



Annual report 2025

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Financial Calendar 2026

Preliminary dates for quarterly reports and the annual general meeting in Solstad Maritime ASA are:

Annual report 2025	March 26, 2026
1Q 2026 Trading Update	May 7, 2026
Annual general meeting	May 13, 2026
2Q/H1 2026 Report	July 15, 2026
3Q 2026 Trading Update	November 4, 2026



Solstad Maritime in Brief



Solstad Maritime ASA (“Solstad Maritime”, “SOMA” or “the Company”) is a leading provider of specialized offshore tonnage to the global energy markets, including oil and gas and renewables.

Our Business

The Company has 22 construction support vessels (CSVs) and 10 anchor handling tug supply vessels (AHTS), as such the Company consists of two business segments:

- CSV vessels
- AHTS vessels

Both segments include additional associated services.

The Company's has about 1,400 employees.

Markets

The Company's high-end fleet is capable of serving a number of offshore energy markets and different types of operations:

CSV

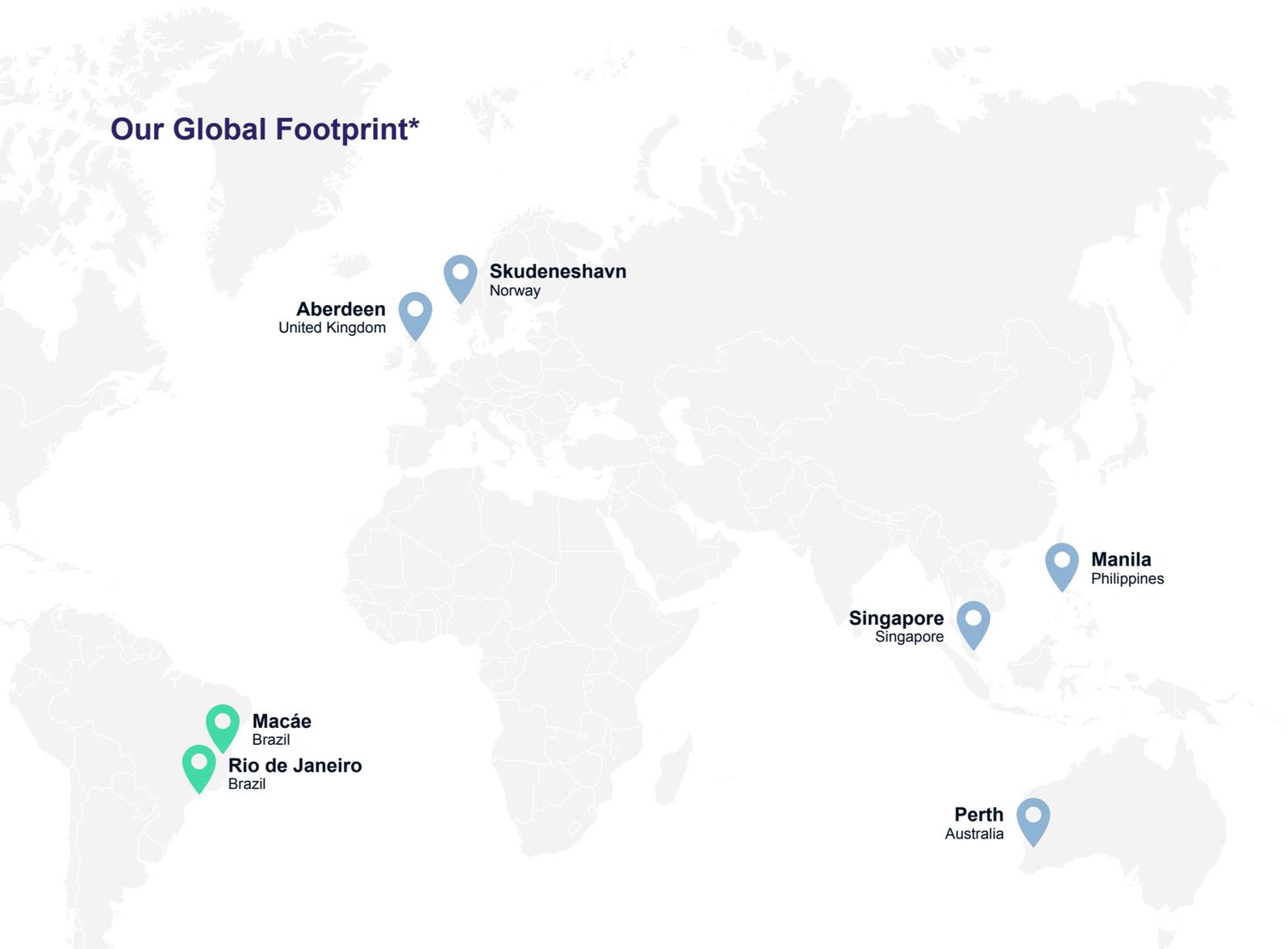
Solstad Maritime's subsea vessels are designed to support a wide range of subsea construction activities.

AHTS

Sophisticated fleet with a range of bollard pull exceeding 340 tonnes, high chain and fiber capacity, and maneuverability. Some vessels are also equipped with work-class ROV and subsea crane.



Our Global Footprint*



Asia Pacific

Asia & Australia

3 CSV | 3 AHTS

South America

Brazil & Argentina

12 CSV | 4 AHTS

 Solstad Offshore support offices

 Solstad Maritime offices

Europe

6 CSV | 3 AHTS

Africa

1 CSV

Total

22 CSV | 10 AHTS

* As of December 2025



Our Values



SAFE

Safety is our main priority. Solstad's vessels carry out operations all over the world, sometimes in extreme conditions. We recognize our employees as our most valuable asset, and we do not compromise on their safety.



COMPETENT

All employees in Solstad are key personnel. We aim not only to fulfill our clients' demands, but to deliver a service beyond their expectations. As such, we ensure that our personnel are constantly learning to have the right competence and knowledge required at all times. Our operational knowledge shall be developed in close interaction between the marine crew and the onshore organizations.



RELIABLE

We focus on quality in all parts of our services. We shall always be trusted to treat everyone fairly and respectfully, and we keep our promises. With a vast fleet and a competent organization, our clients shall trust us to perform all operations in a safe manner and with focus on quality and efficiency at all stages of our service.



RESPONSIBLE

We care about people, assets and the environment. Our company is global, but also local in the areas we operate. We conduct our business in a responsible manner, respecting the law and universal human rights to benefit the communities where we work. We are aware of our environmental footprint and take measurable steps towards a better environment.

Collaborative Sustainability

At Solstad, we believe that solving sustainability challenges requires cooperation. We therefore participate in various working groups to identify, promote, and develop technologies that enable the shipping business to become more sustainable. Solstad is a member of organisations and initiatives such as:

- Norwegian Shipowners' Association
Norway
- Maritime CleanTech cluster
Norway
- Blue Maritime Cluster
Norway
- The Getting to Zero Coalition
Denmark
- The Maritime Battery Forum (MBF)
Norway
- MARESS Sustainability Partnership (MSP)
Norway
- Clean Hull initiative
Norway
- International Marine Contractors Association (IMCA)
International
- International Marine Purchasing Association (IMPA)
International
- Transparency International (TI)
Norway/international

Sustainability Goals Related to Significant Products and Services, Customer Groups and Geographies

Solstad primarily offers vessel rental services for offshore activities in the energy sector, encompassing both oil and gas and renewable energy industries. Solstad's dedication to sustainability is evident through our alignment with key UN Sustainable Development Goals (UN SDGs), which guide our efforts to address broader environmental and social impacts. Each year, we evaluate the relevance of the UN SDGs to our operations and identify key sustainability issues. For this reporting period, three primary SDGs were highlighted as areas where we can make the most significant impact. These goals have been integrated into Solstad's strategy.



SDG 8 – Decent Work and Economic Growth

This goal aligns with our aim to expand operations in both existing and new business areas, ensuring fair wages and sustainable working conditions for our personnel and those in our value chain.



SDG 13 - Climate Action

To mitigate the environmental impact of our reliance on fossil fuels, we have implemented climate actions such as Solstad Green Operations, technical upgrades, and the use of renewable biofuel. The transition to renewable energy is a long-term process, and while there is currently high activity in the oil and gas sector, Solstad is participating in this transition when business opportunities arise.



SDG 14 - Life Below Water

To reduce our impact on marine life, we have adopted measures such as ballast water cleaning systems, hull cleaning with waste collection, minimization of waste disposal into the sea, and reduction of NOx and SOx emissions. Additionally, we are engaged with environmental organizations through cooperation with the non-profit organizations above.

These sustainability initiatives demonstrate Solstad's commitment to minimize our impact on both the environment and society while maintaining operational excellence.



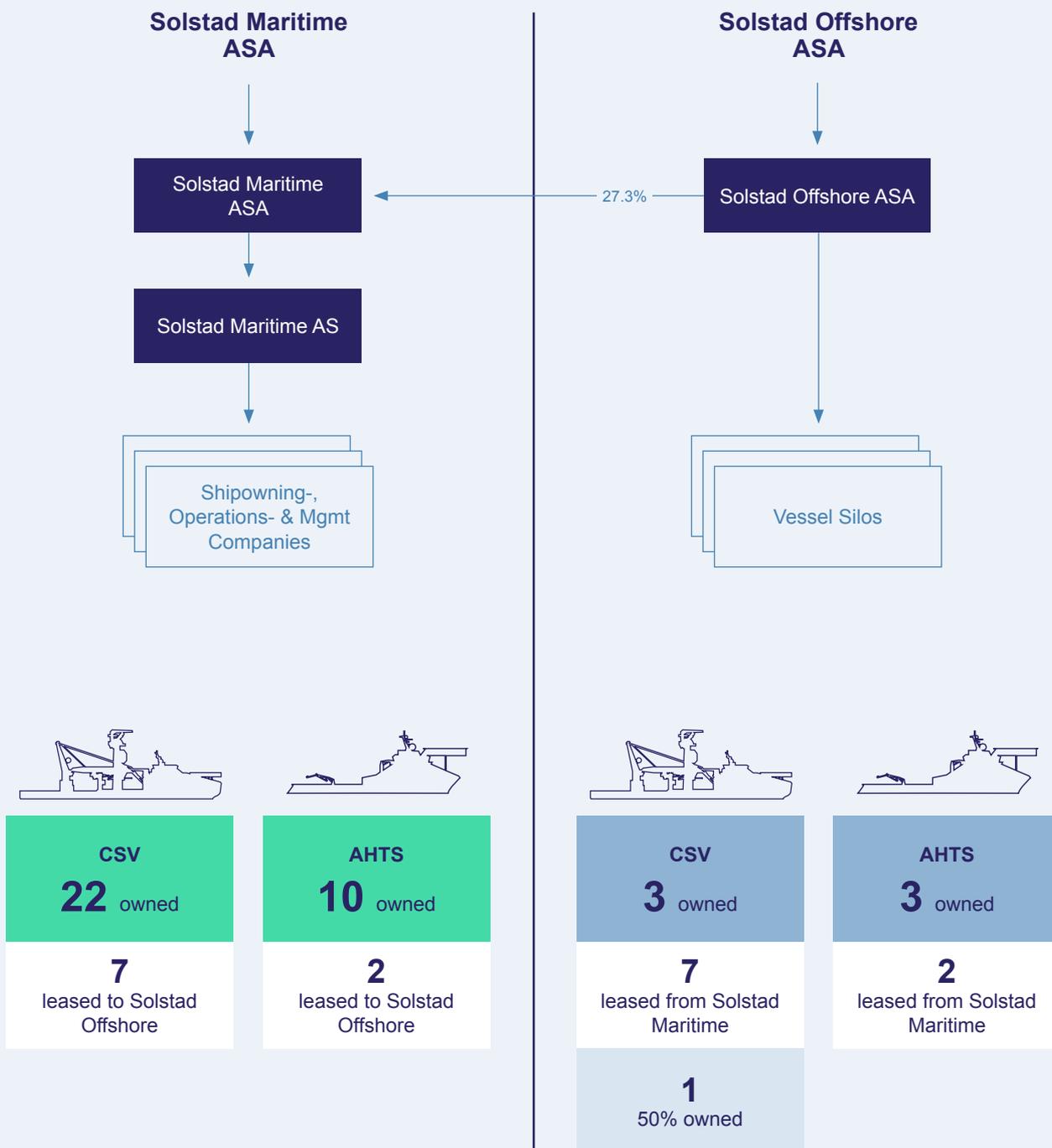
Listing of Shares Solstad Maritime



On 16 May 2025, Solstad Maritime ASA (ticker: SOMA) was listed on Euronext Oslo Børs. The market capitalisation was NOK 10.5 billion on the day of listing. The Company did not raise capital as part of the listing.

Lars Peder Solstad, CEO of Solstad Maritime, said: “We are pleased with the listing of Solstad Maritime ASA on Euronext Oslo Børs. This milestone marks a step forward in our commitment to delivering value to our shareholders. After the Refinancing* in early 2024, we stated that Solstad Maritime would be listed within 12 months, and now we are delivering on this commitment.”

* In January 2024, the Refinancing of Solstad Maritime Holding AS (now Solstad Maritime ASA) was successfully completed. Refer to Note 3.



Solstad Maritime Group (SOMA) was previously part of the Solstad Offshore Group (SOFF) and continues to provide certain operational and management services to SOFF, including vessel operations, technical management, crewing, vessel leasing and company management. These services are delivered under established commercial agreements between the companies. Therefore, although SOFF and SOMA operate as two independent groups, SOFF is included in this report to reflect the established commercial interactions between the groups and to provide relevant context for SOMA's operations. As of 31 December 2025, SOFF owns 27.3 % of the shares in SOMA.

CEO LETTER

Listing and Long-Term Value

2025 has been an eventful year for Solstad Maritime, with listing of its shares on Euronext Oslo Børs as a highlight. In a market that remains dynamic and, at times unpredictable, we have delivered solid operational and financial results, while continuing to invest in the long-term strength of our company thus creating sustainable value for our shareholders.

The demand for offshore vessels and related services has been steady in Brazil. Market conditions have been more subdued in the North Sea, particularly on the UK side, while several long-term contract awards have contributed to a more stable outlook in Norway. As a result of multiple contract awards, several of Solstad Maritime's vessels were mobilized to new regions during the year, demonstrating our fleet capabilities to support energy operators worldwide.

This year has been impacted by preparation for new contracts and the execution of a comprehensive maintenance and dry-docking program. Majority of the work was completed in the first half of the year, which temporarily impacted utilization. Solstad Maritime's fleet achieved an overall utilization of 78% in 2025. The Company continues to maintain strong activity in Brazil, Australia and other international regions.

Adjusted EBITDA for the year resulted in USD 303 million, in line with our updated guidance, and revenue reached USD 590 million.

A milestone in 2025 was the listing of Solstad Maritime ASA on Euronext Oslo Børs under the ticker SOMA in May, following the successful refinancing of the Solstad companies in 2024.

It is encouraging that Solstad Maritime has initiated quarterly dividend payments, which reaffirms our commitment to deliver long-term value for our shareholders.

The Kistefos lawsuit required significant attention from persons in the Company's management team. Solstad Maritime is not part in the dispute.

Positioned for the Future

The foundation of our operations is HSEQ performance. Thanks to the dedication of our crews at sea supported by our teams on shore, we have during the year achieved 1,5 years without a lost time incident (LTI) – a testament to our Solstad Incident Free Operations (SIFO) culture.





We continue to explore innovative solutions such as the Remote Operation Center Remota and Unmanned Surface Vessel technology. These initiatives are part of our strategy to enhance operational efficiency, reduce emissions, and offer clients advanced, future-ready services.

The long-term outlook for offshore energy services remains positive. We see continued opportunities in Norway, Brazil, Australia, Guyana, and other key markets, and our tendering activity for 2026 and beyond is high. In the North Sea, we have reduced spot market exposure with several long-term contract awards in AHTS and CSV segments.

Looking ahead, we will continue to focus on operational efficiency and maintaining a solid balance sheet. At year-end, our firm backlog stands at USD 1,091 million, providing a stable foundation for the Company into 2026 and beyond.

To all our colleagues, clients, and partners, thank you for your dedication and support throughout 2025. It's been an eventful year, and we look forward to continuing to grow and strengthen the Company together in the year ahead.



Lars Peder Solstad
CEO

Financial Summary

(MUSD)	2025	2024
PROFIT AND LOSS		
Charter income	468	463
Service income	113	89
Other operating income	10	4
Gain on sale of assets	0.2	7
Operating result before depreciation and impairment (EBITDA)	275	274
Operating result	196	253
Net financial items	-7	-49
Result before taxes	189	204
Net result	213	240
Hereof share of equity holders of the parent	-0.1	-0.3
BALANCE SHEET		
Non-current assets	1,372	1,337
Current assets	232	342
Assets held for sale	23	10
Total assets	1,627	1,689
Equity	880	779
Non-current liabilities and provisions	510	638
Current liabilities	237	272
Total liabilities	747	910
ALTERNATIVE PERFORMANCE MEASURES*		
Adjusted EBITDA	303	297
Adjusted EBITDA Margin	51%	53%
Net interest-bearing debt	571	612
Adjusted net interest-bearing debt	545	589
Backlog	1,091	843
Book to Bill	1.4x	1.6x
Free cash flow to Equity	4	65

* Please refer to Appendix for definitions and calculations of our alternative performance measures.



Social Media Highlights 2025

 **Solstad**
168 961 følgere
8md. • Redigert

Solstad is pleased to announce a new collaboration with [Dipai](#) to extract and utilize sensor data from our entire fleet.

Dipai's Digital Fleet Platform offers solid analytics capabilities that will support Solstad in:

- Automating mode and fuel registration
- Optimizing engine performance
- Measuring hull fouling
- Planning maintenance strategies based on data insights

As we transition to full sensor integration, Dipai will also work with our partner [UniSea as](#) to analyze and visualize existing vessel data.

 Pictured: our Sustainability Advisor [Svein Erik Isaksen](#) with Dipai Co-founders [André Listou Ellefsen, PhD](#) and [Øystein Nordli](#).

We look forward to the collaboration and the opportunities it brings for more data-informed operations.

Vis oversettelse



 **Solstad**
168 961 følgere
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Together with our partners in the [NEMOSHIP](#) project, we recently had the pleasure of visiting Normand Drott, where the newly developed hybrid battery system has now been successfully installed.

In an important step toward greener operations, one of the vessel's fuel tanks has been converted into a dedicated battery room - making space for both battery types onboard.

Here's a glimpse from our sunny visit to the 95-meter and more than 32,000-horsepower strong anchor handler, which has been in dry dock at GMC Yard in Stavanger, Norway 

NEMOSHIP is an Innovation Action project launched in early 2023. The ambition of NEMOSHIP is to develop, test, and demonstrate innovative technologies, methodologies and guidelines aimed at optimizing large electric battery power systems in both hybrid and fully electric ships.

[CEA](#), [Corvus Energy](#), [Equinor](#), [PONANT](#), [CIDETEC](#), [Elkon Elektrik Sanayi ve Ticaret A.Ş.](#), [Stirling Design International](#), [Vrije Universiteit Brussel](#), [Siemens](#), [In Extenso Innovation Croissance](#)

Vis oversettelse





Meet part of the crew aboard CSV Normand Sentinel!

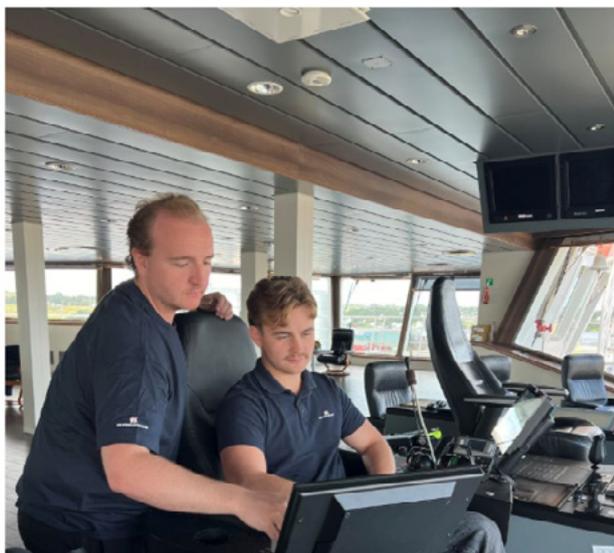
Say hello to Sander Skukkestad, 2nd Officer, and Dylan Jackson, Deck Cadet.

Sander, from Fredrikstad, Norway, has been with Solstad for six years. For the past two years, he's held the role of SDPO, Senior Dynamic Positioning Operator, on Normand Sentinel.

"In my opinion, this is the best vessel in the fleet - it truly feels like home. I've had the chance to be part of many exciting operations in Europe and Africa," says Sander.

Dylan, from England, is on his very first trip onboard: "I really enjoy being here and learning something new every day," says Dylan.

Vis oversettelse



🔔 Ringing the bell! 🔔

Today marks an achievement for Solstad Maritime ASA, which is now listed on Euronext Oslo Børs under the ticker SOMA.

"This milestone represents a step forward in our commitment to delivering value to our shareholders. There are now two listed Solstad companies, both operated by the same competent people", says Lars Peder Solstad, CEO.

Photo: Thomas Bruri, NTB.

Vis oversettelse



15 Years with Solstad at Husøy

In 2010, Solstad established its base at Husøy – a strategic port area on Karmøy, Norway. With its central location, solid infrastructure, and a spacious deep-water quay, the facility is well-equipped to support our vessels.

For 15 years the dedicated team at Husøy has played an important role in keeping operations running smoothly – from maintenance and logistics to everyday support.

Vis oversettelse



The 59th edition of our internal magazine, Solships, is here!

Discover Solstad stories from 2025, meet some of our great employees and vessels, and enjoy retrospectives from past decades.

Read the issue on our website: https://lnkd.in/eHVqj_Jp

Hope you all have a pleasant read!

Vis oversettelse



Board of Directors



Frank O. Reite

(B. 1970)

Frank O. Reite first joined Aker in 1995 and was CFO in Aker ASA from August 2015 until August 2019. He has also been President & CEO of Akastor. Reite holds several board positions including the position as vice chairman in Aker ASA, chairman in Akastor ASA and board member of Solstad Offshore ASA and Aker Biomarine ASA.

Reite has experience from banking and has served as Director in Paine & Partners. Reite holds a B.A. in business administration from Handelshøyskolen BI in Oslo.

SHARES IN SOLSTAD
MARITIME ASA*
356,509



Pål Lothe Magnussen

(B. 1972)

Pål Lothe Magnussen is the former President and CEO of AMSC ASA. Before joining AMSC, Magnussen held the positions as Director of the Investment Banking Division in DNB Markets focusing on shipping and offshore sectors, and as Vice President of Corporate Banking in DNB Bank's shipping and offshore division. Magnussen has significant experience from international maritime finance and has been based in New York, Singapore and Oslo.

Magnussen holds an MBA from Columbia University, New York.

SHARES IN SOLSTAD
MARITIME ASA*
305,280



Charlotte C.S. Håkonsen

(B. 1979)

Charlotte Håkonsen is the General Counsel at Aker ASA. Before joining Aker, Håkonsen was partner at the Norwegian law firm BAHR, and prior to that she held the position of Head of Legal and Compliance at Akastor ASA. Håkonsen has broad experience on various types of contracts and transactions, including M&A and joint ventures, along with company law issues, corporate governance and compliance risk management.

Håkonsen holds a Cand.jur. degree from the University of Oslo.

SHARES IN SOLSTAD
MARITIME ASA*
0

*Further details refer to note 9 in section Parent Company.



Peder Sortland

(B. 1963)

Peder Sortland, currently the CEO of North Sea Infrastructure AS (NSI), has more than 30 years' experience from the oil and gas industry. Prior to NSI, Sortland held roles as the CEO of Global Maritime Group, Apply Group and Ross Offshore/Subsea Technology Group and as Regional Vice President for Subsea 7 in Norway. Sortland spent 18 years in Equinor up to Senior Vice President level, predominantly in areas of business development, commercial negotiations and strategy work. Today, Sortland is chairman in LOS Power Solutions AS and a board member of Solstad Offshore ASA.

Sortland has a business education on MBA level from University of Wyoming and is a Fullbright Scholar.

SHARES IN SOLSTAD
MARITIME ASA*

0



Kathryn Moore Baker

(B. 1964)

Kathryn Baker has over 30 years of experience in a broad range of industries and roles. She is currently Chairperson of Terra Mater Investment Management and is a Board member of MPC Energy Solutions and InoBat. In addition, Ms. Baker serves on the investment committee of the DFI Norfund.

She was previously a member of the Executive Board of the Central Bank of Norway (Norges Bank), the European Advisory Board of the Tuck School of Business and led the Ethics Committee of the Norwegian Private Equity and Venture Capital Association (NVCA), where she was also Chairperson. She was a partner at the Norwegian private equity firm Reiten & Co for 15 years. Prior to that she was a management consultant with McKinsey & Co in Oslo and a financial analyst at Morgan Stanley in New York.

Baker holds a bachelor's degree in economics from Wellesley College and an MBA from the Tuck School of Business at Dartmouth College.

Baker is an American and Norwegian citizen.

SHARES IN SOLSTAD MARITIME ASA*

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Board of Directors' Report

Solstad Maritime ASA (“Solstad Maritime”, “SOMA” or “the Company”) was listed on Euronext Oslo Børs 16 May 2025. Solstad Maritime is an owner and operator of offshore service vessels (OSVs), offering maritime services to the global offshore energy industry. Per year-end 2025 the Company had approximately 1,400 highly skilled full time equivalent employees and five offices globally.



On 16 May 2025, Solstad Maritime ASA (ticker: SOMA) was listed on Euronext Oslo Børs. The listing of Solstad Maritime is intended to facilitate further growth and development of the Company’s business, improve its ability to pursue strategic opportunities, and provide a liquid market for the Company’s shares.

The Refinancing completed on 16 January 2024 secured new equity of BNOK 4 and refinancing of a majority of Solstad Offshore ASA’s outstanding secured debt of about BNOK 11.3, by a new long-term financing of about BNOK 9.5 to Solstad Maritime AS.

In December 2025, the long-term financing has been amended to improved financial terms and maturity extended with two years from 16 January 2027 to 16 January 2029 with two 12 months extension options and amended repayment profile accordingly. In addition, an uncommitted Accordion Facility of MUSD 125 has been included to the facility agreement.

1. Company Overview

The Company owns and operates a flexible fleet of high-end offshore vessels which consist of CSVs (construction service vessels) and AHTS vessels (anchor handling tug support vessels).

Assets in Solstad Maritime includes (but is not limited to):

- 32 high-end CSV vessels (22) and AHTSs (10)
- Approximately 1,400 full time equivalent employees
- Ship management company Solstad Shipping AS
- Provider of ROV, survey and other additional services (all of Solstad Maritime’s ROVs are leased)

Ownership in associates:

- Windstaller Alliance (33.33%) is a company performing industrial activities in the renewable energy market
- Remota Holding AS (33.33%), which includes Remota AS and USV AS, offers remote operations and semi-autonomous maritime services to the offshore and marine industries, through the use of Remote Operation Centers (ROC)
- Solstad Offshore Crewing Services Philippines Inc. (25%) delivers crewing services to the Group

Note: The time horizons defined in the Board of Directors' Report for forward looking statements are short-term or spot (approx. 1 month), medium-term (approx. 2-6 months) and long-term (more than 6 months). Note that CSRD has separate and wider time horizon definitions, while the financial statements for the Company for 2025 are in line with IFRS standards for time horizon.



The Company is positioned for both oil and gas and renewable energy activities. About 11% of 2025's operating income came from renewable energy activities (2024: 20%).

The operating income from operations increased by about 5%, to MUS\$ 590 in 2025, compared to MUS\$ 563 in 2024. Operational expense in 2025 was MUS\$ 316 compared to MUS\$ 290 in 2024. Operating result before depreciation and impairment (EBITDA) for the year was MUS\$ 275, in line with MUS\$ 274 in 2024. The operating result in 2025 was MUS\$ 196 compared to MUS\$ 253 in 2024. The result after tax was MUS\$ 213 compared to MUS\$ 240 in 2024. The book equity at year-end 2025 was MUS\$ 880. Interest bearing liabilities as of 31 December 2025 was MUS\$ 582 compared to MUS\$ 754 in 2024.

2. The Company's Activities

Solstad Maritime's activities are primarily directed towards the offshore energy market. During 2025, the operation has been organized in two business segments: CSV and AHTS. Both segments include additional associated services.

Solstad Maritime is headquartered in Skudeneshavn, Norway, with offices in Perth, Australia; Singapore; Manila, the Philippines; and Aberdeen, UK. Solstad Offshore support offices are located in Rio de Janeiro and Macae in Brazil.

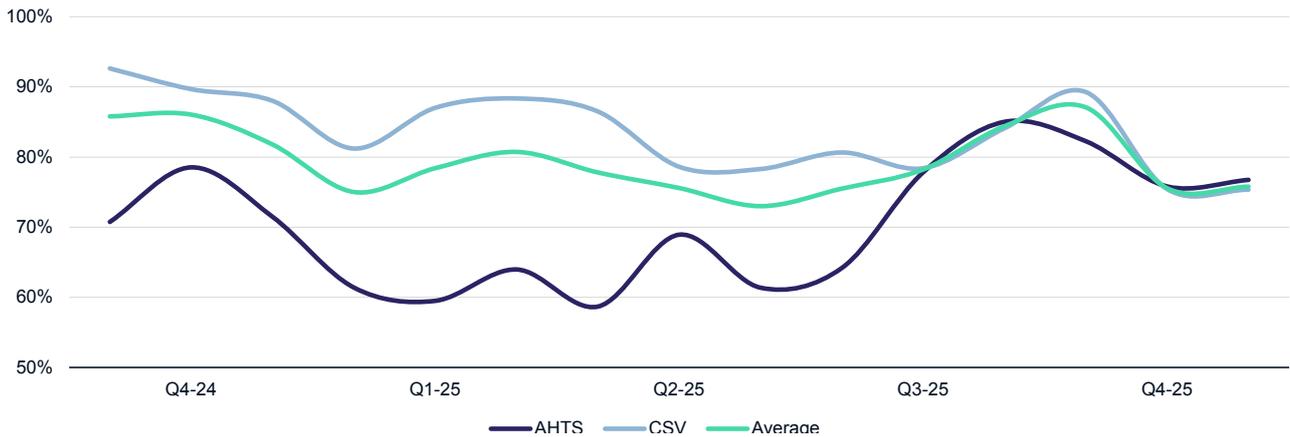
As per 31 December 2025, the Company owned a total fleet of 32 vessels: 22 CSVs and 10 AHTS vessels.

Utilization	2025	2024
CSV vessels	82%	89%
AHTS vessels	70%	80%
Total	78%	86%

Operating income by segment	2025	2024
CSV vessels	77%	81%
AHTS vessels	25%	22%
Other items	-2%	-3%

Operating income by region	2025	2024
North Sea	40%	38%
South America	15%	14%
Africa	6%	15%
North and Central America	0%	0%
Mediterranean part of Europe	14%	15%
Australia	12%	9%
Asia	13%	9%

Fleet Utilization - Owned Vessels



CSV

The Company’s CSV fleet supports energy projects worldwide. The vessels are working on a combination of long-term contracts and short- and medium-term projects. The CSVs also serve installation and maintenance work related to the offshore renewable energy industry.

During 2025, the fleet has been successfully involved in projects both within renewable energy and oil and gas. This includes walk to work-services, grouting, SURF operations, cable laying and repair, trenching and burial, ROV support, installation of subsea equipment, survey work, IMR operations, node seismic operations and diving.

Some of the CSV contracts also include offering of additional associated services such as ROVs, tooling, project personnel and engineering support.

During 2025, two new Omega Subsea ROVs have successfully been mobilized on one more CSV vessel, thereby enhancing the vessels’ revenue potential. Solstad Maritime is currently operating 10 Omega Subsea ROV systems on five of its CSVs.

Several additional Omega Subsea ROV systems are under construction and are planned to be mobilized on vessels during 2026. In addition, Solstad Maritime vessels have multiple ROVs from other ROV suppliers.

Solstad Maritime’s customer portfolio for its CSV fleet included a mix of energy companies, cable manufacturers, subsea construction companies, seismic companies and FPSO operators.

AHTS

AHTS vessels support oil and gas field operators as well as development and exploration activities.

The majority of the AHTS fleet’s operation takes place in the North Sea, Australia, Brazil and West Africa, with a mix of spot, medium and term contracts. Solstad Maritime’s local presence in the most important offshore hubs for offshore service vessels, combined with the size of the fleet, gives the Company flexibility and ability to locate and re-locate vessels between the geographical regions. Two large AHTS relocated from North Sea to Brazil in 2025, whilst one large AHTS relocated from Australia to Brazil. Activities within oil and gas remain the most important activity for AHTS vessels. The Company has also been involved in renewable energy and fish farming projects.

Some of the AHTS contracts also include offering of additional associated services.

Technical & Projects

Throughout the year, 12 scheduled dry-dockings, including several major upgrades and 14 maintenance stops were completed. Additionally, preparations began on three



vessels for Brazil charters towards the end of the year. The fleet's technical uptime for the year was 97.13% (98.06%).

HSE & HR

HSE results ended with a total recordable case frequency (TRCF) at 1.20 (0.73). This is above the 1.00 TRCF target for the year.

At year end, total number of full time equivalent seafarers was about 1,200. Retention rate per region / nationality is relatively stable and corporate retention was at 94% (95%).

The working environment, onshore and onboard the ships, is considered satisfactory. Sick leave onshore was 1.3% in 2025, slightly up from 1.2% in 2024.

The Company focuses on diversity and has equal opportunities for all employees, regardless of their gender, ethnic background, nationality, descent, color, language, religion and lifestyle.

Vessel Divestment

The AHTS vessel Normand Titan was sold in 2025.

3. The Market

Demand for offshore vessels and related services remained positive in most segments throughout most of the year. Energy companies have generally expanded their activity and awarded several medium-term contracts for offshore support vessels, particularly in Brazil. During certain periods of 2025, subsea vessel rates levelled off, and spot utilization in certain locations for AHTSs and CSVs was weaker than expected during second half of 2025. Reference is made to the Company's update to its financial guidance for 2025 on 9 October 2025.

On the supply side, the number of vessels operating in the global offshore energy market has remained stable, with few new CSVs and AHTS vessels entering the market. Oil and gas activity continued to increase worldwide, and the current subsea backlog is high. Brazil stands out with high activity, driving strong demand for offshore services. Several long-term contracts have been awarded by Petrobras and other operators. Project-related markets have also experienced strong demand, driven by large volumes and complex operations in very deep water.

The global order book for new subsea vessels consists of approximately 25 vessels with crane capacities of up to 250 tonnes. Estimated deliveries are during 2026 to 2028. The annual attrition rate for CSVs is close to zero as shipowners tend to keep vessels until end of useful life. Thus, only a limited amount of CSVs are sold to other segments such as marine military operations. The AHTS segment shows no or very limited newbuilding activity. Subsea tendering pipelines remain positive, and offshore cable installation activity also remains positive.

Markets of promising activity includes Guyana, which continues substantial investments to produce oil from deepwater discoveries. Regions such as Suriname and Namibia have reported new oil and gas discoveries that could increase activity. In the North Sea, activity levels are expected to see a downward trend.

4. Corporate Particulars

As of 31 December 2025, the number of shareholders were 5,498 whereof total international shareholding was approximately 5%. The largest shareholders, Aker Capital AS, Solstad Offshore ASA and Kistefos AS, held 51.80%, 27.27% and 4.21% respectively.

5. Corporate Governance and Management

Solstad Maritime ASA's governance and management adheres to the Company's vision and values. The Company is listed on the Oslo Stock Exchange and is subject to the Norwegian companies act, accounting act and stock exchange listing and securities trading legislation. Solstad Maritime ASA seeks to comply with the Norwegian Code of Practice for Corporate Governance, which was last revised on 28 August 2025. More information on corporate governance is given in a separate chapter in the annual report and on www.solstad.com.

The directors and officers of Solstad Maritime ASA are covered under a "Director and Officer Liability Insurance", up to a certain amount. The insurance covers personal legal liabilities including defense and legal expense. The officers and directors of the parent company and all subsidiaries globally are covered by the insurance. The cover also includes employees in managerial positions or employees who serves as directors in non-subsidiaries to safeguard the interest of the Company.

6. Financial Position and Development

The financial statements for the Company for 2025 are prepared in accordance with IFRS® accounting standards as adopted by the EU.

Operating income from continued operations in 2025 was MUSD 590 compared to MUSD 563 in 2024. The increase from 2024 is mainly driven by higher day rates and stronger sales of additional services in line with the Company's strategy towards the high-end vessel market.

Operating expenses in 2025 amounted to MUSD 316 compared to MUSD 290 in 2024. The increase from 2024 is mainly driven by the sales of additional services. Operating result before depreciations and impairment for the year was MUSD 275 compared to MUSD 274 in 2024. Operating result before financial items and tax was MUSD 196 compared to MUSD 253 in 2024, including net effect of depreciation and reversal of impairments of fixed assets of MUSD 79 compared to MUSD 21 in 2024.

Cash inflows from operating activities amounted to MUSD 287 (286). Operating result before depreciation and impairment amounted to MUSD 275 (274). The minor difference is mainly related to working capital timing. Cash outflow from investing activities amounted to MUSD 72 (6). Investments are mainly related to periodic maintenance and general upgrades of equipment on board vessels, partly offset by received Maximus lease payments of MUSD 30. Sale of vessels, interests on cash deposits and sale of shares in Reach Subsea ASA have further reduced the net cash outflow from investments by MUSD 10, MUSD 6 and MUSD 2, respectively. Cash outflow

from financing activities amounted to MUSD 318 (237). Cash outflow consists of ordinary loan repayments and interest payments during 2025. In addition, paid dividends amounted to MUSD 107 in 2025 (21).

Parent company net result for 2025 was MUSD 58.

	2025	2024
Earnings per share (majority) (USD)	0.46	0.57
Operating result before depreciation and impairment	47%	49%

Booked equity per year-end 2025 was MUSD 880 (MUSD 779) i.e. USD 1.89 per share (USD 1.84 per share). Interest-bearing liabilities per year-end 2025 was MUSD 582 (MUSD 754), whereof MUSD 92 (MUSD 135) is classified as current liabilities. The interest-bearing liabilities were in USD. Overview and details of amounts, interest rates, maturity and main covenants are included in the account notes 5 and 6. At year end, the Company held MUSD 78 in cash deposits (MUSD 177). The cash and debt at year-end excludes the available MNOK 600 revolving credit facility (NOK Facility).

7. Health, Environment, Safety and Quality Assurance

The Company operates in accordance with international regulations and standards and is certified to ISM, ISO 14001:2015, ISO 9001:2015, ISO 45001:2018, ISO 50001:2018, MLC (Maritime Labor Convention) and ISPS

Top 10 shareholders as of 31.12.2025

	Number of shares	Ownership
Aker Capital AS	241,060,322	51.80 %
Solstad Offshore ASA	126,908,020	27.27 %
Kistefos AS	19,611,823	4.21 %
B.O. Steen Shipping AS	6,931,486	1.49 %
Jarsteinen AS	4,735,966	1.02 %
Kistefos Investment AS	2,326,000	0.50 %
DNB Bank ASA	1,955,729	0.42 %
Songa Capital AS	1,739,780	0.37 %
Nordnet Livsforsikring AS	1,565,176	0.34 %
Roth Magnus Leonard	1,500,000	0.32 %



(International Ship and Port Facility Security). The crews are trained according to the Company's procedures and approved pursuant to the requirements of the STCW 10 (Seafarers Training, Certification and Watchkeeping Code).

Internal audits are carried out on all ships and offices on an annual basis. The common management system (Solstad Internal Management System – SIMS) establishes the Company's overarching objectives and policies. Furthermore, SIMS defines the processes and activities to be undertaken, along with the corresponding roles and responsibilities assigned to each employee.

A vital part to understand and improve safety is to focus on preventative measures to avoid injuries and operational accidents or interruptions. In 2025, 15,891 HSE reports (16,307) were recorded and processed at different levels in the organization. Conclusions from analyses are used as basis for further preventative measures to avoid future accidents. Of the total of seven recordable cases, the Company had one work-related lost-time injury, which resulted in LTIF (lost time incident frequency per 1 million working hours) of 0.17 for 2025 (0.37). In 2025, Solstad Maritime reported a total recordable case frequency (TRCF) of 1.20 over the last 12 months, which is above the target of 1.0, and higher than 2024 (0.73).

The goal of maintaining zero lost-time incidents is carried forward into 2026. The Company continues to emphasize evaluation, facilitation, planning, and preventive measures to avoid all types of personnel-related injuries and incidents that could adversely affect the environment. Building on positive experiences, the Company is further developing and improving the safety-behavior culture program Solstad Incident Free Operations (SIFO). Since the program's implementation in 2019, the number of incidents has been reduced by actively involving the crew and increasing their focus on safety in daily operations.

Solstad Green Operations (SGO) is the cornerstone of the Company's fuel and emission reduction program. Crew support is still high, and the Company reached 26 green operations per vessel per month in 2025, above its target of 24. One Solstad Green Operation is an operational measure that may give a reduction of at least 500 liters of diesel per day (slower speed, green DP, less use of engines etc). The total Company GHG emissions were 525,673 tCO₂eq in 2025 (all GHG scopes / market based method) (2024: 496,194 tCO₂eq). This is an increase of 6%, due to high activity and increase in indirect supply chain emissions.

The fleet incurred 34 liters of oil spills to the environment during 2025 (11). This relates to four minor spill incidents. The goal is zero spill to the outer environment.

Technical Upgrade Projects

In 2025, two major green technical upgrade projects were completed. One project is part of the four-year EU-funded "NEMOSHIP" project where we have installed and tested a newly developed hybrid battery prototype on one of our largest anchor handlers; Normand Drott. The NEMOSHIP project aims to optimize the use of batteries on board ships. NEMOSHIP will investigate how batteries can be made cheaper and more customized by combining different battery types and the development of digital twins and other computer modelling tools. The second project was to replace the underwater propulsion system on Normand Sentinel. A newly developed concept from Kongsberg Maritime called RIM-drive has successfully been installed and will be tested out over the coming years.

The Company has a program for sorting and reporting of all waste, covering both ship and onshore organizations. A program has been implemented to reduce the use of single use items such as plastic water bottles, cutlery, plastic cups etc..

8. Outlook

There could be very few changes to the global offshore fleet in 2026. However, the aforementioned 25 new CSVs have been ordered and are due for estimated deliveries from end of 2026 to 2028. This could impact the supply/demand -balance in the market. In the large AHTS segment, no newbuildings orders have been registered.

The subsea contractors hold a certain backlog, the oil companies continue their E&P spending, and despite some uncertainties around offshore wind, the activity grows and contributes towards steady vessel demand.

Both AHTS and the CSV fleets are relevant for oil and gas as well as renewable energy activities. The AHTS vessels are relevant for floating wind, although commercial scale installations appear to be delayed.

Geopolitical uncertainty continues to influence global energy markets, including but not limited to recent events in the Middle East, creating possibilities for both upsides and downsides for offshore operations. Higher volatility than normal is to be expected, including fluctuating oil price representing a source of uncertainty.

Several new offshore installations are expected in the coming years in Brazil, Guyana, Surinam, West African countries and other regions. These developments can create opportunities for vessel owners to support projects on moorings, pipelaying and other installations. This could also give opportunities to provide additional associated services such as ROVs, tooling, project personnel and engineering support.

9. Risk

The Company is exposed to market, operational, cyber security, safety and environmental, climate and regulatory, legal, tax and financial risks including refinancing risk, that affect the assets, liabilities, available liquidity, and future cash flows.

The risk mitigation framework is based on identifying, assessing, and managing risks that affect the Company (refer to note 5). The Board of Solstad Maritime monitors the overall risk factors for the Company.

Market and Operational Risks

Market and operational risks are changes in the demand, activity and prices of the services provided by the Company, and potential adverse effects of the provision of such services. In addition, the supply side can be negatively affected if too many newbuilt vessels are introduced to the market.

One of the key commercial risks for Solstad is the cyclical oil and gas markets that the Company operates in, with high volatility in charter rates, vessel values, and consequently profitability. Factors affecting this are mostly outside Solstad Maritime's control and influence, but is partly mitigated by a blend of contract durations.

Operational risks such as technical breakdown, grounding, total loss of vessel, and malfunction of equipment are partly mitigated by insurance as well as the Company's continuous focus on HSE and the safety-behavior culture program Solstad Incident Free Operations (SIFO).

Procurement and logistic risk relate to pressure on the global supply chain. The lead time on a certain number of critical spares is long. Planning and evaluation of critical spares will therefore be an important factor to avoid down-time.

Related parties' transactions is also a risk in terms of the close cooperation between Solstad Offshore and Solstad Maritime on both operational and management level. Related party service agreements are closely monitored to mitigate this risk.

Working capital is a risk in terms of the Company's multiple cash flow streams such as operational cash flow, investing cash flow, financing cash flow and dividends cash flow. The Company closely monitors its cash flows and operates under working capital and liquidity covenants, which are intended to support monitoring of operational cash flow and the Company's overall liquidity position. Liquidity pressure can limit dividend capacity.

Cyber Security Risk

Continues to evolve due to geopolitical instability, economic uncertainty, and the increasing sophistication of cyber threats through both AI and traditional methods. The prevailing geopolitical rivalries have contributed to a growing threat landscape, particularly for maritime operations. Ransomware, supply chain attacks, and state-sponsored cyber activities targeting critical infrastructure, including shipping and logistics, have intensified. Additionally, the increasing digitization of offshore shipping operations, reliance on low orbit satellite communication (Starlink) introduce new vulnerabilities and attack vectors.

Safety and Environmental Risks

There are inherent safety and security risks related to operations at sea. As one of Solstad Maritime's core values, safety is always in front of mind for all employees. The Company focuses on evaluation, facilitation, planning and preventive work to avoid all type of personnel related injuries and incidents that have an adverse effect on the environment.

The environmental risks mainly relate to the vessels and include risks such as oil spillage. Key performance indicators are therefore monitored, and cause analysis performed with mitigating responses if possible undesired events are identified.

Climate and Regulatory Risks

The Company's business and results of operations could be adversely affected by climate change and the adoption of new climate change laws, policies, and regulations. Growing concerns about climate change and greenhouse gas emissions have led to the adoption of various regulations and policies.

Climate risk is part of the Company's risk universe, and the Company is exposed to a variety of climate risks. Short and medium-term* climate change issues are not expected to have any significant effect on the Company's operating expenditure. Higher fuel price due to CO2 levies or the cost of green fuels will for the most part be forwarded to the Company's clients. Solstad Maritime focuses mainly on reduction of carbon emissions from its fleet and to grow and pursues new business opportunities within the



renewable segments. The Company's own initiatives to improve energy efficiency and installation of battery hybrid and shore power systems are important steps towards a net zero target in 2050. At the same time, the Company must acknowledge that the targets require access to technology still under development, and extensive investments in both existing vessels and in fleet renewal. A fast decrease in the market demand for the existing type of vessels may pose a risk to Solstad, but as there are limited newbuilds or other alternatives available globally in the short and medium term, this risk is considered to be limited.

Legal Risk

The Company is subject to various legal risks, including potential litigation, contractual disputes, and compliance with evolving laws.

Interest & Tax Risks

The Company is exposed to interest rate and currency risk, primarily through financing and contracts. Interest rate risk is mainly due to long-term debt with floating interest. There is also a risk exposure to new and rapid changes to tax regulations. Interest rate levels and tax regulations are monitored on an ongoing basis, but no financial hedging instruments are in place.

Financing Risk

The main portion of Solstad Maritime's external debt will mature January 2029 and therefore it is a refinancing risk.

A refinancing is dependent on Solstad Maritime's ability to continue to access capital from banks and other lenders, and how the OSV market and the oil and gas prices develop and other factors such as financing capacity for the OSV segment.

The Company expects to be able to refinance the secured debt of Solstad Maritime at market terms on maturity of the current financing in January 2029.

10. Finance - Parent Company

The result for Solstad Maritime in 2025 was MUSD 58 (MUSD -6). The parent company's assets are mainly related to the value of shares in subsidiaries. Book equity at year-end was MUSD 505 (MUSD 554). The parent company has MUSD 33 (MUSD 10) in liabilities by 31 December 2025.

11. Going Concern

Pursuant to section 3-3a and section 4-5 of the Norwegian Accounting Act, it is confirmed that the annual accounts have been prepared under the assumption that the Company is a going concern and that the conditions are present.

As such, the going concern assumption is based on the level of cash and cash equivalents and equity at reporting date, terms and conditions of the Refinancing agreement with banking and borrowing facilities, the forecasted cash flow prognosis for the Company and the backlog position as of 31 December 2025. The main portion of the Solstad Maritime's external debt matures in 2029.

The Company continues to maintain strong activity in Brazil, Australia, and other international regions. Furthermore, the long-term outlook for offshore energy services remains steady. The Company's firm backlog provides a stable foundation for Solstad Maritime into 2026 and beyond.

12. Subsequent Events

Letter Of Intent

Letter of intent signed in February 2026 with with an international subsea contractor for the CSV Normand Navigator.

13. Profit & Loss Allocation

The Board proposed that the following distribution is made for the parent company:

Transfer to other equity	USD	48,200,684
Net applied/transferred	USD	48,200,684

* Refer to Sustainability Statement 2025 and 'BP-2 – Disclosures in Relation to Specific Circumstances' for CSRD climate time horizon definitions.

Corporate Governance

The Board of Directors (the “Board”) of Solstad Maritime ASA (“Solstad” or “the Company”) is responsible for ensuring that the Company is organized, managed and controlled in compliance with applicable laws and regulations. It is the Board of Directors’ view that compliance with generally accepted corporate governance guidelines is important as it contributes towards; reduced risk, desired conduct, and fair treatment of all stakeholders.

The company strives to ensure that its internal control mechanisms, organisation and management structures comply with good corporate governance principles.

Solstad seeks to comply with the Norwegian Code of Practice for Corporate Governance the “Corporate Governance Code” or “the Code”), last revised 28 August 2025, which is available at the Norwegian Corporate Governance Committee’s website www.nues.no.

The following statement explains how Solstad addresses the 15 topics defined in the Corporate Governance Code.

1. Implementation and Reporting

The Board is aware of its responsibility for implementation of internal procedures and regulations to ensure that the Company and its subsidiaries comply with applicable principles for good corporate governance in line with Norwegian and applicable international standards. Good corporate governance is an integral part of the decision-making process in matters dealt with by the Board. Governing structures and controls help to ensure that the policy is enacted upon. The work of the Board of Directors is based on defined division of roles and responsibilities between the shareholders, the Board and management. Solstad has implemented specific set of rules and procedures for the Board of Directors, constituting the governance structure and administrative procedures for their work.

According to Solstad’s own evaluation, the Company deviates from the Corporate Governance Code on the following points:

- Section 6: Solstad deviates from the recommendation to have all Board members present at the General Meeting as the Company deemed it satisfactory to require the presence of the chairperson of the Board, the chairperson of the nomination committee, the auditor, and the CEO. Solstad also deviates from the recommendation to establish routines for appointment of an independent person to chair the General Meeting, however the General Meeting’s agenda allows shareholders to nominate an independent chair.
- Section 14: Due to the unpredictable nature of a take-over situation, the Company has decided not to implement detailed guidelines on take-over situations. In the event of a take-over, the board of directors will consider the relevant recommendations in the Corporate Governance Code and whether the situation entails that the recommendations in the Corporate Governance Code can be complied with or not. In a potential bid-situation, the Board of Directors will work to inform shareholders and allow time to decide on the offer. Furthermore, the Board of Directors will issue a statement to the shareholders with an assessment of the bid and a recommendation of whether to accept it or not.

2. Business

Solstad is an owner and operator of high-end offshore service vessels (OSVs), offering maritime services to the global offshore oil and gas and renewable energy industries. Solstad is a public limited liability company organized under the laws of Norway and subject to the provisions of the Norwegian Public Limited Liability Companies Act.

The Company’s objective, as defined in its Articles of Association, is shipping activities and any other associated



business, including the ownership of shares and stakes in companies engaged in corresponding or related business activities.

Solstad's operations are based on cross border trade, and interaction with people from many countries and different cultures. The Company aims to be a socially responsible operator and partner wherever it conducts its business. It has adopted guidelines for corporate social responsibility ("CSR"), based on the principles of the UN Global Compact about CSR related to human rights, labour rights, social concern, environment and climate issues, and anti-corruption.

In addition, Solstad annually includes a Sustainability Statement where it presents the main environmental, social and societal (ESG), challenges the Company faces, and how it approaches them. The defined material topics and ESG priorities are integrated with the Company's business strategy, and specific goals have been identified to improve Solstad's performance within these areas.

To discuss and evaluate goals, strategy and risk profile, the Board of Directors conducts an annual strategy meeting, where the main purpose is to set the long-term direction for the Company.

A further description of Solstad's operations, goals, strategy, and risk profile is provided in the Company's annual report, which shows how its operations and strategies are aligned with objectives defined in the Articles of Association.

3. Equity and Dividends

The Company's solidity is continuously assessed. At year-end 2025, the Company's equity amounted to MUSD 880 and total assets were MUSD 1,627 – providing an equity-to-asset ratio of 54 percent.

The Annual General Meeting determines the annual dividend, based on the Board of Directors' proposal. At the General Meeting held on 23 April 2025 the Board of Directors was authorized to resolve payments of dividends based on the Company's annual accounts for 2024. The authorization could be used on one or more occasions and remains in force until the annual general meeting in 2026, but not later than 30 June 2026. In 2025 the Company paid quarterly dividends.

At the Annual General Meeting, held on 23 April 2025, authorization was given to the Board of Directors to

increase the Company's share capital in connection with future investments or to strengthen the Company's capital. The authorization is valid until the annual general meeting in 2026, however not after 30 June 2026. No increase of the share capital was made in 2025.

4. Equal Treatment of Shareholders

Equal treatment of all shareholders of Solstad Maritime ASA is a core governance principle. Solstad has one class of shares and is listed on Oslo Stock Exchange under the ticker "SOMA". All shares have equal rights, and each share carries one vote at the General Meeting.

In situations where normal preferential rights shall be deviated from, the Company's Board of Directors is proposed to prepare grounds for such a decision in accordance with the Norwegian Code of Practice for Corporate Governance and shall present these to the General Meeting.

An authorization to the Board of Directors to acquire treasury shares is normally contingent to take place at Oslo Stock Exchange.

5. Shares and Negotiability

All shares in Solstad Maritime ASA are freely tradable. The Company's Articles of Association set no limitations on transactions.

6. General Meeting

The interest of the Company's shareholders is exercised at the General Meetings. The Annual General Meeting is normally held in the month of May or June. The Annual General Meeting is scheduled for 13 May 2026.

All shareholders with known address registered in the Norwegian Central Securities Depository (VPS) will receive an invitation to the General Meeting. According to the Articles of Association, the notice and related documents should be posted on the Company's website and www.newsweb.no no later than three weeks in advance. The Company endeavors to ensure that the documents contain all necessary information to enable shareholders to vote on all matters. In line with article 7 of Solstad's Articles of Association, shareholders should register their attendance at least two workdays prior to the General Meeting.

The Chairperson of the Board of Directors and chairperson of the Nomination Committee take part in the General Meeting, as does the Company's Auditor.

The Chairperson of the Board opens the General Meeting. The General Meeting elects a person to chair the meeting. Normally the chairperson of Solstad Maritime ASA is nominated to chair the General Meeting, however the General Meeting's agenda allows shareholders to nominate an independent chair. In case particular items on the agenda require such measures, the Board of Directors will also consider nominating an independent chairperson to lead the General Meeting.

Shareholders who cannot attend the General Meeting, may be represented by proxy and the procedures for voting by proxy are described in the notice. The proxy authorization form is designed to allow shareholders to vote on individual items and individual candidates for election or re-election. The agenda is determined by the Board of Directors, according to article 6 of Solstad's Articles of Association. The minutes of the General Meeting are published as a Stock Exchange notice and on the Company's website.

7. Nomination Committee

The Articles of Associations states that the Company shall have a Nomination Committee of 2-3 members, the final number to be decided by the General Meeting.

The Nomination Committee shall propose candidates to the Board of Directors and to the Nomination Committee, and propose remuneration of the Board of Directors and members of the Nomination Committee. A justification for a new candidate up for election will include information on the candidate's competence, capacity and independence. As part of its nomination process, the Nomination Committee has contact with major shareholders, the Board of Directors and the Company's executive management to ensure that the process takes both the Board of Directors' and the Company's needs into consideration.

The General Meeting will elect the members of the Nomination Committee, including the chairperson, set their remuneration, and set the guidelines for the committee's work.

The guidelines for Solstad's Nomination Committee stipulates that the majority of the committee should be independent of the Board of Directors and the Company's executive personnel. None of the members of the

Nomination Committee should simultaneously be a member of the Company's day-to-day management or the Company's Board of Directors.

The current members of the Nomination Committee are Rune Lande (chair), Nils Bastiansen and Svein Oskar Stoknes. The majority of the members are independent of the Board of Directors and the Company's executive management.

The guidelines for the Nomination Committee, and its contact details, are available on Solstad's website.

8. Board of Directors, Composition, and Independence

Pursuant to Solstad's Articles of Association, the Company's Board of Directors shall consist of three to nine members. The current Board of Directors consists of five members, who have been elected by the General Meeting.

Solstad strives to ensure that the Board of Directors has a composition necessary to safeguard the interest of the shareholders. The Board of Directors considers its composition to be diverse and competent with respect to expertise, capacity, gender and diversity adapted to the Company's objectives, main challenges and the common interest of all shareholders. The Board of Directors emphasizes the importance of efficiency as a collegial body. The Board of Directors consists of three men and two women.

As of 31 December 2025, Solstad's Board of Directors consists of Frank Ove Reite (chair), Charlotte Cecilie Solberg Håkonsen, Peder Sortland, Pål Lothe Magnussen and Kathryn Moore Baker. The Directors Frank Ove Reite and Charlotte Håkonsen are associated with the Company's largest shareholder, Aker Capital AS. Peder Sortland is associated with and nominated by Solstad Offshore ASA.

The Board of Directors does not include executive personnel.

The Chairperson of the Board of Directors is elected by the General Meeting.

Directors are elected for a two-year term. See the annual report for a presentation of the Directors. As of 31 December 2025, two of the five Directors (Frank O.Reite, indirectly and Pål Lothe Magnussen, directly) own shares in Solstad.



9. Work of the Board of Directors

The Board of Director has the overall responsibility to oversee the organization, operation and management of Solstad, whilst the CEO is responsible for day-to-day management. Both the Board of Directors and the CEO conduct their work through established procedures where responsibilities and administrative procedures are outlined. The procedures also state how the Board of Directors and Executive Management shall handle agreements with related parties, including whether an independent valuation must be obtained. The Board of Directors should also present any such agreements in their annual directors' report.

The rules and procedures describe how the Board is responsible for reviewing and approving the organization's purpose, value or mission statements, strategies, policies and goals related to sustainable development, and delegate implementation of such matters to the Company's management. The procedures also include stipulations to ensure that the Company has the necessary due diligence and other processes in place to identify and manage its impacts on the economy, environment and people, and ensure that the management of the Company engages with relevant stakeholders to support these processes. At least annually, the Board reviews the Company's sustainability performance, including key performance indicators and priorities going forward.

The Company maintains rules to ensure that the Board of Directors and Executive Management report to the Board in case of any direct or indirect material interest in any contract signed by the Company. If the chairman of the Board of Directors is, or has been, personally involved in matters of a material character, the Board's consideration of such matters will be chaired by another member of the board.

In accordance with the Public Companies Act, Solstad Maritime has an Audit Committee that is elected by the Board of Directors. As of 31 December 2025, Solstad Maritime's Audit Committee consists of Pål Lothe Magnussen (chair), Kathryn Moore Baker and Peder Sortland.

The Board of Directors has considered but not established a remuneration committee. Instead, the Board of Directors resolves matters relating to compensation paid to the executive personnel. As a large majority of the Board members are independent of the Company's executive personnel, it is the Board of Directors' view that it is a suitable body to help ensure a thorough and independent

preparation of matters relating to compensation paid to the executive personnel.

The Board of Directors evaluates its own performance and expertise on an annual basis, including its performance in overseeing the management of the organization's impacts on the economy, environment and people. The evaluation is submitted to the Nomination Committee.

10. Risk Management and Internal Control

The Board of Directors seeks to ensure that the Company maintains good standards and further improvements of internal control and appropriate systems of risk management, considering the scope and nature of the Company's business, and the provisions that govern the business. The Company has established a system of operation and administration that relies on work procedures and job descriptions. The system also covers social responsibility and ethical guidelines. There is a commitment to quality assurance. The Board of Directors receives information about operational, administrative, and financial developments in monthly reports. The Board reviews the corporate strategy and the business plan annually, including analysis of the Company's risk exposure. Exposure is monitored monthly through the reports from the Administration. Procedures for internal control is exercised according to the adopted guidelines and reviewed with the auditor and Board of Directors on an annual basis.

11. Remuneration of Directors

The remuneration of the Board of Directors is determined by the General Meeting, based on recommendation from the Nomination Committee. The recommendation is normally linked to the directors' responsibilities, competence and time commitment, taking the Company's size and complexity into consideration. The remuneration is in line with comparable companies in the industry. The amounts involved are reported in the annual report.

The remuneration of the Board of Directors is not linked to the Company's performance. The directors do not have share options.

In cases where directors of the Board should undertake significant additional work for the Company, all directors will be informed and fees shall be approved by the Board of Directors. The fees are reported in the financial

statements. All transactions between directors or employees (or companies that they represent or are associated with) on the one hand, and the Company on the other, are implemented in accordance with the arm's length doctrine.

12. Remuneration to Executive Management

The remuneration of the CEO is determined by the Board of Directors. The guidelines for remuneration of the Executive Management are presented to the General Meeting and remuneration guidelines can be found on the Company website. A Remuneration Report, which details remuneration figures and principles for the Company's Executive Management, is published on Solstad's website annually. Executive Management remuneration consists of three elements: Base salary, pension contribution, and variable pay.

The company's executive bonus system is designed to promote performance in line with the Company's strategy. The variable salary is determined by the Company's performance on a pre-defined set of key performance indicators and is linked to the Company's priorities, defining clear deliverables that are critical for the Company's future success. The final executive bonus outcome is specifically reserved as a matter for the Board of Directors. The variable salary is limited to a specific percentage share of the base salary, and is allocated with 29% from Solstad Maritime ASA to Solstad Offshore ASA.

13. Information and Communication

The Company has a policy of treating all shareholders and other market participants equally, communicating relevant information on significant developments of the Company's business and standing in a timely manner.

All information distributed to the Company's shareholders, including financial reports, is published on Oslo Stock Exchange's website (www.newsweb.no) and the Company's website simultaneously. A financial calendar and other shareholder information is available on the Company's website.

The Board of Directors has established guidelines, the Investor Relations policy, for the Company's contact with shareholders other than through general meetings.

The Company seeks to adhere to the Oslo Børs Code of Practice for Investor Relations.

14. Take-overs

The shares in the Company are freely tradable, and the Articles of Association do not hold specific defense mechanisms against take-over situations. In a potential bid-situation, the Board will work to inform Shareholders and allow time to decide on the offer. Furthermore, the Board will issue a statement to the shareholders with an assessment of the bid and a recommendation of whether to accept it or not.

15. Auditor

The Auditor of the Company is elected at the Annual General Meeting, which also approves the Auditor's remuneration. The Auditor sets out the highlights of the audit plan to the audit committee annually. The auditor also presents a report with its views and observations regarding the accounting principles, risk areas, internal control routines, and other aspects. Furthermore, the Auditor will each year deliver a written report to affirm its compliance with certain impartiality and objectivity standards. The Auditor attends Board Meetings to discuss the financial statements for the year and attends the Annual General Meeting.

Important consultancy work performed by the Auditor requires prior approval by the Board of Directors. The remuneration to the auditor is reported in the financial statements. Once a year, the Board of Directors meets with the Auditor for discussions without the CEO or other representatives from the administration present.





Sustainability Statement 2025

General Information

ESRS 2 - General Disclosures

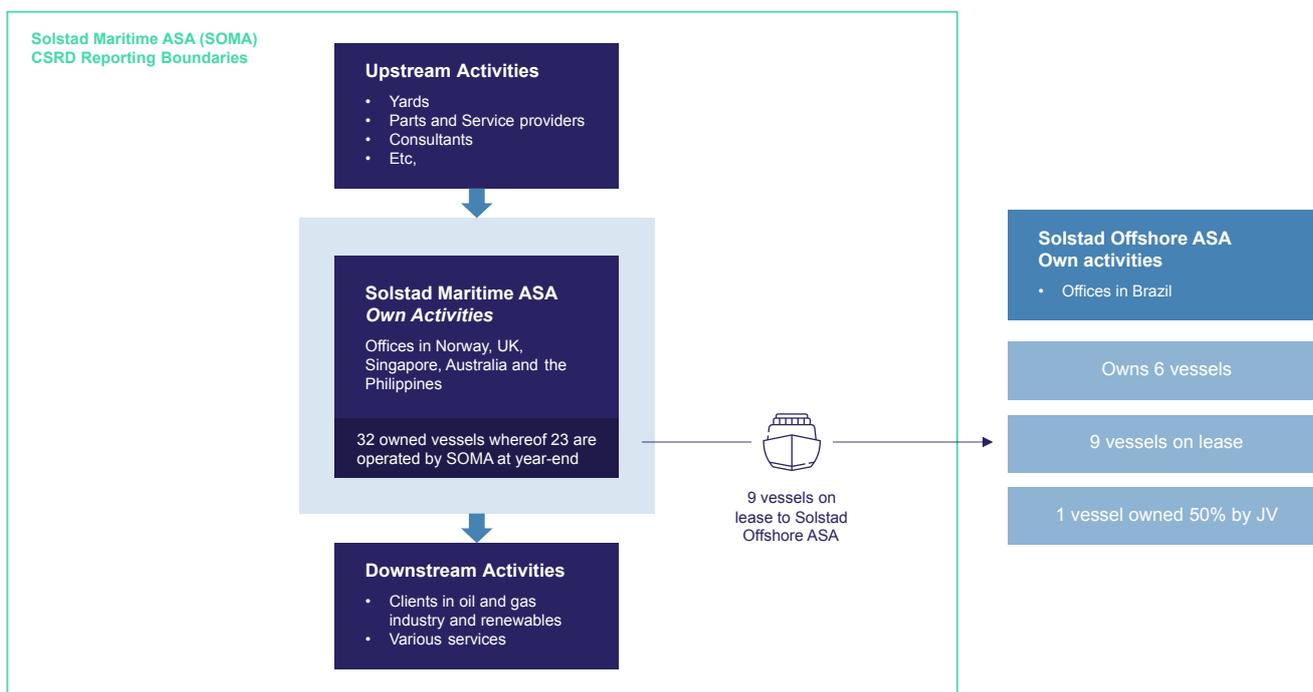


Figure 1 - Reporting scope

1.1 Basis for Preparation

BP-1 – General Basis for Preparation of Sustainability Statements

This sustainability statement is prepared in accordance with the requirements in the Norwegian Accounting Act and EU’s Corporate Sustainable Reporting Directive (CSRD) and the applicable European Sustainability Reporting Standards (ESRS) including the Taxonomy Reporting (Article 8 of EU Regulation 2020/852). It is prepared on the same consolidated basis as Solstad Maritime ASA’s (SOMA) financial statements, which follows IFRS® accounting standards as adopted by the EU. For a complete list of companies included in SOMA’s consolidated financial statements, please refer to the Annual Accounts note 14.

On January 16, 2024, Solstad Offshore ASA (SOFF) deconsolidated Solstad Maritime Holding AS (SMH), which

was later renamed Solstad Maritime ASA (SOMA). Before this change, Solstad Maritime Holding’s vessels, employees, and value chain were part of Solstad Offshore and included in Solstad Offshore’s sustainability reporting. After the deconsolidation, Solstad Offshore is now considered part of Solstad Maritime’s value chain, mainly acting as an operator for some vessels owned by Solstad Maritime. Additionally, Solstad Maritime provides management and crewing services to Solstad Offshore for all its vessels.

Metrics such as Scope 1 GHG emissions from vessels leased by Solstad Maritime to Solstad Offshore are included in this report. When the terms “The Company” is used in the sustainability statement this relates to Solstad Maritime ASA. Any references to Solstad Offshore in the report are explicitly described.

The sustainability statement covers both the upstream and downstream value chain. To the extent that material impacts, risks and opportunities (IROs) have been identified in the Company's up- and downstream value chain, the sustainability statement reflects this.

The upstream value chain boundaries start with the suppliers upstream and extend to the operations of the Company's clients downstream (not including raw materials or sold client products downstream).

The Company has not omitted information corresponding to intellectual property, know-how or the results of innovation.

BP-2 – Disclosures in Relation to Specific Circumstances

The time horizons used in this Sustainability statement are defined in the ESRS regulation. These are short-term (1 year), medium-term (2-5 years), and long-term (more than 5 years). In certain cases, a "very-long term" horizon of 10-year or more is used. This extended horizon applies to ESRS E1, due to the current uncertainty surrounding suitable GHG reduction technologies for offshore vessels globally. By utilizing this longer time horizon, the Company aims to provide a more relevant assessment of our sustainability impacts, risks and opportunities.

For GHG metrics related to our value chain, we acknowledge that some estimates were derived from indirect sources, such as the use of emission factors (ESRS E1). The basis for these estimates includes calculated emission factors from UK DEFRA, IMO, IEA or other internationally recognized bodies, providing an accuracy level for the reported data that is sufficiently high for climate accounting purposes. Most of the Company's direct GHG emissions result from combustion of engines, where a fixed factor is used to indirectly calculate emissions. This is an internationally recognized method, as direct measurements of emissions are either not possible or impractical with current technology.

Certain quantitative metrics reported carry a higher level of measurement uncertainty. For instance, this applies to the measurement and calculation of scope 1 and 3 GHG emissions. This higher level of measurement uncertainty is due to the unavoidable reliance on third-party data and the complexity of tracking indirect emissions across the value chain. We recognize these uncertainties and continuously review our measurement practices, anticipating that the uncertainty will decrease as more of our value chain actors report detailed and accurate emissions data, enabling us to rely less on estimates.

This year's reporting period (FY2025) is the first year of preparation and presentation of sustainability information for Solstad Maritime in accordance with Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS) and this framework allows the Company to provide a more comprehensive view of our sustainability practices and impacts.

In accordance with applicable ESRS guidelines, Solstad Maritime has made use of phase-in provisions for certain eligible disclosures in the reporting year. The ESRS topical standards E1, E2, E4, S1, S2 and G1 were assessed as material for the Company, and we have used the phase-in provisions for some of the topical standards' respective disclosure requirements for this year's reporting under CSRD. This applies to E1-9, E2-6 and E4 (all).

Applying the phased-in approach allows the Company to gather the necessary information for comprehensive reporting on the topic standards' disclosure requirements in future reporting periods.

For all ESRSs where Solstad Maritime has decided to use phase-in provisions, there are already in place policies, actions and metrics in the management system for most disclosure requirements and this is incorporated in the business model. However, there are some challenges to generate all the required information and reporting structure for the first reporting years, hence phase-in provision has been used for these.

The Company's list of identified material Sustainability matters are listed in Table 9 and Figure 4.



1.2 Governance

GOV-1 – The Role of the Administrative, Management and Supervisory Bodies

Composition and Diversity

The Board of Directors of Solstad Maritime comprises five members, with a gender distribution of three men (60%) and two women (40%). Currently, the Board does not include employee representatives. Of the five members, two members are independent (40%). The Audit Committee includes three Board Members. Audit Committee meetings includes management representation through the CFO, Sustainability Director and relevant members from the finance and accounting departments.

The Board of Directors' members have a broad experience from the Company's business sectors, including the global energy sector, finance, and international shipping. A summary of the Board Members' relevant experience can be found at [Board of Directors of Solstad Maritime ASA](#).

The Executive Management team consists of four members: the CEO, CFO, COO and CCO. All members are men (0% female). There are no non-executive members represented (directors that do not engage in the day-to-day operations of the Company).

Roles and Responsibilities

The Board of Directors has the ultimate responsibility for monitoring, assessing, and managing the Company's strategy, impacts, risks, and opportunities related to sustainability. The Board's Audit Committee oversees sustainability matters and reporting, in addition to financial reporting. During regular meetings, the committee reviews action plans, targets and results related to sustainability, such as Solstad Maritime's identified material impacts, risks and opportunities. The Sustainability Director provides updates on these initiatives, ensuring progress in mitigating adverse impacts and risks, and capitalizing on opportunities within relevant sustainability matters, is continuously addressed. Additionally, a Sustainability Committee has been established by the administration, consisting of both executive and administrative members. This committee and its roles and responsibilities is further described under GOV-2.

The Sustainability Director has the ongoing responsibility for overseeing all sustainability initiatives, ensuring that our organization remains committed to its environmental,

governance and social targets. The Sustainability Director reports to the COO, who then reports to the CEO. This structure ensures that progress on sustainability matters is monitored and addressed at the appropriate management level. The Board reviews the Company's strategy, plan, and status for achieving long-term sustainability goals at least annually.

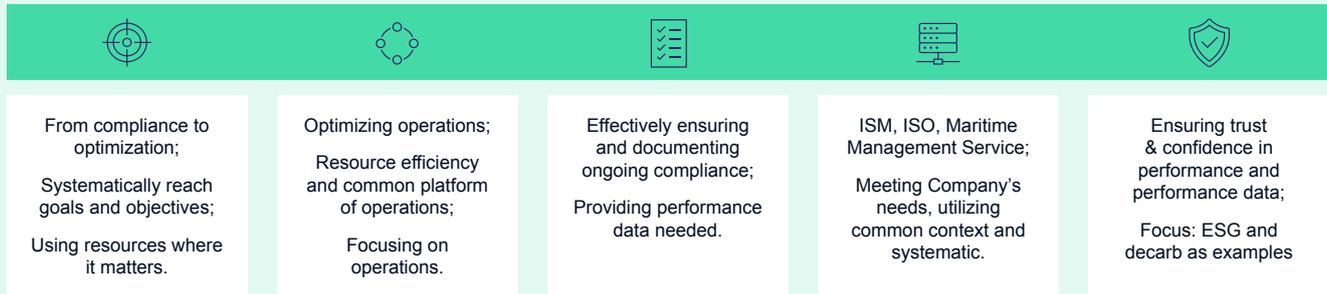
The Company integrates governance into its sustainability initiatives across all operations through a comprehensive set of policies and procedures delineating how we address governance issues. These protocols are integral components of our management framework, the Solstad Integrated Management System (SIMS). These policies and procedures, ensure a cohesive workflow, and help us identify and mitigate risks and potential negative impacts swiftly. The system includes information about the Company's vision, strategy, risk, policies and processes. It also outlines the Board and Management's roles and responsibilities for overseeing sustainability matters and associated impacts, risks and opportunities.

Developing the Appropriate Skills and Expertise on Sustainability Matters

Developing and maintaining the appropriate skills and expertise on sustainability topics, as well as addressing the Company's impacts, risks, and opportunities, is crucial to the Board and Executive Management's ability to oversee the Company's sustainability matters effectively. To ensure that our employees have the necessary competency in relevant areas, the Company uses a company competency matrix that outlines key skills. To fill any competency gaps, and stay updated on new regulations and requirements, a combination of external and internal training is provided throughout the year. This training includes external CSRD courses for managers and key personnel involved in preparing the sustainability statement. Mandatory completion of sustainability-related courses for key personnel is monitored through relevant KPIs. For sustainability-related topics, courses such as ISO14001 Environmental management and ISO50001 Energy management are required for sustainability professionals, thus enhancing internal competency and expertise available to the Executive Management.

Additionally, the Executive Management and Board of Directors can access extensive expertise on sustainability matters through external consultants and auditors, including those from EY, Deloitte, and DNV.

Solstad Integrated Management System (SIMS)



Mandatory Regulations



Voluntary Standards Adopted by the Company



*) 27001 – Information Security Management System (in compliance with this standard / not certified).

Moreover, the Company’s membership in the Norwegian Shipowners’ Association further contributes to the development of sustainability competency. The Company has participated to the association’s group-board for offshore shipping and is active in key sub-committees such as the sustainability forum, the climate and environmental committee, and the operational and safety committee.

The company operates in accordance with international regulations and standards and the SIMS is certified to IMO International Safety Management code (IMO ISM), ISO 14001:2015, ISO 9001:2015, ISO 45001:2018, ISO 50001:2018, Maritime Labour Convention (MLC) and International Ship and Port Facility Security (ISPS). The ISM and ISO certifications are verified by DNV on an annual basis. Specifically related to sustainability matters the ISO 14001 Environmental Management and ISO 50001 Energy Management standards are relevant for the ESRS E-topics. The ISO 45001 covers Occupational health relevant for ESRS S1 and the ISM code includes safety for own employees (ESRS S1) and protection of nature (ESRS E topics).

GOV-2 – Information Provided to and Sustainability Matters Addressed by the Undertaking’s Administrative, Management and Supervisory Bodies

The Company’s Sustainability Committee is mandated to discuss sustainability issues, including material impacts, risks

and opportunities, and to oversee the implementation of measures to address these issues. The committee comprises the CEO, CFO, COO, Sustainability Director, Communications and Administration Director, the Group Compliance Office and the Sustainability Advisor. They meet quarterly to discuss impacts, risks and opportunities and related policies, actions and targets. Insights and proposed follow-up actions (including updates to the DMA assessment) are presented to the Audit Committee, and, if necessary, the full Board.

This process and a dedicated Sustainability Committee ensure that both the Board and Executive Management are consistently updated on the Company’s sustainability efforts. Given the diverse representation within the committee, including members from finance and top management, key sustainability impacts, risks and opportunities can be discussed and addressed efficiently.

The Audit Committee has the authority to approve the list of material topics and impacts, risks and opportunities, which is presented for approval annually, after first being reviewed by the Sustainability Committee.

Table 1 shows the Sustainability topics addressed by the Sustainability Committee in the reporting year and their corresponding IRO’s.

The Executive Management, in collaboration with the Board of Directors, will annually review the Company’s strategy.



Sustainability topic discussed in the sustainability committee	Impact, risk and/or opportunity addressed	Agenda topic	Discussed in meeting
Climate change mitigation	GHG emissions from vessel operations	Solstad Green Operations (operational GHG reduction programme).	Q1, Q2, Q3, Q4
Climate change mitigation	GHG emissions from vessel operations	GHG Emission targets	Q3, Q4
Climate change mitigation	GHG emissions from vessel operations	GHG Emission reduction projects	Q1, Q2, Q3, Q4
Climate change mitigation	GHG emissions from vessel operations	GHG Emission reduction investments/cost	Q1, Q4
Own workforce	Impact on employee health and safety	Health and safety (Solstad Incident Free Operations)	Q1, Q2, Q4
Own workforce	Impact on employee health and safety	Measures against violence and harassment in the workplace.	Q1, Q2
Workers in the value chain	Impact on human rights and decent working conditions	Transparency Act	Q1, Q3, Q4
Governance – Anti-corruption	Corruption and business conduct	Whistle-blower incidents	Q1, Q2, Q3, Q4

Table 1 – Sustainability Committee work

The strategy includes impacts, risks and opportunities related to sustainability matters such as climate change mitigation. Any significant changes to the strategy or major planned transactions will undergo a company risk evaluation using a high-level risk matrix, considering potential trade-offs between impacts, risks and/or opportunities. Throughout this process, relevant stakeholders, including key suppliers and clients from the value chain, will be consulted to ensure that the new strategy is both realistic and achievable.

GOV-3 - Integration of Sustainability-Related Performance in Incentive Schemes

The Company has implemented a performance-based incentive scheme for key management personnel, which is detailed in the remuneration report. This scheme aligns with the Company's strategic goals and priorities, although it does not currently include specific sustainability-related targets. The Board of Directors reviews and approves the incentive schemes for the Executive Management team on an annual basis.

GOV-4 - Statement on Due Diligence

Annually, the Company carries out two due diligence processes encompassing sustainability matters. Firstly, in accordance with the Norwegian Transparency Act, the Company assesses human rights and decent working conditions within its global supply chain and its own operations. This assessment results in a due diligence statement, signed by the CEO and the Chairman of the Board. The statement is published on the Company's website. Secondly, a due diligence process is performed in accordance with the ISO 14001 certification. All identified environmental impacts and relevant new regulations affecting the Company's operations are evaluated and documented in the management system, with DNV serving as the supervisory body for this process.

The table below outlines where the Company's application and main aspects of these due diligence processes are reflected in the sustainability statement:

Core elements of due diligence	Paragraphs in the sustainability statement
Embedding due diligence in governance, strategy, and business model	ESRS 2 SBM-1
Engaging with affected stakeholders in all key steps of the due diligence	ESRS 2 SBM-2
Identifying and assessing adverse impacts	ESRS E1-2, E1-3, E2-2, S1-1
Taking actions to address those adverse impacts	ESRS E1-3, E2-2, S1-4, S2-4
Tracking the effectiveness of these efforts and communicating	ESRS E1-4, E2-3, S1-5, S2-5

Table 2

High level sustainability risks 2025	Risk owner	Mitigation plan implemented
HSE Statistics possible influence on operations and future contracts	COO	Solstad Incident Free Operations programme (long term zero-incident goal). KPI's set.
Human rights and working conditions	Sustainability Director	Continue to follow up suppliers and other stakeholders with relevant requirements. Annual human rights risk assessment (Norwegian Transparency Act reporting).
Ability to adopt and take market shares in the renewables market	CCO	Dedicated resources in the commercial department to secure short- and long-term contracts in new markets, and the establishment of JV's for this purpose (Windstaller).
Climate risk	Sustainability Director	Continuous focus and work on reducing emissions through operational measures (Solstad Green Operations/KPI), potential upgrade of vessels with new green technologies such as batteries and introducing the use of biofuel.

Table 3

GOV-5 - Risk Management and Internal Controls Over Sustainability Reporting

The Company will start the implementing process of the Internal Control over Financial Reporting (ICFR) and Internal Control over Sustainability Reporting (ICSR) standards during 2026. Until this framework is in place the Company uses internal defined processes and policies in the SIMS system for reporting and internal control processes. The responsibility for the sustainability reporting lies with the sustainability department. This includes also the DMA process. However the sustainability data comes from a variety of operational systems and departments.

Key sustainability data reporting such as environmental data is collected and reported by the sustainability department. Data collection is supported by software systems used by vessel crews and office personnel to ensure high data quality. Other sustainability data such as safety statistics is managed by the HSSQ department on a daily basis and reported monthly. Key systems here are the «Unisea HSE» database and the «Unisea Daily Report» systems. For HR-related (S1) data, the onshore HR administration department and the crewing department use «OCS HR» for data handling and reporting. Value chain reporting is primarily done by use of the purchasing system «TM». Governance reporting such as whistleblower data is handled through a dedicated external platform "IntegrityLog", but by Solstad Maritime personnel.

Excel spreadsheets controlled by the sustainability department is used to consolidate all data and transfer controlled data to the Company annual reports. Over the past years, the Company has tried to utilize newly developed CSRD reporting tools, but with limited success due to immature systems. Hence, the Company is still

in the process to see how we can optimize, improve and reduce risk for errors in the reporting process.

All implemented systems and reporting processes are linked to the Solstad Integrated Management System (SIMS). This is designed to manage and support all requirements within the business including sustainability reporting. It is designed in modules for ease of access and increased functionality, and accessible to all employees both onshore and offshore. SIMS is managed by the HSSQ department, and all documentation is approved by the CEO, with delegation to the HSSQ Director as necessary.

The Company's top six policies are signed by the CEO and published on all office and vessel locations worldwide. Each department director is responsible for creating and updating processes or revisions, which are subsequently approved by the HSSQ Director on behalf of the CEO. The objectives of the SIMS platform are:

1. To outline the Company's policies
2. To outline the Company's processes
3. To outline all employee's roles and responsibilities in the Company based on position in the organization
4. To describe the Company's organisational structure
5. To form a robust document control platform in which to manage all necessary documentation, tools and systems for the smooth and efficient management of the Solstad Maritime operations
6. To form a database for HSEQ activities where the quality cycle is carried out to ensure all information is on the one integrated platform
7. To enable and promote "best practice" in order to demonstrate operational excellence



8. To ensure compliance with legislative and internationally recognized standards is achieved and monitored
9. To provide a platform to recognize and capture areas for continuous improvement including setting KPIs with goals and targets
10. To strive to achieve deliverables above and beyond the expectations of the standards we have certification

Organizational Principles

Solstad Maritime uses a matrix organizational structure to facilitate horizontal operational information flow and knowledge sharing. This allows management to create functional teams while maintaining cohesive disciplines and departments.

1.3 Strategy

SBM-1 – Strategy, Business Model and Value Chain

Solstad Maritime is a publicly traded company based in Norway, governed by Norwegian laws and regulations. The Company owns, constructs, leases and operates offshore vessels. Its shipping certification is issued by DNV on behalf of the Norwegian Maritime Authority, as well as other local ship certification bodies in regions where local flags are needed, such as Brazil's Maritime Authority and the Isle of Man (UK) flag.

Solstad Maritime operates a diversified fleet of high-end offshore vessels primarily for the energy sector. Despite the relatively high average age of its vessels, the fleet remains one of the most high-end in the global offshore segment.

The company provides a range of services, including chartering, staffing, and technical maintenance, through its

worldwide offices. The Company's core activity is to offer high end offshore vessels manned by highly skilled marine crews, delivering a wide array of services to the offshore and renewables industries. The Company's fleet consists of construction service vessels (CSV) and anchor handling tug supply vessels (AHTS), with the majority of revenue coming from the oil and gas sector. The fleet operates globally and is well-regarded for its considerable role in international offshore operations.

Following the Solstad Offshore split in 2024, Solstad Maritime owned the majority of assets and employees, with Solstad Offshore retaining a 27.3 shareholding in the Company. This sustainability report pertains only to Solstad Maritime, which at year-end retains 32 owned vessels. Up to nine vessels were leased to Solstad Offshore at year-end 2025.

This report's management system and organization references pertain to the joint onshore management team and systems. Metrics and relevant information about fleet operations includes the full calendar year 2025 and there has been one minor change in the vessel portfolio in this period (Solstad Maritime vessel Normand Ferking on lease to Solstad Offshore from May 2025).

The daily operation and management of the exclusively owned Solstad Maritime fleet encompasses all necessary vessel operational services, including crewing, technical management, as well as administrative and commercial functions. Additionally, Solstad Maritime delivers management services to Solstad Offshore globally; however, in Brazil, these services are provided to a lesser extent since Solstad Offshore maintains its own onshore support team with all essential capabilities.

The IMO ISM certificate necessary for vessel operations is held by Solstad Shipping AS, a wholly owned subsidiary of Solstad Maritime; this certificate is utilized by Solstad Offshore to operate all its vessels.

The Solstad Offshore 'Services' business provides Solstad Maritime clients with a wide range of extra ROV-related offerings, such as ROV operations, tooling rentals, and staff for both onshore and offshore operations when requested by its clients.

The Company's employees are hired through the regional offices around the world. Solstad Maritime's headquarters is in Norway and supported offices in Singapore, the Philippines, Australia and UK.

As a global offshore vessel operator in the energy sector, the Company primarily operates in the "Mining - Oil & Gas - Upstream & Services (MOU)" and the "Energy - Energy Production & Utilities (EEU)" sectors. Table 5 provides a breakdown of Solstad Maritime's revenue by these significant sectors.

In the value chain, as identified through the materiality assessment process, the Company is related to the "Oil & Gas - Midstream & Downstream (MOM)", "Machinery & Equipment MME" and "Construction & Engineering CCE" business areas.

The company is involved in various parts of the oil and gas offshore sector. The revenue split is as follows on the next page. The company is not involved in chemicals production, controversial weapons or cultivation and production of tobacco.

Solstad Maritime's headquarter is in Norway, but Brazil currently has the highest activity. The Brazilian market, led by local energy companies like Petrobras, requires high local content in contracts. Most goods and services for Brazil operations come from local suppliers. For global vessel operations, most supplies come from Norway or hubs like Singapore or the Netherlands, except for fuel and fresh food.

The Company does not source or use raw materials directly in its value chain.

The majority of outflows (such as segregated operational waste) is delivered for recycling whenever possible worldwide. Outflows from vessel recycling, such as steel, copper, and reusable parts, are processed at facilities such as the recycling yard group Green Yard in Norway, with steel often sold to Norwegian steel smelters.

Value Chain and Stakeholders

As a global offshore vessel operator, the Company's value chain is extensive and multifaceted. In the upstream value chain, the Company's focuses on sourcing high-quality inputs to deliver specialized marine solutions tailored for the energy sector. The Company's own operations are focused on achieving operational excellence through effective vessel management, comprehensive crew training and reliable maintenance services. Downstream activities include the various operations of the Company's clients in the oil and gas industry as well as the renewable energy sector, and the end-of-life ship recycling. The figure below illustrates the main contents of Solstad Maritime's value chain, including the link to material sustainability matters.

To ensure essential input from the various stakeholders and actors in the value chain, management and/or contract meetings are regularly held, typically on an annual basis. The company's annually prepared "management review" document summarises input from these stakeholders and provides metrics, goals and action plans per department. This document is published to all employees during the first quarter every year.

Upstream Activities – Inputs / Suppliers

During the reporting period, the Company had about 1,500 suppliers in the upstream value chain. Below in Table 7 is an overview of key stakeholders, their contributions, and the contractual relationships that govern how the Company gathers and secures essential inputs.

Output from Solstad Maritime's Business Model and Value Chain

The Company's business model and value chain outputs include the provision of specialized offshore vessels for rent, enabling clients to conduct subsea construction, inspection, and maintenance activities. The company's vessel management ensures operational efficiency and safety, while crew training enhances skill sets for effective project execution – benefiting internal stakeholders. For investors, the Company's commitment to sustainability and innovation fosters long-term returns. Other stakeholders benefit from our commitment to transparent operations and community engagement, contributing to sustainable development in the regions they operate.

Solstad Maritime's clients for the reporting year are located internationally - mainly Norway, Brazil, Italy, and the UK. The Company's vessels have predominantly operated in Europe, South-America, Asia (mostly Taiwan) and Australia.



Geographical area (by year-end) - Including hired/temporary personnel

	Company	Crew FTE YE	Onshore FTE YE	Total YE
Norway/Nordic	Solstad Maritime	499	97	596
Philippines	Solstad Maritime	512	44	556
Australia	Solstad Maritime	157	9	166
Singapore	Solstad Maritime	0	12	12
UK	Solstad Maritime	5	5	10
Other	Solstad Maritime	24	0	24
Total	Solstad Maritime	1,197	167	1,364
Brazil	Solstad Offshore	833	72	905
Total	Solstad Offshore	833	72	905

Table 4 - Approximate number of employed and hired/temporary personnel engaged in Solstad Offshore and Solstad Maritime operations worldwide (at YE)

Sector	Activities	Revenue (USD)	Revenue (%)
Mining - Oil & Gas - Upstream & Services (MOU)	All Oil & Gas activities	498,990,895	85%
Energy - Energy Production & Utilities (EEU)	Renewable activity	91,367,269	15%
Total		590,358,165	100%

Table 5

Sector	USD	%	Taxonomy eligible Yes/No	Taxonomy aligned Yes/No	Taxonomy aligned revenue USD	Taxonomy aligned share %
Oil and gas exploration, extraction and production support services	490,834,788	89%	No	No	0	0%
Oil and gas decommissioning	6,156,107	1%	Yes	Yes	6,156,107	100%
Renewables – Wind turbine construction and cable lay and repair	60,776,314	10%	Yes	No	0	0%
Total	590,358,165	100%			6,156,107	1%

Table 6

Company Supply Chain Flowchart

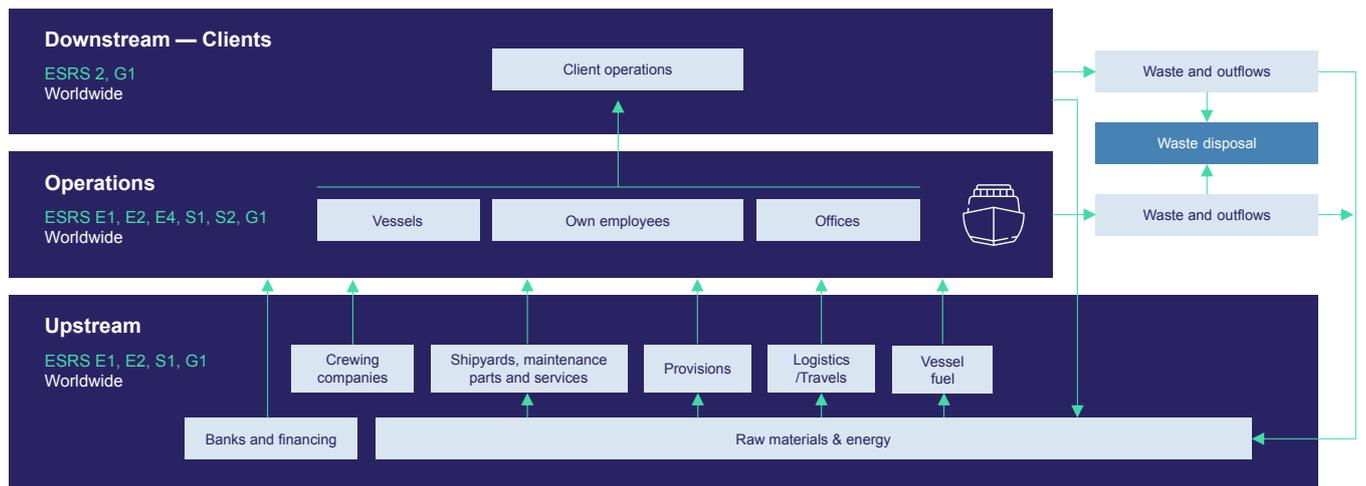


Figure 2

Stakeholder type	Key inputs	Strategic cooperation	Other Agreement	JV established
Fuel suppliers	Fuel – Fossil or renewable	No	No	No
Management services	Services	Yes	Yes	No
Parts and Services	Vessel design, DP systems, propellers and gear, software, other electronics etc and related services	Yes	Yes	No
Parts and Services	Engines, propellers and gear, software, other electronics and related services	Yes	Yes	No
Parts and Services	Engines and related services	Yes	Yes	No
Parts and Services	Engines and related services	Yes	Yes	No
Services	Vessel design services	Yes	Yes	No
Services	Vessel management software, cyber security	Yes	Yes	No
Crewing companies	Crewing - Australia	No	Yes	No
Fuel suppliers	Marine gas oil	No	Yes	No
Parts and Services	Logistics	No	Yes	No
Services	ROV services, operators, engineers	Yes	Yes	No
Services	Remote operated services	Yes	Yes	Yes
Services	Shipyards	No	Yes	No
Other	A long tail of smaller suppliers			

Table 7 - Stakeholder overview



SBM-2 – Interests and Views of Stakeholders

Key Stakeholders and Engagement

Solstad Maritime maintains an overview of the Company's interested parties (key internal and external stakeholders) in the Solstad Integrated Management System. The stakeholder lists include the categories of stakeholders, the types of engagement the Company maintains with them, the stakeholders' needs and expectations, and provide valuable input to the continuous development of the Company's strategy and refinement of our business model. The lists are subject to continuous review (and at least annually), influenced by the Company's strategy and business model, reflecting our understanding of the business context we operate in.

In daily operations, the integrated management system ensures that stakeholder interests are effectively addressed, by highlighting relevant stakeholder-associated

risks, opportunities and impacts associated with these operations. The management review and stakeholder reviews are managed by the Executive Management team with assistance from the respective department directors. The final report is approved by the CEO and published to all employees.

Recognizing and addressing the needs and expectations of our stakeholders is fundamental to the effective execution of our operations. Such acknowledgment is crucial for the Company to adequately manage risks, ensure compliance and achieve our strategic operations. This approach not only fosters trust and collaboration with stakeholders, but also enhances the Company's ability to anticipate challenges and capitalize on opportunities.

IROs in the Value Chain

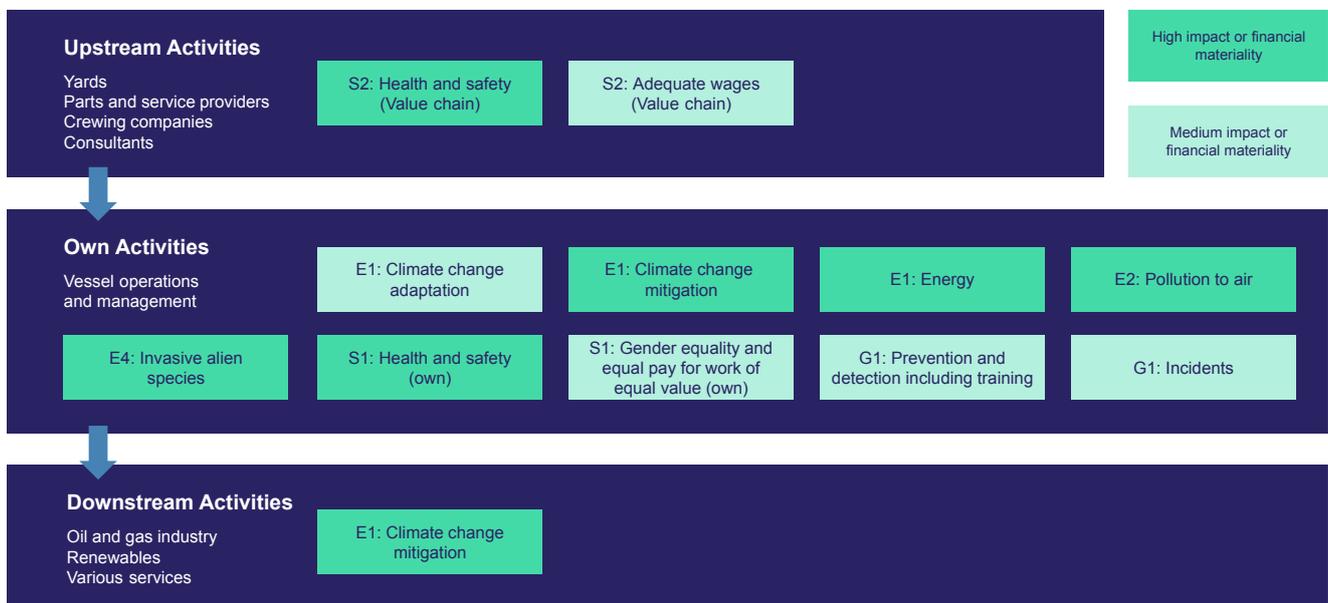


Figure 3

Listed in Table 8 is an overview of the needs, expectations, and concerns of key stakeholders. The needs and interests of stakeholders are identified through various engagement methods, including annual contract reviews and through the double materiality assessment process. While the listed needs and interests highlight the most salient aspects, they are not exhaustive. Additional needs and interests may also exist

The Company's interested parties also include silent stakeholders, such as wildlife and nature, which cannot express their needs, expectations and concerns directly. These are often inferred from scientific sources. The Company's engagement with such stakeholders occurs through proxies, such as non-governmental organizations.

Amendments to Company Strategy Following Stakeholder Engagement

To align operations with stakeholder views, Solstad Maritime's Executive Management team annually reviews and amends the Company strategy. This process is informed by input from various departments (Operations, Commercial, Technical, HSSQ, ICT, Finance, Sustainability etc.) following the management review process, and forms the basis for the Executive Management team's annual strategy work. The Board is also involved in this strategy formulation.

The double materiality assessment output and all relevant stakeholder input is considered for potential amendments to the revised strategy and the business model. For example, if stakeholder engagement with employees or value chain workers reveals aspects of the Company's business model or strategy that negatively impact their rights or working conditions, the management review process will address these issues and implement mitigating measures.

The Company's strategic decisions include primarily employing its own staff rather than relying on contracted labour, addressing concerns about poor working conditions in the temp industry, and respecting employees and union interests. Employee health and safety are prioritized in the strategy to align with stakeholder interests. Additionally, efforts to increase the proportion of women in the workforce reflect the importance of equal opportunities as expressed by employees. Responding to investor focus on innovation and sustainable business development, the strategy includes providing vessel rental operations in the renewable energy sector. Furthermore, in line with both investor interests and environmental concerns of various stakeholders, the strategy encompasses installing ballast water treatment systems, advancing the Company's Solstad Green Operations initiative and introducing new greener technologies and renewable fuels.

Stakeholder Engagement During Double Materiality Assessment (DMA)

Engagement with stakeholders is part of daily operations and was a vital step of the double materiality assessment. The process began with reviewing the Company's interested parties to identify potential affected stakeholders impacted by our activities and business relationships. Representatives were nominated to represent the view of these stakeholders.

Anonymous surveys were tailored and distributed to key internal and external stakeholders. The feedback received was carefully assessed, providing valuable insights for the double materiality assessment. The stakeholder engagement during this process is further described in Disclosure Requirement IRO-1.



Interested party	Interests - needs, expectations and concerns	Type of engagement
Customers/Clients	Solstad Maritime's customers have a direct interest in the quality, safety, and reliability of our vessels and operations.	<ul style="list-style-type: none"> • Satisfaction Reporting - Annual surveys distributed to all clients (customers) • Client Communication
Shareholders/ Investors	Solstad Maritime's shareholders have a financial interest in our performance (Dividends, short and long-term return and profitability) and therefore have an interest in the Company's strategic direction, financial results, and risk management practices.	<ul style="list-style-type: none"> • Annual General Meetings • Stock Exchange Reporting • Annual Financial Statements
Suppliers	The Company relies on suppliers of various goods and services to support our operations. These suppliers have an interest in our financial stability and that we act as a responsible counterparty.	<ul style="list-style-type: none"> • Regular meetings with important suppliers • Supplier code of conduct/Policies • Supplier audits
Employees - Staff (including labour unions)	Our employees have an interest in the Company's success and performance, as it impacts their job security and career development. They also have an interest in our health and safety practices, working conditions, opportunities for continual professional development, culture, human rights, decent wages, diversity and equal opportunities.	<ul style="list-style-type: none"> • General Meetings • 2 yearly Working Environment Survey • Annual Appraisal Talks • Union Official Follow-up
Regulators and government agencies	Solstad Maritime operates in a highly regulated industry and is subject to numerous laws and regulations. Regulators and government agencies have an interest in ensuring that our company operates in compliance with these regulations, particularly in regards to health, safety, sustainability, emission reduction and environmental protection.	Engagement with regulators and government agencies is conducted on an as-needed basis.
Non-governmental organizations (NGO's)	New regulations, unions related work, cooperation with other ship owners etc.	Engagement with NGO's such as the Norwegian Shipowner Association is the Company's most important engagement through committees, forums, working groups and information sharing.
Local communities and society	The Company's operations can have an impact on the environment and local communities in the areas where they operate. Therefore, these stakeholders have an interest in our environmental and social responsibility practices.	Sustainability Reporting / Annual Sustainability Statement
Mortgagees	Agents/Financial institutions/Lenders/banks/bond holders will be affected by default and/or a loss of integrity, and therefore have an interest in Solstad Maritime's strategic direction, financial results, and risk management practices	Engagement with mortgagees is conducted on a regular basis.

Table 8 - Interested parties overview

SBM-3 – Material Impacts, Risks and Opportunities and Their Interaction With Strategy and Business Model

The Company's material IROs have been assessed to be from the topical standards E1 Climate Change, E2 Pollution, E4 Biodiversity, S1 Own Workforce, S2 Workers in the Value Chain and G1 Governance. The table on the next page gives a brief description of our material impacts risks and opportunities for each topic, as identified through the double materiality assessment. Their interaction with the Company's strategy and business model has been described alongside the disclosures connected to each topical standard.

The majority of the Company's material risks, impacts and opportunities are linked to activities in its own business model. After restructuring and benefiting from market improvement, the Company is now well-positioned financially and operationally to implement its strategy, address risks, and capitalize on opportunities.

This report is the first full CSRD report issued by Solstad Maritime so there are consequently no changes to the IROs this year compared to previous years. The Company use entity-specific disclosures for S1-6 and S1-14 for TRCF and LTIF calculations due to industry standard requirements.

Topical ESRS	Topic	Sub-topic	Sub-sub-topic	Where in the value chain	Impacts
E1	Climate change	Climate change adaptation	-	Downstream and Own operations	Future vessel specifications must consider climate change adaptation.
E1	Climate change	Climate change mitigation	-	Downstream and Own operations	The company's operations result in considerable GHG emissions to air, which contributes to climate change.
E1	Climate change	Energy	-	Downstream and Own operations	The company's operations are associated with fossil based energy exploration and/or services through the Company's products. Significant fossil based energy consumption in own operations and within the value chain.
E2	Pollution	Pollution of air	-	Own operations	The company's operations result in considerable emissions of NOx and SOx to air, which may contribute to local pollution.
E4	Biodiversity and ecosystems	Direct impact drivers of biodiversity loss	Invasive alien species	Own operations	Discharge of harmful substances into the ocean in sensitive marine ecosystems.
S1	Own workforce	Working Conditions	Health and safety	Own operations	Accidents negatively affecting employee well-being.
S1	Own workforce	Equal treatment and opportunities for all	Gender equality and equal pay for work of equal value	Own operations	Male workers have long dominated the workforce in shipping, which still remains a challenge. Unequal pay and/unfair treatment, for equal work for both for onshore and offshore workers may negatively affect employee well-being.

Table 9 – Solstad's identified material impacts (positive and negative), risks and opportunities



Impact Time Horizon ¹	 Risk	Risk Time Horizon ¹	 Opportunities	Opportunities Time Horizon ¹
LT	The company operates partly in countries considered to be at high-risk and with low resilience to climate change.	LT		
ST	Stricter climate regulations and reporting standards may increase cost for compliance, transparent reporting, low-carbon technologies, and technical upgrades. Employees increasingly expect climate leadership, which can raise costs for internal programs, reskilling, and retention. Some vessels in the fleet may have risk of becoming stranded assets because of changes in market conditions.	MT/LT	This may create market and financing opportunities, as clients and investors are increasingly scrutinizing climate-related financial risks. By reducing its negative climate impact such as high emissions intensity or stranded asset exposure the Company may lower its cost of capital through improved risk perception and alignment with investor expectations.	MT
ST	Reduced availability and higher prices of fossil fuels may increase logistics and distribution expenses.	LT	Promotion or enabling of less energy-intensive products or services, replacement of fossil fuel energy with non-fossil fuels facilitated by the Company's products. Industries in connection with alternative energies pose marked opportunities for the Company.	MT
ST	Regulatory penalties and reputational damage. Risk for health issues in local population.	ST	Potential to increase investment in energy-efficient technologies and alternative fuels through support from the NOx Fund, which finances measures to reduce NOx emissions.	ST/MT
ST	Risk of spreading unwanted biomaterial in the oceans. The company's vessels carry ballast water, which can pose a risk for spreading invasive species if not properly treated. Biofouling on hulls and sea chests also represents a pathway for the transfer of unwanted marine organisms between regions.	ST		
ST	Risk for incidents for workers. Some of our operations have inherently high-risk potential for incidents - including large scale incidents.	ST	An inclusive workplace culture will improve employee collaboration and well-being.	ST
ST	Legal fees and potential fines if gender equality policies are not properly implemented or if discrimination claims arise.	ST	Possibility to source more seafarers and a more balanced working environment.	MT

1) LT=Long Term, MT=Medium Term and ST=Short Term

Topical ESRS	Topic	Sub-topic	Sub-sub-topic	Where in the value chain	Impacts
S2	Workers in the value chain	Working Conditions	Adequate wages	Upstream operations	The Company has a direct influence on the selection of subcontractors and suppliers. Choosing suppliers from low-cost countries or regions with weaker legal and regulatory protections may increase the likelihood of adverse social and labor impacts within the value chain.
S2	Workers in the value chain	Working Conditions	Health and safety	Upstream operations	The Company has a direct influence on the selection of subcontractors and suppliers. Choosing suppliers from low-cost countries or regions with weaker legal and regulatory protections may increase the likelihood of adverse social and labor impacts within the value chain.
G1	Business conduct	Corruption and bribery	Prevention and detection including training	Own operations, Up- and downstream operations	
G1	Business conduct	Corruption and bribery	Incidents	Own operations, Up- and downstream operations	

Table 9: Solstad's identified material impacts (positive and negative), risks and opportunities



Impact Time Horizon ¹	 Risk	Risk Time Horizon ¹	 Opportunities	Opportunities Time Horizon ¹
ST	Inadequate wages in our value chain can lead to higher employee turnover, causing disruptions in the supply chain due to frequent retraining and loss of experienced workers.	ST		
ST	Lack of health and safety standards in our value chain can lead to higher employee turnover and injuries, causing disruptions in the supply chain. Especially exposed suppliers are yard workers.	ST		
	Corruption and bribery can severely undermine the integrity and effectiveness of decision-making processes. Through our operational footprint we may encounter suppliers that do not comply with UN Global Compact conditions. There is also a risk of internal non-compliance, where employees or representatives may breach anti-corruption principles despite established policies and controls	ST		
	Reputational, jurisdictional and increased cost potential.	ST		

1) LT=Long Term, MT=Medium Term and ST=Short Term

1.4 Impact, Risk and Opportunity Management Disclosures on the Materiality Assessment Process

IRO-1 – Description of the Processes to Identify and Assess Material Impacts, Risks And Opportunities

Process Overview

The processes for identifying and assessing material impacts, risks, and opportunities are integral to the Company's daily operations and are formally embedded within our Integrated Management System especially the annual management review process. This internal control system outlines the processes, methodologies, roles, and responsibilities associated with these activities.

Our material impacts, risks and opportunities are also identified and evaluated through a structured double materiality assessment, which considers both how our activities impact people and the planet (materiality assessment) and how people and the planet affect our business (financial materiality). The double materiality assessment was carried out in five steps and has been guided by the two abovementioned perspectives of materiality:

1. Mapping and initial steps
2. Stakeholder engagement and use of external experts and systems
3. Detailed evaluation and stakeholder validation
4. Prioritization of material matters
5. Monitoring and internal control

1. Mapping and Initial Steps

The double materiality assessment begins with a comprehensive mapping of our activities, business relationships, and affected stakeholders. Following this, a long list of sustainability topics related to the Company either through our own operations or through our business relationships, was created. This mapping ensures a clear understanding of the context in which the double materiality assessment is conducted.

The Company has meticulously mapped, and maintain, an overview of interested parties—key internal and external stakeholders whose needs and expectations can significantly influence our organizational sustainability if not adequately addressed. The following stakeholder categories were considered to be most relevant:

- Affected stakeholders: employees/unions, customers, suppliers, local communities and society/nature as a silent stakeholder.
- Users of the sustainability report: customers, suppliers, investors, governments and NGO's.

The generic product categories used in the analysis were:

- Marine gasoil fuelled ship freight transport services for construction of offshore oil rigs
- Offshore rig moving services
- Marine gasoil fuelled ship freight transport services for construction of offshore wind power plants

Financial risks and opportunities categories analysed: Revenue, cost of capital (CapEx) and operative costs (OpEx).

2. Stakeholder Engagement

A critical component of the double materiality assessment is engaging with representatives of potentially affected stakeholder groups through surveys and interviews. This engagement provides essential input for the assessment process. The identification of impacts, risks and opportunities related to our operations and value chain (both upstream and downstream) has been a thorough effort, where stakeholders have been asked through digital surveys to rate how they view the Company's impacts, risks and opportunities according to our thresholds. In addition, meetings have been arranged with key suppliers and clients to exchange relevant input for both parties participating.

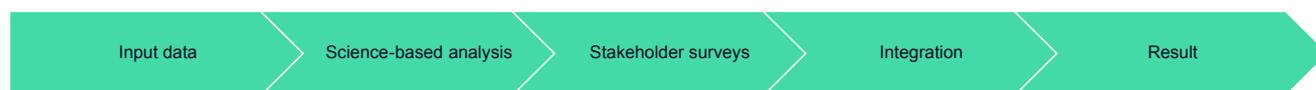
To strengthen the double materiality assessment process, a science-based analysis has been used where we have employed the data engine from Upright, a recognized impact data company. This tool integrates input from multiple data sources, including company-specific data points, a wide selection of scientific articles, public databases and stakeholder surveys, to generate preliminary results for the double materiality assessment. This "top-down approach" serves as the starting point for our detailed evaluation. Upright's software also provides a methodology to calibrate and prioritize between the different IROs.



Stakeholder	Key method of stakeholder dialogue (according to SIMS processes)	CSRD digital surveys 2024 (# of surveys) ¹ Re-used for FY 2025	CSRD related meetings related to IRO's 2024 Re-used for FY 2025
Key clients	Annual meetings (minimum)	Yes (8)	2
Key suppliers	Annual meetings (minimum)	Yes (6)	2
Unions	Annual meetings (minimum)	Yes (12)	
Employees	Annual meetings (minimum)	Yes (32)	
Banks, Investors	Annual meetings (minimum)	Yes (4)	
NGO's / Regulators	Annual meetings (minimum)	Yes (2)	
Local communities	Various initiatives triggered mainly by own employees locally.	No	
Nature	International studies and publications. Dialogue with various organisations (Zero, Bellona, IMPA Save)	No	

Table 10 - Stakeholder dialog overview.

1) Surveys conducted by Solstad Offshore in 2024, but relevant for Solstad Maritime and re-used for both Solstad Offshore and Solstad Maritime 2025 reporting.



3. Detailed Evaluation and Stakeholder Validation

Based on the initial results, the identified impacts, risks and opportunities were further evaluated internally by the CSRD implementation team and compared to relevant industry standards to ensure alignment on critical issues within the shipping sector.

Subsequently, sustainability thresholds were set to prioritize the most significant issues, focusing on areas where we can make the most substantial impact. A company-specific calibration ensures that the identified sustainability matters remain pertinent to our distinct circumstances. The next step involved discussions with the Company's auditors to refine the process outcome.

Finally, the IROs were discussed and agreed upon in the Company's Sustainability committee and later presented to the Audit Committee.

During 2024/2025 the Norwegian Shipowners' Association surveyed a range of shipping companies in Norway to compare DMA results in the first year of CSRD. The conclusion was that our DMA is consistent with the results from similar companies.

4. Prioritization of Material Matters

Material topics were prioritized based on their threshold values and our internal assessment of their relative importance. The highest priorities were given to sustainability-related risks, following the same principles used for other risk assessments at Solstad Maritime.

The materiality level thresholds are based on Uprights' database comprising more than 50,000 companies and their materiality results. Scale, scope, irremediability and likelihood have all been assessed on the basis of levels from 1-3, defined as low, medium and high. Impact materiality is calculated for each of the identified IROs by multiplying the scores given to the scale, scope, irremediability and likelihood of the impact, where minimum impact would be 1 and maximum impact would be 81.

Financial materiality is calculated for each risk and opportunity by multiplying magnitude and probability.

The Company used its standard risk matrix that includes sustainability-specific consequences to form the basis of initial and residual financial risk values for risk and opportunities. A 5x5 risk matrix is used that defines the financial impacts categorized from A (low=no cost) in steps to E (Very high > USD 1 000 000) outcome/consequences.

Assessment	Impact materiality			Financial materiality		
	Score	<20	20-50	>50	<8	8-40
Category	Low	Medium	High	Low	Medium	High

Table 11: From Upright's 'Double Materiality Assessment Methodology' document showing default thresholds.

Where the materiality score is medium or high, the sustainability matter is considered material. The quantitative thresholds are calibrated annually to determine how sensitively material matters should be triggered to achieve a sensible amount of sustainability matters. Through this process, every sustainability matter down to sub-sub-topic level is considered with respect to IROs to investigate if these can somehow be material to the Company.

The identified impacts and dependencies give rise to both risks and opportunities. The ESRS topic E1 Climate change illustrates this: The Company's reliance on fossil fuels to power its vessels results in significant CO₂ emissions, negatively impacting the environment. This dependency creates risks, such as operational challenges in a world transitioning to greener technologies. However, it also presents opportunities for the Company to gain a competitive advantage by pioneering the shift to renewable energy. How the Company handles these challenges will inevitably have an impact on our business, and this acknowledgement has influenced our assessment and prioritization of material matters.

5. Monitoring and Internal Control

The sustainability committee assists management and the Board (via the Audit Committee) in monitoring the performance and key impacts, risks and opportunities the Company faces in relation to sustainability matters. The sustainability committee oversees the processes and systems connected to our sustainability policies and other corporate requirements on the subject.

The sustainability committee:

- Review sustainability related policies, strategy, budgets and plans.
- Evaluates sustainability risk issues.
- Evaluates and agrees on Solstad Maritime's double materiality assessment.
- Report status to the Audit Committee and compile annual sustainability statement.

The company maintains overarching frameworks and established procedures to ensure that sustainability-related plans, initiatives, and reporting obligations are implemented and monitored on a continual basis.

The Company made a detailed mapping of operations, geographies, business connections and stakeholders in the process of identifying the Company's impacts, risks and opportunities. A representative sample of stakeholders was consulted, providing valuable insights on sustainability issues. Additionally, impact data from scientific sources have been used to provide further context to the assessment.

For a more detailed description of the processes to identify and assess material impacts, risks and opportunities, see the section titled IRO-1 in each standard disclosed in this statement (E1, E2, E4, G1). S1 and S2 does not have ESRS 2 IRO-1 requirements.

Disclosure Requirement IRO-2 – Disclosure Requirements in ESRS Covered by the Undertaking's Sustainability Statement

Through the double materiality assessment process the Company has concluded that the following ESRS' are not considered material at this stage:

ESRS E3: Though the Company's ships operate in a marine environment, their impact on water and marine resources is considered to be minor. The ships do not use or cause major harm to the water and/or the marine resources in the oceans. Technical and operational measures are already in place to reduce the risk for harmful emissions to the sea.

ESRS E5: The process to recycle ships at the end of their life was first considered to be material. However, as the Company has not recycled any vessels in the reporting period (or have any plans to recycle on the short to medium term) this topic was excluded for this reporting year. This topic might become material in the future.

Visual Representation of the Material Topics Identified by Solstad Maritime

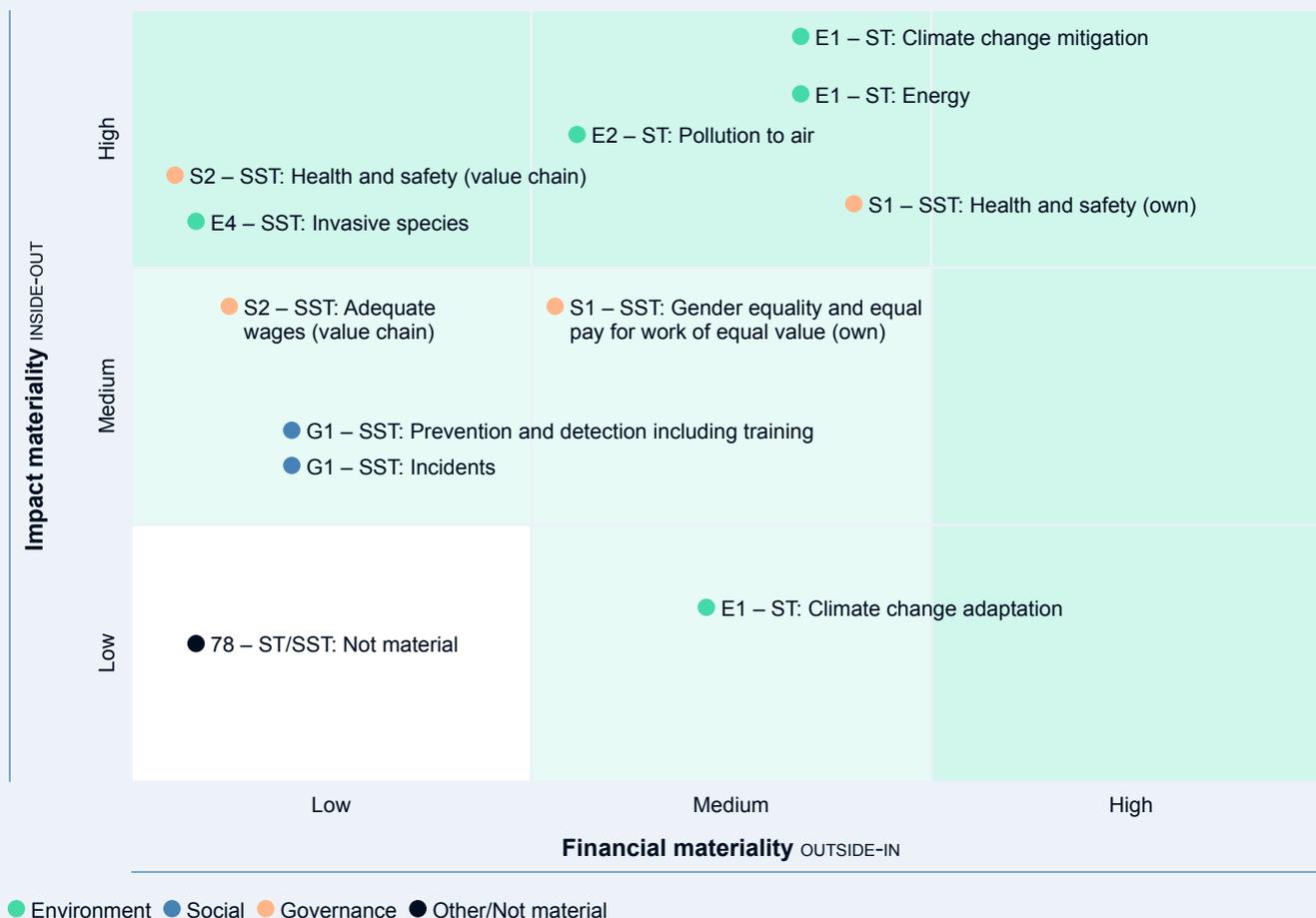


Figure 4 showing the outcome of the double materiality assessment: In this matrix sustainability matters are categorized based on their assessed significance in two dimensions: impact materiality and financial materiality. The sustainability matters are positioned along a scale ranging from non-material (low impact/low financial relevance) to highly material (high impact/high financial relevance), reflecting the concept of double materiality. ST: Sub-topic SST: Sub-sub-topic.

ESRS S3: The Company is involved in supporting local communities in some of the areas where offices are located (i.e. Skudeneshavn, Norway and Manila, Philippines). However, the impact, risks and opportunities connected to this are considered not material for the Company.

ESRS S4: The Company’s consumers and end-users are very important to the Company. However, the assessment of IROs under this topic are currently not considered material for reporting. This is among others because the Company has a very low number of clients at any given time (20-30 total world-wide and about 5-10 strategic). Hence, the overall end-client picture is relatively transparent. The Company also keep very close cooperation with our key clients, at least on an annual basis (at the executive level).

Determining Material Information to be Disclosed in Relation To IROs

It is our judgement that all the mandatory material disclosure requirements under the relevant topical standards have been addressed in accordance with the principles set out in ESRS 1 section 3-2 Material matters and materiality of information. Thresholds for materiality, as previously described in this chapter, were applied to assess which IROs are material for reporting, thereby guiding which disclosure requirements were applicable under the topical ESRS standards. As explained in the chapter Basis for Preparation–2, phase-in provisions have been applied to certain disclosure requirements in topical standards. This has been done to concentrate reporting efforts towards the most pressing sustainability matters in the first years of CSRD reporting, with the goal of gradually improving of the quality of the CSRD report.

Sustainability Statement

Environmental Information

Taxonomy Reporting (Article 8 of EU Regulation 2020/852)

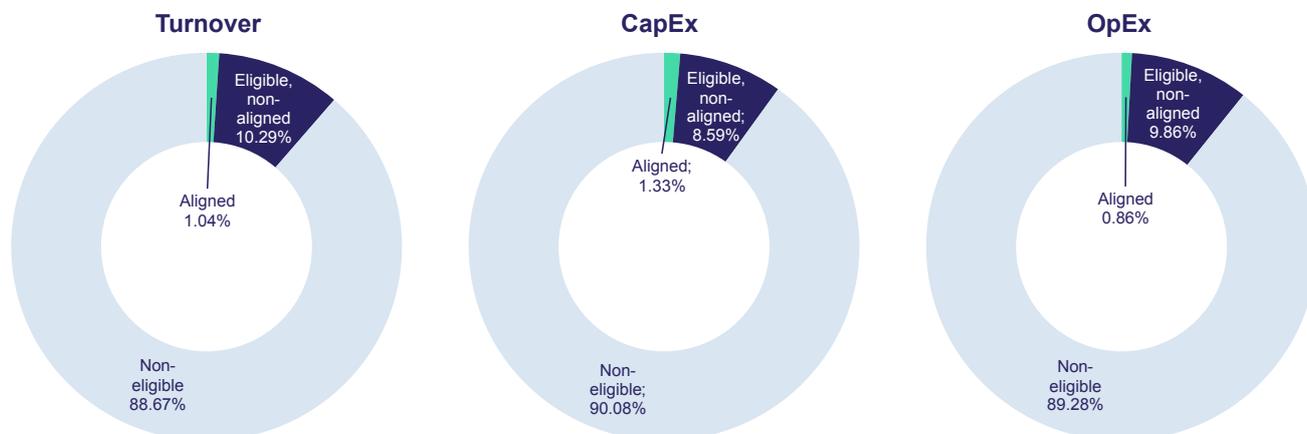
The Taxonomy Regulation is a key component of the European Commission’s action plan to redirect capital flows towards a more sustainable economy. It represents an important step towards achieving carbon neutrality by 2050 in line with EU climate goals, because the taxonomy is a classification system for environmentally sustainable economic activities. In the following section, the Company as a non-financial parent undertaking present the share of our group turnover, capital expenditure (CapEx) and operating expenditure (OpEx) for the reporting period 2025, which is associated with Taxonomy-aligned economic activity related to the environmental objective Climate Change Mitigation in accordance with Article 8 of the Taxonomy Regulation.

Solstad Maritime is reporting on the taxonomy regulation for the first year on eligible and aligned turnover, OpEx and CapEx. The reporting includes mainly these activities:

- 4.3 Supporting building of offshore wind turbines – Renewables business
- 5.5 De-commissioning of Oil & Gas installation (for recycling / nature restoration)

FY 2025	Total (USD)	Taxonomy-eligible activities (USD)	Taxonomy-aligned activities (USD)	Taxonomy-non-eligible activities (USD)
Turnover	590,358,165	66,932,421	6,156,107	523,425,743
Capital Expenditure (CapEx)	120,439,379	11,949,312	1,601,801	108,490,066
Operating Expenditure (OpEx)	21,659,787	2,320,678	185,688	19,339,108

Table 12 – Taxonomy KPI table



Graph 1 – Taxonomy KPIs

Taxonomy-Eligible and Taxonomy-Aligned Economic Activities

Solstad Maritime have examined all relevant economic activities carried out by the group to see which of these are eligible and aligned in accordance with Annexes I and II to the Climate Delegated Act. The table below indicates the environmental objective for which the activities qualify as eligible. Information on the extent to which the economic activities (as defined in Annex I to the Climate Delegated Act) are also aligned is provided in the KPI templates below. The templates also provide a clear indication of which environmental objective is pursued by the respective activity.

Solstad Maritime's activities primarily contribute to climate change mitigation. With the activities highlighted below, we generate revenue, and we generally incur both CapEx and OpEx for these activities. We describe the economic activities related to individually eligible and aligned CapEx and OpEx in the dedicated sections for the CapEx and OpEx KPI to explain our further investment activities not directly related to our turnover-generating activities.

Economic activity	Solstad Maritime activities during the reporting year	Activity description	NACE-Code
4.3 (Eligible)	Work in connection with renewable energy systems (Climate change mitigation)	<ul style="list-style-type: none"> Accommodation and construction workers support for bottom fixed wind turbine installation projects (Taiwan and Europe). Installation of floating wind turbines Maintenance related work for floating wind turbines (towing and anchor handling) Inter array subsea cable installation and repair 	D35.11 and F42.22
5.5 (Aligned)	Decommission work where the object to be decommissioned is recycled and or the decom process leads to nature restoration.	<ul style="list-style-type: none"> Removal of decommissioned oil and gas installations delivered onshore for recycling 	E38.22
Non-eligible activities	Oil and gas related activities	<ul style="list-style-type: none"> Oil and gas subsea construction work Oil and gas anchor handling / Drilling rig activities Oil and gas FPSO installation work Oil and gas removal and decommissions activities. 	B09.10 F43.99
Non-eligible activities	Non oil and gas or Renewables related activities	<ul style="list-style-type: none"> Intercontinental communication cable installation 	F42.22

Table 13

Taxonomy-Eligibility

The Company consider that only vessels operating under the described activities as eligible under activities 4.3 and 5.5. Eligibility does not directly depend on the vessel's emissions technology as a combustion engine is operated as a diesel electric plant according to all international regulations is considered as best available technology for offshore vessels. We consider as taxonomy-eligible under activity 4.3 Work in connection with renewable energy systems and activity 5.5 Decommission work where the object to be decommissioned is recycled and or the decom process leads to nature restauration or less ocean pollution.

The remaining Solstad Maritime activities during the reporting year are not eligible nor aligned as these activities are related to either oil and gas related work or infrastructure projects (subsea cable lay).

The Company has evaluated each of the projects and economic activities done in the reporting year and concluded that these contribute substantially to the environmental objectives set out in Article 9: Climate change mitigation. The activities are related to assisting international construction companies to build offshore wind turbine farms on a safe and environmentally sound way. Construction of offshore wind turbines and infrastructure required for enabling the decarbonisation of energy systems (enabling activity Article 16). Typical activities as accommodations services (including gangway operations), supporting construction of wind turbine units (crane operations), inter-array cable lay (in wind turbine farms), towing and anchoring of floating wind turbines from building site to offshore location (crucial part of the construction phase).

The other economic activities related to 5.5 is related to substantial contribution to the transition to a circular economy and to collection and transport of non-hazardous waste in source segregated fractions. Through these activities, Solstad Maritime is assisting large international construction companies to remove decommissioned offshore installations on a safe and environmentally sound way to support a circular economy, including waste prevention and recycling. Demolition of offshore oil and gas installation is enabling the process for restoration of biodiversity and ecosystems.

The activities done with Solstad Maritime's vessels has greenhouse gas emission levels that correspond to the best performance in the sector or industry (modern diesel electric vessels) and does not hamper the development

and deployment of low-carbon alternatives and does not lead to a lock-in of carbon-intensive assets, considering the economic lifetime of those assets.

Assessment of Taxonomy-Alignment Substantial Contribution

To determine if an economic activity is taxonomy-aligned, it must first comply with the first requirement as described in the taxonomy regulation. It must contribute substantially to one or more of the environmental objectives. All turnover-generating activities (4.3 and 5.5) aim at a substantial contribution to climate change mitigation. The same applied to CapEx that contribute to both objectives. Refer to the CapEx KPI template on page 61 to see the split between those two objectives to avoid double counting. In order to contribute to an environmental objective an activity must meet specific technical screening criteria stated for that activity within the relevant Appendix to the delegated act. We comment on these criteria and how they have been assessed below.

Activity 4.3 is substantially contributing to climate change mitigation as electricity generated from ocean wind turbine farms is fully renewable.

Activity 5.5 includes the decommissioning of abandoned oil and gas installations and assist transport to shore for recycling. By removing the old platforms and thereby starting the process of reinstating the nature as it was before this significantly contributes to nature restauration. Additionally, the removed oil and gas installations are dismantled and recycled to new steel and other valuable materials for further re-use supporting a circular economy.

Do no Significant Harm (DNSH)

For all economic activities where we are able to demonstrate a substantial contribution to climate change mitigation and pollution, prevention and control we do a brief analysis of the DNSH criteria assessing the relevant offshore locations and the work done as part of quarterly and/or annual taxonomy activity reviews.

DNSH to Climate Change Adaptation

The environmental aspects of both activity 4.3 and 5.5 is included in the Climate scenario assessment done as part of ESRS E1 in this report (see conclusions page 71). This complies with the criteria set out in Climate Delegated Act - Commission Delegated Regulation (EU) 2021/2139 Annex II. The climate change projections and assessment of impacts are based on best practice and available guidance and take into account the state-of-the-art science for vulnerability and risk analysis and related methodologies

in line with the most recent Intergovernmental Panel on Climate Change reports, scientific peer-reviewed publications, and open source or paying models. The climate risk assessment was conducted considering both an optimistic and a pessimistic scenario, compared to the current risk. A key conclusion is that Solstad Maritime is expected to face only limited short- to medium-term impacts from climate-change adaptation due to its modernized fleet, proactive climate-risk management, and relatively low exposure to near-term physical climate risks. In the longer term there are more uncertainties identified in the assessment.

DNSH to Sustainable Use and Protection of Water and Marine Resources

For activity 4.3 related to construction of offshore wind farms, there is an alignment criteria that this activity does not hamper the achievement of good environmental practices, as set out in Directive 2008/56/EC. The activities shall not create any environmental degradation risks related to preserving water quality or water stress. This environmental impact assessment has on some projects been done prior to the construction work by our clients (construction companies) to ensure that all relevant elements are assessed, and any negative impact are mitigated. However, as we deliver only a small portion of the total scope on these projects and we do not have

access to all prior documentation we can presently not document that this has been done hence we report the activities as “eligible” (not “aligned”).

DNSH to Transition to a Circular Economy

Relevant for activity 4.3 and 5.5 is Solstad Maritime’s recycling programme on operational waste that has been in place since 2007 (ISO14001 certified). All operational waste is segregated onboard the vessels and as far as practical possible delivered onshore for recycling. Separately collected waste fractions are not mixed in waste storage and transfer facilities with other waste or materials with different properties.

The purchase of products to support the vessel operations use guidelines to purchase tools, parts, components etc that has high durability and recyclability and that are easy to dismantle and refurbish in addition to having a low energy use. Separately collected waste fractions are not mixed in waste storage and transfer facilities with other waste or materials with different properties. At end of life the vessels themselves are being dismantled for re-use of usable parts or modules or for material recycling (>97% recycling ratio).



DNSH to Protection and Restoration of Biodiversity and Ecosystems

It is a requirement that for offshore wind (activity 4.3), the activity does not hamper the achievement of good environmental status, as set out in Directive 2008/56/EC, requiring that the appropriate measures are taken to prevent or mitigate impacts in relation to that Directive's Descriptors 1 (biodiversity) and 6 (seabed integrity), laid down in Annex I to that Directive, and as set out in Decision (EU) 2017/848 in relation to the relevant criteria and methodological standards for those descriptors. An environmental impact assessment (EIA) shall be completed before any work commences. This is work normally done by Solstad Maritime's clients (for work in EU). However, it has not been possible to provide this documentation at the time of reporting hence this activity is reported "eligible" but not "aligned".

To our knowledge these operations have not been executed in or near biodiversity-sensitive areas (including the Natura 2000 network of protected areas, UNESCO world heritage sites and key biodiversity areas, as well as other protected areas). Our clients are responsible for these assessments prior to work commences according to international and regional regulations. However we are in the process of implementing a second layer of risk mitigating software tool for our operations through a cooperation with the Norwegian company HUB Ocean.

Minimum Safeguards

The final step to taxonomy-alignment is compliance with the minimum safeguards. The minimum safeguards include all procedures implemented to ensure that economic activities are carried out in alignment with:

- the OECD Guidelines for Multinational Enterprises (OECD MNE Guidelines)
- the UN Guiding Principles on Business and Human Rights (UNGPs), including the principles and rights set out in the eight fundamental conventions identified in the Declaration of the International Labour Organization on Fundamental Principles and Rights at Work
- the International Bill of Human Rights

The scope of minimum safeguards covers the following four topics:

- Human rights (including labour and consumer rights)
- Corruption and bribery
- Taxation
- Fair competition

We follow a two-dimensional assessment approach to assess compliance with minimum safeguards. On the

one hand, adequate processes have been implemented to prevent negative impacts (procedural dimension). On the other hand, outcomes are monitored to check whether our processes are effective (outcome dimension). In the shipping and energy industries, we understand that the behaviour of all employees and other actors along our value chain plays a central role in complying with the minimum safeguards. We take our responsibility as a global actor in our sector seriously, by following the ethical business conduct principles for our daily business activities that are manifested in the Group's Code of Conduct which covers, among others, all four topics of the minimum safeguards. Furthermore, the Company supports the UN Global Compact's ten principles of ethical business conduct and has integrated these principles into our business strategy and day-to-day operations. SIMS is the overarching organisational tool to assure compliance with legal obligations regarding minimum safeguards and with our Code of Conduct.

Annual training on anti-corruption and bribery is mandatory for all employees. Code of Conduct training is mandatory every three years for onshore workers and every five years for crew. With regard to our supply chains and business relationships, we expect the same ethical business conduct as for our own business entities. Therefore, the minimum safeguards requirements are an integral part of our business contracts and our Supplier's Code of Conduct. The Supplier's Code of Conduct aims to promote and enforce practices relating to human rights, ethics, the protection of the environment and safety. We expect each of our suppliers to respect the Company's ethical principles and to ensure that this Code of Conduct is respected by all of their employees and subcontractors. Moreover, our supplier selection and evaluation processes include human rights, anti-corruption and anti-bribery due diligence. In addition to these preventive measures, we have implemented a group-wide grievance mechanism for complaints about detrimental behaviour regarding a variety of ethics, integrity and compliance issues (including the four topics covered by the minimum safeguards). Complaints can be submitted anonymously, by internal as well as external stakeholders, and are treated confidentially and in a timely manner. We regularly evaluate incoming complaints and assess any necessary adjustments to our procedures. Human rights (including labour and consumer rights) is based on the UNGPs and the OECD MNE Guidelines, including the OECD Due Diligence Guidance for Responsible Business Conduct. Our human rights statement, describing our strategy, the high-impact areas and our processes and measures to prevent negative human rights impacts, is publicly available on our website.



Our strategy for combating human rights violations is based on a thorough impact analysis that takes particular account of geographical and sectoral specifications. The impact analysis includes our own business segments, subsidiaries and business partners, and our value chain. Human rights impacts were then prioritised, and processes have been adjusted or implemented to tackle the significant risks. Measures to prevent and mitigate actual and potential adverse human rights impacts were identified and implemented. Our processes ensure that remedial action is taken promptly in the event of an acute human rights violation and, if necessary, compensation is provided to affected individuals. The effectiveness of our processes is monitored by internal reviews on a regular basis. Any person who feels that their human rights have been violated by our activities or an actor of our value chain can contact us through our grievance mechanism. In 2025, no complaints were made related to human rights issues.

Corruption and Bribery

To prevent and fight against corrupt practices, we implemented a corruption prevention programme. Our control mechanisms to prevent corruption and bribery in our business segments and value chains are based on a risk assessment, including geographical and sectoral criteria. Anti-corruption is an integral part of our Code of Conduct and our SIMS. Additionally, we have published our anti-corruption policy to our employees as well as suppliers and business partners. Regular training of employees on the anti-corruption rules and on the application of those rules, as well as specific training of employees and other actors identified as specifically exposed to corruption risks, is mandatory. In 2025, no allegations of corruption and bribery were reported.

Taxation

In line with our ethical business values, tax governance and tax compliance are important elements of our oversight, and we are committed to complying with all relevant tax laws and regulations. Therefore, in line with the Company's strategy, our tax strategy is transparent, sustainable in the long term and complies with the Code of Conduct. Tax risk management is an essential component of our SIMS and is embedded in our overall company risk management system. Our risk-based tax governance framework is managed by a team of dedicated, qualified tax experts, who work closely with our management. In the financial year 2025, Solstad Maritime has not been finally convicted in court for any major violation of tax laws.

Fair Competition

We carry out our activities in a manner consistent with all applicable competition laws and regulations, taking into account the competition laws of all jurisdictions in which our activities might have anti-competitive effects. With our Group's guideline for fair competition and ethical business conduct, we pursue the goal of achieving and maintaining lively competition in a free market environment for us by establishing a corresponding corporate culture. The company's guideline provides our employees with assistance in preventing, detecting and remedying any competition violations. Raising awareness and conducting training that addresses competition law risks of our business activities are of particular importance to ensure fair competition. In addition, training on the policies for fair competition and ethical business conduct, employees in relevant positions, especially our Senior Management, receive specific fair competition training with assistance in preventing, detecting and remedying any competition violations. In the financial year 2025, Solstad Maritime did not have any reported issues on this topic.

Process for Data Collection and Validation

To report information on taxonomy-aligned economic activities in 2025, the Company has:

- Reviewed our business activities and identified the activities that could be eligible and aligned.
- Performed a detailed analysis of the individual taxonomy-eligible economic activities and the applicable technical screening criteria in close cooperation with key contacts in each country/region and following consultation with technical experts related to the specific activities and criteria.
- Established additional processes, procedures and tools to enable us to report financial information for each of the eligible and potentially aligned activities that might concern the Company.
- Consulted with external experts and peers to ensure a correct and consistent interpretation of the legal requirements.

The specification of the KPIs is determined in accordance with Annex I to the Disclosures Delegated Act. We determine the taxonomy-aligned KPIs in accordance with the legal requirements and describe our accounting policy in this regard as follows:

KPIs and Accounting Policy

The key performance indicators ("KPIs") include the turnover KPI, the CapEx KPI and the OpEx KPI. For presenting the taxonomy KPIs, we use the templates provided in Annex II to the Disclosures Delegated Act. Solstad Maritime is reporting Taxonomy KPIs for the first year this year.



Proportion of CapEx from Products or Services Associated with Taxonomy-Aligned or Eligible Economic Activities – Disclosure Covering Year 2025

Financial year 2025	Year		Substantial contribution criteria							DNSH criteria (Does Not Significantly Harm)					Minimum safeguards (17)		Proportion of Taxonomy-aligned (A.1.) or eligible (A.2.) Capex year 2024 (18)*	Category enabling activity (19)	Category transitional activity (20)
	Code (2)	CapEx (3)	Proportion of CapEx (4)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity and ecosystems (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Y/N			
Economic activities (1)		USD	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N			

A. TAXONOMY ELIGIBLE ACTIVITIES

A.1 Environmentally Sustainable activities (Taxonomy aligned)

4.3. Electricity generation from wind power	CCM 4.3	0.00	0.00%	Y	N/EL	N/EL	N/EL	N/EL	N/EL	N	N	N	N	N	N	Y	N/A		
5.5. Collection and transport of non-hazardous waste in source segregated fractions	CCM 5.5	1,601,801	1.27%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	N/A		
CapEx of environmentally sustainable activities (Taxonomy aligned) (A.1)		1,601,801	1.27%							Y	Y	Y	Y	Y	Y	Y	N/A		
Of which enabling			0%	0%	0%					Y	Y	Y	Y	Y	Y	Y	N/A	E	
Of which transitional			0%	0%						Y	Y	Y	Y	Y	Y	Y	N/A		T

A.2. Taxonomy - Eligible but not environmentally sustainable activities (not Taxonomy aligned activities)

				EL; N/EL	EL; N/EL*														
4.3. Electricity generation from wind power		10,347,511	8.18%	EL	N/EL	N/EL	N/EL	N/EL	N/EL										N/A
Capex of Taxonomy eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		10,347,511	8.18%	0%	0%	0%	0%	0%	0%										N/A
5.5 Collection and transport of non-hazardous waste in source segregates fractions		0	0.00%																
A. CapEx of Taxonomy eligible activities (A.1+A.2)		11,949,312	9.92%	0%	0%	0%	0%	0%	0%										N/A

B. TAXONOMY-NON-ELIGIBLE ACTIVITIES

CapEx of Taxonomy-non-eligible activities	114,593,808	90.56%
TOTAL	126,543,120	100.00%

Table 15 – Taxonomy CapEx

Proportion of turnover / Total turnover	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	1.04%	10.34%
CCA	0%	0%
WTR	0%	0%
CE	0%	0%
PPC	0%	0%
BIO	0%	0%

Table 16

Proportion of CapEx / Total CapEx	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	1.27%	9.92%
CCA	0%	0%
WTR	0%	0%
CE	0%	0%
PPC	0%	0%
BIO	0%	0%

Table 17

Proportion of OpEx from Products or Services Associated with Taxonomy-Aligned or Eligible Economic Activities – Disclosure Covering Year 2025

Financial year 2025	Year		Substantial contribution criteria							DNSH criteria (Does Not Significantly Harm)					Minimum safeguards (17)			Proportion of Taxonomy-aligned (A.1.) or eligible (A.2.) OpEx year 2024 (18)*	Category enabling activity (19)	Category transitional activity (20)
	Code (2)	OpEx (3)	Proportion of OpEx (4)	Climate Change Mitigation (5)	Climate Change Adaptation (6)	Water (7)	Pollution (8)	Circular Economy (9)	Biodiversity and ecosystems (10)	Climate change mitigation (11)	Climate change adaptation (12)	Water (13)	Pollution (14)	Circular economy (15)	Biodiversity (16)	Y/N	%			
Economic activities (1)		USD	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N				

A. TAXONOMY ELIGIBLE ACTIVITIES

A.1 Environmentally Sustainable activities (Taxonomy aligned)

4.3. Electricity generation from wind power	CCM 4.3	0	0.00 %	Y	N/EL	N/EL	N/EL	N/EL	N/EL	N	N	N	N	N	N	Y	N/A	
5.5. Collection and transport of non-hazardous waste in source segregated fractions	CCM 5.5	185,688	0.86%	Y	N	N/EL	N/EL	N/EL	N/EL	Y	Y	Y	Y	Y	Y	Y	N/A	
OpEx of environmentally sustainable activities (Taxonomy aligned) (A.1)		185,688	0.86%							Y	Y	Y	Y	Y	Y	Y	N/A	
Of which enabling			0.00%	0 %	0 %					Y	Y	Y	Y	Y	Y	Y	N/A	E
Of which transitional			0.00%	0 %						Y	Y	Y	Y	Y	Y	Y	N/A	T

A.2. Taxonomy - Eligible but not environmentally sustainable activities (not Taxonomy aligned activities)

				EL; N/EL														
4.3. Electricity generation from wind power		2,134,990	9.86%	EL	N/EL	N/EL	N/EL	N/EL	N/EL									N/A
OpEx of Taxonomy eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)		2,134,990	9.86%	100 %	0 %	0 %	0 %	0 %	0 %									N/A
5.5 Collection and transport of non-hazardous waste in source segregates fractions		0	0.00%															
A. OpEx of Taxonomy eligible activities (A.1+A.2)		2,320,678	10.71%	100 %	0 %	0 %	0 %	0 %	0 %									N/A

B. TAXONOMY-NON-ELIGIBLE ACTIVITIES

OpEx of Taxonomy-non-eligible activities	19,339,108	89.29%
TOTAL	21,659,787	100.00%

Table 18 – Taxonomy OpEx

Proportion of OpEx / Total OpEx	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	0.86%	10.71%
CCA	0 %	0 %
WTR	0 %	0 %
CE	0 %	0 %
PPC	0 %	0 %
BIO	0 %	0 %

Table 19



Taxonomy KPI	2025
Aligned revenue	1.04%
Aligned CapEx	1.33%
Aligned OpEx	0.86%

Table 20: Taxonomy aligned portion of Revenue, CapEx and OpEx.

The total OpEx reported is mainly related to technical maintenance including parts, service engineers, repairs etc (accounting code groups: 4041-4049 (O and W-codes)). This is the basis for calculating an average annual technical OpEx per day. This is then multiplied by the number of vessel days in the aligned operations. Note that the majority of the OpEx as crew cost and a range of other vessel costs are not included as per EU guidelines.

The aligned CapEx is related to upgrades and purchase of equipment etc needed to execute aligned activities. For example, purchase of gangway systems. All cost to be reported in the FY that the purchase was done. CapEx for dry-docking of vessels working with aligned activities (accounting code groups: 4041-4049 (R and I-codes)). The reported CapEx is calculated using a daily average cost for the specific vessels (periodic maintenance and any investments during the year). The daily average CapEx is multiplied by the number of aligned days in operation (a pro rata calculation).

The turnover and CapEx expenditures can be found in the financial section of the report, note 4, 7 and 8.

The company does not have a specific taxonomy CapEx plan. CapEx over a five-year period is estimated in the Company long term budgets based on each vessels maintenance- and class schedules and requirements. All vessels have a minimum of one main maintenance stop every five years and the corresponding CapEx for this work is book at taxonomy aligned CapEx for the vessels performing the aligned activities in the reporting year (if maintenance have been done this year).

There are no material changes in the CapEx plans in the reporting year.

The Company does not have a dedicated taxonomy-related CapEx plan, as it is not possible to predict where the various vessels will operate in the coming years or which projects they will be involved in that relate to the EU Taxonomy.

The KPI numbers used for turnover, CapEx and OpEx KPIs are not double counted. The revenue is related to specific vessels and projects and can easily be separated. The aligned CapEx/OpEx is reported only for the vessels actually doing the aligned work. If a vessel has been doing several aligned activities the CapEx and OpEx is counted only once in the reporting year. Both aligned OpEx and CapEx are calculated using a pro-rata calculation for the actual vessel's days based on an annual total for each vessel (more details below).

None of the reported aligned economic activities for Solstad Maritime contributes to several environmental objectives.

Solstad Maritime does not present a disaggregated KPI overview as this may disclose commercial details on the various contracts.

Turnover KPI - Quantitative breakdown of the numerator

In table 21, we show a quantitative breakdown of the numerator for the aligned turnover KPI. We list revenue from contracts with customers and other companies, lease revenue, and other sources of income. Over the financial year 2025, no key drivers of change were indicated.

Revenue KPI

As 2025 is the first reporting period there is no comparison against previous years for the KPIs. At year-end, Solstad Maritime owned 32 vessels and a total of 8 vessels were involved with taxonomy related activities during the year.

Quantitative breakdown of turnover numerator	Turnover (USD)
Vessel contractual income	31,470,161
Vessel lease	35,462,260
Total	66,932,421

Table 21 - Total Eligible Turnover



The Company has not issued environmentally sustainable bonds or debt securities with the purpose of financing specific Taxonomy-aligned activities.

CapEx KPI

There were no eligible and/or aligned CapEx in the reporting period. Solstad Maritime has not set a specific taxonomy CapEx target or expansion plan over the short or medium-term periods.

There have not been any activities relevant for the taxonomy related to research, development and innovation.

Solstad Maritime has not issued environmentally sustainable bonds or debt securities with the purpose of financing specific identified taxonomy-aligned activities.

In 2025, our taxonomy-eligible CapEx is associated with activities 4.3 and 5.5.

OpEx KPI

As 2025 marks the first year of reporting for Solstad Maritime, there is no comparable annual data available for the OpEx KPI.

OpEx KPI Quantitative Breakdown of the Numerator

Table 23 shows the breakdown of the OpEx numerator into its components based on the definition of OpEx in the Disclosures Delegated Act:

Activity	Additions to Property, Plant, and Equipment PP&E (USD)	Internally generated or purchased intangibles (USD)	Right-of use assets (USD)	Sum (USD)	Thereof acquired through business combinations (USD)	Thereof part of a CapEx plan (USD)
4.3	10,347,511	0	0	10,347,511	0	0
5.5	1,601,801	0	0	1,601,801	0	0
Sum	11,949,312	0	0	11,949,312	0	0

Table 22 - Total Eligible CapEx



Quantitative breakdown of OpEx numerator

OpEx (USD)

Technical OpEx (Maintenance and repair including parts, services, yard work)	21,535,960
Non-capitalised leases	123,827
Building renovation measures	0
R&D costs	0
Total	21,659,787

Table 23 - Total Eligible OpEx

Item	Nuclear energy related activities	Yes/No
1	The undertaking carries out, funds, or has exposures to research, development, demonstration, and deployment of innovative electricity generation facilities that produce energy from nuclear processes with minimal waste from the fuel cycle.	No
2	The undertaking carries out, funds or has exposures to construction and safe operation of new nuclear installations to produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production, as well as their safety upgrades, using best available technologies.	No
3	The undertaking carries out, funds or has exposures to safe operation of existing nuclear installations that produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production from nuclear energy, as well as their safety upgrades.	No
	Use of fossil gas activities	
4	The undertaking carries out, funds or has exposures to construction or operation of electricity generation facilities that produce electricity using fossil gaseous fuels.	No
5	The undertaking carries out, funds or has exposures to construction, refurbishment, and operation of combined heat/cool and power generation facilities using fossil gaseous fuels.	No
6	The undertaking carries out, funds or has exposures to construction, refurbishment and operation of heat generation facilities that produce heat/cool using fossil gaseous fuels.	No

Table 24

ESRS E1 - Climate Change

Material Impacts, Risks or Opportunities

Climate Adaption

 Future vessel specifications must consider climate change adaptation.

 The Company operates partly in countries considered to be at high-risk and with low resilience to climate change.

Climate Mitigation

 The Company's operations result in considerable GHG emissions to air, which contributes to climate change.

 Stricter climate regulations and reporting standards may increase cost for compliance, transparent reporting, low-carbon technologies, and technical upgrades. Employees increasingly expect climate leadership, which can raise costs for internal programs, reskilling, and retention. Some vessels in the fleet may have risk of becoming stranded assets because of changes in market conditions.

 This may create market and financing opportunities, as clients and investors are increasingly scrutinizing climate-related financial risks. By reducing its negative climate impact, such as high emissions intensity or stranded asset exposure, the Company may lower its cost of capital through improved risk perception and alignment with investor expectations.

Energy

 The Company's operations are associated with fossil based energy exploration and/or services through the Company's products. Significant fossil based energy consumption in own operations and within the value chain.

 Reduced availability and higher prices of fossil fuels may increase logistics and distribution expenses.

 Promotion or enabling of less energy-intensive products or services, replacement of fossil fuel energy with non-fossil fuels facilitated by the Company's products. Industries in connection with alternative energies pose marked opportunities for the Company.

 Impact  Risks  Opportunities

ESRS 2 IRO-1 – Description of the Processes to Identify and Assess Material Climate-Related Impacts, Risks and Opportunities

In identifying material climate-related impacts, risks and opportunity, the Company has screened its operations and activities to identify actual and potential sources of GHG emissions. The Company's primary activity is vessel rental for offshore energy sector activities, which constitutes the majority of actual and potential GHG emissions, both currently and in the future. The main source of these emissions is the combustion of marine gas oil in the vessels' engines, impacting climate change primarily through downstream activities. Although the Company is actively working to seek opportunities with customers in the renewable energy sector, the GHG emissions associated with clients in the fossil fuel industry remain a significant climate-related impact, contributing to both physical and transitional risks.

To assess the resilience of our strategy and business model, the Company has conducted a Climate Scenario Analysis by use of the publicly available TCFD tools. This assessment leverages climate risk scenarios from the Intergovernmental Panel of Climate Change's 6th Assessment Report (IPCC6, 2021) to assess the extent of physical and transitional climate risk across the Company's value chain. The findings from this analysis have been





incorporated into the double materiality assessment. The aim of the analysis was to identify and quantify the climate-related risks and opportunities that the Company faces, and to inform its strategic decisions and actions to enhance its resilience and sustainability.

The analysis considers three time horizons for physical risks: 2025-2030 (short term), 2031-2050 (medium term) and 2051-2100 (long term). For transitional risks these time horizons are used: 0-5 years (short term), 5-10 years (medium term) and 10-30+ years (long term). These periods align with the Company's fleet lifecycle, with the short term focusing on existing fleet, the medium term on a mix of current vessels and potentially newbuilds, and the long term on entirely new assets replacing the old ones. All new assets built during these periods will need to comply with low-carbon and near climate-neutral standards (utilizing zero/low-emission technology and fuels). It should be noted that operating close to carbon neutral is feasible even in the short-term by using commercially available biofuels such as HVO, which reduce GHG emissions by >90% compared to fossil fuels. This solution is already in use today, mainly for piloting purposes due to high cost.

The climate scenario analysis encompassed all parts of the Company's value chain, allowing for a comprehensive scope to identify all material risks. As a vessel operating company, with an evident dependency on fossil fuels, a key assumption in the analysis was that the transition to a low-carbon economy would impact fuel supply and costs. This shift is also expected to influence customer demand, with renewable fuel types becoming more attractive. Additionally, the analysis assumed that technological innovation would play an important role in addressing identified risks. Regarding the level of certainty of the analysis, two primary uncertainties were identified: the pace at which the global market will transition from fossil fuels to more sustainable operations, and how quickly greener fuel alternatives will become commercially viable in the regions where the Company operates worldwide.

Predicting the transition away from dependence on oil and gas over these periods is complex. Offshore oil and gas is expected to remain a critical energy provider for decades, while the growth of the renewables market relies heavily on global political decisions. Additionally, the Company operates in other sectors such as infrastructure cable

laying and decommissioning, which may expand during these periods. New builds, especially in the medium- and long-term periods, will be adapted to new and sustainable business models supporting a climate-neutral economy.

In our climate-related physical risk analysis, we identified and assessed both chronic and acute climate-related hazards, using the SSP5-8.5 scenario. This is a high-emission scenario assuming extensive fossil fuel usage and limited mitigation of greenhouse gas emissions, leading to a global warming of 8.5°C by 2100.

In assessing climate-related transition risks, the Company used the two scenarios SSP1-1.9 and SSP2-4.5 by the IPCC6. These are low-emission scenarios assuming rapid and ambitious mitigation of GHG emissions, limiting global warming of 1.9°C or 3.6°C respectively by 2100. The first scenario envisions CO₂ emissions reaching net zero around 2050, and the second less than 2°C.

The types of physical and transitional risks assessed over the short-, medium- and long-term horizons in the scenario analysis are found above.

E1-1 – Transition Plan for Climate Change Mitigation

The Company aims to be a key player in the energy transition and continuously explore and create business opportunities that align with our commitment to sustainability. As a major player in the offshore energy industry, we recognise the challenges we face as a global society and our role in both creating and solving them. We are aware that the increasing global temperatures and aim to take considerable actions to reduce emissions from our operations. However, at this point the Company has not developed a ESRS compliant transition plan.

In line with investor and industry expectations within the shipping sector, the Company has set a long-term ambition to reach net-zero greenhouse gas emissions for 2050, aligned with limiting global warming to 1.5°C.

Scenario name	Climate risk-related scenario type	Shared Socio-economic Pathways (SSP)	SSP Name	Temperature alignment scenario	Representative Concentration Pathway (RCP)	Very likely temperature rise by end of the century	Likely Sea Level Rise	Scenario description
A	Physical	SSP1-1.9	Sustainability (Taking the Green Road)	1.5C	RCP2.6	1.0 – 1.8C	0.28 – 0.55m	Very low GHG emissions: CO ₂ emissions cut to net zero around 2050
A	Transition	SSP1-1.9	Sustainability (Taking the Green Road)	1.5C	RCP2.6	1.0 – 1.8C	0.28 – 0.55m	Very low GHG emissions: CO ₂ emissions cut to net zero around 2050
C	Physical	SSP2-4.5	Regional rivalry (A Rocky Road)	3.1°C - 4°C	RCP4.5	2.1 – 3.5C	0.44 – 0.76m	Intermediate GHG emissions: CO ₂ emissions around current levels until 2050, then falling but not reaching net zero by 2100
C	Transition	SSP2-4.5	"Regional rivalry (A Rocky Road)"	2.1°C - 3°C	RCP4.5	2.1 – 3.5C	0.44 – 0.76m	Intermediate GHG emissions: CO ₂ emissions around current levels until 2050, then falling but not reaching net zero by 2100
E	Physical	SSP5-8.5	Fossil-Fuelled Development (Taking the Highway)	4.1°C and above	RCP8.5	3.3 – 5.7C	0.98- 1.88 m	Very high GHG emissions: CO ₂ emissions triple by 2075
E	Transition	SSP5-8.5	Fossil-Fuelled Development (Taking the Highway)	4.1°C and above	RCP 8.5	3.3 – 5.7C	0.98- 1.88 m	Very high GHG emissions: CO ₂ emissions triple by 2075

Table 25



Scenario consequences for Solstad on Impact, risks and opportunities

	<ul style="list-style-type: none"> No major issues related to severe weather expected for the fleet operations except for some more waiting time from tie to time. Even ships built in the 2015 to 2025 period can handle these conditions without modifications throughout their lifetime to around 2035 to 2050. Major supply chain hubs up- and downstream can for the most part operate as before without major interruptions due to weather related incidents (moderate impact).
	<ul style="list-style-type: none"> Strong maritime GHG regulations comes into action that now also is including offshore vessels. Taxation on GHG emissions such as EU ETS is high. Not allowed to use only fossil fuels in shipping in some regions resulting in high fuel prices for green alternatives (fuel cost and tax/fees are still for the most part forwarded to our clients). The traditional oil and gas business is gradually reduced and a large portion of Solstad's O&G revenue is reduced over time. The offshore wind business is strong around the world creating business opportunities for Solstad supplying a range of services to this and other non-O&G businesses such as seabed cable industry. A range of new types of vessels and services appears that allows for the use of smaller remote operated and/or autonomous vessels that significantly reduces the GHG emissions and need for people offshore for many operations. Vessels that cannot operate with close to net zero emissions are not allowed. Oldest vessels are recycled. The newest part of the existing fleet are rebuilt to facilitate new green fuels and technology from about 2030 onwards. New builds have new green technologies installed from day one. Companies that are still mainly associated with the oil and gas Industry struggles with the reputation, financing and manning. Exploration for oil and gas is limited reducing the need for some of Company's vessels. However some of these vessels and the associated human competencies are strongly needed in the floating wind business that have a strong growth in several regions globally throughout the century.
	<ul style="list-style-type: none"> Vessel operations may from time to time be impacted by weather, primarily due to increased waiting time. Existing and new vessel's performance is not considerably negatively impacted due to the weather change as the built in capacities are still sufficient. Melting ice and regional extreme weather challenges globally may disrupt supply chain upstream or downstream activities delaying projects.
	<ul style="list-style-type: none"> Severely worsened weather conditions often increase operational time on projects which increase income on these contracts as they take longer time. International regulations on emissions are hardening slowly requiring more and more companies to set targets and curb emissions. Large variations from region to region how climate related regulations are implemented. The Offshore vessel sector operates in various regions and must adapt or move in/out of various regions and business areas. This can be driven by regulations or potential for income/business for the vessels. Reputational issues for companies connected to the oil and gas industry. Fuel prices are increasing especially in some regions that have implemented emission taxes. However the majority of the fuel cost is forward to the clients for Solstad. Investors and banks are starting to strengthen focus on Solstad's and most other companies ESG performance. The world's supply chains may be negatively impacted due to flooding of infrastructure etc. increasing the general operational cost. Little drive from the governments/regualtors or clients to upgrade existing vessels to accommodate green/low emissions technologies and fuels.
	<ul style="list-style-type: none"> Vessel operations often impacted by weather, primarily due to increased waiting time. Existing and new vessels are not negatively impacted due to the weather change as the built in capacities are still sufficient. Little drive from clients to upgrade existing vessels to accommodate green/low emissions technologies and fuels.
	<ul style="list-style-type: none"> Severely worsened weather conditions often increase operational time on projects which increase income on these contracts as they take longer time. International regulations on emissions are hardening slowly requiring more and more companies to set targets and curb emissions. Large variations from region to region how climate related regulations are implemented. The Offshore vessel sector operates in various regions and must adapt or move in/out of various regions and business areas. This can be driven by regulations or changing business area/potential for some of the vessels. Fuel prices are increasing especially in some regions that have implemented emission taxes. However the majority of the fuel cost is still forwarded to Solstad's clients. Investors and banks are starting to strengthen focus on Solstad's and most other companies ESG performance. World supply chains may be negatively impacted due to flooding of infrastructure etc. increasing general operational cost.

Physical risks	
Chronic risks	<ul style="list-style-type: none"> • Temperature related: Changing temperature, Heat stress, Temperature variability, Permafrost thawing, Changing wind patterns. • Water related: Changing precipitation patterns and types, Precipitation or hydrological variability, Ocean acidification, Saline intrusion, Sea level rise, Water stress. • Solid mass related: Coastal erosion, Soil degradation, Soil erosion, Solifluction.
Acute risks	<ul style="list-style-type: none"> • Temperature related: Heat wave, Cold wave/frost, wildfires. • Wind related: Cyclones, hurricanes, typhoons, storms, tornados. • Water related: Drought, Heavy precipitation, Flood, Glacial Lake outburst. • Solid mass related: Avalanche, Landslide, Subsidence.
Transitional risks	
Policy and legal	Increased pricing of GHG emissions, Enhanced emission reporting obligations, Mandates on and regulation of existing products and services, Mandates on and regulation of existing production processes, Exposure to litigation.
Technology	Substitution of existing products and services with lower emissions options, Unsuccessful investment in new technologies, Cost of transition to lower emissions technology.
Market	Changing customer behaviour, Uncertainty in market signals, Increased cost of raw materials.
Reputation	Shifts in consumer preferences, Stigmatization of sector, Increased stakeholder concern, Negative stakeholder feedback

Table 26

At present, a comprehensive transition plan for the Company has not been established. This is primarily attributable to two factors:

- 1) The advanced green technology and green fuels necessary to achieve near-zero emissions are not yet commercially available on a large scale. Additionally, the prospective availability of such fuels within Solstad Maritime’s vessel operation regions remains uncertain and unresolved.
- 2) There are currently very few implemented global or regional GHG regulations specific to offshore vessels, which further complicates the development of a detailed transition plan.

The ESRS E1-1 reporting includes key elements of the transition plan requirements such as actions/levers, taxonomy alignment including relevant CapEx, info about EU Paris-aligned benchmarks omitting detailed specific GHG targets, and a detailed decarbonization plan including allocated OpEx/CapEx and information about locked in GHG emissions.

The cost and timeline for the availability of the technologies and fuels needed to decarbonize the offshore fleet is not yet commercially available or mature enough for implementation. Consequently, creating a detailed transition plan is challenging at this point. In addition, with the announced revised ESRS requirements applicable most likely from 2027 for Solstad Maritime, this work has been put on hold until new regulations are adopted by the Commission and publicly available.

Solstad Offshore has since about 2010 been working on various decarbonisation actions and these actions highly relevant also for Solstad Maritime. The key identified decarbonisation measures are:

- Operational measures: Solstad Green Operations® (First Solstad Offshore specific, but now also a Solstad Maritime campaign/operational measures done daily on vessels to reduce emissions)
- Existing technology/retrofit: Battery hybrid and shore power systems
- Drop in bio-fuels on existing and new build vessels: HVO (or FAME)
- Fleet renewal: Adapted to use new low emission technologies and fuels:
 - New technology: Dual fuel internal combustion engines and/or fuel cell technology
 - Future fuels: Green/blue/bio methanol or ammonia

ESRS 2 SBM-3 – Material Impacts, Risks and Opportunities and Their Interaction With Strategy and Business Model

In the double materiality assessment process, no identified physical climate-related risks were assessed as material. However, the assessment found that the Company is faced with material transitional risks through changes in the demand and supply of its services, the regulatory and policy environment, the availability and cost of capital, and through altered reputation and stakeholder expectations.



The Main Findings of Solstad Maritime's Climate Scenario Analysis on Transitional and Physical Climate Risks

In a high-emission scenario, vessel operations might be frequently affected by weather conditions, primarily due to increased waiting time. This could potentially increase the Company's revenue, as the business model is primarily based on time charter contracts. Currently, the Company experiences limited or no requirement from clients to upgrade existing vessels to accommodate green technologies and fuels.

The scenario analysis identified several transitional risks and opportunities for the Company in adapting to stricter environmental standards and a low-carbon economy. The SSP1-1.9 scenario poses the greatest challenges for the Company's current business model, while the SSP5-8.5 scenario offers the most growth opportunities. Stricter maritime GHG regulations, which increasingly include offshore vessels, may lead to higher costs associated with adopting greener alternatives. However, we expect that the majority of these costs can be transferred to end clients through increased day rates, as potential CapEx and fuel expenses are already typically borne by the client. The decline in the oil and gas sector may reduce revenue from those customers, but the global offshore wind industry provides new growth opportunities, such as seabed cable installation services. Emerging technologies like smaller, autonomous vessels offers opportunities to reduce GHG emissions and operational personnel needs.

Moving towards a lower-carbon world require shipping companies to reduce reliance on fossil fuels, which may involve recycling older vessels and retrofitting newer ones for green fuels, depending on capital availability and costs. Lastly, the analysis underscores the potential reputational, financial and staffing challenges for companies tied to oil and gas, which may present risks implications for us – though some of the Company's vessels and expertise remain in high demand within emerging renewables sectors.

Overall, the analysis indicates that financial risks to the Company in the short- to medium-term are low, but long-term consequences are more uncertain and difficult to quantify.

Since the Company was established its business model has always included focus on projects related renewable energy, establishing joint ventures with strategic partners to capture a larger share of emerging markets. Examples include the Windstaller Alliance joint venture with Aker Solutions and Deep Ocean, and the Remota AS joint

venture with Deep Ocean and Østensjø Rederi, which is set to commence operations in 2026 with significantly (>90%) lower emissions impact on some of the lighter offshore service operations.

Financing for this transition will come from the Company's annual and five-year operating budgets. No significant operational or capital expenditures are expected in the short and medium term. However, future vessel newbuilds may require external financing, with additional cost for low emission technology estimated to increase newbuild cost by 5-15% depending on vessel type, operational area and size.

E1-2 – Policies Related to Climate Change Mitigation and Adaptation

The Company has implemented a range of policies and procedures to support its global operations, including our climate change related impacts, risks and opportunities, such as emissions to air and energy use, existing fleet considerations and market risks and opportunities.

All policy and procedure documents are maintained in the Solstad Integrated Management System, audited and certified by DNV according to relevant international standards, particularly the ISO 14001 Environmental Management system and the ISO 50001 Energy Management system. The SIMS system and its policies apply to all our employees, vessels and office locations worldwide, guiding the Company's approach to climate-related I impacts, risks, and opportunities throughout the value chain. The policies and procedures governing our efforts and objectives for climate change mitigation are outlined in the following paragraphs.

The **Company Philosophy, Objectives, and Strategy** document outlines the Company's overarching goals, including those related climate change mitigation and adaptation. It states that the Company's core business involves providing services to the oil and gas, and renewable energy markets. The Company shall continuously focus on the environment, aiming to meet targets by allocating adequate resources and necessary information. The document emphasises the objective of minimizing impacts on the environment and utilizing energy efficiently and responsibly. The Company's core values highlight awareness of our environmental footprint and the commitment to measurable improvements through the Solstad Green Operations® program.

The Company's **Sustainability Policy** further delineates strategic objectives for sustainable practices. It declares





the Company's dedication to conducting business sustainably without compromising future needs. In relation to climate change, it addresses avoiding any kind of unwanted pollutants and enhancing vessels and facility designs and operations to reduce environmental impacts and increase energy efficiency. The policy mandates compliance with, and the aim to exceed, relevant environmental legislation, and promotes the procurement of environmentally friendly and energy efficient products and services. It stresses improvements of sustainability performance through continuous monitoring, analysis of key indicators and open communication with all stakeholders. The Sustainability Policy is governed, and ultimately implemented, by the Company's CEO and applied at all organizational levels. It is continuously monitored and revised based on stakeholder input to ensure relevance and effectiveness.

The Company's main process for identifying impacts, risks and opportunities on an operational level (involving all departments) and set goals for next year is the management review process. This process reviews the Company entire operations on an annual basis and outputs a short summary following a thorough evaluation process in all departments. The output document is signed by the CEO and sets the KPIs and goals for the Company on an annual basis. This evaluation also includes climate change mitigation, adaptation, energy efficiency and renewable energy deployment related topics as well as stakeholder and value chain considerations. Evaluation of need for training is also included. This document is shared with all employees.

The Company's strategy is revised on an annual basis and this work includes Board level involvement which sets out the overall goals for the Company, both related to mitigation (operations) and adaptation (business). The strategy document is not public.

The SIMS Environmental control processes outlines the Company's work on climate mitigation including day to day follow up of this topic and annual tasks such as revision of the Company environmental assessment and the double materiality assessment.

Specific procedures for addressing climate-related IROs are in place, as exemplified by the hull cleaning procedure. This procedure describes all relevant activities to be carried out in assessing whether hull and propeller cleaning is to be completed, which will contribute towards climate mitigation through reducing fuel consumption and corresponding emissions, as well as reducing the risk of transferring invasive species between discrete

geographical areas. The procedure involves the analysis of the vessel's past fuel performance, previous hull cleaning initiatives, as well as the post-cleaning fuel performance of the vessel.

E1-3 – Actions and Resources in Relation to Climate Change Policies

The key actions to reduce GHG emissions are described below. All actions apply to Solstad Maritime's fleet of owned vessels, ensuring that climate mitigating and adapting measures are implemented in their operations. All vessels are on timecharter contract to our customers and under operational control by our customers, the scope of actions will also extend downstream in the value chain where feasible. The Company's key measure to reduce emissions is the internal Solstad Green Operations® (SGO) campaign. Initiated back in 2010 by Solstad Offshore, it has since set the standard and expectations for each vessel crew. It is only related to operational measures that can be done on a daily basis on all vessels, with initial tagline being "We do what we can when possible". By filing a very simple record in the Company's environmental management system, the Company can track the number of SGO actions over time on all vessels and around the world. This is an excellent parameter of the crew's attitude and actions towards sustainability-enhancing measures from month to month. A monthly KPI target has been set for each vessel. The SGO campaign does not have any cost associated with it (neither OpEx or CapEx) as this is operational measures such as reducing vessel speed, anchor if possible, or reducing lights in use etc.

The OpEx/CapEx needed for the decarbonization levers are incorporated in the Company's annual budgets and long-term (5-years) projections. Any cost is bundled into the normal day-to-day operating cost of the Company and linked to specific vessels. Long term investments (upgrades) are normally planned on a two-year horizon to align with the vessel's five-year planned main class renewal work to avoid any extra operational downtime for the upgrades. Upgrade projects may be partly funded by clients, national (Norway) or international (EU) funding arrangements. OpEx for man-hours and another administrative resources needed to execute these measures are included in the Company budgets. No significant other OpEx (net cost) is expected related to the measures above in the short to medium term perspective.

CapEx for any future newbuilds will be allocated on a case-by-case basis – normally together with an end-client where a long-term contract is part of the financing prospect.

Key decarbonization levers for the Company	Solstad Actions implemented/planned	Future/long term
Operational measures	<i>Solstad Green Operations</i> [®] since 2010 (invented by Solstad Offshore).	Continue to focus on this. Increase KPI goals.
Existing technology - Shore-power	Typical 1-2% annual fuel reduction per vessel achieved. Installed on 7 Solstad Maritime vessels whereof one is leased to Solstad Offshore.	Install on vessels operating in areas/harbours with onshore capabilities (i.e. Norway). No set plan yet for upgrades coming years.
Existing technology - Battery Hybrid	Battery-hybrid upgrades - Typical 10-12% annual emission reduction per vessel. 12 previously Solstad Offshore owned vessels upgraded since 2017. Nine battery vessels now sold (PSV's). One battery-hybrid vessel remains plus one vessel was converted this year. In addition, the value-chain vessel USV Challenger completed this year (operated by Remota AS) also has a battery hybrid concept.	Continuously monitoring opportunities in dialog with clients.
New technology	Solstad Maritime vessel upgrade of electrical propulsion systems to RIM- drive type done in 2025.	Evaluate other vessels relevant for this technology based on trial results.
Drop in fuels	Ongoing process to convince clients to use renewable bio-fuels such as HVO with a potential well-to-wake (net certified) emission reduction of more than 90%. One Solstad Maritime vessel tested this during the year.	Continue to promote and increase use.
Future fuels	Green or Bio-Methanol, Green or Blue Ammonia considered	May be used for new builds in the future. 70-80% GHG reduction possible.
Fleet renewal	Policy that all new vessels shall have the possibility to operate on a zero/low-emission technology in the future.	Newbuilds / future.

Table 27

*) "SINTEF public report – "Alternative fuels for offshore vessels presentation May 2024"

About three years ago, Solstad Offshore initiated an EU-funded R&D project that was formally launched in 2023. This project is now with Solstad Maritime, and is called NEMOSHIP (New modular electrical architecture and digital platform to optimise large battery systems on ships). The project aims to advance the development of new and more efficient marine battery concepts. The project budget is MEUR 11.4. A total of 11 partners all over Europe is involved in the project, including the Norwegian companies Equinor and Corvus. One of Solstad Maritime's vessels, Normand Drott, is used a test vessel for a newly developed hybrid battery system. This system was installed in the vessel during 15 years class renewal project completed in 2025. This is one the most important milestones in the project. The total Solstad Offshore/Solstad Maritime share of the budget is MEUR 2.6 over four years (until Jan 17th 2024 the project was owned by Solstad Offshore and after this date it was taken over by Solstad Maritime through its fully owned subsidiary Solstad Shipping AS). The majority of cost and funding related to Solstad Maritime was committed during

the reporting year, due to the installation project that was completed end of July. Hybridisation will play an important role on many ship types going forward, hence there is a strong focus from the shipping sector to bring costs down and increase battery efficiency.

The company's climate change-related actions are followed up by the sustainability department on a daily basis. The implementation of actions is carried out in close cooperation between the Technical, Operations and Commercial departments in order to secure project funding, carry out planning, and execution, and to follow-up of projects. Several software systems are in use to track performance of vessels in terms of GHG emissions the Solstad Offshore company split and establishment of Solstad Maritime January 17 2024, the Company has been in a transitional period, and it has been concluded that the setting of GHG emission reduction targets for the Company at current would not be expedient.



Newbuild projects are executed by the newbuild and technology department. GHG emission reduction options for new-build projects are always evaluated by these departments, in close cooperation with key suppliers and end clients to find the best solution in all projects undertaken.

No additional CapEx or OpEx is expected in the short to medium term periods related to taxonomy aligned activities except normal class renewal costs and maintenance (booked as CapEx). These costs are already part of the normal day to day operational budgets.

Metrics and Targets

E1-4 – Targets Related to Climate Change Mitigation and Adaptation

The Company has currently not set GHG emission reduction targets for 2030. The majority of Solstad Maritime's GHG emissions stem from vessel operations, and more than 95% of these emissions occur when the customer has operational control over the vessels (on contract). Hence, this provides the Company with limited control over this downstream activity which contributes towards the the majority of emissions. This is one reason for why GHG emission reduction targets have not been set. Furthermore, Solstad Maritime cannot upgrade a vessel with new technology or change fuel without client consent. Currently there is limited interest from clients for these measures. Hence, operational measures are still the most important levers.

There is currently no available sectorial guidance or sector-specific emissions reduction pathways relevant for the Company to base an emissions reduction plan on. As more than 50% of the Company's revenue stems from activities in the oil and gas sector (no income from coal), Solstad Maritime is excluded from the EU Paris-aligned benchmarks and not eligible for the Science Based Target initiative (SBTi) tools.

Thus, in order to track progress on climate change mitigation measures, we track the following metrics over time: i) the annual fleet GHG emission, ii) number of SGO actions per vessel per month, iii) share of revenue outside oil and gas, and iv) taxonomy-eligible revenue.

The Company has monitored and reported its vessel emissions since 2010. The annual fleet GHG emissions (Scope 1) has been reduced by 2% from 2025 to 2024 (352,125 tCO₂eq¹) in 2024 versus 360,199 tCO₂eq in 2025), primarily attributed to an activity increase.

Solstad Maritime has not set specific targets for taxonomy aligned revenue for future periods. The taxonomy regulation's definition of OpEx and CapEx KPIs are not suitable for shipping (OpEx includes only technical maintenance cost and CapEx mainly covers planned maintenance cost for vessels executing aligned services in the reporting year). Hence OpEx, CapEx plans are challenging to disclose.

The identified decarbonisation levers as detailed in chapter E1-1 are the measures through which we work towards the net-zero 2050 targets. The top three levers identified to reach the targets are 1) Operational measures, 2) fuel switching and 3) fleet-renewal.

The table on the next page illustrates Solstad Maritime's path towards a 2050 net-zero target through the identified decarbonisation levers, with estimates of the different levers' overall quantitative contributions. Furthermore, the figure below presents our estimated decarbonisation pathway. However, there is a high degree of uncertainty concerning this pathway, and it should be viewed as an approximation towards decarbonization, and an illustration of the relative potential of the various levers.

1) Not audited numbers for 2024.

The *Solstad Green Operations*[®] campaign focuses on operational measures to enhance fuel and energy efficiency, tracked monthly per vessel (SGOs/month/vessel). Since its launch, we have observed an average fuel and emission reduction of about 20%*. Although fleet emissions are primarily under customer control during time-charter contracts, where clients cover fuel costs and set operational parameters, the campaign shows that the Company actively encourages fuel-saving practices. Our onshore team and offshore crew collaborate with clients to promote lower-emission operations. Examples include reducing transit speed from 11 knots to 8-9 knots, which can cut fuel consumption by about 20%, and optimizing dynamic positioning (DP) operations that can reduce consumption by typical 10-20%. Ultimately, however, clients make final decisions, sometimes opting for higher speeds that increase emissions.

Even though operational measures for GHG emissions reduction are least costly and provides strong results, there is a limit to these. Its total reduction potential is probably in the range of 25% towards 2030-35 (measured against a 2010 baseline).

Fuel switching is another lever identified as a key emission reduction effort. Alternative fuels are emerging, and fuel switching is currently done through introduction biofuel to the fleet, consisting of hydrotreated vegetable oil (HVO). Due to the considerably higher cost with this fuel and uncertainty how our clients will embrace this cost, the initial goal is to power one vessel with 50% HVO. This can yield an estimated emission annual reduction of 1% in the combined Solstad Offshore/Solstad Maritime fleet of 39 vessels.

The reported decrease in daily average fuel consumption compares similar vessels from 2009–2010 to those this year. Only operational modes—such as DP, transit, towing, anchor handling, and idle on location—were included, excluding yard stays and quayside consumption.

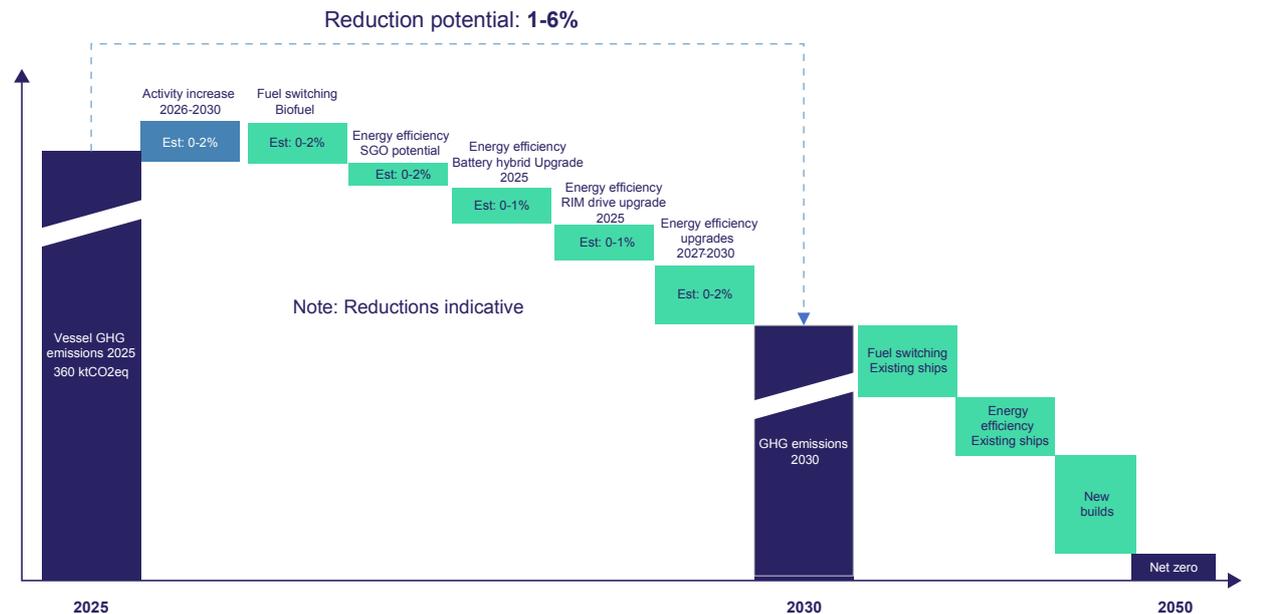
Metric	Unit	Actual 2025	Target 2030	Target 2050
Share of revenue outside oil and gas ¹⁾	%	17%	Not set	Not set
Taxonomy aligned revenue	%	1%	Not set	Not set
Net revenue from activities in high climate impact sectors ²⁾	USD	83%	Not set	Not set

Table 28

1) In addition to Taxonomy defined activities this can be revenue from activities such as Communication cable lay and repair, offshore fish-farm related etc.
 2) "High climate impact sectors" is defined as NACE codes from A to H and L. Sectors with high energy consumption and/or significant GHG emissions.

SOMA

Scope 1: Direct vessel GHG emissions (tCO2eq)



Graph 2 - GHG trajectory indicating reduction potential with various levers



As advanced green fuel technologies (biofuels, hydrogen, ammonia or methanol) become more accessible, the Company expects to see a strong increase in our capacity to cut emissions by cooperation with our clients through newbuild- and/or retrofit projects. This transition may for some vessels incur significant CapEx for vessel upgrades on the long term and OpEx for the purchase of fuels (fuel OpEx is covered by our clients). The exact increased cost for newbuilds is uncertain but estimated at an additional 5-15% per vessel.

The future supply of green fuel alternatives is uncertain and expected to come with competition for supply from other sectors, such as road and air transport. This poses a risk of continued reliance on fossil fuels. To address this, the Company actively monitors advancements in sustainable technologies to remain competitive and meet long-term emission reduction objectives.

Technical upgrades such as investing in battery-hybrid systems and shore power is the third key lever identified for emissions reduction. Over the short and medium-term horizon, Solstad Maritime does currently not have any major technical upgrade projects planned (except for the ongoing EU project with battery upgrade project on Normand Drott).

Over the previous decade, the Company (through Solstad Offshore) has invested in a total of 17 onshore power connection systems, with a cost of about 100 KUSD per system. No new such systems were installed in the reporting year. With the high electricity prices observed over the last two to three years, the operating cost for shore power may currently be higher than that of onboard diesel-fuelled electricity-production when the vessel is in harbour. However, the Company still chooses to use electricity whenever available to reduce air pollution in the harbour area.

As mentioned previously, there have been two relevant major technical upgrade projects for emission reduction in the Solstad Maritime fleet in the reporting year. One is a battery-hybrid upgrade which also included a selective catalyst reducer (SCR) installation on the Solstad Maritime

AHTS vessel Normand Drott (new battery concept, part of a EU-funded project). The second project is the upgrade of propulsion system on a large CSV vessel. Estimated fuel and emission reduction on these projects are 10% and 15% on an annual basis, respectively. The learning effects of applying this new technology is expected to be relevant for other vessels. The fleet average age is about 15-16 years and an upgrade to new green technology might not be financially viable for most of the vessels. However, some of the newest vessels may be upgraded at some point in the future.

E1-5 – Energy Consumption and Mix

As a share of the Company's total annual energy consumption, more than 99% stems from energy produced by the combustion of marine gas oil on the fleet's vessels. Thus, the onshore electricity consumption represents a minimal share of the total energy consumption. Furthermore, as about 95% of the fleet is leased out on time-charter contract at a given time, only a minimal share of the fleet's energy consumption falls under the operational control of the Company. Our own energy consumption and mix thus primarily consists of scope 1 fuel consumption and scope 2 electricity usage onshore.

The table on the right shows Solstad Maritime's energy consumption and mix within the boundaries of scope 1 and 2. The majority of the Company's revenue comes from high climate impact sectors such as the international oil and gas industry.

The energy intensity is presented in the table on the right, calculated as total energy consumption per net revenue, associated with activities in these high climate impact sectors.



E1-6 – Gross Scopes 1, 2, 3 and Total GHG Emissions

Solstad Offshore has reported on vessel GHG emissions since 2010, applying a reporting methodology that was certified by DNV for the first time in 2022. The reporting covered direct vessel emissions calculated from fleet fuel consumption and reported as Scope 1 & 3 under the GHG Protocol Operational control approach. These vessel emissions data is now relevant for Solstad Maritime reporting as all Solstad Maritime vessels were previously included in this reporting.

Scope 2 (electricity) emissions comes from onshore offices and shore power consumption at our onshore base facility and from public shore power connections.

This is the first year of GHG reporting according to the ESRS guidance (financial approach). Emissions from all 32 owned vessels generating revenue for Solstad Maritime are included in Solstad Maritime's Scope 1 emissions reporting. The vessels leased from Solstad Maritime to Solstad Offshore are additionally reported as Scope 1 emissions by Solstad Offshore. Upstream emissions (production and transportation) is reported in Scope 3.

Energy consumption and mix	Unit	2025
(1) Fuel consumption from coal and coal products	MWh	0
(2) Fuel consumption from crude oil and petroleum products	MWh	1,312,525
(3) Fuel consumption from natural gas	MWh	0
(4) Fuel consumption from other fossil sources	MWh	0
(5) Consumption of purchased or acquired electricity, heat, steam, and cooling from fossil sources	MWh	542
(6) Total fossil energy consumption (calculated as the sum of lines 1 to 5)	MWh	1,313,067
Share of fossil sources in total energy consumption	%	99.72%
(7) Consumption from nuclear sources (MWh)	MWh	888
Share of consumption from nuclear sources in total energy consumption (%)	%	0.07%
(8) Fuel consumption for renewable sources, including biomass (also comprising industrial and municipal waste of biologic origin, biogas, renewable hydrogen, etc.)	MWh	0
(9) Consumption of purchased or acquired electricity, heat, steam, and cooling from renewable sources	MWh	2,728
(10) The consumption of self-generated non-fuel renewable energy	MWh	0
(11) Total renewable energy consumption(calculated as the sum of lines 8 to 10)	MWh	2,728
Share of renewable sources in total energy consumption	%	0.21%
Total energy consumption (calculated as the sum of lines 6, and 11)	MWh	1,316,683

Table 29.

Energy intensity per net revenue	2025
Net revenue from activities in high climate impact sectors used to calculate energy intensity (USD)	492,834,788
Net revenue (other) (USD)	97,523,377
Total net revenue (Financial statements) (USD)	590,358,165
Total energy consumption from activities in high climate impact sectors (MWh) ¹⁾	1,099,175
Total energy consumption from activities in high climate impact sectors per net revenue from activities in high climate impact sectors (MWh/USD)	0.0022

Table 30. ¹⁾ Estimate: 83% of total Energy consumption



For Solstad Maritime, emissions related to the use (and upstream production) of marine gas oil in the fleet (scope 1 and 3) represent the highest climate impact, followed by indirect emissions from purchased goods and services and business travels. A spend-based analysis has been used to calculate most of the scope 3 emissions, except for fuel related categories, business travels, waste, commuting and GHG emissions from consumed food. Here, data has either been obtained from suppliers, or estimates for emissions have been calculated using internationally recognized emissions factors such as those obtained from UK DEFRA, IMO and IEA. Emission data is compiled and processed in the Company's software system. When calculating emissions from fuel combustion, the fuel tonnage consumption registered on the vessels is multiplied by the current internationally recognized emissions factor of low-sulphur marine gas oil (tons MGO fuel x 3.206 tCO₂/ton fuel). In addition the two other greenhouse gasses nitrous oxide and methane are included (using the factors of 0.00018 and 0.00005 tCO₂/ton fuel respectively) to form the tCO₂ equivalent (tCO₂eq). The industrial production of fossil fuels such as MGO generates a GHG footprint of 17.7 gCO₂eq/MJ. Scope 3

primary data sources are: fuel, food/provisions, transport, waste and investments. This represents 59% of total Scope 3 emissions. Secondary data sources are: spend-based calculations from purchased good and services and employee commuting (41% of Scope 3 emissions).

As the majority of the GHG emissions come from revenue and operations related to the downstream oil and gas industry (high climate impact sector), the corresponding high scope 1 and 3 emissions related to vessel operations are covered in the transition risk analysis. High dependency on this sector in combination with high dependency of fossil based marine gas oil (ship's fuel) from the upstream part of the value chain may pose a long-term risk if not handled over time.

The GHG intensity is based on revenue found in the financial statement-part of this report, and the tCO₂eq found in the table on the previous page (total GHG emissions).



Financial control method (according to ESRS E1)

Milestones and target years

GHG emissions	Reporting boundaries	Unit	Base year	2025 actual	Milestones and target years		
					2030	(2050)	Annual % target / Base year
Scope 1 GHG emissions			(not set)		(not set)	Net-zero	(not set)
Gross Scope 1 GHG emissions	Solstad Maritime fleet 32 owned vessels (N. Maximus excluded)	tCO ₂ eq		360,199			
Percentage of Scope 1 GHG emissions from regulated emission trading schemes (%)	Not used	%		0%			
Scope 2 GHG emissions			(not set)		(not set)	Net-zero	(not set)
Gross location-based Scope 2 GHG emissions	All offices and shore power	tCO ₂ eq		169			
Gross market-based Scope 2 GHG emissions	All offices and shore power	tCO ₂ eq		434			
Significant scope 3 GHG emissions			(not set)		(not set)	Net-zero	(not set)
Total Gross indirect (Scope 3) GHG emissions		tCO ₂ eq		165,040			
1 Purchased goods and services	All goods and services purchased.	tCO ₂ eq		41,066			
2 Capital goods	All capital goods and services purchased	tCO ₂ eq		30,230			
3 Fuel and energy-related activities (not included in Scope 1 or Scope 2)	Solstad Maritime fleet	tCO ₂ eq		83,913			
4 Upstream transportation and distribution	Solstad Maritime fleet	tCO ₂ eq		224			
5 Waste generated in operations	Solstad Maritime fleet	tCO ₂ eq		399			
6 Business traveling	Onshore staff and crew traveling	tCO ₂ eq		8,938			
7 Employee commuting	Onshore staff and crew commuting	tCO ₂ eq		224			
8 Upstream leased assets	Nothing to report	tCO ₂ eq		0			
9 Downstream transportation	Nothing to report	tCO ₂ eq		0			
10 Processing of sold products	Nothing to report	tCO ₂ eq		0			
11 Use of sold products	Nothing to report	tCO ₂ eq		0			
12 End-of-life treatment of sold products	Nothing to report	tCO ₂ eq		0			
13 Downstream leased assets	Nothing to report	tCO ₂ eq		0			
14 Franchises	Nothing to report	tCO ₂ eq		0			
15 Financial investments	Remota Holding AS (33,3% ownership)	tCO ₂ eq		46			
Total GHG emissions (location-based)		tCO₂eq		525,408			
Total GHG emissions (market-based)		tCO₂eq		525,673			

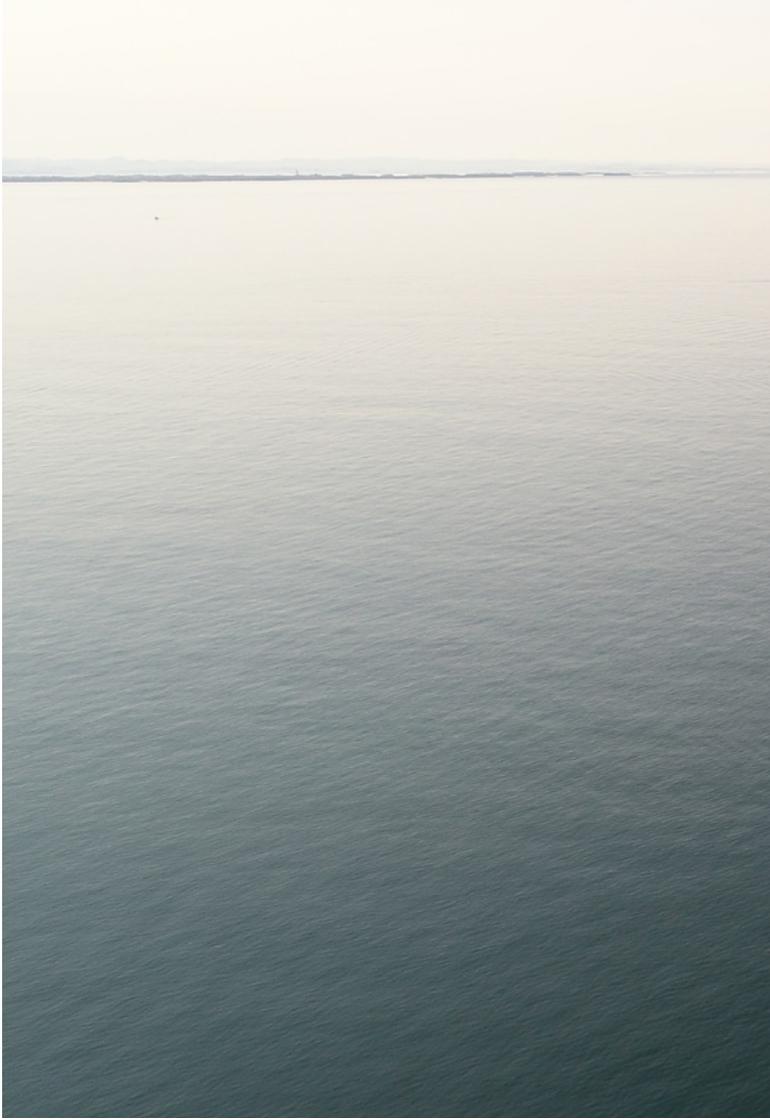
Table 31a

Biogenic emissions - Category	Reporting boundaries	Unit	2025 actual
Scope 1 GHG emissions	Direct Vessel GHG emissions (TtW) ¹⁾	tCO ₂ eq	891
Scope 2 GHG emissions	None	tCO ₂ eq	0
Scope 3 GHG emissions			
Category 3 - Fuel and energy-related activities	Indirect/Upstream GHG emissions (WtT) ²⁾	tCO ₂ eq	280
Total Biogenic GHG emissions		tCO₂eq	1 171

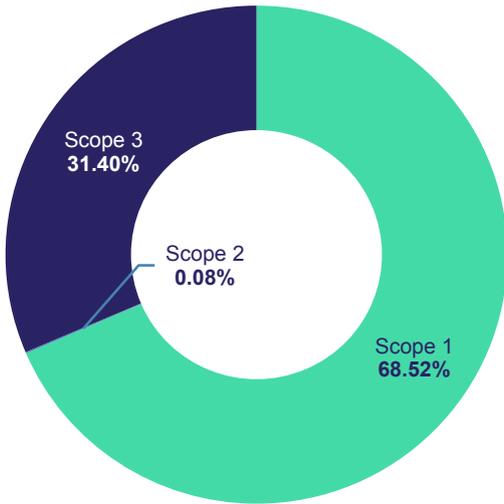
Table 31b - Biogenic GHG emissions

1) 318 tonnes of Hydrotreated Vegetable Oil (HVO) used on one vessel. Fuel was REED II certified and had a Proof of Sustainability (PoS) certificate.

2) Scope 3 Indirect Biogenic GHG emissions also included in GHG emissions table above under Scope 3 Category 3.



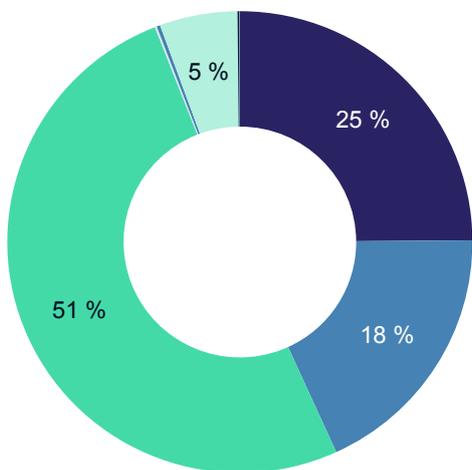
Greenhouse Gas Emissions (GHG): All Scopes



Graph 3

GHG intensity per net revenue	Unit	2025
Total GHG emissions (Location-based) per net revenue	tCO ₂ eq/USD	0.00089
Total GHG emissions (Market-based) per net revenue	tCO₂eq/USD	0.00089

Table 32



Graph 4 - Main Scope 3 GHG emissions

Total Gross Indirect (Scope 3) GHG Emissions (tCO₂eq)

- 1 Purchased goods and services: 41,066
- 2 Capital goods: 30,230
- 3 Fuel and energy-related activities (not included in Scope 1 or Scope 2): 83,913
- 4 Upstream transportation and distribution: 224
- 5 Waste generated in operations: 399
- 6 Business traveling: 8,938
- 7 Employee commuting: 224
- 8 Upstream leased assets: 0
- 9 Downstream transportation: 0
- 10 Processing of sold products: 0
- 11 Use of sold products: 0
- 12 End-of-life treatment of sold products: 0
- 13 Downstream leased assets: 0
- 14 Franchises: 0
- 15 Financial investments: 46

Total: 165,040 tCO₂eq



ESRS E2 – Pollution

Material Impacts, Risks or Opportunities

Pollution of air

-  The Company's operations result in considerable emissions of NOx and SOx to air, which may contribute to local pollution.
-  Risk of regulatory penalties and reputational damage. Risk for health issues in local population.
-  Promotion or enabling of less energy-intensive products or services, replacement of fossil fuel energy with non-fossil fuels facilitated by the Company's products. Industries in connection with alternative energies pose marked opportunities for the Company.

 Impact  Risks  Opportunities

ESRS 2 IRO-1 – Description of the Processes to Identify and Assess Material Pollution-Related Impacts, Risks and Opportunities

An environmental assessment, part of the Company's ISO14001 certification, guides the identification of pollution-related issues, risks, and opportunities. This assessment covers 63 different environmental aspects, considering their impact, consequence, and potential for improvement over the short, medium-, and long-term time horizon. Risk matrices are used to evaluate the financial consequences of the environmental impacts on the Company's operations. Pollution is a major focus due to the nature of our operations and the harmful pollutants generated by the fleet's combustion engines. Pollution to air has long been recognized as a particularly material impact in the value chain, and also assessed as most material for this year's sustainability report.

The company's pollution to air from the vessels is generated through the combustion process in the vessel's diesel engines. The main part of harmful emissions from the vessels are, in addition to the GHG CO₂ (reported in

E1), the air pollutants NO_x (Nitrogen Oxides specifically NO and NO₂) and SO_x (Sulphur Oxides specifically SO₂) is generated. These matters relate to poor air quality for people, especially in densely populated areas such as cities and harbours, as well as acidification of oceans and inland waters. These pollutants do not normally generate acute situations where specific fast actions need to be taken by the Company.

Other pollution-related sustainability matters, such as pollution to soil and water, were also assessed. The company has operational emissions of pollutants to sea from the vessels, such as wastewater and sewage. The screening revealed that the Company has no significant onshore activities emitting pollutants to soil. Marine vessel operations produce minimal water pollutants, and is subject to stringent international and national regulations, deeming it a non-material aspect. Campaigns to limit single-use plastics on vessels address microplastic pollution, reducing the risk of plastics being discarded or releasing microplastics in the ocean. This aspect was also deemed non-material.

While the Company's vessels use substances of concern that may lead to pollution, particularly from harmful substances released over time due to ship paint and underwater hull coatings, limited research exists on its significance. Consequently, this topic remains on a 'watchlist', with plans to enhance data collection for future reassessment.

Throughout the double materiality assessment process and the ISO14001 environmental assessment, the Company engaged with relevant stakeholders and affected communities, including employees and customers. For pollution at sea, the crew is the primarily "affected community", but consultations with international and local regulators, mainly through the Norwegian Shipowners' Association (NSA), provide insights from broader communities impacted by global and local atmospheric pollutants. The Company actively participates in the NSA's environmental and climate committee, engaging with national, EU and international regulators.

E2-1 – Policies Related to Pollution

The Company's Sustainability Policy outlines all strategic overarching objectives relating to our sustainability efforts. It states that the goal is zero oil spill incidents to sea, and includes a statement on avoiding any kind of unwanted pollutants and discharges. Furthermore, it states that the Company supports the procurement of environmentally

friendly and energy-efficient products and services that impact sustainability performance. The Sustainability Policy is published at places easily available onboard the vessels as well as in all office locations. They are also part of the employee induction and training programs.

The Sustainability Policy is supported by the Company's processes for handling the impacts, risks and opportunities linked to pollution. These include operational procedures such as voyage planning, maintenance processes (according to the IMO NO_x Technical Code), environmental reporting tools (for all vessels and onshore locations), annual review process for evaluation and setting new KPI's and targets (management review process), as well as monthly reporting and other KPI follow-up work. Furthermore, a range of processes are in place to ensure proper handling of unwanted oil spill incidents to sea. These are vessel specific, and dedicated equipment is in place to ensure that the crew may initiate first line measures if oil spill occurs. Crew training on this work is mandatory on all vessels. An agreement with international insurance company is in place to provide swift assistance worldwide if needed.

A value chain evaluation found no substances of concern or substances of very high concern that are generated, procured, or used across our locations.

E2-2 – Actions and Resources Related to Pollution

More than 95% of the pollution to air associated with the Company occurs when our clients have operational control over the vessels, resulting in very limited direct emissions of pollutants by the Company. Regardless of who has operational control over the vessels, the key actions for the Company is to address and mitigate pollution to air are shown in the table above.

All these measures have been carried out in the reporting year by all or some of the vessels. Any retrofit projects need to fit within the planned five-year main class renewal projects and the vessel must operate in an area where these technical measures are required.

Resources Related to Pollution-Mitigating Actions

The first two key actions outlined above do not require any additional OpEx/CapEx, but the installation of Selective Catalytic Reduction (SCR) plants, shore power and battery-hybrid does. SCR plants are for the most part only available to be installed when the vessels are being constructed, and the typical installation cost is MUSD 1-2.



	Description of actions and anticipated effects	Application
Reduction of fuel consumption	Through various operational measures, reduced fuel consumption could potentially result in a 1-20% reduction of emitted NOx and SOx.	Fuel reduction measures apply to all vessels and is prescribed in Solstad Green Operations® campaign. This applies to all vessels (since 2010).
Use of low-sulphur fuels	The company does not use heavy fuel oil or high sulphur content fuels; hence the SOx emissions are relatively low as all fuel used by the Company is low-sulphur Marine Gas Oil. This is regulated internationally by IMO and national regulators. The maximum sulphur limit on fuels in use by the Company is 0,5% (by weight) globally and maximum 0,1% in EU and other areas with local stricter regulations	This applies to all vessels.
Use of renewable biofuels	As part of the Company's revised strategy on emission reduction, the use of Hydrotreated Vegetable Oil (HVO) is introduced as a drop-in fuel for the existing fleet. HVO gives slightly reduced NOx emissions (specific value not available) and reduces SOx emissions by upwards of 70%, due to the extremely low sulphur content (<0,03%).	In the reporting year about 400 tons of HVO was used on one vessel (pilot project).
Use of NOx scrubbers	The use of Selective Catalytic Reducer (SCR) plants could result in approximately 90% reduction per vessel of NOx emissions when in use.	SCR scrubbers are currently installed on about 10 vessels in the fleet of 32 vessels. Usually this applies only to operations out of Norway, as the urea fluid is not readily available elsewhere in the world.
Use of shore electrical power	Could result in 100% reduction of NOx and SOx per vessel when in use, as all engines are stopped. This is therefore the most effective air pollution reduction lever. However, shore power is presently only available in some harbours in Norway.	Shore power connection system is installed on about 7 vessels.
Battery hybrid conversion	Installation of battery-hybrid systems which is estimated to potentially result in about 10% reduction in NOx and SOx per vessel.	Solstad Maritime has now 2 battery hybrid vessels in operation.

Table 33

The operational cost of using Urea at the SCR plant is about USD 0.5 per litre or around USD 10,000 per vessel a year when actively used. Most of this cost is forwarded to the end client, which leaves the Company with a limited net OpEx for this measure.

The use of renewable (and RED II certified*) biofuel such as HVO (hydrotreated vegetable oil) incurs a cost that typically is 50-100% higher than that of standard ship fuel. Most of this cost is forwarded to our clients (100% when the vessels are on contract). There has been some cost for this measure during the reporting year for Solstad Maritime as part of a pilot test project. This may generate considerable cost on medium to long term when new regulations are expected to come into force from 2027 and onwards. Over the previous ten years, the Company has invested in vessel shore power connection systems. A total of 17 systems have been installed over the years at a cost of about USD 100K per system, but no new systems installed in the

reporting year. 10 of these have later been sold. With the high electricity prices observed over the last two years, the operating cost for shore power may currently be higher than that of diesel-fuelled electricity-production onboard when the vessel is in harbour. However, the Company still chooses to use electricity whenever available to reduce air pollution in the harbour area.

There have been two major relevant technical upgrade projects for emission reduction in the Company's fleet in the reporting year. One is a battery-hybrid upgrade which also includes a SCR-installation on an AHTS vessel (new battery concept, part of a large EU-funded project) and the second project is the upgrade of propulsion system on a large CSV vessel. Estimated fuel and emission reduction on these projects are 10% and 20% on an annual basis, respectively. The learning effects of applying this new technology is expected to be relevant for other vessels (as well as other shipowners).

* RED II certified fuel: Certified according to EU's Renewable Energy Directive (RED II) as sustainable biofuel.

Metrics and Targets

E2-3 – Targets Related to Pollution

As described under ESRS E1 Climate change mitigation, the Company has in place a range of measures to reduce emissions including air pollutants, but a specific target on air pollution reduction has not been set. However, NOx and SOx emissions are linked to the level of GHG emissions, as the pollution source is fuel use. This means that all GHG reduction levers and actions are also relevant for air pollution reduction. Hence, any targets are indirectly connected. This means that reductions in fleet fuel consumption, which cuts GHG emissions, will also reduce emitted amount of NOx and SOx. The Company has estimated that an annual reduction of fleet fuel consumption will reduce emitted NOx and SOx pollution by the same amount (in %). Specific emissions targets will be established as part of the development of the climate transition plan that is part of ESRS E1 (planned from 2027).

The International Maritime Organization has established regulated maximum limits for pollutants, which the Company strictly adheres to. Additionally, the Company complies with pollutant limits set by regional and national authorities in the areas where we operate. The Company views these regulated limits as upper thresholds and strive to operate well within them as a proxy for our environmental targets. The Company keeps track of the progress of reducing pollution to air through the environmental performance tracking systems, where all emissions data and corresponding pollution estimates are processed. Ambitions for pollution reductions are tied to the GHG emission reduction through the relevant identified decarbonisation levers.

E2-4 – Pollution of Air, Water and Soil

The Company's performance tracking system automatically calculates the emitted amounts of NOx and SOx caused by vessel operation. The methodology used is derived from resolutions by the IMO's Marine Environment Protection Committee, using internationally recognized emissions factors. The calculation considers the engine type and make, the specific density of the fuel used as well as its sulphur content (for SOx calculation) and whether the vessel has an SCR scrubber installed (for NOx calculation). As fuel characteristics and amount are the main variable factors, reducing fuel consumption will accordingly contribute to the reduction of emitted NOx and SOx.

The required input parameters on i.e. fuel density and sulphuric content is provided by the fuel supplier at bunkering. The specific details on fuel usage per vessel engine type is stated in the engine certificates provided by the fuel supplier.

The amount of SOx pollution emitted by the vessel is calculated by multiplying given fuel type consumption expressed in metric tons and sulphur content factor expressed in kg/metric ton. The methodology used can be found in the IMO MEPC Regulation 14 on Sulphur oxides (SOx) and Particulate Matter (PM), and the IMO GHG Study Annex 6 Details for Section 2: other GHG emissions and relevant substances. The fixed factor used here is 20 kgSOx/ton fuel.

For the majority of operations out of Norway a NOx-tax have to be paid for NOx-emissions (10 USD/ kg / majority of cost covered by our clients).

The vessels with selective catalyst reducer (SCR) technology installed are required to be checked for NOx-emissions at regular intervals. This is done using a third-party specialist company that brings a mobile sensor system onto the vessel and then provides a certificate on the results.

The Company has been monitoring NOx and SOx emissions since before 2007. These emissions are reported monthly to all employees through the Sustainability Monthly Report, and annually to external stakeholders in this report. An annual evaluation and review of these parameters is conducted as part of the management review process to identify any necessary adjustments to the business model or to initiate actions or measures to reduce emissions.

The table below details the amount of NOx and SOx emitted in the reporting year.

Fleet Exhaust Gas Emissions

Pollutant type	2025
NOx (tonns)	5,265
SOx (tonns)	163

Table 34 – NOx and SOx emissions

Direct measurement of emitted NOx and SOx pollutants necessitates advanced technical sensor equipment, which requires ongoing maintenance and calibration. Given that the Company adheres to the stringent maximum limits for emitted pollutants set by the International Maritime Organization and relevant local authorities in the regions where our vessels operate, the Company has determined that adopting direct measurement is not essential at this time. Our commitment to these regulatory standards ensures that our environmental impact remains within acceptable limits.

E2-5 – Substances of Concern and Substances of Very High Concern

The value chain was assessed, and no substances of concern or substances of very high concern were identified as being generated, procured, or used across our operations.

ESRS E4 - Biodiversity and Ecosystems

Material Impacts, Risks or Opportunities

Invasive alien species

-  Discharge of harmful substances into the ocean in sensitive marine ecosystems.
-  Risk of spreading unwanted biomaterial in the oceans. The company's vessels carry ballast water, which can pose a risk for spreading invasive species if not properly treated. Biofouling on hulls and sea chests also represents a pathway for the transfer of unwanted marine organisms between regions

 Impact  Risks  Opportunities

The Company uses the transitional provisions allowing for a phased-in disclosure for the topic E4 – Biodiversity and ecosystems, as the Company does not currently have sufficient data for accurate and complete disclosures on metrics on this topic. This approach allows for time to gather the necessary information for future reporting periods hence the Company have not yet set targets or metrics on this topic.

The Company has implemented extensive policies and procedures relevant for this topic. This includes vessel procedures for ballast-water change/treatment and discharge, black-and grey-water treatment and discharge and procedures for underwater hull and propeller cleaning and monitoring of macro bio fouling on the vessels.

The specific ESRS E4 Sub-sub-topic “Invasive alien species” has been found to be material through the DMA process and our reporting will therefore focus on this.

The Company's onshore sites in Norway, UK, Singapore, Philippines and Australia currently only involve office operations, and hence have very little biodiversity and ecosystems impact.

The vessels' operations have higher impact on this sustainability matter. The majority of the Company's offshore operations are connected with specific geographical areas. However, most vessel contracts open up for world-wide trade as the clients have operational control when the vessels are on-hire (on contract).

The vessels' main operating areas in the reporting years have been the the North Sea (especially the



Norwegian and UK CS'), Australia (North West regions), Mediterranean (mainly Italy), Taiwan, West Africa, Brazil and Guyana. These ocean areas are opened by the local governments either for oil and gas, renewable industry or cable/infrastructure projects. None of these areas are considered specifically as biodiversity-sensitive areas. However, when the Company's vessels relocate from one area to another, there is a risk for transferring marine species from one area to another.

New regulations on this topic are under development in Norway too, but will most likely take a few years before they are in place. For operations elsewhere, the Company follows the international regulations on ballast water treatment (IMO's Ballast Water Convention). Further, internal procedures have been implemented to evaluate the need for hull and/or propeller cleaning with or without collection of spoils from the cleaning process (evaluated case by case depending on operating areas, availability of equipment etc).

Social Information

ESRS S1 - Own Workforce

Material Impacts, Risks or Opportunities

Health and safety

-  Accidents negatively affecting employee well-being.
-  Risk for incidents for workers. Some of our operations have inherently high-risk potential for incidents - including large scale incidents.
-  An inclusive workplace culture will improve employee collaboration and well-being.

Gender equality and equal pay for work of equal value

-  Male workers have long dominated the workforce in shipping, which still remains a challenge. Unequal pay and/unfair treatment, for equal work for both for onshore and offshore workers may negatively affect employee well-being.
-  Legal fees and potential fines if gender equality policies are not properly implemented or if discrimination claims arise.
-  Possibility to source more seafarers and a more balanced working environment.

 Impact  Risks  Opportunities

ESRS 2 SBM-2 – Interests and Views of Stakeholders

The Company’s workforce plays a key role in supporting operations that are consistent with our strategy. The Company is therefore committed to create safe working conditions and uphold equal treatment and opportunities for all employees, including the protection of their fundamental human rights. This is a core objective of our company philosophy, and we strive to ensure that our strategy and business model are guided by the interests of our own workforce. Recognising that the Company’s business model and strategy depend on the well-being and contributions of our workforce, and may also impact them, Solstad Maritime has established various mechanisms for engaging with this key stakeholder group. For example, the Company conducts bi-annual working environment surveys and annual appraisal talks to gather information on the interests and views of our employees. Employees who wish to remain anonymous may also voice their concerns through established grievance and feedback platforms.

ESRS 2 SBM-3 – Material Impacts, Risks and Opportunities and Their Interaction With Strategy and Business Model

The material impacts connected to our own workforce is related to “Health and Safety” and “Gender equality and equal pay for work of equal value”. See list of Sustainability matters and IRO descriptions in Table 9.

The Company relies on a competent workforce to provide the services we offer through our business model, and there are material risks connected to all of these impacts in terms of cost connected to turnover, legal actions, insurance premiums and costs of implementing safety measures. However, there are also opportunities connected to demonstrating a commitment to ensuring the health and safety of workers onboard our vessels. Other opportunities related to employee engagement and retention relates to improved productivity, innovation, and operational reliability by fostering a positive and supportive working environment. Opportunities are also related to improved reputation and market appeal through commitments to fair treatment, competitive pay, and safe working conditions.



Operations at sea involve significant risks to the physical health and safety of personnel. Employees on our vessels can be exposed to risks of occupational injuries, especially those in ratings positions handling high-risk equipment or working on deck. Our statistics indicate that crew on AHTS vessels are more vulnerable than those on CSVs.

Additionally, the shipping and offshore industry has traditionally been male dominated, which can create challenges for female workers, who may face additional pressures related to perceptions and treatment based on gender which may in turn add to risks connected to their health and safety. Most of these impacts are associated with the operations on our vessels but may also arise from contact with workers from the value chain.

Failure to provide a safe, secure, inclusive, and fair environment for all of our workforce, can negatively impact their well-being and ability to thrive. Work is a big part of people's lives, and feeling unsafe or disrespected in the workplace can have a big impact on people's health. Discrimination, harassment and violence is detrimental to both offshore and onshore personnel, and the Company's organizational culture influences its entire value chain. The potential effects of such impacts speak directly to our ability to attract and retain talented personnel and therefore also to our values, brand reputation and overall competitiveness.

The Company acknowledges that these impacts arise from our activities and business model. They are likely to persist within our industry for at least the medium to long term. While the identified material impacts generally relate to individual incidents, issues related to gender equality and equal pay may be more accurately viewed as systemic challenges.

The scope of the assessment of worker-related IROs encompasses all workers in our own workforce that are likely to be materially affected by our operations. Our own

workforce mainly consists of full-time employees, but also some part-time and temporary employees as well as personnel provided by crewing agencies. Defined as "employees" in ESRS are the two first of these categories, which consist of both onshore employees and marine crews onboard. "Own employees" relates to personnel employed directly by Solstad Maritime (mainly from Norway/Nordic countries, the Philippines and Australia) and personnel hired from other crewing agencies and any other onshore office staff hired from manning agencies. The ESRS "non-employees" term used for Solstad Maritime relate to other personnel provided primarily by the Norwegian company Omega Subsea that provide us with remote operated vehicle (ROV) operators and other related personnel who work on our vessels from time to time. Over the years the Company has developed an overall strategy for manning:

- We have made a strategic choice to ensure inhouse talent where possible
- We build industry relationships and knowledge about suppliers
- We promote diversity and inclusion
- We have a high focus on HSE on all levels

In the reporting year, no incidents of forced labour or child labour were registered in Solstad Maritime.

No geographic areas where the Company operates has been assessed to carry a significant risk of forced labour or child labour for own workforce. The nature of our operations inherently carries a negligible risk of child labour, as the work often requires skills and physical attributes that children do not possess. Both the industry and Solstad Maritime have established and enforce stringent policies to ensure that child labour does not occur. Overall, we assess the risk of forced labour incidents as negligible, as we operate in a highly regulated and transparent industry and is subject to strict international regulations.

Transition plans towards a low-carbon future with greener and climate-neutral operations might impact our workforce, necessitating reskilling to meet these objectives. To the degree that this becomes the case, the Company will revise its strategy and take steps to ensure its own workforce receives the necessary training and upskilling.

We are confident that the Company is well positioned to effectively address the material impacts, risks and opportunities related to our own workforce. Headquartered in Norway, with stringent regulations governing worker welfare, we have a long-standing commitment to provide working conditions in compliance with all relevant laws. This commitment has fostered a sound safety culture and strong performance on HSE aspects. While many of our operations take place internationally, where regulations may be more relaxed, our core focus on HSE and worker-related rights has consistently shaped how we conduct operations globally. With an increasing industry-wide focus on these issues, we aim to drive meaningful improvements for workers across the sector. We are confident that our reputation as a responsible employer will continue to enhance our market position.

Financial Effects and Resilience of Strategy and Business Model

Solstad Maritime utilizes the phase-in provision for SBM-3 48 e, for this year's Sustainability Statement.

Given the Company's strong financial position, we foresee minimal workforce-related issues like health and safety, gender equality, and equal pay for the next reporting year. Although there might be risks, such as increased costs from legal actions, insurance premiums, and safety measures, these also present opportunities to enhanced employee engagement, productivity, operational reliability, reputation, and market appeal. Occupational injuries, especially for vessel crew, are significant risks. Opportunities arise from fair treatment, competitive pay, and a safe working environment, fostering innovation and resilience.

A part of our regular strategy review, we assess our capacity, including financial capacity, to address material impacts and risks while taking advantage of material opportunities. Most of our employees are members of labour unions worldwide, with whom we maintain a strong relationship through frequent meetings and information sharing. This long-term strategy ensures that we have motivated and competent employees for all our operations.

In markets like Norway, Australia and Brazil (through cooperation with Solstad Offshore), with high local content

requirements and local wages tariffs, we employ most of our personnel, including crew, instead of relying on crewing companies. This strategy builds a stronger workforce with a high retention rate (this is measured and monitored on a monthly basis).

There was no significant change to impacts, risks and opportunities in the reporting year. Solstad Maritime has mainly employees from Norway, the Philippines and Australia, however the Company share some crew and Key Management positions with Solstad Offshore through management agreements. All employees continue to work under the same management system, tariff systems, and unions agreements.

S1-1 – Policies Related to Own Workforce

The Company has in place various policies and operational procedure descriptions to guide our work on addressing own-workforce related issues. Mainly relevant to the identified material IROs are the "Health and Safety policy." Furthermore, our Code of Conduct states Solstad Maritime's commitment to upholding human rights as defined by the UN. Related to own workforce, the most relevant human rights commitments regards non-discrimination, just and favourable conditions of work, as well as equal pay for equal work. All policies undergo continuous improvement to address evolving expectations and requirements. The aim is to reduce risks and adverse effects on our workforce while also creating opportunities.

Non-Discrimination

Our Code of Conduct promotes equal opportunities and the elimination of all types of discrimination, including on the grounds of religion, skin colour, sex, sexual orientation, age and disability. To implement specific procedures to ensure discrimination is prevented and/or mitigated, Solstad Maritime has established a working group for diversity, which oversees initiatives related to the inclusion of groups at particular risk within our own workforce. One such initiative is the "Women in Solstad"-project, aimed at supporting gender equality and encouraging more women to join our Company. More information can be found at our website: www.solstad.com/opportunities/women-in-solstad/

Supporting the policy objectives of gender equality and mitigating potential negative impacts in this area are specific procedures such as the "Recruitment Onshore Personnel" and "Pre-Employment Process". These procedures ensure that gender balance, diversity and inclusion are taken into consideration during the recruitment and employment process.



Health and Safety

To promote well-being at work and uphold our commitment to a safe working environment, the superior “Health and Safety” policy is in place, applicable to our entire workforce. Our SIMS system serves as the framework for management all health and safety-related impacts and mitigating activities. This system includes procedures designed to prevent unwanted workplace incidents and foster a safety culture.

The Company never compromise on safety. Safety is one of our core values and is always a priority for all employees. We have established a robust safety culture onboard all vessels to ensure incident-free operations. The cornerstone of this effort is the ‘Solstad Incident Free Operations’ (SIFO) program. Given the inherent safety and security risks related to operations at sea, we focus on evaluating, facilitating, planning and preventive measures to avoid all types of personnel-related injuries and incidents that negatively impact the working environment. Over the years, we have developed an extensive management system that includes a process-based quality system, an extensive HSE reporting system with incident and positive feedback reporting, risk handling, management of change, drills management and audit/ investigations portal, in addition to several related systems.

Human Rights

As outlined in our Code of Conduct, the Company is dedicated to upholding human rights and ensuring decent working conditions across all our operations. To support this commitment, the Company has established a thorough procedure titled “Transparency on Human Rights and Working Conditions” to promote ethical business practices. This procedure aligns with the UN Guiding Principles on Business and Human Rights, the ILO Declaration on Fundamental Principles and Rights at Work, and the OECD Guidelines for Multinational Enterprises. It strictly prohibits any infringement of human rights, while actively promoting their respect along with decent working conditions across all our activities.

The procedure explains how Solstad Maritime annually conducts due diligence according to the OECD Guidelines and the Norwegian Transparency Act, prioritizing based on risk. This includes integrating responsible business practices into company policies, identifying and evaluating actual and potential adverse impacts on human rights

and working conditions, and taking steps to prevent or mitigate these impacts. Engaging with workers to gather information on potential human rights issues is integral to this process. See further description of engagement with people in our own workforce in the table below. The procedure further specifies appropriate actions to stop, prevent, or reduce adverse impacts based on their assessments and priorities.

The Company’s work on human rights due diligence is also reported in our annual statement on the Transparency Act, available our web site at <https://www.solstad.com/solstadoffshoreasa/offshore-financials/> along with our Modern Slavery Statement, affirming our stand against forced or compulsory labour, child labour, and human trafficking in all corporate activities.

Furthermore, Solstad Maritime is subject to the Seafarers’ Employment Agreement (SEA) as defined by the Maritime Labour Convention. This means that the Company is legally responsible for ensuring that working and living conditions for employees on board comply with these regulations, with terms approved by the International Transport Workers Federation (ITF) and affiliated seafarers’ national unions and complying with applicable flag states regulations.

Disclosure of our general approach to provide and enable remedy for human rights impacts are described in S1-3 “Remediation of negative impacts” and S1-4.

S1-2 – Processes for Engaging With Own Workers and Workers’ Representatives About Impacts

Our employees can impact decisions and actions that affect them through various means, shown in the table on the next page.

These various forms of engagement are designed to capture insights from our workforce, contribute to the Company’s decision-making process and the continuous development of company strategy. Currently, the Company has not entered into any formal global framework agreement related to the respect of workers’ human rights. The effectiveness of our engagement with the workforce is not yet systematically assessed but can addressed during appraisal talks.

Type	Type of Engagement	Frequency	Responsibility (senior role)
General meetings	Directly with Employees	Monthly	COO
Crew conferences	Directly with Employees	Annually	HR Director
Department meetings	Directly with Employees	Monthly	Directors
KPI reviews	Between Employees and their respective Managers/ Directors	Annually	COO
The reporting system (normal and whistleblower channels)	Via the reporting system	Continuously	COO/CFO
Management Review input	Between Employees and their respective Managers/ Directors	Annually	COO
Working environment surveys	Via Surveys	Bi-annually	Administration and Communication Director
Appraisal Talk (Office employees and Captain)	Directly with Employees	Annually	Relevant leader
Employee Evaluation (Offshore/vessel crew members)	Directly with Employees	Annually	Relevant leader
Involvement in or attendance at the Working Environment Committee with the elected Protection & Environment Supervisor serving as the workers' representative	Directly with Employees (workers' representatives) and Management	Varies between offices and vessels (several times annually)	Varies (Directors/Masters)

Table 35

At Solstad Maritime’s headquarters in Norway, employees have also elected a workers’ representative and a protection & environment supervisor who are permanent member of the working environment committee.

This committee addresses various issues, including:

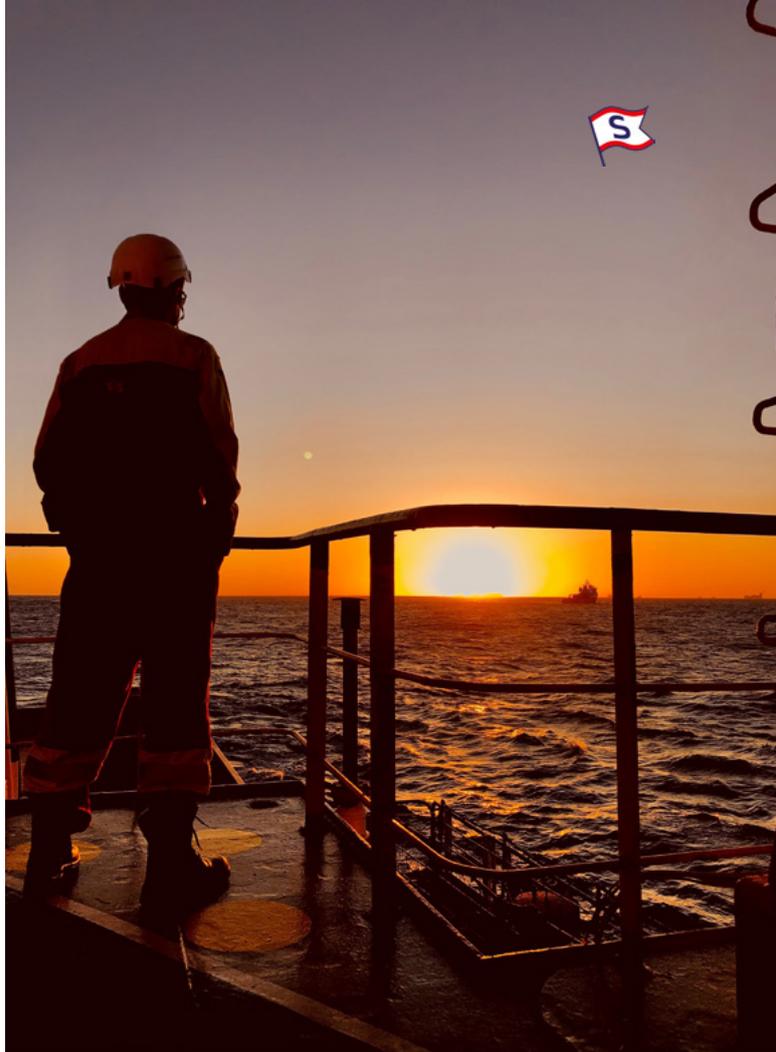
- Health, environment, and safety in the workplace
- Occupational health and safety services
- Training and information on work environment topics
- Working time arrangements affecting health and welfare
- Plans impacting the work environment, such as work processes, safety measures, construction work, and machinery purchases
- Reports on occupational diseases, workplace accidents, and near-accidents

All Solstad Maritime offices are encouraged to elect their own workers’ representatives to unite efforts in addressing risks and impact issues as mentioned above. Marine crews have also implemented a working environment committee with an elected Protection & Environment Supervisor. Additionally, union representatives engage

with HR Director Maritime Personnel and crew managers in meetings held as needed, typically several times annually, to discuss current topics like working conditions, operational challenges, staffing situations, and crew welfare. Solstad Offshore has direct engagement with three Brazilian unions for seafarers (officers and ratings) whereas Solstad Maritime engages with the four Norwegian unions, the Filipino union (one) and the three Australian unions. All unions have dedicated contact persons that are involved in key issues and matters relating to their specific area of responsibility. The physical unions meetings are arranged locally at each office location..

S1-3 – Processes to Remediate Negative Impacts and Channels for Own Workers to Raise Concerns

The Company is committed to addressing and remedying any negative impact that it has caused or contributed to, through offering various channels available for employees to raise concerns. The following paragraphs outline the different reporting channels and the procedures for addressing and remedying concerns.



All Employees

Normal Reporting Channel

All employees can raise concerns of negative impacts through the normal reporting channels. This can be done directly in the HSE reporting system (provided from software company UniSea) or through an analogue paper-based alternative. The system tracks the progress of follow-up on all reports, and employees can monitor the status. Reports are assigned to a responsible individual by the HSEQ Manager, who is tasked with ensuring each report is subsequently addressed. The HSEQ Manager then verifies that the follow-up on the report has been carried out in accordance with internal procedures.

Whistleblower Channel

Solstad Maritime has a dedicated whistleblower channel for reporting misconduct. Reports should be submitted through the Company's whistleblower portal on our website www.solstad.com/whistleblowing/. The Company's whistleblower channel is well implemented and communicated several places both internally and externally such as in the management system, on the Company's webpages in the annual disclosure on the Transparency act. All stakeholders may report on this channel without risk of retaliation.

Submitted reports are promptly registered and reviewed by qualified personnel, including an internal legal expert and one external lawyer from Wikborg & Rein. A dedicated Investigation checklist in the management system is used to ensure proper handling on each case, involving relevant personnel as needed. In cases of high importance external assistance and/or investigation may be required.

The Group Compliance Officer is the single point of contact to manage the response to claims. If the complaint is filed against the Group Compliance Officer, CFO, or other high-ranking officers, an independent third-party, such as an appointed lawyer, handles the claims to ensure impartially and appropriate follow-up.

The Company also enforces an "Anti-Bribery, Corruption, Fraud and Whistleblower Policy" to protect individuals using this channel against retaliation, which stipulates that no retaliatory action will be taken against them. The policy also states that concerns can be expressed anonymously.

Additional Channel for Marine Crews

On Board Complaint Procedure

Marine crew members with employment disputes on the vessel should address them with the captain, using the On

Board Complaint Procedure, which is introduced during the Onboard Familiarization process. This procedure allows seafarers to file written complaints regarding breaches of the 2006 Maritime Labour Convention to the captain, relevant department head, flag state, port state, or national authorities. The procedure encourages resolving complaints at the lowest possible level, following this hierarchy: 1) superior officer, 2) head of department, 3) captain. Each level has five days to resolve the issue.

The seafarer has the right to be accompanied or represented by either the Safety Delegate or Union Representative on board when filing a complaint. Complaints should be handled by the captain personally. If the complaint concerns the captain, it will be managed by the Company's administration. The captain may seek assistance from the relevant onshore department. If the captain cannot resolve the complaint, the seafarer has ten days to escalate the matter to MLC Shipowner (Solstad Maritime maritime crew manager or crew coordinator).

The Company and the seafarer have another twenty days to resolve the matter. If the issue remains unsolved, the matter can be brought to the Flag State within an additional twenty days. All complaints and their resolutions shall be recorded and a copy shall be provided to the complainant seafarer.

Designated Person Ashore

The Designated Person Ashore (DPA), as mandated by the International Safety Management (ISM) Code, is

accessible to all marine crew. The DPA serves as a liaison between the Company and the crew, with their position onshore allowing direct access to top management.

The working environment committee established onboard is also a channel that can be used to raise concerns.

Awareness and Trust in Channels and Structures

The availability of these channels should be well known to all employees and part of the onboarding procedure (mandatory familiarization process).

The effectiveness (reporting frequency) of the Normal Reporting Channel is subject to one of the Company's corporate KPIs, where the target is set as one report per person per month. This KPI target is measured, monitored and reported internally on a monthly basis.

The trust and awareness of these structures are also typically discussed and assessed during different type of engagements with our workforce, such as during appraisal talks.

Remediation of Negative Impacts

Our own workforce onboard our vessels are covered by a protection and indemnity (P&I) insurance, covering injury, illness, or death of crew, passengers, or third parties. Solstad Maritime provides health insurance for its own workforce, ensuring quick and easy access to treatment at private hospitals or appointments with medical specialists. To prevent recurrence, shore-based personnel will follow up on all reports submitted through the mentioned channels. Follow-ups are risk-based and adhere to the as low as reasonably practicable-principle (ALARP), aiming to minimize recurrence risk. High-risk reports (those with high consequences or high probability) undergo thorough investigations by either an internal or external team. These investigations will identify root causes and propose corrective actions to prevent future occurrences.

S1-4 – Taking Action on Material Impacts on Own Workforce, and Approaches to Mitigating Material Risks and Pursuing Material Opportunities Related to Own Workforce, and Effectiveness of Those Actions

The procedure for handling employee grievances, complaints, and feedback suggestions impacting our workforce is detailed in the internal process "Employee Relations". A crucial element of this procedure involves collecting and mapping feedback from the entire organisation, accomplished by administering a Working Environment Survey biennially. All departments are

involved in follow-up of the findings upon requested by HR administration department and are responsible for developing and implementing an action plan based on the survey results. The actions and initiatives may be initiated based on this survey, and the effectiveness can be measured by comparing results from previous working environment surveys. The working environment survey cover several topics, including the categories "workplace safety and inclusion" and "working environment and satisfaction", which historically have been the categories with the best (positive) score (respectively 4,1 of 5 and 4,1 of 5 in the last survey done in 2024 with a positive trend compared to previous surveys). This survey may also initiate actions to pursue material opportunities for our workforce.

Annually, the Company also distributes a survey in connection with the Company safety campaign. The main goal of the annual campaign is to deliver positive impacts, by engaging the workforce and enhancing awareness, knowledge, and competence. Campaign effectiveness is typically assessed by comparing statistics from the focus area before and after the campaign.

Every employee is also required to participate in an annual Appraisal Talk with their supervisor. This systematic process includes a survey and provides a platform to address and follow up on material impacts and opportunities.

Material impacts on our workforce are assessed and managed like other hazards. This management is integrated into our operational processes, becoming a part of the day-to-day work for many employees, and is also a leadership responsibility. Annually we review and document efforts to mitigate material risks and pursue opportunities in the "Corporate Risk Assessment regarding human rights and working conditions." The actions taken based on this risk assessment include, among other things

- Established process for managing identified actual and potential adverse impacts
- Updated Code of Conduct
- Established channels for whistleblowing
- Established the "Women in Solstad" program to promote gender equality
- Employ the majority of vessel crew directly
- Limit the number of crewing agencies we use
- Invest in training and development programs which are mandatory for all personnel onboard our vessels
- Maintain and promote a good working relationship and cooperation with seafarers' unions
- Courses on handling lithium-ion batteries or other novel technologies that may pose a risk for crew if installed on the vessel



Actions to provide or enable remedy in relation to an actual or potential material impact on own workforce is based on an assessment on how the Company is involved, in order to determine the appropriate follow-up. Prioritizing shall be given in the following order:

- i) The Company has caused adverse impacts
- ii) The Company has contributed to adverse impacts
- iii) Adverse impacts are associated with The Company

The prioritization shall also be based on severity (actual violation) and likelihood (potential violation). The Company shall implement suitable measures to cease, prevent or mitigate adverse impacts based on this assessment and prioritizations. No actual and potential adverse impacts have been identified in 2025.

Resources

Dedicated resources allocated to managing material impacts also include a dedicated sustainability department, which works closely with the HSSQ department to address key ESG topics. Additionally, a dedicated position in the finance department (Group Compliance Officer & Corporate Secretary) plays a vital role in managing material impacts.

Avoid causing or contributing to material negative impacts

The Company ensures that its practices do not cause or contribute to material negative impacts on its own workforce by actively engaging in union activities and maintaining established communication channels with our customers.

Through robust union representation, the Company facilitates open dialogue and collective bargaining, ensuring that the workforce's concerns and needs are addressed promptly and effectively. This collaborative approach helps in identifying and mitigating potential negative impacts early on.

Additionally, we leverage established channels with our customers to ensure transparency and accountability in our procurement, sales, and data use practices. These channels allow us to address any arising tensions between preventing or mitigating material negative impacts and other business pressures, ensuring that our workforce's well-being remains a top priority.

Metrics and Targets

S1-5 – Targets Related to Managing Material Negative Impacts, Advancing Positive Impacts, and Managing Material Risks and Opportunities

The Company tracks its progress relating to actions addressing material impacts and risks related to its own workforce through the below listed targets. Relating to the health and safety of employees, the Company has a continuous zero-incident policy regarding both total recordable case frequency (TRCF) and lost-time injury frequency (LTIF). Regarding the Company's actions for reducing impact on employees related to gender imbalance, the Company's long-term targets are to achieve 10% female seafarers in general and 30% female onshore employees in management positions by 2030. These targets and KPIs are set annually at the highest management level, by Executive Management.

Directors and managers conduct an annual evaluation of targets and KPIs. Following this review, new targets are established for the coming year. Targets and KPIs (performance) are updated and monitored monthly through the corporate KPI Centre. Additionally, their status is reviewed and presented during the monthly general meeting and communicated via circular letters to all employees within each department. Lessons learned or improvements identified from the performance will be reviewed annually by management ("management review"). Once the review is completed and approved, the results will be shared with all offices and vessels.

At an operational level, officers, directors and managers are responsible for carrying out the accompanying action plans and communicating them to employees and interested parties. Operational review of targets and KPIs are normally part of regular department meetings, where all employees in the respective departments participate and are encouraged to engage in both setting new targets and identifying improvements as a result of achieved performance. Thus, action plans and performance against targets is continuously monitored and reported to all relevant personnel, and remedial action will be taken as needed to keep them on track. It is each employee's responsibility to be informed about relevant KPIs and contribute to assist in the process of meeting the set targets. To support this, monthly KPI performance results are regularly displayed on the Company's communication platforms, including bulletins, the intranet, and notice boards. Furthermore, all employees (our workforce) have the opportunity and are encouraged to suggest targets via the reporting system (Category: "Experience Transfer").

Sustainability matter	Metric	Unit	Actual 2025	Target 2026
Health and safety - Total	TRCF	Incidents per 1 mill working hours	1.20	1.00
Health and safety - Own employees	TRCF	Incidents per 1 mill working hours	1.32	0.00
Health and safety - Non-employees	TRCF	Incidents per 1 mill working hours	0.00	0.00
Health and safety - Total	LTIF	Incidents per 1 mill working hours	0.17	0.00
Health and safety - Own employees	LTIF	Incidents per 1 mill working hours	0.19	0.00
Health and safety - Non-employees	LTIF	Incidents per 1 mill working hours	0.00	0.00
Gender equality (own)	Female FTE portion	Percentage	13%	
Turnover rate of seafarers	Percentage	Percentage	6%	

Table 36 – HSE statistics

Methodologies and Assumptions Used to Compile the Data in S1

The unit FTE (full time equivalent) represents the workload of an employee in relation to a full-time schedule. A full-time position is typically considered 1.0 FTE, meaning the employee works 100% of the standard full-time hours (example an 80% position is 0.8 FTE). For both marine crew employees and marine non-employees, full time equivalent and head count are identical.

To calculate the TRCF and LTIF, a number of 24 hours per day per person on the vessels is used as the basis (industry standard). The total number of work related fatalities+lost time incidents (LTIs) + restricted work cases (RWC) + medical treatment (MT) cases is used for the TRCF (note that only accidents occurred while at work is counted in this number as per entity specific industry standard). Fatalities + LTIs for the LTIF. The numbers are per million hours. Office personnel work hours is included using an average number for overtime for all onshore employees. Incidents and work hours is also included for hired personnel on the vessels (non-employees) using the same methodology.

S1-6 – Characteristics of the Undertaking's Employees

This section summarizes key employee characteristics to provide context for the organization's employment practices and impacts. It supports the interpretation of social disclosures and underpins relevant quantitative metrics by presenting data on employee numbers, contract types, turnover, and reporting methods.

The employee base have been relatively stable through the reporting year with no major changes in all key indicators reported below.

All Solstad Maritime employees are hired in one of the Company's subsidiaries in Norway, UK, Singapore, Australia and the Philippines.

See also the 'Board of Directors report' in the financial statement paragraph 'Health, Environment, Safety and Quality Assurance' chapter concerning key metrics related to employees.

Employees: Gender balance	Unit	Number of Employees
Male	HC	1,182
Female	HC	183
Other	HC	0
Not reported	HC	0
Total Employees	HC	1,364

Employees: Country	Unit	Number of Employees
Norway	HC	596
Philippines	HC	556
Australia	HC	166
Singapore	HC	12
UK	HC	10
Other	HC	24



Employees by contract type	Unit	Female	Male	Other	Not disclosed	Total
Number of employees	HC	183	1,182	0	0	1,365
Number of permanent employees	HC	169	1,155	0	0	1,324
Number of temporary employees	HC	14	27	0	0	41
Number of non-guaranteed hours employees	HC	0	0	0	0	0
Number of full-time employees	HC	182	1,181	0	0	1,363
Number of part-time employees	HC	1	1	0	0	2

Employee turnover	Unit	Number
Total number of employees who have left the Company	HC	86
Employee turnover rate (INTERTANKO method, excluding retirements and fatalities)	%	6%

S1-7 – Characteristics of Non-Employees in the undertaking’s own workforce

In addition to the activity the Company has in Brazil, it also operates vessels elsewhere. Beyond our permanent employees, the Company relies on a relatively low number of non-employees to ensure safe, efficient, and specialized operations across our regions (NACE Code 78 personnel).

The total number of non-employees (in head count) in the Company is about 210 non-employees, representing around 13% of the total workforce. These include:

- Hired crew: ~52 HCs, aboard vessels in Brazil, the North Sea, and Southeast Asia. They operate under Solstad Maritime’s HSEQ protocols and are integrated into onboard safety systems.
- Contractors: ~148 HCs supporting offshore ROV operations, onshore ICT infrastructure, financial- and project-based services.
- Consultants: ~10 HCs contributing to strategic development and input as well as regulatory alignment.

The data is reported in headcount as of the end of the reporting period.

Hired crew numbers were compiled from vessel rotation logs and internal staffing records. Contractor and consultant data were sourced from our HR records. The verification of numbers and processes is covered under the Company’s annual audit.

The number of non-employees fluctuates throughout the year due to vessel activity, seasonal demand, and project cycles.

All non-employees are subject to the Company’s safety standards and have access to grievance mechanisms either directly or via their contracting entity.

Oversight of non-employee workforce practices is managed by the Company’s crewing department for hired crew, and the onshore HR department for onshore contractors and consultants. This ensures alignment with our operational, ethical, and sustainability frameworks.

S1-9 – Diversity Metrics

The Company’s Ttop management c-suite positions consist of four persons whereof all are male.

Employee age	Female	Male	Percentage
<30 years	29	163	15%
30-50 years	119	537	18%
>50 years	35	482	7%

S1-14 – Health and Safety Metrics

All of our own workforce (100%) is covered by the SIMS policies based on legal requirements and/or recognised standards/guidelines (see S1-5 for more details).

Work related categories	Metrics 2025	Comments
Number of fatalities (injuries/ill health)	0	Includes other workers working on Solstad's sites (such as value chain workers in the Company's own workforce)
Number of accidents	7	
Rate of accidents	1.20	Rate based on number of cases divided by the number of total hours worked multiplied by 1 000 000
Number of recordable ill health	0	
Number of days lost (injuries/fatalities/ill health)	1	Lost time incident (injury)

Table 37 – HSE detailed metrics

S1-16 – Remuneration Metrics - Pay Gap and Total Remuneration

The Company's pay gap ratio is 48.3 %. This represents the percentage gap in pay between its female and male employees.

The Company's annual total remuneration ratio is 8.978. This is the ratio between the highest-paid individual and the median paid employee.

S1-17 – Incidents, Complaints and Severe Human Rights Impacts

Complaints filed through channels of the National Contact Points for OECD Multinational Enterprises related to the matters defined in paragraph 2 of ESRS S1 has not been applicable for this reporting period. If applicable for the reporting period, the most relevant amount(s) related to reconciliation of fines, penalties, and compensation for damages as result of Human rights incidents is presented in financial statements.

Work related categories	Metrics 2025	Comments
Incidents	0	Total number of work-related incidents of discrimination/harassment
Complaints	11	Total number filed through channels of complaints (Whistleblower Channel and DPA cases)
Sanctions	0	Total amount of fines, penalties, and compensation for damages as a result of the incidents and complaints
Reconciliation	USD 0	Total amount of fines, penalties, and compensation for damages
Human rights incidents (total)	0	Identified cases of severe human rights incidents (e.g., forced labour, human trafficking or child labour)
Human rights incidents (non-respect of international guidelines)	0	Incidents which involve cases of non-respect of the UN Guiding Principles on Business and Human Rights, ILO Declaration on Fundamental Principles and Rights at Work or OECD Guidelines for Multinational Enterprises)
Fines	USD 0	Total amount of fines, penalties, and compensation for damages

Table 38 – Human rights related metrics



ESRS S2 – Workers in the Value Chain

Material Impacts, Risks or Opportunities

Adequate wages

 The Company has a direct influence on the selection of subcontractors and suppliers. Choosing suppliers from low-cost countries or regions with weaker legal and regulatory protections may increase the likelihood of adverse social and labor impacts within the value chain

 Inadequate wages in our value chain can lead to higher employee turnover, causing disruptions in the supply chain due to frequent retraining and loss of experienced workers.

Health and safety

 The Company has a direct influence on the selection of subcontractors and suppliers. Choosing suppliers from low-cost countries or regions with weaker legal and regulatory protections may increase the likelihood of adverse social and labor impacts within the value chain.

 Lack of health and safety standards in our value chain can lead to higher employee turnover and injuries, causing disruptions in the supply chain. Especially exposed suppliers are yard workers.

 Impact  Risks  Opportunities

ESRS 2 SBM-2 – Interests and Views of Stakeholders

The people in the Company's value chain are also key personnel in enabling efficient operations aligned with company strategy. We are therefore committed to creating safe working conditions and upholding equal treatment and opportunities for all workers in the value chain, including the protection of their fundamental human rights. This is a core objective of our Company philosophy, and we strive to ensure that our strategy and business model are guided the interests of the value chain workforce. Recognising that the Company's business model and strategy depend on the well-being and contributions of its value chain workforce, and may also impact them, The Company has established various mechanisms for engaging with this key stakeholder group. Among others, we conduct value chain surveys, require supplier self-assessments on key sustainability matters including workers health and safety and other fundamental human rights topics to gather information on the interests and views of the value

chain workers. Employees in the value chain who wish to remain anonymous may also voice their concerns through established grievance and feedback platforms.

ESRS 2 SBM-3 – Material Impacts, Risks and Opportunities and Their Interaction With Strategy and Business Model

In the Company's global vessel operations, the most prominent impacts regarding workers in the value chain are connected to "adequate wages" and "health and safety". These impacts have financial risks related to high turnover, disruptions in the supply chain, reputational loss and possible increased costs due to remediation. The opportunities are connected to productivity and reputation if we succeed in continuing to be in the top segment on these subjects. Responsible wages and a safe working environment in the entire value chain is key to delivering positive results both for the Company and all our value chain companies. We believe we are in a good position to address our material impacts and risks connected to the conditions for our value chain workers and to take advantage of the related material opportunities. We are financially strong and at the forefront of our business, and stemming from a Norwegian business culture, concern for the wellbeing of people is already built into the core of the way we do business.

Every year a due diligence in accordance with the OECD Guidelines for Multinational Enterprises is carried out. The purpose of this Process is to contribute to Responsible Business Conduct and to ensure compliance with Modern Slavery Act and other statutory requirements. We acknowledge that respecting fundamental human rights is a prerequisite for doing business now and in the future, and we will continue to progress towards strengthening human rights in the industry.

The Company aims to include all relevant value chain workers that are likely to be materially affected by our business is included in the reporting. Workers working on the undertaking site, but who are not part of own workforce, is not part of the scope of our disclosures. There is a higher risk of the impacts connected to for example value chain workers, such as yard workers in countries like for example Brazil and Singapore (compared to Norway or other North European countries), and we believe these areas are connected to a heightened risk of forced and/or compulsory labour. The risk of child labour is considered to be insignificant due to the attributes, competencies and skills needed to perform the related tasks.



If workers in our value chain are not paid adequately or provided with proficient measures to secure their health and safety, one result of the Company's business will be poverty, inequality and the potential for serious accidents and even fatalities and can even result in serious detriment to our own workforce and operations. Because we have chosen to operate globally and do not have total insights into all aspects of our suppliers and clients, these are impacts we currently risk facing because of our strategy and business model and probably will face on a long-term basis.

Upstream Value Chain Workers / Yard Workers

The outcome of the annual transparency act due diligence / risk Assessment process showed that the use of shipyards around the world may pose one of the highest risks of breaches to human rights for the Company, and it came out with high materiality during our double materiality assessment process.

The potential impacts on yard workers originate from the respective yards and are not innately related to our business. However, they are connected to us through our business model because of our need for maintenance on our vessels during or between operations around the globe. We are dependent on yards to run a competitive and financially sustainable business and would not be able to provide the level of maintenance we need in any other way. The level of maintenance is also a pivotal priority when it comes to mitigating the potential impacts on health and safety for the people on board our vessels.

The potential material impacts on yard workers are for the large part related to individual incidents (risks such as risk of death, life threatening injuries, long term health-issues), but some of the issues connected to health and safety are widespread for all of these value chain workers due to the nature of the work.

Undoubtedly, the wages, level of training and working conditions of these value chain workers affect the business, and the effects can surface in the pricing of different suppliers and in clients refusing to operate in some areas or to work with suppliers due to risk of breaches to human rights. We also run the risk that serious suppliers may be outcompeted by suppliers that do not uphold acceptable standards on the subject. In turn, this can affect the competition in our own business segment. In some cases, contracts may be assigned to competitors that offer lower rates because of such breaches to human rights, but more often it is the actors that can provide

trustworthy information about how they work to mitigate these risks that win the contracts. Hence, this is an identified opportunity.

When it comes to value chain workers in general and yard workers specifically, we have made a strategic choice to reduce risk connected to possible human rights breaches in our supply chain. A list of concrete actions is given under ESRS S2-4.

Downstream Value Chain Workers / Client Personnel

The potential impacts connected to the health and safety for client personnel (downstream value chain) is connected to our business model because it allows for the client to have their own personnel onboard our vessels to secure and execute their own operations. Even though these workers are not considered as high risk workers (compared to yard workers), we are connected to these impacts through our own activities. These employees are either hired directly or indirectly by the client to perform a specific client-initiated tasks on the specific project being executed. Our material impact on their personnel's health and safety does, however, originate from the inherent physical risks (such as risk of death, life threatening injuries, long term health-issues) connected to working on the type of vessels we operate, which we have a broad understanding of, and which has always been a priority for us. To ensure that health and safety and adequate wages are under control, a bridging document is made and signed by both parties at the start of the contract. This outlines the requirements for both Solstad Maritime and the Client on the specific job to ensure a safe working environment.

These potential impacts have always informed and contributed to adaptations to our strategy and business model. We revert to the information provided under "S1 - Our workforce" when it comes to securing the health and safety of all personnel onboard our vessels.

Solstad Maritime utilizes the phase-in provision for SBM-3 48e for this year's Sustainability Statement.

S2-1 – Policies Related to Value Chain Workers

At the highest level, Solstad Maritime's work on human rights and decent working conditions is anchored in our "Company Philosophy, Objectives and Strategy"-policy, which is in alignment with the UN Guiding Principles on Business and Human Rights, also considering the Guiding Principles of the International Bill of Rights, including the Universal Declaration of Human Rights and

the two Covenants, as well as the International Labour Organisation's Declaration on Fundamental Rights and Principles at Work and its core conventions.

The relevant policies under our Supplier Code of Conduct (SCoC) are directed at all our suppliers, including sub-suppliers, contractors, sub-contractors, agents and consultants and therefore cover all our upstream value chain workers. This policy also states that alignment with the UN Guiding Principles on Business and Human Rights, ILO Declaration on Fundamental Principles and Rights at Work or OECD Guidelines for Multinational Enterprises is a requirement. Suppliers are also required to comply with other applicable national and international laws, regulations and standards, both in their country of origin and where they operate.

Issues concerning the health and safety of client personnel are covered by the same policies we have for the health and safety of our own workforce. We refer to ESRS S1 for more information about these downstream value chain workers.

The policy explicitly addresses forced and compulsory labour, but not trafficking of human beings or child labour. When it comes to working hours, breaks, wages and social benefits, it states that suppliers shall meet, as a minimum, national or industry standards, whichever affords the greatest protection. Wages should be enough to meet basic needs. Suppliers must also ensure that all employees are provided with written agreements of employment, setting our employment conditions in a language that is understandable to the individual concerned. Payments are to be made timely, in legal tender and fully documented.

Stakeholders such as suppliers must complete an electronic supplier request form detailing our requirements and sign the SCoC document for alignment. For all purchases over USD 50,000, the Company has a Group Procurement Policy. It encompasses pass-through billing scenarios and optional extension clauses as part of the total contract value. As stated in the policy, Solstad Maritime is committed to "integrating sustainable practices into its procurement processes, minimizing environmental, social, and governance (ESG) risks throughout its supply chain, and driving sustainable development." The various departments and department requestors collaborate with suppliers to identify and address sustainability-related issues.

All procurement activities in general must adhere to our 'Code of Conduct', 'Supplier Code of Conduct', 'Sanctions Compliance Program', 'Power of Attorney matrix', and other applicable policies emphasizing sustainability principles. If a call-off is required under an existing agreement, the 'Group Procurement Policy' applies. It is not necessary to complete the entire procurement process if the existing contract is valid and meets the requirements.

Furthermore, the 'Group Procurement Policy' states that "Responsible Sourcing" shall apply. This is defined as "... responsible sourcing approach aligns with its commitment to social responsibility, environmental sustainability, and ethical business practices. We prioritize ethical suppliers who demonstrate adherence to our high standards, ensuring that our procurement decisions contribute to sustainable outcomes."

The Company monitors compliance through encouraging our suppliers to inform us on the subject and perform audits where and when we deem necessary. Audits can be triggered by reported incidents related to the supplier through the Company internal 'HSE system' or through the 'TM Purchasing systems' or due to high risk identified as part of the onboarding processes of new suppliers. In addition, any deviations or breaches are reported on a daily basis through the internal HSE reporting system. Reports can be made by all employees that specifically link a specific supplier to an incident, to ensure required follow up both in the short term (if urgent) or on a long-term basis (typically for annual supplier meetings).

Project leaders also perform spot checks on yards during maintenance projects which, according to our risk assessment, is where we have the highest risk of having negative impacts on our value chain workers.

As policies are aimed at compliance and to mitigating the impacts to human rights. As a result of this, we also mitigate the financial risks and opportunities connected to human rights. We maintain a good relationship with seafarer's unions in own workforce and will continue to improve on the subject.

During the reporting year, there has not been registered any cases of non-respect of the UN Guiding Principles on Business and Human Rights, ILO Declaration on Fundamental Principles and Rights at Work or OECD Guidelines for Multinational Enterprises that involve value chain workers.

S2-2 – Processes for Engaging With Value Chain Workers About Impacts

The Company has not yet adopted a general process to engage directly with value chain workers. This process will be evaluated and implemented over the next one to two years as part of the supply chain follow up work. If the evaluation finds such process usefull and relevant, a way forward might be to implement communication channels for workers at key suppliers in the supply chain starting with suppliers and regions where the risk is found to be the highest.

S2-3 – Processes to Remediate Negative Impacts and Channels for Value Chain Workers to Raise Concerns

The Company has not yet uncovered any material negative impacts it has caused or contributed to in regard to its value chain workers, and we have not yet adopted an approach to providing or contributing to remedy for such cases. Therefore, the Company has not made any assessments of the effectiveness of such an approach.

Solstad Maritime has a general whistleblower channel allowing value chain workers to communicate directly to us. A detailed description of how we track and monitor issues raised through this channel, ensuring its effectiveness and stakeholder engagement as well the policies in place to protect users of the channel against retaliation, is stated under ESRS G1-1. We have not yet implemented any process for assessing whether value chain workers are aware of and trust the whistleblower channel.

S2-4 – Taking Action on Material Impacts on Value Chain Workers, and Approaches to Managing Material Risks and Pursuing Material Opportunities Related to Value Chain Workers, and Effectiveness of Those Actions

Solstad Maritime is committed to addressing material impacts on value chain workers and managing related risks and opportunities effectively. We have implemented several actions and initiatives to achieve this goal.

This description focuses on the upstream worker IROs, as client-related downstream workers' IROs are less challenging, and we have less influence on them. Generally, client workers on our vessels earn higher wages than upstream workers such as onshore yard workers. Health and safety on a vessel is a joint effort, with both parties adhering to an agreed safety system to prevent operational incidents. The safety regime on a vessel is in general much higher than what is normal on an international shipyard.

Material Impacts

Over the past two to three years, the Company has enhanced our management system to prevent and mitigate material negative impacts on our value chain workers. This includes implementing policies and practices ensuring fair treatment, safe working conditions and respect for worker's rights.



For workers in our supply chain, and yard workers especially, we do not have direct control over their working conditions. Therefore, we have assessed possible measures that can reasonably ensure that suppliers respect human rights. The measures we have implemented include:

- Requiring all suppliers to adhere to the 'Solstad Supplier Code of Conduct'.
- Conducting a yard qualification procedure and holding pre-meetings with shipyard management.
- Using only preselected, trusted shipyards from various global regions for planned maintenance.
- Having project managers (typically technical superintendents) perform spot checks for human rights breaches as part of their project execution checklist, and report on them after project completion.
- Auditing selected shipyards at any given time during their work for us.
- Collaborate with Sea1 ASA (another Norwegian offshore vessel owner and competitor, previously called Siem Offshore ASA) to share information and lessons learned about shipyards.

We have not yet uncovered any actual material impacts on our value chain, and therefore, we have not yet taken initiatives aimed at remediation.

As mentioned in SBM-3 in this chapter, we have identified risk and the potential of negative impacts for value chain workers during maintenance projects. To mitigate risk, our project leaders perform spot checks on a regular basis.

Admittedly, within our business, as we conduct global operations, there is always uncertainty regarding the presence of adequate wages within our value chain. However, as the majority of our value chain operates in industrialized countries where employees typically receive adequate compensation, the likelihood is considered low. However, we will continue to monitor the situation as an approach to manage risk and potential negative impact.

Going forward we plan to initiate programs aimed at delivering positive impacts for value chain workers to focus on improving workers' skills, providing better working conditions, and enhancing their overall well-being. We do not currently have detailed processes in place for tracking and assessing the conditions of our value chain workers, however a supply-chain software system called 'Ignite' has been implemented to improve on parts of this process (and a range of other purchase/supplier related activities). In this system we may track and assess the effectiveness of the supplier dialogue including future engagement with value chain workers and value chain worker representatives.

Material Risks and Opportunities

Our identified material risks are connected to possible added costs in connection with increased regulation, higher premiums and/or decreased demand for our type of service. Opportunities are connected to possible added attractiveness and competitiveness derived from being in the top segment on these issues, as these are also of great concern to the public, investors and most importantly our clients. Our current actions have been aimed directly at identifying and preventing the impacts itself.

The Company has taken action to avoid causing or contributing to material negative impacts on value chain workers through our own practices. We refer to the information provided under ESRS S1 SBM-3 for information about this. There has not been reported any severe human rights issues and incidents connected to our upstream and downstream value chain.

The Company has integrated the management of value chain worker challenges into its everyday supply chain policies and processes. Our team, comprising over 50 individuals from various departments within the Company (including purchasing, HSSQ and technical departments), engage in these activities periodically. This includes our project leaders that are responsible for tasks related to monitoring and identifying breaches, as well as personnel conducting audits.

Resources and Collaboration

We allocate sufficient resources to manage material impacts, risks, and opportunities related to value chain workers. This includes dedicated teams, financial investments, and partnerships with relevant stakeholders. We collaborate with industry peers, non-governmental organizations, and other stakeholders to address material impacts on value chain workers. This includes participating in multi-stakeholder initiatives and sharing best practices.

Continuous Improvement

The Company is committed to continuous improvement in our efforts to address material impacts on value chain workers. We regularly review and update our policies, practices, and initiatives to ensure they remain effective and aligned with evolving international standards as well as client and other stakeholders' expectations.



Metrics and Targets

S2-5 – Targets Related to Managing Material Negative Impacts, Advancing Positive Impacts, and Managing Material Risks and Opportunities

The Company tracks the number of approved suppliers in the internal purchasing system to ensure that all key suppliers have completed the qualification program and are part of systematic audit and follow-up processes. Indirectly, this supplier approval process tracks impacts on to workers in the upstream value chain, as a number of criteria for approval relates to whether the supplier provides decent working conditions and safeguards their human rights. By leveraging our purchasing power, we aim to guide suppliers towards sustainability.

The Company supplier approval process consists of an extensive self-assessment process where the suppliers will need to report on a range of business-critical processes including sustainability matters. The reporting is done electronically in a web-form system and all-important parameters are given a score that are then compared to threshold values to visualize on a traffic light system if the values are acceptable or not.

The key areas that the suppliers need to report on is:

- Quality management
- Health and safety management
- Sustainability and environmental
- Policies

All summarized score (weighted average of all input) is also considered. If a supplier for some reason does not comply with our requirements, deeper investigation is

done to see if improvements can be conducted. Or we can assess whether another compliant supplier should be utilised.

The general supplier terms and conditions can be found on Solstad Maritime’s web page here: <https://www.solstad.com/procurement/>

The Company has not set other specific targets for value chain workers related to reducing negative impacts on value chain workers, advancing positive impacts on value chain workers or managing material risks and opportunities related to value chain workers. However, as mentioned in S2-2, we aim to strengthen the process to engage more directly with value chain workers on these topics over the next years.

Reporting

Every year, the Company disclose a statement signed by the CEO and Chairman of the Board related to the Norwegian “Transparency Act”. This publicly accessible statement detail’s the Company’s actions on these topics during the reporting year, including the due diligence outcomes and any reportable cases. For more information, please visit: <https://www.solstad.com/solstad-maritime/maritime-financials/>

Sustainability Statement

Governance Information

ESRS G1 - Business Conduct

Material Impacts, Risks or Opportunities

Prevention and detection including training

 Corruption and bribery can severely undermine the integrity and effectiveness of decision-making processes. Through our operational footprint we may encounter suppliers that do not comply with UN Global Compact conditions. There is also a risk of internal non-compliance, where employees or representatives may breach anti-corruption principles despite established policies and controls.

Incidents

 Reputational, jurisdictional and increased cost potential.

 Impact  Risks  Opportunities

ESRS 2 GOV-1 – The Role of the Administrative, Management and Supervisory Bodies

Proper business conduct is fundamental for the Company’s effective operations and is assessed as a key sustainability matter where the Company may be exposed to risks. The responsibility for ensuring good business conduct is thus handled by Executive Management and the Board according to the Company’s Code of Conduct, which emphasizes integrity, transparency, and accountability. Executive Management and the Board are responsible for fostering a working culture that upholds these principles. The Code of Conduct is mandatory for all employees to follow and is available through the SIMS system. It outlines expected behaviours and practices, emphasizes compliance with laws and regulations, fair treatment of all stakeholders, and ethical decision-



Figure 5



making. Additionally, Executive Management promotes open communication, empowering employees to report unethical behaviour without fear of retaliation. Regular training and reinforcement of these principles are crucial for consistently upholding the Company's values, building trust with its stakeholders, maintain a positive reputation, and achieve long-term success.

The Company has established a dedicated position in the Finance department for the handling of legal- and whistle- blower issues, processes related to business conduct and reporting. Any reported issues or breaches of the Company's business conduct or ethical policies are reported to the CEO/ CFO for further processing and then to the Sustainability Director for the attention of the Audit Committee in the next scheduled meeting. The Company uses external investigators when necessary for challenging internal investigations. Management decides the outcome of such investigations and informs the Audit Committee accordingly.

The Board of Directors have signed and implemented the Company's Board "Rules of procedures" regulating the Board's roles and responsibilities and the Company's "Code of Conduct".

Solstad Maritime's ship management operations is audited annually by internal resources and externally by DNV on its policies, processes, records and other relevant documentation to verify compliance with all relevant rules and regulations. Any deviations leads to non-conformities or observations that are registered in the Company's HSE system together with a correction plan for follow up and a deadline for this.

ESRS 2 IRO-1 – Description of the Processes to Identify and Assess Material Impacts, Risks and Opportunities

In identifying and assessing material impacts, risks and opportunities within the topic of business conduct, Solstad Maritime has considered all its activities and services across different service sectors, locations and geographies. Some of the Company's operations and offices are located in areas more exposed to breaches of business ethics and other business conduct matters, such as South-America and West-Africa where vessels operate from time to time.

The sub-topic "Corruption and bribery", and its sub-sub-topics "Prevention and detection of corruption and training" and "Incidents" were identified as material.

The Company recognizes that corporate culture significantly impacts employees, business partners, suppliers, and other stakeholders. A positive corporate culture enhances job satisfaction, employee retention, and productivity, while a negative culture can lead to low morale, disengagement, and potential violations of labour standards.

Consistent positive feedback from employee surveys suggests a low likelihood of these negative impacts. However, If unethical behaviour were tolerated, there could be breaches of labour laws, harassment, or discrimination. Additionally, a negative culture could harm relationships with suppliers and business partners, potentially reducing collaboration, trust, and reputational standing in the industry. Therefore, fostering ethical practices and respectful partnerships is crucial for strong, productive relationships with all stakeholders. From this perspective, the topic is also considered material

Solstad Maritime influences its corporate culture through leadership and by setting expectations and requirements. This is achieved by implementing and enforcing visions, policies, processes, guidelines, and practices. Regular training and development programs help employees stay current on best practices and enhance their skills and knowledge, fostering a culture of continuous improvement.

Some of the Company's activities may be exposed to heightened risk of corruption and bribery, particularly in upstream purchasing/sourcing activities and downstream operations in regions where the prevalence of corruption risks is higher. Although historic incidents are rare, the potential consequences are serious and can impact Solstad Maritime's integrity and decision-making processes. Incidents of corruption and bribery could lead to reputational damage, eroding trust and business opportunities, or legal consequences, including fines, penalties and lawsuits for anti-corruption violations. Given the Company's size and geographical reach, some risk remains, but with a low likelihood. Due to the potential severity of these risks, the issue is considered material.

Solstad Maritime mitigates these risks by implementing, promoting, monitoring, and enforcing strong anti-corruption policies in all activities and operations. This is done through the established Code of Conduct and Supplier Code of Conduct, regular supplier audits, whistleblower mechanisms, and promoting of transparency in reporting.

G1-1– Corporate Culture and Business Conduct Policies and Corporate Culture

For decades, Solstad Offshore has fostered a strong organizational culture built on core values, policies, ethical standards, and principles of business conduct. The organization, systems, and personnel previously part of Solstad Offshore have now transitioned to Solstad Maritime, ensuring that this corporate culture is fully carried forward. At the heart of this culture are our foundational values: safety, reliability, competence, and responsibility. These guiding principles are essential in fostering a unified and resilient company culture. The company values are used in documents, company presentations and other material to ensure this is read and understood by all and show their importance to the Company.

All measures and actions described in this disclosure requirement is covered by policies and processes in the Company's management system (SIMS) such as the Code of Conduct statement, Company Philosophy, Objectives and Strategy policy, Sustainability policy and supporting processes. The relevant departments have implemented processes and follow up accordingly to address and manage relevant material, risks and opportunities (HSEQ: Internal control, HR/Crewing: Own employees, Purchasing: Suppliers, Chartering/Operations: clients/contracts, Finance: Internal control and legal follow up etc).

To ensure that the administration gets feedback on the implementation of the Company culture, an evaluation is mandatory for all employees as part of the annual appraisal process. Furthermore, every two years an employee survey is conducted to get more targeted information on the Company culture and how the Company's values and standards are understood by our employees. Every year, management meetings (company conference) are arranged with senior vessel management and management onshore to discuss any issues related to culture and to communicate expectations. A structured follow-up plan is made based on findings and discussions and later made available for all participants. Stakeholders such as key suppliers and clients are asked for feedback on the Company's performance and any unlawful behaviour including business conducts primarily through dialogue meetings at least annually.

The Company has implemented a "Anti-Bribery, Corruption, Fraud and Whistleblower Policy" consistent with the UN Convention against Corruption. The purpose of this policy is to ensure a non-tolerance for any type of bribery, corruption, fraud and other criminal or unethical behaviour in the Company. All Solstad Maritime

engaged employees are kept accountable for behaviour in such manner both officially and privately. Dedicated posters have been made to highlight the Company's zero tolerance against corruption and bribery. These posters are displayed at key locations and vessels. The "Code of Conduct" statements in SIMS (approved by the Board) is an ethical guideline and apply to Board Members, Management and employees of the Company. It is the individual manager's responsibility to ensure that these guidelines are known and adhered to. Individual employees are bound to follow and maintain the Company's ethical guidelines. The Company values and the Company's business conduct expectations are important parts of the Company induction courses that is mandatory for all employees and other key stakeholders.

Solstad Maritime considers almost all employees to be at risk when it comes to corruption, bribery or ethical dilemmas. Hence, the training is mandatory for all employees. The Board of Directors have not yet been covered by these requirements, but they are covered by our "rules of procedures" and have signed our Code of Conduct.

Functions with a commercial/employment role are considered as "high risk functions". These are: captain/ chief engineers on the vessels, chartering, operations, purchasing, technical, crewing and executive managers in the onshore organisations.

In addition, the Company has a "Marine Mammals Avoidance" process for vessel bridge crew to mitigate the risk of harming marine mammals when operating in certain areas where this is considered high risk.

All employees create an individual competency development plan, in cooperation with their immediate leader. The competency development plan is assessed and revised during the annual performance review. E-learning on sustainability topics is mandatory for all employees. The Company has a development team devoted to developing internal e-learning courses for specific topics, such as sustainability, anti-corruption, sanctions, cyber security, among others.

The total number of employees and other own workers at-risk function in the Solstad Maritime scope is estimated to be around 1,200-1,400 FTEs. This includes onshore support organisations, marine crew on board the Solstad Maritime operated vessels and other own employees onboard the vessels (mainly Omega Subsea employees).

The anti-corruption and bribery e-learning course takes about 15 minutes to complete and is mandatory for all employees and other workers including managers and executive management (however board members are not enrolled in this course).

These employees have at least received one training invitation and about 95% have completed training by year-end 2025. The course needs to be refreshed by everyone yearly.

Topics covered in the course is: “definition of corruption”, “policy”, “procedures and suspicion/detection” and “dilemma training”.

G1-3 – Prevention and Detection of Corruption and Bribery

The Company has implemented policies and processes to prevent, detect and address allegations of corruption and bribery. Training of all employees is provided to ensure that everyone understand what corruption and bribery means for us. These procedures are mandatory both for crew and onshore employees and applies worldwide. It describes what is considered corruption and bribery, where it applies (business area/department), training required, record keeping and management reporting. The company's Group Compliance officer and the Administration and Communication Director are responsible for these processes.

The Company has implemented a range of processes and procedures to prevent and detect incidents on corruption and bribery. Examples include restricted access to relevant ICT systems (depending on role), power of attorney implemented on all purchases to ensure that at least two people approve, contract approvals require at least two approvals, internal control on accounting/finance, wages payment and the employment processes are separated processes on HR etc. There is also a risk assessment system available for all that may be used when needed.

The company's main channel for receiving claims about corruption and bribery is the whistleblower channel. See section S1-3 for further description.

Any cases found to be real are reported to the Board in the quarterly Audit Committee meetings (number of cases and a brief explanation on the cases).

The training is based on a mandatory e-learning course that is made internally to ensure that the content is relevant to our employees. It is updated and revised as needed. This training does not include the board members.

Metrics and targets

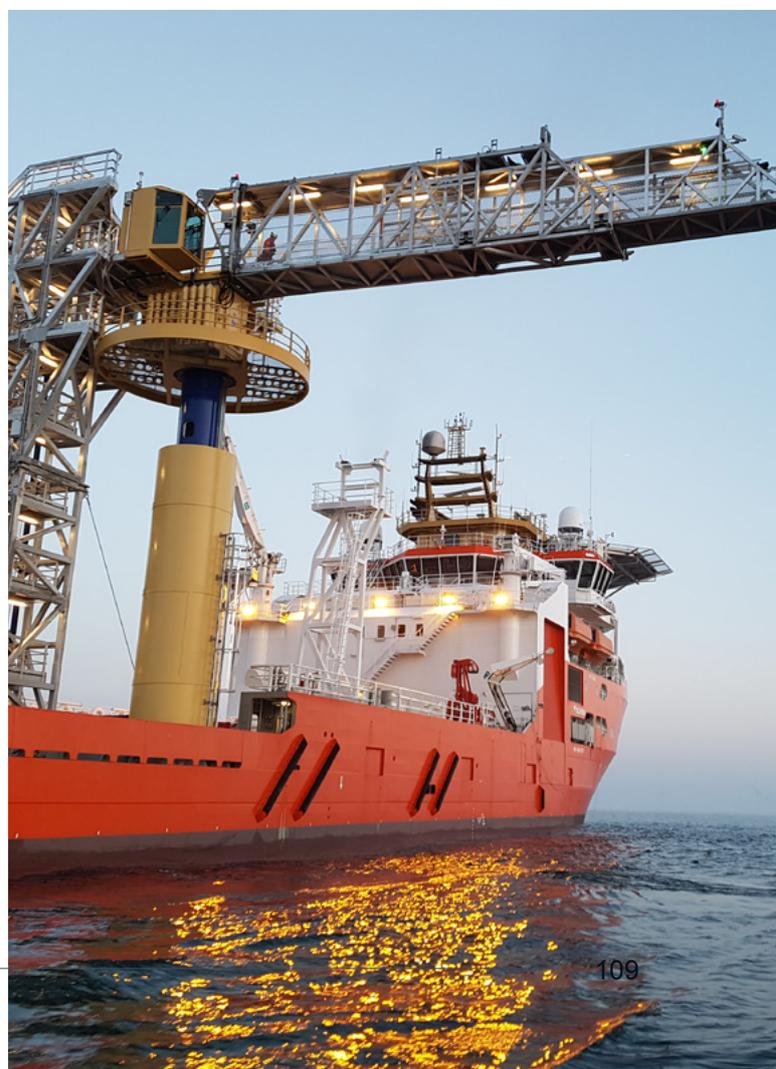
ESRS 2 MDR-A

The Company is continually enhancing our policies and processes to address material impacts, risks, and opportunities related to corruption and bribery. Serious allegations and incidents are followed up by an action plan detailing necessary resources, timelines and cost estimates for both internal and external follow-up work. Post-incident, the management system's effectiveness is evaluated, and the need for additional training or other measures is considered.

There have been no significant costs related to corruption and bribery during the reporting year.

G1-4 – Confirmed Incidents of Corruption or Bribery

During the reporting year there have not been any confirmed corruption or bribery incidents in the Company's own operations or in the Company's value chain where our employees are directly involved.



Appendix

Appendix A - Reporting Scope by Topic

Table 40

	Topic	Material Sub-Topic	Material Sub-sub-topics	Disclosure Requirements in topical standard All	Disclosure Requirements for each Sub-Topic covering Policies, Actions or Targets	Disclosure Requirements for each Sub-Topic covering Metrics	Phase-in provisions (< 750 FTE)	“Quick-fix” related phase-ins (< 750 FTE)	Disclosure Requirements Omitted by Solstad Maritime due to “phase in” or “not material”
ESRS 2	General Disclosures	Basis for preparation Governance Strategy IRO Metrics and Targets	Climate change adaptation	BP-1-2, GOV-1-5, SBM-1-3, IRO-1-2, MDR-P, MDR-A, MDR-M, MDR-T			SBM-3 § 48(e)	SBM-3 § 48(e)	SBM-3 § 48(e) (phase in)
E1	Climate change	Climate change adaptation		E1-1 to 9	E1-2, E1-3, E1-4	E1-1, E1-5, E1-6, E1-7, E1-8, E1-9	E1-6, E1-9	E1-6, E1-9	E1-9 (phase in)
		Climate change mitigation							
		Energy							
E2	Pollution	Pollution of air	Climate change mitigation	E2-1 to 6	E2-1, E2-2, E2-3	E2-4, E2-6	E2-6	E2-6	E2-5 (not material) E2-6 (phase in)
E3	Water and marine resources	Not material	Not material	E3-1 to 5	E3-1, E3-2, E3-3	E3-4, E3-5	E3-5	E3-5	All (not material)
E4	Biodiversity and ecosystems	Direct impact drivers of biodiversity loss	Invasive alien species	E4-1 to 6	E4-2, E4-3, E4-4	E4-1, E4-5, E4-6	All	All	All (phase-in)
E5	Circular economy	Not material	Not material	E5-1 to 6	E5-1, E5-2, E5-3	E5-5, E5-6	E5-6	E5-6	All (not material)



	Topic	Material Sub-Topic	Material Sub-sub-topics	Disclosure Requirements in topical standard All	Disclosure Requirements for each Sub-Topic covering Policies, Actions or Targets	Disclosure Requirements for each Sub-Topic covering Metrics	Disclosure Requirements Omitted by Solstad Maritime due to “phase in” or “not material”
S1	Own workforce	Working Conditions	Health and safety	S1-1 to 17	S1-1, S1-2, S1-3, S1-4, S1-5	S1-6, S1-7, S1-8, S1-10, S1-11, S1-14, S1-15, S1-17	S1-8 (not material) S1-9 (not material) S1-10 (not material) S1-11 (not material) S1-12 (not material) S1-13 (not material) S1-15 (not material)
		Equal treatment and opportunities for all	Gender equality and equal pay for work of equal value			S1-6, S1-7, S1-9, S1-12, S1-13, S1-16, S1-17	
S2	Workers in the value chain	Working Conditions	Adequate wages	S2-1 to 5	S2-1, S2-4, S2-5	S2-2, S2-3	None
			Health and safety				
S3	Affected communities	Not material	Not material	S3-1 to 5	S3-1, S3-2, S3-4, S3-5	S3-3	All (not material)
S4	Consumers and end users	Not material	Not material	S4-1 to 5	S4-1, S4-4, S4-5	S4-2, S4-3	All (not material)
G1	Business conduct	Corruption and bribery	Prevention and detection including training	G1-1 to 6	G1-1	G1-3, G1-4	G1-2 (not material) G1-5 (not material) G1-6 (not material)
			Incidents				

Appendix B - List Of Datapoints in Cross-Cutting and Topical Standards That Derive From Other EU Legislation

Table 41

Disclosure Requirement and related datapoint	SFDR reference	Pillar 3 reference	Benchmark Regulation reference	EU Climate Law reference
ESRS 2 GOV-1 Board's gender diversity paragraph 21 (d)	p. 35		p. 35	
ESRS 2 GOV-1 Percentage of board members who are independent paragraph 21 (e)			p. 35	
ESRS 2 GOV-4 Statement on due diligence paragraph 30	p. 37			
ESRS 2 SBM-1 Involvement in activities related to fossil fuel activities paragraph 40 (d) i	p. 39	p. 39	p. 39	
ESRS 2 SBM-1 Involvement in activities related to chemical production paragraph 40 (d) ii	p. 39		p. 39	
ESRS 2 SBM-1 Involvement in activities related to controversial weapons paragraph 40 (d) iii	p. 39		p. 39	
ESRS 2 SBM-1 Involvement in activities related to cultivation and production of tobacco paragraph 40 (d) iv			p. 39	
ESRS E1-1 Transition plan to reach climate neutrality by 2050 paragraph 14				p. 67
ESRS E1-1 Undertakings excluded from Paris-aligned Benchmarks paragraph 16 (g)		p. 67	p. 67	
ESRS E1-4 GHG emission reduction targets paragraph 34	p. 75	p. 75	p. 75	
ESRS E1-5 Energy consumption from fossil sources disaggregated by sources (only high climate impact sectors) paragraph 38	p. 79			
ESRS E1-5 Energy consumption and mix paragraph 37	p. 79			
ESRS E1-5 Energy intensity associated with activities in high climate impact sectors paragraphs 40 to 43	p. 79			
ESRS E1-6 Gross Scope 1, 2, 3 and Total GHG emissions paragraph 44	p. 81	p. 81	p. 81	
ESRS E1-6 Gross GHG emissions intensity paragraphs 53 to 55	p. 82	p. 82	p. 82	
ESRS E1-7 GHG removals and carbon credits paragraph 56				Nothing to report
ESRS E1-9 Exposure of the benchmark portfolio to climate-related physical risks paragraph 66			Material - Phase-in	



Disclosure Requirement and related datapoint	SFDR reference	Pillar 3 reference	Benchmark Regulation reference	EU Climate Law reference
ESRS E1-9 Disaggregation of monetary amounts by acute and chronic physical risk paragraph 66 (a) ESRS E1-9 Location of significant assets at material physical risk paragraph 66 (c).		Material - Phase-in		
ESRS E1-9 Breakdown of the carrying value of its real estate assets by energy-efficiency classes paragraph 67 (c).		Material - Phase-in		
ESRS E1-9 Degree of exposure of the portfolio to climate- related opportunities paragraph 69			Material - Phase-in	
ESRS E2-4 Amount of each pollutant listed in Annex II of the E- PRTR Regulation (European Pollutant Release and Transfer Register) emitted to air, water and soil, paragraph 28	p. 86			
ESRS E3-1 Water and marine resources paragraph 9	Not material			
ESRS E3-1 Dedicated policy paragraph 13	Not material			
ESRS E3-1 Sustainable oceans and seas paragraph 14	Not material			
ESRS E3-4 Total water recycled and reused paragraph 28 (c)	Not material			
ESRS E3-4 Total water consumption in m3 per net revenue on own operations paragraph 29	Not material			
ESRS 2 - SBM 3 - E4 paragraph 16 (a) i	p. 45 / p. 87			
ESRS 2 - SBM 3 - E4 paragraph 16 (b)	p. 45 / p. 87			
ESRS 2 - SBM 3 - E4 paragraph 16 (c)	p. 45 / p. 87			
ESRS E4-2 Sustainable land / agriculture practices or policies paragraph 24 (b)	Material - Phase-in			
ESRS E4-2 Sustainable oceans / seas practices or policies paragraph 24 (c)	Material - Phase-in			
ESRS E4-2 Policies to address deforestation paragraph 24 (d)	Material - Phase-in			
ESRS E5-5 Non-recycled waste paragraph 37 (d)	Not material			
ESRS E5-5 Hazardous waste and radioactive waste paragraph 39	Not material			
ESRS 2- SBM3 - S1 Risk of incidents of forced labour paragraph 14 (f)	p. 88			

Disclosure Requirement and related datapoint	SFDR reference	Pillar 3 reference	Benchmark Regulation reference	EU Climate Law reference
ESRS 2- SBM3 - S1 Risk of incidents of child labour paragraph 14 (g)	p. 88			
ESRS S1-1 Human rights policy commitments paragraph 20	p. 90			
ESRS S1-1 Due diligence policies on issues addressed by the fundamental International Labor Organisation Conventions 1 to 8, paragraph 21			p. 90	
ESRS S1-1 processes and measures for preventing trafficking in human beings paragraph 22	p. 90			
ESRS S1-1 workplace accident prevention policy or management system paragraph 23	p. 90			
ESRS S1-3grievance/complaints handling mechanisms paragraph 32 (c)	p. 92			
ESRS S1-14 Number of fatalities and number and rate of work-related accidents paragraph 88 (b) and (c)	p. 98		p. 98	
ESRS S1-14 Number of days lost to injuries, accidents, fatalities or illness paragraph 88 (e)	p. 98			
ESRS S1-16 Unadjusted gender pay gap paragraph 97 (a)	p. 98		p. 98	
ESRS S1-16 Excessive CEO pay ratio paragraph 97 (b)	p. 98			
ESRS S1-17 Incidents of discrimination paragraph 103 (a)	p. 98			
ESRS S1-17 Non-respect of UNGPs on Business and Human Rights and OECD Guidelines paragraph 104 (a)	p. 98		p. 98	
ESRS 2- SBM3 – S2 Significant risk of child labour or forced labour in the value chain paragraph 11 (b)	p. 100			
ESRS S2-1 Human rights policy commitments paragraph 17	p. 101			
ESRS S2-1 Policies related to value chain workers paragraph 18	p. 101			
ESRS S2-1 Non- respect of UNGPs on Business and Human Rights principles and OECD guidelines paragraph 19	p. 101		p. 101	
ESRS S2-1 Due diligence policies on issues addressed by the fundamental International Labor Organisation Conventions 1 to 8, paragraph 19			p. 101	
ESRS S2-4 Human rights issues and incidents connected to its upstream and downstream value chain paragraph 36	p. 103			
ESRS S3-1 Human rights policy commitments paragraph 16	Not material			



Disclosure Requirement and related datapoint	SFDR reference	Pillar 3 reference	Benchmark Regulation reference	EU Climate Law reference
ESRS S3-1 non-respect of UNGPs on Business and Human Rights, ILO principles or OECD guidelines paragraph 17	Not material		Not material	
ESRS S3-4 Human rights issues and incidents paragraph 36	Not material			
ESRS S4-1 Policies related to consumers and end-users paragraph 16	Not material			
ESRS S4-1 Non-respect of UNGPs on Business and Human Rights and OECD guidelines paragraph 17	Not material		Not material	
ESRS S4-4 Human rights issues and incidents paragraph 35	Not material			
ESRS G1-1 United Nations Convention against Corruption paragraph 10 (b)	p. 108			
ESRS G1-1 Protection of whistleblowers paragraph 10 (d)	p. 108			
ESRS G1-4 Fines for violation of anti-corruption and anti-bribery laws paragraph 24 (a)	p. 109		p. 109	
ESRS G1-4 Standards of anti- corruption and anti-bribery paragraph 24 (b)	p. 109			

Statement on Compliance

Today, the Board of Directors and the CEO has issued the 2025 annual integrated report which includes the Board of Directors' report, the sustainability report and the consolidated and separate financial statements related to Solstad Maritime ASA as of December 31, 2025.

This statement is based on reports, information and statements from the Company's CEO, CFO and other administration, on the results of the group's relevant activities, and on other information which is essential to assess the position of the group and parent company.

To the best of our knowledge we confirm that;

- the Consolidated annual financial statements for 2025 have been prepared in accordance with IFRS Accounting Standards as adopted by the EU, and additional Norwegian disclosure requirements in the Norwegian Accounting Act
- the sustainability statements are prepared in compliance with the Norwegian Accounting Act chapter 2-3 including compliance with European Sustainability Reporting Standards (ESRS) and Article 8 of EU Regulation 2020/852 (the EU Taxonomy Regulation)
- the Board of Directors report gives a true and fair view of the development, performance, financial position, principle risks and uncertainties of the Company and the group
- the information presented in the financial statements gives fair view of the Company's assets, liabilities, financial position and results for the period viewed in their entirety
- the Board of Directors report is in accordance with the Norwegian Accounting Act and relevant Norwegian Accounting Standards

Board of Directors in Solstad Maritime ASA

Skudeneshavn, March 25, 2026



Frank Ove Reite
Chairman



Peder Sortland
Director



Kathryn Baker
Director



Charlotte Cecilie Solberg Håkonsen
Director



Pål Lothe Magnussen
Director



Lars Peder Solstad
CEO



Consolidated Financial Statements



Consolidated Statement of Comprehensive Income

Amounts in USD 1,000

	2025	2024	Note
Charter income	467,696	462,982	4,14
Service income	112,558	88,815	4
Other operating income	9,946	4,173	4
Gain on sale of assets	158	7,266	4,7
Total operating income	590,358	563,235	
Vessel operating expenses	-170,245	-144,581	10,14
Personnel expenses	-126,978	-125,074	10,11
Administrative expenses	-18,432	-19,880	10
Operating result before depreciation and impairment	274,702	273,699	
Depreciations	-79,046	-68,947	7,8
Impairment and reversal of impairment	-	47,852	7
Operating result	195,656	252,603	
Income from investments in associates	-400	-566	9,13
Interest income	21,492	23,538	9
Other financial income	40,258	31,378	9
Interest charges	-67,372	-95,781	9
Other financial expenses	-348	-7,302	9
Net financial items	-6,370	-48,732	
Result before taxes	189,286	203,870	
Tax on result	23,590	36,616	17
Net result	212,875	240,487	
Other comprehensive income:			
Translation adjustments foreign currency	-4,809	-21,932	
Other comprehensive income that may be reclassified in subsequent periods	-4,809	-21,932	
Total comprehensive income	208,067	218,555	

	2025	2024	Note
Net result attributable to:			
Non-controlling interests	-69	-326	
Equity holders of the parent	212,945	240,813	
Comprehensive income attributable to:			
Non-controlling interests	-69	-239	
Equity holders of the parent	208,136	218,794	
Comprehensive income	208,067	218,555	
Earnings per share (basic and diluted) - majority (USD)	0.46	0.57	26



Consolidated Statement of Financial Position

Amounts in USD 1,000

ASSETS	2025	2024	1.1.2024	Note
Non-current assets				
Deferred tax assets	76,129	52,265	393	17
Vessels	986,453	1,009,022	1,001,722	6,7
Right-of use-assets	23,240	23,144	10,955	8
Capitalized periodic maintenance	123,609	75,932	49,113	7
Other tangible fixed assets	390	482	602	7
Investments in associates	5,238	4,457	4,191	13
Investments in shares	294	294	294	5,13
Non-current receivables	156,505	171,385	3,439	5,8,20
Total non-current assets	1,371,857	1,336,980	1,070,709	
Current assets				
Inventory	9,530	9,018	7,641	23
Account receivables	83,975	110,379	157,471	4,5,6,22
Contract assets	20,277	698	7,247	4,22
Other current receivables	40,140	41,552	37,059	5,22
Market based shares	-	3,470	2,212	13
Cash	77,811	177,319	135,853	5,19
Total current assets	231,732	342,436	347,482	
Assets held for sale	23,011	9,721	14,566	7
TOTAL ASSETS	1,626,600	1,689,137	1,432,757	

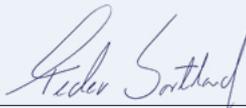
EQUITY AND LIABILITIES	2025	2024	1.1.2024	Note
Equity				
Paid-in equity				
Share capital	8,969	8,969	2,495	16
Share premium	443,926	551,327	199,518	
Total paid-in equity	452,895	560,296	202,013	
Retained earnings				
Other equity	426,956	222,128	3,334	
Total retained equity	426,956	222,128	3,334	
Non-controlling interests	-	-3,239	-2,999	13
Total equity	879,851	779,186	202,348	
Liabilities				
Non-current liabilities				
Pension liabilities	1,056	1,163	1,531	18
Other financial liabilities	80	70	164	
Interest bearing liabilities	489,672	618,688	-	5,6
Leasing liabilities	19,365	18,470	9,881	5,6,8
Total non-current liabilities	510,174	638,390	11,576	
Current liabilities				
Accounts payable	57,113	39,267	30,098	5,24
Taxes payable	24,356	33,194	14,975	17
Provisions	25,112	21,859	32,824	24,25
Contract liabilities	1,362	2,755	1,136	4,24
Current interest bearing liabilities	91,842	135,428	1,090,601	5,6
Current leasing liabilities	7,061	4,976	2,169	5,6,8
Accrued salaries, related taxes and VAT payable	18,677	18,251	19,338	24
Other current liabilities	11,052	15,832	27,693	24
Total current liabilities	236,575	271,561	1,218,833	
Total liabilities	746,749	909,952	1,230,409	
TOTAL EQUITY AND LIABILITIES	1,626,600	1,689,137	1,432,757	

Board of Directors in Solstad Maritime ASA

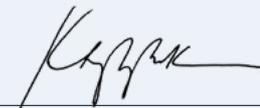
Skudeneshavn, March 25, 2026



Frank Ove Reite
Chairman



Peder Sortland
Director



Kathryn Baker
Director



Charlotte Cecilie Solberg Håkonsen
Director



Pål Lothe Magnussen
Director



Lars Peder Solstad
CEO



Consolidated Statement of Changes in Equity

Amounts in USD 1,000

	Share capital	Share premium	Translation adjustments	Other equity (incl retained earnings)	Total parent shares	Non-controlling interests	Total equity	Note
Equity 01.01.2025	8,969	551,327	-58,435	280,563	782,424	-3,239	779,186	
Result	-	-	-	212,945	212,945	- 69	212 875	13
Translation adjustments	-	-	-4,809	-	-4,809	-	-4,809	
Total comprehensive income	-	-	-4,809	212,945	208,136	-69	208,067	
Adjustment translation equity to USD	-	-	520	-	520	-520	-	
Purchase minority share	-	-	-	-3,828	-3,828	3,828	-	13
Paid dividend	-	-107,401	-	-	-107,401	-	-107,401	21
Equity 31.12.2025	8,969	443,926	-62,723	489,679	879,851	-	879,851	
Equity 01.01.2024	2,495	199,518	- 36,416	39,750	205,347	-2,999	202,348	
Result	-	-	-	240,813	240,813	-326	240,487	13
Translation adjustments	-	-	-22,019	-	-22,019	87	-21,932	
Total comprehensive income	-	-	-22,019	240,813	218,794	-239	218,555	
Capital increase private placement	6,474	372,861	-	-	379,335	-	379,335	16
Paid dividend	-	-21,052	-	-	-21,052	-	-21,052	21
Equity 31.12.2024	8,969	551,327	-58,435	280,563	782,424	-3,239	779,186	

Consolidated Statement of Cash Flow

Amounts in USD 1,000

	2025	2024	Note
Cash flow from operations			
Result before tax	189,286	203,870	
Taxes payable	-8,524	526	17
Depreciation, impairments, and reversal of impairments	79,046	21,096	7,8
Gain (-)/ loss non-current assets	3,712	-7,958	
Interest income	-21,492	-23,538	
Interest expense	67,372	95,781	
Non-cash refinance effects	-31,627	-	6
Unrealised currency gain/ -loss	-12,971	-28,192	
Change in current receivables and payables	43,738	54,884	
Change in other accruals	-21,812	-30,035	
Net cash flow from operations	286,728	286,434	
Cash flow from investments			
Investment in PP&E	-41,021	-13,015	7
Payment of periodic maintenance	-78,967	-50,435	7
Proceeds from sale of assets (vessels)	9,879	21,817	7
Payment of non-current receivables	30,295	29,133	8
Received interests	6,248	7,680	
Investments in other shares	1,652	-786	13
Net cash flow from investments	-71,914	-5,606	
Cash flow from financing			
Paid-in capital	-	286,798	
Dividends paid	-107,401	-21,052	21
Refinancing costs	-4,209	-12,719	6
Lease interests paid	-2,089	-1,362	8
Lease instalments	-6,271	-3,653	8
Paid interests	-58,144	-80,184	6
Drawdown of non-current debt	-	913,415	6
Repayment of non-current debt	-140,287	-1,317,804	6
Net cash flow from financing	-318,401	-236,560	
Effect of changes in foreign exchange rates	4,078	-2,802	
Net change in cash and cash equivalents	-103,586	44,268	
Cash and cash equivalents at 01.01	177,319	135,853	19
Cash at balance sheet date	77,811	177,319	19



Notes

Notes to the Consolidated Financial Statements. All figures in USD 1,000 unless otherwise stated.

Note 1: Accounting Policies and Basis of Preparation

Overview and Basis of Preparation

Solstad Maritime (the “Group”) consists of Solstad Maritime ASA and its subsidiaries. Solstad Maritime ASA (the “Company”) is a public limited liability company incorporated in Norway. The Company’s registered office is at Nesavegen 39, 4280 Skudeneshavn. Solstad Maritime is part of a group that operates a shipping business from its head office in Skudeneshavn, Norway, and its main activities are the operation of offshore service vessels and construction vessels, offering maritime services to the global offshore energy industry. The Group was listed on Euronext Oslo Børs on May 16, 2025.

Solstad Maritime ASA Group includes Solstad Maritime ASA, subsidiaries incorporated in several countries (see Note 12 for an overview of consolidated companies), and our share of investments in associates (see Note 13).

Solstad Maritime ASA group (Solstad Maritime) was deconsolidated from Solstad Offshore on January 16, 2024 following the completion of the refinancing of Solstad Offshore ASA. See Note 3 for further information.

The financial statements were authorized for issue by the board of directors on March 25, 2026.

The accompanying consolidated financial statement are prepared in accordance with IFRS® Accounting Standards as adopted by EU. The financial statements as of December 31, 2025 are presented on a consolidated basis according to IFRS 10. The consolidated financial statement are presented in US Dollars (USD). This is a

change from 2024 and comparable numbers has been restated. Throughout the Notes all figures are stated in USD thousand unless clearly stated otherwise.

Enumerated amounts presented in tables and statements may not always agree with the calculated sum of the related line items due to rounding differences. The aim is for each line item to agree with its source and therefore there may be rounding differences affecting the total when adding up the presented line items.

Going Concern

Pursuant to section 3-3a and section 4-5 of the Norwegian Accounting Act, it is confirmed that the annual accounts have been prepared under the assumption that the Company is a going concern and that the conditions are present.

The going concern assumption is based on the level of cash and cash equivalents and equity at reporting date, terms and conditions of the Refinancing agreement with banking and borrowing facilities, the forecasted cash flow prognosis for the Company and the backlog position as of December 31, 2025. The main portion of the Solstad Maritime’s external debt matures in 2029.

The Company continues to maintain strong activity in Brazil, Australia, and other international regions. Furthermore, the long-term outlook for offshore energy services remains positive. The Company’s firm backlog provides a stable foundation for Solstad Maritime into 2026 and beyond.

Summary of Material Accounting Policies

Changes in Accounting Principles

The Group has not implemented any new accounting standards or otherwise made any significant changes to accounting policies during 2025.

The following updates were implemented:

- Amendments to IAS 21 The Effects of Changes in Foreign Exchange Rates

The implementations of IAS 21 did not have any material impact on the Group's financial statements.

Issued Not Yet Effective IFRS Accounting Standards and Amendments Not Yet Implemented

IFRS Accounting standards and amendments not yet implemented may have an impact on the Group's financial reporting. IFRS 18 is assessed to have a significant impact on the financial statements. The other current updates and changes to the issued standards and amendments not yet implemented, have been assessed to currently not significantly impact the financial statement.

IFRS 18 Presentation and Disclosure in Financial Statements

IASB issued IFRS 18 in April 2024, which replaces IAS 1 Presentation of Financial Statements. IFRS 18 introduces new requirements for presentation within the statement of profit or loss, including specified totals and subtotals. Entities are required to classify all income and expenses within one of the five categories operating, investing, financing, income taxes and discontinued.

The Group has made an analysis of the effects, and there will be several reclassifications from current operating result and financing result to the new categories. The main effects are:

- Reclassification of income from associates from financial item into the new category investing, the effect will not be significant.
- Parts of agio and disagio will be reclassified from financial items to operating, investing and tax. The effect based on 2025 result is not estimated, but is expected to be significant.
- Interest income from banks will be reclassified from financial item to investing, the effect is expected to be significant.
- Several minor reclassifications of interest charges and interest expenses from financial item to operating, not expected to be significant.

IFRS 18 also introduces management performance measures, which are subtotals of income and expense that an entity uses in public information outside of the financial statements. That will include the APMs Adjusted EBITDA and Order intake currently used by the Group. IFRS 18 requires an entity to disclose information related to how the MPM is measured, how it provides useful information and a reconciliation to the most comparable subtotal specified by IFRS 18.

The standard is effective from reporting periods on or after 1 January 2027. IFRS 18 will apply retrospectively.

Change in Presentation Currency

The Group has changed its presentation currency from NOK to USD in 2025, following the change of functional currency to USD for a significant part of the subsidiaries in 2024 to better reflect the increased influence USD has on revenues in the Group.

A second opening balance has been included in line with requirements in IAS 1. The translation of the opening balance as of 01.01.24 was done based on closing rate of NOK vs USD on 31 December 2023 (NOK/USD 10.1724) for all assets, liabilities and total equity. Within equity, the equity components of paid-in equity are translated at historical rates. Within other equity, the main focus has been to estimate what the currency translation differences would have been had USD always been the presentation currency. For practical purposes some approximations had to be made. The retained earnings have been calculated as the residual component within equity.

Consolidation

The consolidated financial statements comprise of the financial statements of Solstad Maritime ASA and its subsidiaries as of 31 December each year. Any deviating accounting principles are adjusted for in this consolidation.

The Group accounts present the total profit or loss and each component of OCI and financial position of Solstad Maritime ASA and its subsidiaries as one. The consolidated accounts include companies in which Solstad Maritime ASA has control. The non-controlling interest in equity is reported separately in the consolidated financial statements. The Group has chosen to use fair value on assets and liabilities for the initial recognition of non-controlling interest.

Non-current Assets Held for Sale and Discontinued Operations

The Group classifies non-current assets and disposal



groups as held for sale if their carrying amounts will be recovered principally through a sale transaction rather than through continuing use. Non-current assets and disposal groups classified as held for sale are measured at the lower of their carrying amount and fair value less costs to sell. Costs to sell are the incremental costs directly attributable to the disposal of an asset (disposal group), excluding finance costs and income tax expense.

Property, plant and equipment and intangible assets are not depreciated or amortized once classified as held for sale. Assets and liabilities classified as held for sale are presented separately as current items in the statement of financial position.

Financial Assets

The Group's financial assets are trade receivables, lease receivables, other current assets (such as contract assets), other non-current assets and cash.

The classification of financial assets at initial recognition depends on the financial asset's contractual cash flow characteristics and the Groups' model for managing them. With the exception of trade receivables that do not contain a significant financing component, the Entity initially measures its trade receivables at its fair value plus transaction costs. Trade receivables that do not contain a significant financing component are measured at the transaction price determined under IFRS 15.

The Group classifies its financial assets in two categories:

- Financial assets at amortized cost – all financial assets except for investments in shares
- Financial assets at fair value through profit or loss (FVTPL) – investments in shares

Impairment of Financial Assets

For trade and other receivables, lease receivables and other non-current assets, the Group applies a simplified approach in calculating estimated credit losses (ECLs). Therefore, the Group does not track changes in credit risk, but instead recognizes a loss allowance based on lifetime ECLs at each reporting date, based on its historical credit loss experience. For specific customers a separate assessment is performed if there are indicators of reduced value based on historical experience, current situation and expectations about future economic conditions.

Further disclosures relating to impairment of financial assets are also provided in Note 2 and Note 7.

Contract Assets

A contract asset is initially recognised for revenue earned from work performed where the receipt of consideration is conditional on successful completion or acceptance of the customer. Upon completion of the work and acceptance by the customer, the amount recognised as contract assets is reclassified to trade receivables.

Financial Liabilities

The Group initially recognizes financial liabilities at fair value less transaction costs, that are subsequently measured at amortized cost. Other financial liabilities are subsequently measured at amortized cost using the effective interest method. The difference has been recognized and amortized as interest expense over the period until maturity of the debt. Interest expense is recognized in profit or loss. Any gain or loss on modification or derecognition is also recognized in the statement of profit or loss.

Derecognition of Financial Liabilities

The Group derecognizes a financial liability when its contractual obligations are discharged or cancelled or expired. The Group also derecognizes a financial liability when its terms are modified, and the cash flows of the modified liability are substantially different in which case a new financial liability based on the modified terms is recognized at fair value. The difference between the carrying amount and the consideration paid is recognized in the statement of profit or loss.

Contract Liability

A contract liability is recognised if a payment is received, or a payment is due (whichever is earlier) from a customer before the Group transfers the related services. Contract liabilities are recognised as revenue when the Group performs under the contract (i.e., transfers control of the related services to the customer).

Segment Information

The Group reports internally to the executive management on operating segments. The executive management group is the chief operating decision maker (CODM) and monitors the operating results of its business segments separately for the purpose of making decisions about resource allocation and performance assessment. The operating segments are divided into the following two segments:

- AHTS: Anchor handling tug supply vessels
- CSV: Construction support vessels operating subsea construction contracts

The Group owns and operates AHTS and CSV vessels. The different types of vessels operate in different markets and management reviews operational results within these markets. Within each segment income and cost are allocated to vessel operations and service operations. Services operations are additional services such as ROVs, tooling, project personnel and engineering support.

Lease accounting and straight lining in accordance with IFRS 16 are not included in the reported financial information per segment. Reversal of bareboat costs for operating leases, reversal of bareboat income for financial leases where the Group is a lessor, and effects of the straight lining requirements in IFRS 16 are booked as adjustments outside of the segments, as these are seen as disruptive factor when the CODM is to make decisions about resource allocations. These IFRS 16-adjustments and other unallocated income and cost has been included in the segment note as separate sections for reconciliation purposes.

The investment in associates and joint ventures are not allocated to the segments, and the figures are exclusive of share result from these investments. The results of the associates and joint ventures are followed up as financial investments.

Vessels, capitalized periodic maintenance, interest bearing liabilities and leasing liabilities are the only assets and liabilities allocated to the segments.

The segments coincide with the operational structure of the Group.

All accounting policies applied in the segment reporting are the same as used in the Group reporting, except for IFRS 16-adjustments.

The Group presents activities by geographical markets in the segment note based on the location of the Group's vessels and operations throughout the year.

Property, Plant and Equipment – Impairment Charges and Depreciation

Property, plant and equipment acquired by Group companies are stated at historical cost, except the assets of acquired subsidiaries that are stated at the fair value at the date of acquisition. Depreciation is calculated on a straight-line basis and adjusted for residual value and impairment, if any. Residual value is the current estimated amount that would be obtained from disposal of the asset, after deducting the estimated cost of disposal, as if the asset were already of the age and in the condition

anticipated at the end of its useful lifespan. The book value of the property, plant and equipment on the balance sheet represents the cost less accumulated depreciation and any impairment. Refer to Note 2 for further information.

	Years
Vessels	25
Operations equipment, incl. computers	3-15
Buildings and related leasehold improvements	1-10
Fixture, furniture, fittings and office computers	3-5
Repair and maintenance	5

The residual value and expected useful lifetime assumptions of long-lived assets are reviewed at each balance sheet date, and where they differ significantly from previous estimates, depreciation charges are amended accordingly.

The business segments are the Group's strategic units of control. However, while determining the recoverable amount, each vessel is treated as one cash-generating unit. Gains and losses on disposal are determined by comparing the disposal proceeds with the book value and any gain or loss is included in operating profit.

Leases

Right-of-use-assets

Right-of-use-assets are recognized at cost at the commencement date. The cost of the assets includes the recognized lease liabilities, initial direct expenses, and lease payments made prior to commencement. After initial recognition, the right of use asset is recognized to cost, less depreciation and impairment losses.

Lease Liabilities

At the commencement date of the lease, the Group recognizes lease liabilities measured at the present value of lease payments to be made over the lease term. The lease payments include both fixed, variable lease payments that depend on an index or rate, and amounts expected to be paid under residual value guarantees.

When calculating present value of the lease the incremental borrowing rate at the beginning of the lease is used, if the implicit rate is unavailable. The incremental borrowing rate (IBR) for vessels are set using an assessment around lessors cost of capital, interest rate based on the Group's weighted average cost of capital and adjusting for the term length. For offices, the IBR is set through a reference interest free rate and including margin for similar-currency loan for the Group and the equivalent



property yield in similar market on offices. Subsequently, the amount of the lease liability is increased to reflect the accretion of interest and reduced for lease payments made. The liability is remeasured if modifications or changes to the lease terms occur.

Lessor accounting

Leases in which the Group does not transfer substantially all the risks and rewards incidental to ownership of an asset are classified as operating leases. Rental income is accounted for on a straight-line basis over the lease term and is included as Charter income in the statement of profit or loss due to its operating nature. The lease term commences from the time the vessel is made available to the tenant and terminates upon agreed return.

If substantially all the risk and rewards incidental to ownership is transferred the lease is classified as a financial lease. The financial asset is tested for impairment at each reporting date using the simplified approach, which requires measuring the loss allowance at an amount equal to lifetime expected credit loss.

Cash

Cash comprise cash in hand and short-term deposits. Bank overdrafts are included within borrowings in current liabilities on the balance sheet. Restricted bank deposits are funds on separate bank accounts for tax deductions.

Provisions

A provision is recognized when the Group has an obligation to fulfill, (legal or self-imposed) as a result of a previous event. The main provision for the Group is towards foreign tax, either as corporate income tax or value added taxes/import taxes, see Note 25 Contingent Liabilities, Assets and Provisions, for further details.

Revenue from Contracts with Customers – Charter Income

Income and expenses relating to charter contracts and related service income are apportioned according to the number of days for each contract occurring before and after the end of the accounting period. The contract begins when the vessel is “delivered” to the charterer and ends when the vessel is “redelivered” to Solstad. Charter income is recorded net after deduction for direct, contract-related charter expenses (commissions, withholding tax and bareboat hire). Any loss on contracts is accrued when a loss is probable. Service income related to ROVs, gangways, other equipment and tooling and additional personnel are based on the number of days. Income is

recognised over time. Revenue from bareboat agreements is regulated by IFRS 16. The time charter contracts, and ROV- and gangway contracts, contain both a lease component that is regulated by IFRS 16 and a service component that is regulated by IFRS 15. Both the lease component and the service component are recognized together as revenue in operating income (Reference Note 4 for split).

Earned Not Invoiced, Prepayments, Mobilization Fees and Related Costs

Revenues that are earned but not invoiced are classified as accounts receivable in the balance sheet. If approval of a performa invoice is required through the charter agreement, and the approval has not been received, the accrued revenues are classified as contract assets. For some charter contracts a prepayment of the charter hire is required. The prepaid amount is classified as a contract liability in the balance sheet.

Mobilization- and demobilization fees are related to the period before the delivery of the vessel, and after the redelivery of the vessel, but the performance obligations are fulfilled in the period between delivery and redelivery of the vessel. The mobilization- and demobilization fees are amortized over the contract period, and the balance is booked as contract asset if the invoiced amount is lower than the earned performance obligation, or contract liability if the invoiced amount is higher than the earned performance obligation. Related mobilization cost and expected demobilization costs, and other costs incurred to be able to fulfil a contract, are also amortized over the contract period, and this is classified as Costs to fulfil a contract in Other current receivables in the balance sheet.

Revenue from Contracts with Customers - Other Income

Other income is management fee income and other income not directly related to the vessel operations, and are recognized in the period in which the performance obligations are being satisfied. The Group has mainly delivery over time on the other income. The largest components are connected to management fee.

Cash Flow

The Group applies the indirect method. Investment in shares and other liquid assets with maturity over three months are not included under cash.

Note 2: Significant Judgements, Accounting Estimates and Assessments

The preparation of financial statements in conformity with IFRS requires the use of estimates and assumptions that affect the reported amounts of assets and liabilities, the disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of income, expenses, and financial items during the reporting periods. Accounting estimates are employed in the financial statements to determine reported amounts. These estimates are based on management's best judgement and conditions considered to be realistic. Situations or changes may occur in the market which may result in changes to the estimates, thereby impacting the Group's assets, liabilities, equity and result.

Assessments, estimates and assumptions which have a significant effect on the accounts are summarized below:

Significant Judgements

Amend and Extend - Loan Agreement

The long-term financing has during 2025 been amended to improved financial terms, maturity extended with two years from 16 January 2027 to 16 January 2029 with two 12 months extension options and amended repayment profile accordingly. The interest margins have also been adjusted. In addition, an uncommitted Accordion Facility of MUSD 125 has been included to the facility agreement.

The Group has made an assessment in accordance with IFRS 9 of whether the change in the loan agreement should be booked as an extinguishment of the original liability and recognition of a new financial liability, or if it is a modification of the original liability. The calculation of the new payment plan, including amendment fee, based on the current plan effective interest rate shows a change of less than 10%, which indicates that this is an amendment.

The Group has also assessed the qualitative change of the amended terms, and assess that the change in repayment profile and lower margin would not lead to a significant change in the future risk exposure. The repayment profile was changed to align with the current risk profile of the Group, and the lower margin is amended to offset competitive disadvantages based on peer refinancing at lower margins. Based on this the amended loan was recognized as a modification of the financial liability, and a gain of 31.6 MUSD has been recognized in Other financial income in the Statement of Comprehensive Income.

Deferred Tax Asset

Solstad Maritime has made an updated assessment of the Deferred tax asset recognized in the Group as of 31 December 2025. Solstad Maritime has through its Norwegian subsidiaries had large tax deficits. Due to the economic situation, the Group had not recognized any deferred tax asset (DTA) for the tax loss carried forward before 31 December 2024, when MNOK 600 was recognized. The assessment was based on the financial restructuring and economic outlook.

The Group's financial results shifted during 2023, from negative to positive operating results before depreciations and impairments. The budget and forecasts for the next five years also show improved earnings going forward. The net negative results for the Group has been due to heavy debt. The capital injections in January 2024 mitigates some of these effects, and result before tax is also positive in the five year forecasts. Market reports from independent brokers also supports the forecasts.

Based on assessments performed, the Group find that probable future taxable profit will be available and that the evidence is convincing for the next two years, taking into account the Group's positive earnings over the last years and the backlog with firm revenues. In accordance with IAS 12, the Group has increased the recognized deferred tax asset with MNOK 200, from MNOK 600 to MNOK 800 related to loss carried forward as of 31 December 2025.

Assets Held for Sale

The classification as asset held for sale is based on management's judgement of an assessment of assets available for immediate sale, and where the Group is actively marketing the vessels for sale. Sale is considered highly probable before a reclassification to asset held for sale is done. The Group's strategy will impact the judgement, as well as the current market conditions.

One vessel (CSV) is classified as held for sale as of 31 December 2025. The current charterer declared its purchase option for the vessel in November 2025, and the sale was considered highly probable at that time. The vessel will be delivered to the new owners in June 2026, at the end of the firm period of the charter agreement. The classification as an asset held for sale is based on management's judgement of an assessment



of assets available for immediate sale, and where the Group is actively marketing for sale, and that the sale is also considered highly probable. The Group's strategy will impact the judgement, as well as the current market conditions.

Accounting Estimates

Vessel

The carrying amount of the Group's vessels represents 68% of the total balance. Consequently, judgements and estimates linked to the vessels have a significant impact on the Group's financial statements. Depreciation is calculated on a straight-line basis over the useful life of the asset. Depreciable amount equals historical cost less residual value.

Useful Life of Vessels

The depreciation depends on the estimated useful life of the vessel. The Group did an reassessment of the useful life of vessels during the process of updating the forecasts in the five year plan in December 2024, and with prospective effect from January 2025 for the depreciations the useful life of vessels is set to 25 years. This is based on strategy, experience and knowledge of the types of vessels under the Group's control. For some vessels useful life may be considered higher or lower than 25 years, dependent on the specific plan for the vessel. This is subject for management's judgement.

Residual Value

The estimate for residual values are reviewed annually. In 2025 the model for calculating the residual values was reassessed and changed to better reflect the expected selling values of the vessels. The level of depreciation depends on the residual value of the vessel. Assumptions concerning residual value are made based on knowledge of the market for secondhand vessels.

The estimate of residual value is based on a market value of a charter free vessel less sales related expenses (estimated at 5%). Market values of the vessels are based on estimates obtained from three independent brokers and updated annually. An adjustment is made to account for the age of the vessel, where the average broker value is multiplied with a factor starting from 35% at age 0 (assuming a sales price of 35% of cost price for the vessel after 25 years), and increasing to 100% as the vessels age increase to useful life of 25 years. An uncertainty adjustment adjust the residual value further down, from 30% to 50%, where the oldest vessels have

a lower uncertainty than the newer vessels. Changes in environmental requirements may impact the residual value, and economical lifetime, but the Group has implemented several measures to ensure the fleet will be in compliance with changes in such requirements. Wear and tear, technical and commercial obsolescence and environmental requirements are factors affecting the assessment of the useful life. To maintain the residual value, vessels are modified to be competitive in the market, and maintain secondhand price.

Impairment Test of Vessels

For the purpose of assessing impairment for vessels, assets are grouped at the lowest levels for which there are separately identifiable cash flows (cash-generating units, CGU). Each vessel together with associated contracts is considered a separate CGU.

Test for impairment is performed for all vessels with impairment or reversal indicators, based on value in use-calculations. If the value in use-calculation gives a value lower than net book value, the broker value is also considered. If both the value in use and the broker value is below net book value the vessel is impaired.

Broker Values

Brokers value is set as an average of three acknowledge and independent brokers. The brokers estimates are based on their judgement of the market, "willing buyer and willing seller". The assumptions used in the broker estimates, and the estimated values, are assessed by management. Assets held for sale are measured at the lower of its book value and fair value less costs to sell at the time of reclassification.

Value in Use

Estimated cash flows are based on next year's budgets per vessel and forecasted earnings going forward. For each vessel, a budget and five years plan are prepared. The budget process has been detailed and includes approval up to the board of directors of Solstad Maritime ASA. Estimated future cash flows are based on historical performance per vessel, in combination with current market situation and future expectations. For the period after the five-year plan, internal and external analyses together with historical performance serve as a decision basis for managements judgements. Critical assumptions in the assessment are related to weighted average cost of capital (WACC) and income rates/ utilization.

For vessels on firm contracts over the period, the assumption is that the contracts run up until expiry. Customer's execution of options is weighted to include uncertainty in the expected cash flow. For vessels without contract, assumptions derived from comparable vessels and contracts in combination with other market information are considered when estimating future income. Management's assumption is that markets are normalized to historical rates, with a gradual increase over the remaining period. Further information is presented in Note 7.

Discount Rate

The discount rate is based on a WACC for the Group. A tax rate of 22% is assumed in the calculation. The cost of equity is derived from the ten-year interest rate for state bonds (risk-free interest rate), market risk premium and an unlevered beta (Damodaran for Europe and USA). The debt element of the discount rate is based on the risk-free interest rate, plus a premium equivalent to the difference between risk-free interest rate and market rates. The rate is a post-tax rate. We do not expect that the result of the impairment assessment would be materially different if a pre-tax rate had been used. The discount rate used for 2025 is 9.4%. The discount rate used for 2024 was 11.2%

Climate and Regulatory Risks

All of the Company's vessels comply with current environmental requirements. In 2025, none of the Company's vessels had conditions imposed on them for

upgrading or improving technical equipment or any other measures necessary to satisfy current environmental standards.

The company's HSE and ISM system complies with international regulations (IMO's International Safety Management Code). All vessels and our administration hold ISM certification from Det Norske Veritas or relevant Flag State.

The entity constantly monitors the latest regulatory changes in relation to climate-related matters. Regulatory changes in climate requirements may impact future cash inflows for the Entity, and other accounting estimates in future periods such as residual value and useful life of the Group's vessels. Based on the managements judgements as of 31 December 2025 no material effects are identified for the prognosis period.

Please also refer to Note 7.



Note 3: Major Transactions / Events

Major Transactions / Events in 2025

Listing

On the 16 May 2025 Solstad Maritime ASA was listed on Euronext Oslo Børs.

Amend and Extend - Loan Agreement

On 11 December 2025 the Group signed an amendment and restatement agreement with DNB Bank ASA ("DNB"). The term loan has been extended by 2 years, with maturity extended from January 2027 to January 2029. The lenders' option to further extend the term loan by an additional 2x1 year is maintained. The amortisation profile is adjusted accordingly, reducing annual scheduled installments from MUS\$ 131 to MUS\$ 90. In addition, an uncommitted Accordion Facility of MUS\$ 125 has been included to the facility agreement.

The amended loan agreement has been accounted for as a modification of the loan agreement, and a net gain of MUS\$ 31.6 has been recognized as Other financial income in the Statement of Comprehensive Income. Reference is made to Note 2.

Major Transactions / Events in 2024

Company Refinancing

The agreement for refinancing of the group announced on 23 October 2023 between Solstad Shipholding AS, Aker Capital AS, and AMSC ASA (the "Financing") was completed on 16 January 2024.

The Financing secured new equity of MNOK 4,000 and refinancing of a majority of Solstad Offshore ASA's outstanding secured debt of about BNOK 11.3 by a new long-term financing of about BNOK 9.5 to Solstad Maritime AS.

Solstad Maritime Holding AS was owned approximately 42.0% by Aker Capital AS, 19.6% by AMSC ASA (this includes share subscribed pursuant to subscription rights purchased in the market), 27.3% by Solstad Shipholding AS a subsidiary of Solstad Offshore ASA and 11.1% by eligible Solstad Offshore ASA shareholders and investors (other than AMSC ASA) that had been granted or had purchased subscription rights in Solstad Maritime Holding AS.

Note 4: Operating Income, Reporting by Segments and Geographical Markets

The Group's income mainly derive from offering vessels (including additional services such as ROVs) and maritime personnel to customers world wide. Basically all contracts with customers are contracts with day rate. Contracts with day rate are contracts where income is earned on a day-by-day basis, based on an agreed day rate with the customer. Revenue from contracts with day rate is recognized accordingly.

The agreed day rate is divided into a service element and a lease element. The service element includes the maritime services provided to navigate the vessel (and ROVs and gangways) according to the customers requirements, while the lease element is the estimated rental of the vessel (and equipment). Refer to Note 8 for more information related to the lease element.

Some of the contracts also include rental of additional crew and personnel, victualling and onshore project management. Victualling is meals and bedding provided to the customer's personnel onboard the vessel. The Group also provides ordinary management services, such as technical services, crewing, insurance and commercial management for vessels not owned by the Group. Revenue on services, as mentioned above, are recognized over time, as the performance obligation is satisfied over time.

Operating income	2025	2024
Service element from contracts with day rate	201,755	201,923
Additional services	65,715	73,372
Other income	9,946	4,173
Revenue from contracts with customers	277,415	279,468
Lease element from contracts with day rate (Note 8)	312,785	276,502
Gain on sale of assets	158	7,266
Total operating income	590,358	563,235

Contract balances	2025	2024
Trade receivables from charters (Note 22)	83,975	110,379
Contract assets	20,277	698
Contract liabilities	1,362	2,755
Costs to fulfill a contract	18,381	5,655

For the majority of contracts, payment is generally due within 30-60 days after the end of each month or 30-60 days after the service is completed. Payment terms for all other services is normally 30 days after services is invoiced.

Revenue recognized in 2025 that was included in the contract liability balance at the beginning of the year amounts to MUS\$ 2.2. (MUS\$ 1.1 in 2024). It is expected that MUS\$ 1.4 of the outstanding amount of contract liabilities will be recognized as revenues in 2026.



The Group had three customers with more than 10% of total revenue in 2025 (MUSD 124, MUSD 77 and MUSD 56). The group had three customers with more than 10% of the revenue in 2024. In 2025 the three most significant customers contributed to 44% of the revenues. MUSD 31 is allocated to the AHTS segment, MUSD 218 is allocated the CSV segment and the remaining MUSD 8 is unallocated. The Group is exposed to the South American market with 46%, North Sea 27%, Mediterranean/remaining part of Europe with 14% and Africa with 13% based on the three most significant customers.

Operating Lease

Some of the Group's vessels are rented out on long-term charter parties. Revenue from these vessels is recognized as operational leases. The remaining minimum payment of the performance obligations (total of service element and lease element) under the charter parties are as follows:

	31.12.2025		31.12.2024	
	Minimum payment	Present value minimum payment	Minimum payment	Present value minimum payment
Next year	411,041	401,016	340,348	332,047
Year 2	345,498	328,850	200,464	190,804
Year 3	133,782	124,230	143,409	133,169
Year 4	121,838	110,380	54,259	49,156
Year 5	51,948	45,914	39,756	35,139
Over 5 years	26,719	23,040	64,749	55,833
Finance cost		57,397		46,837
Total minimum lease payment	1,090,827	1,090,827	842,985	842,985

Financial Lease

One of the Group's vessels is rented out on long-term charterparty with a purchase option in year 5 and 10 (Maximus). It is considered reasonably certain that the purchase option will be executed after year 5 (2027), and the lease is booked as a financial lease. The bareboat income from this vessel is split in interest income and installments. Reference to Note 8.

	31.12.2025		31.12.2024	
	Minimum rental income	Present value minimum rental income	Minimum rental income	Present value minimum rental income
Next year	30,295	29,556	30,295	29,556
Year 2	149,070	141,887	30,295	28,835
Year 3*	-	-	149,070	138,426
Year 4	-	-	-	-
Year 5	-	-	-	-
Over 5 years	-	-	-	-
Finance cost		7,922		12,842
Total minimum lease payment	179,365	179,365	209,660	209,660

* Include purchase option price of MUSD 125

Reporting by Segments and Geographical Markets

The Group's main activity is to offer ships, additional services (ROVs etc) and maritime personnel in all geographical regions. Internally the Company reports and monitors its operation in the two segments AHTS and CSV. Reference is made to Note 1 for further information on segment reporting.

Services was a separate segment in 2024, but due to a change in internal organization the operational follow up was transferred to the vessel managers in the vessel segments. Resource allocation decisions are accordingly made by the CODM based on the vessel types (AHTS and CSV). Compareable numbers have been restated accordingly.

2025	AHTS	CSV	IFRS 16	Unallocated	Total
Charter income (4)	138,094	353,984	-27,019	2,637	467,696
Service income	12,138	100,421	-	-	112,558
Other income	-	-	-	9,946	9,946
Gain on sale of assets	158	-	-	-	158
Total operating income	150,390	454,405	-27,019	12,582	590,358
Personnel expenses	44,216	58,400	-	24,362	126,978
Vessel operating expenses	31,689	144,825	-6,750	481	170,245
Administrative expenses	7,290	14,839	-	-3,696	18,432
Operating expenses	83,195	218,063	-6,750	21,147	315,656
Operating result before depreciation and impairment	67,195	236,341	-20,269	-8,565	274,702
Assets and liabilities					
Fixed assets/ RoU assets	348,487	782,919	20,542	4,755	1,156,703
Other non-current receivables (1)	-	-	155,322	1,027	156,349
Other assets (2)	-	-	-	313,549	313,549
Total assets	348,487	782,919	175,864	319,331	1,626,600
Interest bearing liabilities	156,320	464,660	-	-39,465	581,515
Leasing liabilities	-	-	21,142	5,284	26,426
Other liabilities (3)	-	-	-	138,809	138,809
Total liabilities	156,320	464,660	21,142	104,628	746,749
Other segment information					
Investments in fixed assets	11,284	29,140	-	23	40,447
Additions/adjustments RoU assets	-	-	5,684	419	6,103
Addition of periodic maintenance	26,919	53,075	-	-	79,993
Depreciation and impairment	26,035	45,928	5,691	1,392	79,046

(1) Allocated non-current receivable to IFRS 16 is the financial lease on Maximus

(2) Not allocated other assets are mainly deferred tax asset, investments in associates and current assets/working capital

(3) Not allocated liabilities are mainly IFRS 9-adjustments on loans, pension liabilities and other current liabilities/working capital (excluding current portion of interest bearing liabilities and leasing liabilities)

(4) Reduction of Charter income under IFRS 16 is mainly related to the financial lease of Maximus, partly offset by straight lining-effects.



2024	AHTS	CSV	IFRS 16	Unallocated	Total
Charter income (4)	104,900	376,890	-28,965	10,157	462,982
Service income	12,166	76,649	-	-	88,815
Other income	-	-	-	4,173	4,173
Gain on sale of assets	7,098	-	-	168	7,266
Total operating income	124,164	453,539	-28,965	14,497	563,235
Personnel expenses	45,838	58,105	-	21,131	125,074
Vessel operating expenses	29,058	118,512	-3,639	651	144,582
Administrative expenses	5,186	10,677	-	4,017	19,880
Operating expenses	80,081	187,295	-3,639	25,799	289,536
Operating result before depreciation and impairment	44,083	266,244	-25,327	-11,302	273,699
Assets and liabilities					
Fixed assets/ RoU assets	346,040	747,490	19,748	5,023	1,118,301
Other non-current receivables (1)	-	-	170,374	1,011	171,385
Other assets (2)	-	-	-	399,451	399,451
Total assets	346,040	747,490	190,122	405,485	1,689,137
Interest bearing liabilities	191,763	569,504	-	-7,151	754,115
Leasing liabilities	-	-	17,985	5,461	23,445
Other liabilities (3)	-	-	-	132,391	132,391
Total liabilities	191,763	569,504	17,985	130,701	909,952
Other segment information					
Investments in fixed assets	3,012	10,014	-	72	13,097
Additions/adjustments RoU assets	-	-	17,192	-117	17,075
Addition of periodic maintenance	12,217	35,272	-	-9	47,481
Depreciation and impairment	-17,521	33,931	3,410	1,275	21,096

Although CODM assesses performance and makes resource allocation decisions with respect to vessel types, it continues to monitor income and direct costs by vessel in reference to vessel operations and service operations. Services operations are additional services such as ROVs, tooling, project personnel and engineering support within the two vessel segments.

2025	Vessels (AHTS + CSV)	Services (AHTS + CSV)	IFRS 16	Unallocated	Total
Charter income	492,078	-	-27,019	2,637	467,696
Service income	-	112,558	-	-	112,558
Other income	-	-	-	9,946	9,946
Gain on sale of assets	158	-	-	-	158
Total operating income	492,236	112,558	-27,019	12,582	590,358
Personnel expenses	102,616	-	-	24,362	126,978
Vessel operating expenses	88,078	88,436	-6,750	481	170,245
Administrative expenses	22,128	-	-	-3,696	18,432
Operating expenses	212,822	88,436	-6,750	21,147	315,656
Operating result before depreciation and impairment	279,414	24,122	-20,269	-8,565	274,702

2024	Vessels (AHTS + CSV)	Services (AHTS + CSV)	IFRS 16	Unallocated	Total
Charter income	481,790	-	-28,965	10,157	462,982
Service income	-	88,815	-	-	88,815
Other income	-	-	-	4,173	4,173
Gain on sale of assets	7,098	-	-	168	7,266
Total operating income	488,888	88,815	-28,965	14,497	563,235
Personnel expenses	103,943	-	-	21,131	125,074
Vessel operating expenses	79,205	68,365	-3,639	651	144,582
Administrative expenses	15,863	-	-	4,017	19,880
Operating expenses	199,011	68,365	-3,639	25,799	289,536
Operating result before depreciation and impairment	289,877	20,450	-25,327	-11,302	273,699



The Group's vessels operate in several geographical areas during a year. Allocation between the different areas is based on freight income. Revenues are allocated to the following areas based on operating continental shelf:

		2025		2024
North Sea	35%	205,232	38%	211,321
North- and Central America	0%	-	0%	2,045
Mediterranean / remaining part of Europe	14%	85,349	15%	83,920
Africa	6%	33,090	15%	87,183
South America	20%	119,183	14%	78,335
Australia	12%	72,757	9%	50,459
Asia	13%	74,747	9%	49,971
Total	100%	590,358	100%	563,235

The Group's vessels generally operate in more than one geographic region during the year. Therefore, assets cannot be allocated per segment in accordance with IFRS 8.

Note 5: Financial Market Risk, Financial Instruments

General

The Group is exposed to several types of financial risks through its operations. Financial market risks, such as currency rates, interest rates and freight rates, influence the value of the Group's financial assets, liabilities, and future cash flows.

Management monitors the financial market risks. When a risk factor is identified, action should be taken to reduce this risk. Given the Group's financial positions during the last years, the Group has had limited possibility to enter into financial derivatives, to remove the exposure, but after the refinancing in 2024 the Group has the possibility to do hedges on interests and exchange rates. For the period 2025 and 2024 no derivatives have been entered into to hedg market risks.

Credit Risk

Credit risk is the risk that a counterparty will not meet its obligations under a financial instrument or customer contract, leading to a financial loss.

The Group operates in a cyclical business, where exposure to losses on trade fluctuates. The business has recovered over the last years, and no material losses have been recognized. Due to the nature of the business concentration risk is present to some degree. Counterparties are concentrated in few industry sectors, and even though the Group operates worldwide, there is a concentration of counterparties in specific geographical markets. Management continuously review and assess mitigating responses to limit the concentration risk.

Status for accounts receivables is shown in the table below. Based on the composition of the customers, management applies an individual assessment for expected loss on trade receivables.

The following table shows the ageing of account receivables:

per 31.12.2025	Not yet due	0 -1 month over due	1 - 3 months over due	Older than 3 months	Total
Account receivables	62,460	17,237	3,651	627	83,975

per 31.12.2024	Not yet due	0 -1 month over due	1 - 3 months over due	Older than 3 months	Total
Account receivables	98,169	5,793	3,914	2,503	110,379

	2025	2024
As at 1 January	1,209	196
Provision for expected credit losses	310	1,198
Reversal of prior year accruals	-	-165
Write-off	-889	-
Foreign exchange movement	-	-19
As at 31 December	631	1,209



Interest Rate Risk

Interest rate risk is the risk that the fair value of future cashflows of a financial instrument will fluctuate because of changes in market interest rates.

The Group's exposure to interest rate risk arises primarily from long-term debt bearing floating interest rates. The Group's policy is to continuously monitor its interest rate exposure and, where considered appropriate, use fixed-rate instruments or interest rate hedging instruments to mitigate volatility in financing costs. Hedging activities are undertaken solely for risk management purposes and not for speculative reasons. As of 31.12. 2025 and 31.12.2024, the Group has no fixed-rate debt or interest rate hedging arrangements. The extent and timing of any interest rate hedging are assessed on an ongoing basis, taking into account market developments and the Group's financial strategy.

The following table shows the sensitivity of the Group's result before taxes at a reasonable change in the interest rate, while all other variables are unchanged: :

Increase / decrease in basis points		Effect on result before tax
+ / - 300	2025	- / + 18,629
+ / - 300	2024	- / + 22,838

Foreign Currency Risk

Foreign currency risk is the risk that the fair value or future cash flows of an exposure will fluctuate because of changes in foreign exchange rates.

The Group's presentation currency is USD. Presentation currency changed to USD in 2025, while the functional currency within the Group changed in 2024, and was changed to reflect the increased influence USD has on revenues in the Group. The bank financing is in 100% USD as at 31 December 2025 (and 2024).

With the change in functional currency from NOK to USD within the Group, the effects of fluctuations in exchange rate on balance sheet totals is significantly reduced in the P&L. A reasonable strengthening in the currency of NOK versus USD of 10% would have an estimated positive effect on equity of MUSD 27 (MUSD 16 in 2024). The effect is calculated based on net assets nominated in NOK.

Except for translation adjustments relating to foreign entities in foreign currency, further effect on equity is considered immaterial.

Liquidity Risk

Liquidity risk is the risk that the Group's will be unable to fulfill its obligations as they fall due.

The liquidity situation in the Group is considered adequate. The refinancing in 2024 gave an increased liquidity of MNOK 3,000 and a new debt financing, as the prior debt facility had maturity in March 2024. In December 2025 the loan agreement was amended to improved financial terms, extend maturity with two years from 16 January 2027 to 16 January 2029 and amended repayment profile accordingly. The interest margins was also adjusted (Reference Note 2 and 3). The Group monitors its available cash through a continued evaluation of its liquidity position combined with a rolling medium- and long-term cash flow forecast of its operational activities.

The following table shows the maturity of the Group's financial obligations based on contractual, undiscounted cash flows:

per 31.12.2025	Less than 3 months	3 to 12 months	2 to 3 years	4 to 5 years	Over 5 years	Total
Interest bearing liabilities (1)	-	90,000	180,000	350,980	-	620,980
Lease obligations (2)	1,693	5,369	14,168	5,197	-	26,426
Account payables	57,113	-	-	-	-	57,113
Interest payments	487	40,889	63,336	2,059	-	106,771
	59,293	136,258	257,504	358,236	-	811,290

per 31.12.2024	Less than 3 months	3 to 12 months	2 to 3 years	4 to 5 years	Over 5 years	Total
Interest bearing liabilities (1)	-	130,566	630,700	-	-	761,266
Lease obligations (2)	1,192	3,783	10,740	7,293	435	23,443
Account payables	39,267	-	-	-	-	39,267
Interest payments	3,647	72,628	71,789	501	7	148,573
	44,106	206,977	713,229	7,794	442	972,549

Capital Structure and Equity

The governing principle for the Group is that it should have a solid balance sheet and liquidity reserves sufficient to support its business. The main financing other than equity is through external bank loan. Following table shows the equity and assets of the Group, to show the underlying capital structure:

	31.12.2025	31.12.2024
Total equity	879,851	779,186
Total assets	1,626,600	1,689,137
Equity ratio	54%	46%

Financing Risk

The following table shows the book value and maturity of the Group's financial instruments exposed to changes in interest rates:

31.12.2025	Drawn	Maturity interval		Interest interval		Average interest
Loan, floating interest	620,980	16.01.2029	16.01.2029	8.00%	8.00%	8.00%

31.12.2024	Drawn	Maturity interval		Interest interval		Average interest
Loan, floating interest	761,266	15.01.2027	15.01.2027	9.52 %	9.54 %	9.52 %



Fair Value

Estimated market values on financial instruments nominated in other currencies than USD are determined using the currency rate at the balance sheet date, and then translated to USD. Nominal value of cash and loan obligations is normally a reasonable estimate of the items' market value. The same apply for other payables. All receivables have been assessed for impairment indicators and written down to fair value if such exist. The estimated fair value of the Group's long-term loan obligations is based on the estimated market interest level at the balance sheet date. The financial asset related to Normand Maximus is accounted for following IFRS 16. The fair value is estimated as the expected payments following the lease agreement (reference Note 4). No loss is expected.

The following table shows the booked and fair value of financial assets and obligations.

Financial assets		2025		2024	
		Carrying amounts	Fair value	Carrying amounts	Fair value
Note					
Cash to bank	19	77,811	77,811	177,319	177,319
Investments in shares (non-current)		294	294	294	294
Other non-current receivables	20	156,505	180,548	171,385	210,671
Accounts receivable	22	83,975	83,975	110,379	110,379
Other current receivables	22	59,478	59,478	41,780	41,780
Market based shares	13	-	-	3,470	3,470
Total financial assets		378,062	402,105	504,627	543,914

Financial liabilities		2025		2024	
		Carrying amounts	Fair value	Carrying amounts	Fair value
Note					
Mortgage loan with floating interests	6	581,515	581,515	754,115	754,115
Other financial liabilities		80	80	70	70
Accounts payable	24	57,113	57,113	39,267	39,267
Other current liabilities	24	55,447	55,447	70,032	70,032
Total financial liabilities		694,155	694,155	863,484	863,484
Hereof current part of non-current debt		91,842	91,842	135,428	135,428

Fair Value Hierarchy

The Group use the following hierarchy for valuation and presentation of financial instruments:

- Level 1: Quoted prices in active markets for identical assets or liabilities
- Level 2: Other techniques for which all inputs which have significant effect on the recorded fair value are observable, either directly or indirectly
- Level 3: Techniques which use inputs which have significant effect on the recorded fair value that are not based on observable market data

The Group's level 1 includes shares in listed companies, however this is not relevant for the Group from 2025 as the shares was sold during the year. Level 3 includes non-registered shares.

The Following Methods and Assumptions Were Used to Estimate the Fair Values

Nominal value of loan obligations is normally a reasonable estimate of the items' market value. The fair value of listed shares is based on market value.

The fair value of shares in non-listed companies are estimated based on the relevant company's financial report, focusing on the Group's share of its booked equity, and therefore a thorough evaluation is required prior to estimating the market value.

The following table show book value of financial instruments according to the hierarchy above:

	2025			2024		
	Level 1	Level 2	Level 3	Level 1	Level 2	Level 3
Investments in shares	-	-	294	-	-	294
Market based shares	-	-	-	3,470	-	-
Total per level	-	-	294	3,470	-	294
Total all levels	294			3,764		

31.12.2025	Financial assets and liabilities at fair value through profit or loss	Financial instruments at amortized cost	Total
Assets			
Equity instruments			
Market based shares	-	-	-
Investments in stocks and shares	294	-	294
Debt instruments			
Other non-current receivables	-	156,505	156,505
Loan to associates	-	-	-
Accounts receivable	-	83,975	83,975
Other current receivables	-	59,478	59,478
Cash and cash equivalents	-	77,811	77,811
Total Financial assets	294	377,768	378,062
Liabilities			
Interest bearing liabilities	-	581,515	581,515
Other non-current liabilities	-	80	80
Other financial liabilities			
Trade and other payables	-	57,113	57,113
Other current payables	-	55,447	55,447
Total financial liabilities	-	694,155	694,155



31.12.2024	Financial assets and liabilities at fair value through profit or loss	Financial instruments at amortized cost	Total
Assets			
Equity instruments			
Market based shares	3,470	-	3,470
Investments in stocks and shares	294	-	294
Debt instruments			
Other non-current receivables	-	171,385	171,385
Accounts receivable	-	110,379	110,379
Other current receivables	-	41,780	41,780
Cash and cash equivalents	-	177,319	177,319
Total Financial assets	3,764	500,863	504,627
Liabilities			
Interest bearing liabilities	-	754,115	754,115
Other non-current liabilities		70	70
Other financial liabilities			
Trade and other payables	-	39,267	39,267
Other current payables	-	70,032	70,032
Total financial liabilities	-	863,484	863,484

Note 6: Mortgage Debt and Other Liabilities

	2025	2024
Leasing liabilities	26,426	23,445
Interest bearing liabilities	581,515	754,115
Total interest-bearing debt	607,940	777,561
Current portion of Interest-bearing debt	98,904	140,403

For maturity profile reference is made to Note 5 Financial market risk, financial instruments. Current portion of interest-bearing liabilities includes the next twelve months installments.

The long-term financing has during 2025 been amended to improved financial terms and maturity is extended with two years from 16 January 2027 to 16 January 2029, and amended repayment profile accordingly (Reference Note 2 and Note 3).

Book value of pledged assets:	2025	2024
Bank deposits and cash equivalents	77,811	177,319
Account receivables	83,975	110,379
Vessels	986,453	1,009,022
Pledged assets included as held for sale	23,011	9,721
Total carrying value	1,171,249	1,306,441

All owned vessels are placed as security for the mortgages.

Fair value and cost connected to lending	2025	2024
Transaction costs costs	11,444	12,013
Fair value and amortized cost adjustments net book value	29,863	-1,932

The loans are presented at amortized cost. Fair value adjustments and transaction costs are amortized over the maturity of the loan. Transaction cost of MUSD 4.2 has been incurred during 2025 relating to the amendment of the loan agreement. A gain of MUSD 31.6 has been booked related to the modification of the loan agreement in December 2025 (Reference Note 2 and Note 3).



Changes in Liabilities Arising from Financing Activities

	1 January 2025	Refinance effect	Interest expense	Cash flows*	Other**	31 December 2025
Current interest bearing liabilities (1)	135,428	-	-	-	-43,585	91,842
Non-current interest bearing liabilities (2)	618,688	-31,627	57,619	-198,430	43,424	489,672
Current leasing obligations	4,976	-	-	-	2,086	7,061
Non-current leasing obligations	18,470	-	2,089	-8,360	7,166	19,365
Total liabilities from financing activities	777,561	-31,627	59,708	-206,791	9,090	607,940

* Changes in cash flow related to current and non-current interest bearing liabilities is presented in aggregate in cash flow line Repayment of non-current debt

** For leasing liabilities, other changes includes additions, translation effects and change in portion classified as non-current. For interest bearing liabilities other changes includes currency changes and change in portion classified as non-current.

	1 January 2024	Interest expense	Cash flows	Other*	31 December 2024
Current interest bearing liabilities (1)	1,090,601	-	-1,165,410	210,237	135,428
Non-current interest bearing liabilities (2)	-	85,625	680,838	-147,775	618,688
Current leasing obligations	2,169	-	-	2,807	4,976
Non-current leasing obligations	9,881	1,362	-5,015	12,242	18,470
Total liabilities from financing activities	1,102,650	86,987	-489,587	77,511	777,561

(1) A interest bearing liability of MUSD 84 was added as part of the contribution in kind of Maximus Shipping AS. The loan was repaid the same day. MUSD 1,081 is repayment of the internal fleet loan to Solstad Offshore.

(2) Cash flow includes draw down of the new facility with MUSD 913

Covenants

Solstad Maritime ASA is subject to various financial covenants under its prevailing financing agreement related to the liability of MUSD 621. The maturity date for the Solstad Maritime ASA financing is 16 January 2029 for the term and revolving facility with DNB Bank ASA. The loan agreements include customary security provisions including cross-collateralized mortgaged over relevant vessels, assignment of insurances and earnings, pledges over shares, assignment of any relevant intra-group loans, assignment over any monetary claims under any hedging agreements (if relevant), pledge over bank accounts, step-in rights/direct agreements with respect to management agreements and such other security as reasonably required by the banks. There are no guarantees in connection to the Group's senior secured facilities and the loan agreements in Solstad Maritime AS .

Solstad Maritime AS (Consolidated Level - Quarterly Measurement)

1. Positive working capital
2. Minimum free liquidity: Available Cash minimum MUSD 95 including undrawn part of Revolving Credit Facility (MNOK 600)
3. Leverage ratio < 3.25x (and reduced to 3.0 after 31 December 2026).
4. Fair market value > 165%

In addition to the financial covenants, the loan agreements include customary provisions related to operational aspects related to acceptable ship registries, bareboat registrations, class requirements, information undertakings, sanctions provisions and such other requirements as reasonably required under bank financing agreements.

The Company is in compliance with all the covenants related to bank loan agreements at year-end 2025, and expect to be in compliance for the next 12 months.

Note 7: Tangible Fixed Assets

	Vessel	Other assets	Total
Acquisition cost 01.01.2025	1,092,901	1,466	1,094,367
Acc. depreciation/ impairment 01.01.2025	-83,879	-982	-84,862
Carrying value 01.01.2025	1,009,022	482	1,009,504
Additions	40,430	17	40,447
Disposals	-	-10	-10
Transfer to asset held for sale	-18,290	-	-18,290
Translation differences	-	82	82
Cost price 31.12.2025	1,115,040	1,555	1,116,595
Acc. depreciations/ impairment 31.12.2025	-128,588	-1,164	-129,751
Carrying value 31.12.2025	986,453	390	986,843
Depreciation current period	-44,709	-181	-44,890
Impairment current period	-	-	-

	Vessel	Other assets	Total
Acquisition cost 01.01.2024	1,090,020	1,416	1,091,436
Acc. depreciation/ impairment 01.01.2024	-88,299	-814	-89,113
Carrying value 01.01.2024	1,001,721	602	1,002,323
Additions	13,019	78	13,097
Disposals	-	-	-
Transfer to asset held for sale	-10,068	-	-10,068
Translation differences	-70	-29	-99
Cost price 31.12.2024	1,092,901	1,466	1,094,367
Acc. depreciations/ impairment 31.12.2024	-83,879	-982	-84,862
Carrying value 31.12.2024	1,009,022	482	1,009,504
Depreciation current period	-43,779	-168	-43,947
Impairment current period	48,199	-	48,199



Capitalized periodic maintenance	2025	2024
Capitalized periodic maintenance at 01.01	75,932	49,113
Additions this year	79,993	47,481
Disposal this year	-	-
Transfer to asset held for sale	-4,720	-
Depreciation this year	-27,595	-20,682
Impairment this year	-	-
Translation differences	-	21
Capitalized periodic maintenance at 31.12	123,609	75,932

Specification of change in Assets held for sale for tangible fixed assets:

	Total
Opening balance 01.01.2025	9,721
Sales	-9,721
Addition	23,011
Closing balance 31.12.2025	23,011

Each part of a fixed asset that is significant to the total cost of the item are separately identified and depreciated over that component's useful lifetime. Assumed physical lifetime for all categories are 35-40 years, while estimated useful life for Solstad is 25 years. The useful life of a vessel is adjusted if there are factors indicating increased timeframe for utilization of the vessel. Estimation of residual value are based on market values/ brokers values in the beginning of the year, reference is made to note 2.

Periodic maintenance is depreciated over the period until the next planned interim and main docking takes place, respectively. The normal interval is five years for both interims- and main docking. The depreciation rate for other equipment is 3 to 10 years.

Vessels with a book value of MUSD 1,009 (MUSD 1,019 in 2024) are pledged as security for the Group's loans (reference Note 6).

There is no capitalized interest in 2024 and 2025.

Impairment Valuation of Fixed Assets

Quarterly, the Group assesses whether there is any impairment indicators of the fixed assets, or if there are indicators that prior period impairment loss no longer exists or have decreased. If such indicators exist, the recoverable amount of the assets are estimated. Budget and forecasts for the next five years (2026-2030) show weaker results for some of the vessels, and update of residual value (reference Note 2) will also impact the value in use calculation. Based on an overall analysis of these effects, impairment indicators has been identified for six vessels (two CSV and four AHTS). No indicators for reversal of impairment was identified.

The recoverable amount is the highest of an assets calculated value in use or fair value less cost to sell. The recoverable amount was calculated for all vessels with impairment indicators, and for vessels where a reversal of impairment could be relevant. Fair value is estimated based on broker values unless there are available estimates for sales values. Broker value is set as an average of three acknowledged, independent brokers. Each vessel is considered a separate cash generating unit. The value in use-calculations are based on budget and long-term forecast (five years).

The main assumptions used in the computations are charter rates, utilization, escalation of expenses, operational area and weighted average cost of capital (WACC).

Discount Rate

The discount rate is based on a weighted average cost of capital (WACC) for the Group. The debt element of the discount rate is based on the risk-free interest rate, plus a premium equivalent to the difference between risk-free rate and market rates. The discount rate used for 2025 is a post-tax rate of 9.4%.

Income Assumptions

For vessels having firm contracts, revenue is based on the current contracts. For vessels without firm contracts, and for vessels where the firm contract expires during the period, revenue is based on expected utilization and charter day rates in the vessels assumed operational area over the prognosis period. Day rates are expected to gradually increase over the prognosis period. Market rates after year end gives support to estimated rate levels in the early prognosis period. Market uncertainty is reflected in the assumptions, based on management's assessment and market analysis provided from independent third parties.

Inflation

No inflation of income in 2026, while operating expense is adjusted for inflation by 2%. This is consistent throughout the prognosis period.

Residual Values

Estimated residual values used in the value in use calculations are set using the same principle as for the ordinary depreciations. Reference Note 2. Average life of the core fleet is 17 years, with respectively 18 years average for the CSV vessels and 16 years for the AHTS vessels.

Impairment Testing

Based on the impairment test, no impairment or reversal of impairment has been recognized in 2025.

Sensitivity and Scenario Calculations

The sensitivity of the value-in-use-calculations for the vessels with indicators of impairment or reversals of previous impaired assets, is analyzed by altering the key assumptions, discounting rate, utilization, and day rates. A change of discounting rate by 1% point and 2% points indicates impairment of MUSD 32 and MUSD 39, respectively. A yearly change in day rates or utilization for the prognosis period bringing the revenue down by 5-6%, indicates potential impairment of MUSD 45-50. The Group has recognized significant reversals of impairments on the vessels during the last years, and as of 31 December 2025 only MUSD 2.3 of possible reversals are remaining.

Climate Related Matters

The Company constantly monitors the latest regulatory changes in relation to climate-related matters. Regulatory changes in climate requirements may impact future cash inflows for the Company. It is however not expected to have any significant effect on the Group's opex, as higher fuel prices due to CO₂ levies or the cost of green fuels will for the most part be forwarded to our clients. Based on the management's judgements as of 31 December 2025 no material effects are identified for the prognosis period.

Changes in environmental requirements may impact the residual value and economical lifetime in the future.

To effectively meet short-term sustainability goals, implementing measures to enhance operational energy efficiency stands out as the optimal solution for curbing emissions. Transitioning to green technologies, battery hybrid and/or shore power upgrade currently proves to be the most advantageous. It is expected that certain charterers will demand green investments in vessels for future contracts in the medium term (2-5 years), but this is expected to be supported by increased charter rates as well. The board approved forecasts for the vessels do not include green investments as of 31 December 2025.



Long-term sustainability goals require newbuild programs and new technology to be in place. Newbuild programs have been limited for some time, but for CSVs it is expected about 25 newbuilds/10% increase in supply over the next few years. The current demand is not expected to fully absorb this supply. In the 5YP and current market the rates on long term contracts are already reflecting the newbuilds from 2027, where the rates are lower than in prior years. For AHTS' there is very limited newbuild activity. Rebuilding existing vessels to decarbonize and building new low-emission vessels come at an increased financial cost. We need support from our clients including long-term commitments to install new green technology for us and them to reach future emission reduction targets.

The Group's vessels are high-end, large offshore vessels, and a potentially increasingly worsened weather due to climate change is not expected to affect the usability of the existing fleet.

The Company assesses that the economic lifetime of existing vessels are not materially reduced in today's market, but has made an updated estimate of residual values to better reflect the uncertainty that is with regards to future selling prices of the vessels. The Company will further adjust the key assumptions used in value-in-use calculations and sensitivities to relevant parameters should changes occur (Reference Note 2).

Assets Held for Sale

At the end of 2025 one vessel (CSV) is classified as Asset held for sale. The net book value of of the asset is MUSD 23. At the end of 2024, one vessel (AHTS) with a net book value of MUSD 10 million was classified as held for sale. The vessel was delivered to the new owners in 2025, and a net profit of MUSD 0.2 was recognized as Gain on sale of assets. In 2024 two vessels (AHTS') were sold, with a net profit of MUSD 7.3, recognized as Gain on sale of assets.

Note 8: Right-of-use Assets and Lessor Accounting

	Equipment	Office	Total	Lease liabilities	Financial assets
Opening balance 01.01.2025	18,570	4,574	23,144	23,445	170,374
Other adjustments	-	419	419	399	-
Additions (1)	5,684	-	5,684	5,684	-
Translation differences	-	554	554	3,168	-
Depreciation	-5,397	-1,164	-6,561	-	-
Interest expense/income	-	-	-	2,089	15,243
Lease payments/received	-	-	-	-8,360	-30,295
Closing balance 31.12.2025	18,857	4,383	23,240	26,426	155,322

(1) Addition of equipment of MUSD 6 is related to two ROVs.

	Equipment	Office	Total	Lease liabilities	Financial assets
Opening balance 01.01.2024	4,580	6,375	10,955	12,049	-
Other adjustments	-	-423	-423	-423	-
Additions (1)	17,192	306	17,498	17,498	183,648
Translation differences	10	-577	-567	-2,026	-
Depreciation	-3,212	-1,107	-4,319	-	-
Interest expense/income	-	-	-	1,362	15,859
Lease payments/received	-	-	-	-5,015	-29,133
Closing balance 31.12.2024	18,570	4,574	23,144	23,445	170,374

(1) Additions of equipment of MUSD 17 is related to six ROVs. Additions of financial assets of MUSD 184 is related to Normand Maximus.

Based on value-in-use-calculations, the Group has not recognized any impairment of Right-of-use assets. Further reference is made to Note 7.

The following are the amounts recognised in profit or loss:	2025	2024
Depreciation expense of right-of-use assets	6,561	4,319
Interest expense on lease liabilities	2,089	1,362
Operating expenses in the period related to short term leases	-	-
Operating expenses in the period related to low value assets	30	26
Total lease expenses included in other operating expenses	8,680	5,706

Group as a Lessor - Operating leases

As mentioned in Note 4, the agreed day rate invoiced to customers is divided into a service element and a lease element. The service element includes the maritime services provided to navigate the vessel according to the customers' requirements, while the lease element is the estimated rental of the vessel (equipment).

Several vessel has been rented out on bareboat terms through the year (mainly to Solstad Offshore group). The full day rate is then considered a lease element.

For the future minimum rentals receivable under non-cancellable operating leases and finance leases, see Note 4.



Note 9: Financial Items

Financial items	2025	2024
Interest expense	-67,385	-92,564
Interest income/expense related parties	13	-3,217
Interest income bank	6,248	7,680
Interest income financial lease	15,243	15,859
Net currency income/ loss (-)	8,155	29,721
Income from investment in associates	-400	-566
Gain modification on bank loan	31,627	-
Fair value adjustment financial assets	268	1,489
Dividends	208	168
Other financial income/ -expenses (-)	-348	-7,302
Net financial items	-6,370	-48,732

Net currency gain is mainly related to unrealized currency gain and -loss on assets and liabilities in foreign currency, change in currency rates in the period from posting of invoices and actual timing of payments, and realised currency gain and -loss related to repayment of IC loan.

Other financial expenses of MUSD 7.3 in 2024 mainly consist of IFRS 9 fair value adjustment remaining balance of MUSD 4.5 (the remaining balance of MUSD 3.1 was booked as interest cost) and MUSD 2.7 related to loss on related party receivables.

Note 10: Other Expenses, Wages, Employees and Distinctive Contributions

	2025	2024
Vessel operating expenses:		
Technical expenses	37,480	34,875
Bunker and lube oil	8,607	7,245
Insurance	13,094	10,253
Project expenses	100,310	78,873
IT, communications and other expenses	10,754	13,335
Total other operating expenses	170,245	144,581
Administrative expenses:		
Audit fees	3,057	2,827
Consultant costs	8,075	7,645
VAT adjustments	-	-5,455
Other gain/losses (1)	4,220	10,953
Other administrative expenses	3,080	3,909
Total administrative expenses	18,432	19,880
<i>(1) Other gain/losses in 2025 is related to accrued loss on a receivable against Solstad Offshore group.</i>		
Personnel expenses:		
Employees, vessels	104,998	105,273
Employees, administration	21,980	19,802
Total employee expenses	126,978	125,074
Wages and employee expenses:		
Wages	85,008	82,987
Social security	9,737	10,283
Pension expenses	11,730	12,512
Other benefits	5,435	4,365
Traveling expenses, courses and other personnel expenses	15,068	14,927
Total employee expenses	126,978	125,074

Charged Expenses During the Year on Administrative Expenses

The Solstad Offshore Group has been allocated their share of expenses connected to management, shared services as accounting, human resources, and other administrative expenses. These are included as management fee, reference Note 15 for further information.

Remuneration to Directors, Managing Director and Auditors

Solstad Maritime Group provide certain services to Solstad Offshore, delivered under established management agreements between the companies. The executive management of Solstad Maritime ASA is employed by Solstad Maritime and engaged by Solstad Offshore through the management agreements. The remuneration of the hired executives is presented in the table with 100% of their total salary. The executives fixed remuneration, other benefits and pension cost is allocated to Solstad Maritime with 53.42% for CEO and 67.96%, 67.68% and 76.68% for CFO, COO and CCO respectively. The variable bonus remuneration is allocated with 71% to Solstad Maritime.



2025	Wages	Bonus	Other benefits	Pension cost
Lars Peder Solstad (CEO)	593	99	18	13
Kjetil Ramstad (CFO)	264	66	1	13
Tor Johan Tveit (COO)	226	57	1	13
Hans Knut Skår (CCO)	227	57	2	13
	1,311	278	22	52

2024	Wages	Bonus	Other benefits	Pension cost
Lars Peder Solstad (CEO)	540	180	20	12
Kjetil Ramstad (CFO)	240	120	2	12
Tor Johan Tveit (COO)	206	103	2	12
Hans Knut Skår (CCO)	206	103	2	12
	1,192	506	25	48

There are no distinctive agreements regarding remuneration for the Chairman of the Board and neither are there any distinctive bonus or option programmes for any Board Member. No loans have been given to the Company management.

The Group's executive bonus system is designed to promote performance in line with the Company's strategy. The variable salary is determined by the Group's performance on a pre-defined set of key performance indicators (KPIs) and is linked to the Groups Priorities. The KPI related to financial achievement is based on the Group's EBITDA.

There are no active warrants programs in the Company per 31 December 2025. The Chief Executive Officer has a six-month mutual termination period.

Payments to Board of Directors	2025	2024
Frank O. Reite	24	-
Peder Sortland	19	-
Pål Lothe Magnussen*	19	-
Charlotte C. Skog Henriksen*	19	-
Hans Petter Felle*	19	-
Kathryn Baker	-	-

* No remuneration is paid as salary by the Company. The fee is invoiced to the Company by the respective director's employer.

Auditors EY	2025	2024
Audit - statutory accounts	2,487	2,005
Other assurance services	192	103
Tax related services	378	-
Other non-audit services	-	681
Total	3,057	2,788

Audit fees relates to statutory audit of accounts. Fee for tax advice is mainly assistance related to tax reporting to authorities in other countries. For 2025 and 2024 these services are mainly related to crew, and hence, they are viewed as compliance services. Other attestation services and other services include consultancy, reports and assistance on accounting matters and the restructuring process.

Note 11: Government Grants

	2025	2024
Net pay scheme at NOR-vessels	7,334	8,488
Government grants	7,334	8,488

Grants related to the net pay scheme and other crew subsidies are recorded as a reduction in expenses.



Note 12: Share in Subsidiaries

The consolidated financial statements comprise the financial statements of Solstad Maritime ASA and its subsidiaries as of 31 December each year. The consolidated accounts include companies in which Solstad Maritime ASA has control. Any deviating accounting policies are adjusted for in the consolidation.

The Group accounts consists of the following subsidiaries:

Name of subsidiary	Owner	Place of business	2025	2024
Solstad Maritime AS	Solstad Maritime ASA	Skudeneshavn, Norway	100%	100%
Solstad Shipowning Holding AS	Solstad Maritime AS	Skudeneshavn, Norway	100%	100%
Solstad Rederi AS	Solstad Shipowning Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Construction AS	Solstad Shipowning Holding AS	Skudeneshavn, Norway	100%	100%
Maximus Shipping AS	Solstad Shipowning Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Supply AS (1)	Solstad Shipowning Holding AS	Skudeneshavn, Norway	100%	73,67%
Farstad Supply AS	Solstad Shipowning Holding AS	Skudeneshavn, Norway	100%	100%
Farstad Shipping Pte Ltd	Solstad Shipowning Holding AS	Singapore	100%	100%
Farstad Shipping Crewing Services Pte Ltd	Farstad Shipping Pte Ltd	Singapore	100%	100%
Dess PSV IV Ltd	Solstad Shipowning Holding AS	Limassol, Cyprus	100%	100%
Solstad Operations Holding AS	Solstad Maritime AS	Skudeneshavn, Norway	100%	100%
Normand Drift AS	Solstad Operations Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Mexico AS	Solstad Operations Holding AS	Skudeneshavn, Norway	100%	100%
Normand Chartering AS	Solstad Operations Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Offshore UK Limited	Solstad Operations Holding AS	Aberdeen, UK	100%	100%
DESS Cyprus Ltd	Solstad Operations Holding AS	Limassol, Cyprus	100%	100%
Solstad Management Holding AS	Solstad Maritime AS	Skudeneshavn, Norway	100%	100%
Solstad Management AS	Solstad Management Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Shipping AS	Solstad Management Holding AS	Skudeneshavn, Norway	100%	100%
Solstad Australia Pty Ltd	Solstad Management Holding AS	Perth, Australia	100%	100%
Solstad Management Australia Pty Ltd	Solstad Management Holding AS	Perth, Australia	100%	100%
Solstad Offshore Asia Pacific Pte Ltd	Solstad Management Holding AS	Singapore	100%	100%
Solstad Offshore Singapore Pte Ltd	Solstad Offshore Asia Pacific Pte Ltd	Singapore	100%	100%
Solstad Offshore Pty Ltd	Solstad Offshore Asia Pacific Pte Ltd	Perth, Australia	100%	100%
Nor Offshore Labuan Pte Ltd	Solstad Offshore Asia Pacific Pte Ltd	Labuan, Malaysia	100%	100%
Solstad ROHQ Philippines (Branch)	Solstad Offshore Asia Pacific Pte Ltd	Manila, Philippines	100%	100%
Norce Offshore Pte Ltd	Solstad Offshore Asia Pacific Pte Ltd	Singapore	100%	100%
Norce Offshore Pty Ltd	Norce Offshore Pte Ltd	Perth, Australia	100%	100%
Norce Offshore Thailand Ltd (3)	Norce Offshore Pte Ltd	Bangkok, Thailand	49%	49%
Solstad Management Singapore Pte Ltd	Solstad Management Holding AS	Singapore	100%	100%
Solstad Offshore Crewing Services Pte Ltd (2)	Solstad Management Singapore Pte Ltd	Singapore	100%	100%
Solstad Management Philippines Inc (4)	Solstad Management Singapore Pte Ltd	Singapore	100%	0%
DESS Management Ltd (CYP)	Solstad Management Holding AS	Limassol, Cyprus	100%	100%
DESS Management Pte Ltd (SIP)	Solstad Management Holding AS	Singapore	100%	100%

(1) The minority interest in Solstad Subsea AS was purchased in 2025.

(2) Solstad Offshore Crewing Services Pte Ltd was transferred from Solstad Offshore Asia Pacific Pte Ltd in 2025.

(3) Norce Offshore Thailand Ltd is controlled based on selection of board member.

(4) Solstad Management Philippines Inc was established in 2025.

Note 13: Investment in Associates and Shares

Associates

The Group's investment in its associates are accounted for under the equity method of accounting. The financial statements of the associates are prepared for the same reporting period as the Group. The accounting policies of the companies are aligned with those of the Group. The profit or loss from investments in associates are presented as separate line item in the consolidated statement of comprehensive income as part of financial items. Changes recorded directly in the associates' comprehensive income or equity, are recognized pro-rata in the Group accounts, and are, where applicable, presented in OCI or equity.

The Group's accounts consist of the following shares in associates:

		Place of Business	Ownership	Date of Financial statement
Solstad Offshore Crewing Services Philippines (SOCS)	AC	Manilla, Philippines	25%	31/12/2025
Remota Holding AS (REMO)	AC	Haugesund, Norway	33%	31/12/2025
Windstaller Alliance AS (WAAS)	AC	Oslo, Norway	33%	31/12/2025

Solstad Offshore Crewing Services Philippines (SOCS) delivers crewing services to the Group. Remota Holding AS (REMO) owns shares in Remota AS and USV AS, Norwegian companies offering remote operation services to the offshore industry. Windstaller Alliance AS is a company performing industrial activities in the renewable energy market. It was purchased from Solstad Offshore on 15 January 2024.

	2025			
	SOCS	REMO	WAAS	Total
Cost price 01.01.	38	5,166	142	5,346
Acc result and adjustments	174	-1,078	15	-889
Book value 01.01.	212	4,088	157	4,457
Purchase/capital increase	-	1,182	-	1,182
Share of result	-74	-394	68	-400
Other adjustments	-	-	-	-
Book value 31.12.	138	4,876	225	5,238
Balance sheet:				
Current assets	1,341	3,613	1,619	
Non-current assets	151	33,449	-	
Current liabilities	-777	-8,204	-1,178	
Non-current liabilities	-	-14,518	-	
Net Assets	715	14,340	441	



	2025			
	SOCS	REMO	WAAS	Total
Revenues and profit:				
Revenues	1,250	3,921	4,782	
Operating expense	-1,182	-4,807	-4,519	
Financial expense	9	515	-2	
Result before tax	78	-370	261	
Taxes	-41	-	-57	
Results	37	-370	204	
OCI	-	-	-	

	2024			
	SOCS	REMO	WAAS	Total
Cost price 01.01.	38	4,522	-	4,560
Acc result and adjustments	143	-511	-	-369
Book value 01.01.	181	4,011	-	4,191
Purchase/capital increase	-	644	142	786
Share of result	-	-581	15	-566
Other adjustments	31	15	-	46
Book value 31.12.	212	4,088	157	4,457

Balance sheet:

Current assets	2,148	542	258	
Non-current assets	136	1,047	-	
Current liabilities	-1,615	-444	-61	
Non-current liabilities	-	-	-	
Net Assets	669	1,144	197	

Revenues and profit:

Revenues	1,220	767	366	
Operating expense	-1,110	-2,609	-316	
Financial expense	-36	-	12	
Result before tax	74	-1,842	62	
Taxes	-	-	-15	
Results	74	-1,842	47	
OCI	-	-	-	

Financial Assets at Fair Value Through Profit and Loss - Current

Listed shares	2025		Cost price	2024	
	Share	Book value		Share	Book value
Reach Subsea ASA	0%	-	881	1.53%	3,470
Total					

The shares in Reach Subsea ASA was sold in 2025.

Subsidiaries with Significant and Non-controlling Interests

The Group purchased the remaining share of the significant non-controlling interest (NCI) in 2025. As of 31 December 2025 the Group has no remaining significant non-controlling interests.

2025	Country	NCI	Result allocated to NCI	Accumulated NCI	Paid dividend
Solstad Supply AS	Norway	0%	-69	-	-

2024	Country	NCI	Result allocated to NCI	Accumulated NCI	Paid dividend
Solstad Supply AS	Norway	27%	-326	-3,239	-

Condensed financial statement: Solstad Supply AS	2025	2024
Non-current assets	2,876	-
Current assets	547	2,831
Total assets	3,423	2,831
Non-current liabilities	-	-
Current debt	-350	-7
Total liabilities	-350	-7
Income	-	-
Result after tax	-112	-1,300



Note 14: Insurance Settlements

For damage on the Group's vessels and equipment, resulting in payment (averages) from insurance companies, compensation is presented net with the corresponding expense in Vessel operating expenses. When damages occur to vessels or equipment that are reported as insurance cases, the Group pays for the repairs in advance. A cost accrual for own share of cost is booked at the time of damage. Loss of Hire-revenues are recognized in the Charter revenues. The averages are recognized when the claim advice is received from the insurance company.

The following compensation has been received from the insurance companies:

	2025	2024
Received compensation damages	6,776	4,187
Received compensation Loss of Hire	7,258	2,136

Note 15: Transactions with Related Parties

Balances and transactions between the Company and its subsidiaries, which are related parties, have been eliminated on consolidation and are not disclosed in this note. In addition to general management services, the Group has the following transactions with related parties:

	Income		Expenses		Receivables		Payables	
	2025	2024	2025	2024	2025	2024	2025	2024
Solstad Offshore ASA group					17,738	19,770	10,690	12,124
- BB leases*	91,725	79,034	-	-				
- Crew rental	-	-	-10,312	-10,330				
- Management fees	8,288	2,038	-	-				
- Interest revenues/expenses	-	975	-	3,133				
Other related parties								
Aker group	7,228	2,900	-	-	5	-	-	-
Omega Subsea Group (2025)	-	-	83,313	-	-	-	8,788	-
Omega Subsea Robotics AS (2024)*	-	-	-	3,880	-	-	-	-
Solstad Offshore Crewing Services Philippines	121	-	-	-	11	-	5,725	349
Windstaller	1,908	-	-	-	249	21	-	-
Remota Group	4	-	-	-	2,618	2,322	-	-
Ivan Eiendom	-	-	1,116	1,031	-	-	43	-
Normand Installer SA	543	549	-	-	1,427	4,709	-	-

* Actual BB cost included, not adjusted for IFSR 16 accounting

The Group's Affiliation with Related Parties

Solstad Maritime was deconsolidated from Solstad Offshore on 16 January 2024, and is an associate to Solstad Offshore from the same time. Solstad Maritime has management of some of the vessels in Solstad Offshore (MUSD 8), and also crew are hired from Solstad Maritime (cost reduction of MUSD 10). Several vessels are also on BB/TC rental to Solstad Offshore (MUSD 92), including Normand Maximus, which was used as a contribution in kind from AMSC during the refinancing of the Group in 2024. The table includes total revenues, not adjusted for IFRS 16 accounting. Interest costs are related to a loan between the Group and Solstad Offshore following the refinancing in 2024. The loan was repaid in November 2024. Solstad Offshore does not have any employees in Norway, including the executive management. All management services and corporate services are purchased from Solstad Maritime, and is included as part of the management fee.

The Group leases 10 ROVs from Omega Subsea Robotics (8 ROVs in 2024), a subsidiary of Omega Subsea which is an associate of Solstad Offshore. The Group also rent personell, other equipment and management services from Omega Subsea if needed. The table includes total costs, not adjusted for IFRS 16 accounting.

The Group leases offices and a warehouse at market price from a company controlled by the CEO.

Occasionally, the group has business relationships with Aker BP ASA, a company affiliated with Aker Capital AS through Aker ASA.

The Group is part of the Windstaller Alliance. Vessels utilized on contracts have revenues on time charter contracts with the alliance.

Board Members and the Company's Management are considered as related parties.



Note 16: Share Capital and Shareholders

	Shares	Share capital
01.01.2025	465,358,555	8,969
31.12.2025	465,358,555	8,969
01.01.2024	126,903,553	2,495
Capital increase privat placement 16 January 2024	274,957,699	5,268
Capital increase privat placement 19 June 2024	63,497,303	1,205
31.12.2024	465,358,555	8,969

At 31 December 2025 and 31 December 2024 the Company's share capital represents 465,358,555 shares at USD 0.019. The number of shareholders at 31 December 2025 was 5,498 (2024: 2,584).

The Chief Executive Officer holds 4,735,966 shares through Jarsteinen AS. The Chairman of the Board holds 356,509 shares through Fausken Invest AS. A Board member holds 305,280 shares owned directly.

Top 10 as of 31.12.2025	Number of shares	Ownership
Aker Capital AS	241,060,322	51.8 %
Solstad Offshore ASA	126,908,020	27.3 %
Kistefos AS	19,611,823	4.2 %
B.O. Steen Shipping AS	6,931,486	1.5 %
Jarsteinen AS	4,735,966	1.0 %
Kistefos Investment AS	2,326,000	0.5 %
DNB Bank ASA	1,955,729	0.4 %
Songa Capital AS	1,739,780	0.4 %
Nordnet Livsforsikring AS	1,565,176	0.3 %
Magnus Leonard Roth	1,500,000	0.3 %
Minority shareholders	57,024,253	12.3 %
	465,358,555	100 %

Note 17: Taxes

	2025	2024
Taxes payable	-271	17,692
Under/over accrual of tax payable	-	-
Change in deferred taxes	-23,864	-54,309
Withholding tax and other adjustments	546	-
Corrections/tax assessment previous year	-	-
Tax on ordinary result	-23,590	-36,616
Apportionment of tax on ordinary result		
Norwegian tax	-23,846	-46,990
Foreign	256	10,374
Total tax	-23,590	-36,616
Temporary differences:		
Fixed assets (vessels and other non-current assets)	502,459	576,605
Receivables (non-current assets)	131,913	-62,928
Receivables (current assets)	9,206	2,067
Other current assets	-	-
Other accruals	730	-3,706
Pension	-1,015	-1,119
Other temporary differences	20,689	56,386
Financial instruments	297	-
Tax position related to sold assets	81,399	212,584
Interest deductions carried forward	-130,018	-82,493
Unrecovered loss carried forward	-1,727,397	-1,926,248
Total temporary differences	-1,111,738	-1,228,852
Tax effect of temporary differences:		
Fixed assets (vessels and other non-current assets)	110,541	126,853
Receivables (non-current assets)	29,021	-13,844
Receivables (current assets)	2,025	455
Other current assets	-	-
Other accruals	161	-815
Pension	-223	-246
Other temporary differences	4,552	12,405
Financial instruments	65	-
Tax position related to sold assets	17,908	46,768
Interest deductions carried forward	-28,604	-18,149
Unrecovered loss carried forward	-380,027	-423,775
Deferred tax asset not recognised	168,453	218,083
Net deferred tax/ deferred tax asset (-)	-76,129	-52,265



	2025	2024
Changes in deferred tax in the balance sheet		
Opening balance deferred tax	-52,265	-40
Booked to profit and loss	-23,864	-54,309
Business combinations	-	237
Charged to equity (change pension)	-	1,859
Translation adjustment	-	-12
End balance deferred tax/ deferred tax asset (-)	-76,129	-52,265
Payable tax in the balance sheet consist of		
Other payable corporation tax	24,356	33,194
Total payable tax in the balance sheet	24,356	33,194
Analysis of effective tax rate		
22% of pre-tax result	41,643	55,297
Effect of deferred tax asset not recognised	-76,572	-94,984
Correction of previous years	906	3,675
Differential in tax rates foreign entities	-588	8,068
Permanent differences	13,979	-12,408
Other	-2,957	3,734
Estimated tax	-23,590	-36,616

The taxes are calculated based on the Norwegian tax rate of 22% for 2025 and 2024.

Deferred tax on deviating values in associates with foreign partnerships has been included in the Group accounts. Further, deferred tax is calculated on scenarios where a future realization will lead to a tax liability.

Deferred tax assets from losses carried forward are recognized under the assumption that companies under the ordinary tax regime will have taxable income in the future. This taxable income is related to ordinary income, gain from sale of fixed assets and taxable financial income. A total deferred tax asset of MUSD 83.4 is recognized as of 31 December 2025 related to loss carried forward, an increase on MNUSD 24.1 from 2024. Reference note 2.

In total an amount of MUSD 28.6 in non-deducted interest carried forward has not been recognized. Expiration date for MUSD 1.4 is in 2027, MUSD 0.7 in 2028, MUSD 1.9 in 2029, MUSD 5.4 in 2030, MUSD 6.4 in 2031 and MUSD 13 in 2032. The loss carry forward does not have any expiration date.

At year end the Group has included a MUSD 15.6 provision for expected corporate taxes related to operations in foreign waters, included as Taxes payable in the balance sheet. The accounts reflect the entities' best estimate for contingent liabilities at the end of the year. See note 25 for further information.

The Supplementary Tax Act, Norway's implementation of the OECD's Pillar Two model rules, came into effect on January 1, 2024. As part of The Resource Group TRG AS ("the TRG group"), the ultimate parent company and reporting entity of Aker ASA, Solstad Maritime falls within the scope of the enacted legislation and has assessed its exposure to supplementary tax. Aker ASA and Solstad Maritime has evaluated its exposure to supplementary tax based on the reported figures for the companies within the Aker ASA group in connection with the preparation of the consolidated financial statements. The figures have been compiled per jurisdiction, and a calculation has been made to determine which jurisdictions may be covered by the temporary "Safe Harbour" rules related to country-by-country reporting in the Supplementary Tax Regulations. For jurisdictions that do not qualify for the Safe Harbour exemptions, a further assessment has been conducted to determine whether tax adjustments should be made when calculating the adjusted result to reduce supplementary tax. Based on these preliminary assessments, MUSD 0 of supplementary tax has been recognized in Solstad Maritime. The final assessments will be concluded with the reporting of supplementary tax for the TRG group in 2026 and 2027.

Note 18: Pension

The Group has defined benefit pension plans for some of the administrative personnel. The pension plans are insurance based. As of 31 December 2025, the pension plans have three actives and 18 pensioners as members.

The Group has a contribution plan for the majority of the seafaring personnel in Norway and administrative staff. The Group's pension scheme meets the requirements of the Norwegian law of Occupational pension.

The following assumptions are used:	2025	2024
Discounted interest	3.90%	3.90%
Expected return	3.90%	3.90%
Regulation of salaries	4.00%	4.00%
Regulation of base amount	3.75%	3.75%
Regulation of pension	3.75%	3.75%

Changes in pension obligation:	2025	2024
Estimated liability at beginning of the year	5,650	6,205
Interest expense	229	173
Annual pension earnings	110	104
Curtailment / settlement	-	-
Payroll tax employer contribution, assets	-48	-52
Benefits paid	-319	-285
Past service cost	-	-
Actuarial (gain) / loss on the obligation	738	-495
Estimated liability at year end	6,359	5,650

Changes in plan assets:	2025	2024
Opening value of plan assets	4,487	4,674
Expected return	195	142
Curtailment / settlement	-	-
Payroll tax of employer contribution, assets	-7	-6
Contributions by employer	341	368
Benefits paid	-319	-241
Actuarial gain / (loss)	607	-450
Estimated plan assets at year end	5,303	4,487



Net plan assets/liabilities:	2025	2024
Pension liabilities	6,359	5,650
Plan assets	5,303	4,487
Net plan assets/ (liabilities) incl social security	-1,056	-1,163
Social security	-142	-138
Pension cost:		
Present value of pension obligation	110	104
Interest expenses on obligation	229	173
Expected return on plan assets	-195	-142
Administration expense	7	6
Recognition of past service cost	-	-
Settlement/curtailmen of net obligation	-	-
Pension cost	152	141
Payment on contribution plan	11,578	12,371
Total pension cost	11,730	12,512
Actual return on plan assets	801	-308
Acturial gain and loss (-)		
Total acturial gain / loss	131	-45
Currency	-102	35
Tax effect	-29	10
Acturial gain / loss booked on Other comprehensive income	-	-

Expected contribution by employer in 2026 is MUSD 0.4.

Pension liability for 2025 and 2024 is based on table K2013BE for Norway.

Plan assets are invested in a wide portfolio by an external insurance company. The insurance company is responsible for total administration of the pension plan.

For both years the "Norwegian Covered Bonds Market"-interest rate is used as basis for determination of the discounting rate.

Note 19: Bank Deposits

	2025	2024
Cash at banks and on hand	77,811	177,319
Total cash	77,811	177,319

Cash at bank earns interest at floating rates based on daily bank deposit rates. Short-term deposits are made for varying periods of one day to three months, depending on the immediate cash requirements of the Group, and earn interest at the respective short-term deposit rates.

The Group's tied deposits total MUSD 2.9 (MUSD 2.8) on which is employee tax withheld.

As part of the restructuring of the Group's debt effective from 16 January 2024, the total bank deposits are pledged.

Note 20: Other Non-current Receivables

	2025	2024
Loan to other companies	215	63
Financial lease (Note 8)	155,322	170,374
Other receivables	969	948
Total other non-current receivables	156,505	171,385

Note 21: Paid Out and Proposed Dividend

	2025	2024	2023
Approved and paid out during the year:			
Ordinary dividend	107,401	-	-
Extraordinary dividend	-	21,052	-
Proposed dividend at general meeting:			
Ordinary dividend*	14,891	-	-
Per share (USD)	0.032	-	-

* The dividend is not accrued for as of 31 December 2025.



Note 22: Accounts Receivable and Other Current Receivables

	2025	2024
Accounts receivable	70,802	92,046
Receivable from related parties	13,173	18,333
Total accounts receivable	83,975	110,379
Contract assets	20,277	698
Prepaid expenses	939	470
VAT/ WHT receivable	-3,140	-450
Costs to fulfil a contract	18,381	5,655
Other current receivables	15,233	26,987
Receivables from related parties	8,727	8,890
Total current receivables	40,140	41,552

Other current receivables are mainly refundable insurance claims, government grants and straight lining of lease element on charter contracts. Further reference is made to Note 5.

Note 23: Inventory

Inventories consists mainly of bunkers and lube oil on the Group's vessels. When a vessel is on contract the charterer usually purchases the stock of fuel, and sometimes also the lube, and those volumes are not included as inventory as of balance sheet day. The stock of the vessels are measured daily and the recognised value is based on the measured stock multiplied with the purchase price, based on the latest invoice for bunkering.

	2025	2024
Bunkers	7,421	6,622
Lube oil	1,563	1,921
Other	546	475
Total inventory	9,530	9,018

Note 24: Accounts Payable and Other Current Liabilities

	2025	2024
Accounts payable	47,116	36,350
Payables to related parties	9,997	2,917
Total accounts payable	57,113	39,267
Contract liabilities	1,362	2,755
Provisions	25,112	21,859
Accrued salaries, related taxes and VAT payable	18,677	18,251
Other current liabilities	4,633	6,618
Other current liabilities related parties	6,419	9,214
Total current liabilities	11,052	15,832

Contract liabilities are invoiced revenues, but where the performance obligation is not fulfilled.

Other current liabilities consist mainly of incurred operational expenses and performed planned periodic maintenance not yet invoiced at year end.

Provisions relates to VAT and tax claims, and other claims assessed to be more likely than not to occur. Reference also Note 25 for further information.

	1.1.2025	Change	Translation	31.12.2025
VAT claim Thailand*	21,058	-	2,688	23,745
Tax claim Brazil	802	-	-10	791
Other provision	-	575	-	575
Total provisions	21,859	575	2,677	25,112

* A corporate income tax claim is also provisioned for with MUSD 15.6 related to the same case, accounted for as Taxes payable in the balance sheet.



Note 25: Contingent Liabilities, Assets and Provisions

Contingent liabilities are recognized in the accounts if they are more likely than not to occur. The accounts reflect the Company's best estimate for contingent liabilities at the end of the year.

The Group has an international business. The taxable treatment of transactions, operations and structures in foreign countries may be challenged by local tax authorities and may result in future tax obligations. Contingent liabilities are recognized in the accounts if they are more likely than not to occur. The accounts reflect the Group's best estimate for contingent liabilities at the end of the year.

The provisions at year end include a claim of MUS\$ 39.3 (reference Note 24) related to claims on VAT, corporate income taxes and associated interests and penalty claims from legacy operations in Thai waters in the period between 2016 and 2020. The Thai revenue department notified the Thailand Branch of Solstad Offshore Asia Pacific Pte Ltd of claims, which is fully provisioned for as of 31 December 2025. Negotiations with the revenue department is ongoing. The claim does not have recourse to other companies in the Group than Solstad Offshore Asia Pacific Pte Ltd. The Group has currently no operations in these foreign waters.

On 16 May 2024 Kistefos AS and Kistefos Investment AS filed a lawsuit against the board members and CEO of Solstad Offshore ASA, Aker Capital AS and Pareto Securities AS, claiming damages for their alleged loss as shareholders in Solstad Offshore ASA resulting from the refinancing of the Group in January 2024. Subsequently some other shareholders joined the lawsuit together with Kistefos AS. The hearing before Oslo city court commenced in early October 2025 and was concluded 16 January 2026. The judgement is expected during first half of 2026 and may be appealed by the parties. No claim has been made against the Company or members of the Company's board and management team in their function for the Company. The lawsuit however related to the valuation of the Company's business and assets when the restructuring of the group was implemented, and the lawsuit required significant attention from persons in the Company's management team. It is not assessed as probable that the outcome of the court case will impact Solstad Maritime. Solstad Maritime is not part in the dispute.

Following the sale of the PSV fleet to Tidewater in 2023, Solstad Maritime has a significant number of Australian crew not employed on Solstad vessels. There is a potential redundancy cost of MAUD 32 related to these employees. Management has made measures to secure future employment, among other by continuing current agreements and by engaging a new Crew Manager with a broader spectrum of contracts. The Group has considered the likelihood that Solstad Maritime will be eligible for an any time soon redundancy cost payout to be unlikely. The Group has concluded that no obligating event has occurred as of 31 December 2025, and no provision is recognized.

The Company receives compensation for costs of repairs on damages on vessels and equipment, and loss of hire-revenues for damages where the vessel is off-hire for a period of time related to the insurance case. The revenues and cost reimbursement is booked as a provision at the time the claim is sent to the insurance company, and is assessed to be virtually certain. The total booked insurance claim recoverable as of 31 December 2025 was MUS\$ 7.8.

Note 26: Earnings per Share

Earnings per share for 2025 are calculated by dividing the Group majority result by the average number of shares as of 31 December. There are no dilutive instruments in 2025 and 2024.

	2025	2024
Majority results from net profit for the year	212,945	240,813
Result from net profit for the year	212,875	240,487
Average number of shares	465,358,555	423,671,774
Earnings per share (basic and diluted) - majority (NOK)	0.46	0.57



Note 27: Subsequent Events

Letter Of Intent

Letter of intent signed in February 2026 with with an international subsea contractor for the CSV Normand Navigator.

Corporate Accounts for Solstad Maritime ASA

Parent Company



Profit or Loss Account

Amounts in USD 1,000

	2025	2024	Note
Administrative expenses	-509	-	
Other operating expenses	-2,877	-471	1
Total operating expenses	-3,386	-471	
Operating result	-3,386	-471	
Operating loss			
Interest income	18,198	11,773	2
Other financial income	47,418	6,162	2
Other finance expenses	-	-21,763	2
Net financial items	65,616	-3,827	
Result before taxes	62,230	-4,298	
Tax on result	-4,423	-1,714	3
Net result	57,807	-6,012	
Transfer and disposable income			
Transfer to/(from) other equity	57,807	-6,012	
Total transfer and disposable income	57,807	-6,012	

Balance Sheet

Amounts in USD 1,000

	2025	2024	Note
ASSETS			
Financial assets			
Investments subsidiaries	315,456	303,890	4
Non-current receivables from group entities	181,286	242,217	7
Total financial assets	496,743	546,108	
Total non-current assets	496,743	546,108	
Current assets			
Other non-current receivables from group entities	40,976	17,850	7
Cash	178	344	
Total current assets	41,154	18,193	
TOTAL ASSETS	537,897	564,301	



	2025	2024	Note
EQUITY AND LIABILITIES			
Equity			
Paid-in equity			
Share capital	8,969	8,969	5
Share premium	443,926	551,327	5
Total paid-in equity	452,895	560,296	
Retained earnings			
Other equity	51,794	-6,013	5
Total Retained Equity	51,794	-6,013	
Total Equity	504,689	554,283	
Liabilities			
Current liabilities			
Accounts payable	4,168	1,226	7
Other current liabilities	29,040	8,791	7
Total current liabilities	33,207	10,017	
Total liabilities	33,207	10,017	
TOTAL EQUITY AND LIABILITIES	537,897	564,301	

Board of Directors in Solstad Maritime ASA

Skudeneshavn, March 25, 2026

Frank Ove Reite
Chairman

Peder Sortland
Director

Kathryn Baker
Director

Charlotte Cecilie Solberg Håkonsen
Director

Pål Lothe Magnussen
Director

Lars Peder Solstad
CEO

Statement of Cash Flow

Amounts in USD 1,000

	2025	2024
CASH FLOW FROM OPERATIONS		
Result before tax	62,230	-4,298
Taxes payable	-	-
Interest income	-18,198	-11,773
Accounts payable	2,941	1,226
Unrealised currency gain/loss	-29,438	21,815
Change in other accruals	-16,907	-8,472
Net cash flow from operations	628	-1,503
CASH FLOW FROM INVESTMENTS		
Loan to subsidiary	106,607	-263,903
Net cash flow from investments	106,607	-263,903
CASH FLOW FROM FINANCING		
Paid-in capital	-	286,798
Paid dividend	-107,401	-21,052
Net cash flow from financing	-107,401	265,746
Effect of changes in foreign exchange rates		
Net change in cash and cash equivalents	-166	341
Cash at 01.01	344	3
Cash at 31.12	178	344



Notes

Notes to the Parent Company Financial Statements.
All figures in USD 1,000 unless otherwise stated.

Accounting Principles

General

The annual accounts have been prepared in accordance with the Accounting Act and best practice accounting principles in Norway. The most important accounting principles and changes are described below.

Use of Estimates

In the preparation of the accounts, estimates and assumptions are used which affect the accounts. Actual figures may differ slightly from the estimates.

Foreign Currency Translation

All balance sheet items denominated in foreign currencies are translated into USD at the exchange rate prevailing at the balance sheet date.

Financial Fixed Assets

Non-current investments in shares and other investments are valued at the lowest of either the acquisition cost or the estimated sales value if the reduction in the sales value is not considered temporary.

Taxes/Deferred Tax

Deferred tax/ deferred tax assets are calculated, using the liability method, at 22% based on temporary differences between the accounting and tax-related values existing at the end of the financial year and any tax deficits are carried forward. Temporary tax increases and decreases are recorded in the balance sheet as net figures.

Classification of Items in the Accounts

Assets determined for long-term ownership or use and receivables which are due more than one year after the expiry of the financial year are recorded as fixed assets. Any remaining assets are classified as current assets. Liability which is due more than one year after the expiry of the financial year is recorded as long-term debt.

Shares in Subsidiaries, Associated Companies and Jointly-owned Companies

Shares in subsidiaries, associated and jointly-owned companies are recorded in the parent company accounts at cost and written down to the extent that there is a significant deficit value which is not considered temporary.

Cash Flow

The Group applies the indirect method. Investment in shares and other liquid assets with maturity over three months are not included under cash equivalents.

Functional and Company Currency for Solstad Maritime ASA

The company's functional currency is USD. The Company has changed the presentation currency from NOK to USD in 2025, and comparable numbers has been restated.

Note 1: Salary Costs and Number of Man-Years

The company has no employees and is thus not obligated to have an occupational pension scheme. There are also no special bonus or option programs for members of the board.

Payments to Board of Directors	2025	2024
Frank O. Reite	24	-
Peder Sortland	19	-
Pål Lothe Magnussen	19	-
Charlotte C. Skog Henriksen	19	-
Hans Petter Felle	19	-
Kathryn Baker	-	-
Auditor fees	2025	2024
Statutory audit	138	844
Other assurance services	129	16
Other non-assurance services	-	-
Total	267	860

Audit fees relates to statutory audit of accounts. Other assurance services relates to services required by law. Other non-audit services are fee for compliance services and restructuring process. Amounts are exclusive VAT.

Note 2: Financial Items

Financial items	2025	2024
Interest income	18,198	11,773
Net currency gain/loss (-)	31,429	-21,762
Received group contribution	15,990	6,076
Other financial income/expense	-	86
Net financial items	65,616	-3,827

Interest income is mainly received interests on internal loan to Solstad Maritime AS in both 2024 and 2025. Net currency gain/loss is mainly related to the internal loan to Solstad Maritime AS, nominated in NOK.



Note 3: Tax

This year's tax expense	2025	2024
Entered tax on ordinary profit/loss:		
Payable tax	3,518	1,714
Corrections/tax assessment last year	906	-
Changes in deferred tax assets	-	-
Tax expense on ordinary profit/loss	4,423	1,714
Taxable income:		
Ordinary result before tax	62,230	-4,298
Permanent differences	-46,241	12,088
Provided intra-group contribution	-15,990	-7,790
Allocation of loss to be brought forward	-	-
Taxable income	-	-
Payable tax in the balance:		
Payable tax on this year's result	3,518	1,714
Payable tax on provided Group contribution	-3,518	-1,714
Total payable tax in the balance	0	0

	2025	2024	Difference
Accumulated loss to be brought forward	-	-	-
Not included in the deferred tax calculation	-	-	-

Provisions for deferred tax asset are posted for accounting position where a future realization will result in payable taxes.

Note 4: Subsidiaries

2025	Place of business	Owner share	No. of shares	Nominal value	Share capital	Book value
Solstad Maritime AS	Skudeneshavn	100.0%	6,000	0.7	4,084	315,456

2024	Place of business	Owner share	No. of shares	Nominal value	Share capital	Book value
Solstad Maritime AS	Skudeneshavn	100.0%	6,000	0.7	4,084	303,890

Note 5: Equity Capital

	Share capital	Share premium	Other equity	Total equity
01.01.2025	8,969	551,327	-6,013	554,283
Annual result	-	-	57,807	57,807
Dividend Paid	-	-107,401	-	-107,401
31.12.2025	8,969	443,926	51,793	504,688

At 31.12.25 the Company's share capital represents USD 465,358,555 shares at USD 0.02

At 31.12.24 the Company's share capital represents USD 465,358,555 shares at USD 0.02

Dividends:	2025	2024	2023
Approved and paid out during the year:			
Ordinary dividend	107,401	-	-
Extraordinary dividend	-	21,052	-
Proposed dividend at general meeting:			
Ordinary dividend*	14,891	-	-
Per share (USD)	0.032	-	-

* The dividend is not accrued for as of 31 December 2025.

Note 6: Shareholders

Shareholders at 31.12.2025	Ordinary	Total	Interest	Share of votes
Aker Capital AS	241,060,322	241,060,322	51.8%	51.8%
Solstad Offshore ASA	126,908,020	126,908,020	27.3%	27.3%
Kistefos AS	19,611,823	19,611,823	4.2%	4.2%
B.O. Steen Shipping AS	6,931,486	6,931,486	1.5%	1.5%
Jarsteinen AS	4,735,966	4,735,966	1.0%	1.0%
Total	399,247,617	399,247,617	85.8%	85.8%
Others (interest < 1 %)	66,110,938	66,110,938	14.2%	14.2%
Total	465,358,555	465,358,555	100%	100%

The Chief Executive Officer holds 4,735,966 shares through Jarsteinen AS. The Chairman of the Board holds 356,509 shares through Fausken Invest AS. A Board member holds 305,280 shares owned directly.



Note 7: Intercompany Items

Trade receivables (+) and liabilities (-) to inter group	2025	2024	Interest rate
Solstad Shipping AS	-3,126	-204	
Solstad Maritime AS	-954	-1,022	
Net	-4,080	-1,226	

Long term receivables (+) and liabilities (-) to inter group	2025	2024	Interest rate
Solstad Maritime AS	181,286	242,217	3m Nibor + 2%
Net	181,286	242,217	

Short-term receivables (+) and liabilities (-) to related parties	2025	2024	Interest rate
Solstad Maritime AS	13,973	11,773	
Solstad Shipholding AS	-	-1,001	
Solstad Rederi AS (Group Contribution)	11,013	6,076	
Solstad Rederi AS (Group Contribution)	-12,946	-7,790	
Solstad Maritime AS (Group Contribution)	15,990	-	
Solstad Maritime AS (Group Contribution)	-15,990	-	
Net	12,040	9,058	

Note 8: Financial Risk

The Company is exposed to various financial risks in its activities. Financial risk is the risk incurred from any changes in currency and interest rates together with counterparties ability to pay, and which impacts the value of the Company's assets, liabilities and future cash flows.

Appendix

Alternative Performance Measures

In order to enhance investors' understanding of the Group's performance, the Company presents certain alternative performance measures ("APMs") as defined by the Company, prepared in accordance with the guidelines prescribed by the European Securities and Markets Authority ("ESMA") in the ESMA Guidelines in Alternative Performance Measures 2015/1057.

An APM is defined as a financial measure of historical or future financial performance, financial position, or cash flows, other than a financial measure defined or specified in the applicable financial reporting framework (IFRS). The Company uses APMs to measure operating performance and is of the view that the APMs provide investors with relevant and specific operating figures which may enhance their understanding of the Group's performance.



The APMs used by the Group are set out below:

EBITDA	Operating result before depreciation, impairment and reversal of impairment. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the overall picture of profit generation in the Group's underlying operating activities. This measure excludes the effects of non-cash depreciation and impairment charges, providing a clearer view of the Company's operational performance. EBITDA is a typical measure used by companies in the sectors in which the Group operates.
Adjusted EBITDA	Operating result before depreciation and impairment adjusted for Joint Ventures, Associated Companies, net gain/loss on sale of assets, IFRS 16 leases and other non-recurring items. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the overall picture of profit generation in the Group's underlying operating activities, excluding the effects of certain non-recurring or non-operational items. This measure provides a clearer view of the Company's operational performance and is commonly used by companies in the sectors in which the Group operates.
Adjusted EBITDA Margin	Adjusted EBITDA divided by Total operating income. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the profitability of the Group's core operating activities relative to its total operating income. This measure provides insight into the efficiency and effectiveness of the Company's operations and is commonly used by companies in the sectors in which the Group operates.
Net interest-bearing debt (NIBD)	NIBD is calculated as the total interest-bearing liabilities less cash and bank deposits. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the Company's financial position and its ability to meet financial obligations. NIBD provides insight into the level of debt that is subject to interest payments, net of the Company's available liquid assets.
Adjusted NIBD	NIBD adjusted by excluding IFRS 16 lease obligations. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the Company's net debt position, excluding the impact of lease liabilities recognised under IFRS 16. This measure provides a clearer view of the Company's financial leverage and liquidity, and is commonly used by companies in the sectors in which the Group operates.
Free Cash Flow to Equity (FCFE)	Free Cash Flow to Equity (FCFE) is a measure of the amount of cash that a company can return to its shareholders on the basis of net cash flow from operations, net cash flow from investments, and net cash flow from financing, where dividends are added back. It represents the cash available to equity holders after the Company has met its financial obligations and invested in its growth.
Backlog	Backlog is the total of undiscounted future revenues from contracts that the Company and the customer have mutually agreed in writing (firm/binding contracts). The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the Company's future revenue potential and overall business health.
Order Intake	Order intake represents the total, undiscounted value of new orders received by the Company from its customers during a specified period. It reflects the demand for the Company's products or services and is an important indicator of future revenue potential. Order intake is recognised when a binding agreement is made between the Company and its customers. These new orders contribute to the Company's Backlog.
B2B	Book-to-Bill ratio. B2B compares the value of new orders received (Order intake) to the value of orders fulfilled (Operating income) during the same period. This is a key indicator of market demand and the Company's ability to generate future revenue. A Book-to-Bill ratio greater than 1 indicates that the Company is receiving more orders than it is fulfilling, which is a positive sign of growth, whereas a ratio below 1 is a negative sign regarding growth potential. The Company presents this APM because it considers it to be an important supplemental measure for investors to understand the Company's market dynamics and future revenue potential.

Reconciliation of Alternative Performance Measures

The table below sets forth a reconciliation of the APMs that the Company reports on in its communication with investors, each APM reconciled to the nearest IFRS term:

Adjusted EBITDA and Adjusted EBITDA margin

USD 1,000	2025 01.01-31.12	2024 01.01-31.12
EBITDA	274,702	273,699
<i>Adjustments</i>		
Leases	21,935	24,035
Restructuring costs	2,264	1,518
Net gain/loss on sale of assets	-158	-7,266
Loss on accounts receivables	4,198	11,459
VAT	-	-5,455
(a) Operational adjusted EBITDA	302,941	297,991
Result from Joint Ventures	-	-
Result from Associates	-400	-566
(b) Adjusted EBITDA	302,541	297,425
(c) Total operating income	590,358	563,235
Adjusted EBITDA Margin (b/c)	51%	53%

NIBD and Adjusted NIBD

USD 1,000	2025 31.12	2024 31.12
Interest bearing liabilities	489,672	618,688
Leasing liabilities	19,365	18,469
Current interest bearing liabilities	91,842	135,428
Current leasing liabilities	7,061	4,976
Balance booked finance cost and IFRS 9 adjustments	41,307	12,013
(a) Interest bearing and leasing liabilities	649,248	789,573
(b) Cash and cash equivalents	77,811	177,319
(c) NIBD (a-b)	571,437	612,255
(d) Leasing liabilities	19,365	18,469
(e) Current leasing liabilities	7,061	4,976
Adjusted NIBD (c-d-e)	545,011	588,809



Backlog and Order Intake

USD 1,000	2025	2024
	01.01-31.12	01.01-31.12
(a) Order backlog at the beginning of the period	842,985	495,344
(b) Operating income	590,358	563,235
(c) Order intake	838,200	910,876
Backlog at the end of the period (a-b+c)	1,090,827	842,985
Book to Bill (B2B) (c/b)	1,4x	1.6x

Free Cash Flow to Equity

USD 1,000	2025	2024
	31.12	31.12
(a) Net cash flow from operations	286,728	286,434
(b) Net cash flow from investments	-71,914	-5,606
(c) Net cash flow from financing	-318,401	-236,560
(d) Dividends paid	107,401	21,052
Free Cash Flow to Equity for the year (a+b+c+d)*	3,815	65,319

* Dividends paid are added back to Net cash flow from financing



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To the General Meeting in Solstad Maritime ASA

INDEPENDENT AUDITOR'S REPORT

Report on the audit of the financial statements

Opinion

We have audited the financial statements of Solstad Maritime ASA (the Company), which comprise:

- The financial statements of the Company, which comprise the balance sheet as at 31 December 2025, the profit or loss account and statement of cash flow for the year then ended and notes to the financial statements, including a summary of significant accounting policies, and
- The financial statements of the Group, which comprise the consolidated statement of financial position as at 31 December 2025, the consolidated statement of comprehensive income, consolidated statement of changes in equity and consolidated statement of cash flow for the year then ended and notes to the financial statements, including material accounting policy information.

In our opinion:

- the financial statements comply with applicable statutory requirements,
- the financial statements of the Company give a true and fair view of the financial position of the Company as at 31 December 2025, and its financial performance and cash flows for the year then ended in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway, and
- the financial statements of the Group give a true and fair view of the financial position of the Group as at 31 December 2025, and its financial performance and cash flows for the year then ended in accordance with IFRS Accounting Standards as adopted by the EU.

Our opinion is consistent with our additional report to the Audit Committee.

Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of our report. We are independent of the Company and the Group in accordance with the requirements of the relevant laws and regulations in Norway and the International Ethics Standards Board for Accountants' *International Code of Ethics for Professional Accountants (including International Independence Standards)* (the IESBA Code) as applicable to audits of financial statements of public interest entities, 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.

To the best of our knowledge and belief, no prohibited non-audit services referred to in the Audit Regulation (537/2014) Article 5.1 have been provided.

The audit firm was appointed by the general meeting in 2023. Following the Company's listing in May 2025, the Company is considered a public-interest entity. The uninterrupted engagement period begins in 2025.



Key audit matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements for 2025. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

Valuation assessment of vessels

Basis for the key audit matter

As of 31 December 2025, the book value of the Group's vessels amounted to USD 1 110 million, representing 68.2 % of the Group's total assets. In accordance with accounting policy, management assessed whether indicators of impairment or reversal of impairment for the Group's vessels existed at the balance sheet date. Indicators of changes in vessel values were identified for two CSVs and four AHTS vessels, resulting in impairment testing. Based on impairment tests, no impairment or reversal of impairment were recognized in 2025. Each vessel was assessed as a separate cash-generating unit.

When estimating value in use, management applied budget and long-term forecast (5 years) Key estimates for the value in use calculation were future day rates, utilization rates, and discount rate.

Considering the significance of vessels to the Group's financial statements and the significant management judgement involved in determining recoverable amounts, the impairment assessment of vessels was identified as a key audit matter.

Our audit response

We reviewed the potential indicators of impairment that would require impairment testing and evaluated management's assessment of these indicators.

For vessels with impairment indicators our audit procedures included, among others, an evaluation of the cash flows through comparing assumptions for revenue projections to budget and long-term forecast for continuing operations, current contracts, and market analysis from third-party. For operating expenditures, we compared the estimates to approved budgets, historical data and external long-term forecasts. We performed an assessment of management's forecast through a review of actual performance against previous forecasts and the consistency of valuation methodology applied.

We involved an internal valuation specialist in testing the mathematical accuracy of the value in use calculation, in the assessment of the model and the discount rate applied. We performed sensitivity analysis of management's assumptions. Furthermore, we compared management's value in use calculations with third-party broker valuation reports obtained by management.

We refer to note 2 and note 7 of the consolidated financial statements.

Other information

The Board of Directors and chief executive officer (management) are responsible for the information in the Board of Directors' report and the other information presented with the financial statements. The other information comprises the information included in the annual report other than the financial statements



and our auditor's report. Our opinion on the financial statements does not cover the information in the Board of Directors' report and the other information presented with the financial statements.

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

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

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

Our statement on the Board of Directors' report applies correspondingly for the statement on Corporate Governance.

Our statement that the Board of Directors' report contains the information required by applicable law does not cover the sustainability report, for which a separate assurance report is issued.

Responsibilities of management for the financial statements

Management is responsible for the preparation of financial statements of the Company that give a true and fair view in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway, and for the preparation of the consolidated financial statements of the Group that give a true and fair view in accordance with IFRS Accounting Standards as adopted by the EU. Management is responsible 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 and using the going concern basis of accounting unless management either intends to liquidate the Company or 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 ISAs will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with 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, 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 and 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's 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 fair presentation.
 - 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 for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with the Board of Directors 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.

We also provide the Audit Committee with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with the Board of Directors, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Report on other legal and regulatory requirement

Report on compliance with regulation on European Single Electronic Format (ESEF)

Opinion

As part of the audit of the financial statements of Solstad Maritime ASA we have performed an assurance engagement to obtain reasonable assurance about whether the financial statements included in the annual report, with the file name 636700X6XN8UWIBHQ877-2025-12-31-1-en.zip, have been prepared, in all material respects, in compliance with the requirements of the Commission Delegated Regulation (EU) 2019/815 on the European Single Electronic Format (the ESEF Regulation) and regulation pursuant to Section 5-5 of the Norwegian Securities Trading Act, which includes requirements related to the preparation of the annual report in XHTML format and iXBRL tagging of the consolidated financial statements.



In our opinion, the financial statements, included in the annual report, have been prepared, in all material respects, in compliance with the ESEF Regulation.

Management's responsibilities

Management is responsible for the preparation of the annual report in compliance with the ESEF Regulation. This responsibility comprises an adequate process and such internal control as management determines is necessary.

Auditor's responsibilities

Our responsibility, based on audit evidence obtained, is to express an opinion on whether, in all material respects, the financial statements included in the annual report have been prepared in accordance with the ESEF Regulation. We conduct our work in accordance with the International Standard for Assurance Engagements (ISAE) 3000 – "Assurance engagements other than audits or reviews of historical financial information". The standard requires us to plan and perform procedures to obtain reasonable assurance about whether the financial statements included in the annual report have been prepared in accordance with the ESEF Regulation.

As part of our work, we perform procedures to obtain an understanding of the Company's processes for preparing the financial statements in accordance with the ESEF Regulation. We test whether the financial statements are presented in XHTML-format. We evaluate the completeness and accuracy of the iXBRL tagging of the consolidated financial statements and assess management's use of judgement. Our procedures include reconciliation of the iXBRL tagged data with the audited financial statements in human-readable format. We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Bergen, 26 March 2026
ERNST & YOUNG AS

A handwritten signature in blue ink, appearing to read 'Øyvind Nore', is written over a light blue horizontal line.

Øyvind Nore
State Authorised Public Accountant (Norway)



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To the General Meeting in Solstad Maritime ASA

INDEPENDENT SUSTAINABILITY AUDITOR'S LIMITED ASSURANCE REPORT

Limited assurance conclusion

We have conducted a limited assurance engagement on the sustainability statement of Solstad Maritime ASA («the Group») included in Sustainability Statement of the Board of Directors' report (the "Sustainability Statement"), as at 31 December 2025 and for the year then ended.

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the Sustainability Statement is not prepared, in all material respects, in accordance with the Norwegian Accounting Act section 2-3, including:

- compliance with the European Sustainability Reporting Standards (ESRS), including that the process carried out by the Group to identify the information reported in the Sustainability Statement (the "Process") is in accordance with the description set out in disclosure ESRS 2 IRO-1 Description of the Processes to identify and Assess Material Impacts, Risk and Opportunities, and
- compliance of the disclosures in the subsection Taxonomy Reporting (Article 8 of EU regulations 2020/852) of the Sustainability Statement with Article 8 of EU Regulation 2020/852 (the "Taxonomy Regulation").

Basis for conclusion

We conducted our limited assurance engagement in accordance with International Standard on Assurance Engagements (ISAE) 3000 (Revised), *Assurance engagements other than audits or reviews of historical financial information* ("ISAE 3000 (Revised)"), issued by the International Auditing and Assurance Standards Board.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our conclusion. Our responsibilities under this standard are further described in the Sustainability auditor's responsibilities section of our report.

Our independence and quality management

We have complied with the independence and other ethical requirements as required by relevant laws and regulations in Norway and the International Code of Ethics for Professional Accountants (including International Independence Standards) issued by the International Ethics Standards Board for Accountants (IESBA Code), which is founded on fundamental principles of integrity, objectivity, professional competence and due care, confidentiality and professional behavior.

The firm applies International Standard on Quality Management 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.

Other matter

The comparative information included in the Sustainability Statement was not subject to an assurance engagement. Our conclusion is not modified in respect of this matter.



Responsibilities for the Sustainability Statement

The Board of Directors and Chief Executive Officer (management) are responsible for designing and implementing a process to identify the information reported in the Sustainability Statement in accordance with the ESRS and for disclosing this Process in disclosure ESRS 2 IRO-1 Description of the Processes to identify and Assess Material Impacts, Risk and Opportunities of the Sustainability Statement. This responsibility includes:

- understanding the context in which the Group's activities and business relationships take place and developing an understanding of its affected stakeholders;
- the identification of the actual and potential impacts (both negative and positive) related to sustainability matters, as well as risks and opportunities that affect, or could reasonably be expected to affect, the, Group's financial position, financial performance, cash flows, access to finance or cost of capital over the short-, medium-, or long-term;
- the assessment of the materiality of the identified impacts, risks and opportunities related to sustainability matters by selecting and applying appropriate thresholds; and
- making assumptions that are reasonable in the circumstances.

Management is further responsible for the preparation of the Sustainability Statement, in accordance with the Norwegian Accounting Act section 2-3, including:

- compliance with the ESRS;
- preparing the disclosures in the subsection Taxonomy Reporting (Article 8 of EU regulation 2020/852) of the Sustainability Statement, in compliance with the Taxonomy Regulation;
- designing, implementing and maintaining such internal control that management determines is necessary to enable the preparation of the Sustainability Statement that is free from material misstatement, whether due to fraud or error; and
- the selection and application of appropriate sustainability reporting methods and making assumptions and estimates that are reasonable in the circumstances.

Inherent limitations in preparing the Sustainability Statement

In reporting forward-looking information in accordance with ESRS, management is required to prepare the forward-looking information on the basis of disclosed assumptions about events that may occur in the future and possible future actions by the Group. Actual outcomes are likely to be different since anticipated events frequently do not occur as expected.

Sustainability auditor's responsibilities

Our responsibility is to plan and perform the assurance engagement to obtain limited assurance about whether the Sustainability Statement is free from material misstatement, whether due to fraud or error, and to issue a limited assurance report that includes our conclusion. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence decisions of users taken on the basis of the Sustainability Statement as a whole.

As part of a limited assurance engagement in accordance with ISAE 3000 (Revised) we exercise professional judgement and maintain professional skepticism throughout the engagement.

Our responsibilities in respect of the Sustainability Statement, in relation to the Process, include:

- Obtaining an understanding of the Process, but not for the purpose of providing a conclusion on the effectiveness of the Process, including the outcome of the Process;
- Considering whether the information identified addresses the applicable disclosure requirements of the ESRS; and

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- Designing and performing procedures to evaluate whether the Process is consistent with the Company's description of its Process set out in disclosure ESRS 2 IRO-1 Description of the Processes to identify and Assess Material Impacts, Risk and Opportunities.

Our other responsibilities in respect of the Sustainability Statement include:

- Identifying where material misstatements are likely to arise, whether due to fraud or error; and
- Designing and performing procedures responsive to where material misstatements are likely to arise in the Sustainability Statement. 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.

Summary of the work performed

A limited assurance engagement involves performing procedures to obtain evidence about the Sustainability Statement. The procedures in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.

The nature, timing and extent of procedures selected depend on professional judgement, including the identification of disclosures where material misstatements are likely to arise in the Sustainability Statement, whether due to fraud or error.

In conducting our limited assurance engagement, with respect to the Process, we:

- Obtained an understanding of the Process by:
 - performing inquiries to understand the sources of the information used by management (e.g., stakeholder engagement, business plans and strategy documents), and
 - reviewing the Company's internal documentation of its Process, and
- Evaluated whether the evidence obtained from our procedures with respect to the Process implemented by the Company was consistent with the description of the Process set out in disclosure ESRS 2 IRO-1 Description of the Processes to identify and Assess Material Impacts, Risk and Opportunities.

In conducting our limited assurance engagement, with respect to the Sustainability Statement, we:

- Obtained an understanding of the Group's reporting processes relevant to the preparation of its Sustainability Statement by
 - obtaining an understanding of the Group's control environment, processes, control activities and information system relevant to the preparation of the Sustainability Statement, but not for the purpose of providing a conclusion on the effectiveness of the Group's internal control; and
 - obtaining an understanding of the Group's risk assessment process.
- Evaluated whether the information identified by the Process is included in the Sustainability Statement;
- Evaluated whether the structure and the presentation of the Sustainability Statement is in accordance with the ESRS;
- Performed inquiries of relevant personnel and analytical procedures on selected information in the Sustainability Statement;
- Performed substantive assurance procedures on selected information in the Sustainability Statement;
- Where applicable, compared disclosures in the Sustainability Statement with the corresponding disclosures in the financial statements and other sections of the Board of Directors' report;

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- Evaluated the methods, assumptions and data for developing estimates and forward-looking information;
- Obtained an understanding of the Group's process to identify taxonomy-eligible and taxonomy-aligned economic activities and the corresponding disclosures in the Sustainability Statement;
- Evaluated whether information about the identified taxonomy-eligible and taxonomy-aligned economic activities is included in the Sustainability Statement; and
- Performed inquiries of relevant personnel, analytical procedures and substantive procedures on selected taxonomy disclosures included in the Sustainability Statement.

Bergen, 26 March 2026
ERNST & YOUNG AS

A handwritten signature in blue ink, appearing to read 'Øyvind Nore', is written over a faint, light blue circular stamp.

Øyvind Nore
State Authorised Public Accountant (Norway) – Sustainability Auditor

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