



## ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2023 - GENERELL INFORMASJON

### Enheten

Organisasjonsnummer:	991 258 965
Organisasjonsform:	Aksjeselskap
Foretaksnavn:	GRIEG SHIPHOLDING AS
Forretningsadresse:	C. Sundts gate 17 5004 BERGEN

### Regnskapsår

Årsregnskapets periode:	01.01.2023 - 31.12.2023
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### Konsern

Mørselskap i konsern:	Ja
Konsernregnskap lagt ved:	Ja

### Regnskapsregler

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

### Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet:	Kari T. Tepstad
Dato for fastsettelse av årsregnskapet:	20.03.2024

### 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, 18.05.2025



## Resultatregnskap

Beløp i: USD	Note	2023	2022
<b>RESULTATREGNSKAP</b>			
<b>Inntekter</b>			
Annen driftsinntekt		1 658 000	3 320 000
<b>Sum inntekter</b>		<b>1 658 000</b>	<b>3 320 000</b>
<b>Kostnader</b>			
Lønnskostnad		-19 000	131 000
Avskrivning på varige driftsmidler og immaterielle eiendeler		4 000	5 000
Annen driftskostnad		1 994 000	3 632 000
<b>Sum kostnader</b>		<b>1 979 000</b>	<b>3 768 000</b>
<b>Driftsresultat</b>		<b>-321 000</b>	<b>-448 000</b>
<b>Finansinntekter og finanskostnader</b>			
Renteinntekt fra foretak i samme konsern	2	1 709 000	1 257 000
Annen renteinntekt		725 000	586 000
Annen finansinntekt		31 843 000	36 901 000
<b>Sum finansinntekter</b>		<b>34 277 000</b>	<b>38 744 000</b>
Nedskrivning av finansielle eiendeler			40 000
Rentekostnad til foretak i samme konsern	2	1 162 000	592 000
<b>Sum finanskostnader</b>		<b>1 162 000</b>	<b>632 000</b>
<b>Netto finans</b>		<b>33 115 000</b>	<b>38 112 000</b>
<b>Ordinært resultat før skattekostnad</b>		<b>32 794 000</b>	<b>37 664 000</b>
Skattekostnad på ordinært resultat		847 000	1 566 000
<b>Ordinært resultat etter skattekostnad</b>		<b>31 947 000</b>	<b>36 098 000</b>
<b>Årsresultat</b>		<b>31 947 000</b>	<b>36 098 000</b>
<b>Overføringer og disponeringer</b>			
Ordinært utbytte		8 000 000	60 323 000
Overføringer til/fra annen egenkapital		23 947 000	-24 225 000
<b>Sum overføringer og disponeringer</b>		<b>31 947 000</b>	<b>36 098 000</b>



## Balanse

Beløp i: USD	Note	2023	2022
<b>BALANSE - EIENDELER</b>			
<b>Anleggsmidler</b>			
<b>Immaterielle eiendeler</b>			
Utsatt skattefordel	11	126 000	974 000
<b>Sum immaterielle eiendeler</b>		<b>126 000</b>	<b>974 000</b>
<b>Varige driftsmidler</b>			
Tomter, bygninger og annen fast eiendom	7	518 000	518 000
Driftsløsøre, inventar, verktøy, kontormaskiner og lignende	7	3 000	7 000
<b>Sum varige driftsmidler</b>		<b>521 000</b>	<b>525 000</b>
<b>Finansielle anleggsmidler</b>			
Investering i datterselskap	13	218 614 000	218 614 000
Lån til foretak i samme konsern	2	35 161 000	41 794 000
Lån til tilknyttet selskap og felles kontrollert virksomhet	2	1 050 000	2 100 000
Investeringer i aksjer og andeler	14	9 841 000	9 841 000
Andre fordringer	15	456 000	470 000
<b>Sum finansielle anleggsmidler</b>		<b>265 122 000</b>	<b>272 819 000</b>
<b>Sum anleggsmidler</b>		<b>265 769 000</b>	<b>274 318 000</b>
<b>Omløpsmidler</b>			
<b>Varer</b>			
<b>Fordringer</b>			
Andre fordringer		97 000	204 000
Konsernfordringer	2	27 097 000	26 036 000
<b>Sum fordringer</b>		<b>27 194 000</b>	<b>26 240 000</b>
<b>Bankinnskudd, kontanter og lignende</b>			
Bankinnskudd, kontanter og lignende	16	3 194 000	46 600 000
<b>Sum bankinnskudd, kontanter og lignende</b>		<b>3 194 000</b>	<b>46 600 000</b>
<b>Sum omløpsmidler</b>		<b>30 388 000</b>	<b>72 840 000</b>
<b>SUM EIENDELER</b>		<b>296 157 000</b>	<b>347 158 000</b>



## Balanse

Beløp i: USD	Note	2023	2022
<b>BALANSE - EGENKAPITAL OG GJELD</b>			
<b>Egenkapital</b>			
<b>Innskutt egenkapital</b>			
1 370 523 aksjer a NOK 100	17,18	15 899 000	15 899 000
Annen innskutt egenkapital	17	256 769 000	259 989 000
<b>Sum innskutt egenkapital</b>		<b>272 668 000</b>	<b>275 888 000</b>
<b>Opptjent egenkapital</b>			
Annen egenkapital	17	-17 874 000	-37 591 000
<b>Sum opptjent egenkapital</b>		<b>-17 874 000</b>	<b>-37 591 000</b>
<b>Sum egenkapital</b>		<b>254 794 000</b>	<b>238 297 000</b>
<b>Gjeld</b>			
<b>Langsiktig gjeld</b>			
Pensjonsforpliktelser	5	384 000	573 000
Utsatt skatt	11		1 194 000
<b>Sum avsetninger for forpliktelser</b>		<b>384 000</b>	<b>1 767 000</b>
<b>Annen langsiktig gjeld</b>			
Langsiktig konserngjeld	2	24 783 000	14 484 000
Øvrig langsiktig gjeld	19	130 000	328 000
<b>Sum annen langsiktig gjeld</b>		<b>24 913 000</b>	<b>14 812 000</b>
<b>Sum langsiktig gjeld</b>		<b>25 297 000</b>	<b>16 579 000</b>
<b>Kortsiktig gjeld</b>			
Leverandørgjeld		41 000	23 000
Skyldige offentlige avgifter		8 000	53 000
Utbytte	17	8 000 000	60 323 000
Kortsiktig konserngjeld	2	8 017 000	31 883 000
<b>Sum kortsiktig gjeld</b>		<b>16 066 000</b>	<b>92 282 000</b>
<b>Sum gjeld</b>		<b>41 363 000</b>	<b>108 861 000</b>
<b>SUM EGENKAPITAL OG GJELD</b>		<b>296 157 000</b>	<b>347 158 000</b>



## Balanse

<b>Beløp i: USD</b>	<b>Note</b>	<b>2023</b>	<b>2022</b>
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## Konsernets resultatregnskap

Beløp i: USD	Note	2023	2022
<b>RESULTATREGNSKAP</b>			
<b>Inntekter</b>			
Salgsinntekt		176 834 000	292 512 000
Annen driftsinntekt		1 273 000	24 254 000
<b>Sum inntekter</b>		<b>178 107 000</b>	<b>316 766 000</b>
<b>Kostnader</b>			
Driftskostnader skip		79 678 000	74 517 000
TC and BB hire	3	15 510 000	22 489 000
Lønnskostnad	4,5	5 028 000	5 544 000
Avskrivning på varige driftsmidler og immaterielle eiendeler	7	32 121 000	31 674 000
Annen driftskostnad	6	7 589 000	7 783 000
<b>Sum kostnader</b>		<b>139 926 000</b>	<b>142 007 000</b>
<b>Driftsresultat</b>		<b>38 181 000</b>	<b>174 759 000</b>
<b>Finansinntekter og finanskostnader</b>			
Inntekt på investering i datterselskap og tilknyttet selskap	10	799 000	981 000
Renteinntekt fra foretak i samme konsern	2	1 673 000	462 000
Annen renteinntekt		3 216 000	2 402 000
Annen finansinntekt		4 215 000	157 000
Verdøkning andre finansielle instrumenter vurdert til virkelig verdi	8	2 379 000	
<b>Sum finansinntekter</b>		<b>12 282 000</b>	<b>4 002 000</b>
Verdireduksjon andre finansielle instrumenter vurdert til virkelig verdi	8		2 062 000
Annen rentekostnad		12 990 000	16 421 000
Annen finanskostnad		476 000	820 000
<b>Sum finanskostnader</b>		<b>13 466 000</b>	<b>19 303 000</b>
<b>Netto finans</b>		<b>-1 184 000</b>	<b>-15 301 000</b>
<b>Ordinært resultat før skattekostnad</b>		<b>36 997 000</b>	<b>159 458 000</b>
Skattekostnad på ordinært resultat		752 000	6 348 000
<b>Ordinært resultat etter skattekostnad</b>		<b>36 245 000</b>	<b>153 110 000</b>



## Konsernets resultatregnskap

<b>Beløp i: USD</b>	<b>Note</b>	<b>2023</b>	<b>2022</b>
Årsresultat		36 245 000	153 110 000



## Konsernets balanse

Beløp i: USD	Note	2023	2022
<b>BALANSE - EIENDELER</b>			
<b>Anleggsmidler</b>			
<b>Immaterielle eiendeler</b>			
Utsatt skattefordel	11	392 000	
<b>Sum immaterielle eiendeler</b>		<b>392 000</b>	
<b>Varige driftsmidler</b>			
Tomter, bygninger og annen fast eiendom	7	518 000	518 000
Skip, rigger, fly og lignende	7	515 135 000	515 883 000
Driftsløsøre, inventar, verktøy, kontormaskiner og lignende	7	16 000	8 000
<b>Sum varige driftsmidler</b>		<b>515 669 000</b>	<b>516 409 000</b>
<b>Finansielle anleggsmidler</b>			
Lån til foretak i samme konsern	2	34 989 000	22 979 000
Lån til tilknyttet selskap og felles kontrollert virksomhet	2	1 050 000	2 100 000
Investeringer i aksjer og andeler	14	6 749 000	5 949 000
Andre fordringer	15	2 881 000	3 164 000
<b>Sum finansielle anleggsmidler</b>		<b>45 669 000</b>	<b>34 192 000</b>
<b>Sum anleggsmidler</b>		<b>561 730 000</b>	<b>550 601 000</b>
<b>Omløpsmidler</b>			
<b>Varer</b>			
Varer		4 475 000	3 856 000
<b>Sum varer</b>		<b>4 475 000</b>	<b>3 856 000</b>
<b>Fordringer</b>			
Andre fordringer		6 745 000	6 771 000
Konsernfordringer	2	659 000	3 774 000
<b>Sum fordringer</b>		<b>7 404 000</b>	<b>10 545 000</b>
<b>Investeringer</b>			
Andre finansielle instrumenter	8	29 985 000	22 997 000
<b>Sum investeringer</b>		<b>29 985 000</b>	<b>22 997 000</b>
<b>Bankinnskudd, kontanter og lignende</b>			



### Konsernets balanse

<b>Beløp i: USD</b>	<b>Note</b>	<b>2023</b>	<b>2022</b>
Bankinnskudd, kontanter og lignende	16	38 953 000	109 123 000
<b>Sum bankinnskudd, kontanter og lignende</b>		<b>38 953 000</b>	<b>109 123 000</b>
<b>Sum omløpsmidler</b>		<b>80 817 000</b>	<b>146 521 000</b>
<b>SUM EIENDELER</b>		<b>642 547 000</b>	<b>697 122 000</b>
<b>BALANSE - EGENKAPITAL OG GJELD</b>			
<b>Egenkapital</b>			
<b>Innskutt egenkapital</b>			
1 370 523 aksjer a NOK 100	17,18	15 899 000	15 899 000
Annen innskutt egenkapital	17	256 769 000	259 989 000
<b>Sum innskutt egenkapital</b>		<b>272 668 000</b>	<b>275 888 000</b>
<b>Opptjent egenkapital</b>			
Annen egenkapital	17	124 738 000	103 025 000
<b>Sum opptjent egenkapital</b>		<b>124 738 000</b>	<b>103 025 000</b>
<b>Sum egenkapital</b>		<b>397 406 000</b>	<b>378 913 000</b>
<b>Gjeld</b>			
<b>Langsiktig gjeld</b>			
Pensjonsforpliktelser	5	2 943 000	3 210 000
Utsatt skatt	11		898 000
<b>Sum avsetninger for forpliktelser</b>		<b>2 943 000</b>	<b>4 108 000</b>
<b>Annen langsiktig gjeld</b>			
Gjeld til kredittinstitusjoner	19	167 981 000	177 759 000
Øvrig langsiktig gjeld	19	46 950 000	50 960 000
<b>Sum annen langsiktig gjeld</b>		<b>214 931 000</b>	<b>228 719 000</b>
<b>Sum langsiktig gjeld</b>		<b>217 874 000</b>	<b>232 827 000</b>
<b>Kortsiktig gjeld</b>			
Leverandørgjeld		3 637 000	2 659 000
Betalbar skatt	11	327 000	299 000
Skyldige offentlige avgifter		911 000	1 156 000



## Konsernets balanse

<b>Beløp i: USD</b>	<b>Note</b>	<b>2023</b>	<b>2022</b>
Utbytte	17	8 000 000	60 323 000
Kortsiktig konserngjeld	2	10 092 000	14 050 000
Annen kortsiktig gjeld		4 300 000	6 895 000
<b>Sum kortsiktig gjeld</b>		<b>27 267 000</b>	<b>85 382 000</b>
<b>Sum gjeld</b>		<b>245 141 000</b>	<b>318 209 000</b>
<b>SUM EGENKAPITAL OG GJELD</b>		<b>642 547 000</b>	<b>697 122 000</b>



## Skattedirektoratet

Saksbehandler Torstein Kinden Helleland	Deres dato 02.07.2012	Vår dato 15.08.2012
Telefon 22078139	Deres referanse Atle Nordby	Vår referanse 2012/490448

GRIEG SHIPPING GROUP AS  
Postboks 781  
5807 BERGEN

### Tillatelse til å utarbeide årsregnskap og årsberetning på engelsk språk

Det vises til deres brev av 3. juli 2012 samt telefonsamtale i sakens anledning. Det søkes om dispensasjon fra kravet til å utarbeide årsregnskap og årsberetning på norsk språk for følgende selskaper;

Grieg Star Group AS	org. nr. 991 258 965
Grieg Star Shipping AS	org. nr. 920 958 524
Grieg Star Bulk AS	org. nr. 997 580 087
Grieg Star AS	org. nr. 932 350 467
Grieg Green AS	org. nr. 995 509 601
Grieg Shipowning AS	org. nr. 982 706 645
Grieg Shipping II AS	org. nr. 822 195 482
Grieg International II AS	org. nr. 882 706 672

Skattedirektoratet gir på bakgrunn av en konkret helhetsvurdering de overnevnte selskaper dispensasjon fra kravet til å utarbeide årsregnskap og årsberetning på norsk språk, jf. regnskapsloven § 3-4 tredje ledd.

Dispensasjonen forutsetter at opplysningene som vedtaket baserer seg på ikke endres vesentlig.

#### Bakgrunn

Grieg Star Group AS er morselskap i et underkonsern. Konsernspissen er Grieg Maturitas AS som igjen er eiet av flere aksjeselskaper. Grieg Star Group har også flere datterselskaper og avdelinger i utlandet. Grieg Star Group driver sin virksomhet innenfor internasjonal industriell shipping. Gruppen har 25 egne skip, men benytter i tillegg innleid tonnasje slik at det i snitt er cirka 40 skip som er i aktivitet. Det vesentlige av virksomheten foregår i utlandet. Majoriteten av de ansatte er også utenlandske. Shipping er en internasjonal bransje og skipene opererer rundt i hele verden og har internasjonale motparter for de ulike reiser som utføres. Alle sentrale aktører og samarbeidspartnere innen denne bransjen behersker og benytter engelsk. Det interne arbeidsspråket i selskapene er også engelsk og all intern rapportering skjer på dette språket. En norsk oversettelse vil kun ha til formål å oppfylle regnskapslovens språkkrav.

#### Skattedirektoratets 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.”

Postadresse Postboks 9200 Grønland 0134 Oslo	Besøksadresse Se <a href="http://www.skatteetaten.no">www.skatteetaten.no</a> Org. nr: 996250318	Sentralbord 800 80 000 Telefaks 22 17 08 60
For elektronisk henvendelse se <a href="http://www.skatteetaten.no">www.skatteetaten.no</a>		



I Ot. prp. nr. 42 (1997-1998) Om lov om årsregnskap m.v., 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 Skattedirektoratets vurdering derfor avgjørende ved vurdering av om dispensasjon fra kravet til å utarbeide årsregnskap og/eller årsberetning på norsk, 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 Skattedirektoratet lagt særlig vekt på at eierkretsen er begrenset og hovedaksjonærene er aksjeselskaper. Selskapene inngår i et underkonsern. Konsernets arbeidsspråk er engelsk og all kommunikasjon skjer på engelsk. Videre er det vektlagt at selskapet driver virksomhet i en internasjonal bransje der alle aktører behersker og benytter engelsk språk.

Vennligst oppgi vår referanse ved henvendelser i anledning saken.

Med hilsen

Rune Tystad  
seniorrådgiver  
Rettsavdelingen, foretaksskatt  
Skattedirektoratet

Torstein Kinden Helleland



## DIRECTORS' REPORT 2023 GRIEG SHIPHOLDING AS – CONSOLIDATED

**Overall, 2023 was a good year. Financially, Grieg Shipholding experienced shipping freight markets returning to more normalized, but sustainable earnings levels, although operating costs continued to climb, both as an effect of inflation pressure and the need to upgrade some vessels in the fleet. Activity-wise and to rig for the future, 2023 will stand out in our history, as the Group contracted four ammonia-ready 82,300 dwt. vessels able to trade with zero emissions, with delivery 2026.**

### OUR BUSINESS

As part of Grieg Maritime Group, Grieg Shipholding (“the Group”) builds on more than 135 years of marine experience and is part of the Grieg Group, a family-owned group of companies determined to create lasting values. Through Grieg Shipowning and Grieg Star, the Group provides world-class ship owning and ship management operations. We are long-term in our business approach, with a strong focus on sustainability, organizational development and operational excellence, all key for developing new and existing business - on our own and together with partners. The Group has offices in Manila and Oslo, with headquarters in Bergen.

Area of operation - Owner and manager of specialised open hatch vessels

At year-end 2023, Grieg Shipholding controlled a fleet of 31 (31) Open Hatch vessels with an average age of 16 (15) years. As specialized ships, the vessels are equipped with gantry or swing cranes and box-shaped holds, constructed to offer a versatile transportation concept delivering superior cargo care through advanced handling and loading operations. The ships are traded by G2 Ocean, the world’s largest Open Hatch shipping company, which we control jointly with Gearbulk. Operating 33 global trade routes and having more than three thousand port-calls in nearly 60 countries every year, the G2 Ocean Open Hatch Pool delivers efficient, innovative, and high-quality services to customers worldwide. 25 million tons of cargo was transported in 2023. The commodities transported, many under Contracts of Affreightments, are wood pulp and other forest products, aluminum, steels, granite, and industrial minerals as well as project and non-unitized cargos like wind turbines. Grieg Star is the internal ship management organization taking care of the daily operation of the vessels and is also a driving force in developing the fleet to changing requirements.

Highly skilled and experienced employees across the Group ensure safe and reliable operations, a cost-efficient capital structure, and are essential in our effort to decarbonize the existing and future fleet. In 2023, the Group signed a contract for the building of four ammonia-ready 82,300 dwt. Open Hatch vessels with delivery in 2026, at CSSC Huangpu Wenchong. The newbuilds have the flexibility to be close to emission-free as soon as fuels are available, as its’ design is not tied to one fuel. This new class of Open Hatch vessels, called PulpMax, shows that we are serious about climate action and plan to stay a leading player in our segment.

The Group purchases a range of services from Grieg Maritime Group (the shareholder of Grieg Shipholding) within strategy, communication, administration, IT accounting, finance, legal and business development.



## OUR FINANCIAL RESULT

In 2023 we saw a reduction in freight rates, increased vessel operating costs, and positive currency effects which had effect on both personnel costs and financial items, of which the latter also was positively influenced by strong equity and bond markets. The situation on a macro level is highly volatile and market fluctuations are significant, which is more normal than abnormal in shipping. All in all, 2023 should be regarded as a good year for Grieg Shipholding, delivering a consolidated profit before tax of USD 37.0m for 2023 (USD 153.1m).

### Earnings, operating costs, and finance result

Grieg Shipholding's revenues consist primarily of freight income, which is accounted for as time charter hire. Total revenues in 2023 were USD 178.1m, down from USD 316.8m in 2022. The primary reason for this was a reduction in Open Hatch freight earnings which reverted to more normal levels after a record high 2022, which benefited from supply-demand imbalances related to pent-up demand after covid-19, logistic inefficiencies, and the war in Ukraine. There was no sale of vessels in 2023 nor any bulk income which contributed notably in 2022 (USD 35.6m).

Total operating costs before depreciations decreased to USD 107.8m in 2023 (USD 110.3m in 2022). Vessel operating costs increased, however, to USD 79.7m (USD 74.5m), mainly due to some vessels needing technical repairs and upgrading after taken over from bareboat charter or brought back on internal ship management coupled with incidents requiring vessel repairs. In addition, costs related to food provision onboard increased in 2023 given inflation as well as higher insurance costs. On a positive note was improved safety performance and high efficiency at dry dockings. Docking costs itself increased in line with vessels being docked were 5 years older than at their previous special survey. Time charter and bareboat charter costs decreased to USD 15.5m (USD 22.5m) during 2023, largely as a result of the sale of long-term dry bulk charter agreements in 2022, and partly because of the purchase of a semi-Open Hatch vessel mid 2022 that had previously been chartered on bareboat. Payroll and administration cost also decreased, down to USD 12.6m (USD 13.3m), which was mainly because of a weaker Norwegian Kroner versus the US Dollar, which more than off-set the effect of an increase in the number of people employed.

With significantly lower revenues than the decrease in operating expenses, Grieg Shipholding's EBITDA was reduced to USD 70.3m in 2023 (USD 206.8m in 2022). Depreciation costs increased to USD 32.1m (USD 31.7m) in 2023 which was due to the installation of Ballast Water Treatment Systems on vessels being dry docked, timing of dockings, and the full year effect of a vessel purchase in 2022. There were no impairments or reversals of impairment in the 2023 accounts. Thus the Group's operating profit ended at 38.2m (USD 174.8m) for 2023.

Net financial items were minus USD 1.2m in 2023, which was significantly lower than for 2022 (USD -15.3m). Despite increasing Libor/SOFR rates, interest expenses decreased to USD 13.0m (USD 16.4m) due to lower outstanding loan balances and favorable interest rate hedges. In addition, an improved return on the Group's excess liquidity of USD 5.2m (USD 0.3m) and a net gain on foreign exchange of USD 4.2m (USD -0.8m) had in particular a positive impact on net finance costs. All in all, this results in a consolidated profit after tax of USD 37.0m (USD 159.5m) for Grieg Shipholding in 2023.



## Balance sheet, financial situation, and cash flow

Based on net cash flows from operations of USD 70.7m (USD 179.6m), cash flow from investments of minus USD 45.7m (USD 1.3m) and a net cash flow of minus USD 95.2m (USD 139.0m) from financing activities, net change in liquid funds in 2023 was USD minus USD 70.2m (USD 42.0m).

Long-term interest-bearing debt including financial leases is USD 214.9m (USD 228.7m) as of year-end 2023. With a strengthened financial position, several of the Group's ship leases and loans have been refinanced including amending some loans into revolving credit facilities, of which USD 50m was undrawn end 2023. Financing terms and conditions are in general maintained or improved, all with first-class banks and leasing partners. 4 (5) vessels in the fleet are debt free, and no loans have been incurred on the Open Hatch newbuilds so far.

Group book equity was USD 397.4m at year end (USD 378.9m). By the end of 2023, Grieg Shipholding consolidated had total assets of USD 642.5m (USD 697.2m) implying an equity ratio of 62% (54%). Current assets accounted for USD 80.8m (USD 146.5m), where liquid funds constituted USD 68.9m (USD 132.1m).<sup>1</sup>

We consider Grieg Shipholding to be in good financial and strategic shape, ready to continue developing its business with a highly competent team.

## OUR PEOPLE

### Developing our employees

Our success is dependent on developing, retaining, and attracting the best talent. In 2023, we continued our group-wide Sustainable Co-workership initiative as part of developing the organisation and strengthening our organisational culture. Through training on organisational and personal development, in live and interactive sessions across business units, we took a closer look at; How we can create a safe environment for speaking up; Exercise self-leadership to be our best self; Embrace diversity to achieve innovation; and Bring the outside in to build change capacity. To ensure a collective direction, we also focused on what it means to be a leader in the Group, offering mandatory training to all leaders with emphasis on; Building psychological safety; Cross-team collaboration; Change-orientation; and Learning mindsets. And for our emerging professionals, which are employees below 32 years, we facilitated gatherings to discuss personal and professional development. A shore-to-sea leadership initiative was designed for ship management employees working directly with seagoing officers and crew, to address challenges and opportunities within remote leadership, sharing best practice.

In addition to arrange training and facilitate organisational development, considerable efforts are placed on ensuring sound working conditions for our employees and carry out recruitments. As part of the latter, the Group implemented a new digital recruitment system in 2023 to ensure better proximity to the labour market, strengthen our employer brand, and simplify GDPR compliance.

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<sup>1</sup> Grieg Shipholding AS' company accounts for 2023 shows a result after tax of USD 31.9m (USD 36.1m). Total assets year end 2023 is USD 296.2m (USD 347.2m). Its 86% equity ratio (69%) reflects that the Company's main assets are shares in subsidiaries.



## Our workforce, health, working environment and safety

The total number of employees in Grieg Shipholding was 816 by year-end 2023, which is an increase compared to 2022 (675) and primarily a result of vessels being insourced on own ship management. 729 (597) of the employees were working at sea, and 87 (78) were shore-based of which 31 (25) were in the offices abroad and 56 (53) in Norway. Out of these, one (1) temporary position in 2023, and two (2) part time employments.

The Board considers conditions related to the Group's working environment and health to be good. This is also shown through numbers, as absence rates and the numbers of injuries are low. In 2023, registered sick leave for our global onshore organisation was 2.5% (0.6%). Sick leave for the Norwegian based employees increased to 3.4% (0.5%), due to some long-term illness, but still at an acceptable level, while it went further down to 0.7% (0.8%) in the offices abroad. Records show no (0) injuries onshore in 2023.

Besides medical follow-ups, the Group encourages and facilitates participation in physical activities for our personnel to stay healthy. With the help of employee pulse surveys, we gathered feedback and measured employee sentiment on various topics in 2023 as: Job Satisfaction & Subjective Well-being; Stress & Sleep; and Psychological Safety & Talent Management. Although responses were generally positive, with results underlining the importance of continuously building psychological safety, giving, and receiving feedback to better understand and develop, and fostering work-life balance to manage stress and improve sleep, the surveys also gave insights on where to focus our attention going forward.

In 2023, the number of vessels on internal ship management increased by three vessels. The number of human injuries did not increase, and we noted an improved injury frequency in all injury categories for our seafarers. There were no (0) fatal accidents, but three (3) seafarers had to be repatriated due to the nature and severity of the injury suffered. None of these injuries will lead to any permanent disabilities for the seafarers involved. We are constantly working to reduce this number to the only number we can accept for anyone working for the company, which is zero. For stevedore injuries, we saw a significant decrease in the number of cases in 2023, down to 22 compared to a very high number in 2022 (40). The efforts to improve safety for the stevedores continue as part of a common G3 Safety Culture project. In addition to the human implications when stevedores are injured onboard vessels, the risk of legal implications is increasing, especially in US ports.

None of the company's vessels were involved in serious accidents like grounding, collision, or salvage. The most serious incident was when one vessel experienced a fire in the accommodation which could have developed further if the crew had not acted quickly and correctly as they did. No humans were injured.

## Equal opportunities

At Grieg Maritime Group we do not accept discrimination in any form. The business operations are to be conducted based on principles of equality and respect.

At year-end 2023, the land-based workforce reflected a gender distribution of 52% (54%) women and 48% (46%) men. As a Group, Grieg Shipholding delivered on the Women in International Shipping and Trading Associations "40 by 30" pledge. With this we have committed to have 40% females in leading management positions within 2030. We had 40% (39%) women in management positions at the end of 2023, while there were 20% (17%) females in technical positions. 43% (50%)



within our top management team are women, which is the same gender balance as for the Board of Directors. Grieg Star, our ship management unit, trains female cadets for officer positions on our vessels. In 2023, 35 (19) of the 729 (597) seafarers onboard were women, of which 1 (1) was holding a senior management position and 14 (11) are holding junior management positions. In addition 11 (8) of the 52 (38) on our cadet program on shore and at sea, are female. There was one (0) woman on maternity leave in the Norwegian entities in 2023, while the average number of leave weeks taken out by male employees were 0 weeks (15 weeks). We are not where we want to be in all areas of equality, and going forward more efforts will particularly be placed on recruitment of female technical positions and attracting and retaining women seafarers. An initiative taken at the start of 2024 for the latter, is an enhanced maternity leave policy for women on board. Further to this, our bank loans are sustainability linked with KPIs related to having a defined minimum number of women in management and onboard our vessels.

We aim to pay all land-based positions the right compensation based on the level of required competence, degree of problem solving and accountability. Positions are compared across the organization and towards the industries and trades we operate with, to provide proper payroll benchmarking, with also the aim of achieving equal pay across gender and ethnicity for equivalent positions. For positions onboard our vessels, remuneration is based on equal pay for the same position, adjusted for the number of years in the position and the company.

## OUR IMPACT ON THE ENVIRONMENT

Seaborne transportation accounts for approximately 90% of global trade and contributes to nearly 3% of total greenhouse gas (GHG) emissions worldwide. As an industry we are steadfast in our commitment to mitigate this impact. In alignment with the International Maritime Organization's (IMO) directive, Grieg Maritime Group have embraced the Norwegian Shipowner Association's ambitious targets, and our aim is to reduce GHG emissions per transported unit by minimum 50% by 2030 from 2008 levels, ultimately achieving carbon neutrality by 2050. The 2030 target is also confirmed in our bank loans which are sustainability linked. Achieving these objectives necessitates a collaborative effort to establish a robust value chain that supports the adoption of low and zero emission fuels well before the 2030 deadline.

Throughout 2023, we have proactively implemented a series of efficiency measures and conducting trials of emerging technologies for our Open Hatch vessels. Noteworthy among these initiatives is the commencement of testing for a groundbreaking fuel catalyzation technology aimed at enhancing fuel performance. Additionally, we have launched a pilot project to evaluate the efficacy of a graphene-based anti-fouling coating system. Beyond improving emission performance, this innovative solution has the potential to minimize paint usage and significantly reduce the release of biocides and microparticles into the marine ecosystem. Furthermore, we are actively supporting the development of an AI-driven model designed to optimize speed and fuel consumption across our fleet.

The implementation of emission reducing initiatives is also evidenced by the Group's ordering of the ammonia ready Open Hatch and multipurpose project carriers, which we expect will run on ammonia or other emission free fuel when sufficient fuel infrastructure and supply is available in the respective trades.

There were no (0) harmful spills to sea or land from any of the vessels in 2023. The number of operational spills contained on board the vessels were reduced by 60% compared to last year. This is a very positive development, much related to systematic improvements made to the many hydraulic



systems on board the vessels. And none of the Group's vessels were involved in serious accidents like grounding, collision, or salvage. Ballast water treatment plants were installed on all ships by the end of 2023, and all vessels in the fleet have obtained their IHM.

The quantity of plastic waste generated onboard the vessels increased in 2023 compared to the previous year. Still, more than 80% of the plastic waste was delivered to shore facilities with a responsible waste handling and recycling capacity. The focus on sustainable plastic waste management will continue in 2024.

## OUR SUSTAINABILITY PROGRESS

In Grieg Maritime Group we have been dedicated to sustainability for decades, long time before any formalized processes or clear stakeholder expectations existed, by just believing in a common responsibility to build a better world. Over the last couple of years this work has been structured around our commitment to the UN Sustainable Development Goals (SDGs)<sup>2</sup>, our annual reporting of progress on Environmental, Social and Governance (ESG) metrics that are considered material for our industry<sup>3</sup>, and not least continuously reviewing our overriding strategy - Creating maritime solutions for a better future, as our guidance for setting clear sustainability objectives for our daily operations, development initiatives and investments.

With the EU Corporate Social Reporting Directive (CSRD) we are now also directing our work to progress on sustainability based on how to report according to the upcoming European Sustainability Reporting Standards (ESRS), by which we plan to report on from 2024, one year ahead of deadline. This implies that we have completed Grieg Maritime Group's first Double Materiality Assessment and a Climate Risks Assessment as well as worked on improving our reporting on Scope 3 emissions. By allowing ourselves to use time and involving a large part of the organization we experience that we are not just working on a new reporting scheme but through the assessments and target setting also find ourselves discussing material aspects of our business that we may not otherwise had approached.

For more insight into the Group's progress on sustainability as well as reporting on the Transparency Act, please see Grieg Maritime Group's Annual Report.

## OUR RISKS

Risk management is vital to protect people, the environment, and the business' assets. Thus, the management of risk is essential for the Group's value creation and is an integrated part of our governing model. Grieg Shipholding's key risks relate to operational activities, market and financial risk, compliance, and regulatory framework, as well as human rights, climate, security, and cyber risks. Strategies, policy development, guidelines, and risk-mitigating measures play vital roles in managing and reducing these risks.

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<sup>2</sup> Seven SDGs are targeted as material to the Group: 4. Quality Education, 5. Gender Equality, 9. Industry, Innovation, and Infrastructure, 12. Responsible Consumption and Production, 13. Climate Action, 14. Life Below Water and 15. Life on Land.

<sup>3</sup> To report on progress we have previously followed the ESG reporting recommendations from the Norwegian Ship Owners Association, and with reference to the Integrated Reporting Framework and the Global Reporting Initiative (GRI). From 2023 we are expanding this to also include a large share of the reporting requirements of EU's CSRD and ESRS.



Grieg Shipholding is exposed to financial and market risks. This is mainly composed of risks related to the development of freight rates, ship values, currency, and interest rates as well as equity prices. Most of these risks are strongly correlated to macro-economic development. The fleet's earnings are largely linked to long-term cargo contracts as the Company's shipping activity is of an industrial character. This implies that revenues are less volatile than in the spot market and that changing market conditions generally have a delayed effect on the results. Currency risk is mainly related to the purchase of administrative services in Norway, local taxes, as well as some purchases related to the technical management of the fleet. The Company has defined strategies and policies that reduce currency risks.

Changing equity prices and interest rates affect the Company's financial investments and loans. The financial portfolio is managed under a long-term strategy reflecting Grieg Maritime Group's business principles and risk capacity to ensure that the portfolio can withstand market fluctuations. During 2023 we chose to reduce the portfolio's exposure to equities as a response to increased investment plans in the coming years. There are policies in place to reduce interest rate risk related to the fleet's funding arrangements.

Environmental spills and violations are risks always prevailing for shipping operations. Drills are carried out regularly to ensure that the team is prepared for handling various incidents, and whenever an incident occurs, an Emergency Preparedness Team convenes.

Risk areas that have been subject to particular focus in 2023, is human rights - as part of the Group's reporting under the Norwegian Transparency Act and third-party activities in relation to anti-money-laundering, anti-bribery and corruption, and sanctions. To control these risks better we are implementing a digital screening tool to assist us in assessing human rights risk in our supply chain.

As the war in Ukraine has continued and the Israel Hamas conflict has evolved, the safety of the seafarers on board our vessels have naturally also been high on the agenda. Thankfully, there were no security-related incidents for the fleet in 2023. None of our vessels traded in the most exposed areas like the Gulf of Guinea. And with the escalated tension in the Red Sea/Gulf of Aden, Grieg Maritime Group is choosing not to sail any of its vessels through the area, which also is in line with the Norwegian Shipowners' Association's recommendation.

Insurance is taken out for the members of the Board and the General Manager for their personal liability for property damage that they may incur in connection with the performance of their duties. The insurance is taken out with an international insurance company with a solid rating. The good 2023 financial result and reduced debt level supports a reduced financial risk level. For more insight into our risks and handling of such, please see separate section in Grieg Maritime Group's Annual Report on Managing Business Risk.

In terms of financial risks, a good economic result and a lowered leverage ratio coupled with our fleet renewal program is deemed supportive to the Group's business model, which also is believed to reduce Grieg Maritime Group's liquidity risk.

For more insight into our risks and handling of such, please see the separate section in Grieg Maritime Group's Annual Report on Risk Management.



## OUR MARKET AND FUTURE OUTLOOK

Seaborne trade volume growth is expected to remain stable in 2024 with an estimated growth of 2.5% vs. a growth of approx. 2.4% in 2023. This is in line with the International Monetary Fund's forecast of global GDP growth of 2.9% in 2024, which is only marginally lower than the 3.0% growth recorded for 2023. Looking specifically at China as one of the most important drivers in the shipping market, GDP growth in 2024 is estimated at 4.2%, down from 5% in 2023. The Chinese economy appears to face headwinds going forward with its real estate sector experiencing a continued drop in project starts during 2023 and household savings rates remaining significantly higher than pre-covid levels. These factors indicate a softer 2024 and are further amplified by an estimated dry bulk demand growth (measured by ton-miles) of 2% compared to an estimated fleet growth of 3.5%.

In light of a relatively muted demand outlook, the supply side appears to be the key for shipping for 2024. The orderbook in the dry bulk sector remains close to all-time lows which, combined with limited shipyard capacity through 2026, effectively limits fleet growth for the coming years. Tighter environmental regulations are also expected to play an important role, as vessels taken out of service either for upgrades, retrofits, or recycling, will limit availability of tonnage. There is, however, a downside risk especially related to the container market orderbook, with cargo-carrying capacity forecasted to increase by 10% in 2024 (and 6% in 2025). Still, as Grieg Maritime Group's core trades in the G2 Ocean Open Hatch Pool continue to have a substantial share of forward cargo contracts at acceptable market levels, the Group is considered to have a strong position for the coming year with less effects of a downside scenario. The new 82,300 dwt open hatch bulk carriers with delivery in 2026 will become the largest and most environmentally friendly vessels in our fleet and by such represent an important step towards offering clients zero emission transportation. The investment further reflects the Group's positive market outlook and commitment for the years to come.

## GOING CONCERN AND CHALLENGES AHEAD

The Board of Directors confirms that the annual accounts have been prepared based on the going concern assumption and that this assumption is valid. The consideration is based on the Group's financial position and expectations of future earnings. The Board believes that the submitted annual accounts give a correct picture of the results, cash flows and economic situation. No material events that affect the financial position have taken place after the balance sheet date.

A great challenge of our time is to stop the deterioration of our environment. With the shipping industry being one of the hard-to-abate industries, we are in full support of international regulations and initiatives and commend IMO's efforts to elevate ambition levels on emission reductions. The transition towards measuring emissions per transport work, in accordance with the well-to-wake principle, represents however a significant stride, together with the absence of concrete sanctions for non-compliance. We firmly advocate for the establishment of sanctions, alongside incentives, as this is essential to drive substantial emission reduction and ensure compliance with the objectives. The implementation of EU's European Trading Scheme from January 2024 is a welcomed measure in this respect. However, we are concerned about the lack of willingness by Norwegian decision makers to reinvest the funds from the EU ETS scheme back into emission reducing initiatives. We sincerely hope this lack of commitment is only due to slower processes in Norway than in the EU, which already has this in place.



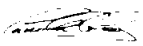
The maritime industry is an important contributor to Norwegian value creation, and we expect that it will continue to not only have stable framework condition going forward, but also be able to operate on an even-level playing field. This is essential for our continued value contribution to society, but also to deliver common environmental objectives.

We are proud that a significant part of the value we create are given back to the society through the support of humanitarian, social and cultural projects, and initiatives, as Grieg Maritime Group as part of the Grieg Group is owned 25% by Grieg Foundation. Finally, the Board would like to thank all the employees for their great efforts. The value of the business is dependent on the world class performance by our people.

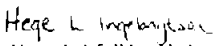
Bergen, 20 March 2024

The Board of Directors of  
Grieg Shipholding AS

  
Rune Birkeland  
Board Member


  
Camilla Grieg  
Chair

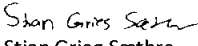
  
Didrik O. Munch  
Board Member

  
Hege Leirfall Ingébrigtsen  
Board Member

  
Elisabeth Grieg  
Deputy Chair

  
Kai Grøtterud  
Board Member

  
Matthew Robert Cagienard Duke  
CEO

  
Stian Grieg Sæthre  
Board Member



GRIEG SHIPHOLDING AS			GRIEG SHIPHOLDING GROUP CONSOLIDATED		
(figures in usd 1000)			INCOME STATEMENT		
2023	2022	Note	2023	2022	(figures in usd 1000)
<b>1,658</b>	<b>3,320</b>		<b>Revenues</b>		
<u>1,658</u>	<u>3,320</u>		Operating revenue	176,834	292,512
			Other income	1,273	24,254
			<b>Total revenues</b>	<b>178,107</b>	<b>316,766</b>
			<b>Operating expenses</b>		
			Vessel operating expenses	79,678	74,517
		3	TC and BB-hire	15,510	22,489
-19	131	4.5	Payroll and social security expenses	5,028	5,545
1,994	3,632	6	Other operating expenses	7,589	7,783
4	5	7	Depreciation	32,121	31,674
<u>1,979</u>	<u>3,768</u>		<b>Total operating expenses</b>	<b>139,926</b>	<b>142,007</b>
<b>-321</b>	<b>-448</b>		<b>Operating profit</b>	<b>38,181</b>	<b>174,759</b>
			<b>Financial items</b>		
725	586		Interest income	3,216	2,402
1,709	1,257	2	Interest income group	1,673	462
			Other financial income	42	149
-1,162	-592	2	Interest expenses	-12,990	-16,421
29,239	36,768	17	Interest expenses group	-	-
-	-40		Dividend from subsidiaries		
			Writedown shares in subsidiaries		
		10	Other financial expenses	-60	-52
2,606	133		Result on investment in associated company	799	981
<u>33,115</u>	<u>38,112</u>	8	Change in value of financial investments	2,379	-2,062
		8	Realized return on market-based fin. Investm.	-416	7
			Gain/loss on foreign exchange	4,172	-768
			<b>Net financial items</b>	<b>-1,184</b>	<b>-15,301</b>
			<b>Profit before tax</b>	<b>36,997</b>	<b>159,458</b>
32,793	37,663		<b>Tax</b>	<b>-751</b>	<b>-6,348</b>
<u>-847</u>	<u>-1,566</u>	11	<b>Profit for the year</b>	<b>36,245</b>	<b>153,110</b>
<b>31,947</b>	<b>36,098</b>		<b>Total profit for the year</b>	<b>36,245</b>	<b>153,110</b>
			<b>Proposed dividend</b>		
8,000	60,323		<b>Group contribution</b>		
<u>23,947</u>	<u>-24,225</u>		<b>To or (from) other equity</b>		
<b>31,947</b>	<b>36,098</b>				



## GRIEG SHIPHOLDING AS

(figures in usd 1 000)

2023	2022
<u>126</u>	<u>974</u>
126	974
3	8
<u>518</u>	<u>518</u>
518	518
<u>521</u>	<u>525</u>
521	525
218,614	218,614
<u>9,841</u>	<u>9,841</u>
35,161	41,794
<u>1,050</u>	<u>2,100</u>
456	469
<u>265,122</u>	<u>272,819</u>
265,122	272,819
27,097	26,036
97	204
<u>27,194</u>	<u>26,240</u>
27,194	26,240
<u>3,194</u>	<u>46,599</u>
3,194	46,599
<u>30,388</u>	<u>72,839</u>
30,388	72,839
<u>296,157</u>	<u>347,158</u>
296,157	347,158

Note

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## BALANCE SHEET

## GRIEG SHIPHOLDING GROUP CONSOLIDATED

(figures in usd 1 000)

	2023	2022
<b>ASSETS</b>		
<b>FIXED ASSETS</b>		
<b>Intangible fixed assets</b>		
Deferred tax asset	<u>392</u>	-
<b>Total intangible assets</b>	<u>392</u>	-
<b>Tangible assets</b>		
Fixtures and fittings, other equipment	16	8
Other property	<u>518</u>	<u>518</u>
New building contracts	29,096	
Vessels	<u>486,039</u>	<u>515,883</u>
<b>Total fixed tangible assets</b>	<u>515,669</u>	<u>516,409</u>
<b>Fixed financial assets</b>		
Investments in subsidiaries		
Investments in shares	6,749	5,949
Long term receivables group companies	<u>34,989</u>	<u>22,979</u>
Long term receivables associated	1,050	2,100
Long term receivables	<u>2,882</u>	<u>3,163</u>
<b>Total fixed financial assets</b>	<u>45,670</u>	<u>34,192</u>
<b>Total fixed assets</b>	<u>561,730</u>	<u>550,601</u>
<b>CURRENT ASSETS</b>		
<b>Accounts receivable</b>		
Receivables from group companies	659	3,774
Receivables from associated companies	<u>589</u>	<u>37</u>
Inventory	4,475	3,856
Other receivables	<u>6,156</u>	<u>6,734</u>
<b>Total receivables</b>	<u>11,880</u>	<u>14,401</u>
<b>Market-based investments</b>	29,983	22,997
<b>Bank deposits, cash in hand, etc</b>	38,953	109,123
<b>Total current assets</b>	<u>80,817</u>	<u>146,521</u>
<b>TOTAL ASSETS</b>	<u>642,547</u>	<u>697,122</u>



## GRIEG SHIPHOLDING AS

(figures in usd 1 000)

2023	2022
15,899	15,899
<u>256,769</u>	<u>259,988</u>
<u>272,668</u>	<u>275,888</u>
<u>-17,874</u>	<u>-37,591</u>
<u>-17,874</u>	<u>-37,591</u>
<u>254,794</u>	<u>238,297</u>
384	573
-	1,194
<u>384</u>	<u>1,767</u>
130	328
<u>24,783</u>	<u>14,484</u>
<u>24,913</u>	<u>14,812</u>
8,017	31,883
41	23
8	53
8,000	60,323
<u>16,066</u>	<u>92,282</u>
<u>41,363</u>	<u>108,861</u>
<u>296,157</u>	<u>347,158</u>

## GRIEG SHIPHOLDING GROUP CONSOLIDATED

### BALANCE SHEET

(figures in usd 1 000)

	2023	2022
<b>EQUITY AND LIABILITIES</b>		
<b>EQUITY</b>		
<b>Paid-in capital</b>		
Share capital (1 370 523 shares à NOK 100)	15,899	15,899
Other paid-in capital	<u>256,769</u>	<u>259,988</u>
<b>Total paid-in capital</b>	<u>272,668</u>	<u>275,888</u>
<b>Retained earnings</b>		
Other equity	<u>124,738</u>	<u>103,025</u>
<b>Total retained earnings</b>	<u>124,738</u>	<u>103,025</u>
<b>Total equity</b>	<u>397,406</u>	<u>378,913</u>
<b>LIABILITIES</b>		
<b>Provisions</b>		
Pension liabilities	2,943	3,210
Deferred tax	<u>0</u>	<u>898</u>
<b>Total provisions</b>	<u>2,943</u>	<u>4,108</u>
<b>Long-term liabilities</b>		
Liabilities to financial institutions	167,981	177,759
Other long-term liabilities	<u>46,950</u>	<u>50,960</u>
Liability to group companies		
<b>Total long-term liabilities</b>	<u>214,931</u>	<u>228,719</u>
<b>Current liabilities</b>		
Liabilities to group companies	10,092	14,050
Liabilities to associated companies	<u>346</u>	<u>2,043</u>
Accounts payable	3,637	2,659
Public duties payable	911	1,156
Dividend	8,000	60,323
Taxes payable	327	299
Other short-term liabilities	<u>3,953</u>	<u>4,851</u>
<b>Total current liabilities</b>	<u>27,266</u>	<u>85,382</u>
<b>Total liabilities</b>	<u>245,140</u>	<u>318,209</u>
<b>TOTAL EQUITY AND LIABILITIES</b>	<u>642,547</u>	<u>697,122</u>

Bergen, 20th of March 2024  
The Board of Directors Grieg Shipholding Group AS

Camilla Grieg Chair	Elisabeth Grieg Board member	Didrik O. Munch Board member	Rune Birkeland Board member	Stian Grieg Sæthre Board member	Kai Grøtterud Board member	Hege Leirfall Ingebrigtsen Board member	Matthew R. C. Duke CEO



Consolidated (TUSD)		Cash flow statement Grieg Shipholding Group 2023		Parent (TUSD)	
2023	2022		2023	2022	
36,997	159,458	<b>Cash flow from operations</b>	32,794	37,664	
-299	-300	Profit before income taxes	-	-372	
40,631	39,245	Taxes paid in the period	4	5	
		Depreciation incl docking	-29,239	-36,768	
	-767	Divident recognized	-	-	
	-22,330	Pension costs without cash effect	-	-	
49		Gain/loss from sale of fixed assets	-	-	
		Gain/loss from sale of market based investments and subsidiaries	-	40	
	-	Writedown shares in subsidiaries	-	-	
-619	468	Impairment of fixed assets	18	-9	
	1,419	Change in inventory	7	-	
		Change in trade creditors	-	-	
3,062	156	Change in trade debtors	-	-	
	463	Change in group debtors	-514	-497	
-2,251	951	Change in public debt and other short term debt	1,033	-	
-4,490		Change in other provisions	-	-	
-2,379	882	Effect of exchange fluctuations	-	-	
		Items classified as investment or financing	4,105	63	
<b>70,701</b>	<b>179,646</b>	<b>Net cash flow from operations</b>			
		<b>Cash flow from investments</b>			
	37,855	Proceeds from sale of fixed assets	-	-	
-39,957	-38,548	Purchase of fixed assets	-	-	
17,904	-	Proceeds from sale of market based investments	-	-	
-24,698	-7	Purchase of market based investments	-	-	
	1,419	Proceeds from long-term Group loans	6,634	25,067	
1,050	1,050	Loan to associate	1,050	1,050	
	-452	Shares in subsidiaries and associated company	-	-	
<b>-45,702</b>	<b>1,317</b>	<b>Net cash flow from investments</b>	<b>7,684</b>	<b>26,117</b>	
		<b>Cash flow from financing</b>			
-13,788	-100,409	Proceeds from long term loans	-	-	
		Payment group contribution	-1,692	-	
-25,548	-15,897	Proceeds from Group loans	6,130	-17,394	
		Divident received	21,307	-	
-55,832	-22,677	Payment of dividend	-55,832	-22,677	
		Change cash pool agreement	-25,119	16,215	
<b>-95,168</b>	<b>-138,983</b>	<b>Net cash flow from financing</b>	<b>-55,206</b>	<b>-23,856</b>	
-70,169	41,981	Net change in cash and cash equivalents	-43,418	2,324	
109,123	67,142	Cash and cash equivalents at the beginning of the period	47,068	44,744	
38,953	109,123	Cash and cash equivalents at the end of the period	3,650	47,068	
		Cash and cash equivalents at the end of the period consists of:			
38,953	109,123	Bank deposits	3,650	47,068	



Grieg Shipping Group cons.  
Notes to the financial statements 2023

## Note 1 Accounting principles

The annual accounts have been prepared in accordance with the Norwegian Accounting Act and generally accepted accounting principles.

### Subsidiaries

Subsidiaries are posted in the company accounts applying the cost method. The investment is stated at historical cost of the shares unless a write-down has been necessary. The investment is written down to fair value when the reduced value is due to causes which are not deemed to be temporary. Write-downs are reversed when the grounds for the write-down no longer exist.

Dividends and other distributions are recognised in the year in which they are provided for in the accounts of the subsidiary. If the dividend exceeds the profit after the acquisition, the surplus amount represents repayment of the capital investment and the distributions are deducted from the amount of the investment in the balance sheet.

### Investment in joint ventures and associated companies

Investments in associated companies are stated according to the cost method in the company accounts and according to the equity method in the group accounts. Investments in 50/50% joint ventures are stated according to the gross method.

### Operating revenues

Operating revenues are entered as income at the time of delivery. The time of delivery is understood to mean the time of transfer of risk and control related to the delivery.

### Classification and valuation of balance sheet items

Current assets and current liabilities relate to items which mature within one year from the date of purchase. Other items are classified as fixed assets/long-term liabilities.

Current assets are valued at the lower of historical cost and fair value. Current liabilities are carried at nominal value at the date of issue. Fixed assets are valued at historical cost, but are written down to recoverable amount in the event of impairment which is not deemed to be temporary.

Long-term liabilities are carried at the nominal amount at the establishment date.

### Intangible assets

The cost of intangible assets is posted in the balance sheet if it is considered likely that the future economic benefits related to the assets will accrue to the company and a reliable measurement of the historical cost of the asset in question has been established.

### Asset impairments

Assets that are subject to depreciation are reviewed for impairment whenever events or changes in circumstances indicate that the carrying amount may not be recoverable.

An impairment loss is recognised for the amount by which the asset's carrying amount exceeds its recoverable amount. The recoverable amount is the higher of an asset's fair value less costs to sell and value in use. For the purposes of assessing impairment, assets are grouped at the lowest levels for which there are separately identifiable cash flows (cash-generating units).

The Group's open hatch vessels are sailing in a pool, which are market and operated by G2 Ocean AS.

The bulk activities, with chartered and owned vessels controlled by respectively Grieg Star Bulk AS and Grieg Maas AS is marketed and operated by G2O Ocean in a supramax/ultramax pool. This activity was discontinued in 2022.

Having the vessels sailing in a pool means that the operational use of the vessels, including optimization of routes, is combined for the fleet. Earnings of each individual vessel is therefore affected by the earnings of other vessels in the pool. The open hatch fleet and the bulk fleet are therefore considered to be the respective cash-earnings of other vessels in the pool.

### Fixed assets

Fixed assets are valued at historical cost less accumulated depreciation. Depreciation is charged on a straight line basis over the remaining expected useful life of each asset adjusted for the residual value. If changes in the depreciation plan occur the effect is distributed over the remaining depreciation period.

Improvements are capitalised and depreciated in pace with the asset involved. Docking costs are capitalised and depreciated over the period to the next scheduled dry-docking. Depreciation of the docking is classified as an operating expense.

The recoverable amount of an asset is measured whenever there is an indication that an asset may be impaired, written-down and the asset is stated at the lower of the recoverable amount and the cost price less any write-down. The write-down is reversed when the grounds for the write-down no longer exist.

Grieg Shipping Group noter konsern 2023



Grøeg Shipping Group cons.  
Notes to the financial statements 2023

## Stocks of inventories

The inventories of lub oil, paint and provision are valued at the lower of cost and fair value.

## Receivables

Trade debtors and other debtors are carried at nominal value after deducting provisions for expected losses. Loss provisions are based on an assessment of individual receivables.

## Short-term investments

Short-term investments in shares and mutual funds are regarded as part of the financial trading portfolio and are stated at fair value at year-end. Dividends received and other distributions are entered as income under other financial income.

## Foreign currency

Consolidated accounts are reported in USD. Financial statements denominated in other currency than USD are recalculated against USD at the average exchange rates and the balance sheet at the exchange rate at year end.

Monetary items denominated in foreign currency are valued at the year-end exchange rate against USD. Exchange rate per 31.12.2023 is NOK/USD: 10.1724. Currency gain or loss from operation and monetary items in foreign currencies are posted at the exchange rate of the relevant date of balance. Transactions in foreign currencies are restated at the foreign transaction rate.

## Foreign exchange hedging

Derivatives purchased in order to reduce currency risk are treated as hedging transactions for accounting purposes. Gains and losses on foreign exchange contracts are therefore recognised in the same period as the hedged transactions occur.

Unrealised gain/loss on the hedging contracts is not posted on the balance sheet.

## Interest rate hedging

Interest rate hedging contracts are recognised and classified in the same way as the related mortgage loan. The interest received/paid under the contract is therefore recognised in the interest period in question and is included in interest expenses for the period.

Unrealised gain/loss on the hedging contracts is not posted on the balance sheet.

## Freight risk hedging

Forward Freight Agreements (FFA) are recognised and classified in the same way as the related operating income.

The freight received/paid under the contract is therefore recognised in the same period as the hedged transactions occur.

Unrealised gain/loss on the FFA contracts is not posted on the balance sheet.

## Pensions

The Group's main pension scheme is a defined contribution plan. Moreover, the Group has continued some defined benefit plans.

For the defined benefits plans, pension costs and pension commitments are calculated on a straight line earnings profile basis, based on assumptions related to the discount rate, future salary regulation, pensions and benefits under the National Insurance scheme, the future return on pension fund assets and actuarial assumptions about mortality, voluntary withdrawals etc. Pension fund assets are recognised at fair value and deducted from net pension commitments in the balance sheet. Changes in commitments due to changes in pension plans are spread over the expected remaining period of service. The same applies to estimated deviations and changed circumstances in so far as they exceed 10% of the larger of the pension commitment and the pension fund assets (corridor). In the balance sheet, the schemes are treated separately with pension fund assets booked as financial assets and pension commitments as a financial liability. Pension commitments in the balance sheet include Employers' National Insurance contributions.

For the defined contribution plans, the Group makes contributions to an insurance company. The Group has no further payment obligations once the contributions have been paid. Contributions are charged as payroll expenses. Any prepaid deposits are recorded as an asset in the balance sheet to the extent that the deposits can be offset against future payments.

## Leases

The company differentiates between financial leasing and operational leasing based on an evaluation of the lease contract at the time of inception. A lease contract is classified as a financial lease when the terms of the lease transfer substantially all the risk and reward of ownership to the lessee. All other leases are classified as operational leases. When a lease contract is classified as a financial lease where the company is the lessee, the rights and obligations relating to the leasing contracts are recognised in the balance sheet as assets and liabilities. The interest element in the lease payment is included in the interest costs and the capital amount of the lease payment is recorded as repayment of debt. The lease liability is the remaining part of the principal. For operational leases, the rental amount is recorded as an operating cost.

Grøeg Shipping Group noter kvartals 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Taxes

The tax charge in the profit and loss account includes taxes payable for the period and changes in deferred tax. Deferred tax is calculated at 22% (with effect from January 1st 2019) based on the temporary differences that exist between accounting and tax values, and taking account of the tax loss carried forward at the end of the financial year. Tax enhancing and tax reducing temporary differences which are reversed or can be reversed in the same period have been set off. The net deferred tax advantage is posted in the balance sheet where it is expected that this can be utilized. The disclosure of deferred tax benefits on net tax reducing differences which have not been eliminated, and losses carried forward, is based on estimates of future of earnings. Deferred tax and tax benefits which may be shown in the balance sheet are presented net.

Grieg Shipping II AS and Grieg International II AS, are shipowning companies which are taxed under the Norwegian tonnage tax system pursuant to chapter 8 of the Taxation Act. The European Surveillance Authority approved the currently Norwegian tonnage tax regime for a new 10 year period from January 1st 2018.

## Estimates

When preparing the annual accounts in accordance with good accounting practice, the management makes estimates and assumptions which affect the profit and loss account and the valuation of assets and liabilities, as well as information about contingent assets and liabilities at year-end.

Contingent losses which are likely and quantifiable are charged against income on an ongoing basis.

## Cash flow statement

Cash flow statements are prepared according to the indirect method. Accordingly, the cash flows from investment and financing activities are reported gross, while the accounting result is reconciled against the net cash flow from operations. Cash and cash equivalents include cash, bank deposits and other short-term liquid investments that can immediately and with no major exchange rate risk be converted into a known amount and maturing less than three months from the transaction date.

## Group account cash pool agreement

The Group account cash pool agreement with Grieg Shipholding AS as a Group Account Holder, divided into two cash pool agreements. Grieg Shipholding AS is the Group Account Holder for one of the agreements, and Grieg Shipowning AS for the other agreement.

In Grieg Shipholding AS' cash pool, Grieg Star AS, Grieg Star 2017 AS, Grieg Star Bulk are included.

In Grieg Shipowning AS' cash pool, Grieg Shipping II AS, Grieg International II AS and Grieg Star OH Pool are included.

Under these agreements, all participating companies are jointly liable for the overdraft facility and other participant's overdraft. Net aggregated cash balance on the group account is recognised as cash balance in the balance sheet statement of respectively Grieg Shipholding AS and Grieg Shipowning AS, as Group Account Holders. Participating companies' share of aggregated cash balance are recognised as intercompany balances in each participating company's balance sheet.

## Consolidation

The consolidated accounts include the subsidiaries specified below and show the parent company and subsidiaries as a single enterprise. Shares in subsidiaries are eliminated using the purchase method. Shares in subsidiaries are set off in an amount corresponding to the book value of equity attributable to the shares at the date of purchase. Any difference arising on elimination is assigned to specific assets. Excess values that cannot be assigned to specific assets are posted as goodwill and amortised over the expected lifetime. Intra-group transactions and balances are eliminated. Conversion of subsidiaries with a currency other than USD is for items in the balance sheet recalculated at the exchange rate at year end.

Profit & loss is recalculated at the average exchange rate in 2023. Substantial items, if any are recalculated to the exchange rate on the day the transaction is accomplished. Conversion differences related to exchange rates are posted against the equity.

COMPANY	REGISTERED OFFICE	OWNERSHIP
Grieg Shipholding AS - shipping holding company	Bergen	100%
Grieg Shipowning AS - shipowning holding company,	Bergen	100%
Grieg Star AS - ship management company	Bergen	100%
Grieg Star 2017 AS - administration company	Bergen	100%
Grieg Star Bulk Pool AS - pool company	Bergen	100%
Grieg Star OH Pool AS - pool company	Bergen	100%
<b>Grieg Shipowning is a group which comprises the following companies:</b>		
Grieg Shipping II AS - shipowning company, tonnage taxed	Bergen	100%
Grieg International II AS - shipowning company, tonnage taxed	Oslo	100%
Grieg Star Bulk AS - shipowning company	Bergen	100%

Grieg Shipholding Group noter konsern 2023



Grieg Shipping Group cons.  
Notes to the financial statements 2023

## Note 2 Related parties

### PARENT COMPANY

Figures in USD 1 000

Other receivables	2023	2022
Grieg Green AS	6	1,034
Grieg Edge AS	1	6
Grieg Maritime Group AS	41	320
Grieg Star OH Pool AS	7	3
Grieg Star Bulk Pool AS	5	7
Grieg Shipbrokers Serv. KS	11	11
Grieg Star AS		116
Grieg Kapital AS	1	1
Grieg Group Resources AS	2	0
Grieg Investor AS	18	21
Grieg Maturitas II AS	3	3
Grieg Strat. Services AS	3	
Grieg Shipowning AS	27,000	21,307
Grieg Star 2017 AS		3,205
<b>Total</b>	<b>27,097</b>	<b>26,036</b>

Long term receivables group companies	2023	2022
Grieg Shipping II AS		18,638
Grieg Star OH Pool AS	98	101
Grieg Star Bulk Pool AS	74	76
Grieg Maritime Group AS	34,989	22,979
<b>Total</b>	<b>35,161</b>	<b>41,794</b>

Long term receivables associated companies	2023	2022
G2 Ocean AS	1,050	2,100
<b>Total</b>	<b>1,050</b>	<b>2,100</b>

Other current liabilities	2023	2022
Grieg Group Resources AS	1	0
Grieg Star AS	784	115
Grieg Edge AS	-60	
Grieg Shipowning AS	55	1,692
Grieg Star Bulk AS	217	29,483
Grieg Star Bulk Pool AS	67	
Grieg Maritime Group AS	643	
Grieg Maturitas II AS	4,915	
Grieg ADV	15	
Grieg Star 2017 AS	1,381	593
<b>Total</b>	<b>8,017</b>	<b>31,883</b>

Long term liabilities	2023	2022
Grieg Shipowning AS	12,000	
Grieg Star 2017 AS	12,783	14,484
<b>Total</b>	<b>24,783</b>	<b>14,484</b>

Grieg Shipping Group noter konsern 2023



Grieg Shipping Group cons.  
Notes to the financial statements 2023

<b>Transactions with related parties</b>			
<b>Company</b>	<b>Type of services</b>	<b>2023</b>	<b>2022</b>
<b>Revenue</b>			
Grieg Star Bulk AS	Interest income		3
Grieg Star AS	Management, rental and IT fee	343	808
Grieg Green AS	Rental fee	120	134
Grieg Shipping II AS	Management and IT fee	110	241
	Interest income	20	784
Grieg International II AS	Management and IT fee	36	77
	Interest income	4	3
Grieg Maritime Group AS	Rental and IT fee	388	635
	Management fee		347
	Interest income	1,673	458
Grieg Star OH Pool AS	Interest income	7	3
Grieg Star Bulk Pool AS	Interest income	5	3
	Other	-42	
Grieg Edge AS	Management, rental and IT fee	31	91
	Interest income		4
Fram Marine AS	Rental		1
Fram Green Techn.	Rental	17	18
Grieg Kapital AS	Rental	39	44
Grieg Strategic Services	Rental	37	41
Grieg Maturitas II AS	Management and rental fee	55	50
Grieg Shipbrokers KS	Rental	171	180
G2 Ocean AS	Rental	6	6
Grieg Investor AS	Rental	322	336
Other group companies	Service fee	26	216
<b>Total</b>		<b>3,367</b>	<b>4,483</b>
<b>Expenses</b>			
Grieg Star 2017 AS	Interest expense	1,107	592
Grieg Shipowning AS	Interest expense	55	
Grieg Maritime Group AS	Management fee	98	43
Grieg Star Philippines	Management fee	146	131
Grieg Group Resources AS	Service and IT fee	2	26
<b>Total</b>		<b>1,409</b>	<b>792</b>

Grieg Shipping Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## GROUP

Figures in USD 1 000

	2023	2022
<b>Other short-term receivables</b>		
Grieg Shipbrokers KS	11	11
Grieg Maturitas II AS	3	3
Grieg Maturitas AS		2
Grieg Kapital AS	1	1
Grieg Group Resources AS	2	
Grieg Strat. Services AS	3	
Grieg Maritime Group AS	615	320
Grieg Green AS	6	3,409
Grieg Edge AS	1	6
Grieg Investor AS	18	21
<b>Total</b>	<b>659</b>	<b>3,774</b>
<b>Long-term receivables</b>	<b>2023</b>	<b>2022</b>
Grieg Maritime Group AS	34,989	22,979
<b>Total</b>	<b>34,989</b>	<b>22,979</b>
<b>Long-term receivables associated</b>	<b>2023</b>	<b>2022</b>
G2 Ocean AS	1,050	2,100
<b>Total</b>	<b>1,050</b>	<b>2,100</b>
<b>Other short-term liabilities</b>	<b>2023</b>	<b>2022</b>
Grieg Maritime Group AS	5,175	7,117
Grieg Group Resources AS	6	5
Grieg Edge AS	-60	1,826
Grieg ADV	15	
Grieg Star 2017 AS		13
Grieg Investor	17	
Grieg Maturitas II AS	4,915	5,072
Grieg Green	25	16
<b>Total</b>	<b>10,092</b>	<b>14,050</b>
<b>Short-term liabilities associated</b>	<b>2023</b>	<b>2022</b>
G2 Ocean AS	346	2043
<b>Total</b>	<b>346</b>	<b>2,043</b>
<b>Transactions with related parties</b>	<b>2023</b>	<b>2022</b>
Office services from Grieg Group Resources AS to the Group	148	81
Office and parking rental agreement between the Group and Grieg Gaarden AS	592	545
Commission agreement between the Group and Grieg Shipbrokers KS	36	565

Grieg Shipholding Group noter konsern 2023



Grieg Shipping Group cons.  
Notes to the financial statements 2023

## Note 3 Operating lease agreement

### GROUP

The Group has the following long-term operating lease agreements related to chartering of vessels:

	Number of vessels	Average duration	Operating lease expense recognised in the year
Bare-boat hire	5	8.9 years	USD 12.7 m
Long-term time charter vessels	1	1.2 year	USD 2.8 m

## Note 4 Payroll expenses, number of employees, remuneration etc.

### PARENT COMPANY

Figures in USD 1 000

Payroll expenses	2023	2022
Salary including bonus	12	64
Employers' national insurance contributions	36	35
Pension costs	-105	10
Other remuneration	38	22
<b>Total</b>	<b>-19</b>	<b>131</b>

No loans or loan security have been given to the CEO, the members of the board of directors or any related parties. No loans or loan security has been given which individually correspond to more than 5% of the company's equity.

### GROUP

Figures in USD 1 000

Payroll expenses	2023	2022
Salary including bonus	3,516	4,313
Employer's national insurance contributions	783	651
Pension costs	488	277
Other remuneration	241	303
<b>Total</b>	<b>5,028</b>	<b>5,545</b>

The average number of employees in the year was 36 30

Average number of sailing personnel in the year was 640 597

Salary costs related to sailing personnel (employed by Grieg Philippines and other manning companies) totalled USD 30.3m.

The payroll expenses are recognised in the P&L as vessel operating expenses.

Grieg Shipping Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Note 5 Pensions

### PARENT COMPANY

Figures in USD 1 000

The company has a defined contribution pension scheme for its employees. Premiums are paid monthly to a life insurance company.

Contribution based pension scheme	2023	2022
Payments to the contribution based pension scheme	42	44

From 01.04.2021 all the employees have been transferred to Grieg Maritime Group AS.

Grieg Shipholding Group AS has also a defined benefit scheme for certain employees with a salary above 12 G. Pension costs and commitments depend principally on length of service, salary at retirement and level of National Insurance benefits. This scheme covers one individual. There is also an early retirement scheme for this individual, ref note below for the Group.

Defined benefit pension scheme	2023	2022
Current service cost		
Interest cost	56	40
Expected return on plan assets	-64	-43
Social security cost	-1	0
Administrative expenses	22	22
Plan change through profit/loss	0	0
Actuarial (gains) / losses	8	112
<b>Net pension expenses</b>	<b>22</b>	<b>130</b>

Assumptions are the same as for the Group, see next page.

Figures in USD 1000	Funded	Unfunded	Total
<b>Distribution by scheme at 31.12.23</b>			
	<i>Committed pensions</i>	<i>Aged 65-67</i>	
Present value of obligations	1,797	57	1,853
Fair value of plan assets	-1,405	-	-1,405
Surplus (deficit) of pension plans	392	57	449
Actuarial (gains)/losses not recognised	-122	-6	-128
Social security	55	8	63
<b>Liability in the balance sheet</b>	<b>326</b>	<b>58</b>	<b>384</b>

Figures in USD 1000	Funded	Unfunded	Total
<b>Distribution by scheme at 31.12.22</b>			
	<i>Committed pensions</i>	<i>Aged 65-67</i>	
Present value of obligations	1,839	171	2,010
Fair value of plan assets	-1,414	-	-1,414
Surplus (deficit) of pension plans	425	171	596
Actuarial (gains)/losses not recognised	-87	-20	-107
Social security	60	24	84
<b>Liability in the balance sheet</b>	<b>398</b>	<b>175</b>	<b>573</b>

Grieg Shipholding Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## GROUP

Grieg Shipholding Group has both defined benefit and defined contribution pension schemes. The Group has also pension schemes for certain employees with salaries in excess of 12G. This pension gives the right to future defined benefits and the obligations are primarily dependent on years of service, salary at retirement and level of national insurance benefits. Pension costs and commitments depend principally on length of service, salary at retirement and level of National Insurance benefits. The scheme covers one individual.

Grieg Star 2017 AS and Grieg Shipholding AS have an early retirement scheme for employees who were in the main pension plan until the decision was made to close it. The early retirement scheme pays 70% of salary at the time reaching the age of 65 until 67 years. This scheme is not funded but is financed through operations. Pension liabilities in the balance sheet related entirely to Grieg Star 2017 AS and Grieg Shipholdings AS. The pension scheme covered 40 people as at 31.12.2023, hereof 39 persons received pension in 2023.

All of the pension schemes comply with the Norwegian Accounting Standard for pension costs (NRS 6). When actuarial estimat differences exceed 10% of the higher of the calculated pension commitment, including Employers' National Insurance contributions and pension fund assets, the excess amount is amortised over the remaining pension earning period.

	2023	2022
<b>Defined benefit pension scheme</b>		
Current service cost		
Interest cost	269	196
Expected return on plan assets	-334	-239
Social security	-9	-6
Administrative expenses	79	80
Plan change through profit/loss	-	-
Actuarial (gains) / losses	300	171
<b>Net pension expenses</b>	<b>306</b>	<b>202</b>
	<b>2023</b>	<b>2022</b>
<b>Contribution based pension scheme</b>		
Payments to the contribution based pension scheme (Norway)	75	236
Pension abroad	-	-
<b>Sum</b>	<b>75</b>	<b>236</b>
<b>Total pension cost</b>	<b>381</b>	<b>438</b>

### Economic assumptions:

	2023 Norway	2023 Canada	2022 Norway	2022 Canada
Discount rate	3.10%	5.20%	3.00%	2.80%
Anticipated rise in salaries	3.50%		3.50%	
Anticipated return on pension fund assets	4.80%		4.70%	
Anticipated increase in National Insurance base rate	3.25%		3.25%	
Anticipated rise in pensions paid	3.25%		3.25%	

The actuarial assumptions for 2023 are based on assumptions generally applied within the insurance industry relating to demographic factors.

Grieg Shipholding Group noter konsern 2023



Gregg Shipholding Group cons.  
Notes to the financial statements 2023

Figures in USD 1000	Canada Funded	Norway Funded	Norway Unfunded	Consolidated
<b>Distribution by scheme at 31.12.23</b>				
Present value of obligations	807	9,348	512	10,667
Fair value of plan assets	-159	-7,183	0	-7,342
Surplus (deficit) of pension plans	648	2,165	512	3,325
Actuarial (gains)/losses not recognised	0	-612	-58	-671
Social security	0	217	72	289
<b>Liability in the balance sheet</b>	<b>648</b>	<b>1,770</b>	<b>526</b>	<b>2,944</b>

Figures in USD 1000	Canada Funded	Norway Funded	Norway Unfunded	Consolidated
<b>Distributed by scheme at 31.12.22</b>				
Present value of obligations	867	9,547	668	11,081
Fair value of plan assets	-268	-7,558	0	-7,826
Surplus (deficit) of pension plans	599	1,989	668	3,255
Actuarial (gains)/losses not recognised	0	-297	-41	-338
Social security	0	198	94	292
<b>Liability in the balance sheet</b>	<b>599</b>	<b>1,890</b>	<b>721</b>	<b>3,209</b>

Asset Allocation in Norway as of 30.09:	2022	2022
Shares	11.7 %	11.3 %
Bonds	57.1 %	47.0 %
Property	10.0 %	10.8 %
Money market	8.9 %	8.3 %
Other	12.2 %	22.6 %

## Note 6 Auditor's fee

### PARENT COMPANY

Figures in USD 1 000

Auditor's fee	2023	2022
Statutory audit	12	16
Tax advisory fee (incl. technical assistance)		12
Tax advisory fee (incl. technical ass. with tax return)	11	3
Other non-audit services		
<b>Total fee to auditor excl. v.a.t.</b>	<b>23</b>	<b>31</b>

### GROUP

Figures in USD 1 000

Auditor's fee

Group auditor	2023	2022
Statutory audit	76	107
Technical assistance and other attest services	10	20
Tax advisory fee (incl. technical ass. with tax return)	24	13
<b>Total fee to Group auditor excl. v.a.t.</b>	<b>110</b>	<b>140</b>

Gregg Shipholding Group noter konsern 2023



Grøeg Shipping Group cons.  
Notes to the financial statements 2023

## Note 7 Fixed assets

<b>GROUP</b>				
Figures in USD 1 000				
	<b>Vessels</b>	<b>Docking</b>	<b>New buildings</b>	<b>Total</b>
Acquisition cost at 01.01	1,120,424	49,834		1,170,258
Additions	2,432	8,348	29,096	39,876
Disposals		9,451		9,451
Acquisition cost at 31.12	1,122,856	48,731	29,096	1,200,684
Accumulated depreciation at 31.12	583,038	24,962		607,999
Accumulated write-downs	77,550			77,550
Book value at 31.12	462,268	23,769	29,096	515,135
Share of financial lease:				54,818
Depreciation charge for the year	32,115	8,510		40,625
Depreciation plan	Straight-line	Straight-line		
Depreciation period	30-35 years	5 years		

Based on an impairment testing per year-end 2020, the open hatch fleet was written down with USD 77.55m. The Group has 4 newbuilding contracts, and the vessels will be delivered in 2026.

	<b>Other property</b>	<b>Machinery, vehicles etc.</b>	<b>Total</b>
Acquisition cost at 01.01	518	1,401	1,919
Additions	0	15	15
Disposals	0		0
Acquisition cost at 31.12	518	1,416	1,934
Accumulated depreciation at 31.12	0	1,386	1,386
Book value at 31.12	518	30	548
Depreciation charge for the year	0	10	10
Depreciation plan	None	Straight-line	
Depreciation period		3-10 years	

## Note 8 Market-based investments

<b>GROUP</b>				
Figures in USD 1 000				
	<b>Acquisition cost</b>	<b>Market value</b>	<b>Acquisition cost</b>	<b>Market value</b>
	<b>2023</b>	<b>2023</b>	<b>2022</b>	<b>2022</b>
Mutual funds			3,782	3,034
Bonds	20,373	21,088	8,854	8,284
Money market funds	8,283	8,895	11,413	11,679
Book value at 31.12	28,656	29,983	24,048	22,997
		<b>Realised</b>	<b>2023 Unrealised</b>	<b>Total profit/loss</b>
Mutual funds		-372	748	376
Bonds		-44	1,286	1,242
Money market funds		0	347	347
<b>Profit/loss from market-based investments</b>		-416	2,379	1,964

Grøeg Shipping Group noter konsern 2023



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Notes to the financial statements 2023

	Realised	2022 Unrealised	Total profit/loss
Mutual funds		-830	-830
Bonds	7	-1,428	-1,421
Money market funds	0	197	197
<b>Profit/loss from market-based investments</b>	<b>6</b>	<b>-2,062</b>	<b>-2,054</b>

## Note 9 Guarantee

### GROUP

Grieg Shipholding AS has issued performance guarantees as follows:

		duration	remaining lease debt
Grieg International II AS	2 Fin. leasing vessels	10.9 years	66.5m
Grieg Shipping II AS	3 BB vessels	10.5 years	76.8m

## Note 10 Interests in joint ventures

Grieg Shipholding AS and Gearbulk established a joint venture, G2 Ocean, 2 May 2017. The interest in the joint venture is accounted for using the equity method of accounting.

Reconciliation to carrying amounts:

In USD 1000	2023	2022
Opening net assets 1 January	5,686	4,705
Acquisition cost		
Share of profit	799	981
Effect of change revenue recognition principal	0	0
<b>Carrying amount at 31 December</b>	<b>6,485</b>	<b>5,686</b>

Summarised consolidated financial information 2021 joint ventures:

In USD 1000	Share of equity	Equity	Profit/loss
G2 Ocean Holding	35%	21,571	2,284

## Note 11 Taxes

### PARENT COMPANY

Figures in USD 1 000

Tax charge and tax payable in the accounts

Temporary differences	2023	2022
Fixed assets	-58	-74
Early retirement	-130	-328
Pensions	-384	-573
Liabilities foreign		1,975
Tax losses carried forward		
<b>Basis for deferred tax/(deferred tax assets)</b>	<b>-571</b>	<b>1,000</b>
Deferred tax/deferred tax benefit	-126	220
<b>Deferred tax/(deferred tax assets) in the balance sheet</b>	<b>-126</b>	<b>220</b>

Grieg Shipholding Group noter konsern 2023



Grøeg Shipping Group cons.  
Notes to the financial statements 2023

## Basis for taxation, change in deferred tax and tax payable

Result before taxes	32,794	37,664
Permanent differences	-28,911	-32,598
Basis of tax charge for the year	<b>3,883</b>	<b>5,066</b>
Change in temporary differences	1,541	-2,165
Change tax losses carried forward		-1,209
<b>Basis for payable taxes in the income statement</b>	<b>5,423</b>	<b>1,692</b>
+/- Group contribution received/given	-5,423	(1,692)
<b>Taxable income (basis for tax payable in the balance sheet)</b>	<b>-</b>	<b>-</b>

## Tax expense consists of

Tax payable (22% of basis for tax payable in the profit and loss account)	1,193	372
Currency effects		
Change in deferred tax	(346)	1,194
<b>Tax charge / (tax income)</b>	<b>847</b>	<b>1,566</b>

## Tax payable in the balance sheet

Tax payable (22% of basis for taxes payable in the profit and loss account)	-	-
Under/over provision for tax payable	-	-
<b>Tax payable in the balance sheet</b>	<b>-</b>	<b>-</b>

## GROUP

Figures in USD 1 000

	2023	2022
<b>Tax expense consists of:</b>		
Tax payable on taxable income	1,808	3,557
Currency effects		-484
Adjustment prior year	46	
Change in deferred tax	-1,290	3,660
Group contribution, tax effect	186	-2,023
<b>Tax expense (income)</b>	<b>751</b>	<b>4,710</b>

Tonnage tax (classified as an operating expense in the income statement):	316	243
---	-----	-----

## Deferred tax:

Long-term debt		
Fixed assets	-75	-99
Shares in subsidiaries		
Early retirement	-130	-328
Pension	-2,295	-2,610
Other temporary differences	-1,091	303
Financial instruments and other short-term investments	18,138	3,066
Profit/loss account	3,365	4,341
Tax loss carry forwards	-53,264	-44,351
<b>Basis for deferred tax/(deferred tax assets)</b>	<b>-35,350</b>	<b>-39,678</b>
<b>Deferred tax/(deferred tax assets)</b>	<b>-7,777</b>	<b>-8,729</b>
Deferred tax assets not recognised in the balance sheet	7,836	9,627
Deferred tax/(deferred tax assets) recognised in the balance sheet	<b>-392</b>	<b>898</b>

Tax loss carry forward subject to ordinary income tax 31.12.2023 is 26 669 TUSD

Grøeg Shipping Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Tax payable consists of:

Taxable financial income for companies under Chapter 8 of Taxation Act	50	64
Profit before tax subject to ordinary income tax	34,553	44,885
Permanent differences	-31,266	-16,343
Changes in differences included in the basis for deferred tax/deferred tax assets	-14,213	-1,214
Group contribution	-9,016	-15,595
Changes in deficit and remuneration brought forward	19,942	-11,727
<b>Basis of tax charge for the year</b>	<b>50</b>	<b>70</b>
Current tax payable of net income	11	15
Adjustment with respect of prior years		
Tonnage tax	316	285
Tax prepaid		
Effect of Group contribution		
<b>Tax payable in the accounts</b>	<b>327</b>	<b>300</b>

## Note 12 Financial market risk

The Group uses various financial derivatives to manage its financial market risk. This includes forward contracts, interest rate swaps and forward rate agreements.

### Interest rate risk

The Group's long term debt and some of its lease agreements are at floating interest rate terms, exposing the company to interest rate risk in both short and long term. The Group's strategy is to hedge parts of its interest rate exposure by utilizing interest rate swap agreements. Gains and losses arising from interest rate swaps are recognised in the same period as the related interest expense.

At 31.12.23 the Group held interest swap agreements of USD 138m. Total unrealised MTM value, not recognised in the balance sheet, was USD 7m.

### Foreign exchange risk

The company hedges expenditures in currencies other than USD forward contracts. At 31.12.23 the company had entered into hedging agreements through the use of currency swaps for USD 8.7m. Total unrealised MTM value, not recognised in the balance sheet at 31.12.23, was USD 0.78m.

### Freight risk

Forward Freight Agreements (FFA) are from time to time used as a risk management instrument in order to smooth out freight volatility. The FFA contracts are settled as an adjustment of operating income. At 31.12.23, the company had not entered into any Forward Freight Agreements (FFA).

## Note 13 Subsidiaries

### PARENT

Figures in USD 1 000

Subsidiary	Denomi- nated in	Registered office	Ownership / voting rights	Equity 2023 (100%)	Result 2023(100%)
Grieg Shipping II AS	USD	Bergen	100%	278,602	21,446
Grieg International II AS	USD	Oslo	100%	131,743	11,561
Grieg Shipowning AS *	USD	Bergen	100%	193,085	(205)
Grieg Star OH Pool AS	USD	Bergen	100%	(71)	(16)
Grieg Star AS	USD	Bergen	100%	607	343
Grieg Star 2017 AS	USD	Bergen	100%	10,181	634
Grieg Star Bulk AS	USD	Bergen	100%	1,776	1,103
Grieg Star Bulk Pool AS	USD	Bergen	100%	(68)	(6)
<b>Book value at 31.12</b>					

\* Grieg Shipowning AS owns 100% of Grieg Shipping II, Grieg International II AS and Grieg Star Bulk AS.

Grieg Shipholding Group noter kvartals 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Note 14 Investments in shares

### GROUP

Figures in USD 1 000

	Registered office	Ownership	Book value
Incentra (co-operative)	Oslo	2.7%	2
Grieg Philippines Inc.	Makati City	25%	51
Star Blue Holding Inc	Makati City	25%	10
Grieg Star Philippines Inc.	Makati City	100%	200
G2 Ocean Holding AS (joint venture)	Bergen	35%	6,485
<b>Book value at 31.12</b>			<b>6,749</b>

Incentra is a non-profit maritime purchasing organisation, which seeks to ensure that the participants have the best possible suppliers of spare parts and consumer goods. Framework agreements have been made with various suppliers on behalf of the organisation.

Grieg Philippines Inc. has been the Group's manning agent in the Philippines since 2009.

G2 Ocean Holding AS is the holding company of G2 Ocean AS, marketing and operating the Group's vessels in one open hatch pool and one dry bulk pool,

## Note 15 Receivables maturing later than one year

### GROUP

Figures in USD 1 000

	2023	2022
Other loans	138	136
Deposit on office rent	456	469
<b>Total</b>	<b>593</b>	<b>605</b>
Other long term receivables	2,288	2,558
<b>Total</b>	<b>2,288</b>	<b>2,558</b>
Long term receivables associated, G2 Ocean AS	1,050	2,100
<b>Total</b>	<b>1,050</b>	<b>2,100</b>

## Note 16 Restricted bank deposits

### PARENT COMPANY

Figures in USD 1 000

	2023	2022
Restricted deposits on the tax deduction account	4	6

### GROUP

Figures in USD 1000

	2023	2022
Other restricted deposits	345	527

Grieg Shipholding Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Note 17 Equity

### PARENT COMPANY Figures in USD 1 000

Changes in equity	Share capital	Other paid-up equity	Other equity	Total
Equity at 01.01	15,899	215,210	7,187	238,297
Profit for the year			31,947	31,947
Dividend paid			(3,220)	(3,220)
Provision for dividends			(8,000)	(8,000)
Group contribution			(4,230)	(4,230)
<b>Equity at 31.12</b>	<b>15,898</b>	<b>215,210</b>	<b>23,684</b>	<b>254,794</b>

### GROUP Figures in USD 1 000

Changes in equity	Share capital	Other paid-up equity	Other equity	Total
Equity at 01.01	15,899	215,210	147,803	378,913
Profit for the year			36,245	36,245
Dividend december 2023			(3,220)	(3,220)
Provision for dividends			(8,000)	(8,000)
Group contribution			(7,033)	(7,033)
Group contribution rec.			500	500
<b>Equity at 31.12</b>	<b>15,899</b>	<b>215,210</b>	<b>166,296</b>	<b>397,406</b>

## Note 18 Share capital and shareholder information

### PARENT COMPANY

The share capital consists of	Number of shares	Nominal value	Book value in USD 1 000
A shares	1,035,835	11.59	12009
B shares	334,688	11.59	3,880
<b>Total</b>	<b>1,370,523</b>		<b>15,889</b>

Shareholders at 31.12	No. of A shares	No. of B shares	Total	Ownership
Grieg Maritime Group AS	1,035,835	334,688	1,370,523	100%

Grieg Shipholding Group noter konsern 2023



Grieg Shipholding Group cons.  
Notes to the financial statements 2023

## Note 19 Interest-bearing debt

### GROUP

Figures in USD 1 000

#### Mortgage loans

As of 31.12.23, the Group has 4 mortgage loans. All loans are denominated in USD.  
Two of the loans are refinanced in 2023, and the arrangement fee is periodized during the loan period.

#### Loan covenants

Covenants common to all mortgage loans is that the Group must continue to be controlled by the Grieg family, Grieg Shipowning on a consolidated basis must maintain a minimum of USD M25 / 5% of total interest bearing debt in liquidity and a book equity ratio >25%.

Grieg Shipping II AS and Grieg International II AS are providing guarantees in the amount of USD 244.6m for Grieg Shipowning AS. The companies have been in compliance with the covenants throughout the year.

	2023	2022
Mortgage loans (1st priority)	167,981	177,759
Total	167,981	177,759
<b>Of which long-term debt with maturity later than 5 years</b>	<b>2023</b>	<b>2022</b>
Debt to credit institutions	0	0
Total	0	0
<b>Balance value of mortgaged assets</b>	<b>2023</b>	<b>2022</b>
Vessels	411,064	320,813
Total	411,064	320,813
<b>Other long term debt</b>	<b>2023</b>	<b>2022</b>
Financial leasing	46,764	50,397
Other long term debt		979
Total other long term debt	46,764	51,376

Grieg Shipholding Group noter konsern 2023



To the General Meeting of Grieg Shipholding AS

## Independent Auditor's Report

### Opinion

We have audited the financial statements of Grieg Shipholding AS, which comprise:

- the financial statements of the parent company Grieg Shipholding AS (the Company), which comprise the balance sheet as at 31 December 2023, the income statement and cash flow statement for the year then ended, and notes to the financial statements, including a summary of significant accounting policies, and
- the consolidated financial statements of Grieg Shipholding AS and its subsidiaries (the Group), which comprise the balance sheet as at 31 December 2023, the income statement and cash flow statement for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion

- the financial statements comply with applicable statutory requirements,
- 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, and
- the consolidated financial statements give a true and fair view of the financial position of the Group 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 and the Group 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 and the Managing Director (management) are responsible for the information in the Board of Directors' report. The other information comprises information in the annual report, but does not include the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the information in the Board of Directors' report.

In connection with our audit of the financial statements, our responsibility is to read the Board of Directors' report. The purpose is to consider if there is material inconsistency between the Board of Directors' report and the financial statements or our knowledge obtained in the audit, or whether the Board of Directors' report otherwise appears to be materially misstated. We are required to report if there is a material misstatement in the Board of Directors' report. We have nothing to report in this regard.

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

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

PricewaterhouseCoopers AS, Sandviksbodene 2A, Postboks 3984 - Sandviken, NO-5835 Bergen  
T: 02316, org. no.: 987 009 713 MVA, [www.pwc.no](http://www.pwc.no)

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#### **Responsibilities of Management 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 and the Group's ability to continue as a going concern, disclosing, as applicable, matters related to going concern. The financial statements use 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 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>

Bergen, 20 March 2024

**PricewaterhouseCoopers AS**

Hallvard Aarø  
State Authorised Public Accountant  
(This document is signed electronically)



 Securely signed with Brevio

Revisjonsberetning

**Signers:**

<b>Name</b>	<b>Method</b>	<b>Date</b>
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