



## ÅRSREGNSKAPET FOR REGNSKAPSÅRET 2022 - GENERELL INFORMASJON

### Enheten

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

### Regnskapsår

Årsregnskapets periode: 02.07.2021 - 31.12.2022

### Konsern

Morselskap i konsern: Nei

### Regnskapsregler

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

### Årsregnskapet fastsatt av kompetent organ

Bekreftet av representant for selskapet: Gunnar Stautland Koløen  
Dato for fastsettelse av årsregnskapet: 30.06.2023

### Grunnlag for avgivelse

År 2022: Årsregnskapet er elektronisk innlevert  
År 2021: Tall er hentet fra elektronisk innlevert årsregnskap fra 2022

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

Brønnøysundregistrene, 15.09.2023



## Resultatregnskap

Beløp i: USD	Note	2022	2021
<b>RESULTATREGNSKAP</b>			
<b>Inntekter</b>			
Salgsinntekt		84 633 724	
<b>Sum inntekter</b>		<b>84 633 724</b>	
<b>Kostnader</b>			
Mannskapskostnader		28 814 367	
Avskrivning av driftsmidler og immaterielle eiendeler		18 175 445	
Annen driftskostnad		2 766 575	
<b>Sum kostnader</b>		<b>49 756 387</b>	
<b>Driftsresultat</b>		<b>34 877 337</b>	
<b>Finansinntekter og finanskostnader</b>			
Annen finansinntekt		7 263 741	
<b>Sum finansinntekter</b>		<b>7 263 741</b>	
Annen finanskostnad		13 670 959	
<b>Sum finanskostnader</b>		<b>13 670 959</b>	
<b>Netto finans</b>		<b>-6 407 218</b>	
<b>Ordinært resultat før skattekostnad</b>		<b>28 470 119</b>	<b>0</b>
Skattekostnad på resultat			
<b>Ordinært resultat etter skattekostnad</b>		<b>28 470 119</b>	<b>0</b>
<b>Årsresultat</b>		<b>28 470 119</b>	<b>0</b>
<b>Årsresultat etter minoritetsinteresser</b>		<b>28 470 119</b>	
<b>Totalresultat</b>		<b>28 470 119</b>	
<b>Overføringer og disponeringer</b>			
Avsatt til annen egenkapital		28 470 119	
<b>Sum overføringer og disponeringer</b>		<b>28 470 119</b>	



## Balanse

Beløp i: USD	Note	2022	2021
<b>BALANSE - EIENDELER</b>			
<b>Anleggsmidler</b>			
<b>Immaterielle eiendeler</b>			
<b>Varige driftsmidler</b>			
Skip, rigger, fly og lignende		456 707 623	
<b>Sum varige driftsmidler</b>		<b>456 707 623</b>	
<b>Sum anleggsmidler</b>		<b>456 707 623</b>	<b>0</b>
<b>Omløpsmidler</b>			
<b>Varer</b>			
Lager av varer og annen beholdning		1 604 951	
<b>Sum varer</b>		<b>1 604 951</b>	
<b>Fordringer</b>			
Kundefordringer		3 151 338	
Andre kortsiktige fordringer		551 122	
Konsernfordringer		3 517 415	
<b>Sum fordringer</b>		<b>7 219 875</b>	
<b>Bankinnskudd, kontanter og lignende</b>			
Bankinnskudd, kontanter o.l.		8 889 779	
<b>Sum bankinnskudd, kontanter og lignende</b>		<b>8 889 779</b>	
<b>Sum omløpsmidler</b>		<b>17 714 606</b>	<b>0</b>
<b>SUM EIENDELER</b>		<b>474 422 229</b>	<b>0</b>
<b>BALANSE - EGENKAPITAL OG GJELD</b>			
<b>Egenkapital</b>			
<b>Innskutt egenkapital</b>			
Aksjekapital		9 982	
Overkurs		118 307 730	



## Balanse

<b>Beløp i: USD</b>	<b>Note</b>	<b>2022</b>	<b>2021</b>
<b>Sum innskutt egenkapital</b>		<b>118 317 711</b>	
<b>Opptjent egenkapital</b>			
Annen egenkapital		40 640 904	
<b>Sum opptjent egenkapital</b>		<b>40 640 904</b>	
<b>Sum egenkapital</b>		<b>158 958 615</b>	<b>0</b>
<b>Gjeld</b>			
<b>Langsiktig gjeld</b>			
<b>Annen langsiktig gjeld</b>			
Gjeld til kredittinstitusjoner		231 739 103	
<b>Sum annen langsiktig gjeld</b>		<b>231 739 103</b>	
<b>Sum langsiktig gjeld</b>		<b>231 739 103</b>	<b>0</b>
<b>Kortsiktig gjeld</b>			
Gjeld til kredittinstitusjoner		31 866 668	
Leverandørgjeld		5 391 486	
Kortsiktig konserngjeld		39 087 787	
Annen kortsiktig gjeld		7 378 570	
<b>Sum kortsiktig gjeld</b>		<b>83 724 511</b>	
<b>Sum gjeld</b>		<b>315 463 614</b>	<b>0</b>
<b>SUM EGENKAPITAL OG GJELD</b>		<b>474 422 229</b>	<b>0</b>



BDO AS  
Lerstadvegen 517  
6018 Ålesund

## Independent Auditor's Report

To the Annual Shareholders meeting of Gram Car Carriers Shipowning AS

### Opinion

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

The financial statements comprise:

- The balance sheet as at 31 December 2022
- The income statement for 2022
- Statement of cash flows for the year that ended 31 December 2022
- Notes to the financial statements, including a summary of significant accounting policies

In our opinion:

- The financial statements comply with applicable statutory requirements, and
- The financial statements give a true and fair view of the financial position of the Company as at 31 December 2022, and its financial performance and its cash flows for the year then ended in accordance with the Norwegian Accounting Act and accounting standards and practices generally accepted in Norway.

### Basis for Opinion

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

### Other information

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

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

Penneo Dokumentnøkkel: ZQXTU-D8E42-BL8YZ-AGJJ-K3Z7-8IXQ5



## Opinion on the Board of Directors' report

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

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

## Responsibilities of the Board of Directors for the Financial Statements

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

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

## Auditor's Responsibilities for the Audit of the Financial Statements

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

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

<https://revisorforeningen.no/revisjonsberetninger>

Ålesund, 30 June 2023  
BDO AS

John Arne Fiskerstrand  
State Authorised Public Accountant



# PENNEO

Signaturene i dette dokumentet er juridisk bindende. Dokument signert med "Penneo"™ - sikker digital signatur.  
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"Med min signatur bekrefter jeg alle datoer og innholdet i dette dokument."

## John Arne Fiskerstrand

Statsautorisert revisor

På vegne av: BDO AS

Serienummer: 9578-5998-4-1671031

IP: 188.95.xxx.xxx

2023-06-30 14:00:17 UTC



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Skatteetaten

Vår dato  
15.03.2022

Din/Deres dato  
14.02.2022

Saksbehandler  
Vibeke Horne

800 80 000  
Skatteetaten.no

Din/Deres referanse

Telefon  
90518192

Org.nr  
974761076

Vår referanse  
2022/5184683

Postadresse  
Postboks 9200 Grønland  
0134 OSLO

U.off.

WIKBORG REIN ADVOKATFIRMA AS  
Postboks 1513 Vika  
0117 OSLO

Att. Are Zachariassen

## Tillatelse til å utarbeide årsregnskap og årsberetning på engelsk

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

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

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

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

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

### Bakgrunn

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

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



## Skattekontorets vurdering

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

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

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

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

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

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

Vennligst oppgi vår referanse ved henvendelse i saken.

Med hilsen

Vibeke Horne  
rådgiver  
Brukerdialog, brukerkontakt  
Skatteetaten

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

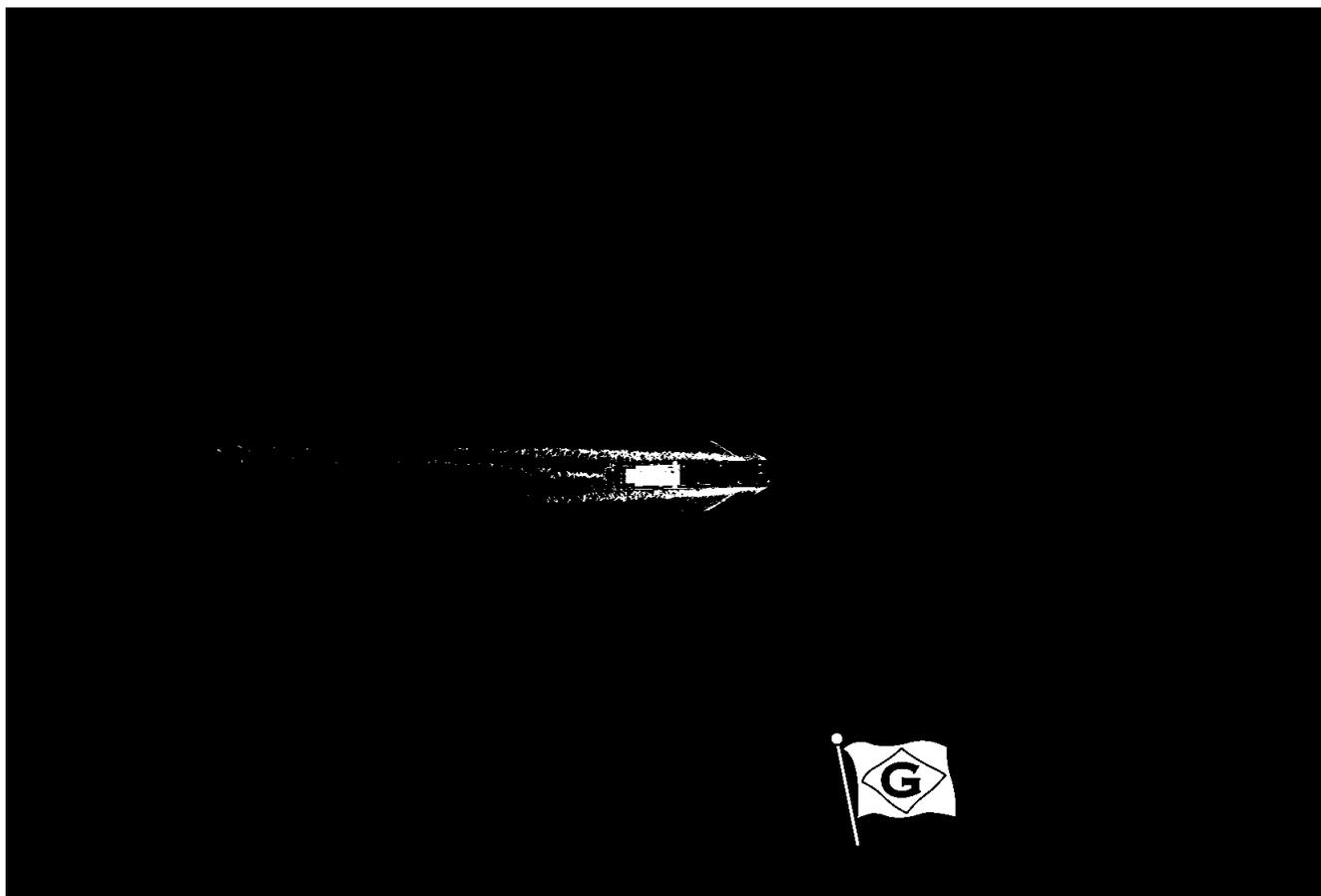


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# Gram Car Carriers Shipowning AS

## **Audited financial statements**

For the period 2 July 2021 (date of incorporation) to 31 December 2022





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Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Board of Directors' report

Gram Car Carriers Shipowning AS (the 'Company') was incorporated on 2 July 2021, and the financial statements for 2022 consists of the period from 2 July 2021 (date of incorporation) to 31 December 2022. The Company's offices are located at Bryggegata 9, 0250 Oslo, Norway, where the majority of the Company's activities are carried out. The Company is a wholly owned subsidiary of Gram Car Carriers ASA.

The Company owns and operates 15 pure car and truck carrier ('PCTC') vessels which were all acquired during the financial period ending 31 December 2022. The vessels were financed partly with equity and partly with proceeds from a new credit facility.

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

The Company recorded a USD 28.5 million profit for the financial period ending 31 December 2022. As at 31 December 2022 total assets amounted to USD 474.4 million, comprising mainly of vessels and other tangible assets and cash. Total equity was USD 159.0 million. As at 31 December 2022 the Company had a liquidity reserve of USD 23.9 million, comprising of USD 8.9 million in cash and USD 15 million in available undrawn credit lines.

The Board of Directors confirm that the going concern assumption under which the financial statements have been prepared, is appropriate. This assumption is based on cash flow projections for 2023 and longer-term forecasts. The Company is well positioned with a revenue backlog amounting to USD 595 million as per 31 December 2022.

The Board of Directors believes that the financial statements provide a true and fair view of the Company's result for 2022 and the financial position at 31 December 2022.

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

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

As of 31 December 2022, all of the Company's material financing arrangements are subject to floating interest rates. Any changes in the interest rates have a direct impact on the Company's financial performance.

The Company has no employees.

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

A statement in accordance with §5 of the Transparency Act is available at [www.gramcar.com](http://www.gramcar.com).

Oslo, 30 June 2023

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*Harald Mathias Gram*  
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Harald Mathias Gram  
Chair

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*Georg A. Whist*  
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Georg A. Whist

DocuSigned by:  
*Gunnar S. Koløen*  
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Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Financial statements

### Statement of income

In USD thousands	Notes	2 July 2021 (date of incorporation) to 31 December 2022
Operating revenue	4, 5	84,634
Vessel operating expenses	6	(28,814)
Administrative expenses	7	(2,767)
<b>Operating profit before depreciation (EBITDA)</b>		<b>53,053</b>
Depreciation	8	(18,175)
<b>Operating profit (EBIT)</b>		<b>34,877</b>
Financial income	9	7,264
Financial expenses	9	(13,671)
<b>Profit before tax (EBT)</b>		<b>28,470</b>
Income tax expense	10	-
<b>Profit for the period</b>		<b>28,470</b>



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Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Statement of financial position

In USD thousands	Notes	31 Dec 2022
<b>Assets</b>		<b>474,422</b>
Non-current assets		456,708
Vessels and other tangible assets	8	456,708
Current assets		17,715
Inventories		1,605
Trade and other receivables		3,151
Loans to related companies	12	3,517
Cash and cash equivalents		8,890
Other current assets		551
<b>Equity and liabilities</b>		<b>474,422</b>
Equity		158,959
Non-current liabilities		231,739
Interest-bearing debt - non-current	11	231,739
Current liabilities		83,725
Interest-bearing debt - current	11	31,867
Trade and other payables		5,391
Loans from related companies	12	39,088
Deferred income	5	7,379

Oslo, 30 June 2023

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Chair

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GRAM CAR  
CARRIERS

Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Statement of changes in equity

In USD thousands	Notes	Share capital	Share premium	Retained earnings	Other equity	Total
2 July 2021 (date of incorporation)		3	-	-	-	3
Capital increase – private placement		3	76,872	-	-	76,875
Capital increase – vessel acquisition (contribution in kind)		2	31,637	-	-	31,639
Capital increase – vessel acquisition		2	9,798	-	-	9,800
Continuity adjustments	8	-	-	-	12,171	12,171
Income for the period		-	-	28,470	-	28,470
<b>Equity at 31 December 2022</b>		<b>10</b>	<b>118,308</b>	<b>28,470</b>	<b>12,171</b>	<b>158,959</b>



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Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Statement of cash flows

In USD thousands	Note	2 July 2021 (date of incorporation) to 31 December 2022
Profit for the period		28,470
Financial (income)/ expenses		13,477
Depreciation	8	18,175
Income tax expense	10	-
Cash flow from operating activities before changes in working capital		60,123
Changes in working capital:		
Inventories		(1,605)
Trade and other receivables		(3,151)
Loans to related companies		(3,517)
Other current assets		(551)
Trade and other payables		4,534
Loans from related companies		(5,687)
Deferred income		7,379
<b>Cash flow from operating activities</b>		<b>57,523</b>
Investment in vessels and other tangible fixed assets	8	(292,271)
<b>Cash flow used in investing activities</b>		<b>(292,271)</b>
Proceeds from issue of shares		3
Proceeds from issue of debt	11	296,506
Repayment of debt	11	(33,817)
Repayment of loans from related companies		(9,127)
Interest paid		(9,928)
<b>Cash flow from financing activities</b>		<b>243,638</b>
Net change in cash and cash equivalents		8,890
Cash and cash equivalents at beginning of period		-
<b>Cash and cash equivalents at end of period</b>		<b>8,890</b>



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Gram Car Carriers Shipowning AS  
Audited financial statements for the period 2 July 2021  
(date of incorporation) to 31 December 2022

## Notes to the consolidated financial statements

### Note 1 – General information

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

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

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

As of 31 December 2022, the Company owns and operates 15 PCTC vessels.

### Note 2 – Basis for preparation

The financial statements for the period 2 July 2021 (date of incorporation) to 31 December 2022 are prepared in accordance with Norwegian GAAP.

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

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

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

### Note 3 – Significant accounting policies

#### *Revenue recognition*

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

#### *Operating expenses*

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

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

#### *Financial income and expenses*

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

#### *Foreign currency transactions*

Transactions in foreign currencies are recorded in the functional currency rate at the date of the transaction. Monetary assets and liabilities in foreign currency are translated at the functional currency rate prevailing



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at the balance sheet date. Exchange differences arising from translations into functional currency are recorded in the income statement. Non-monetary assets and liabilities measured at historical cost in foreign currency are translated into the functional currency using the historical exchange rate. Non-monetary assets and liabilities recognised at fair value are translated using the exchange rate on the date of the determination of the fair value.

#### *Vessels and other tangible assets*

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

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

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

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

#### *Impairment of vessels and other tangible assets*

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

#### *Inventories*

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

#### *Trade and other receivables*

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



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#### *Cash and cash equivalents*

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

#### *Share issuance*

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

#### *Financial liabilities*

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

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

#### *Provisions*

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

#### *Taxes*

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

#### *Related parties*

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

#### *Classification in the statement of financial position*

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

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

#### *Statement of cash flows*

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

#### *Subsequent events*

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



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#### Note 4 – Segment information

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

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

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Asia	48,183
Europe	25,594
Other	11,660
<b>Total time charter revenue</b>	<b>85,437</b>

#### Note 5 – Operating revenue

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Time charter revenue	85,437
Time charter hire commissions	(1,733)
Other income	930
<b>Total operating revenue</b>	<b>84,634</b>

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

Deferred income of USD 7,379,000 at 31 December 2022 comprises advance payments from customers.

Other income of USD 930,000 in 2022 refer to a receivable under loss of hire insurance.

#### Note 6 – Vessel operating expenses

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Manning	14,604
Lubrication oil	1,388
Repair and maintenance	1,619
Spare parts	3,046
Insurance	1,574
Ship management	2,175
Other	4,408
<b>Total operating revenue</b>	<b>28,814</b>



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## Note 7 – Administrative expenses

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Legal fees	10
Audit fees - audit	18
Other professional fees	32
Administrative and management fee	2,684
Other administrative expenses	23
<b>Total administrative expenses</b>	<b>2,767</b>

The Company has no employees. No remuneration was paid to the Board of Directors in 2022.

## Note 8 – Vessels and other tangible assets

Details of the Company's vessels and other tangible assets at 31 December 2022 are as follows:

In USD thousands	Vessels	Total
Acquisition cost	598,821	598,821
Additions – Acquisition of vessels	109,942	109,942
Additions – Drydocking	6,067	6,067
Additions – Technical upgrade	4,329	4,329
Disposals of vessels	(3,007)	(3,007)
Acquisition cost 31 December 2022	716,152	716,152
Acc. depreciation	(182,142)	(182,142)
Acc. impairment	(62,134)	(62,134)
Depreciation for the period	(18,175)	(18,175)
Disposals	3,007	3,007
Acc. depreciation and impairment at 31 December 2022	(259,444)	(259,444)
<b>Carrying amount at 31 December 2022</b>	<b>456,708</b>	<b>456,708</b>

As at 31 December 2022, the Company owned and operated 15 PCTC vessels.

In January 2022, the Company acquired 11 PCTC vessels from Gram Car Carriers Holdings Pte. Ltd. and its subsidiaries and in addition two PCTC vessels from a third party. The vessels were acquired with partial settlement using proceeds from new financing (ref note 11) and sellers' credits. The sellers' credits have subsequently been converted into equity.

The vessels acquired from Gram Car Carriers Holdings Pte. Ltd. and its subsidiaries are accounted for on continuity basis (reference is made to note 4 to the consolidated financial statements of Gram Car Carriers ASA).

In August 2022 the Company acquired the PCTC vessel Viking Destiny from a related company and entered into a USD 40 million accordion term loan under the existing senior secured credit facility agreement to finance the vessel.



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In November 2022 the Company acquired the PCTC vessel Paglia (later renamed Viking Paglia) for a total consideration of USD 49 million with partial payment in cash and newly issued shares.

Vessels include dry-docking and technical upgrades. The carrying amount for dry-docking was USD 10,398,000 at 31 December 2022.

Vessels with carrying value of USD 456,708,000 at 31 December 2022 have been pledged to secure the various credit facilities, ref note II.

At each reporting date, the Company evaluates whether there is an indication that an asset may be impaired. An assessment of the recoverable amount is made when an impairment indicator exists. At 31 December 2022 no such indicators have been identified.

## Note 9 – Financial income and expenses

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Interest income	241
Foreign exchange gain	7,023
<b>Total financial income</b>	<b>7,264</b>
Interest expense	(10,786)
Interest expense – loans from holding company	(1,447)
Guarantee fees from subsidiaries	(328)
Amortisation loan fee	(916)
Foreign exchange loss	(85)
Other financial expenses	(109)
<b>Total financial expenses</b>	<b>(13,671)</b>



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## Note 10 – Income tax

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

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

In USD thousands	2 July 2021 (date of incorporation) to 31 December 2022
Tax payable	-
Change in deferred tax/ deferred tax asset	-
<b>Tax expense as reported in statement of income</b>	<b>-</b>

Temporary differences:

Losses carried forward (tonnage tax regime)	(6,569)
Debt (tonnage tax regime)	4,174
<b>Net temporary differences (tonnage tax regime)</b>	<b>(2,395)</b>
<b>Net deferred tax asset at 22%</b>	<b>527</b>

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

## Note 11 – Interest-bearing debt

In USD thousands	31 Dec 2022
Interest-bearing debt – non-current	236,317
Amortised debt issuance costs	(4,578)
<b>Total non-current interest-bearing debt</b>	<b>231,739</b>
Interest-bearing debt – current	31,867
<b>Total interest-bearing debt</b>	<b>263,606</b>

In January 2022, the Company entered into a USD 222 million senior secured credit facility agreement for the refinancing of 13 PCTC vessels.

In August 2022 the Company entered into a USD 40 million accordion term loan under the existing senior secured credit facility agreement to finance the acquisition of the PCTC vessel Viking Destiny from a sister Company.

In November 2022 the Company acquired the PCTC vessel Paglia (later renamed Viking Paglia) for a total consideration of USD 49,000,000 with partial payment of USD 39.2 million in cash and increase share capital by USD 9,800,000. The Company entered into a USD 40 million accordion term loan under the existing senior secured credit facility agreement to finance the vessel.

The USD 302 million senior secured credit facility include revolving credit facilities of USD 60 million. As at 31 December 2022 USD 15 million of the revolving credit facility was undrawn.

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

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

The USD 302 million senior secured credit facilities are secured by mortgages over 15 of the Company's vessels. In addition, the debts are secured by assignment of earnings and insurances.

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

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

## Note 12 – Transactions with related parties

On 25 January 2022, the Company acquired the two PCTC vessels Passama and Passero (later renamed Viking Passama and Viking Passero) from MS "Passama" GmbH & Co. KG and MS "Passero" GmbH & Co. KG, entities controlled by the vice chair of the Board of the immediate holding company, Nikolaus H. Schües and family. The consideration for the two vessels was USD 61,628,000 and was settled partly by cash and partly by issuance of shares as part of the private placement carried out in January.

In August 2022 the Company acquired the PCTC vessel Viking Destiny from a related company for a total consideration of USD 64.3 million.

In November 2022 the Company acquired the PCTC vessel Paglia (later renamed Viking Paglia) from MS "Paglia" GmbH & Co. KG, an entity controlled by the vice chair of the Board of immediate holding company, Nikolaus H. Schües and family. The total consideration for the vessel was USD 49 million of which USD 39.2 million was settled in cash using the proceeds from new debt and USD 9.8 million settled through the issuance of 563,218 shares.

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

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

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



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

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

In USD thousands	Related party	2 July 2021 (date of incorporation) to 31 December 2022
Technical ship management fees	Reederei F. Laeisz GmbH	343
Charter hire commissions	Martini Dry Chartering GmbH	196
Guarantee fee	Holding company	328
Interest expense	Holding company	1,447
Administrative management fee	Related companies	2,684

All related party transactions are carried out at market terms.

Details of the Company's loans to/from related companies as per 31 December 2022 are set out below:

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

Loans to/from related companies are repayable on demand.

#### Note 13 – Subsequent events

Subsequently to the balance sheet date the Company has entered into new time charter parties with estimated total gross revenue amounting to USD 60.8 million.



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