

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.

Product name: Maritime Investment Fund III K/S (MIF III)
Legal entity identifier: 89450060HLP71KF6H844

Environmental and/or social characteristics

Did this financial product have a sustainable investment objective?	
☒ ☒ ☐ Yes	☒ ☐ ☒ No
☐ It made sustainable investments with an environmental objective: ____% ☐ in economic activities that qualify as environmentally sustainable under the EU Taxonomy ☐ in economic activities that do not qualify as environmentally sustainable under the EU Taxonomy	☐ It promoted Environmental/Social (E/S) characteristics and while it did not have as its objective a sustainable investment, it had a proportion of ____% of sustainable investments ☐ with an environmental objective in economic activities that qualify as environmentally sustainable under the EU Taxonomy ☐ with an environmental objective in economic activities that do not qualify as environmentally sustainable under the EU Taxonomy ☐ with a social objective
☐ It made sustainable investments with a social objective: ____%	☒ It promoted E/S characteristics, but did not make any sustainable investments



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

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

1. 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.
2. 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.
3. 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.

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

Environmental:

In 2025, the Fund's carbon intensity performance was estimated to be 1.4% above the target trajectory set by the 2018 IMO GHG Strategy and 7.8% above its internal 2025 target trajectory. As a result, the Fund did not fully achieve Navigare Capital's internal target of a 35% reduction in carbon intensity by 2025 compared to 2008 levels. This shortfall can partly be explained by the Fund's sole operational vessel, an LNG carrier, being among the smallest vessels within its AER size group, which places it at a relative disadvantage when measured against the size group's reduction trajectory.

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.

In 2025, the Fund's total greenhouse gas (GHG) emissions are estimated at approximately 36,000 tCO₂e. The majority of these emissions, around 83%, originated from Scope 1, primarily driven by the direct fuel consumption of the single operational vessel within the portfolio.

In addition, this fuel use also contributed significantly to Scope 3 emissions, with the largest category being Scope 3.3 (88% of total Scope 3 emissions), capturing upstream emissions associated with the production, processing, and transportation of the fuels consumed by the vessel. This underscores the substantial contribution of fuel-related activities across the Fund's broader value chain.

Social:

In 2025, the Fund recorded approximately 200,000 exposure hours onboard its sole operational vessel under time charter out, with no work-related safety incidents reported. As a result, lost time injury frequency was zero per one million exposure hours, outperforming Navigare Capital's target of fewer than one lost time injury per million exposure hours. There were no work-related fatalities onboard the vessel 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 vessel owned by the Fund had a total of two port state controls ("PSCs") resulting in zero detentions and the identification of five deficiencies with an average of 2.5 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.

The deficiencies identified involved missing or improper certifications and deteriorated or faulty equipment. None of the deficiencies 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.

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 vessel owned by the Fund.

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:

The carbon intensity of the sole operational vessel in the Fund's portfolio improved by roughly 3.5% in 2025 compared to 2024, resulting in closer alignment with both the IMO target trajectory and Navigare Capital's internal reduction pathway. In relation to the IMO trajectory, performance improved from 2.3% above target in 2024 to 1.4% above in 2025. Similarly, the vessel's carbon intensity moved from 8.2% above Navigare Capital's internal reduction pathway in 2024 to 7.8% above in 2025.

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.

All else being equal, an improvement in AER would generally correspond to a reduction in GHG emissions. This is because stronger AER performance typically indicates lower fuel consumption, which in turn reduces Scope 1 and Scope 3.3 emissions. However, the Fund's total GHG emissions consist of multiple components, and year-on-year changes may be influenced by a range of different factors.

This dynamic was particularly evident in 2024 and 2025. While total GHG emissions were broadly similar in both years, at approximately 35,000 tonnes of CO₂e, the composition of those emissions differed markedly.

In 2025, 83% of total emissions originated from Scope 1, reflecting operational fuel consumption. In contrast, Scope 1 emissions accounted for only 37% of total emissions in 2024. That year, Scope 3.2 (capital goods) was by far the largest category, representing 56% of total emissions. This was primarily due to the Fund taking delivery of a single vessel mid-year, without having any other vessels in the portfolio. As a result, embedded carbon associated with the vessel's construction was recognised in 2024, while only half a year of operational fuel consumption was incurred, significantly affecting the distribution of emissions across scopes.

In 2023, the Fund was inactive with no activities or investments, and as such performance on environmental indicators was not tracked.

Social:

In 2024, the vessel recorded approximately 80,000 exposure hours with no reported work-related incidents, a level comparable to 2025. No work-related fatalities occurred during the year.

In 2024, the vessel had one port state control, which did not result in any deficiencies or detentions, including no MLC-related deficiencies.

Similarly, in 2024, the Fund maintained its target of zero incidents of discrimination, bullying or harassment onboard its vessel and with no such cases reported during the year.

In 2023, the Fund was inactive with no activities or investments and as such performance on social indicators was not tracked.

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?

Not applicable.

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

Not applicable.

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

Not applicable.

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

Not applicable.

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 created 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.

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 during the year, adjusted for the Fund's ownership share and ownership days.

Largest investments	Sector	% Assets ¹	Country
<i>LPG carriers</i>	<i>Transportation of liquified petroleum gas</i>	<i>99%</i>	<i>100% Danish flagged</i>

¹ 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.



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 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.

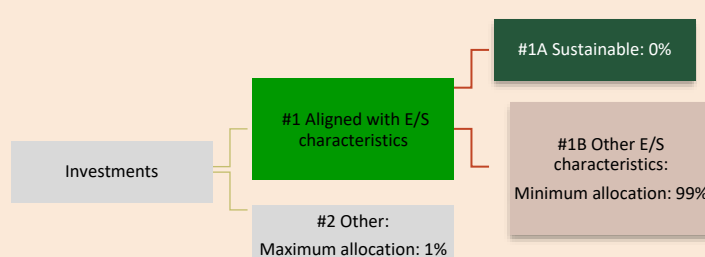
The minimum proportion of investments aligned with environmental and/or social characteristics, and the maximum proportion of other investments, are reported as average allocations over the annual reference period, calculated based on the total invested value of the Fund's assets.

The Fund did not have a sustainable investment objective, and none of its investments aligned with its environmental and/or social characteristics qualified as sustainable investments under the EU Taxonomy. The alignment of assets with the EU Taxonomy's technical screening criteria will be assessed annually.

Asset allocation describes the share of investments in specific assets.

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



#1 Aligned with E/S characteristics includes the investments of the financial product used to attain the environmental or social characteristics promoted by the financial product.

#2 Other includes the remaining investments of the financial product which are neither aligned with the environmental or social characteristics, nor are qualified as sustainable investments.

The category **#1 Aligned with E/S characteristics** covers:

- The sub-category **#1A Sustainable** covers sustainable investments with environmental or social objectives.
- The sub-category **#1B Other E/S characteristics** covers investments aligned with the environmental or social characteristics that do not qualify as sustainable investments.

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
Transport	Sea and coastal freight water transport, vessels for port operations and auxiliary activities	99%

During the reference period, 99%² 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?

The Fund’s investment in its sole operational deep-sea vessel is eligible for alignment with the EU Taxonomy under the economic activity “Sea and coastal freight water transport, vessels for port operations and auxiliary activities”. However, the vessel is currently not aligned with the EU Taxonomy’s technical screening criteria for this economic activity.

● **Did the financial product invest in fossil gas and/or nuclear energy related activities complying with the EU Taxonomy³?**

☐ **Yes:**

☐ **In fossil gas**
☐ **In nuclear energy**

☒ **No**

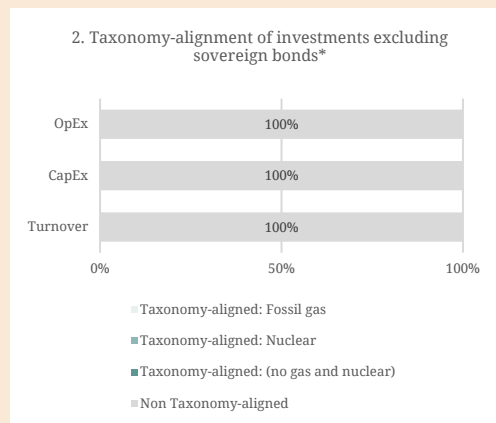
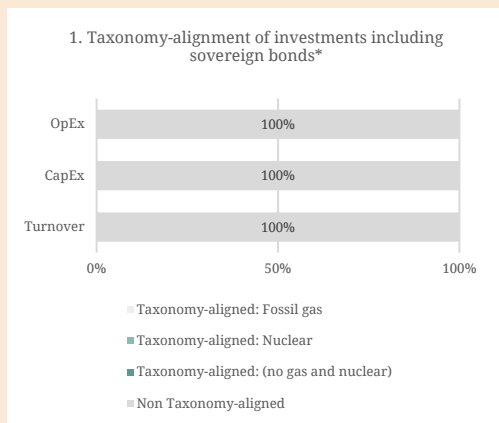
² The share of investments associated with the transportation of fossil fuels is measured as the proportion of assets under management during the year that are allocated to relevant vessel segments: crude tankers, product tankers, LPG carriers, and LNG carriers, adjusted for the Fund’s ownership share and the number of ownership days.

³ 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.

- **What was the share of investments made in transitional and enabling activities?**
Not applicable.
- **How did the percentage of investments that were aligned with the EU Taxonomy compare with previous reference periods?**
In 2024, none of the Fund’s investments were aligned with the EU Taxonomy, as the portfolio’s sole operational vessel was the LPG carrier.

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 commissioned the construction of four highly fuel-efficient container feeder vessels with methanol-ready notations, scheduled for delivery in 2027 and 2028. Meanwhile, the construction of the Fund's two offshore vessels currently on order progressed as planned, with deliveries expected in 2026 and 2027. During the year, the Fund also 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.

The sole operational vessel owned by the Fund was chartered out to a third party under a time charter agreement. For this vessel, 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 a top-tier company selected for its strong track record in these areas. At the same time, Navigare Capital's in-house technical team maintained strict oversight to ensure that 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 the third-party technical manager and physical onboard inspections to assess maintenance standards and verify vessel condition.

The performance of the technical manager 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 the vessel complied with the applicable regulations, the limitations of the charter contract and the Fund's ESG principles.



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 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.
- ***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.