Paris Second Market in June 1989.
- Since 1991, GFI Industries has grown actively making 18 acquisitions : THIANT, FDM, BELEY, MOHR und FRIEDRICH (All), GRADEL and GERVAIS LE PONT, RAPID SA in the Automotive – SERICA, L'EUMAIL et LEOPLAST (I) in Packaging – ARS Industries in Railways tracks – MEGNIN in the Industrial division, HI-SHEAR Corporation (EU), AIRTEC, APT (EU) , BAB, A-1 (EU) et FT BESTAS (Turkey) in the Aerospace division.
- In 1999, the Automotive division closed FDM and the Aerospace division sold APT Construction (USA).
- In 2001, disposal of GFD (standard fasteners for buildings).
- May 14th, 2002 : GFI Industries becomes LISI which stands for Link Solutions for Industry.
- August 2002 : Acquisition of The Monadnock Company which is specialized in clipped fasteners used in interior aircraft fittings
- October, 2002 : disposal of ARS INDUSTRIES (Railway fasteners).

**Markets and Activity**



- 3 core businesses:**
- **Aerospace industry fasteners and fastenings systems**  
(35% of consolidated revenues)  
N° 3 worldwide – Competitors: FAIRCHILD (USA), SPS (USA), HUCK ALCOA (USA)  
World's leading manufacturer of fasteners for airframes and the European leader for high performance parts sold to OEM market, notably by engine manufacturers.
  - **Automotive industry fasteners and parts components**  
(54% of consolidated revenues)  
N° 2 in Europe – Competitors: TEXTRON (USA), ITW (USA), TRW (USA), FONTANA (I), KAMAX (Ger)
  - **Perfume and cosmetics packaging (10% of consolidated revenues)**  
Worldwide TOP 5 - Competitors: TECHPACK (F), REXAM (UK), QUALIPAC (F), AMS Packaging (USA)
- **48 % of consolidated revenues realized outside France.**

**Financial highlights (adjusted)**

	2000	2001	2002
Global dividend (in €)	0,91	0,91	0,92
High quotation (in €)	31,30	33,70	27,45
Low quotation (in €)	17,41	15,20	11,06
Daily traded value (in K€)	190	167	104

**Breakdown of 2002 by activity**

In €m	EBITDA	EBIT	Cash Flow	Capex	Manpower
AEROSPACE	27,4	15,5	23,7	7,7	1 969
AUTOMOTIVE	44,7	29,7	33,2	18,3	2 530
COSMETICS	2,1	(0,5)	0,2	2,9	647
Other activities	3,1	2,3	0,4	0,4	10
(Holding included)					
<b>TOTAL</b>	<b>77,3</b>	<b>47,0</b>	<b>57,5</b>	<b>29,3</b>	<b>5 156</b>