



PEAK CSL GROUP
ESG REPORT 2025

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• **CEO speaking**

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1. CEO SPEAKING



Dear Reader,

This ESG Report describes how Peak CSL Group has worked with sustainability and responsible business practices during 2025. It provides an overview of key developments during the year and outlines the priorities that guide the company's approach to environmental, social and governance matters.

Peak CSL Group operates in an industry undergoing significant change, where regulatory developments and evolving market expectations continue to shape the operating environment. EU initiatives such as EU ETS, FuelEU Maritime, EU MRV, and the Fit for 55 package are increasing requirements related to emissions, fuel use and transparency. At the same time, frameworks such as the CSRD and VSME contribute to more structured sustainability reporting. At a global level, the International Maritime Organization (IMO) has established ambitious targets for reducing emissions, reinforcing the need for continued climate action within the shipping industry.

Fleet renewal remains Peak CSL Group's most important response to these developments. During 2025, construction continued on four new project vessels designed for both project and bulk cargo, with delivery planned for 2026. These newbuildings are expected to achieve low emissions per transported tonne, reflecting improvements in vessel design, energy efficiency and cargo intake. In parallel, the company placed an order for its first ammonia-powered vessel for short-sea operations, representing a step towards future low- and zero-emission solutions, as well as a self-discharger vessel based on the same design.

The organisation has also continued to develop during the year, supported by competence development and a more diverse workforce across both onshore and maritime operations. Health, safety and environment (HSE) remain key priorities. No Lost Time Injuries (LTI) or Return-to-Work (RTW) incidents were recorded in 2025, reflecting ongoing efforts to strengthen safety culture, reporting and learning.

As Peak CSL Group marked its 20-year milestone in 2025, the company continues to focus on safety, organisational development, modern vessels and responsible environmental performance, while recognising that the challenges facing the industry also represent opportunities for sustainable development.

Bergen, 01.06.2026

Jan-Petter Slethaug

CEO, Peak CSL Group AS

2. ABOUT THE REPORT [VSME B1]

Peak CSL Group's sustainability report is based on the following guidelines and standards:

- EU Corporate Sustainability Reporting Directive (CSRD). The CSRD double materiality assessment (DMA) methodology is used to identify and analyse the sustainability topics to be prioritised and disclosed in the report.
- EU Voluntary Sustainability Reporting Standard for Small and Medium-sized Enterprises (VSME), Basic module
- UN Sustainable Development Goals (SDGs)
- The Norwegian Transparency Act
- ISO 9001:2015
- ISO 14001:2015

Peak CSL Group is a Norwegian limited company that offers shipping and engineering services to various industrial segments in the European market. The group has operated since the fall of 2005 and has its headquarters in Bergen, Norway.

In April 2024 CSL Group Inc acquired 50% of Peak Group and the name was changed to Peak CSL Group. When we refer to data from 2023 or earlier, it is for Peak Group AS.

The subsidiary K2 Project Forwarding is owned 50% by Peak CSL Group and 50% by deugro Group. K2 Project Forwarding has prepared a separate ESG report for 2025. References to data from 2024 or earlier relate to Peak CSL Group AS, including K2 Project Forwarding.

The joint venture Skarv Shipping Solutions is owned 50% by Peak CSL Group and 50% by Grieg Edge. As there was no operational activity in this company during 2025, Skarv Shipping Solutions is not included in this report.

3. PRODUCTS AND SERVICES [VSME B1]

Peak CSL Group's products and services:

- Short Sea Shipping / Chartering – Dry Bulk, Break Bulk and Project Cargo.
- Ships Agency Services / Maritime Support Services.
- Marine Engineering and Marine Technical Design.
- Transport Engineering & Warranty Surveyor Services.
- Ship Management Services.

4. MARKETS AND PRIMARY BUSINESS PARTNERS [VSME B1]

Peak CSL Group's shipping market:



5. PEAK CSL GROUP'S VISION AND MISSION

Peak CSL Group's vision /

Peak CSL Group and subsidiaries – an attractive maritime house of competence whose objective is to make leading and complex industry, offshore and trading companies more successful in their total product handling.

Peak CSL Group's mission /

Our aim is to establish Peak CSL as the most respected, attractive and innovative player in the European market for maritime solutions within our niches, both technical and conceptual.

Peak CSL Group's business idea /

Based on our employees competence and customer relations, in addition to the quality of our fleet, we will create customer satisfaction through high quality in our maritime solutions



6. PEAK CSL GROUP TARGETS

FLEET /

PEAK CSL GROUP WILL ONLY ORDER VESSELS WITH ZERO EMISSION TECHNOLOGY FROM 2030.

PEAK CSL GROUP WILL HAVE A CLIMATE NEUTRAL FLEET FROM 2050.

ENVIRONMENTAL PROTECTION AND CARE FOR NATURE AND MARINE SURROUNDINGS: NO SPILLS AND RELEASES TO THE ENVIRONMENT



EMPLOYEES /

AVOID ACCIDENT & IDENTIFY HAZARDS: NO INJURIES ON PERSONNEL

COMPLY WITH INTERNATIONAL RULES AND REGULATIONS WITH RESPECT TO SAFE WORKING AND LIVING CONDITIONS

SUSTAINABILITY /








PEAK CSL GROUP WILL INVEST IN PROJECTS RELATED TO THE REDUCTION IN GHG EMISSIONS.

PEAK CSL GROUP WILL HAVE ONE DAY EVERY YEAR DEDICATED TO CLEAN SEA AND SHORES LOCALLY IN BERGEN.

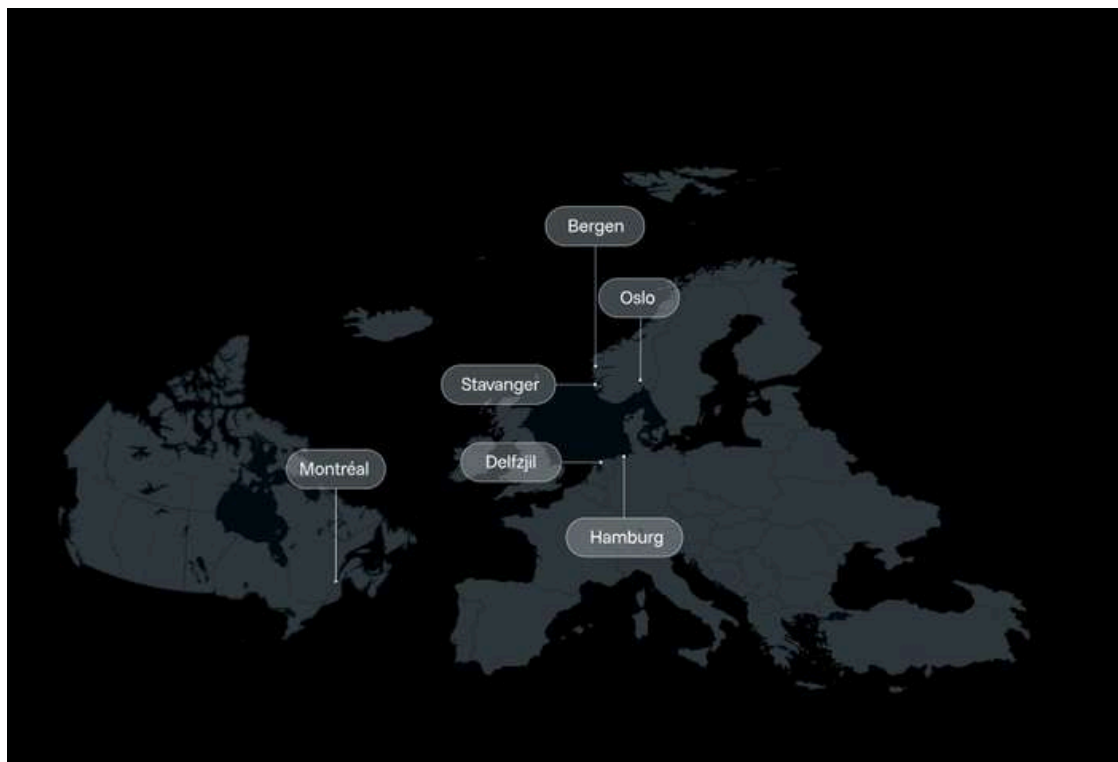


• **Sustainability Strategy**

7. SUSTAINABILITY STRATEGY [VSME B11]

	UN Objective	Peak CSL Group Objective	What we do
	Take urgent action to combat climate change and its impacts	Peak CSL Group shall reduce its GHG emissions.	<ul style="list-style-type: none"> Improve energy efficiency through operational measures, maintenance programmes, and voyage optimisation. Invest in newbuilding vessels with very low emissions per transported tonne. Systematic monitoring and reporting of emissions (e.g. EU MRV and operational performance data). Long-term transition towards low- and zero-emission solutions.
	Ensure sustainable consumption and production patterns	Peak CSL Group shall have sustainable solutions for its fleet.	<ul style="list-style-type: none"> Reduce fuel consumption through energy-efficient measures (e.g. LED lighting and propulsion optimisation). Extend vessel lifetime through structured maintenance programmes. Reuse and recycle spare parts and materials where feasible. Set clear environmental requirements for suppliers.
	Conserve and sustainably use the oceans, seas and marine resources	Peak CSL Group shall prevent pollution of the seas and clean up the shores.	<ul style="list-style-type: none"> Prevent pollution through compliance with MARPOL, BWTS, and waste-handling procedures. Reduce operational waste from vessels. Conduct annual shoreline clean-up and awareness activities.
	Ensure inclusive and equitable quality education and promote lifelong learning.	Peak CSL Group shall facilitate employees' competence development.	<ul style="list-style-type: none"> Cooperation with universities and maritime education institutions. Trainee and cadet programmes. Continuous competence and skills development for onshore and maritime personnel.
	Achieve gender equality and empower all women and girls.	Equality and diversity are part of Peak CSL Group's company principles.	<ul style="list-style-type: none"> Promote diversity in recruitment and career development. Ensure diverse candidate pools in recruitment processes (gender, age, background). Foster an inclusive and respectful organisational culture.
	Promote sustained, inclusive and sustainable economic growth and decent work.	Safety is always the number one priority in Peak CSL Group.	<ul style="list-style-type: none"> Conduct systematic risk assessments (SJA, HAZID, HAZOP). Strengthen safety culture onboard and onshore through reporting, learning, and training. Maintain strong focus on HSE competence and safe operations.
	Build resilient infrastructure, promote sustainable industrialisation and foster innovation	Peak CSL Group aims to be an innovative and respected provider of maritime solutions.	<ul style="list-style-type: none"> Develop newbuilding vessels with modern design and propulsion solutions. Digitalise and optimise internal processes and reporting. Continuously improve fleet performance and logistics solutions.
	Promote peaceful and inclusive societies and build effective, accountable institutions	Peak CSL Group aims to maintain high ethical standards and responsible business conduct.	<ul style="list-style-type: none"> Code of Conduct and annual compliance training. Clear governance structures and internal control mechanisms. Systematic work on IT security, data protection, and whistleblowing arrangements.

8. PEAK CSL GROUP'S PRESENCE



OFFICES/

Head office:

Peak CSL Group AS, Litleåsvegen 49 A, N-5132 Nyborg, Norway

Offices/companies:

- Peak CSL Group AS, Kontinentalvegen 24, 4056 Tananger, Norway
- View Maritime AS, Dronning Eufemias gate 16, 0191 Oslo, Norway
- Peak Germany GmbH, Borselstrasse 18, 22765 Hamburg, Germany
- Gronberg Ship Management B.V., Handelskade West 34, 9934 AA Delfzijl, Netherlands

[VSME B1]

- **Content**

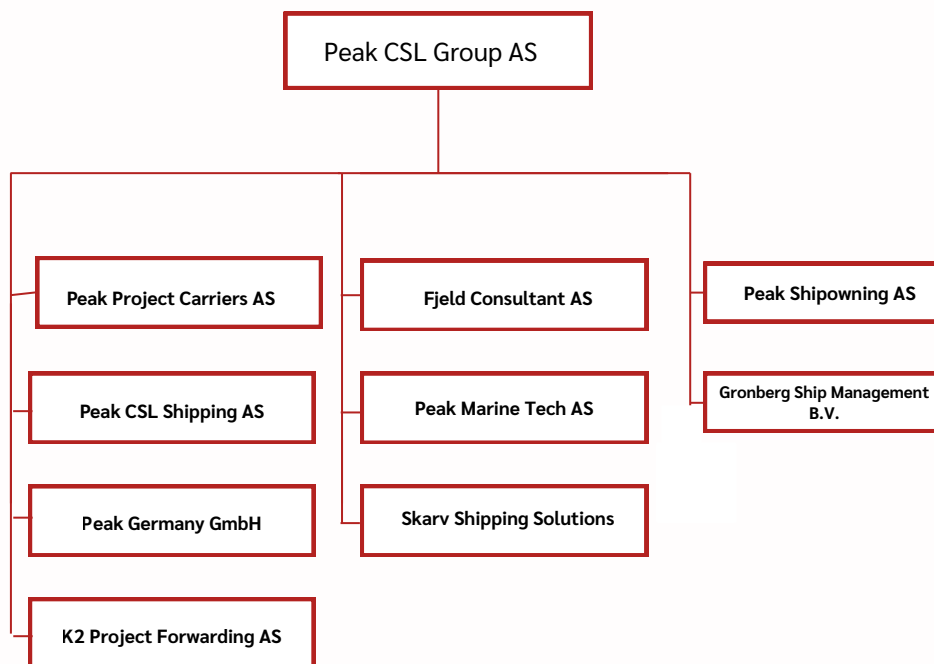
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9. ORGANIZATIONAL CHART

Company structure/



NACE-codes [VSME B1]:

Peak CSL Group / PPC / PCS: 50.20 Sea and coastal freight water transport

Fjeld: 52.22: Service activities incidental to water transportation

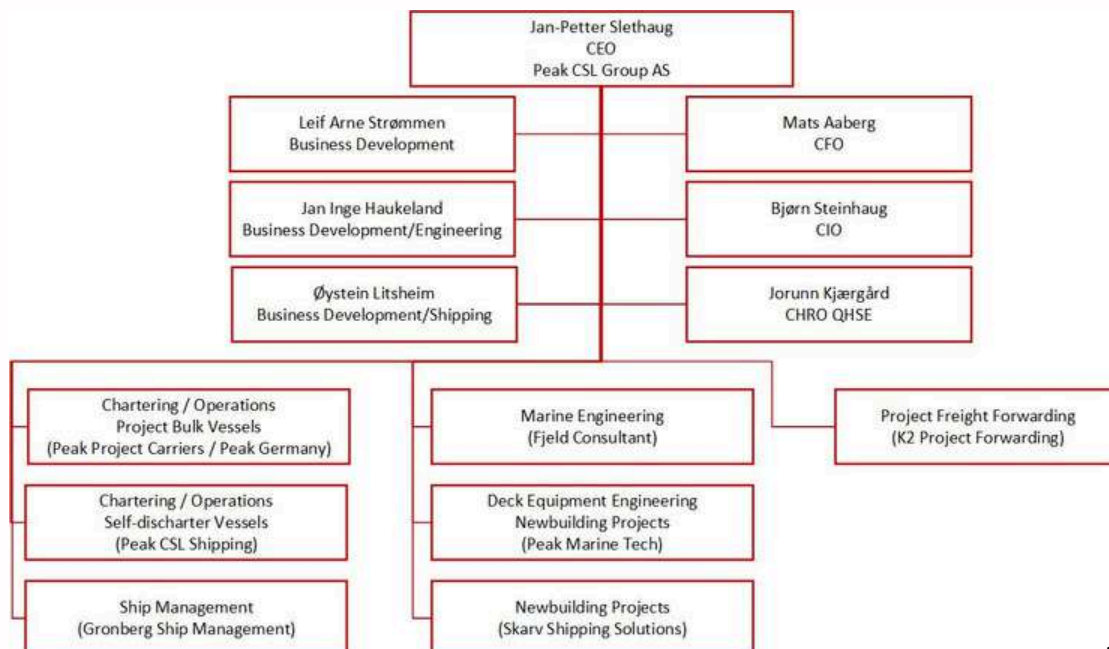
PMT: 33.15 Repair and maintenance of ships and boats

Skarv Shipping Solutions AS: 71.12 Engineering activities and related technical consultancy

Peak Shipowning AS: 50.20 Sea and coastal freight water transport

Gronberg Ship Management: 52.22 Service activities incidental to water transportation

Organizational structure including JVs/



10. PEAK CSL GROUP KEY FIGURES

Vessel operational performance/

Number of vessels	24
Number of port calls	1562
Distance sailed	684.650 nm

Environmental performance/

Total emissions	90.495 t
Scope 1 + 2	38.590 t
Scope 3	51.905 t

Social performance/

Number of employees	244
Training per employee	28 hours
LTI (Lost Time Injuries)	0

Governance performance/

Compliance training	62.5 % completed Compliance Training (NO)
Penalties	0

• **Key Figures**

10. PEAK CSL GROUP KEY FIGURES

Financial performance/

Currency: NOK 000	2025	2024	2023
Revenue	2,097,775	1,391,249	992,739
Voyage related expenses*	-1,719,161	-1,126,796	-742,498
Personnel expenses	-157,858	-127,837	-109,522
Other operating expenses	-76,640	-69,209	-45,799
EBITDA	144,116	67,407	94,919
Depreciation	-41,277	-42,683	-53,728
EBIT	102,839	24,724	41,191
EBT	103,384	4,867	34,733
Balance Value	996,209	847,148	673,538

[VSME B1]

10.1 Peak CSL Group own fleet /

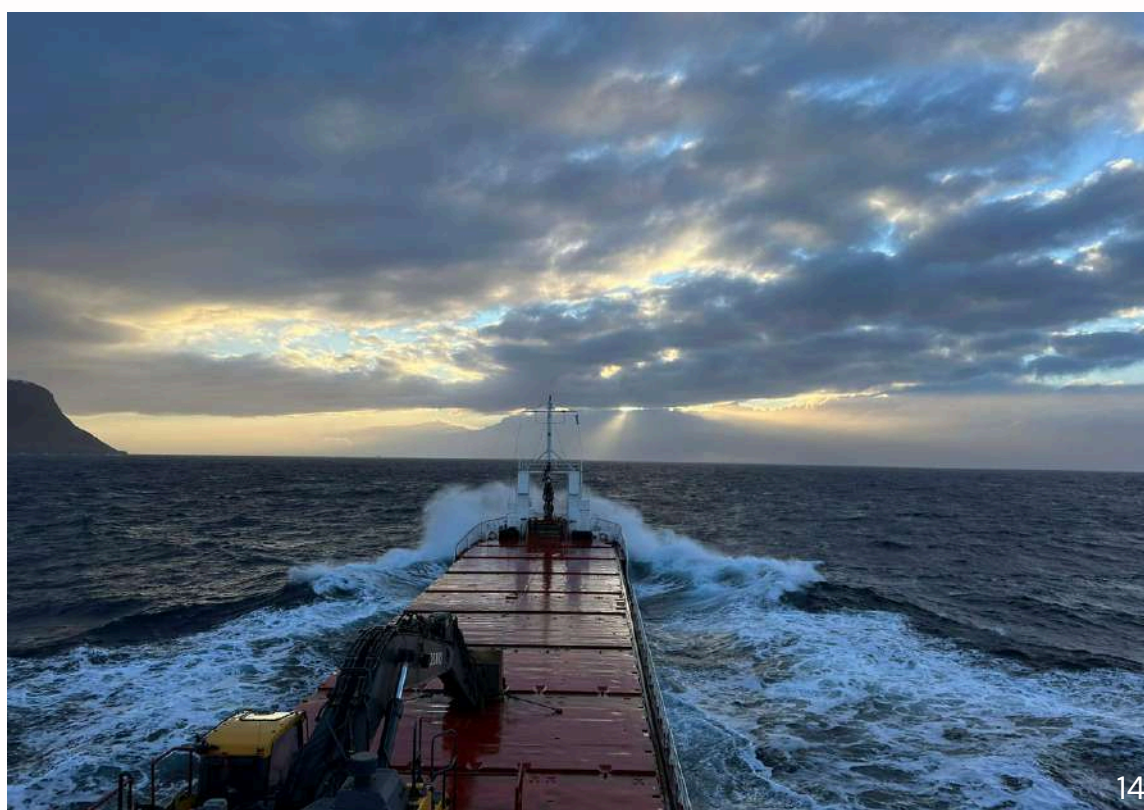
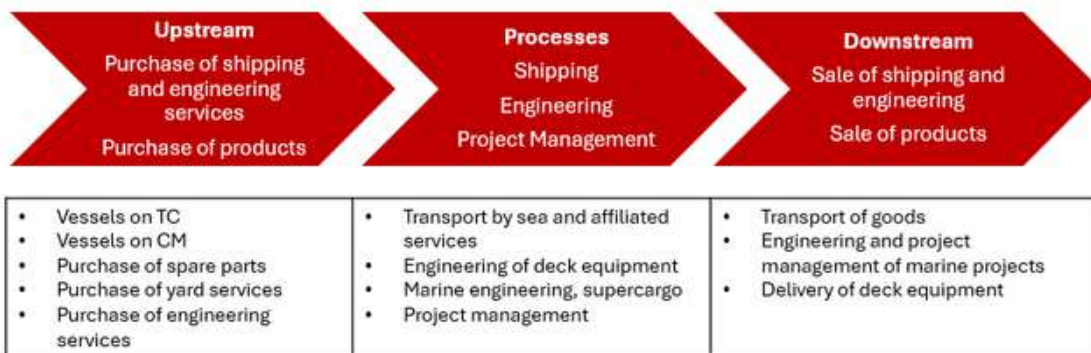
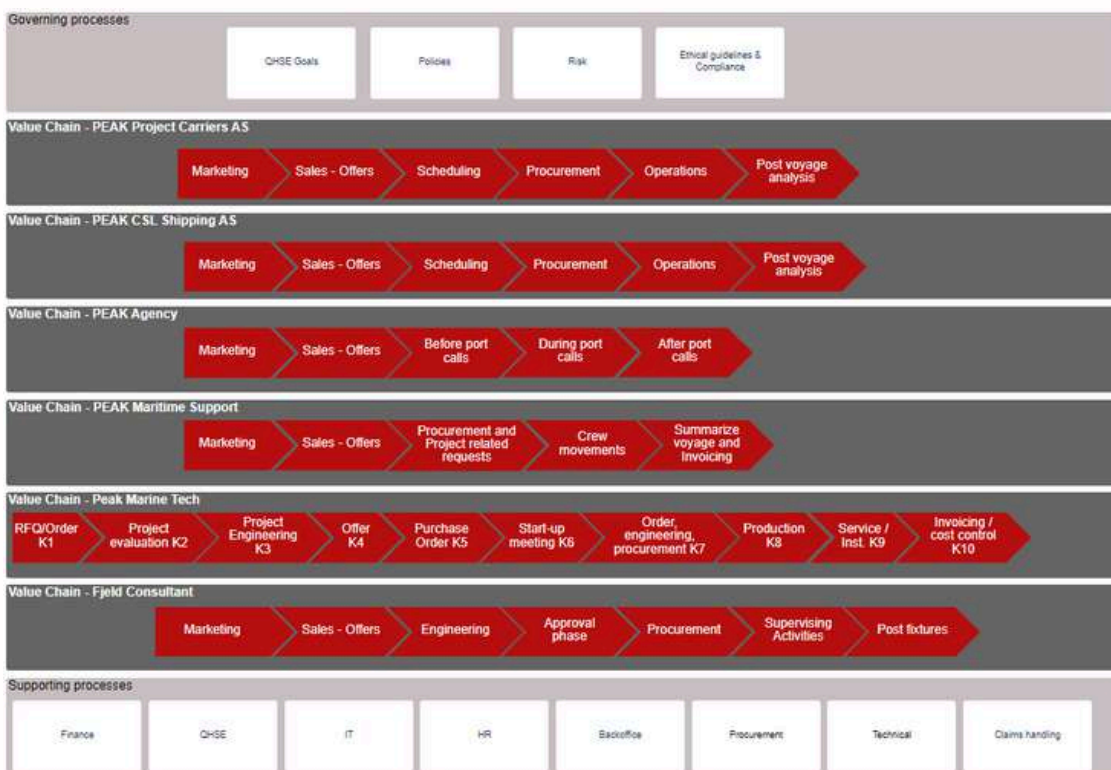
Peak Anfield	3.171 dwt
Peak Bremen	3.931 dwt
Peak Belfast	3.931 dwt
Peak Bergen	3.931 dwt
Peak Bilbao	3.931 dwt
Peak Bordeaux	3.931 dwt
Peak Sauda	5.050 dwt
Peak Skorpo	5.065 dwt
Peak Skarv 1	7.900 dwt (2026)
Peak Skarv 2	7.900 dwt (2026)
Peak Skarv 3	7.900 dwt (2026)
Peak Skarv 4	7.900 dwt (2026)
Nor Viking	8.264 dwt
CSL Elbe	10.110 dwt
CSL Trimnes	17.309 dwt
CSL Flexvik	18.800 dwt
CSL Thames	29.982 dwt

In addition, Peak CSL Group operates vessels under Time Charter and Commercial Management agreements.



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11. PEAK CSL VALUE CHAIN



12. STAKEHOLDERS

Stakeholder /	Interest /	Communication /
Owners	Long-term value creation Transparency and regulatory compliance Risk management and sustainability performance	Board meetings Reporting Annual ESG report
Employees	Safe and healthy workplace Competence development Job security and inclusion Environmental responsibility	Quarterly all-hands meetings Department meetings AMU Internal communication channels
Clients	Reliable delivery and cargo safety Competence and knowledge Environmental performance and reporting Compliance with standards and certification requirements	Project reporting Operational updates Meetings Sustainability reporting Web/Social media
Suppliers/ Long-term business partners	Long term relationships Competence Payment on time Clear cooperation between the parties	Quarterly meetings
Authorities and class societies	Compliance with laws and regulations Reporting and documentation	Mandatory reporting Audits Inspections
Bank / financial institutions / insurers	Financial stability Risk management and environmental performance Maintained fleet. Project Management and internal systems.	Quarterly meetings
Board of directors	Oversight of strategy, risk management, and performance Regulatory compliance and governance Long-term value creation and sustainability performance	Board meetings Management reporting Annual ESG and financial reporting

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12. STAKEHOLDERS

Stakeholder /	Interest /	Communication /
Sister companies	Long-term cooperation and transparency Clear roles and responsibilities Shared systems, competence, and efficient workflows	Regular coordination meetings Shared reporting and collaboration forums
Media / press	Updated and correct information	Website Social media Media responses



13. MATERIALITY ASSESSMENT

Peak CSL Group conducts a double materiality assessment. Although this is a requirement under the EU CSRD/ESRS framework rather than the VSME standard, the assessment provides a structured basis for identifying, mapping, and assessing risks and opportunities across all aspects of the company's operations and processes. The company's context is reviewed annually, and a new double materiality assessment is conducted if significant changes in the company's context are identified.

Each of the ESRS have been considered according to impact, risk and opportunities. The impact, whether positive or negative, is often similar in nature. What may initially appear as a negative impact can also represent an opportunity for positive change. The different materiality topics have been reviewed by Peak CSL Groups board of directors, and these are presented on the following page.

Risk management, including climate-related risks, is overseen by the Board of Directors and is addressed as a regular agenda item at least once per year. In addition, an annual management meeting is held with managers at all levels, where both risks and opportunities are discussed.

The Peak CSL Group's management system is certified in accordance with ISO 9001:2015 and ISO 14001:2015, and risk management is an integrated part of these systems. Risks and opportunities are considered by management in connection with all major investments and strategic decisions. Furthermore, the company's strategy incorporates relevant megatrends and assesses associated risks and opportunities at both Group and business unit level, with specific targets defined accordingly. The strategy is reviewed and updated on an annual basis.

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Materiality Impact	HIGH			<ul style="list-style-type: none"> ☑ Climate change (Emissions from fleet / airfreight) ☑ Energy mix ☑ Own workforce (blue collar) - safety ☑ Workers in the value chain ☑ Business conduct
	MEDIUM	<ul style="list-style-type: none"> ☑ Pollution (Water / Oil spills) ☑ Pollution (Chemicals) 	<ul style="list-style-type: none"> ☑ Pollution (Air) ☑ Resource extraction and habitat destruction 	<ul style="list-style-type: none"> ☑ Own workforce (white collar) - safety
	LOW	<ul style="list-style-type: none"> ☑ Pollution (Water/Ballast Water) ☑ Pollution (Soil) ☑ Pollution (Hull cleaning/fouling removal) ☑ Biodiversity and eco systems ☑ Resource use and circular economy ☑ Affected communities 		<ul style="list-style-type: none"> ☑ Diversity and inclusion policy ☑ Climate change (business travel)
		LOW	MEDIUM	HIGH
	Financial Impact			

The assessment identifies climate change, air pollution, safety, and business conduct as the most material topics for Peak CSL Group. Climate change is mainly driven by emissions from the company’s fleet, including owned vessels and vessels operated under time charter and commercial management.

Safety remains a key material topic for both seafarers and workers in the value chain, while business conduct reflects the importance of ethical and compliant operations. Other topics addressed include occupational safety at office locations, diversity and inclusion, and business travel.

Topics such as ballast water-related pollution, deforestation and land-use change, water use, resource use and the circular economy, and impacts on affected communities are either highly regulated, associated with limited impact from Peak CSL Group’s activities, or not directly relevant to the business model. As Peak CSL Group operates exclusively in a B2B market, consumers and end-users are not considered relevant stakeholders and are therefore not included in the materiality matrix.

14. ENVIRONMENT

14.1 Climate Change (E1)

GHG emissions constitute the Peak CSL Group's most significant environmental impact. The company's shipping activities contribute materially to climate change, primarily through emissions generated by its fleet, including both owned vessels and vessels operated under time charter and commercial management arrangements. Emissions from business travel are not material in comparison but are nevertheless recognized as a relevant contributing source.

Peak CSL Group has established policies, targets, and reporting processes to address climate-related risks and opportunities. It is exposed to a range of transition and operational risks, including evolving climate regulations, increasing requirements for reliable emissions reporting, and enhanced stakeholder focus that may result in reputation risk. Additional risks relate to fuel and technology availability, infrastructure gaps, capital expenditure for new vessels, operating expenditure linked to fuel prices and maintenance, changing client expectations, and competitive pressure in the business.

At the same time, the transition to a low-carbon economy presents opportunities for the Peak CSL Group. Investments in fuel-efficient and low-emission vessels can reduce fuel consumption, improve operational performance, enable access to green financing, and strengthen market positioning. Peak CSL Group's strategy addresses these risks and opportunities across different time horizons: short-term emission reductions through fleet optimization and new vessels, medium-term adoption of alternative fuels, and a long-term transition towards a fleet with a high share of zero-emission vessels, supporting alignment with future regulatory requirements and climate objectives.

14.2 Pollution (E2) [VSME B4]

In the Peak CSL Group's activities, pollution primarily relates to emissions of sulphur oxides (SOx) and nitrogen oxides (NOx), which are closely linked to fuel consumption and operational efficiency, and therefore related to, but distinct from, greenhouse gas emissions addressed under ESRS E1. Regulatory risks are managed through the installation of emission-reducing technologies, such as Selective Catalytic Reduction (SCR) systems. Operational aspects include the installation and operation of ballast water treatment systems (BWTS).

14.3 Water and marine resources (E3) [VSME B4/B6]

The Peak CSL Group's impact on water and marine resources is assessed as low and primarily relates to ballast water management on its vessels. All vessels are equipped with ballast water treatment systems, which are operated in accordance with applicable requirements. As a result, Peak CSL Group's impact on water and marine resources is considered limited.

14.4 Biodiversity and ecosystems (E4) [VSME B5]

The Peak CSL Group's direct impact on biodiversity and ecosystems is assessed as limited. However, potential indirect impacts may occur through the value chain, as Peak CSL Group operates downstream, particularly in connection with the transportation of timber and aggregates.

14.5 Resource and circular economy (E5)

Peak CSL Group has implemented a five-year maintenance programme, including more frequent hull cleaning. Operational data indicate that this approach contributes to a significant reduction in emissions.

Peak CSL Group's impact on resources and the circular economy is assessed as low, as waste generation is limited and primarily related to ordinary vessel and office operations. The five-year maintenance programme is designed to extend the operational lifetime of vessels and reduce their overall environmental footprint. To date, Peak CSL Group has not recycled any vessels. Should vessel recycling become relevant, the objective is to maximise the reuse of vessel components in line with circular economy principles. In addition, where feasible, grillage used for seafastening is reused. [VSME B7]

15. SOCIAL

15.1 Own workforce (S1)

The most significant impacts in this area relate to Peak CSL Group's own crew and supercargo services and constitute one of Peak CSL Group's highest safety risk areas, with material financial and operational implications. The physical nature of cargo handling operations involves inherent risks, which require a high level of safety awareness and continuous competence development for both employees and subcontractors.

Peak CSL Group places strong emphasis on ongoing competence development to strengthen safety awareness and operational skills. Employees and subcontractors are required to comply with established safety procedures and participate in relevant training activities. Peak CSL Group aims to operate as a maritime house of competence, and for the onshore organisation a target of 15 hours of training per employee per year has been established. Training hours are reviewed on a quarterly basis.

Peak CSL Group is committed to compliance with applicable laws and regulations and actively manages employment and subcontractor relationships to ensure appropriate oversight and adherence to contractual obligations. Given the diverse workforce, including employees from both EU and non-EU countries, particular attention is paid to compliance with relevant legal, ethical, and labour standards.

Employee engagement is supported through regular quarterly meetings and a safety committee. Employee surveys are conducted both onshore and onboard the vessels. Each vessel has an established complaint procedure, and a whistleblowing channel is in place to strengthen transparency, trust, and accountability.

15.2 Value chain workers— working conditions (S2)

Peak CSL Group is committed to promoting respect for human rights and high social standards across its value chain. Peak CSL Group's influence on value-chain workers primarily relates to its business partners and suppliers, including subcontractors operating in regions with elevated social risk. By setting clear expectations for fair employment conditions and compliance with internationally recognised labour standards, the company seeks to support safe, respectful, and inclusive working conditions throughout the supply chain.

Peak CSL Group promotes responsible working practices among value-chain partners through contractual requirements, supplier engagement, and the integration of health, safety, and environmental (HSE) expectations. While monitoring and follow-up of value-chain workers may increase operational complexity, these measures support transparency and compliance with social and labour standards.

For suppliers operating primarily within Europe, the overall social risk is assessed as medium to low. Operations involving higher-risk countries require enhanced attention to labour rights, safety standards, and working conditions. These risks are addressed through supplier assessments, and alignment with international agreements and standards.

By strengthening supplier engagement, improving transparency, and continuously enhancing monitoring practices, Peak CSL Group aims to reduce social risks for value-chain workers while supporting regulatory compliance, operational integrity, and long-term value creation.

15.3 Local social impacts (S3)

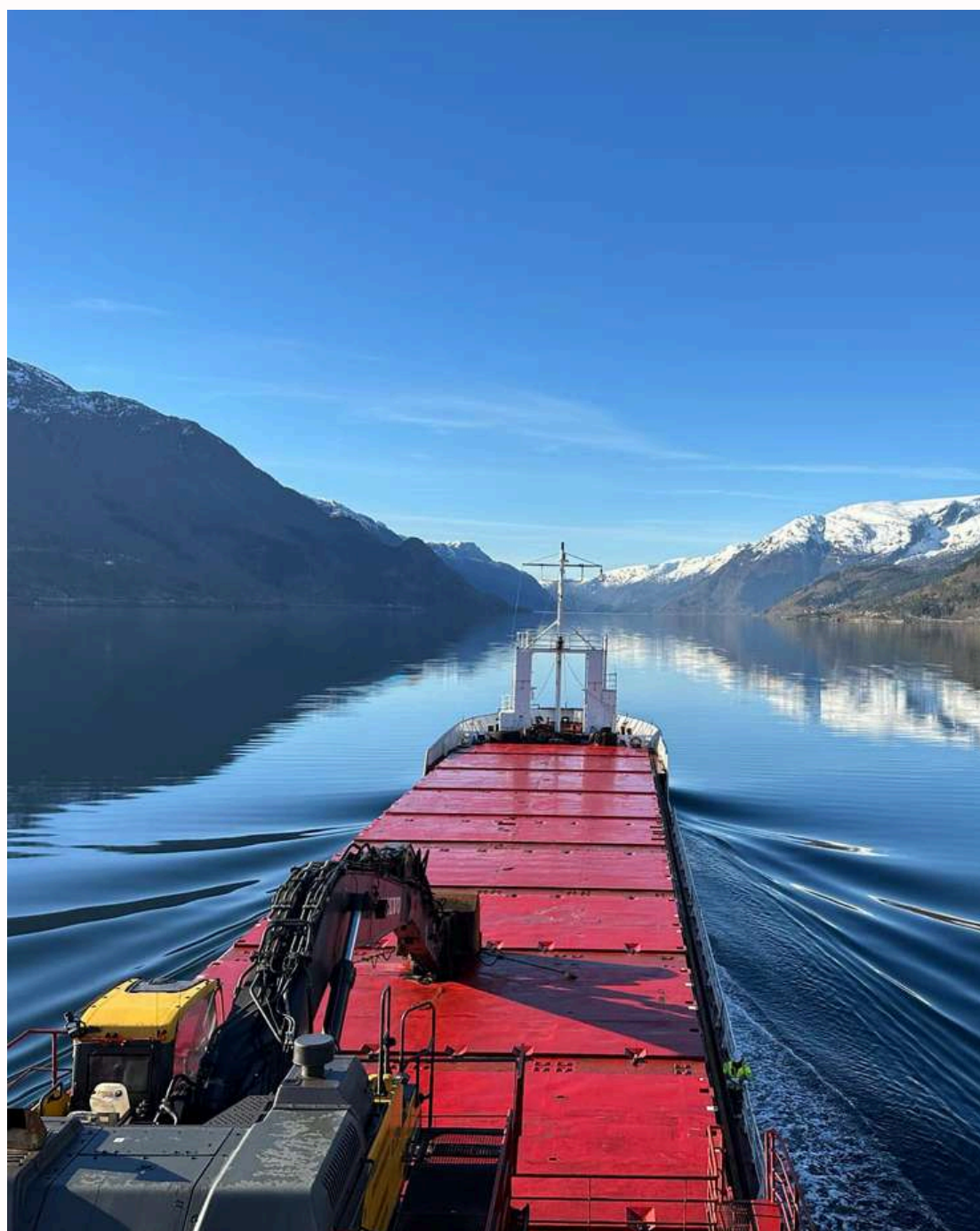
Peak CSL Group, due to its size, has limited local social impact from its activities.

15.4 Impacts of products and services for end-users (S4)

15.5 Personal safety of consumers and/or end-users (S5)

15.6 Social inclusion of consumers and/or end-users (S6)

Not applicable. Peak CSL Group delivers business to business services and not directly to end-users.



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16. GOVERNANCE

Responsible business conduct is critically important to the financial performance and long-term sustainability of Peak CSL Group. A firm zero-tolerance stance on corruption, bribery, and anti-competitive behaviour limits exposure to financial risks including fines, legal expenses, and operational interruptions, while helping maintain access to key markets and preserve stakeholder confidence. Consistent application of the company's Code of Conduct further reduces the risk of regulatory enforcement actions and reputational harm, both of which may have material financial consequences. Ethical conduct and respect for fair competition contribute to a predictable operating environment and reduce the potential for costly conflicts.

Clear and transparent business practices also help mitigate risks associated with regulatory breaches and legal disputes and support trust-based relationships with customers and business partners. Strong data protection and information security controls are essential to limiting financial risks related to data breaches, regulatory sanctions, and operational disruption. Protecting client and business information underpins trust, supports customer retention, and contributes to stable, long-term revenue generation.



17.0 PEAK CSL GROUP'S ACTIONS

17.1 CLIMATE CHANGE

Peak CSL Group reports its CO₂, NO_x and SO_x emissions.

The emissions are divided into three groups:

Scope 1: GHG emissions directly related to operation of Peak CSL Group's fleet

Scope 2: GHG emissions related to our offices (purchase of energy).

Scope 3: GHG emissions related to our purchased services.

17.1.1 Emissions Scope 1

Peak CSL Group operates in the market with a varied fleet consisting of approximately 24 general cargo, bulk, project, and self-discharging vessels. Among these, Peak CSL owns five multipurpose heavy cargo vessels (B-type), renowned for their adaptability to handle both project and regular bulk cargo. These vessels are capable of sailing with open hatches, making them suitable for specialized and oversized cargoes. Equipped with tween decks and lashing materials, along with experienced crews, they ensure the safe handling of clients' cargo. Serving a diversity of clients, the B-type vessels handle a wide range of cargoes. Additionally, Peak CSL Group owns two self-discharging vessels and one bulk vessel. The self-discharging vessels are equipped with excavators, enabling them to load and unload cargo 24/7. Ranging from 2,500 to 8,400 deadweight tons (dwt), these vessels provide efficient cargo transport solutions.

17.1.2 Policies

Peak CSL Group's environmental policy strives to find solutions to improve our environmental performance. The main tool in the realization of Peak CSL Group's ambitions for a green fleet is Skarv Shipping Solutions. Both technical and commercial resources from Peak CSL Group and Grieg Edge are involved in Skarv, with the newbuilding program. **From 2030 Peak CSL Group will only order vessels with zero emission technology.**

17.1.3 Emissions (Scope 1) [VSME B3 B4]

Summary emissions:

Emissions	2025	2024	2023
CO ₂ emissions total	38.011 t	34.913 t	39.527 t
NO _x emissions (Scope 1)	553 t	536 t	607 t
SO _x emissions (Scope 1)	23.00 t	21.13 t	23.92 t
AER - Own vessels B-type (Grams per ton-nautical mile)	17.63	18.22	19.04
AER - Own vessels Selfdischargers (Grams per ton-nautical mile)	19.40	18.40	21.11
AER - Own vessels Others (Grams per ton-nautical mile)	64.06	33.20	23.65

In 2025, Peak CSL Group strengthened its emissions reporting and analytical capabilities. This supports compliance with the EU Monitoring, Reporting and Verification (MRV) framework and enables further reductions in bunker consumption and greenhouse gas emissions. Scope 1 emissions are reported by vessel type: project vessels, self-discharger vessels, and one bulk vessel. In 2025, bunker consumption for project vessels was significantly reduced, reflecting targeted operational and technical measures. Consumption increased for self-discharger vessels, while the bulk vessel recorded a slight decrease. Overall, total bunker consumption and corresponding Scope 1 emissions increased.

The Annual Efficiency Ratio (AER) is also monitored by vessel category. The bulk vessel showed a significant increase in AER, primarily due to short voyages. Project vessels, however, demonstrated improved AER performance as a result of operational and technical initiatives informed by enhanced reporting. In addition, the project vessels are designed with inherently low fuel consumption, contributing to an overall efficient emissions profile.

The company has shifted its primary performance focus from the Energy Efficiency Operational Indicator (EEOI) to bunker consumption per sailed nautical mile. This KPI is considered the most relevant measure of fuel consumption and emissions and forms the basis for future target setting. Peak CSL Group remains committed to optimising fleet operations and continuously improving the quality and transparency of its environmental reporting.

Actions to mitigate emissions [VSME B2]:

Upgrading the Existing Fleet

- Investments in the existing fleet to improve energy efficiency and reduce emissions.
- Voyage planning, weather routing, speed optimisation, and a five-year hull-cleaning programme to reduce fuel consumption.
- Technical optimisation and improved cargo stowage to increase utilisation and lower emissions per transported unit.

Mapping and Reporting Emissions

- Systematic mapping and reporting of GHG emissions in line with applicable requirements.
- Use of emissions data to establish baselines, set targets, and monitor performance.
- Continuous improvement through defined efficiency and decarbonisation measures.

Addressing Risks

- Active management of regulatory risks related to IMO requirements, EU ETS, and FuelEU Maritime.
- Ongoing monitoring and internal communication of regulatory developments.
- Management of technological and financial risks through phased implementation and use of proven solutions.

Leveraging Opportunities

- Reduced operating costs through improved energy efficiency and lower fuel consumption.
- Optimised maintenance supporting both emissions reductions and cost savings.
- Exploration of green financing, incentives, and subsidies to support sustainable investments.

17.1.4 Emissions scope 2 [VSME B3]

Peak CSL Group's scope 2 emissions are related to our energy consumption at our offices.

Peak CSL Group rents all of its office facilities and we are in close cooperation with the building owners at the different locations to reduce our environmental footprint.

Type	Renewal Energy	Fossil Energy	Total Energy Consumption
Electricity	29.743 KWH	244.142 KWH	273.885 KWH
Emissions (CO ₂)	-	3.29 t	3.29 t

Actions to mitigate climate change (Scope 2) [VSME B3]:

- Bergen: Energy-efficiency measures have been implemented by the building owner, including the installation of building-level energy monitoring and control systems covering Peak CSL Group's office premises.
- Bergen: Renewable energy measures have been introduced through the installation of rooftop solar panels by the building owner.
- Other locations: Peak CSL Group engages with building owners and will support and facilitate relevant energy-efficiency measures implemented at leased office locations.

Actions to mitigate climate change (Scope 3) [VSME B3]

Emissions	2025	2024	2023
CO ₂ emissions shipping	50.684 t	25.433 t	10.977 t

Scope 3 emissions are primarily associated with purchased services, particularly shipping (CM/TC). These emissions have increased in recent years due to the inclusion of additional CSL vessels under commercial management, resulting in a higher overall emissions footprint in this category. Scope 3 emissions related to purchased goods and services and capital goods are currently not calculated, but will be included in future reporting.

Climate actions on the fleet are commented on earlier in this report. Peak CSL Group decided in 2023 to build 4 new low-emission vessels, and later one self-discharger vessel (MGO) and one ammonia self-discharger vessel. The project vessels will have dual fuel engines (the first that is available in the market). These vessels also have significantly lower bunker consumption compared to older, similar vessels, with overall consumption at approximately half the level.

Use of alternative fuel

As part of its service offering, Peak CSL Group may utilize biofuel where this is operationally feasible and commercially viable. The use of such fuels can enable material reductions in greenhouse gas emissions, in some cases of up to approximately 65% compared to conventional fossil fuels (DNV, Use of biofuels in international shipping). Due to operational planning requirements and cost considerations, alternative fuels are applied on a case-by-case basis and are not part of standard operations.

Carbon Insetting

In limited and infrequent cases, Peak CSL Group may facilitate carbon insetting as part of its service offering, upon customer request. This is not a standard practice. Carbon insetting enables customers to support the use of more sustainable fuels within the transport system, with emission reductions allocated where they are most effective. Where applied, emission reductions are documented through third-party verification or equivalent documentation. 29

Carbon Offsetting

Carbon offsetting is currently not requested by Peak CSL Group's customers and is therefore not part of regular operations. However, offsetting solutions can be offered upon customer request, either through selected external providers or via Peak CSL Group's vessel management system.

Carbon Reporting

Peak CSL Group systematically monitors, measures, and reports greenhouse gas (GHG) emissions from its fleet in accordance with applicable regulatory frameworks, including the EU Monitoring, Reporting and Verification (EU MRV) requirements. Emissions data are compiled using multiple data sources and systems, including vessel operational data, fuel consumption records, and performance and monitoring tools such as Neuron.

The combination of these data sources supports the establishment of baselines, performance tracking, and documentation for regulatory compliance and ESG reporting. Carbon reporting is an integrated part of the company's environmental management and governance framework and supports preparedness for schemes such as EU ETS and FuelEU Maritime.

KPI's to measure reduce general project footprint

Peak CSL Group has establish KPI's for selected types of vessels measuring the reduced carbon emission either in absolute number (ton), emission per ton/nautical mile or both.

17.2 POLLUTION

17.2.1 Resource Consumption

Circular Economy and Waste Management [VSME B7]

Waste from vessels:

Peak CSL Group segregates all waste generated on board its vessels and ensures that it is discharged to approved shore reception facilities when calling at port. A mandatory port fee applies at all ports, which requires vessels to deliver their waste ashore and ensures proper handling and disposal in accordance with applicable regulations.

Peak CSL Group does not maintain a centralized overview of the total amount of waste generated (in kgs), nor a consolidated breakdown of hazardous and non-hazardous waste. However, each vessel maintains its own waste logbooks, where such information is recorded.

Waste from offices:

At Peak CSL Group's offices, all waste is sorted into designated fractions and collected separately by the recycling company.

Peak CSL Group aims to reduce food waste. Lunch is prepared and served by canteen personnel at the offices, who continuously adjust the type and quantity of food made available to minimize food waste.



Peak CSL Group annual clean shore day 2025.

17.2.2 Ship Recycling [VSME B7]

Peak CSL Group has not recycled any vessels, either in 2025 or in previous years. There are currently no plans for ship recycling in the future.

17.2.3 Ecological impacts [VSME B7]

Fjeld Consultant, part of Peak CSL Group, provides marine operational services related to project and heavy-lift cargo, with a focus on proper cargo stowage and sea-fastening. These measures are intended to prevent cargo-related incidents, including cargo shift, damage, and potential pollution during transport.

Based on its operational planning and execution, no cargo-related incidents have been reported. Preventive stowage and sea-fastening practices are a key element in reducing environmental risk in marine transport operations.



17.3 PEAK CSL GROUP'S PERFORMANCE ACTIONS ON SOCIAL PERFORMANCE [VSME B9]

17.3.1 HSEQ Performance

	2025	2024	2023
Fatalities;	0	0	0
Serious Disabling Injury:	0	1	0
Near Misses:	40	30	6
Unsafe Acts/Condition:	9	23	6
LTI/Number of lost time injuries:	0	3	1
Restricted work cases:	0	0	0
Medical Treatments:	1	2	0

Total Number of Lost Time Injuries – Restricted Work Cases

The total number of lost-time injuries has decreased compared to previous years. In 2025, Peak CSL Group recorded zero Lost Time Injuries (LTIs) and zero Restricted Work Cases (RWCs). Maintaining this performance requires a systematic focus on occupational health and safety and a strong safety culture. Peak CSL Group is implementing a Human and Organizational Performance (HOP)–based program aimed at strengthening psychological safety and safety awareness across the organization. All reported incidents and observations are systematically investigated to identify underlying causes, support organizational learning, and drive continuous improvement in preventive measures.

Near Misses – Unsafe Acts / Conditions

The number of reported near misses increased in 2025, partly due to the implementation and continuous improvement of a new ship management system that enables more efficient reporting. During the year, Officers' Days with a dedicated focus on safety reporting were conducted, and relevant personnel were trained in submitting reports and identifying both immediate and root causes. Safety is a standing agenda item during ship visits and is regularly communicated through internal channels. Reports are shared across the fleet and systematically reviewed during quarterly onboard HSE meetings.

Medical Treatments

The number of medical treatment cases remains low. Peak CSL Group will strengthen follow-up to ensure consistent reporting of all first aid cases.

Toolbox meetings

To mitigate the risk of injuries and accidents, risk assessments and toolbox meetings are systematically conducted in advance of all non-routine operations and special tasks.

Survey to all crew

Peak CSL Group conducts an annual workforce survey to monitor health, safety, and working environment (HSE) conditions, as well as cooperation between vessels and shore-based business units. The survey covers safety, vessel–shore interfaces, onboard living and working conditions, psychosocial factors such as bullying and harassment, and training needs. It is distributed to all ranks onboard, providing employees with an opportunity to raise concerns and contribute to preventive and improvement measures.

Safety Moments

Peak CSL Group has introduced safety moments as a standard element of all meetings, including management meetings, business unit meetings, and meetings involving all employees. The topics may relate to both work and everyday life and are often linked to the HSE calendar.



HSE Calendar

Peak CSL Group has an annual HSE calendar featuring a new HSE topic each month. Examples of topics include first aid, ergonomics, fire protection, the use of reflectors, and the importance of good physical health. The annual Clean Shore Day is also included in the calendar. In connection with the first aid topic, we offer CPR courses. For ergonomics, a physiotherapist assists employees with adjusting their workstations, and for fire protection we have arranged dedicated training in use of fire extinguishers.



17.3.2 OWN WORKFORCE / WORKERS IN THE SUPPLY CHAIN

17.3.2. HR Performance [VSME B8]

	2025	2024
Contract types:		
Temporary contracts:	146	155
Fixed contracts:	98	93
Total number of FTE	238	241
Men	219	223
Females	25	25
Total number of employees	244	248
Number of employees in countries:		
Norway	65	62
Germany	4	3
Netherlands	29	28
Hired crew (EU/non-EU)	146	155
Turn Over	2.44%	0.85%
Sickness absence	2.96%	1.2%

Diversity

Equality and diversity are core principles of Peak CSL Group, and the company maintains zero tolerance for discrimination and harassment. Peak CSL Group has defined clear diversity and gender-equity ambitions, including increasing female representation in both office-based roles and the fleet by 2031. The company implements targeted measures to promote diversity and support gender balance through recruitment, development, and retention initiatives.

Gender

As of 31 December 2025, women represent 32% of Peak CSL Group's onshore workforce, while men account for 68%. This represents a decrease in female representation compared to previous years. Peak CSL Group remains committed to increasing female representation through targeted recruitment efforts, while ensuring that competence and personal suitability remain the primary selection criteria. The company's crew currently consists entirely of men.

Age

The average age of Peak CSL Group’s onshore workforce is 41 years, consistent with the previous year. Recruitment of newly educated candidates and interns during 2025 has had a balancing effect alongside an overall aging workforce. The average age of the crew remains 43 years.

Human Rights and Labour Standards

Peak CSL Group has a policy on human rights and is committed to conducting its business with respect for fundamental human and labour rights. The company opposes all forms of modern slavery, forced labour, and child labour, and maintains zero tolerance for discrimination, harassment, and corruption.

Peak CSL Group respects freedom of association and collective bargaining and is committed to providing decent working conditions in line with applicable laws and industry standards, including fair terms of employment, compensation, working hours, and occupational health and safety.

Health, safety, and environmental protection are fundamental principles for Peak CSL Group, with an ambition of zero harm to people and the environment.

Safety Committee

Peak CSL Group’s onshore organization has a Safety Committee comprising both employee and management representatives. The committee meets four times per year, and health, safety, and environment (HSE) topics are a regular part of the agenda.

Training [VSME B10]

Peak CSL Group invests in its employees through regular training programs and social activities. In 2025, employees in Norway completed an average of 28 hours of training per employee. In 2026, the company will focus on strengthening health, safety, and environment (HSE) training for managers, alongside anti-bribery and corruption (ABC) training for all employees, in addition to ongoing regular training activities.



17.4 PEAK CSL GROUP' ACTIONS ON GOVERNANCE

Peak CSL Group has established a compliance framework comprising a Code of Conduct, internal control procedures, organizational measures, training, whistleblowing arrangements, auditing, and reporting. Compliance training is provided through a web-based course from Transparency International, supplemented by quarterly thematic sessions for all employees. In 2026, further training initiatives will be delivered in cooperation with KPMG.

17.4.1 Policies [VSME B10]

Peak CSL Group maintains a compliance programme based on its Code of Conduct and core principles, covering key areas such as child labour, forced labour, modern slavery, non-discrimination, and health and safety. The company upholds the principles of freedom of association and collective bargaining. Peak CSL Group also participates in Future-Proof Bergen, supporting responsible business conduct across its operations and supply chain.

17.4.2 Corruption Risk [VSME B11]

Peak CSL Group conducts an annual risk analysis that includes the risk of corruption. This analysis is part of the company's annual report in accordance with the Transparency Act.

17.4.3 Facilitation payments [VSME B11]

Peak CSL Group has no reports about facilitation payments in 2025. Peak CSL Group has paid no fines related to corruption or facilitation payments.

17.4.4 Data Protection

Peak CSL Group works closely with its IT service providers to continuously strengthen its data protection and cyber security practices. During the past year, the company has further formalised its cyber security governance through regular security reviews and structured follow-up with external partners. In addition, cyber awareness training remains mandatory for all employees, supporting a strong security culture across the organisation. Ongoing initiatives include continuous monitoring, periodic security walkthroughs, and further strengthening of processes related to access control and data handling.

17.4.5 Whistleblowing procedure

Peak CSL Group has established a whistleblowing channel in cooperation with KPMG. The procedure is designed to ensure compliance with the company's values, ethical guidelines, and legal requirements. The whistleblowing system facilitates the proper and responsible handling of reports concerning potential misconduct and supports learning and improvement across the organization.

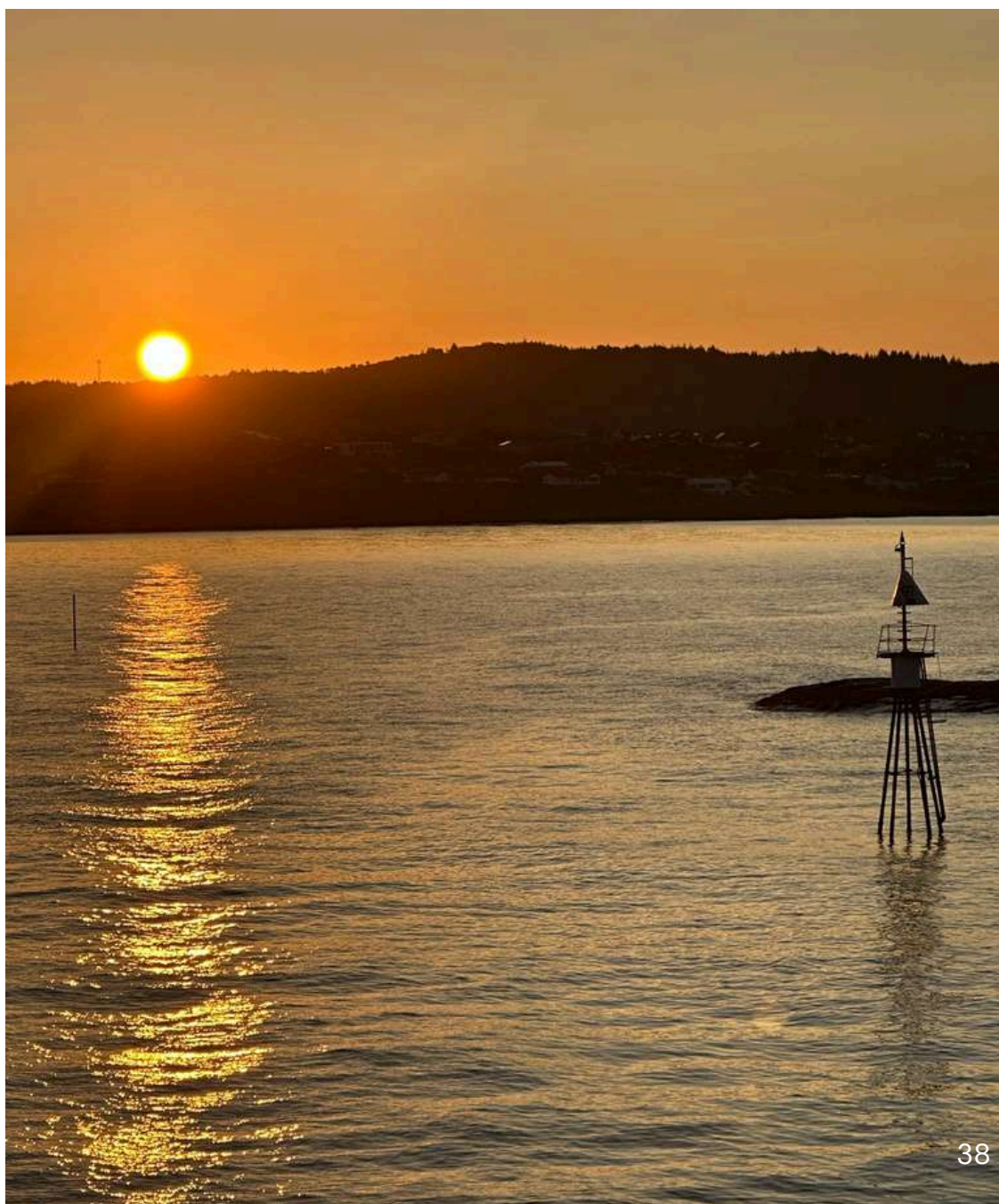
17.4.6 Port state control

During 2025 we have had 11 port state controls on our vessels with 16 deficiencies and 0 detentions. This is a decrease compared to previous years, and the port state controls that has been done in 2026 confirm the positive trend.

	2025	2024	2023
Port State Controls:	11	9	12
Deficiencies:	16	27	23
Detentions:	0	0	0

17.4.7 Marine casualties [VSME B4]

Peak CSL Group had no marine casualties in 2025.



18. SUMMARY EU VSME STANDARD

GENERAL	Ref.	Page
Legal form	VSME BI	4
NACE sector classification codes	VSME BI	10
Size of the balance sheet (in EUR)	VSME BI	12
Turnover (in EUR)	VSME BI	12
Number of employees headcount	VSME BI	35
Number of employees FTE	VSME BI	35
Country of primary operation	VSME BI	5
ESG certificates	VSME BI	43
Practices, policies and future initiatives for transitioning towards a more sustainable economy	VSME B2	42

ENVIRONMENT	2025	2024	2023	Ref	Page
Energy and greenhouse gas emissions				VSME B3	
Electricity	29.743 kWh	14.820 kWh		VSME B3	28
GHG emissions				VSME B3	
Scope 1 CO ₂	38.011 t	34.913 t	39.527 t	VSME B3	26
Scope 2 CO ₂	3.29 t	6.11 t	8 t	VSME B3	28
Scope 3 CO ₂ (shipping)	50.684 t	25.433 t	10.977 t	VSME B3	29
AER - B-type	17.63	18.22	21.11	VSME B3	26
GHG Emission Management	TEXT	TEXT		VSME B3	27
Energy Mix	TEXT	TEXT		VSME B3	28
Pollution of air, water and soil				VSME B4	
Marine casualties	0		0	VSME B4	38

18. SUMMARY EU VSME STANDARD

ENVIRONMENT	2025	2024	2023	Ref	Page
Air pollution				VSME B4	
NOx	553 t	536 t	607 t	VSME B4	26
SOx	23.00 t	21.13 t	23,92 t	VSME B4	26
Water pollution (Water and marine resources)	TEXT	TEXT	-	VSME B4	20
Soil pollution	TEXT	TEXT	-	VSME B4	18
Biodiversity				VSME B5	
Transportation	TEXT	TEXT	-	VSME B5	20
Water				VSME B6	
Water consumption	TEXT	TEXT	-	VSME B6	19
Resource use, circular economy and waste management				VSME B7	
Application of circular economy principles	TEXT	TEXT		VSME B7	31
Waste generated	TEXT	TEXT		VSME B7	31
Ship recycling	0	0	0	VSME B7	32

SOCIAL	2025	2024	2023	Ref	Page
General characteristics				VSME B8	
Temporary contract	146	155	145	VSME B8	35
Fixed contract	98	93	73	VSME B8	35
Total number of FTE	238	241	212	VSME B8	35
Total number of employees	244	248	218	VSME B8	35
Males	219	223	200	VSME B8	35
Females	25	25	18	VSME B8	35
Norway	65	62	-	VSME B8	35
Germany	4	3	-	VSME B8	35
Netherlands	29	28	-	VSME B8	35
Hired crew (EU/non-EU)	146	155		VSME B8	35

18. SUMMARY EU VSME STANDARD

SOCIAL	2025	2024	2023	Ref	Page
General characteristics - continue				VSME B8	
Turn Over	2.44%	0.85%	-	VSME B8	35
Sickness absence	2.96%	1.20%	-	VSME B8	35
Health and safety				VSME B9	
Recordable work-related accidents	3	5	1	VSME B9	33
Fatalities	0	0	0	VSME B9	33
Remuneration, collective bargaining and training	TEXT	TEXT	-	VSME B10	37
Training - average	28 hrs	21 hrs	33 hrs	VSME B10	36

GOVERNANCE	2025	2024	2023	Ref	Page
Corruption risk	TEXT	TEXT		VSME B11	38
Facilitation payments	0	0	0	VSME B11	38
Convictions and fines for corruption and bribery	0	0	0	VSME B11	38

ESG GOVERNANCE	2025	2024	2023	Ref	Page
Policies and targets	TEXT	TEXT	-	VSME B2	6-7
Board engagement	TEXT	TEXT	-		18

Area	ESRS	Impacts	Material IROs	Policy	Measures	Future policies and actions	SDG
Climate change	Climate change adaptation Climate change mitigation Energy mix	<ul style="list-style-type: none"> Negative: GHG emissions from fleet and operations. Positive: Reduction in emissions through decarbonisation measures 	<ul style="list-style-type: none"> Risks: Technology risk, regulatory risk, infrastructure gaps Opportunities: Fleet renewal, contribute to energy transition 	Y	Y	Y	SDG 13
Pollution	Pollution of air Pollution of water Pollution of soil	<ul style="list-style-type: none"> Negative: Air emissions (NOx, SOx). Potential discharge to water/soil. 	<ul style="list-style-type: none"> Risks: Operational risks, regulatory risks Opportunities: Installation of SCR, financial savings, reputation 	Y	Y	Y	SDG 14
Water and Marine Resources	Water discharges in water and in the oceans	<ul style="list-style-type: none"> Negative: Potential harm to marine environment from discharge/spills. Positive: Reduced environmental footprint through operational controls. 	<ul style="list-style-type: none"> Risks: Operational risks, risk related to compliance with regulations Opportunities: Reduced environmental footprint through operational controls, installation of BWTS 	Y		Y	SDG 14
Biodiversity and Eco- systems	Land use change	<ul style="list-style-type: none"> Negative: Disturbance to marine ecosystems / habitats Positive: Regulatory / environmental compliance 	<ul style="list-style-type: none"> Risks: adherence to environmental regulations 	Y		Y	SDG 14
Circular Economy	Waste	<ul style="list-style-type: none"> Negative: Waste generation Positive: Waste reduction/resource efficiency 	<ul style="list-style-type: none"> Risks: Increased operational complexity and costs Opportunity: Cost efficiency and improved environmental footprint 	Y		Y	SDG 12
Own workforce	Safety	<ul style="list-style-type: none"> Negative: Risks of incidents / injuries Positive: Improved safety performance / wellbeing 	<ul style="list-style-type: none"> Risks: Safety risks Opportunities: Reduced incident rate and reinforce a culture of well-being and security 	Y	Y	Y	SDG 8
Workers in Supply Chain	Safety	<ul style="list-style-type: none"> Negative: Potential risk in the supply chain. Positive: Improved safety and efficiency 	<ul style="list-style-type: none"> Risks: Safety risks, Monitoring of suppliers in the supply chain Opportunities: Reduced incident rate and reinforce a culture of well-being and security, cost savings by quality and efficiency in the value chain 	Y	Y	Y	SDG 8
Affected communities	Low material impact	<ul style="list-style-type: none"> Negative: Environmental externalities 		Y			SDG 13
Consumers and End Consumers	Low material impact	<ul style="list-style-type: none"> Opportunity: Sustainable transport solutions. 		Y			SDG 12
Business conduct	Corporate culture Protection of whistleblowers Corruption and bribery	<ul style="list-style-type: none"> Positive: Trust, transparency, ethical business practices 	<ul style="list-style-type: none"> Risks: Compliance breaches, legal penalties, harm to reputation, reduced trust among stakeholders, legal and reputational consequences Opportunities: Enhanced reputation, Operational efficiency, shape regulatory trends 	Y	Y	Y	SDG 16

19. CERTIFICATES AND AWARDS [VSEM B1]

ECOVADIS

Peak CSL Group was awarded a Silver Medal by EcoVadis.

EcoVadis is a platform, which allows companies to assess their environmental and social performance as well as those of their suppliers. EcoVadis combines technology and Corporate Social Responsibility (CSR) expertise to deliver simple and reliable supplier scorecards. The EcoVadis rating covers a broad range of non-financial management systems including Environmental, Labour & Human Rights, Ethics and Sustainable Procurement impacts. By being awarded a Silver Medal Peak CSL Group are among the top 15% of companies on the EcoVadis rating.



20. ATTACHMENT: PEAK CSL GROUP QUALITY POLICY

PEAK CSL Group Quality Policy:

Our values:

Collaboration and Team Spirit – Responsibility and Integrity – Quality and Reliability – Safety – Sustainability – Customer Focus – Innovation and Entrepreneurial Spirit – Trust and Openness – Well-being and Human Focus – Cost Awareness

Our Quality Policy:

PEAK CSL Group focuses on customers. We will give our customers **«added value»** through good, **efficient solutions** and unique **knowledge** about the industry.

Continuous improvement is a persistent goal, focusing on **deliverability, good systems**, and **operational control**.

We shall **satisfy the requirements** of standards, laws and regulations, and shall have **good routines** for achieving this.

Our employees should be characterized by being **knowledgeable**, being **solution-oriented** and **innovative**.

Our activities are to be managed as processes, to achieve **traceability, reproducibility** and a **standardized working method**.

PEAK CSL Group is certified according to ISO 9001:2015.

Jan Petter Slethaug

CEO

PEAK CSL Group Quality Policy applies for:

/ Peak CSL Shipping AS

/ Peak Project Carriers AS

/ Peak Chartering AS

/ Peak People AS

/ Fjeld Consultant AS

/ Peak Marine Tech AS

21. ATTACHMENT: PEAK CSL GROUP HSE POLICY

HEALTH, SAFETY AND ENVIRONMENTAL PROTECTION POLICY

The management and staff of Peak CSL Group are obliged to comply with the following policy, and will carry out their duties accordingly.

These are our main principles:

S – Safety first

A – Avoid accident & identify hazards

F – Follow International Rules & regulations with respect to safe working and living conditions

E – Environmental protection and care for nature and marine surroundings

In order to achieve these principles and to maintain our offices, our ships and its equipment in compliance with applicable rules and regulations, Peak CSL Group will:

Provide the necessary resources

Provide qualified personnel

Identify the risk and responsibilities in specific tasks and coordinate all these tasks as required.

Peak CSL Group with all ships and offices, will follow mandatory rules and regulations, applicable codes, guidelines and standards recommended by the IMO, administrations, classification societies and maritime industry organizations. Zero harm to personnel and to the environment is our main focus.

Peak CSL Group provides safe working practices in offices and for ship operations, and assesses all identified risks to the ships, personnel and the environment as far as applicable. Appropriate safeguards against all identified risks should be established as well as continuously improvement of safety management skills of personnel ashore and abroad. We will strive to find solutions to improve our environmental performance.

Compliance with this Policy and the Safety Management Systems is mandatory and binding on all ships and shore staff and is the responsibility of everyone in the Company. Customer satisfaction and Peak CSL Groups' reputation in the market are directly dependent upon this.

Jan Petter Slethaug

Managing Director

PEAK CSL Group Quality Policy applies for Peak CSL Shipping AS, Peak Project Carriers AS, Peak Chartering AS, Peak People AS, Fjeld Consultant AS and Peak Marine Tech AS.

22. ATTACHMENT: PEAK CSL GROUP ENVIRONMENTAL POLICY

HEALTH, SAFETY AND ENVIRONMENTAL PROTECTION POLICY

Peak CSL Group Environmental Policy

Peak CSL Group's focus is environmental protection and care for nature and marine surroundings.

Pollution and emissions

Peak CSL Group will seek to avoid pollution and to minimize emissions and waste production.

This shall be achieved through:

- Investments in low emission/zero emission vessels.
- Risk assessment of processes.
- Identify impacts on the environment and eliminate potential harm.
- Monitor GHG emissions and implement measures to reduce emissions.
- Offer sustainable solutions for our clients.

Environmentally friendly technology and processes

Peak CSL Group will seek to develop and implement environmentally friendly technologies and processes in their activities. We will participate in innovation projects on the subjects.

Reporting

Peak CSL Group will report its impacts and measures according to EU CSRD standard.

Regulatory

Peak CSL Group shall comply with all applicable environmental laws, regulations and standards.

Peak CSL Group management system is certified according to ISO14001.

Supply Chain

Peak CSL Group communicates its expectations for environmental responsibility to its suppliers that is acting on its behalf, and it is followed up in audits.

Jan Petter Slethaug
Managing Director

Peak CSL Group Environmental Policy applies for Peak CSL Shipping AS, Peak Project Carriers AS, Peak Chartering AS, Peak People AS, Fjeld Consultant AS and Peak Marine Tech AS.