



ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2023 - GENERELL INFORMASJON

Enheten

Organisasjonsnummer: 927 459 051
Organisasjonsform: Aksjeselskap
Foretaksnavn: GRAM CAR CARRIERS SHIPOWNING AS
Forretningsadresse: Bryggegata 9
0250 OSLO

Regnskapsår

Årsregnskapets periode: 01.01.2023 - 31.12.2023

Konsern

Morselskap i konsern: Nei

Regnskapsregler

Regler for små foretak benyttet: Nei
Benyttet ved utarbeidelsen av årsregnskapet til selskapet: Regnskapslovens alminnelige regler

Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet: Gunnar Stautland Koløen
Dato for fastsettelse av årsregnskapet: 24.06.2024

Grunnlag for avgivelse

År 2023: Årsregnskapet er elektronisk innlevert
År 2022: Tall er hentet fra elektronisk innlevert årsregnskap fra 2023

Det er ikke krav til at årsregnskapet m.v. som sendes til Regnskapsregisteret er undertegnet. Kontrollen på at dette er utført ligger hos revisor/enhetens øverste organ. Sikkerheten ivaretas ved at innsender har rolle/rettighet for innsending av årsregnskapet via Altinn, og ved at det bekreftes at årsregnskapet er fastsatt av kompetent organ.

Brønnøysundregistrene, 30.07.2025



Resultatregnskap

Beløp i: USD	Note	2023	2022
RESULTATREGNSKAP			
Inntekter			
Salgsinntekt		150 527 000	84 634 000
Annen driftsinntekt		13 057 000	
Sum inntekter		163 584 000	84 634 000
Kostnader			
Mannskapskostnader		36 507 000	28 814 000
Avskrivning av driftsmidler og immaterielle eiendeler		24 146 000	18 175 000
Annen driftskostnad		3 795 000	2 767 000
Sum kostnader		64 448 000	49 756 000
Driftsresultat		99 136 000	34 877 000
Finansinntekter og finanskostnader			
Annen finansinntekt		4 912 000	7 264 000
Sum finansinntekter		4 912 000	7 264 000
Annen finanskostnad		22 526 000	13 671 000
Sum finanskostnader		22 526 000	13 671 000
Netto finans		-17 614 000	-6 407 000
Ordinært resultat før skattekostnad		81 522 000	28 470 000
Skattekostnad på resultat			
Ordinært resultat etter skattekostnad		81 522 000	28 470 000
Årsresultat		81 522 000	28 470 000
Årsresultat etter minoritetsinteresser		81 522 000	28 470 000
Totalresultat		81 522 000	28 470 000
Overføringer og disponeringer			
Avsatt til annen egenkapital		81 522 000	28 470 000
Sum overføringer og disponeringer		81 522 000	28 470 000



Resultatregnskap

Beløp i: USD	Note	2023	2022
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Balanse

Beløp i: USD	Note	2023	2022
BALANSE - EIENDELER			
Anleggsmidler			
Immaterielle eiendeler			
Varige driftsmidler			
Skip, rigger, fly og lignende		450 233 000	456 708 000
Sum varige driftsmidler		450 233 000	456 708 000
Sum anleggsmidler		450 233 000	456 708 000
Omløpsmidler			
Varer			
Lager av varer og annen beholdning		1 508 000	1 605 000
Sum varer		1 508 000	1 605 000
Fordringer			
Kundefordringer		5 290 000	3 151 000
Andre kortsiktige fordringer		929 000	551 000
Konsernfordringer		909 000	3 517 000
Sum fordringer		7 128 000	7 220 000
Bankinnskudd, kontanter og lignende			
Bankinnskudd, kontanter o.l.		33 190 000	8 890 000
Sum bankinnskudd, kontanter og lignende		33 190 000	8 890 000
Sum omløpsmidler		41 826 000	17 715 000
SUM EIENDELER		492 059 000	474 422 000
BALANSE - EGENKAPITAL OG GJELD			
Egenkapital			
Innskutt egenkapital			
Aksjekapital		13 000	10 000
Overkurs		149 142 000	118 308 000



Balanse

Beløp i: USD	Note	2023	2022
Sum innskutt egenkapital		149 155 000	118 318 000
Opptjent egenkapital			
Annen egenkapital		90 206 000	40 641 000
Sum opptjent egenkapital		90 206 000	40 641 000
Sum egenkapital		239 361 000	158 959 000
Gjeld			
Langsiktig gjeld			
Annen langsiktig gjeld			
Gjeld til kredittinstitusjoner		191 681 000	231 739 000
Sum annen langsiktig gjeld		191 681 000	231 739 000
Sum langsiktig gjeld		191 681 000	231 739 000
Kortsiktig gjeld			
Gjeld til kredittinstitusjoner		32 868 000	31 867 000
Leverandørgjeld		8 901 000	5 391 000
Kortsiktig konserngjeld		768 000	39 088 000
Annen kortsiktig gjeld		18 480 000	7 379 000
Sum kortsiktig gjeld		61 017 000	83 725 000
Sum gjeld		252 698 000	315 464 000
SUM EGENKAPITAL OG GJELD		492 059 000	474 422 000



Skatteetaten

Vår dato
15.03.2022

Din/Deres dato
14.02.2022

Saksbehandler
Vibeke Horne

800 80 000
Skatteetaten.no

Din/Deres referanse

Telefon
90518192

Org.nr
974761076

Vår referanse
2022/5184683

Postadresse
Postboks 9200 Grønland
0134 OSLO

U.off.

WIKBORG REIN ADVOKATFIRMA AS
Postboks 1513 Vika
0117 OSLO

Att. Are Zachariassen

Tillatelse til å utarbeide årsregnskap og årsberetning på engelsk

Vi viser til deres brev av 14. februar 2022 der det søkes om dispensasjon fra kravet til å utarbeide årsregnskap og årsberetning (inkludert konsernregnskap) på norsk for følgende selskaper:

Gram Car Carriers ASA	org.nr. 827 669 962
Gram Car Carriers Management AS	org.nr. 989 169 122
Gram Car Carriers Shipowning AS	org.nr. 927 459 051
Gram Car Carriers Leasing 1 AS	org.nr. 927 458 926
Gram Car Carriers Leasing 2 AS	org.nr. 927 459 159
Gram Car Carriers Leasing 3 AS	org.nr. 927 459 213

Søknaden ble sendt til Skattedirektoratet. Skattedirektoratets myndighet til å treffe enkeltvedtak etter regnskapsloven § 3-4 tredje ledd ble delegert til skattekontoret med virkning fra 1. juni 2019.

Skattekontoret gir på bakgrunn av en konkret helhetsvurdering de overnevnte selskaper dispensasjon fra kravet til å utarbeide årsregnskap og årsberetning på norsk, jf. regnskapsloven § 3-4 tredje ledd. Dispensasjonen gjelder så lenge opplysningene som danner grunnlaget for vedtaket ikke endres vesentlig.

Kopi av dette brevet må sendes til Regnskapsregisteret i Brønnøysund sammen med årsregnskapet. Den regnskapspliktige må selv dokumentere ved dette brev at tillatelse er gitt.

Bakgrunn

Gram Car Carriers ASA er et nystiftet selskap som er notert på Euronext Growth, Oslo. Selskapet er morselskap for de øvrige selskapene.

Majoriteten av selskapets investorer er internasjonale med engelsk som arbeidsspråk. Konsernet driver virksomhet innen internasjonal shipping.



Skattekontorets vurdering

Etter regnskapsloven § 3-4 tredje ledd skal "årsregnskapet og årsberetningen [...] være på norsk. Departementet kan ved [...] enkeltvedtak bestemme at årsregnskapet og/eller årsberetningen kan være på et annet språk."

I Ot. prp. nr. 42 (1997-1998) Om lov om årsregnskap mv., er det uttalt følgende om regnskapslovens formål, jf. pkt. 1.1:

"Regjeringen har som siktemål at regnskapsloven skal bidra til informative regnskaper for ulike grupper av regnskapsbrukere. Regnskapsbrukerne er dels investorer og kreditorer som tilfører kapital til foretakene, og dels andre grupper som har interesse av å vite hvordan foretaket drives, f.eks. de ansatte og lokalsamfunnet. Informasjonen til kapitalmarkedet skal gi grunnlag for riktig prising av finansielle objekter. Riktig prisdannelse på aksjer er en forutsetning for at ressursbruken i samfunnsøkonomien skal bli best mulig. Gode regnskaper vil også gjøre det vanskeligere for markedsdeltakere å ta ut spekulasjonsgevinster med basis i skjevt fordelt informasjon."

Det fremgår således at et av hovedformålene med regnskapsloven er å bidra til "informative regnskaper for ulike grupper av regnskapsbrukere". Regnskapsbrukere vil omfatte, jf. uttalelsen i proposisjonen, blant andre investorer, kreditorer, ansatte og lokalsamfunnet.

Det er etter skattekontorets vurdering derfor avgjørende ved vurdering av om dispensasjon fra kravet til å utarbeide årsregnskap og/eller årsberetning på norsk kan gis, at det ikke foreligger mulige brukere av regnskapsinformasjon som blir vesentlig berørt negativt ved en eventuell dispensasjon.

Det er særlig hensynet til brukerne av regnskapsinformasjon som skal vurderes ved en dispensasjonssøknad. I denne vurderingen har skattekontoret lagt særlig vekt på at selskapene er i et konsern hvor morselskapet er notert på Euronext Growth, Oslo. Videre er det vektlagt at selskapene driver virksomhet i en internasjonal bransje der alle sentrale aktører behersker og benytter engelsk.

Vennligst oppgi vår referanse ved henvendelse i saken.

Med hilsen

Vibeke Horne
rådgiver
Brukerdialog, brukerkontakt
Skatteetaten

Dokumentet er elektronisk godkjent og har derfor ikke håndskrevne signaturer.



BDO AS
Lerstadvegen 517
6018 Ålesund

Independent Auditor's Report

To the General meeting of Gram Car Carriers Shipowning AS

Opinion

We have audited the financial statements of Gram Car Carriers Shipowning AS.

The financial statements comprise:

- The balance sheet as at 31 December 2023
- The income statement for 2023
- Statement of changes in equity
- Statement of cash flows for the year that ended 31 December 2023
- Notes to the financial statements, including a summary of significant accounting policies

In our opinion:

- The financial statements comply with applicable statutory requirements, and
- The financial statements give a true and fair view of the financial position of the Company as at 31 December 2023, and its financial performance and its cash flows for the year then ended in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway.

Basis for Opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Company as required by relevant laws and regulations in Norway and the International Ethics Standards Board for Accountants' International Code of Ethics for Professional Accountants (including International Independence Standards) (IESBA Code), and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Other information

The Board of Directors (management) is responsible for the other information. The other information comprises the Board of Directors' report. Our opinion on the financial statements does not cover the other information.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.



Opinion on the Board of Directors' report

Based on our knowledge obtained in the audit, in our opinion the Board of Directors' report

- is consistent with the financial statements and
- contains the information required by applicable statutory requirements.

Responsibilities of the Board of Directors for the Financial Statements

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting insofar as it is not likely that the enterprise will cease operations.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

For further description of Auditor's Responsibilities for the Audit of the Financial Statements reference is made to:

<https://revisorforeningen.no/revisjonsberetninger>

Ålesund, 24 June 2024

BDO AS

John Arne Fiskerstrand
State Authorised Public Accountant
(This document is signed electronically)

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"Med min signatur bekrefter jeg alle datoer og innholdet i dette dokument."

Fiskerstrand, John Arne

State Authorised Public Accountant

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Gram Car Carriers Shipowning AS

Audited financial statements

2023





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Gram Car Carriers Shipowning AS
Audited financial statements 2023

Board of Directors' report

Gram Car Carriers Shipowning AS (the 'Company') owns and operates pure car and truck carrier ('PCTC') vessels. The Company's offices are located at Bryggegata 9, 0250 Oslo, Norway, where the majority of the Company's activities are carried out. The Company is a wholly owned subsidiary of Gram Car Carriers ASA.

During the financial period, the Company maintained satisfactory operational performance with an average fleet utilisation rate of 98%.

The Company recorded a USD 81.5 million profit for the financial period ending 31 December 2023. As at 31 December 2023 total assets amounted to USD 492.1 million, comprising mainly of vessels and other tangible assets and cash. Total equity was USD 239.4 million. As at 31 December 2023 the Company had a liquidity reserve of USD 74.8 million, comprising of USD 33.2 million in cash and USD 41.6 million in available undrawn credit lines.

The Board of Directors confirm that the going concern assumption under which the financial statements have been prepared, is appropriate. This assumption is based on cash flow projections for 2024 and longer-term forecasts. The Company is well positioned with a revenue backlog amounting to USD 633 million as per 31 December 2023.

The Board of Directors believes that the financial statements provide a true and fair view of the Company's result for 2023 and the financial position at 31 December 2023.

The Company's performance and growth depend on the demand for deep-sea transportation of vehicles, high and heavy machinery, agriculture and mining equipment, as well as delivery of new vessels and recycling of old vessels, converted to other uses or lost.

The Company is exposed to credit risks and contractual default by its counterparties. The customer base consists of relatively few companies, with varying credit risk profiles.

As of 31 December 2023, all of the Company's material financing arrangements are subject to floating interest rates. Any changes in the interest rates have a direct impact on the Company's financial performance.

The Company has no employees.

The Company is committed to reducing greenhouse gas (GHG) emissions to meet targets set by the International Maritime Organisation (IMO).

A statement in accordance with §5 of the Transparency Act is available at www.gramcar.com.

Oslo, 24 June 2024

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Harald Mathias Gram
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Harald Mathias Gram
Chair of the Board

DocuSigned by:
Georg Alexander Whist
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Georg Alexander Whist
Board Member

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Gunnar S. Koløen
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Gunnar Stautland Koløen
Board Member



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

Financial statements

Statement of income

In USD thousands	Notes	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Operating revenue	4, 5	150,527	84,634
Vessel operating expenses	6	(36,507)	(28,814)
Administrative expenses	7	(3,795)	(2,767)
Operating profit before depreciation (EBITDA)		110,226	53,053
Gain from the sale of vessel	8	13,057	-
Depreciation	8	(24,146)	(18,175)
Operating profit (EBIT)		99,136	34,877
Financial income	9	4,912	7,264
Financial expenses	9	(22,526)	(13,671)
Profit before tax (EBT)		81,522	28,470
Income tax expense	10	-	-
Profit for the period		81,522	28,470



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

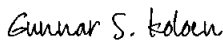
Statement of financial position

In USD thousands	Notes	31 Dec 2023	31 Dec 2022
Assets		492,059	474,422
Non-current assets		450,233	456,708
Vessels and other tangible assets	8	450,233	456,708
Current assets		41,826	17,715
Inventories		1,508	1,605
Trade and other receivables		5,290	3,151
Loans to related companies	12	909	3,517
Cash and cash equivalents		33,190	8,890
Other current assets		930	551
Equity and liabilities		492,059	474,422
Equity		239,361	158,959
Non-current liabilities		191,681	231,739
Interest-bearing debt – non-current	11	191,681	231,739
Current liabilities		61,017	83,725
Interest-bearing debt – current	11	32,868	31,867
Trade and other payables		8,901	5,391
Loans from related companies	12	768	39,088
Deferred income	5	18,480	7,379

Oslo, 24 June 2024

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Harald Mathias Gram
Chair of the Board

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Georg Alexander Whist
Board Member

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Gunnar Stautland Koløen
Board Member



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

Statement of changes in equity

In USD thousands	Notes	Share capital	Share premium	Retained earnings	Other equity	Total
1 January 2023		10	118,308	28,470	12,171	158,959
Capital increase		1	33,690	-	-	33,691
Capital increase – Mediterranean Sea		3	8,493	-	-	8,495
Purchase price allocation – Mediterranean Sea	8	-	-	-	(3,487)	(3,487)
Dividend distribution		-	(11,348)	(28,470)	-	(39,818)
Income for the period		-	-	81,522	-	81,522
Equity at 31 December 2023		13	149,142	81,522	8,684	239,361
2 July 2021 (date of incorporation)		3	-	-	-	3
Capital increase – private placement		3	76,872	-	-	76,875
Capital increase – vessel acquisition (contribution in kind)		2	31,637	-	-	31,639
Capital increase – vessel acquisition		2	9,798	-	-	9,800
Continuity adjustments	8	-	-	-	12,171	12,171
Income for the period		-	-	28,470	-	28,470
Equity at 31 December 2022		10	118,308	28,470	12,171	158,959



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

Statement of cash flows

In USD thousands	Note	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Profit for the period		81,522	28,470
Financial (income)/ expenses		21,075	13,477
Gain from the sale of vessel	8	(13,057)	-
Depreciation	8	24,146	18,175
Income tax expense	10	-	-
Cash flow from operating activities before changes in working capital		113,686	60,123
Changes in working capital:			
Inventories		97	(1,605)
Trade and other receivables		(2,138)	(3,151)
Loans to related companies		2,609	(3,517)
Other current assets		(379)	(551)
Trade and other payables		995	4,534
Loans from related companies		(2,257)	(5,687)
Deferred income		11,101	7,379
Cash flow from operating activities		123,715	57,523
Investment in vessels and other tangible fixed assets	8	(42,814)	(292,271)
Proceeds from disposal of vessel	8	34,712	-
Cash flow used in investing activities		(8,102)	(292,271)
Proceeds from issue of shares		6,123	3
Dividend paid		(39,818)	-
Proceeds from issue of debt	11	15,000	296,506
Repayment of debt	11	(40,485)	(33,817)
Repayment of revolving credit facilities	11	(15,000)	-
Repayment of loans from related companies		-	(9,127)
Interest paid		(17,133)	(9,928)
Cash flow from financing activities		(91,313)	243,638
Net change in cash and cash equivalents		24,300	8,890
Cash and cash equivalents at beginning of period		8,890	-
Cash and cash equivalents at end of period		33,190	8,890



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

Notes to the consolidated financial statements

Note 1 – General information

Gram Car Carriers Shipowning AS (the 'Company') is a limited liability company (Norwegian: aksjeselskap) incorporated and domiciled in Norway, with registered address at Bryggegata 9, 0250 Oslo, Norway and Norwegian enterprise number 927 459 051. The Company was incorporated on 2 July 2021.

The Company is wholly owned by Gram Car Carriers ASA, a public limited liability company (Norwegian: allmennaksjeselskap) with Norwegian enterprise number 827 669 962.

The principal activity of the Company is to own and operate maritime assets in the pure car and truck carrier ('PCTC') shipping segment.

As of 31 December 2023, the Company owns and operates 15 PCTC vessels.

Note 2 – Basis for preparation

The financial statements for the period 1 January 2023 to 31 December 2023 are prepared in accordance with Norwegian GAAP.

The financial statements are based on historical costs except as disclosed in the accounting policies.

The financial statements are presented in US Dollars (USD), which is the functional currency of the Company. Amounts are rounded to the nearest thousand, unless otherwise stated.

The financial statements are prepared based on the assumption of going concern.

Note 3 – Significant accounting policies

Revenue recognition

Time charter revenue is recognised in the income statement on a straight-line basis over the period of the time charter contract unless another systematic basis is more representative of the time pattern in which use benefit derived from the leased asset is diminished. Amount received in advance and unearned at the end of the reporting period is not recognised in the income statement and instead taken up as deferred revenue in the statement of financial position.

Operating expenses

Operating expenses are accounted for on an accrual basis. Expenses are charged to the income statement, except for those incurred in the acquisition of an investment which are capitalised as part of the cost of the investment. Expenses arising on the disposal of investments are deducted from the disposal proceeds.

Vessel operating expenses of the Company are expenses related to the operation of vessels, such as (but not limited to) crewing expenses, expenses for repair and maintenance, lubrication oil consumption and insurance.

Financial income and expenses

Interest income and expense is recognised as accrued and is presented under the financial income or expense in the income statement.

Foreign currency transactions

Transactions in foreign currencies are recorded in the functional currency rate at the date of the transaction. Monetary assets and liabilities in foreign currency are translated at the functional currency rate prevailing at the balance sheet date. Exchange differences arising from translations into functional currency are recorded in the income statement. Non-monetary assets and liabilities measured at historical cost in foreign



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Gram Car Carriers Shipowning AS
Audited financial statements 2023

currency are translated into the functional currency using the historical exchange rate. Non-monetary assets and liabilities recognised at fair value are translated using the exchange rate on the date of the determination of the fair value.

Vessels and other tangible assets

Tangible fixed assets are stated at historical cost, less subsequent depreciation and impairment. For vessels purchased, these costs include expenditures that are directly attributable to the acquisition of the vessels and eligible for capitalisation. Upon acquisition, each component of the vessels, with a cost significant to the total acquisition costs, is separately identified and depreciated over that component's useful life on a straight-line basis.

Depreciation is calculated on a straight-line basis over the estimated useful life of the assets, taking residual values into consideration, and adjusted for impairment charges, if any. The estimated useful life of the Company's vessels is 30 years. Residual values of the vessels are estimated as the lightweight tonnage of each vessel multiplied by scrap value per ton. Expected useful lives of assets, and residual values, are reviewed at each balance sheet date and, where they differ significantly from previous estimates, depreciation calculations are altered accordingly.

Ordinary repairs and maintenance expenses are charged to the income statement as incurred. Costs related to dry-docking or other major overhauls are recognized in the carrying amount of the vessels. The recognition is made when the dry-docking has been performed and is depreciated based on estimated time to the next class renewal which is normally five years. The remaining costs that do not meet the recognition criteria are expensed as repairs and maintenance.

Vessels and other tangible assets are derecognised upon disposal or when no future economic benefits are expected from their use or disposal. Any gain or loss arising on derecognition of the asset (calculated as the difference between the net disposal proceeds and the carrying amount of the asset) is included in profit or loss in the period the asset is derecognised.

Impairment of vessels and other tangible assets

Vessels and other tangible assets are assessed for impairment indicators each reporting period. If impairment indicators are identified, the recoverable amount is estimated, and if the carrying amount exceeds its recoverable amount an impairment loss is recognised, i.e. the asset is written down to its recoverable amount. An asset's recoverable amount is calculated as the higher of the net realisable value and its value in use. The net realisable value is the amount obtainable from the sale of an asset in an arm's length transaction less the costs of sale and the value in use is the present value of estimated future cash flows expected from the continued use of an asset. An impairment loss recognised in prior periods for an asset is reversed if, and only if, there has been a change in the estimates used to determine the asset's recoverable amount since the last impairment loss was recognised.

Inventories

The Company values its inventories, which comprise of lubrication oil and fuel on board the vessels, at the lower of cost and net realisable value. They are accounted for on a weighted average cost basis.

Trade and other receivables

Trade and other receivables are measured at transaction price upon initial recognition and subsequently measured at amortized cost less expected credit losses.



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Cash and cash equivalents

Cash and cash equivalents include cash in hand, bank deposits and other highly liquid investments with original maturities of three months or less.

Share issuance

Share issuance costs related to a share issuance transaction are recognised directly in equity. If share issuance costs, for tax purposes, can be deducted from other taxable income in the same period as they are incurred, the costs are recognised net after tax.

Financial liabilities

All loans and borrowings are initially measured at fair value less directly attributable transaction costs, and are subsequently measured at amortized cost, using the effective interest method. The calculation takes into account any premium or discount on acquisition and includes transaction costs and fees that are an integral part of the effective interest rate.

Loans and borrowings due the next 12 months are presented as current liabilities.

Provisions

Provisions are recognised when the Company has a present legal or constructive obligation as a result of a past event, when it is more likely than not that an outflow of resources representing economic benefits will be required to settle the obligation and a reliable estimate can be made of the amount of the obligation.

Taxes

The company are subject to taxation under the Norwegian tonnage tax regime. Under the tonnage tax regime, profit from operations is exempt from taxes. Taxable profit is calculated on the basis of financial income after deduction of a portion of financial expenses. The portion is calculated as financial assets in percent of total assets. Tonnage tax is payable based on the net tonnage of vessels. Tonnage tax is classified as an operating expense.

Related parties

Parties are related if one party has the ability, directly or indirectly, to control the other party or exercise significant influence over the party in making financial and operating decisions. Parties are also related if they are subject to common control or common significant influence. Related party transactions are recorded to estimated fair value.

Classification in the statement of financial position

Current assets and short-term liabilities include items due less than one year from the balance sheet date, as well as items due more than one year from the balance sheet date, that are related to the operating cycle.

Liabilities with maturity less than one year from the balance sheet date are classified as current. All other debt is classified as long-term debt. Long-term debt due for repayment within one year from the balance sheet date is classified as current.

Statement of cash flows

The statement of cash flows has been prepared based on the indirect method.

Subsequent events

New information on the Company's financial position at the balance sheet date is taken into account in the financial statements. Subsequent events that do not affect the Company's position at the balance sheet date, but which will affect the Company's position in the future, are disclosed if significant.



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Note 4 – Segment information

All the Company's vessels can be categorised in the pure car and truck carrier (PCTC) shipping segment and exhibit similar technical, trading, economic and financial characteristics.

Charter parties entered into with customers are typically for global operation of the vessels. Time charter revenue originate from customers geographically located as follows:

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Asia	76,863	48,183
Europe	49,897	25,594
Other	26,595	11,660
Total time charter revenue	153,355	85,437

Note 5 – Operating revenue

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Time charter revenue	153,355	85,437
Time charter hire commissions	(2,686)	(1,733)
Other income	(141)	930
Total operating revenue	150,527	84,634

The Company's vessels earn revenue from time charter parties entered into with operators providing services related to the seaborne transportation of vehicles and equipment.

Deferred income of USD 18,480,000 (2022: USD 7,379,000) at 31 December 2023 comprises advance payments from customers.

Negative other income of USD 141,000 in 2023 comprises mainly the over provision of receivable under loss of hire insurance in 2022. Other income of USD 930,000 in 2022 refer to a receivable under loss of hire insurance.

Note 6 – Vessel operating expenses

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Manning	17,440	14,604
Lubrication oil	1,578	1,388
Repair and maintenance	2,187	1,619
Spare parts	4,345	3,046
Insurance	2,125	1,574
Ship management	2,848	2,175
Other	5,982	4,408
Total operating revenue	36,507	28,814

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Note 7 – Administrative expenses

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Legal fees	101	10
Audit fees - audit	28	18
Other professional fees	-	32
Administrative and management fee	3,599	2,684
Other administrative expenses	68	23
Total administrative expenses	3,795	2,767

The Company has no employees. No remuneration was paid to the Board of Directors in 2023.

Note 8 – Vessels and other tangible assets

Details of the Company's vessels and other tangible assets at 31 December 2023 are as follows:

In USD thousands	Vessels	Total
Acquisition cost at 1 January 2023	716,152	716,152
Additions – Acquisition of vessels	32,713	32,713
Additions – Drydocking	2,588	2,588
Additions – Technical upgrade	4,026	4,026
Disposals of vessels	(44,973)	(44,973)
Acquisition cost 31 December 2023	710,506	710,506
Acc. depreciation and impairment at 1 January 2023	(259,444)	(259,444)
Depreciation for the period	(24,146)	(24,146)
Disposals	23,318	23,318
Acc. depreciation and impairment at 31 December 2023	(260,272)	(260,272)
Carrying amount at 31 December 2023	450,233	450,233
Acquisition cost	598,821	598,821
Additions – Acquisition of vessels	109,942	109,942
Additions – Drydocking	6,067	6,067
Additions – Technical upgrade	4,329	4,329
Disposals of vessels	(3,007)	(3,007)
Acquisition cost 31 December 2022	716,152	716,152
Acc. depreciation and impairment at 1 January 2022	(244,276)	(244,276)
Depreciation for the period	(18,175)	(18,175)
Disposals	3,007	3,007
Acc. depreciation and impairment at 31 December 2022	(259,444)	(259,444)
Carrying amount at 31 December 2022	456,708	456,708

As at 31 December 2023, the Company owned and operated 15 PCTC vessels.



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In October 2023, the Company sold the PCTC vessel Viking Constanza for USD 35,000,000, recognising a gain of USD 13,057,000.

In December 2023, the Company acquired the PCTC vessel Mediterranean Sea for USD 36,200,000 from a related company, the transaction was recognised at continuity.

Vessels include dry-docking and technical upgrades. The carrying amount for dry-docking was USD 9,700,000 (2022: USD 10,398,000) at 31 December 2023.

Vessels with carrying value of USD 450,233,000 (2022: USD 456,708,000) at 31 December 2023 have been pledged to secure the various credit facilities, ref note 11.

At each reporting date, the Company evaluates whether there is an indication that an asset may be impaired. An assessment of the recoverable amount is made when an impairment indicator exists. At 31 December 2023 no such indicators have been identified.

Note 9 – Financial income and expenses

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Interest income	567	241
Foreign exchange gain	4,345	7,023
Total financial income	4,912	7,264
Interest expense	(19,647)	(10,786)
Interest expense – loans from holding company	-	(1,447)
Guarantee fees from holding company	(369)	(328)
Amortisation debt issuance costs	(1,428)	(916)
Foreign exchange loss	(1,026)	(85)
Other financial expenses	(56)	(109)
Total financial expenses	(22,526)	(13,671)



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Note 10 – Income tax

The Company's vessels are subject to Norwegian tonnage tax and are exempt from ordinary tax on income derived from the operation of vessels in international waters and instead subject to a tonnage tax based on the vessels' net tonnage. Tonnage tax amounted to USD 92,627 (2022: USD 100,004) for the financial period ending 31 December 2023, and is recognised under vessel operating expenses.

Income tax expense in the financial statement comprises of the following:

In USD thousands	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Tax payable	-	-
Change in deferred tax/ deferred tax asset	-	-
Tax expense as reported in statement of income	-	-

Temporary differences:

Losses carried forward (tonnage tax regime)	(10,111)	(6,569)
Debt (tonnage tax regime)	4,039	4,174
Net temporary differences (tonnage tax regime)	(6,072)	(2,395)
Net deferred tax asset at 22%	1,336	527

Utilisation of the tax loss will depend on future taxable income, and in the absence of convincing evidence of such income materialising, the criteria for recognising the tax loss carried forward as a deferred tax asset has not been met.

Note 11 – Interest-bearing debt

In USD thousands	31 Dec 2023	31 Dec 2022
Interest-bearing debt – non-current	196,095	236,317
Amortised debt issuance costs	(4,414)	(4,578)
Total non-current interest-bearing debt	191,681	231,739
Interest-bearing debt – current	32,868	31,867
Total interest-bearing debt	224,549	263,606

Details of the Company's interest-bearing debt at 31 December 2023 are as follows:

In USD thousands	Currency	Facility amount	Margin	Maturity	Out-standing
USD 332 million senior secured credit facility	USD	262,000	SOFR +2.40%	Jan 2027	180,465
USD 332 million senior secured credit facility (Viking Paglia)	USD	40,000	SOFR +2.40%	Jan 2027	33,498
USD 332 million senior secured credit facility (Mediterranean Sea)	USD	30,000	SOFR +2.40%	Jan 2027	15,000
					228,963
Amortised debt issuance costs					(4,414)
Total interest-bearing debt at 31 December 2023					224,549

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In October 2023, the Company sold the PCTC vessel Viking Constanza and made a partial repayment under the USD 302 million senior secured credit facility.

In December 2023, the Company also acquired the PCTC vessel Mediterranean Sea from a related company, whereby the Company entered into a new USD 30 million accordion option under the existing USD 302 million senior secured credit facility comprising of a 15 million term loan facility and USD 15 million revolving credit facility.

Following the partial repayment and accordion option referred to above the USD 332 million senior secured credit facility includes revolving credit facilities of USD 110.7 million. At 31 December 2023 USD 41.6 million of the revolving credit facilities were undrawn (31 December 2022: USD 15 million).

In 2023, the Company transitioned from a fixed interest margin on the USD 332 million senior secured credit facility to pricing based on a net interest-bearing debt (NIBD)/EBITDA grid. NIBD/EBITDA at 31 December 2023 was 1.7, resulting in a margin of SOFR + 2.40%. The margin will remain at this level until NIBD/EBITDA decreases below 1.5, when the margin will reduce further to SOFR + 2.25%.

The USD 332 million senior secured credit facilities are secured by mortgages over 15 of the Company's vessels. In addition, the debts are secured by assignment of earnings and insurances.

Details of the Company's contractual maturities of financial liabilities on a non-discounted basis as at 31 December 2023 are as follows:

In USD thousands	< 1 year	1-3 years	Total
Interest-bearing debt	32,868	196,095	228,963
Interest	12,422	19,044	31,466

Details of the Company's interest-bearing debt at 31 December 2022 are as follows:

In USD thousands	Currency	Facility amount	Margin	Maturity	Out-standing
USD 302 million senior secured credit facility	USD	262,000	LIBOR +2.95%	Jan 2027	228,183
USD 302 million senior secured credit facility (Viking Paglla)	USD	40,000	SOFR +2.40%	Jan 2027	40,000
					268,183
Amortised debt issuance costs					(4,578)
Total interest-bearing debt at 31 December 2022					263,606

Details of the Company's contractual maturities of financial liabilities on a non-discounted basis as at 31 December 2022 are as follows:

In USD thousands	< 1 year	1-3 years	4-5 years	Total
Interest-bearing debt	31,867	63,733	172,583	268,183
Interest	19,171	26,052	4,405	49,628



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Note 12 – Transactions with related parties

The Company has entered into technical ship management agreements with Reederei F. Laeisz GmbH under which the Company purchases technical ship management services for the two vessels. Reederei F. Laeisz GmbH is a company controlled by the vice chair of the Board of the immediate holding company, Nikolaus H. Schües and family.

The Company makes use of commercial brokerage services from Martini Dry Chartering GmbH for which the Company pays charter hire commissions. Martini Dry Chartering GmbH is a Company controlled by the vice chair of the Board of immediate holding company, Nikolaus H. Schües and family.

Loans to/from related companies are subject to interest at SOFR/NIBOR plus an intercompany agreed margin in accordance with the Company's transfer pricing guidelines which are based on the arms' length principle and compliant with OECD guidelines.

The Company has no employees and buys services from the related companies to administrative services. The fees for these services are based on actual cost plus a margin in accordance with the Company's transfer pricing guidelines which are based on the arms' length principle and compliant with OECD guidelines.

Details of the Company's transactions with related parties are as follows:

In USD thousands	Related party	2023	2 Jul 2021 (date of incorporation) to 31 Dec 2022
Technical ship management fees	Reederei F. Laeisz GmbH	(641)	(343)
Charter hire commissions	Martini Dry Chartering GmbH	(429)	(196)
Guarantee fee	Holding company	(369)	(328)
Interest expense	Holding company	-	(1,447)
Administrative management fee	Related companies	(3,599)	(2,684)
Purchase of Mediterranean Sea	Related companies	(36,200)	-

All related party transactions are carried out at market terms.

Details of the Company's loans to/from related companies are set out below:

In USD thousands	31 Dec 2023	31 Dec 2022
Loans to related companies	909	3,517
Loans from related companies	768	39,088

Loans to/from related companies are repayable on demand.

Note 13 – Subsequent events

On 6 February 2024, the Company announced the sale of the Mid-size PCTC vessel Viking Amber for a total cash consideration of USD 64,600,000. The sale was completed with the delivery of the vessel to the buyer on 29 April 2024.



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