HÖEGH AUTOLINERS

Making decarbonised shipping a reality

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Höegh Autoliners at a glance

- Global car carrier in the deep-sea segment
- Worlds greenest PCTC fleet
  ~ 50% with A or B CII rating (2022)
- Transformational newbuilding program with the first net zero ready vessel to be delivered in 2024

~40x
Vessels operated

267k
CEU gross capacity

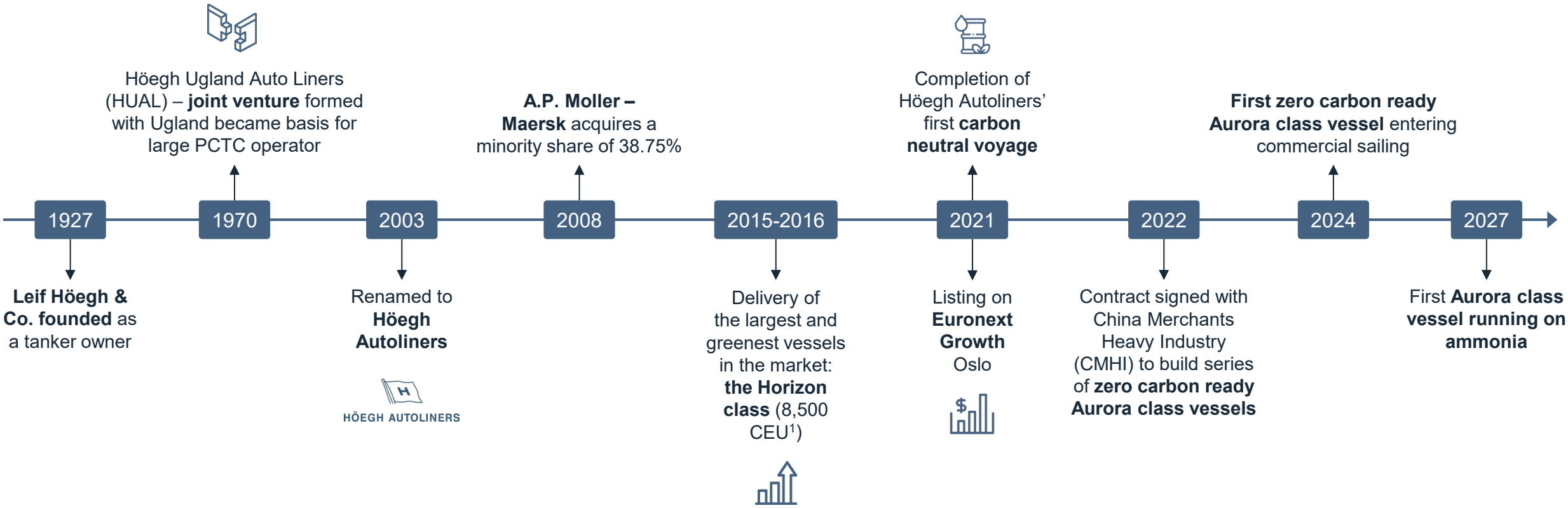
11
Global trade routes

~1,625
Employees

~1.5m
CEU transported annually

>3,000
Annual port calls

Almost 100 years of shipping history

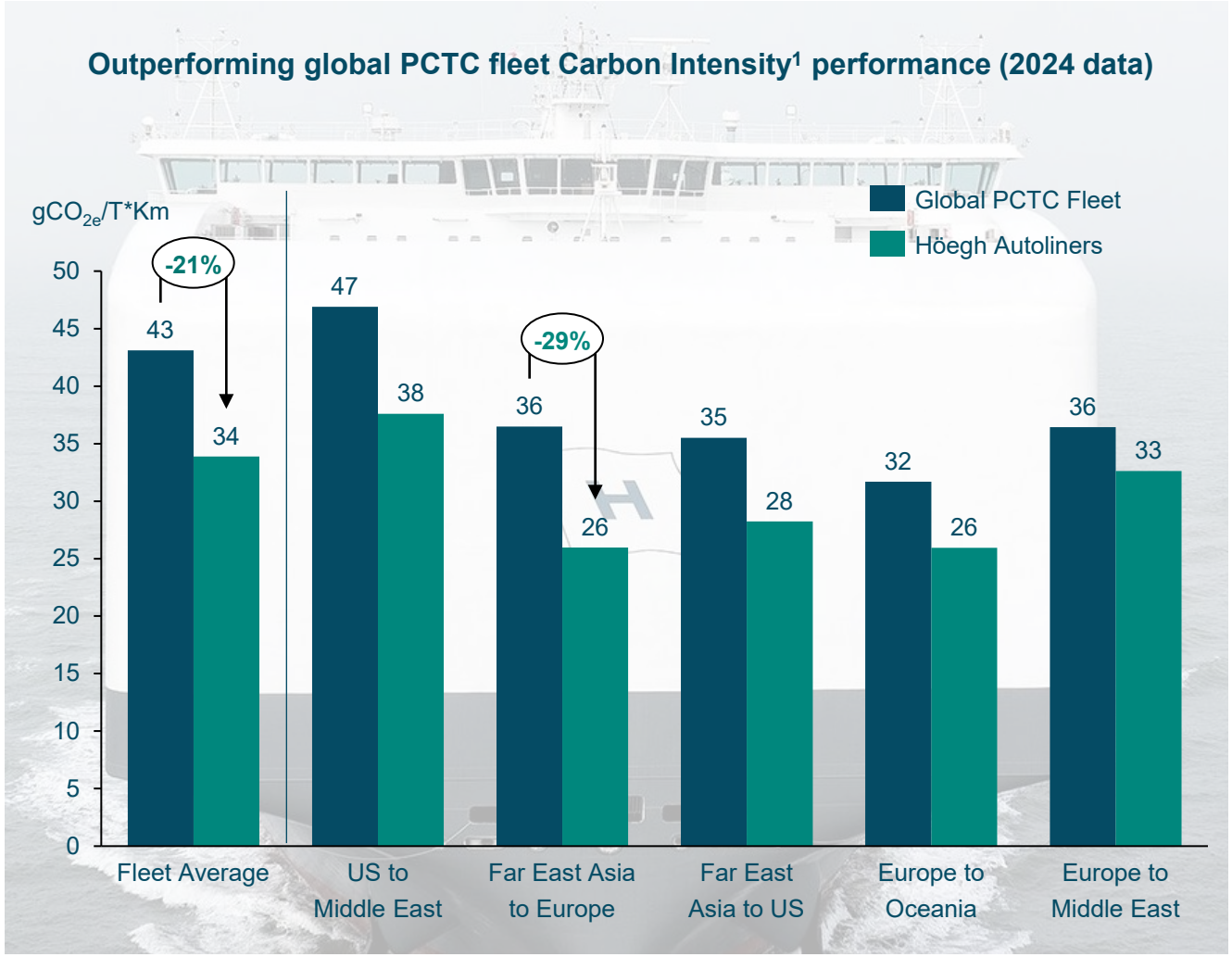


Höegh Autoliners is significantly outperforming the global PCTC fleet emission performance

#1

Höegh Autoliners **rank as number 1 globally** and on the following trade lanes:

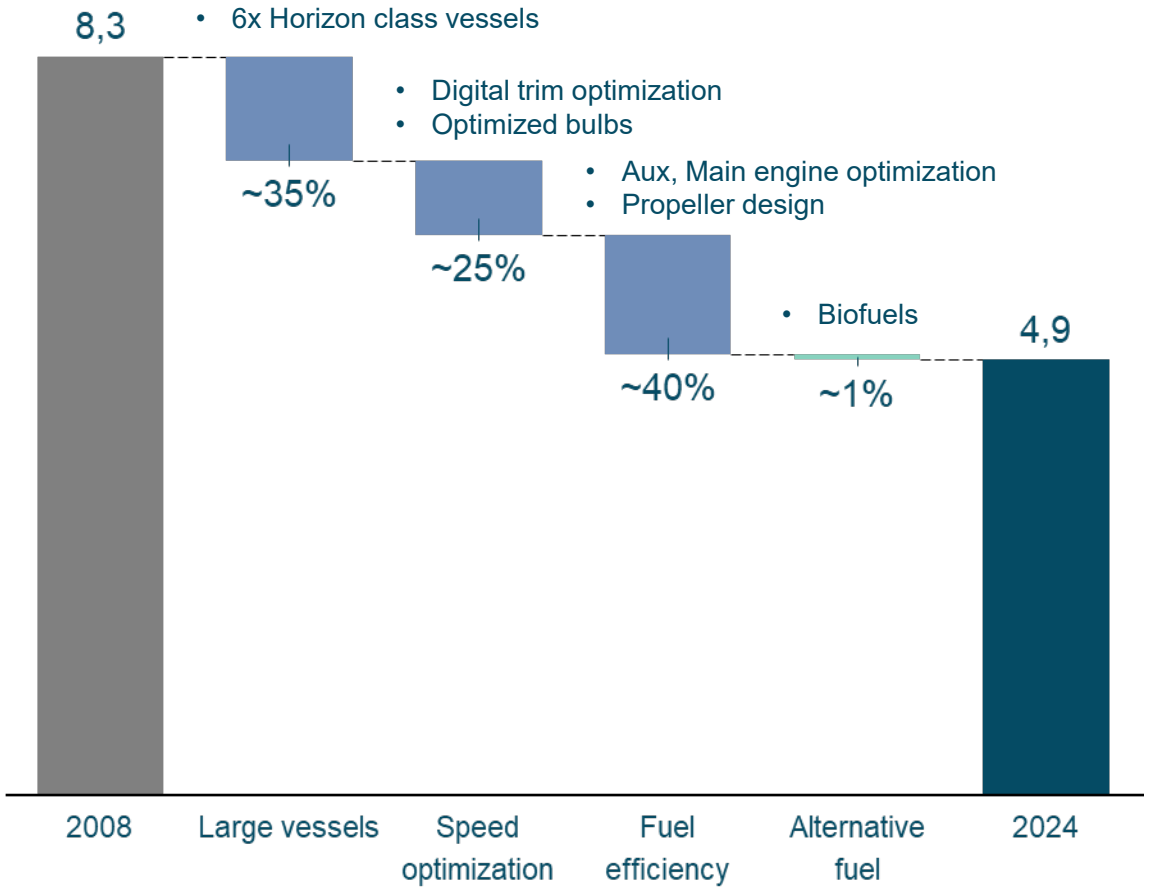
- Far East to US
- Far East to Europe
- Europe to Oceania



1) **Carbon Intensity (CI):** A measure of gCO_2e per transport work (gCO_2e/T*km). CI reflects how efficiently a carrier transports cargo relative to its emissions and is the primary metric used for Scope 3 logistics reporting.
2) **Global Ro-Ro Community (GRC):** An industry initiative facilitated by Smart Freight Center to harmonize carbon-intensity methodologies across PCTC carriers. The GRC ensures comparable, consistent, and third-party-verified Carbon Intensities. Cargo owners can access verified, carrier-specific carbon-intensity values via the Smart Freight Center platform, enabling transparent benchmarking and harmonized Scope 3 reporting across supply chains.

Doing Our Part: Reducing our customers' emission today & tomorrow

Since 2008, we have improved our carbon intensity by ~40%



1) Units: Höegh Autoliners average fleet carbon intensity indicator (CII)

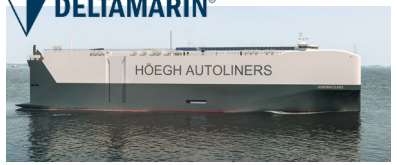
Aurora class

Shaping the future
of green shipping

- **Largest vessel ever built** with capacity of 9100 CEU
- **Electrical vehicles** can be loaded on all decks
- **Zero carbon capable:** First ammonia capable vessel in 2027

Shaping the future of green shipping

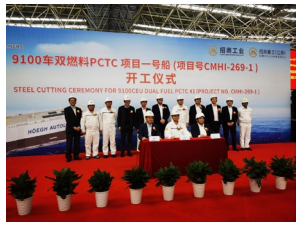
2020-2023: Design and commit



Industry cutting edge dual fuel design

1,5 bUSD investment in green vessel program

Optionality for ammonia agreed



2024-2026: Launch and scale

DNV YARA MAN Sjøfartsdirektoratet Norwegian Maritime Authority

Consortium for safe ammonia handling

Securing clean ammonia supply

Sumitomo YARA north ammonia

-58% Emissions reductions with Aurora vessels launched 2024[1]

2027 and beyond: All the way to 0

2027: Intention to launch segment first PCTC ammonia vessel

30 by 30 300 000 tonnes CO2 per year

0 by 40 1 300 000 tonnes CO2 per year

1) Tank-to-wake emissions per unit transported for Aurora on LNG compared to industry standard Category 1 vessel

We have the vessels. We are getting the ecosystem.

The vessels

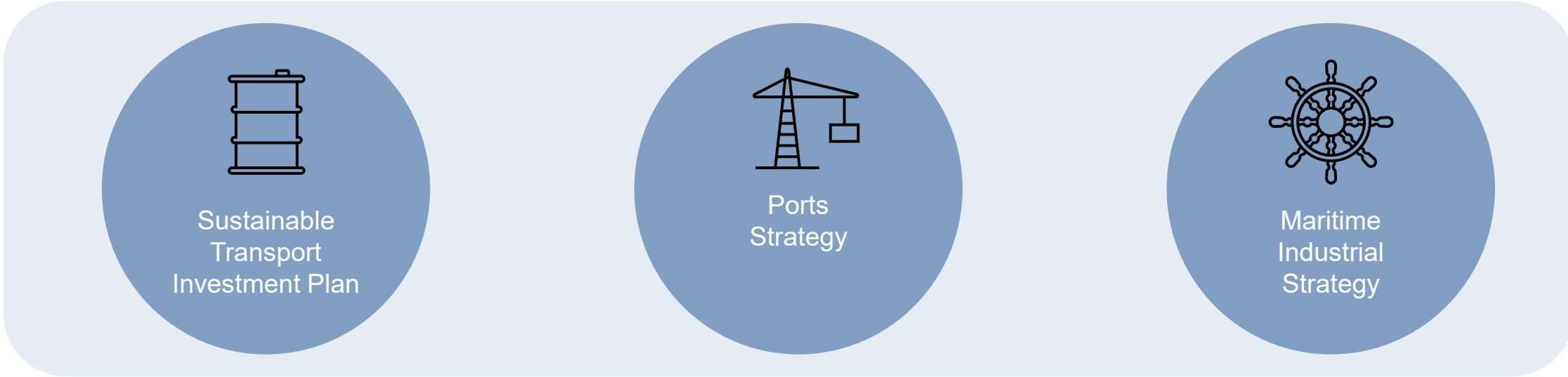
- Delivery of first ammonia capable vessel in from 2027, enabling net-zero transportation
- Four ammonia capable vessels in operation in the first half of 2028

The ecosystem

- IMO interim guidelines for ammonia as fuel
- Bunkering trials on track
- Close cooperation with partners on
  - Securing fuel supply
  - Bunkering facilities
  - Port readiness

1) Images: Höegh, Yara

Holistic approach needed to scale clean fuels in shipping



- Bridge price difference to conventional fuels
- Build out dedicated bunkering infrastructure
- Scale clean shipping tech

- Lower green premium for OEMs
- Clear demand signals from OEMs needed to scale clean fuels and decarbonise automotive value chain

Join us on the journey to net-zero!

1. Discuss YOUR path to net-zero
   - ➢ Set targets and develop strategies to decarbonise your cargo with us
2. Get transparency on your transportation emissions
3. Get access to a first-of-a-kind green product, decarbonised with ammonia

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