

Rough translation of final version (E) 12 October 2006

EGM Stork 12 October 2006

Ladies and Gentlemen,

My name is Marcel Mock. I am an independent interim manager and senior legal counsel. I have worked for Fokker as a senior legal counsel and have also worked some time for the trustees in the Fokker bankruptcy. Recently I wrote an opinion article about the present position between Stork and Paulson / Centaurus and the opportunities which may result as a consequence thereof. The article was published on 20 september 2006 in Het Financieele Dagblad.

Since the private equity parties wish Stork to convert into an aerospace company, there will be good opportunity to combine various forces and to arrange for a revival of aircraft manufacturing in The Netherlands. This would be possible by establishing a *New Fokker®*, which will focus on aircraft manufacturing and shall market modernized Fokker aircraft. Important part of the aircraft shall be manufactured both in China and in India, whilst high value know how can remain and be preserved in The Netherlands and the position of The Netherlands as a know how economy can be strengthened. As a consequence this could result at the same time into many new jobs.

Apart from Stork several other parties may be interested to participate into *New Fokker* or *Nieuw Fokker®*, the possible name for the new aircraft manufacture venture. Stork may wish to participate since Stork has at least a double interest: 1st the factories of Stork may wish to produce aircraft parts (certainly when both the A380 and the NH90 programmes face serious set-backs), and 2nd the aircraft service activities may benefit from *New Fokker* aircraft. Moreover, the private equity parties who show an aerospace interest (assuming that they are prepared to agree a long term commitment) and have deep pockets can invest in *New Fokker*; furthermore there will possibly be interested parties in China en India, parties with specific know how, financial institutions in various countries, etc.

On a global basis today, 10 years after Fokker's demise, still some 900 Fokker aircraft are operated and the name Fokker is still well known. KLM operates more Fokker aircraft, over 60, than ever before and is still gradually expanding its Fokker fleet by purchasing second hand aircraft. Air France KLM will need a fleet renewal in the next future.

Also on a global basis there is significant desire to obtain aircraft for the regional market, the market that was Fokker's prime area. Other manufacturers can only partly fill the gap. The market segment offers many good opportunities.

My article in the FD was not meant as a trial kite, but is a serious thought. The seriousness is now underlined by a group of persons, who wish me to keep their identity unknown for the time being. I can only state that these persons are individuals, who made major contributions to The Netherlands business community (Nederlands bedrijfsleven) in capacities as Chairman / CEO, CFO, executive, non-executive chairman or non-executive board member of various listed companies with AEX, Midkap or other major enterprises, and last but not least individuals who are intimately aware with key processes for managing or erecting a new

aircraft manufacturing plant, including the marketing, sales en product support for aircraft, as well as the financial chapter and financing of such new operation. Generally, one could say that there are an increasing number of people who have a reasonable understanding of what this about who show an interest for the thoughts as expressed in the said opinion article.

For good orders sake these individuals have as far as known to me neither recently invested in Stork shares, nor do they possess significant interests in Stork generally. The undersigned acts as a secretary and address of the group and owns 5 (five) Stork shares in order to be able to attend the egm. Also the names *Nieuw Fokker* and *New Fokker* have been registered.

The Supervisory Board and the Executive Board of Stork have prior to the egm been informed about this text on a confidential basis. Their response was as follows ... [Stork / mr Vollebregt and the general counsel gave no response apart from an automatic confirmation of receipt before completing this document].

Also Centaurus and Paulson have prior to the egm been informed about this text on a confidential basis. Their response was as follows ... [Centaurus by way of a BlackBerry note of mr Oppetit gave a confirmation of receipt; no further response was received].

It is now key to unite various forces and not only to build bridges, but also to manufacture new modernized Fokker aircraft. There is no detailed plan yet, however, the individuals as meant before are prepared to support that a *New Fokker* will be established which shall be viable not as an aircraft hobby horse or mistaken nationalism, but because according to their opinion there are good opportunities now which make it worth the efforts.

Above all it is the task of Stork, Centaurus and Paulson to jointly develop a good strategy. My contribution to this egm is not focusing on corporate governance, but by way of obiter dictum (something said in passing) the following: it should be clear that corporate governance rests on the pillars of 'transparency' en 'accountability' (transparantie en verantwoording afleggen) and should be the rule of conduct for all parties mentioned. The chairman of Stork's Supervisory Board was also a member of the Tabaksblat Committee (Commissie Tabaksblat).

Finally, hedge funds and private equity parties may be seen as a new phenomena today and as a threat. However basically there is no news under the sun. As a younger company counsel working for Nedlloyd I was present in De Doelen in Rotterdam where Torstein Hagen some 20 years ago in a marathon shareholders meeting wished to conquer Nedlloyd. Consequently, I personally see today a strong déjà vu. This is enhanced by the fact that we know today that at the time Nedlloyd was not of the right opinion and also Torstein Hagen was not of the right opinion. As happens more often the truth was somewhere in the middle. One person, however, had a clear view and soon resigned as a member of Nedlloyd's Supervisory Board. That was a former and charismatic Stork CEO Jhr. Feio Sickhinge. One must hope that the parties which today are having a fight (at least that is how it looks like) can also co-operate in a constructive manner for these areas where they have or could have common interests.

Thank you for your attention.