

Sustainable investment means an investment in an economic activity that contributes to an environmental or social objective, provided that the investment does not significantly harm any environmental or social objective and that the investee companies follow good governance practices.

The **EU Taxonomy** is a classification system laid down in Regulation (EU) 2020/852, establishing a list of **environmentally sustainable economic activities**. That Regulation does not lay down a list of socially sustainable economic activities. Sustainable investments with an environmental objective might be aligned with the Taxonomy or not.

Template periodic disclosure for the financial products referred to in Article 8, paragraphs 1, 2 and 2a, of Regulation (EU) 2019/2088 and Article 6, first paragraph, of Regulation (EU) 2020/852

Product name: Maritime Investment Fund II K/S (MIF II)
Legal entity identifier: 894500MO76XZ7Y75H089

Environmental and/or social characteristics

Did this financial product have a sustainable investment objective?

<input checked="" type="checkbox"/> <input type="checkbox"/> Yes	<input type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/> No
<input type="checkbox"/> It made sustainable investments with an environmental objective: ___% <ul style="list-style-type: none"> <input type="checkbox"/> in economic activities that qualify as environmentally sustainable under the EU Taxonomy <input type="checkbox"/> in economic activities that do not qualify as environmentally sustainable under the EU Taxonomy 	<input checked="" type="checkbox"/> It promoted Environmental/Social (E/S) characteristics and while it did not have as its objective a sustainable investment, it had a proportion of 12% ¹ of sustainable investments <ul style="list-style-type: none"> <input checked="" type="checkbox"/> with an environmental objective in economic activities that qualify as environmentally sustainable under the EU Taxonomy <input type="checkbox"/> with an environmental objective in economic activities that do not qualify as environmentally sustainable under the EU Taxonomy <input type="checkbox"/> with a social objective
<input type="checkbox"/> It made sustainable investments with a social objective: ___%	<input type="checkbox"/> It promoted E/S characteristics, but did not make any sustainable investments



To what extent were the environmental and/or social characteristics promoted by this financial product met?

- The Fund promoted environmental characteristics by operating the assets purposefully to reduce the portfolio's climate footprint, and to ensure achievement of net-zero target in 2050 in line with the Paris Agreement, supported by short- and medium-term targets of 35% and 55% reduction in carbon intensity in 2025 and 2030, respectively.
- The Fund promoted social characteristics by striving to ensure fair employment terms and working conditions for the seafarers employed on its vessels, with a focus on occupational health and safety.
- Further, the Fund promoted ethical and social safeguards by excluding investments in certain activities considered non-ethical or controversial. Specifically, the vessels must not transport weapons prohibited under the UN Conventions on Certain Controversial Weapons. Cargoes containing nuclear fuels, radioactive products, or radioactive waste are prohibited as well.

Sustainability indicators measure how the environmental or social characteristics promoted by the financial product are attained.

¹ The share of sustainable investments is measured as the proportion of assets under management during the year, adjusted for the Fund's ownership share, the number of ownership days, and the time spent on offshore wind activities.

● **How did the sustainability indicators perform?**

Environmental:

In 2025, the Fund's carbon intensity performance was estimated to be -5.1% below the target trajectory set by the 2018 IMO GHG Strategy, but 0.9% above its internal 2025 target trajectory. Although the Fund did not fully achieve Navigare Capital's internal target of a 35% reduction in carbon intensity in 2025 compared to 2008, the 0.9% deviation is broadly in line with expectations.

Navigare Capital measures carbon intensity, expressed as the Annual Efficiency Ratio ("AER"), based on a vessel's cargo-carrying capacity relative to its fuel consumption and distance travelled. AER is the most commonly used intensity metric for conventional vessels above 5,000 GT. However, the framework excludes offshore vessels, which often differ significantly in design, making a standardised intensity metric difficult to develop. Offshore vessels also tend to remain largely stationary during operations, resulting in a different relationship between fuel consumption and distance travelled compared to other vessel types. Therefore, the offshore vessels in the Fund's portfolio are not included in the carbon intensity calculation. Nevertheless, their Scope 1-3 GHG emissions are included in the Fund's GHG accounts. Navigare Capital continues to monitor developments in AER and carbon intensity methodology for the future inclusion of offshore vessels.

In 2025, the Fund's total greenhouse gas ("GHG") emissions are estimated at approximately 376,000 tCO₂e. The majority of these emissions, around 83%, originated from Scope 1, primarily driven by the direct fuel consumption of the 18 vessels within the portfolio.

In addition, this fuel use also contributed significantly to Scope 3 emissions, with the largest category being Scope 3.3 (86% of total Scope 3 emissions), capturing upstream emissions associated with the production, processing, and transportation of the fuels consumed by the vessels. This underscores the substantial contribution of fuel-related activities across the Fund's broader value chain. The second-largest Scope 3 category was Scope 3.7 (4% of total Scope 3 emissions), which captures GHG emissions from employee commuting, defined as transportation of seafarers to and from the vessels.

Social:

In 2025, the Fund recorded just below two million exposure hours onboard its time chartered vessels and vessels in joint ventures, with only four work-related safety incidents, of which three resulted in lost time. One lost time incident involved a seafarer injuring her arm while carrying an overly heavy load of dishes. Another occurred when a seafarer twisted his ankle and tore a ligament after failing to notice a door threshold, and a third involved the second engineer cutting a finger while grabbing a nameplate to prevent a fall. All seafarers received first aid onboard and further medical treatment at the first port of call.

The resulting lost time injury frequency for the Fund was 1.70 per one million exposure hours, which is above Navigare Capital's target of fewer than one per million exposure hours, although still considered low by industry standards.

There were no work-related fatalities onboard the vessels owned by the Fund in 2025.

Another key metric used to measure safety and wellbeing of seafarers are findings made by port state control authorities. Port authorities worldwide continuously inspect vessels to ensure that ships, their equipment, and their operations comply with international maritime safety and security regulations. When a vessel fails to meet these standards, it is issued a deficiency, and in more serious cases, it may be detained until the issue is resolved.

In 2025, the Fund's vessels had a total of 13 port state controls ("PSCs") resulting in zero detentions and the identification of 18 deficiencies with an average of 1.38 deficiencies per inspection. While this exceeded Navigare Capital's target of 0.5 deficiencies per port state

control, it remained below the industry standard. Nevertheless, Navigare Capital will take action to ensure future alignment with its targets.

Of the 18 deficiencies reported in 2025, 10 were identified on five vessels engaged in joint ventures, where Navigare Capital does not control technical management decisions. These joint venture vessels were sold in July 2025, and the observations therefore relate to inspections conducted during the first half of the year. During this period, the vessels carried out a significant number of port calls in regions covered by the Paris MoU which encompasses all EU maritime authorities and is known for its particularly thorough inspections, resulting in some of the highest deficiency rates per inspection.

The deficiencies identified largely involved missing or improper certifications and deteriorated or faulty equipment. Three of these deficiencies, however, were related to non-compliance with the IMO's Maritime Labour Convention ("MLC"), which sets minimum requirements for seafarers' working conditions, employment, onboard facilities and provisions and health, welfare and social security protections. These deficiencies involved documentation, safety hazards, and missing medical equipment. All MLC-related deficiencies have been resolved.

Navigare Capital maintains a strict zero-tolerance policy regarding bullying, harassment and discrimination based on gender, nationality, age or any other personal characteristics onboard its vessels. In 2025, Navigare Capital did not receive any reports on incidents of bullying or harassment, or cases of discrimination onboard the vessels owned by the Fund.

These disclosures exclude vessels on bareboat charter out, as the Fund lacks operational control over these vessels, limiting oversight of working conditions and access to relevant data.

Further details can be found in Navigare Capital's sustainability reports, with the next report scheduled for publication on 27 March 2026.

● ***...and compared to previous periods?***

Environment:

Although the carbon intensity of the Fund's portfolio remained well below the IMO's targeted trajectory between 2022 and 2025—with particularly strong performance in 2024, its 2025 performance was slightly worse, resulting in levels that exceeded the Fund's own internal targets. This development was primarily driven by portfolio changes in late 2024 and 2025, including the sale of several of the best-performing vessels.

While vessel energy efficiency design parameters remains a key determinant of AER performance, operational practices, particularly vessel speed, are equally important. Vessel speeds are often influenced by fluctuating market and supply chain conditions, meaning that carbon intensity can vary from year to year, typically increasing in stronger markets and decreasing during slower periods. In 2025, freight rates fluctuated only moderately, and vessel speeds were therefore broadly maintained at levels similar to the previous year.

Although Navigare Capital does not have operational control over its vessels, it actively encourages charterers to operate them as efficiently as possible. At the same time, regulatory developments are also reinforcing fleet decarbonisation efforts.

The inclusion of shipping in the European Union Emissions Trading System ("EU ETS") in 2024 and the entry into force of FuelEU Maritime in 2025 are expected to increase the cost of vessel GHG emissions in European waters, thereby strengthening incentives for charterers to optimise vessel performance and transition to alternative, low-GHG fuels.

While the AER performance cannot be directly translated into the Fund's GHG emissions reports, all else being equal, an improvement in AER would generally correspond to a

decrease in GHG emissions. However, GHG calculations involve multiple components, and changes over the years can arise from several factors. Fuel consumption, however, remains the most significant driver, and Scope 1 emissions in particular often reflect the overall size of the portfolio.

In 2022, total GHG emissions were approximately 250,000 tCO₂e. With relatively little activity that year, only a few vessels added and limited operations, the main contributors were Scope 1 and Scope 3.3 emissions, the latter representing upstream emissions directly attributable to the fuel consumed by the vessels.

Following the increase in portfolio size from 2022 to 2024, total GHG emissions peaked in 2024 at roughly 510,000 tCO₂e, before declining to approximately 376,000 tCO₂e in 2025 following the sale of nine vessels. This reduction was primarily driven by a decrease in Scope 1 emissions, which account for over 80% of the Fund's total GHG emissions, as well as a decline in Scope 3.3 emissions, which are upstream emissions linked to the fuel consumption driving Scope 1. Scope 3.2 emissions also decreased, reflecting that no vessels were added to the portfolio in 2025.

In 2023, total GHG emissions were roughly comparable to 2025, but the distribution across scopes shifted slightly due to fleet activity. With multiple vessels added that year, Scope 3.2 became the largest Scope 3 category, accounting for 39% of total emissions. In contrast, during years with relatively stable fleet sizes and only a few deliveries, Scope 3.3, driven by upstream fuel emissions, consistently remained the largest Scope 3 category, highlighting the impact of fuel consumption on the Fund's total emissions.

Social:

In 2025, the lost time injury frequency ("LTIF") rose to 1.70 per one million exposure hours, compared with 1.16 in 2023 and 0.97 in 2024. The total number of lost time injuries remained broadly stable, with three cases in 2025, two in 2024, and one in 2023. While this represents a year-on-year increase of just one injury, the sharp rise in LTIF in 2025 was primarily due to lower exposure hours following the sale of nine vessels. By contrast, the decline in LTIF from 2023 to 2024 was entirely driven by a substantial increase in exposure hours, despite a slight rise in the absolute number of incidents. Prior to 2023, the Fund reported zero lost time injuries.

In 2022, when the Fund was still in its investment phase, activity levels were relatively low, with only 300,000 exposure hours recorded. That year saw just one port state control ("PSC") inspection with two observations, resulting in a deficiency rate of 2, the highest on record, illustrating how limited inspection activity can significantly affect the average. Deficiencies per inspection then decreased to 0.7 in 2023 but rose sharply to 1.57 in 2024. This increase was largely due to six joint venture vessels, which experienced typical startup issues following delivery from the yard. Their challenges coincided with numerous port calls in regions covered by the Paris MoU, a regime encompassing all EU maritime authorities and known for particularly thorough inspections, often resulting in higher deficiency rates. By 2025, the average number of deficiencies per PSC inspection fell slightly to 1.38, reflecting an overall improvement. This was mainly driven by the resolution of startup issues and the sale of the six joint venture vessels, returning deficiencies per inspection to more typical levels.

During the 2022-2024 reporting period, the Fund maintained its target of zero incidents of discrimination, bullying or harassment onboard its vessels, with the exception of one incident reported in 2023.

No work-related fatalities have occurred on any vessels owned by the Fund throughout its years of operation.

Further details are available in Navigare Capital's sustainability reports. The next report is scheduled to be published on 27 March 2026.

● ***What were the objectives of the sustainable investments that the financial product partially made and how did the sustainable investment contribute to such objectives?***

The Fund partially made sustainable investments by investing in an economic activity that enabled another activity to make a substantial contribution to climate change mitigation. The offshore vessels owned by the Fund supported the construction, operations and maintenance of offshore wind farms, thereby enabling the development of infrastructure required to generate renewable energy. Accordingly, the investments in offshore vessels are eligible for alignment with the EU Taxonomy as an enabling activity, in line with the technical screening criteria for the economic activity "Installation, maintenance and repair of renewable energy technologies".

● ***How did the sustainable investments that the financial product partially made not cause significant harm to any environmental or social sustainable investment objective?***

According to the technical screening criteria for the economic activity "Installation, maintenance and repair of renewable energy technologies", the sustainable investments partially made by the Fund must meet the "do not significant harm" ("DNSH") criteria to ensure they do not cause harm to any other environmental sustainable investment objective. The only relevant DNSH criterion for this economic activity is the generic criterion for climate change adaptation ("CCA"), which requires that the material physical climate risks are identified, and that appropriate adaptation measures are implemented to mitigate those risks.

Based on a climate risk and vulnerability assessment prepared by a third party consultancy, the only material physical climate risk for the offshore vessels owned by the Fund are acute wind-related hazards. To ensure operational resilience against weather-related risks, the vessels are designed and constructed in compliance with applicable shipbuilding standards issued by the International Association of Classification Societies ("IACS") which take into account ocean wave patterns and extreme weather conditions. This includes the 2022 revision to IACS hull construction standards, which addresses the expected changes in wave patterns in the North Atlantic Ocean due to effects of climate change. Compliance with IACS shipbuilding standards is verified by an independent third-party classification society when a vessel becomes operational, including mandatory re-certification as part of periodic ship surveys.

As per Art. 16 of the EU Taxonomy Regulation, an economic activity shall qualify as contributing substantially to an environmental objective of the EU Taxonomy, provided that such an activity "(a) does not lead to a lock-in of assets that undermine long-term environmental goals, considering the economic lifetime of those assets, and (b) has a substantial positive environmental impact, on the basis of life-cycle considerations".

Navigare Capital is committed to supporting the transition of its fleet, and the wider global shipping industry, from conventional fossil fuels to alternative fuels and propulsion methods, thereby reducing dependence on fossil energy and future-proofing its vessels. The offshore vessels owned by the Fund can operate on biofuel blends without significant modifications and are equipped with hybrid battery propulsion systems. Currently, the batteries are charged onboard using fuel-powered auxiliary engines or generators, primarily improving energy efficiency by reducing peak fuel consumption. However, in the future, batteries could potentially be charged using grid electricity, either from offshore wind turbines or via onshore power at berth, further reducing fossil fuel use and GHG emissions.

To facilitate future recycling, each vessel carries an Inventory of Hazardous Materials ("IHM") certificate, as required by the EU Ship Recycling Regulation and the IMO Hong Kong

International Convention (for vessels operating outside EU waters). Navigare Capital is committed to adhering to these standards in the event of a vessel being recycled.

To minimise air pollution from vessel operations, the Fund's vessels comply with the applicable air emissions regulations, including the IMO MARPOL Convention, which governs sulfur and nitrogen oxide emissions, among others. To prevent the spread of invasive species via ballast water, all vessels comply with the IMO's International Convention for the Control and Management of Ships' Ballast Water and Sediments ("BWM Convention") and are equipped with Ballast Water Treatment ("BWT") systems. Furthermore, to limit the adverse impacts of anti-fouling chemicals on marine biodiversity, the vessels hold certificates of compliance with the IMO's International Convention on the Control of Harmful Anti-Fouling Systems on Ships ("AFS Convention"). Compliance with these regulations, incorporated into flag state law, is verified through periodic statutory surveys by third-party classification societies and through ad hoc inspections by port state authorities.

In addition, appropriate safeguards are in place to ensure that the Fund's partially sustainable investments do not cause significant harm to any social sustainable investment objective. This is achieved by tracking vessel performance against relevant social and governance indicators and ensuring that Navigare Capital and its Funds adhere to the OECD Guidelines for Multinational Enterprises and the UN Guiding Principles on Business and Human Rights. Detailed information on PAI indicators and compliance with minimum social safeguards are provided in the following sections.

Good governance practices are also ensured for the Fund's partially sustainable investments, in particular with respect to sound management structures, employee relations, remuneration of staff and tax compliance. Although the Fund invests in real assets rather than companies, good governance principles are applied, to the extent possible, to vessels, as well as to the Fund and Navigare Capital as the fund management company.

Navigare Capital is committed to upholding the highest standards of seafarer safety and working conditions onboard its vessels. This is achieved by registering all vessels under reputable flags and working with top-tier third party technical managers who operate the vessels in accordance with international standards and ensure that employment terms and working conditions comply with applicable collective bargaining agreements. Fair remuneration, employment terms and working conditions for seafarers are further safeguarded through compliance with the Maritime Labour Compliance ("MLC"), which is verified as part of port state controls.

Navigare Capital has also formally committed to transparent tax practices as part of its broader commitment to good corporate governance, as outlined in its responsible investment policy and reinforced through its code of conduct. In line with this approach, Navigare Capital structures its funds as Danish legal entities, where investments are made through tax-transparent limited partnership structures ("kommanditselskab" in Danish), under which taxation occurs at the level of the ultimate investor according to their individual tax circumstances. All investors have an established legal presence in Denmark and are subject to Danish tax law.

Finally, Navigare Capital has implemented policies and procedures to ensure compliance with applicable international sanction regimes, including those issued by the EU, UN, UK, and US, across both the Funds' investment activities and vessel operations.

How were the indicators for adverse impacts on sustainability factors taken into account?

Before investing in the offshore vessels, Navigare Capital conducted a thorough assessment of the assets' performance against indicators for adverse impacts on climate

and other environment-related sustainability factors (“PAIs”), with a particular emphasis on GHG emissions and carbon footprint. Environmental PAI performance was managed through a range of measures, including:

- Technical and operational fuel efficiency measures, including the use of battery hybrid propulsion, which reduce energy consumption and lower Scope 1 GHG emissions as well as upstream Scope 3 GHG emissions (cat. 3 – Fuel- and energy-related activities).
- Incorporation of 20% recycled steel in vessel construction, reducing embedded emissions from steel production and decreasing upstream Scope 3 GHG emissions (cat. 2 – Capital goods).
- Deployment of the vessels in the offshore wind sector, helping to limit the Fund’s exposure to companies active in the fossil fuel sector.

Beyond climate-related considerations, Navigare Capital also evaluated asset performance against relevant social and governance PAIs, including work-related accidents, whistleblower protections, and potential violations of UN and OECD principles:

- Technical manager due diligence: The selected management company was assessed to ensure adherence to health and safety standards and proper working conditions, including certification of its management system under ISO 45001. Additionally, by operating the vessel under the Norwegian flag, seafarers benefit from salary, sick pay, vacation, and pension regulations that often exceed industry standards.
- Shipyard audit: The yards where the vessels were constructed were audited to ensure safe working conditions and respect for human and labour rights, including certification in line with ISO 45001 and ISO 9001, or equivalent.
- Whistleblower mechanisms: Seafarers can report any observed or suspected violations of regulations and standards anonymously, either via the the technical manager’s whistleblower solution or the Norwegian Maritime Authority’s reporting mechanism.

Were sustainable investments aligned with the OECD Guidelines for Multinational Enterprises and the UN Guiding Principles on Business and Human Rights? Details:

To ensure alignment with EU Taxonomy criteria, Navigare Capital verified that the Fund’s partially sustainable investments comply with minimum social safeguards. Following the guidance in the Final Report on Minimum Safeguards issued by the EU Platform on Sustainable Finance (October 2022), four core areas were defined for assessing compliance: human rights including workers’ rights, bribery and corruption, taxation and fair competition.

Human rights

In line with its code of conduct, Navigare Capital and its Funds are committed to complying with the OECD Guidelines for Multinational Enterprises (“OECD Guidelines for MNEs”) and the UN Guiding Principles on Business and Human Rights (“UNGPs”), the ILO Declaration on Fundamental Principles and Rights at Work and the International Bill of Human Rights.

For the offshore vessels, Navigare Capital conducted an audit of the shipyard where the vessels were built to ensure that adequate processes were in place to prevent violations

of labour and human rights. The shipyard audit included a comprehensive onsite inspection by Navigare Capital technical team, confirming, among other aspects:

- Compliance with health and safety standards
- Presence of required safety certifications
- Availability of adequate safety training
- Implementation of risk assessment and mitigation processes for health and safety incidents
- Access to a functioning grievance mechanism for all workers

In addition to this internal audit, the shipyard undergoes regular third-party audits by accredited classification societies to verify compliance with quality and safety standards.

Beyond the mandatory safety certifications, the shipyard holds additional credentials that reinforce its commitment to human rights and labour standards. For instance, the shipyard has been SA8000 certified since 2011, demonstrating adherence to internationally recognised human rights and labour standards. It also holds ISO 45001 and ISO 9001 certifications, confirming compliance with safety and quality management systems. These certifications further validate Navigare Capital's due diligence findings, confirming that the shipyard operates in alignment with the OECD Guidelines for MNEs and the UNGPs.

Furthermore, Navigare Capital maintains a dedicated onsite team at the yard throughout the shipbuilding project. The team monitors not only technical standards but also ensures that labour practices meet Navigare Capital's expectations for health and safety, working conditions and labour rights. The onsite team continuously engages with yard workers to identify and investigate any potential concerns. Any environmental or safety incidents at the newbuilding site are reported to Navigare Capital immediately.

Under contractual agreements, the technical manager operating the offshore vessels is committed to making reasonable efforts to operate the vessels in accordance with the UNGPs, UN Global Compact, and the ILO Declaration on Fundamental Principles and Rights at Work. Working conditions onboard the vessels, including respect for human and labour rights, are monitored by Navigare Capital through both external mechanisms (port state controls, ship surveys by classification societies, access to anonymous whistleblower solutions for seafarers) and internal mechanisms (onboard inspections by the technical team, quarterly reporting by technical managers and performance review meetings).

In 2025, Navigare Capital further strengthened its ESG due diligence framework by conducting a comprehensive human rights risk assessment, following the good practice recommendations set out in the OECD Guidelines for MNEs and the UNGPs.

Through these measures, Navigare Capital ensures that its investments uphold international standards for ethical business conduct.

Anti-bribery and corruption

Navigare Capital has a zero-tolerance approach to bribery and corruption, as set out in its code of conduct. These principles apply to Navigare Capital as the fund manager, all its employees, as well as to the Fund and the vessels owned by the Fund.

Anti-corruption risks are assessed annually as part of the compliance function's risk assessment. Conflicts of interest, which can increase the likelihood of potential acts of corruption, are identified, monitored and managed in accordance with the conflicts of interest policy and reported to the Board of Directors together with relevant mitigation measures. To ensure effective implementation of the anti-corruption framework, employees undergo mandatory training on the code of conduct and provide annual written attestation confirming, to the best of their knowledge, compliance with the company's ethical and legal obligations.

Navigare Capital also maintains a zero-tolerance policy toward maritime corruption onboard its vessels, including bribes and facilitation payments. This commitment is communicated to third party technical managers and joint venture partners at the outset of every contractual relationship, with compliance obligations formally embedded in all agreements. To reduce crews' exposure to unwanted requests, Navigare Capital is a member of the Maritime Anti-Corruption Network ("MACN"), a not-for-profit organisation established by the maritime industry to combat corruption. MACN collaborates with key stakeholders, including businesses, governments, civil society and international organisations, to identify and address the root causes of corruption in the maritime sector. In 2025, the Fund's time-chartered out vessels and vessels in joint ventures reported zero incidents of requested bribes or facilitation payments, and no fines were levied against its vessels. These disclosures exclude vessels on bareboat charter out, as the Fund lacks operational control over these vessels, limiting oversight and access to relevant data.

Taxation

Navigare Capital recognises the importance of taxation as a key mechanism for governments to strengthen institutions and deliver essential public services. Accordingly, Navigare Capital prohibits the use of financial instruments, transfer pricing mechanisms, or the exploitation of inconsistencies between tax jurisdictions to avoid tax liabilities.

Navigare Capital has formally committed to transparent tax practices as part of its broader commitment to good corporate governance, as outlined in its responsible investment policy and reinforced through its code of conduct.

In line with this approach, Navigare Capital structures its funds as Danish legal entities, where investments are made through tax-transparent limited partnership structures ("kommanditselskab" in Danish), under which taxation occurs at the level of the ultimate investor according to their individual tax circumstances. All investors have an established legal presence in Denmark and are subject to Danish tax law.

Fair competition

Navigare Capital and its Funds are committed to complying with all applicable competition laws and regulations. Although the company does not currently have a formal written competition compliance policy, management regularly communicates the importance of compliance to relevant employees and ensures that business decisions are made independently and in accordance with applicable law.

The EU Taxonomy sets out a “do not significant harm” principle by which Taxonomy-aligned investments should not significantly harm EU Taxonomy objectives and is accompanied by specific Union criteria.

The “do no significant harm” principle applies only to those investments underlying the financial product that take into account the EU criteria for environmentally sustainable economic activities.

The investments underlying the remaining portion of this financial product do not take into account the EU criteria for environmentally sustainable economic activities.

Any other sustainable investments must also not significantly harm any environmental or social objectives.



Principal adverse impacts are the most significant negative impacts of investment decisions on sustainability factors relating to environmental, social and employee matters, respect for human rights, anti-corruption and anti-bribery matters.

How did this financial product consider principal adverse impacts on sustainability factors?

Before making an investment, all potential assets undergo comprehensive screening on multiple ESG parameters, including an assessment of principal adverse impacts (“PAIs”) on environmental and climate-related sustainability factors.

Navigare Capital applies four primary strategies to reduce the carbon footprint and GHG emissions of the vessels owned by the Funds:

- **Portfolio optimisation:** Lowering the portfolio’s weighted average carbon intensity by purchasing modern energy-efficient vessels and divesting older, inefficient ones.
- **Technical energy efficiency improvements:** Retrofitting vessels with Energy Saving Devices (“ESDs”) or alternative propulsion technologies.
- **Operational energy efficiency improvements:** Implementing initiatives such as voyage optimisation, slow steaming, and weather routing to reduce fuel consumption. Broader efficiency gains can also be achieved through digitalisation and cargo utilisation.
- **Alternative fuels:** Investing in zero- or near-zero GHG fuels, including biofuels and green e-fuels produced from renewable electricity.

Each vessel is benchmarked against its peer group on relevant performance indicators, including carbon intensity, to ensure it meets strict environmental criteria prior to inclusion in the portfolio. Where an otherwise attractive asset requires energy efficiency improvements, necessary technical upgrades are assessed early in the investment process to ensure alignment with the Fund’s sustainability targets.

In addition, during operations, vessel environmental performance is benchmarked against the following PAI indicators: time spent in Marine Protected Areas, other air emissions, and sulphur emissions to water from vessels equipped with scrubbers.

Asset performance on social and governance PAIs is also considered. Although Navigare Capital appoints third-party technical managers to operate and crew its vessels, it maintains close in-house oversight of onboard health and safety conditions. In accordance with the MLC, all vessels operate under rigorous health and safety support systems, which are audited externally by classification societies and internally by Navigare Capital’s technical team. The technical team inspects all vessels on a rotating basis to ensure that working and operating conditions meet Navigare Capital’s environmental, social and governance (“ESG”) standards and contractual commitments.

Technical managers report quarterly on a broad wide range of KPIs, including health and safety metrics, which are reviewed by the technical team. These reports cover findings from port state controls and external audits required under the International Safety Management (“ISM”) Code and the International Ship and Port Facility Safety (“ISPS”) Code, in addition to the MLC.

Monitoring these KPIs supports best practice onboard and creates a feedback loop that helps Navigare Capital maintain incident levels below industry standards.

Under the contractual agreements, the technical managers operating the vessels also commit to making reasonable efforts to operate the vessels in accordance with the UNGPs, UN Global Compact, and the ILO Declaration on Fundamental Principles and Rights at Work.

Finally, the charterers are required to comply with vessels exclusions prohibiting the transport of weapons banned under the UN Conventions on Certain Controversial Weapons, as well as cargo containing nuclear fuels, radioactive products, or radioactive waste.



The list includes the investments constituting the **greatest proportion of investments** of the financial product during the reference period which is 1/1-2025 – 31/12-2025

What were the top investments of this financial product?

Unless otherwise stated, the share of investments in the following disclosures is measured as a proportion of assets under management for the year, adjusted for the Fund's ownership share and ownership days.

Largest investments	Sector	% Assets²	Country
RoRo	Transportation of wheeled cargo	32%	100% Danish flagged
Offshore vessels	Supporting construction, operation and maintenance of offshore energy infrastructure	27%	89% Norwegian flagged 11% Brazilian flagged
Crude tankers	Transportation of unrefined oil	20%	26% Danish flagged 74% Marshall Islands flagged
LPG carriers	Transportation of liquified petroleum gas	11%	100% Danish flagged
Container ships	Transportation of goods in containers	10%	100% Danish flagged



What was the proportion of sustainability-related investments?

99% of the investments made by the Fund were aligned with the environmental and/or social characteristics it promotes.

The Fund had, however, reserved the option to make other investments, as each vessel requires a liquidity position to ensure reliable liquidity management during asset operations. The estimated proportion of such 'other' investments was 1%. For these investments, the Fund cannot guarantee that they promote any environmental or social characteristics.

² The share of investments is measured as the proportion of assets under management during the year that are allocated to relevant vessel segments adjusted for the Fund's ownership share and the number of ownership days.

Asset allocation describes the share of investments in specific assets.

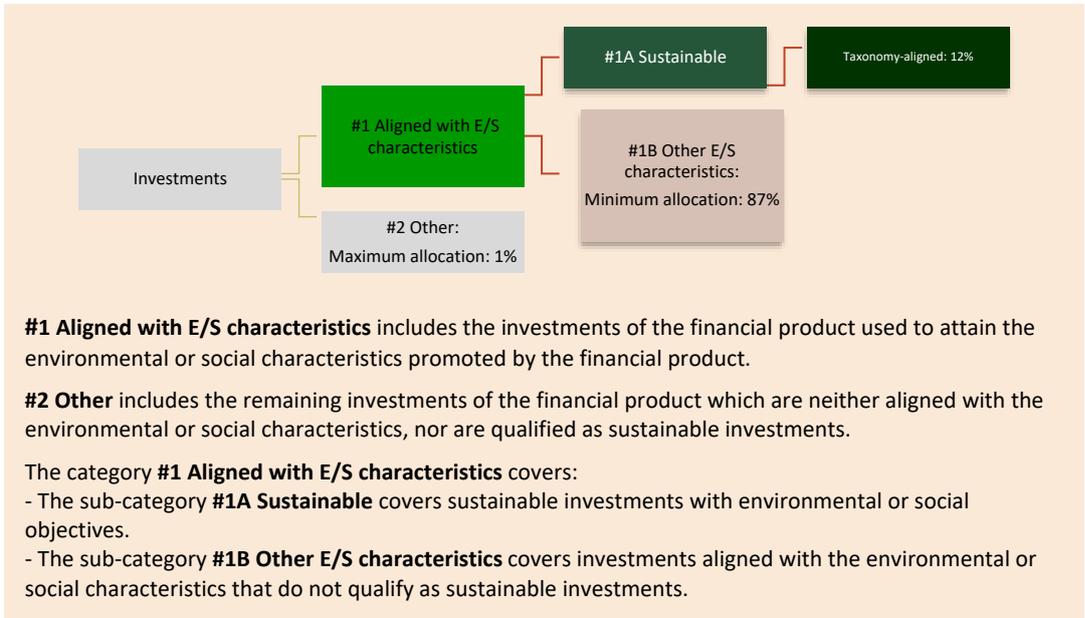
The minimum proportion of investments aligned with environmental and/or social characteristics, and the maximum proportion of other investments, are reported as average allocations over the annual reference period, calculated based on the total invested value of the Fund's assets.

Although the Fund did not have a sustainable investment objective, a proportion of its investments aligned with its environmental and/or social characteristics qualified as sustainable investments under the EU Taxonomy in 2025. However, no minimum proportion of sustainable investments was set and the alignment of assets with the EU Taxonomy's technical screening criteria will be assessed annually.

● **What was the asset allocation?**

In 2025, 99% of the Fund's investments were aligned with the environmental and/or social characteristics (E/S) promoted by the Fund. Of these, 12%³ were Taxonomy-aligned, while the remaining 87% were allocated to other investments that support environmental and/or social characteristics.

Additionally, the Fund retains flexibility to make other investments to ensure sufficient liquidity for vessel operations, with such allocations expected to remain below 1%.



To comply with the EU Taxonomy, the criteria for **fossil gas** include limitations on emissions and switching to fully renewable power or low-carbon fuels by the end of 2035. For **nuclear energy**, the criteria include comprehensive safety and waste management rules.

Enabling activities directly enable other activities to make a substantial contribution to an environmental objective.

Transitional activities are activities for which low-carbon alternatives are not yet available and among others have greenhouse gas emission levels corresponding to the best performance.

● **In which economic sectors were the investments made?**

Sector	Activity	Percentage of AUM ⁴
Transport	Sea and coastal freight water transport, vessels for port operations and auxiliary activities	99%
Construction and real estate activities	Installation, maintenance and repair of renewable energy technologies	27%

During the reference period, 31%⁵ of the Fund’s assets under management were invested in activities related to the transportation of fossil fuels, as defined in Article 2, point (62) of Regulation (EU) 2018/1999 of the European Parliament and of the Council.



To what extent were the sustainable investments with an environmental objective aligned with the EU Taxonomy?

Environmental objective	Percentage of AUM
Climate mitigation	12%
Climate adaption	0%
Water	0%
Circular economy	0%
Pollution prevention	0%
Biodiversity	0%

All of the Fund’s investments in both deep-sea and offshore vessels are eligible for alignment with EU Taxonomy under economic activity “Sea and coastal freight water transport, vessels for port operations and auxiliary activities”. However, none of the vessels owned by the Fund are currently aligned with the EU Taxonomy technical screening criteria for this economic activity.

Additionally, Article 10(1), points (a) and (i), of the EU Taxonomy Regulation state that: “An economic activity shall qualify as contributing substantially to climate change mitigation where that activity contributes substantially to the stabilisation of greenhouse gas concentrations in the atmosphere [...], by: (a) generating, transmitting, storing, distributing or using renewable energy [...], (i) or by enabling any of the activities listed in points (a) to (h) of this paragraph”.

⁴ The share of investments associated with these two economic activities is calculated as the proportion of assets under management during the year allocated to the relevant vessel categories (deep-sea and offshore) adjusted for the Fund’s ownership share and the number of ownership days. All of the Fund’s investments in deep-sea and offshore vessels are classified under “Sea and coastal freight water transport”. In addition, because investments in offshore vessels are eligible for alignment with the EU Taxonomy under two economic activities, they are classified under both “Sea and coastal freight water transport” and separately under “Installation, maintenance and repair of renewable energy technologies”.

⁵ The share of investments associated with the transportation of fossil fuels is measured as the proportion of assets under management during the year that are allocated to relevant vessel segments: crude tankers, product tankers, LPG carriers, and LNG carriers, adjusted for the Fund’s ownership share and the number of ownership days.

Accordingly, the Fund's investments in offshore vessels qualify as eligible for alignment with the EU Taxonomy when the vessels support the construction, operation and maintenance of offshore wind farms, thereby enabling the installation, maintenance and repair of renewable energy technologies.

The substantial contribution criteria for the economic activity "Installation, maintenance and repair of renewable energy technologies" under the EU Taxonomy is defined as: "The activity consists in one of the following individual measures, if installed on-site as technical building systems: [...] (d.) installation, maintenance and repair of wind turbines and the ancillary technical equipment".

The Fund's offshore vessels substantially contribute to this economic activity as an enabling activity when operating in the offshore wind industry.

This contribution is measured using two KPIs:

1. Support the installation of new wind turbine generators ("WTG"), measured by the total number of WTGs on the wind farms where the vessel operated during the reporting year, along with their combined capacity in megawatt ("MW").
2. Support the maintenance and exchange of WTG components, measured by the total number of WTGs on the wind farms where the vessel operated during the reporting year, along with their combined capacity in MW.

In 2025, the Fund's five offshore vessels supported the installation of turbines on wind farms with a total target of 238 WTGs, with a combined capacity of 3,056 MW, and performed maintenance on turbines across wind farms totalling 509 WTGs with a combined capacity of 3,765 MW, covering 11 different offshore wind farms.

Refer to the disclosures above for information on how the Fund's partially sustainable investments meet the DNSH criteria to climate change adaptation and comply with minimum social safeguards, including good governance requirements.

As a result, 12% of the Fund's investments in 2025 were found to be Taxonomy-aligned.

These figures have not been subject to limited or reasonable assurance. However, in 2023 Navigare Capital received guidance from a third party sustainability consultancy firm on Taxonomy alignment requirements for offshore vessels.

Did the financial product invest in fossil gas and/or nuclear energy related activities complying with the EU Taxonomy⁶?

Yes:

In fossil gas

In nuclear energy

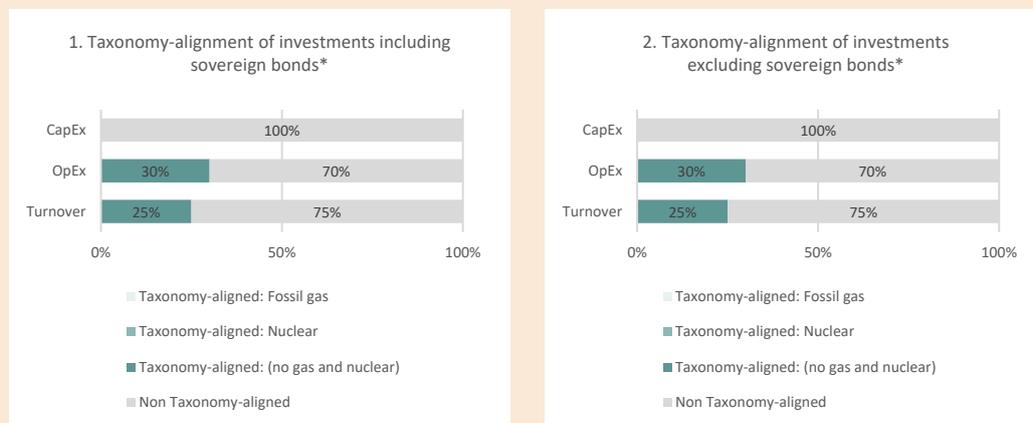
No

⁶ Fossil gas and/or nuclear related activities will only comply with the EU Taxonomy where they contribute to limiting climate change ("climate change mitigation") and do not significantly harm any EU Taxonomy objective - see explanatory note in the left-hand margin. The full criteria for fossil gas and nuclear energy economic activities that comply with the EU Taxonomy are laid down in Commission Delegated Regulation (EU) 2022/1214.

Taxonomy-aligned activities are expressed as a share of:

- **turnover** reflects the “greenness” of investee companies today.
- **capital expenditure (CapEx)** shows the green investments made by investee companies, relevant for a transition to a green economy.
- **operational expenditure (OpEx)** reflects the green operational activities of investee companies.

The graphs below show in green the percentage of investments that were aligned with the EU Taxonomy. As there is no appropriate methodology to determine the taxonomy-alignment of sovereign bonds*, the first graph shows the Taxonomy alignment in relation to all the investments of the financial product including sovereign bonds, while the second graph shows the Taxonomy alignment only in relation to the investments of the financial product other than sovereign bonds.



*For the purpose of these graphs, ‘sovereign bonds’ consist of all sovereign exposures.

The share of OpEx aligned with the EU Taxonomy is calculated as the OpEx related to maintenance and repairs incurred by offshore vessels while employed on offshore wind farms, expressed as a proportion of total OpEx related to maintenance and repairs for all vessels owned by the Fund during the reporting period.

As no offshore vessels were delivered during the reporting period and no additional capital investments were made for the offshore vessels already in the portfolio, the Fund did not incur any Taxonomy-aligned CapEx during the reporting period.

The share of Turnover aligned with the EU Taxonomy is calculated as the total charter income earned by the offshore vessels while employed on offshore wind farms, excluding off-hire days, expressed as a proportion of total charter income from all vessels owned by the Fund during the reporting period. To take a conservative approach, income from activities other than charter party hire (e.g., accomodation for charterer crews, provision of special gangways or sister vessels) is excluded, as it is not considered directly related to the relevant economic activity. Off-hire days are also excluded, as these represent periods when the vessel is under contract but not actively operating, for example due to technical issues.

Turnover and OpEx for vessels owned through subsidiaries and joint ventures are accounted for proportionally based on the Fund's ownership share. This approach ensures transparency regarding the activity of all vessels in the portfolio, regardless of ownership structure, and aligns with the method used to calculate the percentage of sustainable investments based on AuM.

● **What was the share of investments made in transitional and enabling activities?**

Activity type	Percentage of AUM
Transitional	0%
Enabling	12%

● **How did the percentage of investments that were aligned with the EU Taxonomy compare with previous reference periods?**

In 2022, investments aligned with the EU Taxonomy accounted for 3% of the Fund's total investments, following the delivery of its first offshore vessel in May. This share increased to 3% in 2023 and 8% in 2024, as additional offshore vessels were added to the fleet and deployed across a mix of offshore wind and offshore oil and gas projects. By 2025, 12% of the the Fund's investments were aligned with the EU Taxonomy, with five offshore vessels held in the portfolio for the full year. Of these vessels, two were deployed exclusively on offshore wind projects, two operated under a mix of offshore wind and other contracts, and one vessel was fully employed on oil and gas projects, including a bareboat charter out in Brazil.

Navigare Capital aims to operate its offshore vessels primarily in the offshore wind segment. However, as the offshore wind market is still maturing, vessels may also be chartered out to the offshore oil and gas sector, including decommissioning projects, during certain periods, to maintain high contract coverage and utilisation rates. This is particularly common in the winter season, when servicing offshore wind turbines is more challenging. That said, in recent years, Navigare Capital has increasingly seen offshore wind contracts being extended through the winter months.

 are sustainable investments with an environmental objective that **do not take into account the criteria** for environmentally sustainable economic activities under Regulation (EU) 2020/852.



What was the share of sustainable investments with an environmental objective not aligned with the EU Taxonomy?

Not applicable.



What was the share of socially sustainable investments?

Not applicable.



What investments were included under "other", what was their purpose and were there any minimum environmental or social safeguards?

Each vessel retains a liquidity position necessary to ensure reliable liquidity management during vessels operation. No minimum environmental or social safeguards apply to this portion of the investments.



What actions have been taken to meet the environmental and/or social characteristics during the reference period?

In 2025, the Fund installed a Mewis duct, a stern-mounted energy-saving device, on its LPG carrier during dry dock to improve propeller efficiency and reduce fuel consumption. While the full impact on fuel consumption will not be reflected until 2026, the installation demonstrates Navigare Capital's continued efforts to reduce the carbon footprint of its vessels.

2025 also marked the entry into force of FuelEU Maritime, which sets increasingly ambitious targets for the GHG-intensity of fuels used in European waters. Non-compliant vessels face penalties, incentivising charterers to operate efficiently and consider alternative, low-GHG fuels. To support this, the Fund incorporated clauses in its charter contracts upholding the polluter-pays principle.

Prior to investment, all vessels were thoroughly screened against a set of environmental parameters, with carbon intensity serving as a key criterion. Only assets that met these criteria satisfactorily proceeded to additional due diligence, where other ESG parameters were evaluated.

Vessels owned by the Fund were chartered out to third parties under either time charter or bareboat agreements. For vessels under time charter agreements, the Fund retained technical, operational, and commercial responsibility, implementing its own guidelines with a particular focus on health and safety and other key indicators, such as lost time injuries, while outsourcing technical management to top-tier companies selected for their strong track record in these areas. At the same time, Navigare Capital's in-house technical team maintained strict oversight to ensure that all vessel operations were carried out in compliance with regulations and in a manner that was safe, cost-effective, and environmentally sustainable. This oversight included performance reviews of third-party technical managers and physical onboard inspections to assess maintenance standards and verify vessel condition.

The performance of technical managers was evaluated using the following KPIs, among others:

- Port state deficiencies and detentions, including MLC deficiencies
- Lost time injuries and lost time injury frequency
- Cases of harassment onboard vessels

Navigare Capital's experienced team of vessel operators also monitored voyages, cargoes, speeds and fuel consumption to ensure effective vessel operation. They also took corrective actions where needed, for example, hull cleaning to improve fuel efficiency and ensured that vessels complied with the applicable regulations, the limitations of the charter contract and the Fund's ESG principles.

For vessels under bareboat agreements, contract provisions limited the Fund's ability to monitor counterparties' performance on social indicators. Consequently, prior to entering any such contracts, the fund manager conducted reasonable investigations into the counterparty's experience, quality, resources, results and ESG practices.

For all vessels sold in 2025, Navigare Capital included provisions in the sales contract to ensure responsible recycling. Specifically, contracts specified a minimum period during which the vessel may not be recycled, and required that any future recycling or dismantling is undertaken in accordance with the following regulations, to the extent that they are applicable to the buyer:

- The 2009 Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships ("HKC").
- The Basel Convention's technical guidelines for the environmentally sound management of the full and partial dismantling of ships.
- The EU Ship Recycling Regulation ("EU SRR").

Furthermore, the sales agreement stipulated that recycling may only take place at a ship recycling facility approved and certified by an International Association of Classification Societies ("IACS") member (i.e. an internationally recognised classification society).



How did this financial product perform compared to the reference benchmark?

Not applicable.

- **How does the reference benchmark differ from a broad market index?**
Not applicable.
- **How did this financial product perform with regard to the sustainability indicators to determine the alignment of the reference benchmark with the environmental or social characteristics promoted?**
Not applicable.

Reference benchmarks are indexes to measure whether the financial product attains the environmental or social characteristics that they promote.

- ***How did this financial product perform compared with the reference benchmark?***
Not applicable.
- ***How did this financial product perform compared with the broad market index?***
Not applicable.