ANNUAL REPORT January 1 to December 31, 2025

General

ESL Shipping Ltd is part of the Aspo Plc group and is the parent company of the ESL Shipping subgroup. Aspo Plc owns 78.57% of the company, and OP Finland Infrastructure and Varma Mutual Pension Insurance Company own a total of 21.43%. The shipping company's business consists of two areas: the Handy business, meaning handysize vessels with a deadweight tonnage (dwt) of 10,000–25,000, operated by ESL Shipping Ltd; and the Coaster business, meaning vessels with a deadweight tonnage (dwt) of 4,000–10,000, operated by the Group's Swedish subsidiary AtoBatC Shipping AB.

ESL Shipping is the leading dry bulk cargo company in the Baltic Sea region. The year 2025 was the company's 76th year of operation. ESL Shipping's strategy and competitive edge are built on leadership in sustainability and on the company's unique ability to develop and deliver reliable infrastructure for Nordic industrial companies operating in icy conditions and investing in the green transition. The shipping company loads and unloads large ocean liners at sea as a special service. At the end of the year, the shipping company's tonnage consisted of 37 vessels with a total capacity of 298,000 dwt. Of them, 24 were wholly owned (77% of the tonnage), two were minority owned (3%), and the remaining 11 vessels (20%) were time chartered. The figures include the Green Coaster pool, which consisted of eight vessels, four of which were owned by AtoBatC Shipping AB, and four by investors, on the balance sheet date.

Aspo Plc announced in November 2025 that the company is evaluating strategic alternatives for its businesses. The main options of the evaluation are the possible partial demerger of Aspo Plc and the sale of ESL Shipping. Aspo aims to implement the sale or partial demerger of ESL Shipping during 2026.

Main events in 2025

ESL Shipping continued to implement its investment programs in 2025 as planned. The company has two major investment programs: 12 Green Coasters for AtoBatC Shipping AB and the Coaster business; and four Green Handy vessels for ESL Shipping Ltd and the Handy business. During 2025, four Green Coasters were delivered for business use, two to the company and two to investors. On the balance sheet date, the ninth vessel was on its way to Europe, and the last three vessels are expected to be handed over to the business in 2026.

The dry cargo market in the Northern European region continued to decline slightly during 2025. During the year, ESL Shipping transported 12.1 million tonnes of cargo (2024: 12.3 million tonnes excluding the *Supramax vessels*). The company's unit profitability increased during 2025, supported by improved fuel and process efficiency, and by weather conditions that were more favorable than in the comparison period.

The company's total net sales and operating profit decreased from the comparison period, as the Supramax business was included in the first quarter of 2024 but divested during the second quarter of 2024.

Handy business

Handy	FY 2023	FY 2024	FY 2025
Net sales, EURm	78,5	79,1	79,1
Change from previous year, %	-21 %	1 %	0 %

In the Handy business, contract demand increased slightly during 2025. The most significant factor affecting capacity was the sale of *Kallio* in October 2025, which reduced the company's available transportation capacity. The proceeds from the sale of the vessel amounted to around EUR 18.0 million, with a non-recurring capital gain of EUR 9.6 million recognized. A fire on *Tali* occurred in August 2025, causing the vessel to be out of service for most of the third quarter. A significant portion of the cost arising from the fire was recovered through insurance.

In March 2025, the company agreed with global steel manufacturer SSAB on a multi-year extension to the agreement on the inbound transportation of raw materials by sea in the Baltic Sea and the North Sea. The transportation volume is estimated to be 6–7 million metric tons per year. The

agreement includes an option for fossil-free transportation. With the agreement, the companies will continue their long-term work to improve the efficiency of SSAB's raw material logistics and reduce emissions.

Coaster business

Coaster	FY 2023	FY 2024	FY 2025
Net sales excluding sale of vessels, EURm	93,7	94,2	80,2
Change from previous year, %	-22 %	1 %	-15 %
Sale of vessels, EURm	0,0	25,3	25,2

In the Coaster business, contract demand declined slightly during 2025, and the spot market price level continued to decline until the fall of 2025. In particular, the forest industry's transportation volumes were on a downward trend. The business renewal continued according to plan. In the summer of 2025, AtoBatC Shipping AB sold the Solymar vessel at the end of its life cycle.

Discontinued business

The net sales of the Supramax business were EUR 7.5 million in 2024 and EUR 16.8 million in 2023. The sale of the business was completed in the second quarter of 2024.

Financial position and profit

The ESL Shipping Group's net sales decreased by 10.2% on the comparison period and amounted to EUR 185.2 million (2024: 206.2). Net sales include EUR 25.2 million (2024: 25.3) in income from the sale of Green Coaster vessels to a company founded by a group of investors. The net sales of the Handy segment remained unchanged despite the divestment of Kallio, while net sales in the Coaster business declined by 15%. The decline in net sales in the Coaster business was mainly due to lower capacity, exceptionally weak spot market pricing, and lower contract-based freight volume demand from industrial customers. The combined net sales of the Handy business and the Coaster business, excluding the sale of vessels and the Supramax vessels sold in 2024, decreased by 8% compared with the previous year.

The reported operating profit increased to EUR 25.4 million (2024: 9.1), and the operating profit rate, including the capital gain on the sale of vessels, rose to 13.7% (2024: 4.4%). Profit for the 2025 financial year was EUR 20.6 million (2024: 4.3). Net financial expenses remained close to the level of the comparison period, amounting to around EUR 4.9 million (2024: 4.7), and taxes amounted to EUR +0.1 million (income, 2024: 0.0 in expenses).

The Group's cash flow from operating activities continued to be strong in 2025, amounting to EUR 33.2 million (2024: 31.1). The cash flow from operating activities was strengthened by EUR 3.9 million (2024: -2.8) in net capital released from Green Coaster vessels recognized in inventories and sold to the investor group. The working capital tied up in the vessels (advance payments) is released as the vessels are completed and sold to the investor group.

During 2025, the company continued to implement its investment programs. Gross investments in 2025 amounted to EUR 31.5 million (2024: 47.3). The cash flow from investing activities, including foreign exchange forwards and capital gains as other larger items, amounted to EUR -18.4 million (2024: -12.2). At the end of the financial year, the company's cash and cash equivalents stood at EUR 7.4 million (2024: 17.4).

During the reporting period, ESL Shipping Ltd distributed dividends totaling EUR 10.0 million, of which EUR 2.1 million was attributable to minority shareholders, and EUR 7.9 million to Aspo Plc in proportion to the respective holdings. In addition, EUR 29.1 million was paid back to Aspo Plc from the invested unrestricted equity fund in 2025.

Key figures

Mittari	FY 2023	FY 2024	FY 2025
Net sales, EURm	189,0	206,2	185,2
Change from previous year, %	-23 %	9 %	-10 %
Comparable EBITDA, EURm	46,0	40,8	34,4
Comparable EBITDA margin, %	24,4 %	19,8 %	18,6 %
EBITDA, EURm	45,5	40,2	43,4
EBITDA margin, %	24,1 %	19,5 %	23,5 %
Comparable EBIT, EURm	18,2	16,7	16,4
Comparable EBIT margin, %	9,6 %	8,1 %	8,8 %
EBIT, EURm	17,7	9,1	25,4
EBIT margin, %	9,4 %	4,4 %	13,7 %
Comparable net profit, EURm	11,7	12,0	11,6
Net profit, EURm	11,2	4,3	20,6
Contracted revenue share of total revenue, %	78 %	75 %	77 %
Gross capex, EURm	20,7	47,3	31,5
Invested capital, average, EURm	210,6	215,3	214,7
Comparable return on equity, average, %	19,9 %	12,6 %	10,4 %
Return on equity, average, %	19,0 %	4,5 %	18,6 %
Net debt, EURm	153,8	92,5	123,2
Equity ratio, %	25,0 %	50,2 %	38,6 %
Net debt / Comparable EBITDA, x	3,3x	2,3x	3,6x
Comparable return on Capital Employed, average, %	8,7 %	7,8 %	7,6 %
Return on Capital Employed, average, %	8,4 %	4,2 %	11,8 %

Personnel

Year	FY 2025	FY 2024	FY 2023
Personnel on average	257	269	296
Wages and salaries (1000 EUR)	15 101	15 802	15 507

The ESL Shipping Group had an average of 257 employees during the financial year, including 67 white-collar employees.

Sustainability and safety

The long-term development of sustainability and the maintenance of a high level of safety are characteristic of the shipping company's operations. Environmental responsibility and safety are essential elements of ESL's operations. The shipping company invests in long-term development, combining a high level of expertise with an understanding of the environmental impact caused by its operations. The company's operations are supported by audited ISM and ISPS safety management systems, and by an audited ISO 14001 environmental management system.

ESL Shipping's sustainability targets focus on minimizing emissions into the air and sea, providing a safe and motivating working environment for personnel, and continuously evolving good governance. The shipping company aims to halve its carbon dioxide emissions per transportation unit by the end of the decade.

Aspo's Group companies follow Aspo's sustainability policy in environmental management, with continuous improvement of operations as its core principle. In 2018, Aspo Plc joined the Global Compact initiative, the principles of which are followed throughout the Aspo Group.

ESL Shipping publishes its own sustainability report annually. The shipping company aims to be among the most sustainable companies in its sector. In 2025, ESL Shipping achieved a Gold rating in the EcoVadis sustainability assessment. This level can only be reached by 2% of the assessed companies.

ESL Shipping is committed to the emissions reduction target of the Science Based Targets initiative (SBTi). Accordingly, the company's carbon dioxide emissions must reach net zero by 2040. The company's previous target schedule for achieving this was 2050.

Research and development

The shipping company's development projects have focused on the further development of the ship operations ERP system and the resulting development of business analytics reporting systems, the design of environmentally efficient new ship types, and the continuous improvement of tonnage energy efficiency and occupational safety, as well as other environmental protection. ESL Shipping is involved in several projects exploring and preparing the production of new types of environmentally friendly and even completely fossil-free fuels. The costs incurred from these have been included in operating expenses or capitalized on the balance sheet as part of the asset's acquisition cost. The company aims to continue leading the way by providing its customers with the most efficient and environmentally friendly transportation solutions.

Events after the financial year

In January 2026, ESL Shipping Ltd acquired a 16,600 dwt vessel built in 2002, which was subsequently named *Nordis*. Sailing under the Finnish flag, the vessel has an 1A ice class and its own lifting equipment. The acquisition increases the capacity and delivery reliability of the Handy business, particularly ahead of the completion of the Green Handy investment program.

The ninth vessel delivered to AtoBatC Shipping AB and the Coaster business at the end of 2025 entered service. The tenth vessel was delivered to AtoBatC Shipping AB in March 2026 and will be sold to investors upon arrival in Europe.

The war that began in Iran in March 2026 has significantly increased the price of oil and, more broadly, other fuels and energy sources. In March and April, marine fuel prices were roughly twice the level seen before the outbreak of the war. In ESL Shipping's business operations, fuel price risks are mitigated through comprehensive fuel clauses in customer agreements, but due to the timing of price adjustments, rapid price movements may have a temporary impact on the company's result. The company's tonnage renewal investments have improved its fuel efficiency.

According to publicly available information, the financing situation for major industrial investments in the Bothnian Bay region has improved during the spring of 2026. This is expected to have a positive impact on the overall demand in the Baltic Sea freight market.

Future outlook and risks

ESL Shipping's business volume and spot market pricing are expected to improve in 2026. The positive trend is supported by the customers' delivery outlook, tonnage renewal investments and a systematically managed profitability program that improves the efficiency of the company's operations. However, the large number of dry-dockings scheduled for 2026 is expected to have a negative impact on profitability in the second quarter.

In the near term, the impact of the Iranian war on the company's business operations is mostly indirect. The rise in energy prices and its impact on the global economy and customer production may have a negative impact in 2026 on operations in industrial customer segments or change material flows. Yet the management expects higher energy prices to strengthen the relative market position of the company's fuel-efficient tonnage.

The impact of other geopolitical tensions on operations arises primarily from how Europe's macroeconomic outlook, global trade, and fuel and raw-material prices affect customer demand. The security situation along the company's key routes in the Baltic Sea and North Sea regions, as well as in European and Mediterranean ports, has remained stable, and the business environment is generally calm on a global scale. Potential disruptions in the company's key maritime areas could, in addition to the risks mentioned above, lead to restrictions on vessel movements, changes in customer demand and material flows, higher insurance costs, and impacts on customers' liquidity.

The majority of the company's transportation capacity has been sold to customers under long-term contracts. The impact of rising energy prices on ESL Shipping's costs is compensated effectively through fuel clauses in long-term transportation agreements.

In line with its strategy, ESL Shipping aims to increase its earnings by investing in vessels that meet the standards of sustainable development. There is uncertainty regarding the future profitability of these investments, and rising financing costs may reduce the company's free cash flow and weaken its balance sheet and solvency. ESL Shipping hedges its currency and interest rate risks with derivative instruments when deemed necessary. More detailed information about the targets and procedures of the company's financial risk management is provided in ESL Shipping's consolidated financial statements.

Changes in environmental legislation and uncertainty about the timing of the green transition may affect the competitiveness of ESL Shipping and its key customers. This may have a negative impact on business volumes and margins.

ESL Shipping's operations are strongly based on ICT systems and networks. The availability of ICT infrastructure or attacks targeting data could significantly interfere with the company's operations.

Investments

Investments in 2025 amounted to EUR 31.5 million and consisted mainly of investments in Green Coaster and Green Handy vessels.

ESL Shipping is having a series of twelve highly energy-efficient electric hybrid vessels built. The new vessels of ice class 1A will be top of the line in terms of their cargo capacity, technology and innovation. Every other vessel will be delivered to ESL Shipping, with the remaining vessels sold to a company owned by a pool of investors. At the end of 2025, eight vessels were in commercial operation, and the ninth vessel was delivered in December. Deliveries of the subsequent vessels are expected on a quarterly basis, and the final vessel in the series is scheduled for delivery in the fall of 2026. Two Green Coaster vessels were sold to the investor pool in 2025. The next Green Coaster is expected to be sold to the investor pool in the second quarter of 2026.

The total value of ESL Shipping's investment in six Green Coaster vessels is around EUR 70 million, and the cash flow of the investment is mainly spread over 2021–2026. The new vessels will be built at the Chowgule and Company Private Limited shipyard in India. The remaining Green Coaster
investment commitment at the end of the financial year is around EUR 8 million.

ESL Shipping is building four new fossil-free Handymax vessels. The total value of the four vessels is approximately EUR 186 million, and the investment will be implemented in 2024–2028. The new vessels will be built in Nanjing in China by China Merchants Jinling Shipyard (Nanjing) Co., Ltd. The vessels are scheduled to enter service in the third quarter of 2027. The fourth vessel of the series is expected to enter service in the first half of 2028. ESL Shipping does not yet have a pool contract for the Green Handy vessels, but one of the four vessels is to be sold to a group of investors. The remaining Green Handy investment commitment at the end of the financial year is around EUR 158 million. It includes the remaining payments for all four fossil-free Green Handy vessels. The cash flow is expected to be allocated as follows: 10% in 2026; 60% in 2027; and 30% in 2028.

Share capital

At the end of the financial year, the ESL Shipping Ltd's share capital was EUR 1,513,691.34, and the number of shares was 2,290,908. The company has one class of shares, and all shares carry equal rights to dividends and the company's assets.

Group relations and structural arrangements

ESL Shipping Ltd's wholly owned subsidiaries are AtoBatC Shipping AB and Oy Bomanship Ab.

AtoBatC Shipping AB fully owns AtoBatC Shipping Cyprus Limited and its Finnish subsidiary Oy AtoBatC Shipping Ab. AtoBatC Shipping AB also owns a 49% minority stake in the German KG MS Auriga and a 49% minority stake in the German KG MS Norma.

Related party loans and liabilities

The sourcing of ESL Shipping's financing and the management of its liquidity have been handled centrally within the Aspo Group. On the balance sheet date, ESL Shipping Group's long-term loans

from the parent company totaled EUR 16.0 million (18.0). At the same time, ESL Group companies' net receivables from Aspo's cash pool system amounted to EUR 1.3 million (2024: 17.3). Cash pool receivables are included in the Group's reported cash and cash equivalents.

Board of Directors and CEO

During the financial year, Rolf Jansson served as Chair of the company's Board of Directors. In addition to him, the Board included Erkka Repo, Taru Uotila and Ossi Vasala. The composition of the Board remained unchanged throughout the financial year.

Matti-Mikael Koskinen served as the company's CEO throughout the financial year.

Audit

The statutory audit during the financial year was carried out by the audit firm Deloitte Oy, with Aleksi Martamo, APA, serving as the principal auditor appointed by the firm.

Board of Directors' proposal on the distribution of profit

On the balance sheet date, ESL Shipping Ltd's distributable funds amounted to EUR 73,221,352.11, of which the profit for the financial year was EUR 21,535,323.47. The Board of Directors proposes to the Annual General Meeting that no dividend be paid from the 2025 result.

The company's financial position has not changed substantially since the end of the financial year.

Indicator	Definition
Profitability percentages	Performance indicator / Net sales.
EBITDA (Earnings Before Interest, Taxes, Depreciation and Amortization)	Operating profit + depreciation and amortization of tangible and intangible assets and impairment
Comparable results	Reported performance indicator adjusted for items affecting comparability
Gross investment	Investments in tangible and intangible assets in the cash flow statement
Comparable return on equity, %	Comparable profit for the financial year / opening and closing equity for the financial year on average
Return on equity, %	Profit for the financial year / opening and closing equity for the financial year on average
Capital employed	Non-current assets - deferred tax assets + net working capital. Average opening and closing balance for the financial year.
Return on capital employed (ROCE) on average, %	Operating profit / Average capital employed
Net debt, EUR million	[Current interest-bearing liabilities + current lease liabilities (IFRS16) + non-current interest-bearing liabilities + non-current lease liabilities (IFRS16)] - cash and cash equivalents. The figure includes the Aspo Group's internal non-current interest-bearing liabilities, as well as receivables and liabilities arising from the group cash pool.
Equity ratio	Equity / (total assets - advances received), based on closing balances for the financial year.
Net debt / comparable EBITDA	Based on closing balances for the financial year
Net sales from customer contracts	Net sales from long-term customer contracts in relation to total net sales. The indicator does not include net sales arising from the sale of pooling vessels.