



## ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2020 - GENERELL INFORMASJON

### Enheten

Organisasjonsnummer: 912 838 706  
Organisasjonsform: Aksjeselskap  
Foretaksnavn: CAR CARRIER INVESTMENTS AS  
Forretningsadresse: c/o Norwegian Car Carriers AS  
Drammensveien 167  
0277 OSLO

### Regnskapsår

Årsregnskapets periode: 01.01.2020 - 31.12.2020

### Konsern

Morselskap 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: IFRS

### Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet: Erik Rønning  
Dato for fastsettelse av årsregnskapet: 16.06.2021

### Grunnlag for avgivelse

År 2020: Årsregnskapet er elektronisk innlevert  
År 2019: Tall er hentet fra elektronisk innlevert årsregnskap fra 2020

*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, 19.06.2022



### Resultatregnskap

Beløp i: USD	Note	2020	2019
<b>RESULTATREGNSKAP</b>			
<b>Inntekter</b>			
Sum inntekter		0	0
<b>Kostnader</b>			
Annen driftskostnad	2	75 269	69 496
Sum kostnader		75 269	69 496
<b>Driftsresultat</b>		<b>-75 269</b>	<b>-69 496</b>
<b>Finansinntekter og finanskostnader</b>			
Annen renteinntekt		664	2 871
Sum finansinntekter		664	2 871
Nedskrivning av finansielle eiendeler		32 581 059	1 031 778
Rentekostnad til foretak i samme konsern		2 668	4 423
Annen finanskostnad		23 554	4 346
Sum finanskostnader		32 607 281	1 040 547
<b>Netto finans</b>		<b>-32 606 617</b>	<b>-1 037 676</b>
<b>Ordinært resultat før skattekostnad</b>		<b>-32 681 886</b>	<b>-1 107 172</b>
<b>Ordinært resultat etter skattekostnad</b>		<b>-32 681 886</b>	<b>-1 107 172</b>
<b>Årsresultat</b>		<b>-32 681 886</b>	<b>-1 107 172</b>
<b>Årsresultat etter minoritetsinteresser</b>		<b>-32 681 886</b>	<b>-1 107 172</b>
<b>Totalresultat</b>		<b>-32 681 886</b>	<b>-1 107 172</b>
<b>Overføringer og disponeringer</b>			
Udekket tap		-32 681 886	-1 107 172
Sum overføringer og disponeringer		-32 681 886	-1 107 172



### Balanse

Beløp i: USD	Note	2020	2019
<b>BALANSE - EIENDELER</b>			
<b>Anleggsmidler</b>			
<b>Immaterielle eiendeler</b>			
Sum immaterielle eiendeler		0	0
<b>Varige driftsmidler</b>			
Sum varige driftsmidler		0	0
<b>Finansielle anleggsmidler</b>			
Investering i datterselskap	5	94 494 397	123 075 456
Sum finansielle anleggsmidler		94 494 397	123 075 456
Sum anleggsmidler		94 494 397	123 075 456
<b>Omløpsmidler</b>			
<b>Varer</b>			
Sum varer		0	0
<b>Fordringer</b>			
Andre fordringer			142
Sum fordringer		0	142
<b>Investeringer</b>			
Sum investeringer		0	0
<b>Bankinnskudd, kontanter og lignende</b>			
Bankinnskudd, kontanter og lignende	3	147 867	290 314
Sum bankinnskudd, kontanter og lignende		147 867	290 314
Sum omløpsmidler		147 867	290 456
<b>SUM EIENDELER</b>		<b>94 642 264</b>	<b>123 365 912</b>

### BALANSE - EGENKAPITAL OG GJELD



## Balanse

Beløp i: USD	Note	2020	2019
<b>Egenkapital</b>			
<b>Innskutt egenkapital</b>			
Selskapskapital	4	48 705	45 789
Overkurs	4	176 504 191	172 507 107
Annen innskutt egenkapital		0	0
<b>Sum innskutt egenkapital</b>		<b>176 552 896</b>	<b>172 552 896</b>
<b>Opptjent egenkapital</b>			
Annen egenkapital	4	-81 982 623	-49 300 737
<b>Sum opptjent egenkapital</b>		<b>-81 982 623</b>	<b>-49 300 737</b>
<b>Sum egenkapital</b>		<b>94 570 273</b>	<b>123 252 159</b>
<b>Gjeld</b>			
<b>Langsiktig gjeld</b>			
<b>Sum avsetninger for forpliktelser</b>		<b>0</b>	<b>0</b>
<b>Annen langsiktig gjeld</b>		<b>0</b>	<b>0</b>
<b>Sum annen langsiktig gjeld</b>		<b>0</b>	<b>0</b>
<b>Sum langsiktig gjeld</b>		<b>0</b>	<b>0</b>
<b>Kortsiktig gjeld</b>			
Kortsiktig konserngjeld	6	68 477	108 083
Annen kortsiktig gjeld		3 514	5 670
<b>Sum kortsiktig gjeld</b>		<b>71 991</b>	<b>113 753</b>
<b>Sum gjeld</b>		<b>71 991</b>	<b>113 753</b>
<b>SUM EGENKAPITAL OG GJELD</b>		<b>94 642 264</b>	<b>123 365 912</b>



### Konsernets resultatregnskap

Beløp i: USD	Note	2020	2019
<b>RESULTATREGNSKAP</b>			
<b>Inntekter</b>			
Annen driftsinntekt		27 332 003	37 193 354
<b>Sum inntekter</b>		<b>27 332 003</b>	<b>37 193 354</b>
<b>Kostnader</b>			
Lønnskostnad		1 727 025	1 872 237
Avskrivning på varige driftsmidler og immaterielle eiendeler		15 098 751	14 885 697
Nedskrivning av varige driftsmidler og immaterielle eiendeler		27 070 921	2 174 393
Annen driftskostnad		11 190 805	11 871 733
<b>Sum kostnader</b>		<b>55 087 502</b>	<b>30 804 060</b>
<b>Driftsresultat</b>		<b>-27 755 499</b>	<b>6 389 294</b>
<b>Finansinntekter og finanskostnader</b>			
Inntekt på investering i datterselskap og tilknyttet selskap		1 929 500	1 929 500
Inntekt på andre investeringer		7	10
Renteinntekt fra foretak i samme konsern		977 727	993 028
Annen renteinntekt		24 976	187 458
Annen finansinntekt		14 630 224	25 936 482
<b>Sum finansinntekter</b>		<b>17 562 434</b>	<b>29 046 478</b>
Verdireduksjon andre finansielle instrumenter vurdert til virkelig verdi		594 768	1 977 420
Rentekostnad til foretak i samme konsern		977 727	993 028
Annen rentekostnad		9 524 267	10 580 224
Annen finanskostnad		16 609 686	27 860 747
<b>Sum finanskostnader</b>		<b>27 707 448</b>	<b>41 411 419</b>
<b>Netto finans</b>		<b>-10 144 014</b>	<b>-5 975 647</b>
<b>Ordinært resultat før skattekostnad</b>		<b>-37 899 513</b>	<b>-5 975 647</b>
<b>Ordinært resultat etter skattekostnad</b>		<b>-37 899 513</b>	<b>-5 975 647</b>
<b>Årsresultat</b>		<b>-37 899 513</b>	<b>-5 975 647</b>



## Konsernets resultatregnskap

<b>Beløp i: USD</b>	<b>Note</b>	<b>2020</b>	<b>2019</b>
Minoritetsinteresser		-2 394 056	-459 378
<b>Årsresultat etter minoritetsinteresser</b>		<b>-35 505 458</b>	<b>-5 516 269</b>
<b>Totalresultat</b>		<b>-35 505 458</b>	<b>-5 516 269</b>
<b>Overføringer og disponeringer</b>			
Udekket tap		-35 505 458	-5 516 269
<b>Sum overføringer og disponeringer</b>		<b>-35 505 458</b>	<b>-5 516 269</b>



### Konsernets balanse

Beløp i: USD	Note	2020	2019
<b>BALANSE - EIENDELER</b>			
<b>Anleggsmidler</b>			
<b>Immaterielle eiendeler</b>			
Sum immaterielle eiendeler		0	0
<b>Varige driftsmidler</b>			
Tomter, bygninger og annen fast eiendom		869 248	928 577
Skip, rigger, fly og lignende		269 178 237	309 913 893
Driftsløsøre, inventar, verktøy, kontormaskiner og lignende		85 871	55 229
Sum varige driftsmidler		270 133 356	310 897 699
<b>Finansielle anleggsmidler</b>			
Investeringer i aksjer og andeler		183	183
Sum finansielle anleggsmidler		183	183
Sum anleggsmidler		270 133 539	310 897 882
<b>Omløpsmidler</b>			
<b>Varer</b>			
Varer		497 312	530 608
Sum varer		0	0
<b>Fordringer</b>			
Kundefordringer		462 265	205 827
Andre fordringer		1 270 839	1 091 414
Sum fordringer		1 733 104	1 297 241
<b>Investeringer</b>			
Sum investeringer		0	0
<b>Bankinnskudd, kontanter og lignende</b>			
Bankinnskudd, kontanter og lignende		14 355 875	12 886 863
Sum bankinnskudd, kontanter og lignende		14 355 875	12 886 863
Sum omløpsmidler		16 088 979	14 714 712



## Konsernets balanse

Beløp i: USD	Note	2020	2019
<b>SUM EIENDELER</b>		<b>286 222 518</b>	<b>325 612 594</b>
<b>BALANSE - EGENKAPITAL OG GJELD</b>			
<b>Egenkapital</b>			
<b>Innskutt egenkapital</b>			
Selskapskapital		48 705	45 789
Overkurs		176 504 191	172 507 107
Annen innskutt egenkapital		0	0
<b>Sum innskutt egenkapital</b>		<b>176 552 896</b>	<b>172 552 896</b>
<b>Opptjent egenkapital</b>			
Annen egenkapital		-72 831 013	-37 256 789
Minoritetsinteresser		12 983 066	14 849 871
<b>Sum opptjent egenkapital</b>		<b>-59 847 947</b>	<b>-22 406 918</b>
<b>Sum egenkapital</b>		<b>116 704 949</b>	<b>150 145 978</b>
<b>Gjeld</b>			
<b>Langsiktig gjeld</b>			
Pensjonsforpliktelser		247 652	187 216
Utsatt skatt		27 891	30 941
<b>Sum avsetninger for forpliktelser</b>		<b>275 543</b>	<b>218 157</b>
<b>Annen langsiktig gjeld</b>			
Gjeld til kredittinstitusjoner		13 474 648	148 412 371
Øvrig langsiktig gjeld		2 296 849	2 149 193
<b>Sum annen langsiktig gjeld</b>		<b>15 771 497</b>	<b>150 561 564</b>
<b>Sum langsiktig gjeld</b>		<b>16 047 040</b>	<b>150 779 721</b>
<b>Kortsiktig gjeld</b>			
Gjeld til kredittinstitusjoner		149 284 435	20 772 592
Leverandørgjeld		11 026	82 549
Betalbar skatt		89 092	87 590
Skyldige offentlige avgifter		168 894	149 777
Annen kortsiktig gjeld		3 917 082	3 594 389
<b>Sum kortsiktig gjeld</b>		<b>153 470 529</b>	<b>24 686 897</b>



## Konsernets balanse

<b>Beløp i: USD</b>	<b>Note</b>	<b>2020</b>	<b>2019</b>
Sum gjeld		169 517 569	175 466 618
<b>SUM EGENKAPITAL OG GJELD</b>		<b>286 222 518</b>	<b>325 612 594</b>



**Skattedirektoratet**

Saksbehandler Torstein Kinden Helleland	Deres dato 05.01.2015	Vår dato 15.01.2015
Telefon 22078139	Deres referanse Jonas Gunstad	Vår referanse 2015/15705

NORWEGIAN CAR CARRIERS AS  
Postboks 304 Skøyen  
0213 OSLO

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

Vi viser til deres brev av 5. januar 2015 der det søkes om dispensasjon fra kravet til å utarbeide årsregnskap og årsberetning på norsk språk for følgende selskaper;

Car Carrier Investments AS	org. nr. 912 838 706
NOCC Shipowning AS	org. nr. 995 667 460
NOCC Coral AS	org. nr. 998 070 457
Ro-Ro Helena AS	org. nr. 889 902 892
NOCC Atlantic AS	org. nr. 990 932 255
Det indre selskap NOCC Atlantic DIS	fiktivt org. nr. 090 057 332

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.

Kopi av dette brevet må sendes Regnskapsregisteret i Brønnøysund sammen med årsregnskapet. Det påligger den regnskapspliktige å dokumentere ved dette brev at tillatelsen er gitt.

**Bakgrunn**

NOCC konsernet er eiet av Car Carrier Investments AS, som eies 50 % av det engelske selskapet Nautilus H Ltd og 50 % av Klaveness Invest AS. Car Carrier Investments AS er det ultimate morselskapet i konsernet. Tidligere var Norwegian Car Carriers AS morselskap, men ble oppkjøpt av Car Carrier Investments AS. Konsernet driver internasjonal shippingvirksomhet med hovedvekt på frakt av biler og annet rullende gods. Selskapene opererer i en bransje med sterk internasjonal karakter hvor engelsk benyttes ved kommunikasjon både internt og eksternt. Norwegian Car Carriers AS er i vedtak (2011/172463) av 1. mars 2011 innvilget tillatelse til å avlegge årsoppgjør på engelsk. Selskapene opererer i en internasjonal bransje. Alle sentrale aktører og samarbeidspartnere innen denne bransjen behersker og benytter engelsk. 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 [www.skatteetaten.no](http://www.skatteetaten.no)  
Org.nr: 996250318  
E-post: [skatteetaten.no/sendepost](mailto:skatteetaten.no/sendepost)

Sentralbord  
800 80 000  
Telefaks  
22 17 08 60



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 kan gis, at det ikke foreligger mulige brukere av regnskapsinformasjon som blir vesentlig berørt negativt ved en eventuell dispensasjon.

Det er særlig hensynet til brukerne av regnskapsinformasjon som skal vurderes ved en dispensasjonssøknad. I denne vurderingen har Skattedirektoratet lagt særlig vekt på at 50 % konsernet er eiet av et utenlandsk selskap. Eierkretsen er begrenset. Videre er det vektlagt at selskapet driver virksomhet i en bransje der alle sentrale aktører behersker og benytter engelsk språk.

Vennligst oppgi vår referanse ved henvendelser i saken.

Med hilsen

Rune Tystad  
seniorrådgiver  
Rettsavdelingen, foretaksskatt  
Skattedirektoratet

Torstein Kinden Helleland

*Dokumentet er elektronisk godkjent og har derfor ikke håndskrevne signaturer*

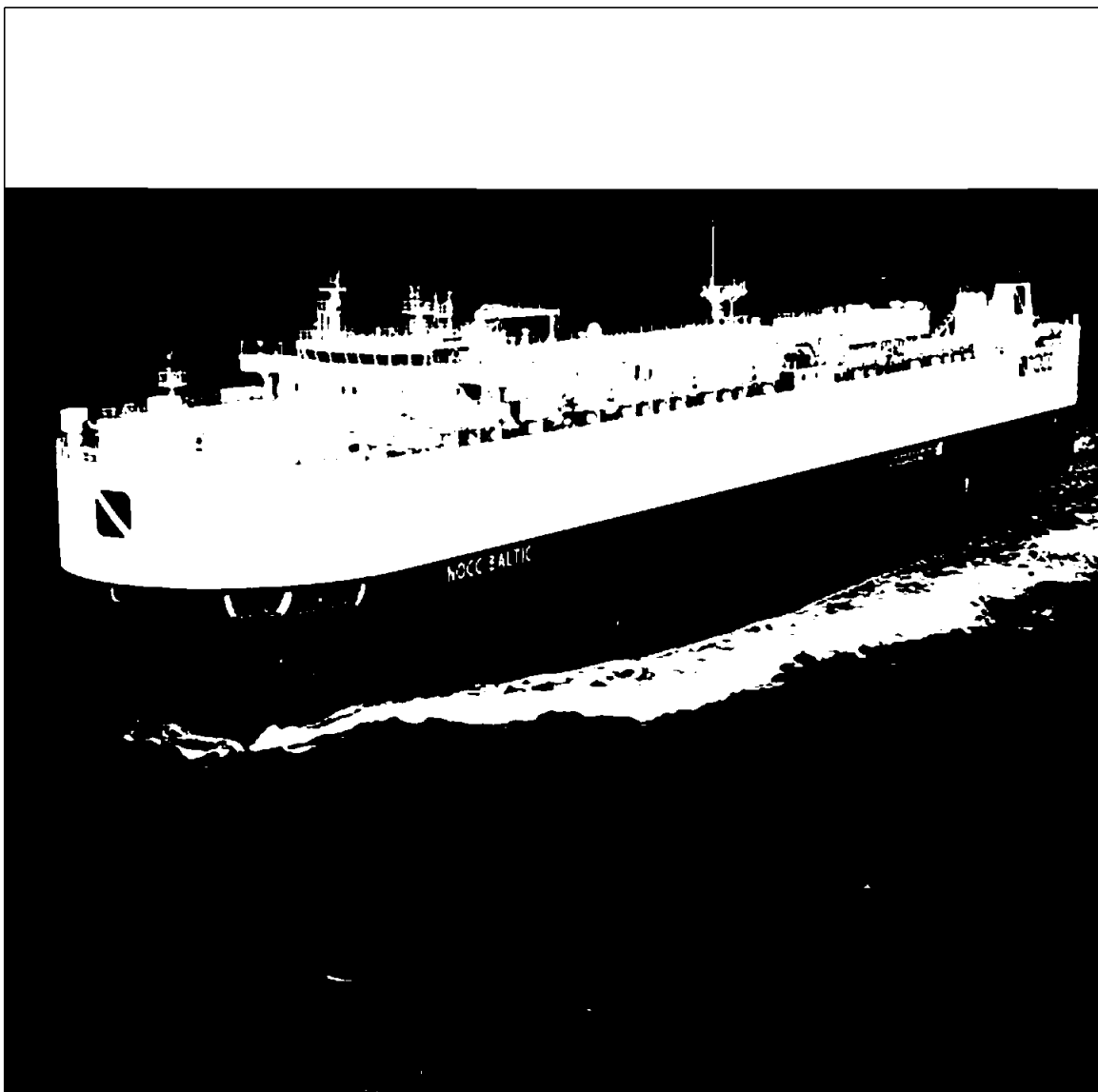


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## CAR CARRIER INVESTMENTS AS

### ANNUAL REPORT 2020

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## BOARD OF DIRECTORS' REPORT

**2020 turned into an unprecedented challenging year when the Covid-19 pandemic hit the PCTC market particularly hard, resulting in a 40% reduction in new car sales for the first half of 2020 causing up to about 250 PCTC vessels in lay-up or idle during the first wave of the pandemic. Towards the end of 2020 the PCTC market started the recovery and the 2021 prospects pointed towards a gradual improvement, but with great uncertainty related to both the covid-19 pandemic and world-wide economic developments.**

### BUSINESS SUMMARY

Car Carrier Investment AS ("CCI") is the parent company for Norwegian Car Carriers AS ("NOCC") and its subsidiaries (collectively, the "Group") owns and operates a fleet of seven pure car and truck carriers ("PCTC") specially designed for the transportation of cars and other rolling cargo.

Commercial management is handled from the Company's office in Oslo, Norway while the technical management, including crewing of the vessels, is outsourced to third party managers.

2020 started on a promising note with forecasted demand growth combined with non-growth in the PCTC fleet. Unfortunately, the year turned out to be very challenging with the outbreak of Covid 19. The PCTC market was severely hit resulting in up to 250<sup>1</sup> out of about 670 vessels being idle or in lay-up at the peak in May 2020. The market picked up somewhat during the fall and vessels gradually returned to the market, however trading at very low rates in the beginning and firming somewhat during the last part of the year. At the end of the year most of the laid-up vessels had returned to the market and only about 25 vessels were ideling or still in lay up.

The Group had two vessels in lay-up for a period during the year.

The fleet managed to trade without any Covid 19 incidents. The pandemic impacted the operation of the vessels as crew changes became challenging and inspections difficult. Despite the challenges, the Group managed to Dry-dock one vessel at time and at budget, and there were no Covid infections on board any of the vessels.

<sup>1</sup> Hesnes weekly report

CCI posted a consolidated net loss after tax of USD 37.9 million for 2020 compared to a net loss of USD 6.0 million for 2019.

As per 31 December 2020, CCI had total assets of USD 286.2 million and a book equity ratio of 41 % down from 46 % the previous year.

### ANNUAL ACCOUNTS

The annual accounts have been prepared on a going concern basis and, in the opinion of the Board, the accounts provide an accurate representation of the Group's business. The Board confirms that the going concern assumption has been met. The Group has obtained an exemption from the Norwegian Accounting Act (§ 3-4), and will only issue its annual report in English. Numbers in parenthesis refer to the previous year (2019).

### CCI – GROUP

#### Income statement

For the full year 2020 the Group's charter income was USD 27.3 million, down from USD 37.2 million the previous year.

The vessel operating expenses amounted to USD 10.8 million down from USD 11.2 million the previous year. The reduction reflects a somewhat higher operating expenses in 2019 on one vessel as well as general reduction in lube oil expenses related to reduced activity and ideling of vessels. Administration costs for the year was USD 2.2 million down from USD 2.5 million the previous year. The decline is due to reduced travel expenses as a result of Covid 19, continued focus on administrative expenses as well as weakening NOK versus USD.

Ordinary depreciation was USD 15.1 million (USD 14.9 million). There was an impairment loss of USD 27.1 million



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on the fleet compared to a loss of USD 2.2 recognised in 2019.

Net financial items amounted to USD -10.1 million (USD -12.4 million) of which net unrealized loss from financial instruments was USD 0.6 million (USD 2.0 million) due to market-to-market adjustments of interest rate derivatives. Interest expenses during the year were USD -9.5 million (USD -10.6 million). The decrease is mainly due to reduced libor rate.

Loss after tax was USD 37.9 million compared to a loss of USD 6.0 million in 2019.

#### Statement of financial position as at 31 December 2020

Total assets at the end of the year were USD 286.2 down from USD 325.6 million the previous year. Book value of the vessels was USD 260.1 million (USD 309.9 million), the decrease reflects ordinary depreciation of USD 15.1 million, impairment loss of USD 27.1 million as well as reclassification of Kattegat as vessels held for sale (USD 9.1 million). Cash and equivalents were USD 14.4 million compared to USD 12.9 million at the end of 2019.

Total long-term liabilities at the end of the year were USD 16.0 million (USD 150.8 million). The decrease reflects the maturity of the NOCC Corporate loan facility in November 2021, and thus the entire outstanding loan under this facility is booked as short term. The NOCC loan facility was renegotiated and maturity extended with two years in April 2021. The long term portion booked at the end of 2020 is the NOCC Atlantic loan facility which has maturity in 2022.

Current liabilities amounted to USD 153.5 million reflecting the maturity date for the NOCC Corporate facility (USD 24.8 million).

The consolidated book equity as of 31 December 2020 was USD 116.7 million (USD 150.1 million). Excluding minority interests, the book equity attributable to CCI's shareholders as per end 2020 was USD 103.7 million (USD 135.3 million). In 2020 CCI issued 12,500,000 new shares against a settlement of USD 4,000,000. After the share issue the outstanding number of shares in the Company was 30 shares.

#### Cash flow

Cash flow from operations during the year was USD 14.3 million compared to USD 23.4 million for 2019.

Interest paid during the year was USD 9.6 million compared to USD 10.6 million in 2019.

Net cash flow from investment activities was USD -1.3 million mainly related to the dry dock of Glovis Companion, compared to USD -2.9 million in 2019.

Net cash flow from financing activities was USD -1.9 million compared to USD -14.9 million in 2019. In 2020 NOCC negotiated its agreement with its banks. The amendment included deferral of there instalments against a USD 4 million share issue. As a result of the deferral of installments USD 6.3 million were repaid under the loan facility compared to USD 20.8 million in 2019.

The net change in cash was USD 1.5 million (USD -5.0 million), and cash at end year amounted to USD 14.4 million (USD 12.9 million).

#### Parent Company – Car Carrier Investment AS

Car Carrier Investment AS had no operating income for 2020 or the previous year. Total operating expenses were TUSD -75 (TUSD -69) with a corresponding operating loss of TUSD -75 (TUSD -69). Net financial items were TUSD -32,607 (TUSD -1 038). The result after tax for the year was TUSD -32,682 (TUSD -1 107)

#### MARKET 2020

The increasing new car sales trend experienced during the second half of 2019 was anticipated to continue into 2020. However, the car industry was early hit by the outbreak of Covid 19. The Corona outburst had severe impact on the demand for PCTC vessels. In the first period, the Korean car manufactures had to shut down due to lack of supplies from China. Later when the production of parts in China re-started, the Corona virus had a direct impact on the Korean work force, forcing the car manufactures to shut down again. As the Corona virus continued to spread throughout the world it severely impacted both the production of cars as well as demand for new cars. The weak new car sales continued through the summer, and started a gradual recovery during the second half of 2020. The year ended with a total decline in new car sales of about 21% compared to 2019, corresponding to about a 15 million reduction in new cars sales.

New car sales in China was down by -4% (24m), USA -15% (14m), Western Europe -24% (12m), Japan -12% (5m), Eastern Europe -6% (4m), Brazil/Argentina -27% (2m), Canada -20% (2m), Korea +6% (2m) and remaining regions -21% (12m).[1].

The abrupt decline in the new car sales and export, had a severe impact on the PCTC market, resulting in very low market activity causing owners to idle and place vessels in lay-up. In May as much as 37%, corresponding to about 250 vessels were either idling or in lay-up. As the new car sales gradually improved during the second part of 2020, the PCTC fleet was gradually employed. Firstly, at very weak rates, but gradually improving as more and more vessels were employed. At the end of the year, about 4% of the fleet was ideling or laid up corresponding to about 25 vessels.

The charter rates for Large (Panamax) and Medium (Midsize) size vessels started the year at USD 17,000 and 12,000 respectively. As the pandemic evolved, the rates fell dramatically and for those vessels that were able to find employment were quoted at USD 9,000 and USD 7,000 per day for Panamax and Midsize vessels respectively. As the market gradually improved during the second half of the year, the rates improved and ended at USD 15,500 and USD 12,500 per day for Panamax and Midsize vessels respectively.

In December 2019 about 11 vessels were available for charter from tonnage providers the coming 30 days, by June

<sup>[1]</sup> Source: LMC Auto January 2021.



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2020 the number was 56 and by the end of the year it had declined to 9 vessels.

During the year 7 newbuildings were delivered and 21 vessels exited the world fleet. The net world fleet capacity (measured in terms of CEU) decreased by -2% and the fleet stood at 678 vessels by the end of 2020.

The newbuilding activity in 2020 was low, as one newbuilding was ordered (a dual fuel PostPanamax). At the end of 2020 the order-book counted 11 newbuildings (2% of existing fleet in terms of capacity) scheduled for delivery in 2021 and onwards. This orderbook is the lowest recorded during the last 30 years.

One noteworthy observation is that 7 of the newbuildings currently on order (64% of orderbook) is for vessels which can use LNG for propulsion on the main engine. There are currently only 5 LNG fueled vessels in the existing car carrier fleet.

## EMPLOYMENT OF VESSELS

The Group is a tonnage provider which owns and manages a fleet of seven vessels for the transportation of cars and other rolling cargo. The vessels are employed under charterer contracts with car carrier operators for various lengths. During 2020 five of the vessels were chartered out on time charter while two were chartered out on bare boat charter. Six vessels were re-employed during the year.

As a result of the Covid 19 outbreak, the Group experienced a substantial increase in off-hire in 2020. A total of 361 commercial off-hire days were recorded in 2020 including two vessels in cold layup for a period, compared to 24 days in 2019.

## OPERATION OF THE FLEET

The technical management including crewing of the fleet has been outsourced to third party managers. Wallem Ship Management (Hong Kong) is handling the technical management of NOCC Oceanic, NOCC Atlantic, NOCC Kattegat and Glovis Companion, while Wilhelmsen Ship Management (S. Korea) is handling Asian King. Liberty Passion and Liberty Peace are chartered out on bareboat contracts, and thus Group is not handling the daily technical operation of the vessels.

The technical condition and performance of the fleet is closely monitored, and the technical performance was satisfactory during 2020, with no major technical incidents during the year. Glovis Companion was dry-docked in China "remotely controlled" in June at time and on budget. Total technical off-hire days in 2020 was 25 days (of which 24 days was related to dry docking) compared to 53 days in 2019 of which 52.5 days were related to dry-docking.

## FINANCING

The Group has two outstanding debt facilities, the NOCC Corporate loan agreement and the NOCC Atlantic debt facility.

The NOCC Corporate loan agreement matures in November 2021. As of April 2020, the Group negotiated an amendment to the loan agreement of which USD 4 million of new equity

was injected in the Group against deferral of three quarterly installments and a Cash Sweep arrangement.

The NOCC Atlantic debt facility matures June 2022, a similar amendment was negotiated for the NOCC Atlantic debt facility, of which USD 1.1 million was injected against deferral of three quarterly instalments.

The Group was in compliance with all its financial covenants as per 31 December 2020.

## RISK FACTORS

The Group is exposed to several risk factors that can affect the Group's results. The risk factors can be divided into the following main components: market risk, operational risk and financial risk. Such risks are normally related to volatility in charter income, charter defaults, unforeseen operational events, operating expenses and unforeseen capital expenditure requirements, fluctuations in interest- and foreign exchange rates, as well as financing risk related to new capital expenditure requirements and refinancing of existing credit facilities.

### *Market Risk*

Market risk relates to supply of PCTC vessels and the demand seaborne transportation of light vehicles. Historically, the car carrier segment has proven less volatile than certain conventional shipping segments, but this has changed over the last couple of years. The PCTC market was exceptionally hit after the outbreak of the Covid 19. The market risk for the Group is primarily related to utilization and rates obtained in connection with the chartering of the vessels. The Group is striving to mitigate market risk by employing the vessels on long-term charters when satisfactory employment contracts are obtainable.

During prolonged periods of reduced demand for car carrier tonnage, there is a risk that the Group will be unable to employ the vessels without incurring idle time between charters and that the rates obtained are unsustainable.

### *Operational risk*

The Group is focused on delivering strong operational performance for the fleet and is striving towards operational excellence. Despite the Group's high degree of pre-emptive maintenance, there is a risk for equipment failure. Even though the Group obtains loss of hire insurance for contracts over a certain length, a technical breakdown will affect the earnings for a period of at least 14 days (deductible).

### *Risk related to changes in laws and regulation*

The Group's operation and vessels are subject to international environmental laws and regulations which have become more stringent in recent years. Although the Group is doing its utmost to comply, changes in laws and regulations may expose the Group.

### *Financial risk*

New investments are typically financed from equity proceeds injected by the shareholder as well as debt obtained primarily from Norwegian and international banks. The Group is exposed to financing risk related to potential new investments and refinancing of existing debt. At the end of the year, the Group's Corporate loan facility matured within 12 months, and thus the Group was exposed to refinancing



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risk. As of the end of the year, the Group was renegotiating with its banks for a two-year extension of its Corporate Loan Facility. There is no guarantee that future debt financing can be raised at attractive terms.

#### *Interest rate risk*

The Group's bank loans are generally subject to floating interest rates. For 2021 54% of the interest rate exposure has been fixed through interest rate swaps under which floating interest payment obligations have been converted into fixed rate. For the period 2021-2022, on average 32% of the interest rate exposure is fixed.

#### *Currency risk*

Revenues, operating expenses, assets and liabilities are denominated in USD and the only foreign exchange risk is related to administrative expenses, which are primarily in NOK. A 10% fluctuation in the USD/NOK exchange rate has approx. 1.5% impact on the projected EBITDA of the Company for 2021.

#### *Counterparty risk*

The Group generally has solid counterparties and the counterparty risk is considered manageable. The focus on credit and counterparty risk is increasing during times of weaker market conditions. All of the Group's charterers are current on their payments under the charter contracts.

#### *Liquidity risk*

The shipping market is capital intensive. Insufficient liquidity will severely impact the ability to operate. The Group's approach to manage liquidity risk is to ensure, as far as possible that it will have sufficient liquidity at all times to meet its obligations. The Group evaluates its capital structure and explores various options to safeguard liquidity. The Group has a minimum liquidity covenant in its credit facility.

## **ORGANIZATION**

The Group's administration is located in Oslo. The Group employed nine full time staff in 2020. The sick leave during 2020 amounted to 57 days (27 days) or 2.75% of the total working days. The Group has not been affected by serious work-related accidents during the year. As per 31 December 2020, one out of nine employees was a woman (equivalent to 11%). The working environment is regarded as good. The organization is considered to be well-qualified, staffed at a minimum and cost-effective level to perform the tasks within its remit. As per 31 December 2020, the Board of directors consisted of six members, including one woman (equivalent to 17%).

## **ENVIRONMENT, SOCIAL AND GOVERNANCE REPORTING (ESG)**

The Board in CCI is committed to operate the Group in a responsible manner in order to be sustainable. The aim is to manage the Group in a way which generates long-term profitability in combination with care for the environment, the people involved in our business as well as the society at large.

The maritime industry is subject to comprehensive global regulations governed by IMO, ISO, regional (e.g. EU) and National bodies and Port States. Increased attention is

observed from the larger community including finance through "Poseidon Principles" and EU with "Taksonomi" (sustainable economic activity).

The Group follows developments through its membership in the Norwegian Shipowners Association (with its "zero emissions vision") and in cooperation with classification societies. The Group is responsible through its ownership of a fleet of vessels (PCTCs), but have in effect delegated much responsibility to third party Technical Managers who are responsible for crew and maintenance of the vessels.

The Group is evaluating the governance policy of Technical Managers during the selection process and as part of our continuous evaluation of our Technical Managers.

The Group vessels are chartered out to operators and thus the Group does not control the vessels movements, loading conditions and operation, however, the Group aims to charter the vessels out to reputable charterers with a commitment to environmental sustainability and social responsibility.

## **CLIMATE AND ENVIRONMENTAL RESPONSIBILITY**

### **Emission and energy reduction**

Deep sea, oceangoing freight is a significant contributor to greenhouse gas emissions globally: primarily CO<sub>2</sub>, NO<sub>x</sub> and SO<sub>x</sub>. The main source of CO<sub>2</sub> emissions is bunker fuel. Although this is a major source of emissions, seaborne transportation is in most cases far more fuel efficient per unit transported than most other transport sectors.

However, there have been global regulations of the shipping industry such as Marpol, Solas and IMO since the 1970s.

As a "tonnage provider", the Group does not have direct control of the operation of the vessel (amount of cargo on board, fuel purchase, ordered speed, weather routing etc). These factors influence the emissions pr. transported unit to a large extent, but are beyond the control of the Group. As such, the Group is focusing on the factors where we can make a difference.

The Group is actively evaluating how to improve the fuel efficiency of its vessels. In 2014 the Company completed a major vessel conversion to improve energy efficiency. The Group has also installed a trim and speed optimization tool on one vessel to enable the crew to optimize the trim of the vessel with a view to optimize its fuel consumption and to allow for a corresponding reduction in CO<sub>2</sub> emissions. When ordering new vessels in 2015, the fuel efficiency of the various vessel designs was among the important and decisive factors. In 2016, a vessel performance monitoring system was implemented, and data collection has started with a view to build a database on which valuable information on the operations of the vessels may be retrieved to improve operational efficiency and reduce fuel consumption. In 2019 a satellite transmission system was installed on one vessel and testing of data transmissions commenced.

As part of the Group's sustainability and digitalization goals, The Group has upgraded one vessel with full data streaming capabilities. The goal is to use the data streaming to improve the efficiency of the vessel operation and thus improve the environmental footprint of the vessel.



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In connection with the IMO 2020 regulations the Group evaluated the options in order to comply with the new regulations, and resolved to burn compliant fuel rather than install scrubbers onboard the vessels. The usage of compliant fuel has substantially reduced the SOx emissions compare to the bunker burned prior to the implementation of IMO 2020 regulations.

The technical managers are committed through their own policies to work towards a reduced environmental footprint and to conserve the environment through compliance with requirements.

The Group will continue to strive to reduce its environmental footprint going forward and prepare for new and stricter emissions requirements going forward.

As a part of the sustainability goals the Group has, through its technical managers, introduced various KPI's in order to better monitor and improve towards a more efficient and sustainable operation of its vessels.

#### 2020 KPI development

Average vessel (MT)	2018	2019	2020
HFO	9 855	9 903	6 961*
MDO	1 214	1 336	571
CO2	33 822	42 843	23 588
Sox	470	616	70
Nox	1 023	1 264	475

\* Compliant fuel (low sulphure)

Although the development in 2020 is going in the right direction, it should be taken into consideration that 2020 was a year with low activity, high number of waiting days and two vessels being in cold lay up for a long period. Thus the 2019 and 2020 numbers are not directly comparable. However, the majority of the Sox reduction is a result of burning compliant fuel in 2020.

#### Biodiversity and marine pollution

All vessels have ballast water to manage stability and trim of the vessel. The transfer of invasive species in ballast water is a source of environmental contamination through transportation of organism from one eco system to another. As a result, international and national regulations have been implemented to limit the risk of containment. The Group fully complies with all regulations. Ballast water treatment system is installed on a number of vessels. The remaining vessels will receive the systems as required by the regulations (at first renewal of their IOPP-certificate).

There are strict international maritime laws regulating on board waste management to prevent disposal of garbage at sea. This is regulated through MARPOL Annex V. The Group, through their technical managers have continuous effort towards improving on board waste management with the aim to reduce the total environmental impact of the vessels. Each vessel has its own Garbage Record Book tracking waste treatment ensuring that waste is safely treated and to secure high level of recycling. Furthermore, technical managers are taking actions to actively manage and encourage suppliers to focus on reducing the usage of plastic wrapping.

The Group, through its technical managers, is fully committed to comply with all applicable regulations related to waste

management and has introduced KPI's related to waste management to track the development to steadily improve its environmental footprint. However, comparison between two years may not be a reliable performance indicator as a lot of the waste is driven by specific operational or cargo needs and should not be reduced to zero. The average amount of waste produced per vessel should track downward over an extended period. The Group believes that waste management is important in order to reduce the environmental impact for the vessels, furthermore that the Group and its technical managers should strive to improve and strengthen the effort towards this going forward.

#### 2020 KPI Development

	2018	2019	2020
Garbage landed cbm*	75	77	55
BWTS installed	0	1	1

\*Average per vessel

#### Accidental spills and emergency preparedness

The technical managers of the vessels are responsible for the emergency preparedness of the vessels. This is conducted through an emergency preparedness plan which includes focus on drills, ensuring regular emergency, fire and lifeboat drills as well as verifying that adequate supplies of effective tools and materials are maintained onboard each vessel to respond to oil spills or other emergencies.

If an environmental emergency does occur, the technical managers Emergency Response Plan is effectuated enabling a quick respond enabling efficient focus on the human capital as well as minimizing environmental impact.

All the the Group's vessels are enrolled in DNVGL Emergency Response Service with 24/7 direct access to experienced experts who are ready to give support with correct decision making.

#### Ship Recycling

The recycling of vessels is a potential source of contamination of the environment. The Group is aware of the environmental aspects relating to the recycling of vessels and therefore takes necessary precautions when selling vessels for recycling. The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (the "Hong Kong Convention") has been ratified by Norway, and CCI is committed to following the standards set out therein and the guidelines established by the Norwegian Shipowners Association.

#### SOCIAL RESPONSIBILITY

The on-shore staff and crew onboard the vessels are key resources for the Group. The safety, health and well-being of the staff and crew employed by are key factors for the th Group's success and highly prioritized to attract highly-qualified and motivated employees.

As a part of the Group's ESG focus, the employee handbook is on a regular basis reviewed in order to improve the the Group's sustainability procedures.

The technical management, including crewing of the vessels, has been outsourced to third party managers. The managers



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are reputable, highly-qualified and experienced with the management of PCTCs and are accredited with ISO certifications and Green Awards. Furthermore, the technical managers have their own social responsibility policy committing to provide a safe, secure, healthy and environmental responsible workplace, as well as support to seafarers families wellness and wealfare.

The Group was an early mover in giving the crew on our vessels access to Internet. In this way they can keep closer and more frequent contact with their family and friends ashore while they are serving on board our vessels. This has been perceived as a very positive initiative

#### Health and safety

Compliance procedures are followed and monitored by our in-house technical department and ship managers according to internal and external rules and regulations. The Group has a 'zero vision' approach when it comes to accidents regarding the operation of the fleet. The attention to and performance of the safety management of the crew and other employees are part of the KPIs which have been implemented for the Group's management.

Furthermore, the technical managers have introduced "Stop Work" authority to ensure safe operation.

#### 2020 KPI development

	2018	2019	2020
Fatal accidents	0	0	0
LTI *	0	0	1

\*LTI – Loss Time Incident

#### Labor rights

The crew onboard the vessels are sourced primarily from the Philippines, Ukraine and India. International and local legislation is adhered to by the the Group and its technical managers, including the Maritime Labor Convention (2006) which sets out the rights of the seafarers when it comes to, for example, general working conditions, payment of wages, working hours and rest, right to medical care and annual leave. Furthermore, each vessel has its own safety and work environment committee monthly to check proper personal protective equipment (PPE), to discuss safety and work environment agenda as well as concluding debriefing related to crew disembarking and tracking crew retention and satisfaction.

#### Diversity and equal opportunity

CCI believes in equal opportunity. The Group employed nine full time staff in office in Oslo of which one was female (equivalent to 11%). As per 31 December, the Board of Directors consisted of six members, including one female (equivalent of 17%). The Company is aware of the imbalance and will work towards improving the ratio in the future.

#### Security of assets and People

Shipping routes in high-risk areas (e.g. risk of piracy) require a greater focus on security practices. The PCTC vessels have an advantage due to its high speed as well as high freeboard which makes it difficult to capture /enter a vessel at sea. However, when a vessel is scheduled to enter a defined high-risk area, the procedures of the latest version of "Best Management Practice" is strictly followed.

Furthermore, the Group emphasize the obligation to participate in rescue operations at sea when life is at risk. In September 2019 the Group participated in an almost 3 days search operation related to the crew from a tow vessel which sank in the Atlantic Ocean.

#### GOVERNANCE

##### Anti-corruption

As an industry, shipping is exposed to corruption and the demand of facilitation payments. The Group has developed and implemented a Code of Conduct, which applies to all employees. The Code of Conduct states that: "all employees of the Group shall be opposed to and will contribute to counteract all forms of corruption. Accepting or offering bribes of any nature by any Group employee is prohibited". The Code of Conduct specifically states that it is prohibited by any Group employee to pay to obtain something we do not have a legal entitlement to, even in cultures where such payments are commonplace.

The Technical Managers have their own Anti Bribery Policy committing them to a zero tolerance approach to bribery as well as strict actions to report demand for bribe.

#### STRATEGY

The main strategy for CCI is to create shareholder value through efficient, high quality and customer oriented service to the major global car carrier operators. The Grou will continue to evaluate opportunities with focus on creating sustainable value for its shareholders.

#### OUTLOOK

The demand for car carrier tonnage is dependent upon the volumes of cars and other rolling cargo transported by the sea, which again is dependent upon the development in the world economy and commodity prices. Additional factors are geographical production and transport patterns of light vehicles. These factors combined with the current PCTC fleet capacity and supply of vessel will determine the market balance going forward.

The demand for PCTC vessels has been weak for several years due to periods of oversupply of PCTC vessels as well as periods with weak economic growth, low commodity prices, trade wars and in 2020 the outbreak of the Covid 19 pandemic.

New car sales and subsequently demand for PCTC vessels is strongly correlated to economic growth. 2021 started challenging due to continued restrictions and uncertainties related to Covid 19. At the time of writing, despite the start of the World-wide vaccine program, there is still great uncertainty linked to the transition toward normality. However, estimates points towards a normalization during the second part of 2021.

We have seen a gradual PCTC market recovery during the second part of 2020 which has continued into 2021. Market analysts estimate that the recovery will continue in 2021 and onwards, but that the new car sales will not reach 2019 level before 2023. However, as mentioned above, the market development will be dependent upon the development of Covid 19.




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From a historical perspective, the newbuilding orderbook was low even before the Corona outburst. Basis a gradual recovery trajectory with expected lower demand and substantial idling of the PCTC fleet, analyst expects recycling of vessels will continue to be high in 2021, resulting in an overall fleet reduction of about -1% in 2021.

As a result of the continued uncertainties related to the Covid 19 pandemic, the Group continue to do its outmost in order to preserve its liquidity including re-negotiated and extending its agreement with its Banks until 2023. CCI believes that the market will continue to gradually recover when the Corona impact is contained.

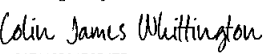
Oslo, 31 May 2021

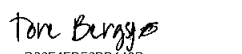
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Board Member

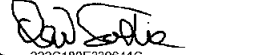
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Chairman

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Vidit Dinesh Tewari  
Board Member

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Kristine Klavness  
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Colin James Whittington  
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Tore Bergsjø  
Board Member

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Olav Solli  
CEO



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## CCI Group

### Consolidated Income statement

(USD 1 000)

OPERATING REVENUES AND EXPENSES	Note	2020	2019
OPERATING INCOME			
Charter income		27 332	37 193
Other income		0	0
<b>Total income</b>	Note 3	<b>27 332</b>	<b>37 193</b>
OPERATING EXPENSES			
Depreciation	Note 8	(15 099)	(14 886)
Operating expenses vessels	Note 4	(10 762)	(11 212)
Impairments	Note 8	(27 071)	(2 174)
Other operating and administrative expenses	Note 4, 5	(2 156)	(2 532)
<b>Total operating expenses</b>		<b>(55 088)</b>	<b>(30 804)</b>
<b>OPERATING PROFIT/(LOSS)</b>		<b>(27 756)</b>	<b>6 389</b>
FINANCIAL INCOME AND EXPENSES			
Other financial income	Note 6	25	187
Net gain/(loss) foreign exchange	Note 6	(50)	23
Unrealised gain/(loss) on financial instruments	Note 6/15	(595)	(1 977)
Interest and other financial expenses	Note 6	(9 524)	(10 598)
<b>NET FINANCIAL ITEMS</b>		<b>(10 144)</b>	<b>(12 365)</b>
<b>PROFIT/(LOSS) BEFORE TAX</b>		<b>(37 900)</b>	<b>(5 976)</b>
Taxes	Note 7	0	0
<b>PROFIT/(LOSS) AFTER TAX</b>		<b>(37 900)</b>	<b>(5 976)</b>
<b>Profit/(loss) attributable to:</b>			
Non-controlling interest		(2 394)	(459)
Shareholders of the parent company		(35 505)	(5 516)

### Consolidated statement of comprehensive income

(USD 1 000)

	Note	2020	2019
<b>PROFIT/(LOSS) AFTER TAX</b>		<b>(37 900)</b>	<b>(5 976)</b>
<i>Items that will not be reclassified to profit or loss</i>			
Remeasurement of pension plan	Note 5	(69)	21
<b>Total comprehensive income/(loss) for the year</b>		<b>(37 968)</b>	<b>(5 955)</b>
<b>Total comprehensive income attributable to</b>			
Shareholders of the parent company		(35 574)	(5 495)
Non-controlling interest		(2 394)	(459)
<b>Total comprehensive income/(loss) for the year</b>		<b>(37 968)</b>	<b>(5 955)</b>



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## CCI Group

### Consolidated statement of financial position as at 31 December

(USD 1 000)

<b>ASSETS</b>	<b>Note</b>	<b>2020</b>	<b>2019</b>
<b>LONG-TERMASSETS</b>			
Long-term operating assets			
Right of use assets - lease	Note 8,18	869	929
Other assets	Note 8	86	55
Vessels	Note 8	260 100	309 914
<b>Total long-term operating assets</b>		<b>261 055</b>	<b>310 898</b>
<b>Total financial fixed assets</b>			
		<b>0</b>	<b>0</b>
<b>TOTAL FIXED ASSETS</b>		<b>261 056</b>	<b>310 898</b>
<b>CURRENT ASSETS</b>			
Non-current asset held for sale	Note 8	9 078	0
Accounts receivables and other current assets	Note 10	1 733	1 821
Current derivatives	Note 15	0	6
Cash and cash equivalents	Note 11	14 356	12 887
<b>TOTAL CURRENT ASSETS</b>		<b>25 167</b>	<b>14 715</b>
<b>TOTAL ASSETS</b>		<b>286 223</b>	<b>325 613</b>



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## CCI Group

### Consolidated statement of financial position as at 31 December

(USD 1 000)

EQUITY AND LIABILITIES	Note	2020	2019
<b>EQUITY</b>			
Share capital	Note 19	49	46
Share premium reserve		176 504	172 507
Retained earnings		(72 831)	(37 257)
Non-controlling interest		12 983	14 850
<b>Total equity</b>		<b>116 705</b>	<b>150 146</b>
<b>LONG-TERM LIABILITIES</b>			
Deferred tax	Note 7	28	31
Pension liability	Note 5	248	187
Long-term debt	Note 12	13 475	148 412
Lease obligation	Note 12,18	917	939
Long-term derivatives	Note 15	1 380	1 211
<b>Total long term liabilities</b>		<b>16 047</b>	<b>150 780</b>
<b>CURRENT LIABILITIES</b>			
Current portion of long-term debt	Note 12	149 284	20 773
Other current liabilities	Note 13	3 506	3 674
Derivatives	Note 15	422	3
Public duties payable		258	237
<b>Total current liabilities</b>		<b>153 471</b>	<b>24 687</b>
<b>TOTAL LIABILITIES</b>		<b>169 518</b>	<b>175 467</b>
<b>TOTAL EQUITY AND LIABILITIES</b>		<b>286 223</b>	<b>325 613</b>

Oslo, 31 May 2021

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Chairman

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CEO



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## CCI Group

### Consolidated statement of cash flows

(USD 1 000)

	2020	2019
<b>Cash flow from operating activities</b>		
Cash flow from operations	14 299	23 415
Interest paid	(9 637)	(10 641)
<b>Cash flow from operating activities</b>	<b>4 662</b>	<b>12 774</b>
<b>Cash flow from investment activities</b>		
Investment in fixed assets	Note 8 (1 342)	(3 083)
Interest received	Note 6 25	187
<b>Net cash flow from investment activities</b>	<b>(1 317)</b>	<b>(2 896)</b>
<b>Cash flow from financing activities</b>		
Issue of ordinary shares	4 000	6 000
Repayment of lease liabilities	(151)	(147)
Repayment of loans	(6 253)	(20 773)
Capital paid-in from non-controlling interests	527	
<b>Net cash flow from financing activities</b>	<b>(1 876)</b>	<b>(14 920)</b>
<b>Net change in cash, cash equivalents and drawings facilities utilised</b>	<b>1 469</b>	<b>(5 042)</b>
Cash and cash equivalents 1 Jan	12 887	17 929
<b>Cash and cash equivalents at 31 Dec</b>	Note 11 <b>14 356</b>	<b>12 887</b>

### CASH FLOW FROM OPERATIONS

Profit/-(loss) before income tax	(37 900)	(5 976)
Adjusted for:		
Depreciation	Note 8 15 099	14 886
Impairment loss	Note 8 27 071	2 174
Increase/decrease in pension funds	Note 5 (29)	(48)
Financial costs	Note 6 9 524	10 598
Other financial income	Note 6 (25)	(187)
Unrealized currency (gain)/loss	Note 6 50	(23)
Unrealised value change financial instruments	Note 6 595	1 977
Change in working capital		
Customer receivables and other receivables	118	1 210
Due to suppliers and other short-term debt	(204)	(1 196)
<b>Cash flow from operations</b>	<b>14 299</b>	<b>23 415</b>
Restricted cash deposits included in cash holdings	Note 11 703	1 190



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## CCI Group

### Consolidated statement of changes in equity

	Equity belonging to shareholders of the Company						
	Share capital	Share premium reserve	Capital increase unregistered	Retained earnings	Total	Non-controlling interests	Total
(USD 1 000)							
<b>Equity 31 Dec 2018</b>	<b>39</b>	<b>166 514</b>	<b>0</b>	<b>(31 762)</b>	<b>134 790</b>	<b>15 309</b>	<b>150 101</b>
<b>2019</b>							
Profit/(loss) after tax				(5 516)	(5 516)	(459)	(5 976)
<b>Other comprehensive income</b>							
Remeasurement of defined benefit plan				21	21		21
<b>Total comprehensive income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(5 495)</b>	<b>(5 495)</b>	<b>(459)</b>	<b>(5 955)</b>
<b>Transactions with shareholders</b>							
Issue of shares	7	5 993			6 000		6 000
<b>Total transactions with shareholders</b>	<b>7</b>	<b>5 993</b>	<b>0</b>		<b>6 000</b>		<b>6 000</b>
<b>Equity 31 Dec 2019</b>	<b>46</b>	<b>172 507</b>	<b>0</b>	<b>(37 257)</b>	<b>135 296</b>	<b>14 850</b>	<b>150 146</b>
<b>2020</b>							
Profit/(loss) after tax				(35 505)	(35 505)	(2 394)	(37 900)
<b>Other comprehensive income</b>							
Remeasurement of defined benefit plan				(69)	(69)		(69)
<b>Total comprehensive income</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(35 574)</b>	<b>(35 574)</b>	<b>(2 394)</b>	<b>(37 968)</b>
<b>Transactions with shareholders and non-controlling interests:</b>							
Issue of shares	3	3 997			4 000		4 000
Capital paid-in from non-controlling interests						528	528
<b>Total transactions with shareholders</b>	<b>3</b>	<b>3 997</b>	<b>0</b>		<b>4 000</b>	<b>528</b>	<b>4 528</b>
<b>Equity 31 Dec 2020</b>	<b>49</b>	<b>176 504</b>	<b>0</b>	<b>(72 830)</b>	<b>103 722</b>	<b>12 983</b>	<b>116 705</b>



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## CCI Group

### Note index for CCI Group

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General	
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<b>Statement of financial position</b>	
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The notes in the list above are presented in the following pages and are an integral part of the financial statements.



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## CCI Group

### Note 1 Accounting Principles

The office of Car Carrier Investments AS is located at Drammensveien 167, Oslo.

#### PREPARATION OF THE FINANCIAL STATEMENTS

The consolidated financial statements of Car Carrier Investments (the "Parent Company") and all the subsidiaries (the "Group") have been prepared in accordance with the International Financial Reporting Standards (IFRS) as adopted by the EU.

The consolidated financial statements have been prepared at historical cost except for financial instruments, which are measured at fair value, and financial assets and -liabilities which are measured at amortized cost. The consolidated financial statements are presented in USD, rounded to the nearest thousand unless otherwise stated.

The income statement is specified according to the nature of the individual income and cost items.

#### SIGNIFICANT ACCOUNTING JUDGMENT, ESTIMATES AND ASSUMPTIONS

Preparation of the financial statements in accordance with IFRS requires management to make assessments, estimates and assumptions that affect the amounts reported in the financial statements and the accompanying notes. The estimates and assessments are based on previous experience and other factors that are considered to be reasonable and prudent under the circumstances. The assessments form the basis for evaluating the book value of assets and liabilities which is not possible using other available sources. Actual results may differ from the estimates. The main areas of estimate uncertainty on the balance sheet date, and which involve a risk of material change in the financial statements in the carrying value of assets and liabilities in the subsequent financial year, are discussed below.

#### Depreciation of vessels

Depreciation is based on management's estimates of the useful lives of the vessels and the residual value of the vessels less the costs associated with scrapping. The estimates may change due to changes in scrap values, technological developments, competition, as well as environmental and statutory requirements. Management reviews annually the future useful lives of the vessels taking into consideration the factors referred to above. In case of change in useful life and/or residual value, the depreciation of the vessels is adjusted prospectively.

#### Impairment testing of fixed assets

The Group assesses whether there is any need to adjust the value of its assets at each reporting date. Fixed assets are evaluated for any impairment where there are indications that future earnings or fair value may not justify the assets' balance sheet value. The value in use is compared with fair value less cost to sell.

On each reporting date, management assesses whether there are any indications of value impairments related to non-financial assets. Whether there is a requirement to write down the book value of the vessels is assessed based on a) vessel value appraisals obtained from two independent ship brokers, b) the discounted estimated cash flows from the vessels, based on the net result before financial items over the useful lives of the vessels and their expected residual value after 30 years in operation. The cash flows are based on existing contracts as well as estimated future cash flows from new contracts. MSI forecasts for future TC rates, and a Weighted Average Cost of Capital (WACC) of 8.8% has been applied to calculate the present value of the cash flows.

#### CONSOLIDATION PRINCIPLES

The consolidated financial statements comprise the financial statements of the Group and its subsidiaries at the balance sheet date.

#### Subsidiaries

Subsidiaries are all entities (including structured entities) over which the Group has control. The existence and effect of potential voting rights that are currently exercisable or convertible are considered when assessing whether the Group controls another entity. The Group also assesses existence of control where it does not have more than 50% of the voting power but is able to govern the financial and operating policies by virtue of de-facto control. De-facto control may arise in circumstances where the size of the Group's voting rights relative to the size and dispersion of holdings of other shareholders give the Group the power to govern the financial and operating policies etc.

An entity is consolidated in the consolidated financial statements from the date the Group acquires control over the entity. Correspondingly, the entity is removed from the consolidated financial statements when control ceases.

The financial statements of the subsidiaries are prepared for the same reporting period as the parent company, using consistent accounting policies.

Intercompany transactions, intra-group accounts and unrealised Group gains are eliminated in the consolidated financial statements. Unrealised losses are also eliminated unless the transaction clearly shows that the asset transferred has a reduced value. Accounting principles used by subsidiaries have been changed where this has been necessary to ensure uniform accounting practice in the Group.

Transactions with non-controlling interests that do not result in loss of control are accounted for as equity transactions – that is, as transactions with the owners in their capacity as owners. The difference between fair value of any consideration paid and the relevant share acquired of the carrying value of net assets of the subsidiary is recorded in equity. Gains or losses on disposals to non-controlling interests are also recorded in equity.

When the Group ceases to have control, any retained interest in the entity is re-measured to its fair value at the date when control is lost, with the change in carrying amount recognized in profit or loss. The fair value is the initial carrying amount for the purposes of subsequently accounting for the retained interest as an associate, joint venture or financial asset. In addition, any amounts previously recognized in other comprehensive income in respect of that entity are accounted for as if the Group had directly disposed of the related assets or liabilities. This may mean that amounts previously recognized in other comprehensive income are reclassified to profit or loss.

#### INCOME RECOGNITION

Income is recognized when an agreement has been signed, the service has been delivered, the income has been determined and is possible to quantify, claims are undisputed and when other obligations have been fulfilled.

#### Charter income

The type of contracts the Group has with its customers are either a time charter contract or a bareboat charter contract. Both types of contracts have a lease element and this type of revenue is accounted for as leases under IFRS 16. A time charter contract will also include a service component which can include operation and maintenance of the vessel. The service component will be within the scope of IFRS 15. The volume of services provided are usually stable throughout the leasing period, and revenue will therefore be recognised on a linear basis over the lease term.

Expenses incurred between the end of a charter party contract and the start up of the next charter party contract are expensed if the expenses are not directly related to the new charter party contract.

#### SEGMENT REPORTING

The Group has one business area: international shipping within the car carrier and ro-ro segment. The Group's internal reporting does not distinguish between different segments.

#### RELATED PARTIES

Parties are regarded as being related if one party has the opportunity to directly or indirectly exercise control over the other party or has material influence over the other party's financial or operational decisions. Parties are also related if they are subject to common control or subject to common material influence. All transactions are based on the arm's-length principle (estimated market value).

#### SHARES AND SHARE PREMIUMS

Ordinary shares are classified as equity. Expenses that are directly related to the issue of new shares or options, less tax, are entered as a reduction in the consideration received under equity capital.

#### FOREIGN EXCHANGE TRANSACTIONS

##### Functional currency and presentation currency

The Group's presentation currency is USD. This is also the parent company's functional currency. Accounting transactions that are undertaken by the respective Group companies are registered in the currency that is normally used in the financial environment in which the entities operate (functional currency).

##### Transactions and balance sheet items in foreign currencies



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Foreign currency transactions are converted to the functional currency at the rate on the transaction date. Realised currency gains or losses on settlement and conversion of monetary items in foreign currencies to the rate of the balance sheet date, are posted to the income statement under "Net gain/(loss) on foreign exchange".

### Group companies

The results and the financial position of a subsidiary or associated company using a functional currency different from the Group's presentation currency is converted using the following procedure:

(a) assets and liabilities in each balance sheet presented (including comparable figures) are converted at the closing rate on the relevant balance sheet date,

(b) income and expenses in each income statement (including comparable figures) are converted at the exchange rate on the dates of the transactions. The average exchange rate may in some circumstances be used if it does not deviate significantly from the exchange rate at the transaction date, and

(c) translation differences are posted against the comprehensive revenue and specified under equity as a separate item.

On the sale of all or parts of a foreign business, the associated translation differences are reclassified from the comprehensive income as part of the gain or loss on sale and presented as part of gain/(-loss) under operating income.

### PROVISIONS

Provisions are accounted for when the Group has a liability, whether legal or constructive, that follows from past events, and it is likely that there will be a financial settlement as a result of the event, and the liability can be reliably estimated.

### CLASSIFICATION OF ITEMS IN THE BALANCE SHEET

Current assets and current liabilities include items that fall due for payment within one year after the balance sheet date. The current portion of long-term debt is classified as short-term debt. Financially motivated share investments are classified as current assets, while strategic investments are classified as fixed assets.

### CASH AND CASH EQUIVALENTS

Cash and cash equivalents include cash holdings, bank deposits, other short-term and especially on-going investments that will be redeemed within three months from the original time of placement. Cash and cash equivalents are entered at nominal value in the balance sheet. Restricted funds are included. Bank overdrafts are shown under borrowings in current liabilities on the balance sheet.

### CURRENT ASSETS

Short-term customer receivables are posted at par value less provisions for lifetime expected credit losses.

Stocks of luboil and bunkers are recognized in the balance sheet at cost, using the first-in/first-out method (FIFO).

### FIXED ASSETS – VESSELS AND EQUIPMENT

Fixed assets are recognized in the statement of financial position at historical cost less accumulated depreciation and write-downs. The historical cost of an asset in the Group is kept in the functional currency associated with the asset and all accounting entries related to the asset take place in the functional currency before conversion to the presentation currency described above. In the case of rebuilding contracts, the cost price includes all costs incurred in the development and construction process, including construction supervision costs and other technical costs. In the case of vessels acquired, the cost price includes costs directly related to the purchase of the vessel. Depreciation is calculated on a linear basis after taking into account the asset's scrap value and costs related to scrapping. Estimates related to the lifetime and scrap value are reviewed at each reporting date. Vessels and equipment have an expected economic life of 10-30 years.

Ordinary repair and maintenance costs are posted to the financial statements when incurred. In accordance with IAS 16, docking costs are capitalized. Capitalization takes place when the docking has been completed and is depreciated over the period until the next expected inspection. Any remaining capitalized amount from previous inspections is expensed.

### Write-down of assets

Fixed assets are assessed for indications of impairment on each reporting date and always when events or changes in circumstances indicate that the carrying value of the asset may not be recoverable. When assessing the need for a write-down, the assets are grouped at the lowest level where there exist identifiable and independent cash flows. The write-down is calculated as the difference between the carrying value and the amount that is considered to be recoverable. The recoverable amount is the higher of the asset's net sale price and the value in use for the company. The value in use is calculated based on discounting the future cash flows that are expected to be generated from the asset. When it is estimated that the fair value is lower than the carrying value, the assets is written down to the recoverable amount. Write-downs posted in earlier periods are reversed only if there are changes in the estimates that are used to calculate the recoverable amount. However, the reversal amount may only be of such a size that the carrying value after the reversal as a maximum corresponds to the value the asset would have been carried at if the write-down had not been made. Such reversals are to be posted to the income statement.

### LEASES

The Group has adopted IFRS 16 from 1 January 2019 using the modified retrospective approach. The comparative information presented for 2018 is not restated. The details of the changes in accounting policies are disclosed below.

#### As a lessee:

As a lessee, the Group leases office spaces and other equipment from external parties. The Group previously classified leases as operating or finance leases based on its assessment of whether the lease transferred significantly all of the risks and rewards incidental to ownership of the underlying asset to the Group. Under IFRS 16, the Group recognises right-of-use assets and lease liabilities for all leases, except those with less than 12 months of lease term and other low value assets.

#### As a lessor:

The Group leases vessels on time charter contracts or bare boat contracts to external parties. The Group classifies these leases as operating or finance leases based on its assessment of whether the Group transferred substantially all the risks and rewards incidental to ownership of the leased assets to the lessees. The accounting policies applicable to the Group as a lessor are not significantly different from those under IAS 17. The Group has assessed that there are no adjustments on transition to IFRS 16 for lease arrangements in which it acts as a lessor.

### INVESTMENTS AND FINANCIAL ASSETS

The Group classifies financial assets based on the business model in which they are managed and their contractual cash flows. The Group has financial assets measured at fair-value through profit or loss (FVTPL) and at amortized cost.

1. Financial assets at fair value over profit or loss: Financial assets at fair value over profit or loss are financial assets held for trading purposes. A financial asset is classified in this category if it is primarily acquired with a view to providing a gain from short-term price fluctuations. Derivatives are classified as held for trading. Hedge accounting has not been applied. Assets in this category are classified as current assets if they are expected to be settled within 12 months, otherwise they are classified as non-current.

2. Financial assets and liabilities measured at amortized cost: Financial assets classified in this category are customer receivables and other receivables, held to maturity in a business model whose objective is to collect contractual cash-flows and with cash-flow characteristics being solely payment of principal and interest. Financial liabilities are in general measured at amortized cost. The financial assets and - liabilities are classified as current unless they fall due more than 12 months after the balance sheet date.

#### Accounting and measurement:

Normal purchases and sales of investments are entered at the date of the agreement, which is the date the Group undertakes to buy or sell the asset. All financial assets that are not accounted for at fair value over profit or loss are carried initially at fair value with the addition of transaction costs. Financial assets that are carried at fair value over profit or loss are entered on acquisition at fair value and the transaction costs are posted to the result. Investments are removed from the balance sheet when the rights to receive cash flows from the investments cease or when these rights have been transferred and the Group has substantially transferred all risks and all gain potential from ownership. Financial assets and liabilities measured at amortized cost are measured using the effective interest rate method.

### Business combinations

The Group uses the acquisition method of accounting to account for business combinations. The consideration transferred for the acquisition of a subsidiary



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is the fair value of the assets transferred, the liabilities incurred and the equity interests issued by the Group. The consideration transferred includes the fair value of any asset or liability resulting from a contingent consideration arrangement. Acquisition-related costs are expensed as incurred. Identifiable assets acquired and liabilities and contingent liabilities assumed in a business combination are measured initially at their fair values at the acquisition date. On an acquisition-by-acquisition basis, the Group recognizes any non-controlling interest in the acquiree either at fair value or at the non-controlling interest's proportionate share of the acquirer's net assets. If the business combination is achieved in stages, the acquisition date carrying value of the acquirer's previously held equity interest in the acquiree is remeasured to fair value at the acquisition date. Any gains or losses arising from such re-measurement are recognized in profit and loss. Any contingent consideration to be transferred by the Group is recognized at fair value at the acquisition date. Subsequent changes to the fair value of the contingent consideration that is deemed to be an asset or liability is recognized in accordance with IFRS 9, either in profit or loss or as a change to other comprehensive income. Contingent consideration that is classified as equity is not re-measured, and its subsequent settlement is accounted for within equity.

Inter-company transactions, balances and unrealized gains on transactions between Group companies are eliminated. Unrealized losses are also eliminated. Accounting policies of subsidiaries have been changed where necessary to ensure consistency with the policies adopted by the Group.

### Accounting for derivatives

All derivatives are according to IFRS 9 deemed to be held for trading and are measured at fair value through profit or loss (FVTPL). Subsequently the item is re-valued through the profit and loss on each reporting date.

As at 31 December 2020, the Group had no derivative transactions that qualified for hedge accounting under IFRS 9. A change in value of derivative transactions is thus posted immediately in the income statement.

### LOANS

Borrowings are initially recognized net of transaction costs incurred, and are subsequently accounted for at amortised cost using a simplified effective interest rate method. The difference between the proceeds and the redemption value is recognized in the income statement over the term of the loan as part of the effective interest rate.

Premiums or discounts and transaction costs are taken into account in calculating the amortised cost when using the effective interest rate method.

### BORROWING COSTS

General and specific borrowing costs directly attributable to the acquisition, construction or production of qualifying assets, which are assets that necessarily take a substantial period of time to prepare for their intended use or sale, are added to the cost of those assets until such time as the assets are substantially ready for their intended use or sale.

All other borrowing costs are recognized in profit or loss in the period in which they are incurred.

### DIVIDENDS

Dividends proposed by the board are recognized as a liability in the financial statements when approved by shareholders in the general meeting.

### PENSION LIABILITY

The Group has a defined benefit-based pension scheme. A benefit-based pension scheme defines the employee's right to agreed future pension benefits normally dependent on factors such as age, number of years of service and salary.

The liability is carried as the present value of pension liabilities on the balance sheet date less the fair value of pension funds allocated for payment of

benefits together with corrections for non-recorded estimate differences and costs related to previous periods' pension accrual. The pension liability is calculated annually by independent actuaries based on a linear earnings model. The present value of the defined benefit obligation is determined by discounting the estimated future cash out flows using the market yield on government bonds, on the balance sheet date as there is no market for similar, high-quality corporate bonds in Norway that have terms of maturity approximating the terms of the related pension liability.

Actuarial gains and losses arising from new information and changes in actuarial assumptions are posted to other comprehensive income in the period in which they arise.

The Group has a defined contribution plan for some of its employees. The contributions are recognized as employee benefit expenses when they are due.

### TAX

The tax charges in the income statement consist of tax payable and change in deferred tax. The annual tonnage tax is classified as other administration expenses in the financial statement.

Deferred income tax is calculated with 22%, using the liability method, on all temporary differences between the tax base of financial items, their carrying value for financial reporting purposes, their carrying value for financial reporting purposes as well as any financial tax losses carried forward.

Deferred tax/deferred tax asset is calculated on all differences between accounting and tax values of assets and liabilities except for:

- temporary differences related to investments in subsidiaries, associated companies or jointly controlled businesses when the temporary differences will be reversed and this is not expected to happen in the foreseeable future.

Tax payable and deferred tax is accounted for directly against equity to the extent that the tax items relate to equity transactions.

Deferred tax on underlying temporary differences related to participatory companies within the Norwegian tax area is included in the tax calculation. If a participatory company is to be sold, this will not give rise to a tax effect.

Deferred income tax assets are recognised to the extent that it is probable that future taxable profit will be available, and that the temporary differences can be deducted from this profit. Deferred tax is presented net in the balance sheet.

### POST-BALANCE SHEET EVENTS

New information after the balance sheet date about the Group's financial position on the balance sheet date is included in the annual financial statements. See note 20 for detailed information. Events after the balance sheet date that do not affect the Group's financial position at the balance sheet date, but which will affect the Group's financial position in the future, are stated if these are material.

### CHANGES TO ACCOUNTING POLICIES, NEW ACCOUNTING STANDARDS AND INTERPRETATIONS

These consolidated financial statements have been prepared in accordance with all mandatory standards issued by the International Accounting Standards Board (IASB) and the International Financial Reporting Interpretations Committee (IFRIC).

There are no IFRSs or IFRIC interpretations that are not yet effective that would be expected to have a material impact.



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### Note 2 Significant accounting estimates and judgements

The Group makes certain estimates, judgements and assumptions related to forecast. There is a significant risk that the actual condition will deviate from the estimated assumptions. Estimates and forecasts that will represent a significant risk of material changes to the balance sheet values of fixed assets during the next financial year are discussed below.

#### (a) Estimated useful life of vessels

The group applies a 30 years useful life for the vessels which is the basis for the depreciation profile. In cases where vessels are used for longer periods than their estimated useful lives these are subsequently entered in the balance sheet at the estimated residual value plus any periodic docking.

#### (b) Estimated residual value of vessels

The vessels are depreciated to an estimated residual value. The residual value is calculated using the price of steel on 1 January in the financial year less estimated demolition costs. The steel price is obtained from ship brokers based on recent recycling transactions involving similar vessels.

The residual value is calculated based on the lightweight of the vessels. As per 31 December 2020, the aggregate lightweight of the vessels was 115,768 tons. The lightweight of the vessels is multiplied by the steel price to derive the total scrap value. The below estimates of steel price have been applied in the Group's depreciation tables during the period 2014-2020:

	2020	2019	2018	2017	2016	2015	2014
USD/ton	400	425 <sup>*</sup>	450	250	250	450	450
		<i>Average</i>					

The table below shows the Group sensitivity to fluctuations in steel price – other factors remaining constant:

	Increase/reduction in steel price	Effect on profit/-(loss) before tax (USD 1 000)
2020	+/- 10 %	237/(237)
2019	+/- 10 %	224/(224)

#### (c) Impairment tests

Management assesses whether there are any indicators of impairment at each reporting date. Each vessel is regarded as a separate cash generating unit and thus the impairment testing is performed on each vessel separately. The vessels are tested for impairment when there are indicators that the carrying amounts may not be recoverable based on a) vessel value appraisals obtained from two independent ship brokers, b) the discounted estimated cash flows from the vessels, basis the net result before financial items over the useful lives of the vessels and their expected residual value after 30 years' operation. The cash flows take into consideration the existing contracts as well as estimated future cash flows from new contracts. MSI forecasts are used as basis for future TC rates. The budgeted net result is the company's best estimate of future earnings, costs, off-hire and docking over the remaining life of the vessel plus the residual value. A Weighted Average Cost of Capital (WACC) of 7.3% has been applied in order to calculate the present value of the cash flows. A write down of the vessel's book value will take place if both the FVLCTS (fair value less cost to sell) and the VIU (value in use) are lower than the book value of the vessel.

The table below shows the Group sensitivity to fluctuations in WACC and OPEX in impairment testing – other factors remaining constant:

		Effect on impairment in USD 1 000.	
		Increase 1%	Decrease 1%
WACC	+/- 1.0%	(6 200)	+ 10 000
OPEX	+/- 1.0%	(3 900)	+ 4 100

(Positive amount indicates lower amount to be write down.)

Except for art in the office (not significant), the Group did not hold any intangible assets as of 31 December 2020.



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### Note 3 Operating segments

The Group's business is organised into one reporting segment. Operating income is categorized according to the domicile of the contractual counterparty. In 2020 two customers each represented more than ten per cent of the operating income, and total turnover for these customers was USD 22.0 million, compared to 33.7 million in 2019.

The operating income can be related to the following countries:  
(USD 1 000)

	2020	2019
Japan	20	0
Korea	11 305	23 641
USA	11 343	10 084
Liberia	3 366	3 468
Norway	738	61
United Arab Emirates	629	0
<b>Total operating income</b>	<b>27 400</b>	<b>37 255</b>

The Group's vessels are flagged in the following countries:  
(USD 1 000)

<b>Book value vessels</b>	2020	2019
Norway	66 538	73 660
Marshall Islands	91 641	113 906
USA	111 000	122 348
<b>Total book value vessels - incl. vessel held for sale</b>	<b>269 178</b>	<b>309 914</b>



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### Note 5 Pensions

The Group has two pension plans, one defined benefit plan and one defined contribution plan. Both plans provide benefits to members in the form of a pension payable for a defined period when reaching the retirement age. The level of benefits provided depends on length of service of each member, their salary in the final years and the amount of benefits from the social security system leading up to retirement. The liability is covered through Storebrand Livsforsikring AS. The defined benefit plan was closed on 30 October 2012 and employees hired after this date will benefit from a defined contribution plan. The Company's pension scheme meets the requirements of the law on compulsory occupational pension. All former pensioners were bought out of the contract as per 31 March 2016. On the same date it was also undertaken a reorganization of the disability pension of the contract, and this resulted in a release of liability and reserves. The disability pension will in the future not be part of the actuarial calculation and is now a pure risk coverage that should not be capitalized.

Economic assumptions used as a basis for the calculation:

(USD 1 000)	<u>2020</u>	<u>2019</u>
Discount rate	1,70 %	2,30 %
Expected rate of compensation increase	2,25 %	2,25 %
Expected rate of pension increase	0,00 %	0,05 %
Increase of social security base amount (G)	2,00 %	2,00 %

The actuarial assumptions relating to demographic factors are based on assumptions generally applied to insurance (Table K2013BE for 2020 and Table K2013BE for 2019)

Average remaining service period	12,00	13,00
Payroll tax / social security tax	14,10 %	14,10 %
Actives total	3	3
Pensioners total	0	0

	<u>2020</u>	<u>2019</u>
Service cost	79	77
Interest cost on accrued pension liabilities	4	6
<b>Net pension costs in period</b>	<b>83</b>	<b>83</b>

<b>Net liability (assets) at beginning of period</b>	<b>2 438</b>	<b>2 369</b>
Service cost	76	74
Interest costs on accrued pension liabilities	27	27
Past service cost	0	0
Settlement	0	0
Payroll tax / social security tax on employers contribution	(12)	(13)
Benefits paid	0	0
Remeasurements loss/(gain)	93	(18)
<b>Net liability/(assets) at the end of period</b>	<b>2 622</b>	<b>2 438</b>

<b>Fair value of assets at beginning of period</b>	<b>2 251</b>	<b>2 134</b>
Return on pension funds	19	18
Settlement	0	0
Contribution from employer	93	110
Payroll tax / social security tax on employers contribution	(12)	(13)
Benefits paid	0	0
Remeasurement (loss) gain	24	2
<b>Fair value of assets at end of period</b>	<b>2 375</b>	<b>2 251</b>

Funded status (underfunded)	(248)	(187)
<b>Net assets/(liability) recognised in the BS at the end of period</b>	<b>(248)</b>	<b>(187)</b>

<b>Net assets/(liability) recognised in the BS at the beginning of period</b>	<b>(187)</b>	<b>(235)</b>
Pension cost	(84)	(83)
Employer contribution incl. payroll tax and currency effect	93	110
Remeasurement (loss) gain	(69)	21
<b>Net assets/(liability) recognised in the Balance Sheet end period</b>	<b>(248)</b>	<b>(187)</b>



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## CCI Group

### Note 6 Financial items

(USD 1 000)	2020	2019
<b>Other financial income</b>		
Interest income	25	187
<b>Total interest and other financial income</b>	<b>25</b>	<b>187</b>
<b>Net gain/(loss) on foreign exchange</b>	<b>(50)</b>	<b>23</b>
<b>Unrealized gain/(loss) on financial instruments</b>		
Unrealized value increase/(decrease), interest rate swap agreements	(595)	(1 977)
<b>Total unrealized gain/(loss) on financial instruments</b>	<b>(595)</b>	<b>(1 977)</b>
<b>Interest and other financial expenses</b>		
Interest expenses mortgage debt	(9 204)	(10 278)
Interest expenses capitalized	0	0
Other financial expenses	(320)	(320)
<b>Total interest and other financial expenses</b>	<b>(9 524)</b>	<b>(10 598)</b>
<b>Net financial items</b>	<b>(10 144)</b>	<b>(12 365)</b>

### Note 7 Tax

With effect from 2012 all subsidiaries owning qualifying assets entered the Norwegian tonnage tax regime according to tax code §8-10, where there is a final tax exemption for shipping income. The tax exemption includes operating profit and gain on income. Net financial income will be taxed at the ordinary tax rate of 22%.

In order to qualify for the Norwegian tonnage tax regime, tonnage taxed companies can principally not engage in any business other than charter and operation of owned or chartered vessels.

Norwegian tonnage taxed companies are obliged to pay an annual moderate tonnage tax, based on the net registered tonnage. Tonnage tax is presented as operating cost. See note 4.

Income at entry USD 1 327 893 (NOK 7 391 581) was booked against gain/loss account, and minimum 20% is taxable income per year. Current tax liability of USD 27 565 (NOK 218 258) was recognised as deferred tax in the financial statement. Current years financial result is calculated according to tax code § 8-10 to 8-20.

The applicable tax rate for calculating the payable tax was 22% for 2019 and remained 22% for 2020.  
The applicable tax rate for calculating deferred tax/(deferred tax benefits) was 22% for 2019 and 22% for 2020.

(USD 1 000)	2020	2019
<b>Tax on income as a result of entering the Norwegian tonnage tax regime</b>		
Gain account opening balance	141	178
Taxable part of income (20%) at exchange rate USD/NOK year end	24	38
<b>Gain account balance 31 December at USD/NOK exchange rate year end</b>	<b>116</b>	<b>141</b>
Deferred tax on gain account balance (22% tax rate in 2020, 22% tax rate in 2019)	28	31
Tax payable on taxable part (22% tax rate in 2019) at USD/NOK exchange rate year end	6	8
<b>Total deferred tax liabilities and payable tax 31 December</b>	<b>34</b>	<b>39</b>
<b>Basis for other deferred tax / tax benefits</b>	<b>2020</b>	<b>2019</b>
Loss carried forward	(24 160)	(19 773)
Deferred tax benefits (22% in 2019 and 2020)	5 315	4 350
These deferred tax benefits are not recognized in the balance sheet.		
<b>Taxes in the Profit &amp; Loss statement</b>	<b>2020</b>	<b>2019</b>
Tax payable	6	8
Changes in deferred tax (tax benefits)	(6)	(8)
<b>Total tax (tax income)</b>	<b>0</b>	<b>0</b>
Taxable net financial profit/(loss)	(3 747)	(1 598)
Tonnage tax	83	80



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(USD 1 000)

Deferred tax and deferred tax benefits - ordinary taxed companies	Deferred tax benefit		Change	Deferred tax benefit
	OB 2020	2020		
<b>Deferred tax asset/(liability)</b>				
Operating assets	0	(3)		(3)
Receivables and liabilities	(546)	40		(506)
Gains and losses account	(30)	5		(25)
Pensions	41	13		54
Other differences	80	6		86
Loss carried forward	1 713	(357)		1 355
<b>Net deferred tax asset benefit/(liability)</b>	<b>1 258</b>	<b>(296)</b>		<b>962</b>
Of which not recognised	1 258			962
<b>Deferred tax asset/(liability) in the balance sheet</b>	<b>0</b>			<b>0</b>

(USD 1 000)

Deferred tax and deferred tax benefits - ordinary taxed companies	Deferred tax benefit		Change	Deferred tax benefit
	OB 2019	2019		
<b>Deferred tax asset/(liability)</b>				
Operating assets	1	(1)		0
Receivables and liabilities	(528)	(18)		(546)
Gains and losses account	(38)	8		(30)
Pensions	52	(11)		41
Other differences	81	(1)		80
Loss carried forward	2 259	(547)		1 713
<b>Net deferred tax asset benefit/(liability)</b>	<b>1 827</b>	<b>(569)</b>		<b>1 258</b>
Of which not recognised	1 827			1 258
<b>Deferred tax asset/(liability) in the balance sheet</b>	<b>0</b>			<b>0</b>

The basis for deferred tax (tax benefit) is calculated based on differences that exist at the end of the accounting year between accounting and tax values.  
Temporary differences relating to the Group's vessels held in partnerships are not included in the Group's presentation of deferred tax and deferred tax liabilities.

(USD 1 000)

Reconciliation of effective tax rate	2020	2019
Profit/(loss) before tax	(37 900)	(5 976)
Tax income calculated on the result before tax	8 338	1 315
Tax effects of:		
- Adjusted tax - tonnage taxed companies	(8 908)	(1 799)
- Effect of change in tax rate	0	(1)
- Change in deferred tax benefit, not recognised	326	649
- Permanent differences	0	(3)
- Other differences	244	(161)
<b>Tax income (expense) in the profit and loss statement</b>	<b>(0)</b>	<b>(0)</b>



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## CCI Group

### Note 8 Fixed assets

(USD 1 000)

	Right of Use				Total vessels	Vessel held for sale incl.	
	Assets	Other assets	Vessels	Docking		Docking	Total
Useful life		3-5 years	30 years	2.5-5 years			
<b>1 January 2019</b>							
Acquisition cost		148	424 365	9 046	433 411	0	433 559
Acquisition cost - non depreciable		5	0	0	0		5
Accumulated depreciation and write downs		(84)	(102 894)	(6 758)	(109 652)		(109 736)
Recognition of Right of Use Assets on initial application of IFRS 16	1 046	0	0	0	0		1 046
<b>Adjusted book value 1 January 2019</b>	<b>1 046</b>	<b>69</b>	<b>321 472</b>	<b>2 288</b>	<b>323 760</b>	<b>0</b>	<b>324 874</b>
<b>Accounting year 2019</b>							
Book value 1 Jan	1 046	69	321 472	2 288	323 760	0	324 874
Additions	0	3	323	2 757	3 080	0	3 083
Additions - non-depreciable		0	0	0	0		0
Disposals		0	0	0	0		0
Impairments		0	(2 174)	0	(2 174)		(2 174)
<b>Book value 31 December 2019</b>	<b>929</b>	<b>55</b>	<b>306 502</b>	<b>3 412</b>	<b>309 914</b>	<b>0</b>	<b>310 898</b>
<b>31 December 2019</b>							
Acquisition cost	1 046	151	424 689	10 603	435 292	0	436 489
Acquisition cost - non depreciable	0	5	0	0	0		5
Accumulated depreciation and write downs	(118)	(100)	(118 187)	(7 190)	(125 378)		(125 596)
<b>Book value 31 December 2019</b>	<b>929</b>	<b>55</b>	<b>306 502</b>	<b>3 412</b>	<b>309 914</b>	<b>0</b>	<b>310 898</b>
Useful life	4-9 years	3-5 years	30 years	2.5-5 years			
<b>1 January 2020</b>							
Acquisition cost	1 046	151	424 689	10 603	435 292	0	436 489
Acquisition cost - non depreciable	0	5	0	0	0	0	5
Accumulated depreciation and write downs	(118)	(100)	(118 187)	(7 190)	(125 378)	0	(125 596)
<b>Adjusted book value 1 January 2020</b>	<b>929</b>	<b>55</b>	<b>306 502</b>	<b>3 412</b>	<b>309 914</b>	<b>0</b>	<b>310 898</b>
<b>Accounting year 2020</b>							
Book value 1 Jan	929	55	306 502	3 412	309 914	0	310 898
Reclassification <sup>1)</sup>	0	0	(15 236)	(1 014)	(16 250)	16 250	0
Additions	63	47	274	1 020	1 295	0	1 405
Disposals		0	0	0	0		0
Depreciation	(123)	(16)	(12 367)	(1 255)	(13 622)	(1 337)	(15 099)
Impairments	0	0	(21 236)	0	(21 236)	(5 835)	(27 071)
<b>Book value 31 December 2020</b>	<b>869</b>	<b>86</b>	<b>257 937</b>	<b>2 164</b>	<b>260 100</b>	<b>9 078</b>	<b>270 133</b>
<b>31 December 2020</b>							
Acquisition cost	992	198	409 727	10 609	420 336	9 078	430 604
Acquisition cost - non depreciable	0	5	0	0	0	0	5
Accumulated depreciation and write downs	(123)	(117)	(151 791)	(8 445)	(160 236)	0	(160 476)
<b>Book value 31 December 2020</b>	<b>869</b>	<b>86</b>	<b>257 937</b>	<b>2 164</b>	<b>260 100</b>	<b>9 078</b>	<b>270 133</b>
Useful life	4-9 years	3-5 years	30 years	2.5-5 years			

1) The vessel NOCC Kattegat was sold in February 2021, and has been classified as "Held for sale" as per year end 2020 as it was agreed sold prior to year-end.

#### Write-down fixed assets

Current year's impairment charge of USD 27.071 million relates to all vessels except Asian King. The vessels NOCC Arctic and NOCC Baltic were written down to market value by year end. Further to this, the vessels NOCC Oceanic, Glovis Companion and NOCC Atlantic were written down to Value-in-use by year end. The vessel NOCC Kattegat was written down to expected sales price. The Impairment charge booked in 2019 (NOCC Kattegat) was USD 2.174 million.

#### Current year's addition - vessels

Current year vessel addition represent BWTS (Ballastwater Treatment System) for the vessel Glovis Companion.

#### Current year's docking addition

Docking addition for 2020 was USD 1.020 million. The docking addition was mainly for the vessel Glovis Companion. The docking addition in 2019 was USD 2.757 million.

#### Mortgages

All vessels owned by the Group have been mortgaged as security for bank loans. Please refer to Note 12.



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## CCI Group

### Note 9 Subsidiaries

See below the overview of the entities in the Car Carrier Investments AS Group:

Name	Country <sup>1)</sup>	Ownership/voting rights%	
		2020	2019
<b>Wholly-owned subsidiaries:</b>			
Norwegian Car Carriers AS	Norway	100 %	100 %
NOCC Shipowning AS	Norway	100 %	100 %
NOCC Atlantic AS	Norway	100 %	100 %
NOCC Asian King AS	Norway	100 %	0 %
NOCC Finance AS	Norway	100 %	0 %
<b>Other subsidiaries:</b>			
NOCC Atlantic DIS	Norway	53,75 %	53,75 %

<sup>1)</sup> Oslo is the business address for all the subsidiaries

### Note 10 Account receivables and other current assets

(USD 1 000)

Account receivables and other current assets	2020	2019
Prepaid costs	501	833
Prepaid insurance premiums	261	230
Stocks of luboil, bunkers <sup>1)</sup>	497	531
Other current receivables <sup>2)</sup>	462	217
Insurance claims <sup>3)</sup>	0	7
VAT receivables	11	4
<b>Total</b>	<b>1 733</b>	<b>1 821</b>

1) Stocks of luboil and bunkers are recognized in the balance sheet at cost, using the first-in/first-out method (FIFO).

2) At year-end 2020 the expected credit losses on trade receivables calculated under the simplified expected credit loss model is based on the average historical loss rate for the latest five years of 0.0%, following the fact that CCI the latest five years has not realised any credit losses on trade receivables. All outstanding trade receivables were not due as per 31 December 2020.

3) Insurance claims in connection with vessel damage are recognised at best estimate of recoverable amounts from the insurance company.

(USD 1 000)

Book value of the Group's Other long-term and current receivables by currency*:	2020	2019
NOK	47	31
USD	1 189	1 260
<b>Total</b>	<b>1 236</b>	<b>1 291</b>

\* Excluding stocks of luboil and bunkers



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## CCI Group

### Note 11 Cash and cash equivalents

(USD 1 000)

Bank deposits with restrictions (included in cash and cash equivalents)	2020	2019
Tax withholding funds	82	75
Restricted accounts	621	1 116
<b>Total bank deposits with restrictions</b>	<b>703</b>	<b>1 190</b>

In the cash flow statement, cash and cash equivalents consist of the following:

(USD 1 000)

Cash and cash equivalents (including restricted amounts)	14 356	12 887
<b>Total</b>	<b>14 356</b>	<b>12 887</b>

Amounts held on restricted accounts relate to office lease guarantees, cash held by NOCC Atlantic DIS on a debt service retention account and minimum liquidity.

### Note 12 Debt

#### SECURED DEBT

2020

#### Specification of secured debt

(USD 1 000)

Company	Vessel	Currency	Long-term Debt (>1 year)	Short-term Debt (< 1 year)	Nominal interest 31 Dec 2019	Fixed/ floating interest	Maturity
NOCC Shipowning AS 1)	Fleet financing	USD	-	146 244	4,7 %	partly fixed	Nov 2021
NOCC Atlantic DIS 2)	NOCC Atlantic	USD	13 475	3 040	4,0 %	floating	June 2022
<b>Total</b>			<b>13 475</b>	<b>149 284</b>			

As per 31 December 2020, the proportion of fixed rate debt represented 45.6% of the interest-bearing debt. The variable proportion of the interest-bearing debt have 3 months rollover/repricing dates.

The bank debt facilities contain financial covenants including minimum value clause, adjusted equity, minimum asset coverage and minimum cash and positive working capital. The borrowers were in compliance with all financial covenants in the respective loan agreements on the balance sheet date.

The difference between book-value and actual value of interest bearing debt is immaterial. The debt is measured to be in level 2. See note 15 for description of the level.

IFRS 16 was mandatorily implemented on 1 January 2019. Please refer to note 18 for further information regarding this.

#### Reconciliation debt to Cash-flow statement

(USD 1 000)

Company	Bank	Currency	Initial amount - BOY	Non-cash changes	Reimbursed principal during the year	Outstanding at year-end
NOCC Shipowning AS	DnB Bank/Nordea	USD	151 955	(218)	(5 493)	146 244
NOCC Atlantic DIS	NIBC	USD	17 230	45	(760)	16 515
Norwegian Car Carriers AS	Lease obligation	NOK	939	129	(151)	917
			170 123	(44)	(6 404)	163 676



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## CCI Group

2019

### Specification of secured debt

(USD 1 000)

Company	Vessel	Currency	Long-term Debt (>1 year)	Short-term Debt (< 1 year)	Nominal interest 31 Dec 2018	Fixed/ floating interest	Maturity
NOCC Shipowning AS 1)	Fleet financing	USD	134 223	17 733	5,5 %	partly fixed	Nov 2021
NOCC Atlantic DIS 2)	NOCC Atlantic	USD	14 190	3 040	5,7 %	floating	June 2022
<b>Total</b>			<b>148 412</b>	<b>20 773</b>			

As per 31 December 2019, the proportion of fixed rate debt represented 55.5% of the interest-bearing debt. The variable proportion of the interest-

The bank debt facilities contain financial covenants including minimum value clause, adjusted equity, minimum asset coverage and minimum cash and positive working capital. The borrowers were in compliance with all financial covenants in the respective loan agreements on the balance sheet date.

The difference between book-value and actual value of interest bearing debt is immaterial. The debt is measured to be in level 2. See note 15 for description of the level.

IFRS 16 was mandatorily implemented on 1 January 2019. Please refer to note 18 for further information regarding this.

### Reconciliation debt to Cash-flow statement

(USD 1 000)

Company	Bank	Currency	Initial application IFRS 16	Initial amount - BOY	Non-cash changes	Reimbursed principal during the year	Outstanding at year-end
NOCC Shipowning AS	DnB Bank/Nordea	USD		169 884	(196)	(17 733)	151 955
NOCC Atlantic DIS	NIBC	USD		20 201	69	(3 040)	17 230
Norwegian Car Carriers AS	Lease obligation	NOK	1046		39	(147)	939
			1046	190 085	(88)	(20 920)	170 123

### Note 13 Other current liabilities

(USD 1 000)

	2020	2019
Accrued swap interest	307	33
Prepaid charter hire	0	434
Accrued costs	471	442
Debt to charterer	1 688	1 320
Due to suppliers	1 040	1 445
<b>Total</b>	<b>3 506</b>	<b>3 674</b>



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## CCI Group

### Note 14 Financial risk management

#### Risk management overview

The Group is exposed to financial risks such as market risk, credit risk and liquidity risk. Market risk comprise three types of risk: interest rate risk, foreign currency risk, and price risk.

In order to reduce and mitigate these risks, the management periodically reviews and evaluates the most important financial market risks. When a risk factor is identified, measures may be taken to reduce the specified risk. When deemed appropriate, the financial market risks are mitigated by applying derivative products for hedging purposes. If derivative transactions are entered into, only recognized ordinary derivative instruments are applied. It is the policy of the management to execute financial derivative transactions with recognised financial institutions only. None of the derivative transactions entered into by the Group are designated as accounting hedges, and hedge accounting is not applied.

#### Interest rate risks

The Group has applied derivatives only for the purpose of managing risks related to fluctuations in interest rates. The treatment of financial derivatives for accounting purposes is further discussed in note 15 for the Group.

#### Foreign exchange risks

The functional currency of the Group is in USD as most of the revenues, expenses, assets and liabilities are denominated in USD. The foreign exchange exposure is primarily related general and administrative expenses which is in NOK. The available liquidity is primarily held in USD and, to a lesser extent in NOK. As per 31 December 2020 the Group has not entered into any foreign exchange rate derivatives.

#### Price risk

The Group will normally have very limited exposure to risks associated with bunkers price fluctuations since the supply of fuel is for charterers account when the vessel is on contract. The Group has not entered into any bunker derivatives.

#### Net foreign exchange gains and losses recognized in the profit and loss account:

(USD 1 000)	2020	2019
Net gain/(loss) on foreign exchange (note 6)	(50)	23
<b>Total</b>	<b>(50)</b>	<b>23</b>

#### Interest rate risk

The Group is exposed to interest rate fluctuations primarily related to the Group's long-term debt obligations. In order to reduce the interest rate risk, the Group has adopted a strategy to hedge a portion of the interest rate exposure associated with the long-term debt by entering into interest rate swaps.

Depending on developments in interest rates and certain internal guidelines, the Group enters into hedging transactions with a view to fix 50-70% of the interest rate exposure. The interest rate risk is assessed using a dynamic model which takes into account different scenarios based on refinancing, alternative financing and hedging.

As per 31 December 2020, the Group had entered into interest rate swap agreements for a total nominal value of USD 75.0 million, under which the Group received a floating interest rate and paid a fixed rate.

As per 31 December 2020, the proportion of fixed rate debt represented 45.6% of the interest-bearing debt. The variable proportion of the interest-bearing debt have 3 months rollover/repricing dates.

The following table illustrates the sensitivity in the Group's profit before tax from given fluctuations in interest rates (interest swap included), all other factors held constant.

(USD 1 000)	Increase/reduction in loan interest	Effect on result before tax
2020	+ / - 1 %	+/- 896
2019	+ / - 1 %	+/- 793

During 2020 and 2019 the Group's borrowings at a variable rate were denominated in USD. The impact on the Group's equity is immaterial. See detailed information of borrowings in Note 12 - Debt.



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## CCI Group

### Credit risk

Credit risk occurs in transactions with financial instruments, cash deposited with banks and financial institutions in addition to risks related to customer receivables and other short-term receivables. The Group deals primarily with recognized and creditworthy third parties. There have been very few disputes, if any, with customers regarding payment and fulfilment of contractual terms. Customer receivables are monitored continuously and the Group's risk of loss on receivables is considered low. There is also credit risk related to loans to associated companies. The maximum exposure is limited to the book value of the financial assets including derivatives. The maximum exposure related to customer receivables is deemed to be equal to be the book value of customer receivables; see Note 10 - Other long-term receivables, account receivables and other current assets.

The liquidity reserve of the Group is primarily deposited with major banks like Nordea Bank Apb and DNB Bank ASA.

These banks have following long-term credit ratings:

Nordea Bank Apb	AA-	(Standard & Poor's)
DNB Bank ASA	AA-	(Standard & Poor's)

### Liquidity risk

The Group monitors the risk of shortage of available capital by carefully following up maturity dates for financial investments, financial assets, and projected cash flows from operations. Careful management of liquidity risk involves maintaining a sufficient holding of cash and tradable securities in order to maintain sufficient liquidity to honour running obligations. The management monitors the liquidity reserve through rolling forecasts based on expected cash flows.

The table below provides details of financial liabilities classified according to the repayment structure. The amounts are undiscounted cash flows, and the classification has been done according contractual maturity.

(USD 1 000)

31 December 2020	2021	2022-2023	2024-2026	2027 and later	Total
Long-term interest bearing debt	146 921	15 838	0	0	162 759
Lease obligation	112	241	411	153	917
Derivatives	422	1 380	0	0	1 802
Other short-term debt	3 506	0	0	0	3 506
<b>Total</b>	<b>150 961</b>	<b>17 459</b>	<b>411</b>	<b>153</b>	<b>168 984</b>
<b>Interest during the period <sup>1)</sup></b>	<b>9 222</b>	<b>794</b>	<b>57</b>	<b>3</b>	<b>10 076</b>

<sup>1)</sup> Including interest under interest rate swaps and interest on lease obligation.

### Fair value of interest-bearing debt

Some of the Group's bank loans are subject to interest margins that are currently deemed to be below market levels. The difference between book-value and actual value of interest bearing debt is immaterial.

### Capital management

The Group's management has an objective to ensure that the Group maintains a certain solidity in order to support the business and maximise shareholder value. The Group manages its capital structure and makes necessary changes on an ongoing basis according to an assessment of the economic factors, under which the business is operated in the short- to medium term.

Management of the capital structure is carried out through adjusting dividends or issuing new shares. There has been no change to the guideline within this area during 2020.

The Group's policy is to maintain an equity ratio of at least 30 per cent. As per 31 December 2020, the book equity ratio was 40.77% (46.11% as per 31 December 2019).

The book equity ratio is calculated as book equity divided by total assets:

(USD 1 000)

31 December:	2020	2019
Total equity	116 705	150 146
Assets	286 223	325 613
<b>Equity ratio</b>	<b>40,77 %</b>	<b>46,11 %</b>



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## CCI Group

### Note 15 Financial instruments

#### Measurement of fair value

The fair value of unquoted financial assets has been estimated using valuation techniques based on assumptions that are not supported by observable market prices.

The fair value of foreign exchange contracts is set by using the forward rate on the balance sheet date and is set by calculating the present value of future cash flows. In the case of all the above-mentioned derivatives, the fair value is confirmed by the financial institution that the Company has entered into the agreement with. The Group did not have any foreign exchange contracts 31 December 2020.

The following of the company's financial instruments are not valued at fair value: cash and cash equivalents, customer receivables, other receivables and long-term debt.

The book value of cash and cash equivalents is virtually the same as fair value due to the fact that these instruments have short maturity dates. Receivables are recognised at amortised cost less expected credit losses.

The Group classifies fair value measurements by using a fair value hierarchy that reflects the significance of the input that is used in preparing the measurements. The fair value hierarchy has the following levels:

Level 1: the input is quoted prices (unadjusted) in an active market for identical assets or liabilities.

Level 2: the input is prices, other than quoted prices included in level 1, that are observable for the asset or liability either directly (i.e. as prices) or indirectly (i.e. calculated from prices).

Level 3: the input to the asset or liability is not based on observable market data (non-observable input).

The following table presents the Group's financial assets and liabilities measured at fair value as per 31 December 2020:

(USD 1 000)	Level 1	Level 2	Level 3
<b>2020</b>			
<b>Assets</b>			
Financial assets at fair value over profit or loss			
- Derivatives held for trading purposes	0	0	0
<b>Total assets</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Liabilities</b>			
Financial liabilities at fair value over profit or loss			
- Derivatives held for trading purposes	0	1 802	0
<b>Total liabilities</b>	<b>0</b>	<b>1 802</b>	<b>0</b>

During the reporting period, there were no changes in the fair value measurement that involved transfers between level 1 and level 2. Financial assets and liabilities in level 2 are entered in the balance sheet at market value.

The following table presents the Group's financial assets and liabilities measured at fair value as per 31 December 2018

(USD 1 000)	Level 1	Level 2	Level 3
<b>2019</b>			
<b>Assets</b>			
Financial assets at fair value over profit or loss			
- Derivatives held for trading purposes	0	6	0
<b>Total assets</b>	<b>0</b>	<b>6</b>	<b>0</b>
<b>Liabilities</b>			
Financial liabilities at fair value over profit or loss			
- Derivatives held for trading purposes	0	1 214	0
<b>Total liabilities</b>	<b>0</b>	<b>1 214</b>	<b>0</b>

(USD 1 000)	2020		2019	
	Assets	Liabilities	Assets	Liabilities
Interest swap agreements <sup>1)</sup>	0	1 802	6	1 214
<b>Total book values</b>	<b>0</b>	<b>1 802</b>	<b>6</b>	<b>1 214</b>

<sup>1)</sup> Interest swap agreements

The notional amount of outstanding interest rate swap agreements was USD 75.0 million (2019: USD 108.8 million). As per 31 December 2020 the fixed interest rate for the swaps in effect varied from 2.0% to 3.1% + margin (2019: 1.5% to 2.7%). The floating interest rates are based on 3 months USD Libor.



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## CCI Group

(USD 1 000)

Currency	Notional amount	Start date	Maturity date	Fixed rate
	USD			
USD	9 399	February 2013	February 2020	1,54 %
USD	9 399	February 2013	February 2020	1,54 %
USD	15 000	March 2013	March 2020	2,04 %
USD	25 000	January 2017	November 2021	2,02 %
USD	20 000	July 2019	January 2022	2,68 %
USD	20 000	July 2019	January 2022	2,48 %
USD	10 000	March 2020	March 2022	3,13 %

<sup>1)</sup> See note 14

### Financial instruments by category

As at 31 December 2020	At fair value over profit/loss	At amortized cost	Total
(USD 1 000)			
<b>Assets</b>			
Customer receivables and other receivables (excl. prepayments)	0	473	473
Derivatives	0	0	0
Cash and cash equivalents	0	14 356	14 356
<b>Total Assets</b>	<b>0</b>	<b>14 829</b>	<b>14 829</b>
<b>Liabilities</b>			
Loans	0	161 199	161 199
Derivatives	1 802	0	1 802
Lease obligation <sup>1)</sup>	0	917	917
Due to suppliers and other debt	0	2 728	2 728
<b>Total Liabilities</b>	<b>1 802</b>	<b>164 844</b>	<b>166 646</b>

<sup>1)</sup> See note 18

As at 31 December 2019	At fair value over profit/loss	At amortized cost	Total
(USD 1 000)			
<b>Assets</b>			
Customer receivables and other receivables (excl. prepayments)	0	220	220
Derivatives	6	0	6
Cash and cash equivalents	0	12 887	12 887
<b>Total Assets</b>	<b>6</b>	<b>13 107</b>	<b>13 113</b>
<b>Liabilities</b>			
Loans	0	167 281	167 281
Derivatives	1 214	0	1 214
Lease obligation	0	939	939
Due to suppliers and other debt	0	2 765	2 765
<b>Total Liabilities</b>	<b>1 214</b>	<b>170 984</b>	<b>172 198</b>



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## CCI Group

### Note 16 Remuneration and fees

(USD 1 000)	Salary	Other remuneration	Pension cost	Total
<b>Remuneration to senior management 2020</b>				
Olav Sollie, CEO <sup>1)</sup>	272	3	9	284
Other members of senior management <sup>2)</sup>	624	8	53	685
<b>Total remuneration senior management</b>	<b>896</b>	<b>11</b>	<b>62</b>	<b>969</b>
<b>Remuneration to senior management 2019</b>				
Olav Sollie, CEO	261	39	9	309
Other members of senior management <sup>2)</sup>	593	60	51	704
<b>Total remuneration senior management</b>	<b>854</b>	<b>99</b>	<b>60</b>	<b>1 013</b>

<sup>1)</sup> Upon termination of the employment contract, the CEO is entitled to receive his base salary, including agreed benefits, during the 6 months notice period plus a compensation equal to 12 months salary.

<sup>2)</sup> Chief Financial Officer, Director Chartering and Commercial and Technical Director.

The Board of Directors of the Parent company does not receive any compensation. The chairman of the board is not entitled to any bonus or severance pay. Remuneration and fees are denominated in NOK. In the table above, the average USD/NOK exchange rate is used to convert the figures from NOK to USD.

### Note 17 Transactions with related parties

All the companies set out in note 9 are related parties to CCI. Receivables and transactions between consolidated companies are eliminated in the consolidation and not shown in this note.

Transactions with related parties are entered into on an arms-length basis and at market terms. Apart from the transactions specified in this note there are no transactions or outstanding amounts of a material nature with related parties.

### Note 18 Leases and commitments

The Group has applied IFRS 16 that is effective for annual periods that begin on or after 1 January 2019 using the modified retrospective approach on initial application. This standard is replacing IAS 17. (See note 1.)

The Group has identified two lease contracts where the Group is the lessee and IFRS 16 introduces new or amended requirements with respect to lease accounting:

#### Office

The Group administration is situated in rented premises in Drammensveien 167 in Oslo, Norway.

In April 2017 the Group renewed the contract for office lease in Drammensveien 167 in Oslo until Q1 2023 with an option for another 5 years.

#### Office machine

The Group is renting an office machine. The contract expires in Q3 2022.

On transition to IFRS 16, the Group recognised Right-of-use Assets and Lease obligations for these leases. When measuring the Lease obligations, the Group discounted lease payments using the applicable incremental borrowing rate (5.63%).

All the Group's vessels are chartered out on either time charter contracts or bareboat contracts. These contracts are leases where the Group is the lessor and retains substantially all risks and rewards incidental to ownership, and the accounting will remain unchanged according to IFRS 16.



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## CCI Group

2020

(USD 1000)	Carrying amount 01.01.2020	Addition	Depreciation ROA	Payment on Lease obligation	Interest expense on Lease obligation	Currency effect	Carrying amount 31.12.2020
Right-of-use Assets	929	63	(123)				869
Lease obligations	(939)	(63)		151	(46)	(20)	(917)

2019

(USD 1000)	Impact of adopting IFRS 16 as at 1 January 2019	Depreciation ROA	Payment on Lease obligation	Interest expense on Lease obligation	Currency effect	Carrying amount 31.12.2019
Right-of-use Assets	1 046	(118)				929
Lease obligations	(1 046)		147	(54)	15	(939)

Payments on Low value asset leases (exempt) amounted to USD 2 in 2020 (USD 2 in 2019). The amounts were booked as administration costs.

## Note 19 Share capital and shareholder information

	2020	2019
Total number of shares 1 January	30	30
Share capital increases	0	0
Total number of shares 31 December	30	30
Total shares	30	30

The share capital consists of:

	Number of shares	Par Value NOK	Share capital registered USD
Ordinary shares	30	13 000	48 705

2020: During 2020 the share capital has been increased by NOK 30 000. The par value is increased from NOK 12 000 to NOK 13 000 per share.

List of shareholders with more than 1% interest:	Total shares	Interest
KLAVENESS INVEST AS	15	50,0 %
NAUTILUS H LIMITED	15	50,0 %
<b>Total</b>	<b>30</b>	<b>100,0 %</b>

## Note 20 Post balance sheet events

In February 2021 the vessel NOCC Kattgat was sold and delivered to new owners.

In April 2021 the Group re-negotiated the existing loan agreement with its banks. The amendment includes new installment schedule, decrease of margin and extension of the tenor by two years, as well as a requirement for USD 6 million in new equity issue. As such, the equity was in April 2021 increased by USD 6 000 000 (NOK 49 800 000).

In April 2021 the Group signed an agreement for sale of the vessel Glovis Companion with delivery in July 2021.

In May 2021 the Group entered into an agreement for sale of the vessel Asian King subject to satisfactory inspection of the vessel. Delivery is estimated in July.

The market for PCTC vessels has continued to improve in 2021. However the outlook is dependent upon the Covid 19 development and the worldwide economic growth. Analysts estimate that Global car sales will increase significantly in 2021 compared to 2020 volumes, which will help stabilizing the demand for PCTC vessels.



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## Car Carrier Investment AS – Parent Company

### Income statement

USD 1 000

	Note	2020	2019
<b>OPERATING INCOME AND EXPENSES</b>			
OPERATING INCOME			
Other operating income			
Total operating income		0	0
OPERATING EXPENSES			
Other operating expenses	2	(75)	(69)
Total operating expenses		(75)	(69)
OPERATING PROFIT/(LOSS)		(75)	(69)
FINANCIAL INCOME AND EXPENSES			
Interest income		1	3
Impairment financial assets	5	(32 581)	(1 032)
Net gain/(loss) on foreign exchange		(24)	(4)
Interest expenses group		(3)	(4)
NET FINANCIAL ITEMS		(32 607)	(1 038)
<b>PROFIT/(LOSS) BEFORE TAX</b>		<b>(32 682)</b>	<b>(1 107)</b>
Taxes	7	0	0
<b>PROFIT/(LOSS) AFTER TAX</b>		<b>(32 682)</b>	<b>(1 107)</b>



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## Car Carrier Investment AS – Parent Company

Statement of financial position as at 31 December

USD 1 000

	Note	2020	2019
<b>ASSETS</b>			
FIXED ASSETS			
FINANCIAL FIXED ASSETS			
Investments in subsidiaries	5	94 494	123 075
<b>Total financial fixed assets</b>		<b>94 494</b>	<b>123 075</b>
<b>TOTAL FIXED ASSETS</b>			
		<b>94 494</b>	<b>123 075</b>
CURRENT ASSETS			
Cash and cash equivalents	3	148	290
<b>TOTAL CURRENT ASSETS</b>		<b>148</b>	<b>290</b>
<b>TOTAL ASSETS</b>			
		<b>94 642</b>	<b>123 366</b>



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## Car Carrier Investment AS – Parent Company

### EQUITY AND LIABILITIES

#### EQUITY

##### Paid-in equity:

Share capital	4	49	46
Share premium reserve	4	176 504	172 507
<b>Total paid-in equity</b>		<b>176 553</b>	<b>172 553</b>

##### Other equity:

Other equity	4	(81 983)	(49 301)
<b>Total other equity</b>		<b>(81 983)</b>	<b>(49 301)</b>

<b>Total equity</b>		<b>94 570</b>	<b>123 252</b>
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#### LIABILITIES

##### CURRENT LIABILITIES

Tax payable	7	0	0
Current debt group	6	68	108
Other current liabilities		4	6
<b>Total current liabilities</b>		<b>72</b>	<b>114</b>

<b>TOTAL LIABILITIES</b>		<b>72</b>	<b>114</b>
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<b>TOTAL EQUITY AND LIABILITIES</b>		<b>94 642</b>	<b>123 366</b>
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Oslo, 31 May 2021

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James Michael Stepp

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James Michael Stepp

Board Member

DocuSigned by:

Jon Christian Svertsen

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Jon Christian Svertsen

Chairman

DocuSigned by:

Vidit Dinesh Tewari

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Vidit Dinesh Tewari

Board Member

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Kristine Klaveness

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Kristine Klaveness

Board Member

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Colin James Whittington

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Colin James Whittington

Board Member

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Tore Bergsjø

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Tore Bergsjø

Board Member

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Olav Solli

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Olav Solli

CEO



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## Car Carrier Investment AS – Parent Company

### Car Carrier Investments AS - Parent Company

#### Cash flow statement

USD 1 000	2020	2019
<b>Cash flow from operating activities</b>		
Profit/ (loss) before income taxes	(32 682)	(1 107)
+ Interest costs	3	4
- Interest income	(1)	(3)
- /+ Currency gain/loss	24	4
+ Impairment financial assets	32 581	1 032
+ Changes in accounts payable/other current payables	(70)	64
<b>= Net cash flow from operating activities</b>	<b>A (145)</b>	<b>(6)</b>
<b>Cash flow from investing activities</b>		
- Purchase of shares in subsidiaries (share issue in subsidiaries)	(4 000)	(6 000)
<b>= Net cash flow from investing activities</b>	<b>B (4 000)</b>	<b>(6 000)</b>
<b>Cash flow from financing activities</b>		
- /+ Net paid/received interest	3	3
+ Paid in equity / Proceeds from share issue	4 000	6 000
<b>= Net cash flow from financing activities</b>	<b>C 4 003</b>	<b>6 003</b>
<b>Net change in cash and cash equivalents</b>	<b>A+B+C (142)</b>	<b>(3)</b>
+ Cash and cash equivalents at 01.01.	290	293
<b>= Cash and cash equivalents at 31.12.</b>	<b>148</b>	<b>290</b>



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## Car Carrier Investment AS – Parent Company

### Note 1 Accounting Principles

The office of Car Carrier Investments AS is located at Drammensveien 167, Oslo.

#### PREPARATION OF THE FINANCIAL STATEMENTS

The financial statements of Car Carrier Investments AS have been prepared in accordance with the Accounting Act 1998 and generally accepted accounting principles in Norway.

The financial statements have been prepared at historical cost, with the exception of financial instruments, which are measured at fair value.

#### Functional currency and presentation currency

The Company's presentation currency as well as the functional currency is USD. The following exchange rates have been applied NOK/USD:

31 December 2019: 8,8176

31 December 2020: 8,5375

#### Subsidiaries and associated companies in the Company's financial statements

Except for short term investments in listed shares, the cost method is applied to investments in other companies. The cost price is increased when funds are provided through capital increases or when group contributions are made to subsidiaries. Dividends and group contributions exceeding the portion of retained earnings after the date of investment are reflected as a reduction in the cost of the investment. Dividends/group contributions from subsidiaries are reflected in the same year as the subsidiary makes a provision for the amount. Dividends from other companies are reflected as financial income when it has been approved.

#### Interests in other limited partnerships

Limited partnership interests that relate to various small investments are entered as financial fixed assets in other enterprises.

#### Income recognition

Income on delivery of services is valued at the fair value of the consideration. Services are posted to income in line with execution of the contract.

#### Pension liabilities

The Company has no employees and thus not obligated to have a pension scheme.

#### Classification of assets and liabilities

Current assets and short-term liabilities include items that fall due for payment within one year after the balance sheet date. Other items are classified as fixed assets/long-term obligations.

Current assets are valued at the lower of acquisition cost and fair value. Short-term debt is entered in the balance sheet at the nominal amount at the time of establishment.

Fixed assets are valued at acquisition cost written down to fair value if the fall in value is expected to be permanent. Long-term liabilities are entered in the balance sheet at the nominal amount at the time of establishment.

#### Short-term investments

Short-term investments (shares and interests valued as current assets) are valued at the lower of average acquisition cost and fair value on the balance sheet date. Dividends received and other distributions from companies are posted to income as other financial income.

#### Business combinations

The Group uses the acquisition method of accounting to account for business combinations. Acquisition cost is included in the cost price for shares acquired in accordance with generally accepted accounting principles in Norway.

#### Tax

The tax charges in the income statement consist of tax payable and change in deferred tax.

Deferred income tax is provided for with a tax rate of 22%, using the liability method on all temporary differences between the tax base of financial items, their carrying value for financial reporting purposes, their carrying value for financial reporting purposes as well as any financial tax losses carried forward.

The tax position on all differences between accounting and tax values of assets and liabilities are calculated with a resulting deferred tax or deferred tax asset, with the exception of:

- temporary differences related to investments in subsidiaries, associated companies or jointly controlled businesses when the temporary differences will be reversed and this is not expected to happen in the foreseeable future.

The tax increasing and reducing temporary differences that reverse or can reverse in the same periods are netted.

Deferred tax is measured based on the expected future tax rates where temporary differences have arisen, and are entered at nominal value and classified as long-term liabilities in the statement of financial position.

Following a change in the tax legislation in 2005 the tax losses can be carried forward indefinitely.

Due to uncertainties whether tax losses carried forward may be utilized within reasonable time, the Company has not recognized any of its deferred tax assets in the balance sheet.

#### Cash flow statement

The cash flow statement is prepared using the indirect method. Cash and cash equivalents include cash, bank deposits and other short-term liquid investments that can be converted immediately and with no significant price risk to a specific cash amount, and have a maturity date shorter than three months from establishment.



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## Car Carrier Investment AS – Parent Company

### Note 2 Other Operating expenses

USD 1 000

	2020	2019
Audit fees	5	6
Management fee	68	61
Other administrative expenses	2	2
<b>Total</b>	<b>75</b>	<b>69</b>

The company had no employees during the period and the company is not obliged to have a pension scheme.

Auditors fee (amount excl VAT):	2020	2019
Audit fee	5	6
Other attestation services	1	1
<b>Total</b>	<b>6</b>	<b>7</b>

### Note 3 Cash and cash equivalents

USD 1 000

Cash and cash equivalents	2020	2019
Bank deposit	148	290
<b>Total</b>	<b>148</b>	<b>290</b>

### Note 4 Equity

USD 1 000

Equity 2020	Share capital	Share premium reserve	Other paid in capital	Other equity	Total equity
Equity 01.01.	46	172 508	0	(49 301)	123 252
Share capital increase <sup>1)</sup>	3	3 997	0	0	4 000
Net profit/(loss) 2020	0	0	0	(32 682)	(32 682)
<b>Equity 31.12.</b>	<b>49</b>	<b>176 504</b>	<b>0</b>	<b>(81 983)</b>	<b>94 570</b>

As of 31 December 2020, the share capital consists of 30 shares with par value NOK 13 000. For further shareholder information, please refer to note 19 in Group accounts.

<sup>1)</sup>The increase in the share capital was NOK 30 000.

Equity 2019	Share capital	Share premium reserve	Other paid in capital	Other equity	Total equity
Equity 01.01.	39	166 514	0	(48 194)	118 359
Share capital increase	7	5 993	0	0	6 000
Net profit/(loss) 2019	0	0	0	(1 107)	(1 107)
<b>Equity 31.12.</b>	<b>46</b>	<b>172 508</b>	<b>0</b>	<b>(49 301)</b>	<b>123 252</b>

As of 31 December 2019, the share capital consists of 30 shares with par value NOK 12 000. For further shareholder information, please refer to note 19 in Group accounts.

<sup>1)</sup>The increase in the share capital was NOK 60 000.



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## Car Carrier Investment AS – Parent Company

### Note 5 Investment in subsidiaries

USD 1 000

Company name	Share	Equity 2020	Result 2020	Book value 2019	Capital Increase	Impairment	Book value 2020
Norwegian Car Carrier AS	100%	94 494	(32 552)	123 075	4 000	(32 581)	94 494
<b>Total investments in subsidiaries</b>		<b>94 494</b>	<b>(32 552)</b>	<b>123 075</b>	<b>4 000</b>	<b>(32 581)</b>	<b>94 494</b>

### Note 6 Payables and receivables - Group companies

USD 1 000

Group payables and receivables	2020	2019
Current liabilities - Group companies	68	108

Interest on intercompany liabilities and receivables are calculated according to the Group agreement.

### Note 7 Tax

USD 1 000

	2020	2019
Profit/(loss) before tax in USD	(32 682)	(1 107)
Result difference currency <sup>1)</sup>	2 089	1 034
Non-deductible expenses/(income)	30 487	0
Basis of year's tax charge	(106)	(72)
Changes in temporary differences included loss carried forward (USD/NOK at year end)	106	72
<b>Basis for tax payable in the profit and loss account</b>	<b>0</b>	<b>0</b>
<b>Taxable income</b>	<b>0</b>	<b>0</b>

1) Result difference mainly due to impairment of financial asset in USD.

#### Specification of tax charge:

Tax payable on the result for the year	(23)	(16)
Tax effect on change in deferred loss brought forward	23	16
Excess/shortfall provided in previous years	0	0
Total tax payable	0	(0)
Change in deferred tax	0	0

Loss carried forward 31.12

<b>Basis for deferred tax assets</b>	<b>299</b>	<b>187</b>
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**Deferred tax calculated with rate 22% as per 31 December 2020.**

**66**      **41**

The nominal tax rate is changed from 23% to 22% from the fiscal year 2019. The tax rate used to calculate the deferred tax (tax asset) 31 December 2020 is 22%. The company has chosen not to take the deferred tax asset into the balance sheet. Thus the change in the nominal tax rate has no effect for the company. The company has chosen not to take the deferred tax asset into the balance sheet.

Taxable financial result	0	0
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## Car Carrier Investment AS – Parent Company

### Note 8 Post balance sheet events

In April 2021 the equity was increased for general purposes by USD 6 000 000 (NOK 49 800 000).

The market for PCTC vessels has continued to improve in 2021. However the outlook is still dependent upon the Covid-19 development and the worldwide economic growth. Analysts estimate that Global sales will increase significantly in 2021 compared to the 2020 volumes, which will help stabilizing the demand for PCTC vessels.



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To the General Meeting of Car Carrier Investments AS

INDEPENDENT AUDITOR'S REPORT

## Report on the Audit of the Financial Statements

### Opinion

We have audited the financial statements of Car Carrier Investments AS, which comprise:

- The financial statements of the parent company Car Carrier Investments AS (the Company), which comprise the statement of financial position as at 31 December 2020, 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 Car Carrier Investments AS and its subsidiaries (the Group), which comprise the consolidated statement of financial position as at 31 December 2020, the consolidated income statement, consolidated statement of changes in equity and consolidated statement of cash flows for the year then ended, and notes to the financial statements, including a summary of significant accounting policies.

In our opinion:

- The financial statements are prepared in accordance with the law and regulations.
- The accompanying financial statements give a true and fair view of the financial position of the Company as at 31 December 2020, 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.
- The accompanying consolidated financial statements give a true and fair view of the financial position of the Group as at 31 December 2020, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards as adopted by the EU.

### Basis for Opinion

We conducted our audit in accordance with laws, regulations, and auditing standards and practices generally accepted in Norway, including 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 laws and regulations, 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

Management is responsible for the other information. The other information comprises information in the annual report, except the financial statements and our auditor's report thereon.

Our opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated.

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Organisasjonsnummer: 980 211 282

Penneo Dokumentnøkkel: JIMDB7-GFEES-2JTA1-8C17P-TWDXL-JWYYP



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Car Carrier Investments AS

If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

### *Responsibilities of the Board of Directors and the Managing Director for the Financial Statements*

The Board of Directors and the Managing Director (Management) are responsible for the preparation in accordance with law and regulations, including a true and fair view of the financial statements of the Company in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway, and for the preparation and true and fair view of the consolidated financial statements of the Group in accordance with International Financial Reporting Standards as adopted by the EU, 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 of the Company use the going concern basis of accounting insofar as it is not likely that the enterprise will cease operations. The consolidated financial statements of the Group use the going concern basis of accounting unless management either intends to liquidate the Group or to cease operations, or has no realistic alternative but to do so.

### *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 laws, regulations, and auditing standards and practices generally accepted in Norway, including 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.

As part of an audit in accordance with laws, regulations, and auditing standards and practices generally accepted in Norway, including ISAs, we exercise professional judgment and maintain professional scepticism throughout the audit. We also:

- identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error. We design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Company's or the Group's internal control.
- evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company and the Group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Company and the Group to cease to continue as a going concern.
- evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves a true and fair view.
- obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Group to express an opinion on the consolidated financial statements. We are responsible

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for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

### **Report on Other Legal and Regulatory Requirements**

#### *Opinion on the Board of Directors' report*

Based on our audit of the financial statements as described above, it is our opinion that the information presented in the Board of Directors' report concerning the financial statements, the going concern assumption and the proposed allocation of the result is consistent with the financial statements and complies with the law and regulations.

#### *Opinion on Registration and Documentation*

Based on our audit of the financial statements as described above, and control procedures we have considered necessary in accordance with the International Standard on Assurance Engagements (ISAE) 3000, Assurance Engagements Other than Audits or Reviews of Historical Financial Information, it is our opinion that management has fulfilled its duty to produce a proper and clearly set out registration and documentation of the Company's accounting information in accordance with the law and bookkeeping standards and practices generally accepted in Norway.

Oslo, 31 May 2021  
Deloitte AS

Reidar Ludvigsen  
State Authorised Public Accountant (Norway)

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## Reidar Ludvigsen

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