Contships Logistics Corp.

Q4 2024

Unaudited Consolidated Interim Accounts

For the three and twelve months ended December 31, 2024

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Fourth Quarter 2024 Highlights & Recent Developments

Overview

Contships Logistics Corp. (the "Group" or "Contships" or "Company") is the world's largest independent owner of container feeder vessels focused on vessels between 900 TEU and 1,500 TEU. The Company was established in 2021 in order to consolidate Mr. Nikolas D. Pateras' ownership and investment in the container feeder segment. Since 2015, the Group's fleet has been commercially and technically managed in-house by Contships Management Inc.

Fleet Composition

- During the fourth quarter of 2024, the Group completed the disposal of five container feeder vessels for an aggregate sale price of $29.3 million. As a result, the vessels M/V Contship Max, M/V Contship Pep, M/V Contship Ana, M/V Contship Quo and M/V Contship Bee were delivered to their new owners.
- During the same period, the Group acquired one container feeder vessel, the M/V Contship Cup, for a total consideration of $13.5 million.
- Post quarter end, the Group completed the disposal of two vessels, the M/V Contship Air and M/V Contship Leo, for an aggregate sale price of $17.9 million. The vessels were delivered to their new owners in January and February 2025, respectively.
- The Group also entered into a memorandum of agreement to sell the vessel M/V Contship Med at a sale price of $5.1 million. The vessel is expected to be delivered to its new owners in March 2025.
- An average of 45.1 vessels were owned and operated by the Group during the fourth quarter of 2024, whereas as of December 31, 2024, the Group owned 42 vessels. Following the completion of all recent transactions, the Group will own and operate 39 vessels.

Fleet Employment

- In terms of time charter contract arrangements, the Group recently concluded the following fixtures:
  - Contship Art fixed to ZIM at USD 16,900/day on a 20-22 month charter
  - Contship Cub fixed to CMA CGM at USD 14,000/day on a 14-16 month charter
  - Contship Don fixed to COSCO at USD 15,000/day on a 14-16 month charter
  - Contship Era fixed to ZIM at USD 13,500/day on a 12-14 month charter
  - Contship Fun fixed to MAERSK at USD 14,000/day on a 8-10 month charter
  - Contship Gin fixed to CMA CGM at USD 17,500/day on a 14-16 month charter
  - Contship Top fixed to MSC at USD 12,500/day on a 24-26 month charter
  - Contship Way fixed to CMA CGM at USD 13,500/day on a 12-15 month charter
  - Contship Zoe fixed to COSCO at USD 15,250/day on a 14-16 month charter
- As of January 1, 2025, and as adjusted to incorporate all recent fixtures, the Group's secured revenue backlog stands at $171 million.
- 10,490 contracted days for 2025 representing 73% charter coverage.

Fleet Operations & Revenues

- Fleet operational utilization was 96% for the three months ended December 31, 2024.
- Fleetwide, the Group achieved an average time-charter equivalent rate ("TCE rate") of $11,117 per day for the fourth quarter of 2024, generating revenue of $46.9 million.

Financing Developments

- During the fourth quarter of 2024, the Group prepaid $17 million of its long-term financing liabilities in conjunction with the abovementioned five vessel sales (M/V Contship Max, M/V Contship Pep, M/V Contship Ana, M/V Contship Quo and M/V Contship Bee).

- The Group expects to prepay approximately $8.8 million of its long-term financing liabilities in connection with the sale of three container feeder vessels (M/V Contship Air, M/V Contship Leo and M/V Contship Med) during the current quarter.
- As of December 31, 2024, total bank debt, net of any unamortized costs, amounted to $173.6 million while cash and cash equivalents amounted to $29.0 million.
- On February 11, 2025, the Group completed a 9.0% $100 million 5-year senior unsecured sustainability-linked bond issue in Norway. Bond proceeds are expected to be utilized for general corporate purposes and to provide support to the Group's fleet renewal program.

Container Shipping Market Summary

The container shipping market remained strong into early 2025, following sustained gains throughout 2024 driven by Red Sea rerouting. Although spot freight rates have softened from mid-2024 highs, they remain approximately double end-2023 levels. Charter rates continue to rise, reaching record highs outside the COVID era. Vessels below 2,000 TEU continue to be fixed at rates above their previous fixtures and for longer periods,

Key Developments:

The recently agreed ceasefire in Gaza raises the prospect of a return to Red Sea transits, though no immediate changes to deployment patterns are expected. A gradual unwinding of rerouting is anticipated throughout 2025, which is expected to result in a modest decline in TEU-mile demand by year-end.

Outlook:

With the containership fleet projected to expand by 6% in 2025, the easing of Red Sea disruptions could result in a progressive softening of market conditions. However, adjustments to service schedules and potential logistical disruptions may support rates in the near term. Charter rates are likely to lag behind spot freight rate declines, given the current tight supply of larger vessels and multi-year charter commitments.

Uncertainty surrounding US-China trade relations presents a downside risk, though its potential impact is expected to be smaller than Red Sea normalization.

Summary of Risk Factors

- Developments in the global economy and container shipping industry resulting in a downturn in the hire and freight rates could materially and adversely affect the Group's business
- Cyclicality in the shipping industry may adversely affect the Group's business, financial condition and results of operations
- Increased competition and customer preferences may reduce the Group's profitability and decrease the Group's market share
- The Group may have more difficulty entering into charters if a less active short-term or spot container shipping market develops
- Trade, import and export restrictions could cause adverse consequences for the Group's business
- The Group is dependent on revenue generated from container transportation
- The Group's vessels may be subject to extended periods of off-hire, which could materially adversely affect the Group's business, financial condition and results of operations
- The Group is dependent on the provision of services from its related parties Contships Management Inc. and B&T (Shipbrokers) Inc.
- Substantial capital expenditures are required to maintain operating capacity of, and to grow, the fleet
- The Group is exposed to risks associated with the purchase and operation of secondhand vessels
- Risk related to newbuilding contracts
- Purchase of other vessel sizes or types
- The Group is dependent on the Group's charterers, particularly MSC, Maersk, CMA-CGM and COSCO, and other counterparties fulfilling their obligations under their charters with the Group, and their inability or unwillingness to honor these obligations could significantly reduce the Group's revenues and cash flow
- The Group's business depends upon certain executives who may not necessarily continue to work for the Group or related parties
- The Group has operations in high-risk areas where it is exposed to the risk of war, armed conflicts, piracy, terrorism and other types of attacks, which could result in increasing costs of operations
- The vessels of the Group may be suspected of being involved in smuggling operations
- Risks related to the Group's Insurance
- The Group's IT systems may be subject to disruptions, damage, or failures as a result of, among other things, cybersecurity attack, and may not be suitable to support larger operations, which could negatively impact the Group's results of operations and financial condition
- Fluctuations in bunker prices may lead to higher operating costs and loss in revenue
- The Group's debt agreements contain restrictions that limit the Group's flexibility in operating the Group's business
- Fluctuations in vessel values may lead to breaches in financial covenants, impairment charges and losses upon the sale of a vessel
- Foreign currency exchange rate fluctuations could adversely affect the Group's operating expenses

- Floating interest rate fluctuations could adversely affect the Group's operating expenses
- Compliance with a wide variety of complex laws and regulations including environmental laws and regulations may be expensive and non-compliance may have an adverse effect on the Group's results of operations
- The Group's business is subject to taxation risks
- The Group's business is subject to risk of future claims under legal proceedings and contractual disputes
- The Group's business is subject to sanction risks
- Operations in politically unstable regions and legal systems all over the world may cause business interruptions, reputational damage and compliance risks

Management's Discussion and Analysis of Financial Condition and Results of Operations

Results of Operations

Three months ended December 31, 2024 compared to three months ended December 31, 2023

	Q4 2024	Q4 2023
	(Unaudited)	(Unaudited)
Revenue, net	46,915	62,537
Expenses		
Voyage expenses	(2,493)	(2,605)
Vessels' operating expenses	(20,786)	(20,799)
Management fees – related party	(3,796)	(3,600)
General and administrative expenses	(79)	(112)
Revaluation (loss) / gain on vessels	(9,878)	(20,067)
Vessels' disposal related expenses	(108)	(638)
Depreciation and amortization	(9,387)	(11,929)
Profit for the period / year from operations	**388**	**2,787**
Other income, net	636	809
Interest and finance costs	(4,339)	(3,249)
Interest income	258	371
Exchange differences, net	(31)	53
Total other expenses, net	**(3,476)**	**(2,016)**
(Loss) / profit for the period / year	**$ (3,088)**	**$ 771**

Net revenues

Net revenues reflect income under fixed rate time charters and were $46.9 million in the three months ended December 31, 2024, representing a decrease of $15.6 million, or 25%, from net revenues of $62.5 million for 2023.

There were 150 total days off-hire during the three months ended December 31, 2024 with a utilization of 96%. During the three months ended December 31, 2023 utilization was 95% with 217 total days off-hire.

The decrease in net revenues is mainly due to the decrease in average daily time charter equivalent rate achieved during 2024. The Group achieved an average daily time charter equivalent rate ("TCE rate") of $11,117 during the three months ended December 31, 2024, compared to $14,557 per day for the equivalent period in 2023, representing a 24% decrease.

Expenses

Total expenses analyzed below were $27.1 million for the three months ended December 31, 2024 (or 58% of operating revenues). Total expenses were $27.0 million for the three months ended December 31, 2023 (or 43% of operating revenues).

Total expenses can be analyzed as follows:

- Voyage expenses: Time charter and voyage expenses, which comprise mainly of commission paid to ship brokers, the cost of bunker fuel for owner's account when a ship is off-hire or idle and miscellaneous costs associated with a ship's voyage for the owner's account, were $2.5 million for the three months ended December 31, 2024 (or 5% of operating revenues) compared to $2.6 million for the three months ended December 31, 2023 (or 4% of operating revenues). Commission charges, expressed as a percentage of operating revenues, decreased in line with the decrease in operating revenues.

- Vessels' operating expenses: Vessels' operating expenses, which relate to the operation of the vessels themselves, were $20.8 million for the three months ended December 31, 2024 (or 44% of operating revenues) compared to $20.8 million for the three months ended December 31, 2023 (or 33% of operating revenues). Ownership days in the three months ended December 31, 2024 were 4,146, down 4% from 4,334 days in 2023. The average cost per ownership day was $5,014 in the three months ended December 31, 2024, up $215 (or 4%), from $4,799 for the three months ended December 31, 2023.
- Management fees – related party were $3.8 million (8% of operating revenues) in the three months ended December 31, 2024 , and were $3.6 million (6% of operating revenues) for the three months ended December 31, 2023. The average cost per ownership day was $916 for the three months ended December 31, 2024 compared to $831 per day for the three months ended December 31, 2023.

General and administrative expenses

General and administrative expenses were $0.1 million (0.2% of operating revenues) in the three month period ended December 31, 2024, and $0.1 million (0.2% of operating revenues) for the three months ended December 31, 2023. General and administrative expenses mainly consist of audit fees and other various general and administrative expenses.

Revaluation (loss) / gain on vessels

The revaluation loss for the three months ended December 31, 2024 amounted to $9.9 million (or 21% of operating revenues). In the three months ended December 31, 2023 there was a revaluation loss of $20.1 million (or 32% of operating revenues).

Vessels' disposal related expenses

Vessels' disposal related expenses for the three months ended December 31, 2024 were $0.1 million compared to $0.6 million for the three months ended December 31, 2023.

Depreciation and amortization

Depreciation and amortization was $9.4 million (or 20% of operating revenues) for the three months ended December 31, 2024, compared to $11.9 million (or 19% of operating revenues) for the three months ended December 31, 2023. Fluctuations in depreciation and amortization are mainly due to time charter rates fluctuations which affect vessels' values.

Profit for the period from operations

As a result of all preceding items, profit from operations was $0.4 million for the three months ended December 31, 2024 compared to a profit from operations of $2.8 million for the three months ended December 31, 2023.

Other income, net

Other income, net for the three months ended December 31, 2024 was $0.6 million compared to $0.8 million for the three months ended December 31, 2023.

Interest and finance costs

Interest and finance costs for the three months ended December 31, 2024, was $4.3 million, compared to $3.2 million for the three months ended December 31, 2023. The increase was mainly due to gain on debt modification recognized in the three months ended December 31, 2023 which amounted to $2.3 million. Interest expense for the three months ended December 31, 2024 amounted to $3.7 million compared to $5.3 million recognized in the respective period in 2023.

Interest income

Interest income for the three months ended December 31, 2024, was $0.3 million compared to interest income of $0.4 million for the three months ended December 31, 2023.

Total other expenses, net

Total other expenses, net for the three months ended December 31, 2024 were $3.5 million compared to total other expenses, net of $2.0 million for the three months ended December 31, 2023.

(Loss) / profit for the period

For the three months ended December 31, 2024, loss was $3.1 million, compared to a profit of $0.8 million for the three months ended December 31, 2023.

For the year ended December 31, 2024 compared to year ended December 31, 2023

	2024	2023
	(Unaudited)	(Audited)
Revenue, net	187,889	274,984
Expenses		
Voyage expenses	(6,554)	(8,590)
Vessels' operating expenses	(86,427)	(84,238)
Management fees – related party	(14,936)	(14,100)
General and administrative expenses	(492)	(587)
Revaluation (loss) / gain on vessels	8,672	(35,403)
Vessels' disposal related expenses	(108)	(638)
Depreciation and amortization	(40,308)	(49,446)
Profit for the period / year from operations	**47,736**	**81,982**
Other income, net	3,910	3,450
Interest and finance costs	(18,629)	(21,005)
Interest income	1,233	1,198
Exchange differences, net	(149)	(245)
Total other expenses, net	**(13,635)**	**(16,602)**
(Loss) / profit for the period / year	**$ 34,101**	**$ 65,380**

Net revenues

Net revenues reflect income under fixed rate time charters and were $187.9 million in the year ended December 31, 2024, a decrease of $87.1 million, or 32%, from net revenues of $275.0 million for 2023.

There were 528 total days off-hire through the year 2024 with a utilization of 97%. In 2023 utilization was 95% with 828 total days off-hire.

The decrease in net revenues is mainly due to the average daily time charter equivalent rate achieved during 2024. The Group achieved an average daily time charter equivalent rate of $11,180, compared to $16,406 in 2023 representing a 32% decrease.

Expenses

Total expenses analyzed below were $107.9 million for the year ended December 31, 2024 (or 57% of operating revenues). Total expenses were $106.9 million for the year ended December 31, 2023 (or 39% of operating revenues).

Total expenses can be analyzed as follows:

- Voyage expenses: Time charter and voyage expenses, which comprise mainly commission paid to ship brokers, the cost of bunker fuel for owner's account when a ship is off-hire or idle and miscellaneous costs associated with a ship's voyage for the owner's account, were $6.6 million for the year ended December 31, 2024 (or 3% of operating revenues) compared to $8.6 million for the year ended December 31, 2023 (or 3% of operating revenues). Commission charges, expressed as a percentage of operating revenues, decreased in line with the decrease in operating revenues.
- Vessels' operating expenses: Vessels' operating expenses, which relate to the operation of the vessels themselves, were $86.4 million for the year ended December 31, 2024 (or 46% of operating revenues) compared to $84.2 million for the year ended December 31, 2023 (or 31% of operating revenues). Ownership days in 2024 were 16,747, down 1.9% on 17,066 days in 2023. The average cost per ownership day was $5,162 in 2024, up $225 (or 5%), from $4,936 for 2023.
- Management fees – related party were $14.9 million (8% of operating revenues) in the year ended December 31, 2024, and were $14.1 million (5% of operating revenues) for 2023. The average cost per ownership day was $892 for the year ended December 31, 2024 compared to $826 per day for the year ended December 31, 2023.

General and administrative expenses

General and administrative expenses were $0.5 million (0.3% of operating revenues) in the year ended December 31, 2024, and $0.6 million (0.2% of operating revenues) for 2023. General and administrative expenses mainly consist of audit fees and other various general and administrative expenses.

Revaluation (loss) / gain on vessels

The revaluation gain for the year ended December 31, 2024 amounted to $8.7 million (or 5% of operating revenues). In 2023 there was a revaluation loss of $35.4 million (or 13% of operating revenues). The revaluation gain for the year ended December 31, 2024 was due to time charter rates increase incurred during the year which also affected vessels' values.

Vessels' disposal related expenses

Vessels' disposal related expenses for the year ended December 31, 2024 were $0.1 million (or 0.1% of operating revenues) compared to $0.6 million (or 0.2% of operating revenues) for the year ended December 31, 2023.

Depreciation and amortization

Depreciation and amortization was $40.3 million (or 21% of operating revenues) for the year ended December 31, 2024, compared to $49.4 million (or 18% of operating revenues) in 2023.

Profit for the year from operations

As a result of all preceding items, profit from operations was $47.7 million for the year ended December 31, 2024 compared to a profit from operations of $82.0 million for the year ended December 31, 2023.

Other income, net

Other income, net for the year ended December 31, 2024 was $3.9 million compared to $3.5 million for the year ended December 31, 2023. Other income, net includes mainly insurance proceeds related to claims.

Interest and finance costs

Interest and finance costs for the year ended December 31, 2024, was $18.6 million, compared to $21.0 million for the year ended December 31, 2023. The decrease was due to lower interest charges caused by decrease in SOFR in 2024 and due to lower outstanding debt balance during 2024 as compared to 2023.

Interest income

Interest income for the years ended December 31, 2024 and 2023, was $1.2 million.

Exchange differences, net

Exchange differences, net cost for the year ended December 31, 2024 was $0.1 million compared to $0.2 million for the year ended December 31, 2023.

Total other expenses, net

Total other expenses, net for the year ended December 31, 2024 was $13.6 million compared to total other expenses, net of $16.6 million for the year ended December 31, 2023.

Profit for the year

For the year ended December 31, 2024, profit was $34.1 million, compared to a profit of $65.4 million for the year ended December 31, 2023.

Liquidity and Capital Resources

Liquidity is managed primarily through cash flows from operations, use of credit facilities and refinancing of existing debt.

The primary liquidity requirements include operating expenses, capital expenditures and debt service requirements.

As of December 31, 2024, the outstanding bank debt balance, net of any unamortized costs was $173.6 million. As of December 31, 2024, the contractual payments relating to these obligations for the next twelve months are $42.2 million.

Each vessel is subject to a special survey, dry-docking and machinery overhauls approximately every five years. During the next twelve months, one special survey and 14 in-the-water surveys are expected to be completed. The expected maintenance capital expenditure for the next twelve months is $2.9 million.

Cash Flows

Three months ended December 31, 2024 compared to three months ended December 31, 2023

	Q4 2024	Q4 2023
Cash flows from operating activities		
Cash provided by operations	**19,715**	**32,686**
Interest paid	(3,959)	(5,339)
Net cash provided from operating activities	**15,756**	**27,347**
Cash flows from investing activities		
Net cash used in investing activities	**12,653**	**27,182**
Cash flows from financing activities		
Net cash (used in) / provided by financing activities	**(38,604)**	**(62,150)**
Net increase in cash and cash equivalents	**(10,195)**	**(7,621)**
Cash and cash equivalents at the beginning of the year	39,184	40,591
Cash and cash equivalents at the end of the year	**28,989**	**32,970**

Cash provided by operations was $19.7 million for the three months ended December 31, 2024 reflecting mainly net loss of $3.1 million, adjusted for depreciation and amortization of $9.4 million, vessels' revaluation loss of $9.9 million, vessels' disposal related expenses of $0.1 million, interest and finance costs of $4.3 million, interest income of $0.3 million plus decrease in working capital (including deferred revenue) of $0.6 million and after interest paid of $3.9 million resulted in net cash provided by operating activities of $15.8 million.

Cash provided by operations was $32.7 million for the three months ended December 31, 2023 reflecting mainly net income of $0.8 million, adjusted for depreciation and amortization of $11.9 million, vessels' revaluation loss of $20.1 million, vessels' disposal related expenses of $0.4 million, financing costs of $3.2 million, interest income of $0.4

million, plus decrease in working capital (including deferred revenue) of $3.3 million and after financial cost paid of $5.4 million resulted in net cash from operating activities of $27.3 million.

Net cash provided by investing activities for the three months ended December 31, 2024 was $12.7 million, including $13.5 million paid for the purchase of one vessel, $29.3 million received from the disposal of five vessels, $3.4 million paid for dry-dockings and $0.3 million interest income received.

Net cash provided by investing activities for the three months ended December 31, 2023 was $27.2 million, including $7.0 million paid for the purchase of one vessel, $36.1 million received from the disposal of two vessels, $2.3 million paid for dry-dockings and $0.4 million interest income received.

Net cash used in financing activities for the three months ended December 31, 2024 was $38.6 million, including $8.0 million drawdown under a new credit facility, $17.0 million repayment of long-term financing liabilities, $17.0 million prepayment of long-term financing liabilities related to vessels sold, $0.1 million deferred financing costs paid and $12.5 million for dividends paid to shareholders.

Net cash used in financing activities for the three months ended December 31, 2023 was $62.2 million, including $5.0 million drawdown under a new credit facility, $21.6 million repayment of long-term financing liabilities, $20.5 million prepayment of long-term financing liabilities related to vessels sold, $0.1 million deferred financing costs paid and $25.0 million for dividends paid to shareholders.

Overall, there was a net decrease in cash and cash equivalents of $10.2 million in the three months ended December 31, 2024, resulting in closing cash balance of $29.0 million.

For the year ended December 31, 2024 compared to year ended December 31, 2023

	Year ended December 31,	
	2024	**2023**
Cash flows from operating activities		
Cash provided by operations	**83,706**	**168,237**
Interest paid	(17,274)	(22,174)
Net cash provided from operating activities	**66,432**	**146,063**
Cash flows from investing activities		
Net cash used in investing activities	**1,871**	**(3,610)**
Cash flows from financing activities		
Net cash (used in) / provided by financing activities	**(72,284)**	**(135,289)**
Net increase in cash and cash equivalents	**(3,981)**	**7,164**
Cash and cash equivalents at the beginning of the year	32,970	25,806
Cash and cash equivalents at the end of the year	**28,989**	**32,970**

Cash provided by operations was $83.7 million for the year ended December 31, 2024 reflecting mainly net income of $34.1 million, adjusted for depreciation and amortization of $40.3 million, vessels' revaluation gain of $8.7 million, vessels' disposal related expenses of $0.1 million, interest and finance costs of $18.6 million, interest income of $1.2 million plus increase in working capital (including deferred revenue) of $0.5 million and after interest paid of $17.3 million resulted in net cash provided by operating activities of $66.4 million.

Cash provided by operations was $168.2 million for the year ended December 31, 2023 reflecting mainly net income of $65.4 million, adjusted for depreciation and amortization of $49.4 million, vessels' revaluation loss of $35.4 million, vessels' disposal related expenses of $0.4, financing costs of $21.0 million, interest income of $1.2 million plus decrease in working capital (including deferred revenue) of $2.2 million and after interest paid of $22.1 million resulted in net cash provided by operating activities of $146.1 million.

Net cash provided by investing activities for the year ended December 31, 2024 was $1.9 million, including $26.0 million paid for the purchase of three vessels, $11.9 million paid for dry-dockings, $38.6 million received from the sale of seven vessels and $1.2 million interest income received.

Net cash used in investing activities for the year ended December 31, 2023 was $3.6 million, including $17.5 million paid for the purchase of two vessels, $23.4 million paid for dry-dockings, $36.1 million received from the sale of two vessels and $1.2 million interest income received.

Net cash used in financing activities for the year ended December 31, 2024 was $72.3 million, including $16.5 million drawdown under new credit facilities, $50.2 million repayment of long-term financing liabilities, $26.0 million pre-payment of long-term financing liabilities in conjunction with vessels' disposals, $0.2 million deferred financing costs paid, and $12.5 million for dividends paid to shareholders.

Net cash used in financing activities for the year ended December 31, 2023 was $135.3 million, including $10.0 million drawdown of new credit facilities, $64.0 million repayment of long-term financing liabilities, $20.5 million pre-payment of long-term financing liabilities in conjunction with vessels' disposals, $0.3 million deferred financing costs paid, and $60.5 million for dividends paid to shareholders.

Overall, there was a net decrease in cash and cash equivalents of $4.0 million in the year ended December 31, 2024, resulting in closing cash of $29.0 million compared to closing cash of $33.0 million as of December 31, 2023.

Contships Logistics Corp.
Consolidated statements of comprehensive income / (loss)
For the years ended December 31, 2024 and 2023 and for the three months ended December 31, 2024 and 2023
(All amounts in thousands of U.S. Dollars, except share and per share)

	Q4 2024	Q4 2023	2024	2023
	(Unaudited)	(Unaudited)	(Unaudited)	(Audited)
Revenue, net	46,915	62,537	187,889	274,984
Expenses				
Voyage expenses	(2,493)	(2,605)	(6,554)	(8,590)
Vessels’ operating expenses	(20,786)	(20,799)	(86,427)	(84,238)
Management fees – related party	(3,796)	(3,600)	(14,936)	(14,100)
General and administrative expenses	(79)	(112)	(492)	(587)
Revaluation (loss) / gain on vessels	(9,878)	(20,067)	8,672	(35,403)
Vessels’ disposal related expenses	(108)	(638)	(108)	(638)
Depreciation and amortization	(9,387)	(11,929)	(40,308)	(49,446)
Profit for the period / year from operations	**388**	**2,787**	**47,736**	**81,982**
Other income, net	636	809	3,910	3,450
Interest and finance costs	(4,339)	(3,249)	(18,629)	(21,005)
Interest income	258	371	1,233	1,198
Exchange differences, net	(31)	53	(149)	(245)
Total other expenses, net	**(3,476)**	**(2,016)**	**(13,635)**	**(16,602)**
(Loss) / profit for the period / year	**$ (3,088)**	**$ 771**	**$ 34,101**	**$ 65,380**
Other comprehensive income / (loss)				
Other comprehensive income / (loss) that will not be reclassified to profit or loss in subsequent periods				
Revaluation income / (loss) on vessels	3,035	(14,442)	54,758	(59,685)
Other comprehensive income / (loss) for the period / year	**3,035**	**(14,442)**	**54,758**	**(59,685)**
Total comprehensive (loss) / income for the period / year	**$ (53)**	**$ (13,671)**	**$ 88,859**	**$ 5,695**

The accompanying notes are an integral part of these consolidated financial statements

Contships Logistics Corp.
Consolidated statements of financial position
As of December 31, 2024 and 2023
(All amounts in thousands of U.S. Dollars, except share and per share)

	2024	2023
	(Unaudited)	(Audited)
Assets		
Non-current assets		
Vessels, net	502,825	488,800
Deferred listing transaction-related expenses	555	503
Total non-current assets	**503,380**	**489,303**
Current assets		
Inventories	4,379	4,453
Trade receivables	2,321	2,784
Accrued income	344	433
Prepaid expenses and other assets	5,089	4,462
Claims receivable	18	1,894
Cash and cash equivalents	28,989	32,970
Vessels held for sale	8,350	-
Total current assets	**49,490**	**46,996**
Total assets	**552,870**	**536,299**
Shareholders' equity and liabilities		
Shareholders' equity		
Authorized common shares 174,408 - 174,408 issued and 174,408 outstanding as of December 31, 2024 and December 31, 2023, respectively	2	2
Paid-in capital	121,155	121,155
Revaluation reserve	82,424	28,739
Retained earnings	149,174	126,502
Total shareholders' equity	**352,755**	**276,398**
Non-current liabilities		
Long-term debt, net of current portion, unamortized deferred financing costs and unamortized gain on debt modification	131,315	180,831
Total non-current liabilities	**131,315**	**180,831**
Current liabilities:		
Long-term debt, current portion net of unamortized deferred financing costs and unamortized gain on debt modification	42,310	51,224
Trade accounts payable	15,192	17,392
Other payables and accruals	8,081	6,739
Deferred revenue	3,217	3,715
Total current liabilities	**68,800**	**79,070**
Total liabilities	**200,115**	**259,901**
Total shareholders' equity and liabilities	**552,870**	**536,299**

The accompanying notes are an integral part of these consolidated financial statements

Contships Logistics Corp.
Consolidated statements of changes in equity
For the nine months ended September 30, 2024 and 2023 and for the three months ended December 31, 2024 and 2023
(All amounts in thousands of U.S. Dollars, except share and per share)

	Number of shares	Share capital	Paid-in capital	Revaluation reserve	Retained earnings	Total
Balance, December 31, 2022	**174,408**	**2**	**121,155**	**95,251**	**114,802**	**331,210**
Profit for the period	-	-	-	-	64,609	**64,609**
Other comprehensive loss	-	-	-	(45,243)	-	**(45,243)**
Total comprehensive income	-	-	-	**(45,243)**	**64,609**	**19,366**
Dividends	-	-	-	-	(35,503)	**(35,503)**
Balance, September 30, 2023 (Unaudited)	**174,408**	**2**	**121,155**	**50,008**	**143,908**	**315,073**
Profit for the period	-	-	-	-	771	**771**
Other comprehensive loss	-	-	-	(14,442)	-	**(14,442)**
Total comprehensive loss	-	-	-	**(14,442)**	**771**	**(13,671)**
Revaluation surplus reclassified within retained earnings	-	-	-	(6,827)	6,827	-
Dividends	-	-	-	-	(25,004)	**(25,004)**
Balance, December 31, 2023 (Audited)	**174,408**	**2**	**121,155**	**28,739**	**126,502**	**276,398**
Balance, December 31, 2023	**174,408**	**2**	**121,155**	**28,739**	**126,502**	**276,398**
Profit for the period	-	-	-	-	37,189	**37,189**
Other comprehensive income	-	-	-	51,723	-	**51,723**
Total comprehensive income	-	-	-	**51,723**	**37,189**	**88,912**
Balance, September 30, 2024 (Unaudited)	**174,408**	**2**	**121,155**	**80,462**	**163,691**	**365,310**
Loss for the period	-	-	-	-	(3,088)	**(3,088)**
Other comprehensive income	-	-	-	3,035	-	**3,035**
Total comprehensive income	-	-	-	**3,035**	**(3,088)**	**(53)**
Revaluation surplus reclassified within retained earnings	-	-	-	**(1,073)**	**1,073**	-
Dividends	-	-	-	-	**(12,502)**	**(12,502)**
Balance, September 30, 2023 (Unaudited)	**174,408**	**2**	**121,155**	**82,424**	**149,174**	**352,755**

The accompanying notes are an integral part of these consolidated financial statements

Contships Logistics Corp.
Consolidated statements of cash flows
For the years ended December 31, 2024 and 2023 and for the three months ended December 31, 2024 and 2023
(All amounts in thousands of U.S. Dollars, except share and per share)

	Q4 2024 (Unaudited)	Q4 2023 (Unaudited)	2024 (Unaudited)	2023 (Audited)
Cash flows from operating activities				
(Loss) / profit for the period / year	(3,088)	771	34,101	65,380
Adjustments for non-cash items:				
Vessels' depreciation and amortization	9,387	11,929	40,308	49,446
Revaluation loss / (gain) on vessels	9,878	20,067	(8,672)	35,403
Vessels' disposal related expenses	108	425	108	425
Interest and finance costs	4,339	3,249	18,629	21,005
Interest income	(258)	(371)	(1,233)	(1,198)
Movements in working capital:				
Decrease / (increase) in:				
Inventories	171	(334)	74	(1,969)
Trade receivables	859	(1,010)	463	(1,685)
Accrued income	(211)	591	89	6,805
Prepaid expenses and other assets	(69)	(305)	(627)	237
Related parties	226	-	-	289
Claims receivables	-	1,505	1,876	(1,894)
Increase / (decrease) in:				
Trade accounts payable	(1,871)	(1,092)	(2,200)	180
Other payables and accruals	1,221	(298)	1,288	407
Deferred revenue	(977)	(2,441)	(498)	(4,594)
Cash provided by operations	**19,715**	**32,686**	**83,706**	**168,237**
Interest paid	(3,959)	(5,339)	(17,274)	(22,174)
Net cash provided by operating activities	**15,756**	**27,347**	**66,432**	**146,063**
Cash flows from investing activities				
Vessels' additions	(3,380)	(2,295)	(11,918)	(23,389)
Vessels' acquisition	(13,482)	(7,008)	(26,035)	(17,533)
Vessels' disposal	29,257	36,114	38,591	36,114
Interest income received	258	371	1,233	1,198
Net cash provided by / (used in) investing activities	**12,653**	**27,182**	**1,871**	**(3,610)**
Cash flows from financing activities				
Drawdown of long-term debt	8,000	5,000	16,500	10,000
Repayment of long-term debt	(17,055)	(21,625)	(50,151)	(63,987)
Prepayment of long-term debt	(16,980)	(20,480)	(25,980)	(20,480)
Financing fees paid	(67)	(41)	(151)	(315)
Dividends paid	(12,502)	(25,004)	(12,502)	(60,507)
Net cash used in financing activities	**(38,604)**	**(62,150)**	**(72,284)**	**(135,289)**
Net increase in cash and cash equivalents	**(10,195)**	**(7,621)**	**(3,981)**	**7,164**
Cash and cash equivalents at the beginning of the period / year	39,184	40,591	32,970	25,806
Cash and cash equivalents at the end of the period / year	**28,989**	**32,970**	**28,989**	**32,970**

The accompanying notes are an integral part of these consolidated financial statements

Notes to the Consolidated Financial Statements

1. **Incorporation and general information**

The accompanying consolidated financial statements include the financial statements of Contships Logistics Corp. ("CLC" or the "Company") and its wholly owned subsidiaries listed below (collectively the "Group"). The principal business of the Group is the ownership and operation of container vessels, providing maritime services for the transportation of containerized cargo on a worldwide basis.

CLC was incorporated in the Republic of the Marshall Islands on November 16, 2021. The Group's operations are carried out from offices in Athens. The registered office of CLC is trust Company Complex, Ajeltake Road, Ajeltake Island, Majuro, Marshall Islands, MH96960.

The Group's operations are managed by Contships Management Inc. ("CMI" or the "Manager"), a related party fully owned by our controlling shareholder, established in the Republic of the Marshall Islands, which operates in Greece through a branch established at 45 Vasilisis Sofias Avenue, Athens, under the provisions of the Law 89/67, as amended.

The consolidated financial statements have been prepared by including the historical financial statements of the entities below, since their respective dates of incorporation for all periods presented.

The Group's subsidiaries as of December 31, 2024 were the following:

Name	Activity	Incorporation Date	Incorporation Place
Contship Legacy Shipping S.A. ("Legacy")	Shipowning	20-Nov-15	Liberia
Frankyl Maritime Company ("Frankyl")	Shipowning	4-Apr-16	Liberia
Bianca Shipholding Ltd. ("Bianca")	Shipowning	8-Jun-16	Liberia
Brusa Oceanways Inc. ("Brusa")	Shipowning	8-Jun-16	Liberia
Wismar Marine Ltd. ("Wismar")	Shipowning	14-Nov-16	Liberia
Lubeck Oceanways Inc. ("Lubeck")	Shipowning	14-Nov-16	Liberia
Schleswig Navigation Corp. ("Schleswig")	Shipowning	13-Dec-16	Liberia
Contship Eco Shipping S.A. ("Eco")	Shipowning	14-Mar-14	Liberia
Contship Symphony Shipping Inc. ("Symphony")	Shipowning	12-Jan-16	Liberia
Amberjack Oceanways Ltd. ("Amberjack")	Shipowning	28-Jun-17	Liberia
Albacore Navigation Ltd. ("Albacore")	Shipowning	28-Jun-17	Liberia
Santiago Investment Corporation ("Santiago")	Shipowning	8-Feb-17	Liberia
Sky Liberty Investments Limited ("Sky Liberty")	Shipowning	27-Dec-16	Liberia
Antico Marine Ltd. ("Antico")	Shipowning	27-Jun-18	Liberia
Verona Shiptrading Inc. ("Verona")	Shipowning	6-Jul-17	Liberia
Woodstone Maritime Company ("Woodstone")	Shipowning	31-May-18	Liberia
Ikaria Shiptrading S.A. ("Ikaria")	Shipowning	27-Jun-18	Liberia
Genoa Marine Ltd ("Genoa")	Shipowning	18-Nov-19	Liberia
Alicante Maritime Company ("Alicante")	Shipowning	3-Apr-19	Liberia
Asher Shipping Limited ("Asher")	Shipowning	3-May-18	Liberia
Cyrus Corporation ("Cyrus")	Shipowning	2-Jan-19	Liberia
Bari Maritime Ltd ("Bari")	Shipowning	18-Nov-19	Liberia
Marbella Maritime Ltd ("Marbella")	Shipowning	23-Oct-19	Liberia
Meteora Marine S.A. ("Meteora")	Shipowning	6-Jul-17	Liberia

1. Incorporation and general information (Continued)

Name	Activity	Incorporation Date	Incorporation Place
Mizuna Inc. ("Mizuna")	Shipowning	1-Mar-18	Liberia
Nemea Navigation S.A. ("Nemea")	Shipowning	6-Jul-17	Liberia
Parnell Corporation ("Parnell")	Shipowning	23-Feb-18	Liberia
Sevilla Maritime Company ("Sevilla")	Shipowning	3-Apr-19	Liberia
Ancona Marine Ltd ("Ancona")	Shipowning	18-Nov-19	Liberia
Siena Maritime Ltd ("Siena")	Shipowning	18-Nov-19	Liberia
Syracuse Marine Ltd ("Syracuse")	Shipowning	18-Nov-19	Liberia
Palermo Maritime Ltd ("Palermo")	Shipowning	18-Nov-19	Liberia
Umbria Marine Ltd. ("Umbria")	Shipowning	16-Oct-20	Liberia
Lazio Marine Ltd. ("Lazio")	Shipowning	20-Oct-20	Liberia
Sorrento Marine Ltd. ("Sorrento")	Shipowning	18-Jan-22	Liberia
Ravello Navigation S.A. ("Ravello")	Shipowning	4-Oct-22	Liberia
Positano Marine S.A. ("Positano")	Shipowning	4-Oct-22	Liberia
Almeria Marine Ltd. ("Almeria")[1]	Shipowning	24-Feb-23	Liberia
Tarragona Oceanways S.A. ("Tarragona")[2]	Shipowning	30-Mar-23	Liberia
Cassano Maritime Ltd. ("Cassano")[3]	Shipowning	4-Apr-23	Liberia
Monza Sea Marine Ltd. ("Monza")[4]	Shipowning	3-Apr-24	Liberia
Corsica Navigation Co. ("Corsica")[5]	Shipowning	19-Sep-24	Liberia
Nereus Oceanways Inc. ("Nereus")	Former Shipowning	9-Nov-15	Liberia
Willard Maritime Ltd. ("Willard")	Former Shipowning	29-Dec-15	Liberia
Salerno Oceanways S.A. ("Salerno")[6]	Former Shipowning	4-Oct-22	Liberia
Amalfi Seas S.A. ("Amalfi")[7]	Former Shipowning	4-Oct-22	Liberia
Rosehill Shipholding Inc. ("Rosehill")[8]	Former Shipowning	29-Dec-15	Liberia
Columba Seas S.A. ("Columba")[9]	Former Shipowning	2-Apr-21	Liberia
Contship Ability Shipping Inc. ("Ability")[10]	Former Shipowning	12-Jan-16	Liberia
Calabria Marine Ltd. ("Calabria")[11]	Former Shipowning	20-Oct-20	Liberia
Auriga Navigation Co. ("Auriga")[12]	Former Shipowning	10-Mar-21	Liberia
Brazil Marine Inc. ("Brazil")[13]	Former Shipowning	8-Jun-16	Liberia
Marea Navigation S.A. ("Marea")[14]	Former Shipowning	25-Aug-17	Liberia

1 Almeria took delivery of M/V Contship Luv on April 10, 2023 (Note 4).
2 Tarragona took delivery of M/V Contship Box on November 16, 2023 (Note 4).
3 Cassano took delivery of M/V Contship Gem on February 20 2024 (Note 4).
4 Monza took delivery of M/V Contship Day on July 29, 2024 (Note 4).
5 Corsica took delivery of M/V Contship Cup on November 29, 2024 (Note 4).
6 On December 12, 2023, Salerno sold M/V Contship Rex (Note 4).
7 On December 14, 2023, Amalfi sold M/V Contship Dax (Note 4).
8 On March 14, 2024, Rosehill sold M/V Contship Pro (Note 4).
9 On July 3, 2024, Columba sold M/V Contship Eve (Note 4).
10 On November 26, 2024, Ability sold M/V Contship Max (Note 4).
11 On December 2, 2024, Brazil sold M/V Contship Quo (Note 4).
12 On December 6, 2024, Auriga sold M/V Contship Ana (Note 4).
13 On December 10, 2024, Calabria sold M/V Contship Pep (Note 4).
14 On December 20, 2024, Marea sold M/V Contship Bee (Note 4).

1. Incorporation and general information (Continued)

The consolidated financial statements of the Group include the financial statements of CLC and the following subsidiaries, all of them being vessel owning companies and dormant:

Shipping company	Vessel name	TEU	Year built	Date of vessel acquisition
Lazio Marine Ltd.	Contship Ivy	925	2007	2-Dec-14
Contship Legacy Shipping S.A.	Contship Joy	925	2007	2-Dec-14
Frankyl Maritime Company	Contship New	1,118	2007	30-Jun-16
Bianca Shipholding Ltd.	Contship Oak	1,118	2007	26-Jul-16
Brusa Oceanways Inc.	Contship Ray	1,118	2008	28-Dec-16
Wismar Marine Ltd.	Contship Sun	966	2007	30-Jan-17
Lubeck Oceanways Inc.	Contship Top	1,118	2008	27-Apr-17
Schleswig Navigation Corp.	Contship Uno	1,118	2007	19-Apr-17
Contship Eco Shipping S.A.	Contship Eco	750	2008	26-Mar-14
Contship Symphony Shipping Inc.	Contship Fun	964	2006	4-Mar-16
Amberjack Oceanways Ltd.	Contship Vow	1,118	2007	10-Aug-17
Albacore Navigation Ltd.	Contship Win	1,118	2008	24-Aug-17
Santiago Investment Corporation	Contship Zen	1,072	2014	14-Jun-18
Sky Liberty Investments Limited	Contship Cub	1,072	2013	4-Jul-18
Antico Marine Ltd.	Contship Don	1,098	2006	21-Nov-18
Verona Shiptrading Inc.	Contship Air	1,118	2006	9-Aug-18
Woodstone Maritime Company	Contship Fox	1,114	2009	10-Dec-18
Ikaria Shiptrading S.A.	Contship Era	1,114	2009	17-Dec-18
Genoa Marine Ltd	Contship Ten	1,114	2007	29-Jun-20
Alicante Maritime Company	Contship Ace	1,267	2008	12-Nov-19
Asher Shipping Limited	Contship Zoe	1,114	2007	3-Jun-19
Cyrus Corporation	Contship Way	1,114	2008	22-May-19
Bari Maritime Ltd	Contship Vie	1,114	2007	22-Jun-20
Marbella Maritime Ltd	Contship Med	1,118	2004	19-Dec-19
Meteora Marine S.A.	Contship Ice	1,341	2011	15-Feb-19
Mizuna Inc.	Contship Run	1,432	2007	4-Mar-19
Nemea Navigation S.A.	Contship Gin	1,341	2011	13-Feb-19
Parnell Corporation	Contship Sea	1,432	2007	14-Mar-19
Sevilla Maritime Company	Contship Jet	1,267	2007	24-Sep-19
Ancona Marine Ltd	Contship Pax	1,114	2008	24-Jun-20
Siena Maritime Ltd	Contship Ono	1,118	2007	12-Mar-20
Syracuse Marine Ltd	Contship Leo	1,118	2008	13-Oct-20
Palermo Maritime Ltd	Contship Key	1,022	2007	3-Dec-20
Umbria Marine Ltd.	Contship Lex	1,114	2006	25-Feb-21
Sorrento Marine Ltd.	Contship Sky	1,118	2008	13-May-22
Ravello Navigation S.A.	Contship Art	1,102	2014	12-Nov-22
Positano Marine S.A.	Contship Yen	1,102	2014	17-Nov-22
Almeria Marine Ltd.	Contship Luv	1,118	2008	10-Apr-23
Tarragona Oceanways S.A.	Contship Box	1,506	2009	16-Nov-23
Cassano Maritime Ltd.	Contship Gem	966	2010	20-Feb-24
Monza Sea Marine Ltd.	Contship Day	1,484	2010	29-Jul-24
Corsica Navigation Co.	Contship Cup	1,496	2012	29-Nov-24

1. Incorporation and general information (Continued)

Shipping company	Vessel name	TEU	Year built	Date of vessel disposal
Nereus Oceanway Inc.	Contship Gem	1,083	2003	Disposed 10-Jun-21
Willard Maritime Ltd.	Contship Hub	1,083	2003	Disposed 23-Jun-21
Salerno Oceanways S.A.	Contship Rex	1,102	2015	Disposed 12-Dec-23
Amalfi Seas S.A.	Contship Dax	1,102	2016	Disposed 14-Dec-23
Rosehill Shipholding Inc.	Contship Pro	1,083	2003	Disposed 14-Mar-24
Columba Seas S.A.	Contship Eve	966	2008	Disposed 3-Jul-24
Contship Ability Shipping Inc.	Contship Max	966	2006	Disposed 26-Nov-24
Calabria Marine Ltd.	Contship Pep	966	2006	Disposed 2-Dec-24
Auriga Navigation Co.	Contship Ana	966	2006	Disposed 6-Dec-24
Brazil Marine Inc.	Contship Quo	998	2007	Disposed 10-Dec-24
Marea Navigation S.A.	Contship Bee	1,118	2006	Disposed 20-Dec-24

Impact of Invasion in Ukraine on the Group’s Business

The invasion in Ukraine by Russia has disrupted supply chains and caused instability in the energy markets and the global economy, which have experienced significant volatility. The United States and the European Union, among other countries, have announced sanctions against Russia, including sanctions targeting the Russian oil sector, among those a prohibition on the import of oil and coal from Russia to the United States. The ongoing conflict could result in uncertain impacts on the international shipping markets the world economy and consequently the Group’s business and results of operations.

To date, no apparent consequences have been identified on the Group’s business. Management continuously monitors developments between the Ukraine and Russia which may affect the Group.

Currently, the invasion in Ukraine by Russia has not had any negative impact on the trading of the Group’s vessels or its revenues but may have an adverse impact on the Group’s ability to man and operate its containerships with suitably experienced crew members from the Ukraine or Russia and, as a consequence, its crew costs may increase, which could have an adverse effect on its results of operations and financial condition.

In the case of a call at a Russian port management undertakes due diligence with respect to all of the parties and cargoes involved with such calls in order to verify that such parties and cargoes are compliant with sanctions regulations. The Group has no transactions with sanctioned entities or persons. Currently, none of the Group’s vessels call at Russian ports.

Impact of Conflict in Gaza and the subsequent Red Sea Crisis on the Group's Business

The conflict between Israel and Hamas in the Gaza Strip and the Red Sea Crisis has not affected the Group's business to date; however, an escalation of this conflict could have reverberations on the regional and global economies that could have the potential to adversely affect demand for containership cargoes and the Group's business. The Group will continue to monitor and assess the global economic conditions, developments, along with their potential direct or indirect negative effects on the containership market which may affect the Group.

2. Significant accounting policies and accounting estimates

2.1 Basis of presentation

These consolidated financial statements comprise of the financial statements of the Group (see Note 1). The consolidated financial statements have been prepared in accordance with International Financial Reporting Standards (“IFRS”) as issued by the International Accounting Standards Board (“IASB”). The financial statements of the subsidiaries are prepared for the same reporting period as the Company, using consistent accounting policies.

The accompanying consolidated financial statements have been prepared under the historical cost basis, except for vessels that have been measured at fair value. All intra-group transactions, balances, income and expenses are eliminated in full on consolidation.

As of December 31, 2024 the Group’s current liabilities exceeded its current assets by $19,310. Based on management’s going concern assessment the Group will continue to operate as a going concern, supported mainly from the fact that the Group’s future minimum charter revenue, net of address commissions, expected to be recognized on non-cancellable time charters (Note 12), which is the Group’s main driver of profitability, will provide the Group with sufficient funds in order to cover its working capital deficit as of December 31, 2024, expenses to be incurred and capital commitments for the period ending twelve months from these financial statements.

These financial statements are presented in thousand U.S. dollars as this is the Group’s functional currency.

Foreign currency translation

The functional currency of the Group is the U.S. Dollar because the Group’s vessels operate in international shipping markets in which, revenues and expenses are settled mainly in U.S. Dollars. Transactions in currencies other than the Group’s functional currency (foreign currencies) are recognized at the rates of exchange prevailing at the dates of the transactions. At the end of each reporting period, monetary items denominated in foreign currencies are retranslated at the rates prevailing at that date. Exchange differences are recognized in earnings in the period in which they arise.

Cash and cash equivalents

Cash represents cash on hand and deposits with banks which are repayable on demand. Cash equivalents represent short term, highly liquid investments which are readily convertible into known amounts of cash with original maturities of three months or less at the time of purchase that are subject to an insignificant risk of change in value.

Inventories

Inventories consist of lubricants, bunkers on board the vessel, in the event of a vessel not being employed under a charter, and spares which are stated at the lower of cost and net realizable value. Cost is determined by the first in, first out method.

2. Significant accounting policies and accounting estimates (Continued)

2.2 Summary of significant accounting policies (Continued)

Vessels

Vessels are initially recognized at cost. Cost consists of the vessel's contract price and any material expenses incurred upon acquisition of the vessel (initial repairs, improvements, delivery expenses and other expenditures) to prepare the vessel for its initial voyage. Subsequent expenditures for major improvements are also capitalized when it is probable that future economic benefits associated with the improvement will flow to the entity and the cost of the improvement can be measured reliably.

Subsequent to initial recognition, vessels are carried at a revalued amount, being their fair value at the date of revaluation less any subsequent accumulated depreciation and subsequent accumulated impairment losses.

Valuations are obtained by independent third-party appraisers to assist management in its valuation (Level 2 fair value measurement). Revaluations are made on an annual basis as of December 31 to ensure that the carrying amount does not differ significantly from fair value. In case there is external evidence that would indicate the carrying values of the vessels have either increased or decreased over 10%, an interim revaluation is performed.

Any revaluation surplus, the excess of fair value of the asset from its carrying value (including unamortized dry-docking cost), is credited to other comprehensive income or loss and accumulated to the asset revaluation reserve in equity, except to the extent that it reverses a revaluation decrease of the same asset previously recognized in the statement of comprehensive income or loss, in which case the increase is recognized in the statement of comprehensive income or loss. Any accumulated depreciation at the date of revaluation is eliminated against the gross carrying amount of the asset, and the net amount is applied to the revalued amount of the asset.

Gains and losses on disposal of a vessel are recognized in the statement of comprehensive income or loss. The revaluation surplus is reclassified within the retained earnings and not reclassified to the statement of comprehensive income or loss when the assets are disposed.

Depreciation and amortisation

Depreciation is calculated using the straight-line method over the remaining estimated useful life of the vessels, after considering the estimated residual value. The assumed value of scrap steel for the purpose of estimating the residual values of vessels is calculated at $400 per lightweight ton and the useful life of the vessels to be 30 years from the date of initial delivery from the shipyard.

Special survey and dry-docking costs are capitalized as a separate component of vessel cost on acquisition of the vessel. At the date of acquisition of a vessel, management estimates the component of the cost that corresponds to the economic benefit to be derived until the first scheduled dry-docking of the vessel under the ownership of the Group. These costs are capitalized when incurred and amortized over the estimated period to the next scheduled dry-docking or special survey, which is generally every 2.5 or 5 years, respectively.

2. Significant accounting policies and accounting estimates (Continued)

2.2 Summary of significant accounting policies (Continued)

Secondhand vessels acquired with a charter contract attached

In the case of a secondhand vessel acquired with a charter contract attached, the acquisition cost of the vessel is adjusted to reflect the off-market element, if the terms of the charter contract attached are favourable or unfavourable relative to market terms and prices. Accordingly, depreciation of the vessel acquired is adjusted to reflect the timing of the cash flows attributable to the underlying charter contract attached.

Vessels held for sale

It is the Company's policy to dispose of vessels when suitable opportunities occur and not necessarily to keep them until the end of their useful life. Vessels are classified as held for sale when all applicable criteria enumerated under IFRS 5 are met and are measured at the lower of their carrying amount or fair value less cost to sell. These assets are not depreciated once they meet the criteria to be held for sale. A revaluation surplus or deficit for an asset held for sale is recognized when its fair value less cost to sell is higher/lower than its carrying value at the date it meets the held for sale criteria and upon subsequent measurement.

Interest bearing loans and borrowings

Loans and borrowings are initially recognized at the fair value of the consideration received net of issuance costs associated with the borrowing. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortized cost using the effective interest method.

Financing and borrowing costs

Fees incurred for obtaining new loans or refinancing existing loans are deferred and amortized over the life of the related facility, using the effective interest rate method. Any unamortized balance of costs relating to loans repaid or refinanced is expensed in the period the repayment or refinancing is made.

Borrowing costs consist of interest and other costs that the Group incurs in connection with the borrowing of funds. Borrowing costs are expensed in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs", except for borrowing costs that relate to a qualifying asset. A qualifying asset is an asset that necessarily takes a substantial period of time to get ready for its intended use. Borrowing costs that relate to qualifying assets are capitalized.

Revenue and expense recognition

Revenues are generated from time charter agreements. Time charter revenues are recorded over the lease term of the charter as the service is provided. To classify each lease, the Group makes an overall assessment of whether the lease transfers substantially all of the risks and rewards incidental to ownership of the underlying asset. If this is the case, then the lease is a finance lease; if not, then it is an operating lease. As part of this assessment, the Group considers certain indicators such as whether the lease is for the major part of the economic life of the asset.

If the lease qualifies as an operating lease, e.g. time charter out, the leased asset remains on the balance sheet of the lessor and continues being depreciated. The Group recognizes lease payments received under operating leases as income on a straight-line basis over the lease term as part of 'revenue'. Payments related to service component made under operating leases are also recognized in the income statement over the term of the lease.

2. **Significant accounting policies and accounting estimates (Continued)**

2.2 Summary of significant accounting policies (Continued)

Revenue and expense recognition (Continued)

Revenues generated from chartering out vessels on time charter agreements are accounted for as operating lease revenues and are recognized on a straight-line basis over the non-cancelable term of the relevant time charter starting from the vessel's delivery to the charterer, when a charter agreement exists, excluding any off-hire period, the vessel is made available and services are provided to the charterer and collection of the respective hire is reasonably assured. If a time charter contains one or more consecutive option periods, then subject to the options being reasonably certain to be exercised by the charterer, the time charter revenue will be recognized on a straight-line basis over the total remaining life of the time charter, the time charter revenue will be recognized on a straight-line basis over the total remaining life of the time charter from the date of modification. Any difference between the charter rate invoiced and the time charter revenue recognised is classified as, or released from, either accrued income or deferred revenue. For the year ended December 31, 2024 the effect on "Revenue, net" is a decrease of $89 and for the year ended December 31, 2023 a decrease of $6,805, and "Accrued income", current and non-current as of December 31, 2024 amounted to $344 (2023: $433) and $ nil (2023: $nil), respectively.

IFRS 16 "Leases" requires to separate lease and non-lease components, with the lease component qualifying as operating lease under IFRS16 and the service components accounted for under IFRS 15 "Revenue from Contracts with Customers". Revenue earned under time charter agreements is not negotiated in its two separate components, but as a whole. In order to prepare the required disclosure, the residual allocation method was used. The Group estimates the non-lease component as the cost of operating the vessels by taking into consideration all operating costs excluding insurances. The lease component is then calculated as the difference between total revenue after deducting the non-lease component. For the years ended December 31, 2024 and 2023 the lease component amounted to $108,903 and $197,689 respectively, and the non-lease component to $78,986 and $77,295, respectively.

Address commissions, which represent a discount (sales incentive) on services rendered by the Group and no identifiable benefit is received in exchange for this consideration provided to the charterer, are presented as a reduction of revenue. For the years ended December 31, 2024 and 2023, address commissions amounted to $4,493 and $7,350, respectively, and are included in the accompanying consolidated statements of comprehensive income or loss under line item "Revenue, net".

Operating revenue from significant customers (constituting more than 10% of total time charter revenue) was as follows:

Charterer	**Year ended December 31,**	
	2024	**2023**
CMA CGM	26%	29%
COSCO	15%	13%
MSC	14%	12%
ZISS	12%	25%

Deferred revenue includes hire collected prior to the reporting date relating to services to be rendered after the statement of financial position date as well as any difference between the charter rate invoiced and the time charter revenue and is included in the accompanying consolidated statement of financial position under line item "Deferred revenue" and is classified as a current liability.

Vessel operating expenses comprise all expenses relating to the operation of the vessel, including crewing, insurance, repairs and maintenance, stores, lubricants, spares and consumables, and miscellaneous expenses. Vessel operating expenses are recognized as incurred; payments in advance for services or

2. **Significant accounting policies and accounting estimates (Continued)**

2.2 Summary of significant accounting policies (Continued)

products to be consumed or expensed in the next reporting period are recorded as prepaid expenses.

Under the Group's time charter arrangements, charterers bear substantially all voyage expenses, including bunker fuel, port chargers and canal toll, but not brokerage commissions, which the Group has historically paid to ship brokers based on a percentage commission calculated on the gross revenue.

General and administrative expenses

General and administrative expenses include, among other expenses, audit fees.

Voyage expenses

Voyage expenses and brokerage commissions on revenue, other than address commissions, are expensed as incurred. Commissions are recognized as expenses on a pro rata basis over the duration of the period of the time charter. Bunkers consumption, agency fees, port expenses and canal tolls are consumed or expensed during vessels' unemployment and off-hire.

Trade receivables, net

Trade receivables, net include estimated recoveries from hire, net of a provision for doubtful accounts. Trade accounts receivable without a significant financing component are initially measured at their transaction price and subsequently measured at amortized cost less impairment losses, which are recognized in the consolidated statement of comprehensive income or loss and other comprehensive income or loss. At each reporting date, all potentially uncollectible accounts are assessed individually for purposes of determining the appropriate provision for doubtful accounts.

Bad debts are written-off in the year in which they are identified. Provision for expected credit losses is charged in the consolidated statement of comprehensive income or loss and other comprehensive income or loss in the year incurred. There were no provisions for credit losses recognized for the years ended December 31, 2024 and 2023.

Provisions and contingencies

Provisions are recognized when the Group has a present legal or constructive obligation as a result of past events and it is probable that an outflow of resources will be required to settle this obligation and a reliable estimate of the amount of the obligation can be made. Provisions are reviewed at each reporting date and adjusted to reflect the present value of the expenditure expected to be required to settle the obligation. Contingent liabilities are not recognized in the financial statements but are disclosed unless the possibility of an outflow of resources is remote. Contingent assets are not recognized in the financial statements but are disclosed when an inflow of economic benefits is probable.

Financial assets and liabilities

<u>Financial assets</u>

Initial recognition measurement of financial assets

Under IFRS 9, on initial recognition, a financial asset either debt investment or equity investment, is classified and subsequently measured at: amortized cost; fair value through other comprehensive income (FVOCI) or fair value through profit or loss (FVTPL). The classification of financial assets under IFRS 9 is generally based on the business model in which a financial asset is managed and its contractual cash flow characteristics.

A financial asset is measured at amortized cost if it meets both of the following conditions and is not designated as at FVTPL:

2. Significant accounting policies and accounting estimates (Continued)

2.2 Summary of significant accounting policies (Continued)

Financial assets and liabilities (Continued)

- it is held within a business model whose objective is to hold assets to collect contractual cash flows; and

- Its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

A debt investment is measured at FVOCI if it meets both of the following conditions and is not designated as at FVTPL:

- it is held within a business model whose objective is achieved by both collecting contractual cash flows and selling financial assets; and
- its contractual terms give rise on specified dates to cash flows that are solely payments of principal and interest on the principal amount outstanding.

All financial assets not classified as measured at amortized cost or FVOCI as described above are measured at FVTPL. On initial recognition, the Group may irrevocably designate a financial asset that otherwise meets the requirements to be measured at amortized cost or at FVOCI as at FVTPL if doing so eliminates or significantly reduces an accounting mismatch that would otherwise arise.

A financial asset (unless it is a trade receivable without a significant financing component that is initially measured at the transaction price) is initially measured at fair value plus, for an item not at FVTPL, transaction costs that are directly attributable to its acquisition.

Impairment of financial assets

IFRS 9 introduces the 'expected credit loss' (ECL) model. The new impairment model applies to financial assets measured at amortized cost, contract assets and debt investments at FVOCI, but not to investments in equity instruments.

The financial assets at amortized cost consist of trade receivables and cash and cash equivalents.

Under IFRS 9, loss allowances are measured on either of the following bases:

- 12-month ECLs: these are ECLs that result from possible default events within the 12 months after the reporting date; and
- lifetime ECLs: these are ECLs that result from all possible default events over the expected life of a financial instrument.

When determining whether the credit risk of a financial asset has increased significantly since initial recognition and when estimating ECLs, the Group considers reasonable and supportable information that is relevant and available without undue cost or effort. This includes both quantitative and qualitative information and analyzes, based on the Group's historical experience and informed credit assessment and including forward-looking information.

The Group assumes that the credit risk on a financial asset has increased significantly if it is more than 180 days past due.

The Group considers a financial asset to be in default when:

- the counterparty is unlikely to pay its contractual obligations to the Group in full, without recourse by the Group to actions such as realising security (if any is held); or

2. **Significant accounting policies and accounting estimates (Continued)**

2.2 Summary of significant accounting policies (Continued)
Financial assets and liabilities (Continued)

- the financial asset is more than 1 year past due.

The maximum period considered when estimating ECLs is the maximum contractual period over which the Group is exposed to credit risk. ECLs are a probability-weighted estimate of credit losses. Credit losses are measured as the present value of all cash shortfalls (i.e. the difference between cash flows due

to the Group in accordance with the contract and cash flows that the Group expects to receive). ECLs are discounted at the effective interest rate of the financial asset. Loss allowances for financial assets measured at amortized cost are deducted from the gross carrying amount of the assets.

Derecognition of financial assets

A financial asset (or, where applicable a part of a financial asset or part of a group of similar financial assets) is derecognized when:

- the rights to receive cash flows from the asset have expired;
- the Group retains the right to receive cash flows from the asset, but has assumed an obligation to pay them in full without material delay to a third party under a "pass-through" arrangement; or
- the Group has transferred its rights to receive cash flows from the asset and either (a) has transferred substantially all the risks and rewards of the assets, or (b) has neither transferred nor retained substantially all the risks and rewards of the asset, but has transferred control of the asset.

Where the Group has transferred its rights to receive cash flows from an asset and has neither transferred nor retained substantially all the risks and rewards of the asset nor transferred control of the asset, the asset is recognized to the extent of the Group's continuing involvement in the asset.

Continuing involvement that takes the form of a guarantee over the transferred asset is measured at the lower of the original carrying amount of the asset and the maximum amount of consideration that the Group could be required to repay.

<u>Financial liabilities</u>

Initial recognition and measurement of financial liabilities

Financial liabilities are classified, at initial recognition, as financial liabilities at fair value through profit or loss, loans and borrowings, payables, or as derivatives designated as hedging instruments in an effective hedge, as appropriate. All financial liabilities are recognised initially at fair value and, in the case of loans and borrowings and payables, net of directly attributable transaction costs. The Group's financial liabilities include trade and other payables, loans and borrowings.

Subsequent measurement of financial liabilities

For purposes of subsequent measurement, financial liabilities are classified in two categories:

- Financial liabilities at fair value through profit or loss
- Financial liabilities at amortised cost (loans and borrowings)

Financial liabilities at fair value through profit or loss

Financial liabilities at fair value through profit or loss include financial liabilities held for trading and

2. Significant accounting policies and accounting estimates (Continued)

2.2 Summary of significant accounting policies (Continued)

Financial assets and liabilities (Continued)

financial liabilities designated upon initial recognition as at fair value through profit or loss. Financial liabilities are classified as held for trading if they are incurred for the purpose of repurchasing in the near term. This category also includes derivative financial instruments entered into by the Group that are not designated as hedging instruments in hedge relationships as defined by IFRS 9. Separated embedded derivatives are also classified as held for trading unless they are designated as effective hedging instruments.

Gains or losses on liabilities held for trading are recognised in the statement of profit or loss. Financial liabilities designated upon initial recognition at fair value through profit or loss are designated at the initial date of recognition, and only if the criteria in IFRS 9 are satisfied. The Group has not designated any financial liability as at fair value through profit or loss.

Financial liabilities at amortised cost (loans and borrowings)

After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the EIR method. Gains and losses are recognised in profit or loss when the liabilities are derecognised as well as through the EIR amortisation process. Amortised cost is calculated by taking into account any discount or premium on acquisition and fees or costs that are an integral part of the EIR. The EIR amortisation is included as finance costs in the statement of profit or loss. This category generally applies to interest-bearing loans and borrowings.

Derecognition of financial liabilities:

A financial liability is derecognized when the obligation under the liability is discharged or cancelled or expires. Where an existing financial liability is replaced by another from the same lender on substantially different terms, or the terms of an existing liability are substantially modified, such an exchange or modification is treated as a derecognition of the original liability and the recognition of a new liability, and, the difference in the respective carrying amounts is recognized in profit or loss.

Fair value of financial assets and liabilities

There are no financial instruments in Levels 1 and 3 and no transfers between Levels 1 and 2 during the years and periods presented. The definitions of the Levels, provided by IFRS 7 Financial instruments Disclosure, are based on the degree to which the inputs used to determine fair value are observable.

- Level 1 fair value measurements are those derived from quoted prices in active markets for identical assets or liabilities.
- Level 2 fair value measurements are those derived from inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).
- Level 3 fair value measurements are those derived from valuation techniques that include inputs for the asset or liability that are not based on observable market data (unobservable inputs).

Current versus non-current classification

The Group presents assets and liabilities in the consolidated statement of financial position based on current/non-current classification.

2. **Significant accounting policies and accounting estimates (Continued)**

2.2 Summary of significant accounting policies (Continued)
Current versus non-current classification (Continued)

An asset as current when it is:

- Expected to be realized or intended to be sold or consumed in a normal operating cycle
- Held primarily for the purpose of trading
- Expected to be realized within twelve months after the reporting period

All other assets are classified as non-current. A liability is current:

- It is expected to be settled in a normal operating cycle
- It is held primarily for the purpose of trading
- It is due to be settled within twelve months after the reporting period
- There is no unconditional right to defer the settlement of the liability for at least twelve months after the reporting period.

All other liabilities are classified as non-current.

Debt modification or extinguishment

Under IFRS 9, accounting for a debt modification depends on whether the terms of the original debt agreement have been substantially modified. When they are substantially modified (i.e. the modification is
'substantial'), the original debt instrument is considered extinguished and is derecognized for accounting purposes, and a new debt instrument is recognized in its place. Conversely, when a modification is non-substantial, the original debt instrument is modified. Similarly, the impact to profit or loss differs based on whether the terms of the original debt have been substantially modified.

A debt modification is considered substantial upon performance under a quantitative and qualitative assessment.

With respect to the quantitative assessment, if net present value of the debt cash flows under the new terms is different by at least 10% from the present value of the remaining cash flows under the original terms, then debt modification is considered substantial. Cash flows are defined as net of any fees paid and/or received and are discounted using the effective interest rate of the original debt.

The purpose of a qualitative assessment is to identify substantial differences in terms that by their nature are not captured by a quantitative assessment. Accordingly, modifications whose effect is included in the quantitative assessment, and that are not considered substantial based on that assessment, cannot generally be considered substantial on their own from a qualitative perspective. These may include changes in principal amounts, maturities, interest rates, prepayment options and other contingent payment terms.

If the modification is concluded to be substantial the original debt is derecognized and a new debt is recognized, new debt is measured at fair value and the difference between the carrying amount of the original debt and the consideration paid to extinguish it is generally recognised as gain or loss on extinguishment.

If the modification is concluded not to be substantial the original debt is not derecognized, an adjustment is performed in the carrying amount of the debt to the net present value of the revised cash flows discounted using the original effective interest rate (applying floating rate approach where appropriate) and it is amortized over its remaining term (i.e. revise the effective interest rate of the debt).

2. Significant accounting policies and accounting estimates (Continued)

2.3 Significant accounting judgements, estimates and assumptions

Segment information

The information provided to the Group's chief operating decision makers to review the Group's operating results and allocate resources is on a consolidated basis for a single reportable segment. Furthermore, when the Group charters a vessel to a charterer, the charterer is free to trade the vessel worldwide (subject to globally applicable trade restrictions) and, as a result, the disclosure of geographic information is impracticable.

The preparation of consolidated financial statements in accordance with IFRS requires that Management makes assessments and estimates that affect the assets and liabilities, the income and expenses and the disclosure of contingent receivables and liabilities. These assessments and estimates are based on the information available to the Management of the Group and the markets in which it operates, and its experience in connection with similar transactions or events and are considered reasonable under the circumstances. Any subsequent possible changes in the existing conditions are taken into account in order to revise, if necessary, these assessments and estimates. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Significant accounting estimates regarding the assets of the Group are the estimates of useful life, residual value of the vessels and fair value measurement of the vessels as they affect significantly the financial statements.

In addition, the recoverability of receivables requires assessments and estimates that are also important, given that they may significantly affect the financial statements. Uncertainty about these assumptions and estimates could result in outcomes that require a material adjustment to the carrying amount of assets or liabilities affected in future periods.

In estimating the fair value of the vessel, the Group uses market observable data to the extend they are available. Where the level 1 inputs are not available, the Group engages third party qualified valuers to perform the valuation.

Information about the valuation techniques and inputs used in determining the fair value of the vessels are disclosed in Note 4.

Except as described below for the adoption of new standards effective as of January 1, 2024, the accounting policies adopted in the preparation of the consolidated financial statements for the year ended December 31, 2024 are consistent with those applied in the preparation of the consolidated financial statements for the year ended December 31, 2023.

2.4 New standards and interpretations

Standards and interpretations adopted in the year ended December 31, 2024:

- **IAS 1 Presentation of Financial Statements: Classification of Liabilities as Current or Non-current (Amendments)**

- **IAS 7 Statement of Cash Flows and IFRS 7 Financial Instruments Disclosure - Supplier Finance Arrangements (Amendments).**

- **IFRS 16 Leases: Lease Liability in a Sale and Leaseback (amendments).**

  These newly adopted IFRS and amendments to IFRS did not have a material impact on the Group's accounting policies.

2. Significant accounting policies and accounting estimates (Continued)

Standards and interpretations issued but not yet effective and not early adopted:

- **IAS 21 The Effects of Changes in Foreign Exchange Rates: Lack of Exchangeability (Amendments).** The amendments are effective for annual reporting periods beginning on or after January 1, 2025, with earlier application permitted. Management is in the process of assessing the effect of these amendments on the Group's financial statements and disclosures.

- **Amendment in IFRS 10 Consolidated Financial Statements and IAS 28 Investments in Associates and Joint Ventures: Sale or Contribution of Assets between an Investor and its Associate or Joint Venture.** In December 2015 the IASB postponed the effective date of this amendment indefinitely pending the outcome of its research project on the equity method of accounting.

The Group has not early adopted any standard, interpretation or amendment that has been issued but is not yet effective.

3. Cash and cash equivalents

	2024	**2023**
Cash held in banks	2,089	642
Cash held in time deposits	26,900	32,328
Total	**28,989**	**32,970**

Cash held in banks earns interest at floating rates based on daily bank deposit rates. Cash held in time deposits represents amounts placed at short-term time deposits, earning interest at rates agreed in advance between the Group and the respective financial institution. The fair value of cash and cash equivalents as of December 31, 2024 and December 31, 2023 was $28,989 and $32,970, respectively.

4. Vessels, net

The amounts in the accompanying consolidated statements of financial position as of December 31, 2024 and 2023 are analyzed as follows:

	2024	2023
Vessel		
As of January 1	566,859	679,782
Additions	26,060	19,473
Disposals	(49,554)	(30,940)
Revaluation adjustment	54,758	(66,053)
Revaluation gain / (loss) on vessels	8,672	(35,403)
As of December 31	**606,795**	**566,859**
Accumulated depreciation		
As of January 1	(121,415)	(91,276)
Depreciation charge for the year	(25,855)	(31,555)
Disposals	17,479	1,416
As of December 31	**(129,791)**	**(121,415)**
Net carrying amount of vessel as of December 31	**477,004**	**445,444**
Dry docking		
As of January 1	94,596	74,083
Additions	11,893	20,705
Disposals	(6,625)	(192)
As of December 31	**99,864**	**94,596**
Accumulated depreciation		
As of January 1	(51,744)	(35,950)
Depreciation charge for the year	(13,949)	(15,794)
As of December 31	**(65,693)**	**(51,744)**
Net carrying amount of dry-docking as of December 31	**34,171**	**42,852**
Time charter attached		
As of January 1	1,730	1,440
Additions	-	517
Disposals	-	(227)
As of December 31	**1,730**	**1,730**
Accumulated amortization		
As of January 1	(1,226)	871
Amortization of time charter attached	(504)	(2,097)
As of December 31	**(1,730)**	**(1,226)**
Net carrying amount of time charter attached as of December 31	**-**	**504**
Total as of December 31	**511,175**	**488,800**
Reclassification to Vessels held for sale	**(8,350)**	**-**
Total, net carrying amount as of December 31	**502,825**	**488,800**

4. Vessels, net (Continued)

As of December 31, 2024 based on market conditions existing at that time, the Group performed revaluation of its vessels, in accordance with its relevant accounting policy, the carrying value of which increased by $63,430. The Group has accounted for the revaluation surplus by recording an amount of $8,672 in the statement of comprehensive income or loss, and an amount of $54,758 in other comprehensive income or loss for the year ended December 31, 2024.

As of December 31, 2023 based on market conditions existing at that time, the Group performed revaluation of its vessels, in accordance with its relevant accounting policy, the carrying value of which decreased by $101,915. The Group has accounted for the revaluation deficit by recording an amount of $35,403 in the statement of comprehensive income or loss, and an amount of $66,512 in other comprehensive income or loss for the year ended December 31, 2023, which offsets existing surplus previously recognized in the revaluation surplus of the same assets.

The fair value of the vessels as of December 31, 2024 and 2023 was determined by the Group based on valuations from independent ship brokers, not related to the Group. The appraisal was performed on a ”willing Seller and willing Buyer” basis, based on the sale and purchase market condition prevailing at the valuation date subject to the vessel being in sound condition and made available for delivery charter free and took into consideration recent sales and purchase transactions involving comparable vessels. The fair value of the vessels was derived from valuation techniques that include inputs for similar vessels adjusted for age and size that are considered observable market data and hence falls within level 2 of the fair value hierarchy. There have been no transfers between levels of hierarchy.

On January 30, 2024, the Group through its subsidiary Cassano entered into a memorandum of agreement to acquire M/V Contship Gem (ex Vega Scorpio), a 2010-built container vessel, from an unaffiliated entity. The Group took delivery of M/V Contship Gem on February 20, 2024. Previously, the Group through its subsidiary Nereus Oceanway Inc. owned a different vessel under the same name (details of which are disclosed in Note 1).

On April 12, 2024, the Group through its subsidiary Monza entered into a memorandum of agreement to acquire M/V Contship Day from an unaffiliated entity. The Group took delivery of M/V Contship Day on July 29, 2024.

On September 24, 2024, the Group through its subsidiary Corsica entered into a memorandum of agreement to acquire M/V Contship Cup from an unaffiliated entity. The Group took delivery of M/V Contship Cup on November 29, 2024.

During the year ended December 31, 2024, the Group paid a total consideration of $26,035, including preliminary expenses, in order to complete the acquisition of the three vessels disclosed above.

On April 3, 2023, the Group through its subsidiary Almeria entered into a memorandum of agreement to acquire M/V Contship Luv from an unaffiliated entity. The Group took delivery of M/V Contship Luv on April 10, 2023.

On September 27, 2023, the Group through its subsidiary Tarragona entered into a memorandum of agreement to acquire M/V Contship Box from an unaffiliated entity. The Group took delivery of M/V Contship Box on November 16, 2023.

During the year ended December 31, 2023, the Group paid a total consideration of $17,533, including preliminary expenses, in order to complete the acquisition of the two vessels disclosed above.

4. Vessels, net (Continued)

On March 14, 2024 the Group sold M/V Contship Pro. The vessel was classified as held for sale on March 4, 2024 when its memorandum of agreement was executed and, therefore, was depreciated until that date.

On July 3, 2024 the Group sold M/V Contship Eve. The vessel was classified as held for sale on May 23, 2024 when its memorandum of agreement was executed and, therefore, was depreciated until that date.

On November 26, 2024, on December 2, 2024, on December 6, 2024, on December 10, 2024 and on December 20, 2024 the Group sold M/V Contship Max, M/V Contship Pep, M/V Contship Ana, M/V Contship Quo and M/V Contship Bee, respectively. These five vessels were classified as held for sale on October 15, 2024 when their memoranda of agreement were executed and, therefore, were depreciated until that date.

The Group transferred directly to retained earnings the amount of $1,073 representing existing surplus previously recognized in the revaluation surplus of M/V Contship Ana. Brokerage commissions in the amount of $103 were charged to the Group upon sale of vessel M/V Contship Ana, and are included in the accompanying consolidated statements of comprehensive income or loss under line item “Vessels’ disposal related expenses”.

With respect to the disposals of the remaining six vessels which were completed during 2024, the Group recognized an aggregate revaluation loss of $16,419 which is reflected in the accompanying consolidated statements of comprehensive income or loss under line item “Revaluation gain / (loss) on vessels”.

The amount of $16,419 includes brokerage commissions in the aggregate amount of $647 charged to the Group upon sale of the six vessels.

During the year ended December 31, 2024, the Group received a total consideration of $38,591 in order to complete the disposals of the seven vessels disclosed above.

On December 11, 2024 the Group through its subsidiary Verona entered into a memorandum of agreement to sell M/V Contship Air to an unaffiliated entity. On the same date the vessel was classified as held for sale upon execution of its memorandum of agreement and, therefore, was depreciated until that date (Note 14).

On December 12, 2023 and on December 14, 2023 the Group sold M/V Contship Rex and M/V Contship Dax, respectively. Both vessels were classified as held for sale on October 9, 2023 when their memoranda of agreement were executed and, therefore, were depreciated until that date.

The Group transferred directly to retained earnings the aggregate amount of $6,827 representing existing surplus previously recognized in the revaluation surplus of the same assets. Brokerage commissions in the aggregate amount of $638 were charged to the Group upon sale of vessels M/V Contship Rex and M/V Contship Dax, and are included in the accompanying consolidated statements of comprehensive income or loss under line item “Vessels’ disposal related expenses”.

During the year ended December 31, 2023, the Group received a total consideration of $36,114 in order to complete the disposals of the two vessels disclosed above.

During the years ended December 31, 2024 and 2023 the Group capitalized the amounts of $291 and $1,198, respectively, representing costs for the installation of ballast water treatment system on its vessels.

As of December 31, 2024, all vessels of the Group have been pledged as collateral to secure the bank loans discussed in Note 7.

5. Transactions with related parties

Contships Management Inc. is engaged, under separate management agreements, directly with each vessel owning company of the Group, to provide a wide range of shipping managerial and administrative services such as commercial operations, technical support and maintenance, engagement and provision of crew, insurance arrangements and financial and accounting services in exchange of a management fee per month per vessel for all vessels. On January 1, 2022, all vessel owning companies of the Group entered into new management agreements with CMI.

CMI receives a management fee of $25 per month per vessel for services provided. In addition, CMI is also entitled to receive a brokerage commission of 1.25% on all gross revenues earned by each vessel of the Group and a commission of 1.00% on the price of all vessel sales, unless an overriding agreement between the parties involved exists. The new management agreements are effective from January 1, 2022.

The Manager has subcontracted, through an amendment to the ship-broking agreement which services all of the Group's vessels dated January 1, 2022, the chartering and sale and purchase services to B&T (Shipbrokers) Inc. ("B&T" or the "Ship-Broker"), a company owned by the Group's Founder and controlling shareholder starting from January 1, 2022. Before January 1, 2022 B&T was entitled to receive a brokerage commission of up to 1.25% on all gross revenues earned by each vessel of the Group and a commission of 1.00% on the price of all vessel sales, subcontracted from CMI which was initially entitled to receive a brokerage commission of 1.25% on all gross revenues earned by each vessel of the Group and a commission of 1.00% on the price of all vessel sales. The management fees charged by CMI for the years ended December 31, 2024 and 2023 amounted to $14,936 and $14,100, respectively, and are separately reflected in the accompanying consolidated statements of comprehensive income or loss under line item "Management fees – related party". The brokerage commission charged by B&T on the price of vessels sold during the years ended December 31, 2024 and 2023 amounted to $375 and $213, respectively, were charged in accordance with the respective commission agreements in place.

Brokerage commissions on all gross revenues earned charged by B&T, for the years ended December 31, 2024 and 2023 amounted to $2,334 and $3,529, respectively, and are included in the accompanying consolidated statements of comprehensive income or loss under line item "Voyage expenses". As of December 31, 2024 and Decemebr 31, 2023 there was no balance either payable or receivable to/from CMI. As of December 31, 2024 and December 31, 2023, there was no balance either payable or receivable to/from B&T.

6. Share capital and paid-in capital

Share capital: The authorized share capital of the Company is divided into 174,408 shares, out of which 174,408 registered shares of a par value of $0.01each have been issued and outstanding as of December 31, 2024 and December 31, 2023. All shares are in registered form.

Paid-in capital: Paid-in capital of the Company amounts to $121,155 as of December 31, 2024 and as of December 31, 2023 and consists of cash contributions made by the shareholders.

On March 29, 2023, the Company declared a dividend payable to its shareholders in the total amount of $10,001 in order to distribute part of profits generated during the three months ended December 31, 2022. The dividend was paid on April 12, 2023.

On May 10, 2023, the Company declared a dividend payable to its shareholders in the total amount of $15,501 in order to distribute part of its accumulated profits. The dividend was paid on May 23, 2023.

On September 7, 2023, the Company declared a dividend payable to its shareholders in the total amount of $10,001 in order to distribute part of profits generated during the three months ended June 30, 2023. The dividend was paid on September 13, 2023.

6. **Share capital and paid-in capital (Continued)**

On October 27, 2023, the Company declared a dividend payable to its shareholders in the total amount of $12,502 in order to distribute part of profits generated during the three months ended September 30, 2023. The dividend was paid on October 31, 2023.

On December 18, 2023, the Company declared a dividend payable to its shareholders in the total amount of $12,502 in order to distribute part of its accumulated profits. The dividend was paid on December 21, 2023.

On October 7, 2024, the Company declared a dividend payable to its shareholders in the total amount of $12,502 in order to distribute part of its accumulated profits. The dividend was paid on October 9, 2024.

7. **Long-term debt**

	2024	**2023**
Amounts due within one year	42,156	50,801
Amounts due after one year	132,859	183,845
	175,015	234,646
Plus accrued interest	1,325	1,744
Less loan arrangement fees	(1,329)	(2,017)
Less gain on debt modification	(1,386)	(2,318)
Total	**173,625**	**232,055**

$67,160 Loan Facility with National Bank of Greece S.A.

On December 6, 2021, Wismar, Lubeck, Schleswig, Verona, Marea, Meteora and Nemea entered as joint and several borrowers into a loan agreement providing for a secured term loan facility of up to $67,160 with National Bank of Greece S.A. (“NBG”) as lender to refinance indebtedness related to the respective seven vessels owned by the borrowers (Tranche A and Tranche B amounting to $22,160 in total) and raise funding for general corporate needs, investment purposes and working capital (Tranche C amounting to $45,000). The facility currently bears interest at SOFR plus a margin, with effect from July 19, 2023 as mutually agreed through the supplemental agreement dated July 19, 2023. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, seven vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security to debt ratio and corporate guarantor’s consolidated interest coverage ratio and total debt to vessel value ratio.

The initial facility also contained a mandatory prepayment requirement, which was amended as disclosed below, pursuant to which, in the case of an initial public offering of the Company’s common shares, the Group shall prepay portion of the facility in a principal amount equal to the outstanding at that time balance of Tranche C, plus a prepayment fee.

Tranches A and B are repayable in 10 semi-annual installments, the first five in a total amount of $1,043 and the remaining five in a total amount of $1,067, plus a balloon installment in a total amount of $11,608 payable together with the last installment. Repayment of Tranches A and B started on March 8, 2022 and matures on September 8, 2026.

Tranche C is repayable in 9 installments, the first of which amounting to $20,000 was paid on December 8, 2022, followed by 8 semi-annual installments amounting to $4,125 for installments 2 to 5, $1,125 for installments 6 to 7 and $3,125 for installments 8 to 9. Repayment of Tranche C matures on December 8, 2026.

7. Long-term debt (Continued)

On February 22, 2023, Wismar, Lubeck, Schleswig, Verona, Marea, Meteora and Nemea entered as joint and several borrowers into a supplemental agreement with NBG, in relation to the loan agreement dated December 6, 2021, where the lender provided its consent to an IPO of the Company on or before December 31, 2023. NBG's consent to an IPO of the Company was extended to the maturity date of the loan through the supplemental agreement dated March 6, 2024 (Note 14). The supplemental agreement with NBG dated February 22, 2023 also contains a mandatory prepayment requirement pursuant to which, in the case of an initial public offering of the Company's common shares, the Company shall prepay on or prior to December 31, 2023 portion of the facility in a principal amount equal to the outstanding at that time balance of Tranche C, plus a prepayment fee.

On July 19, 2023, Wismar, Lubeck, Schleswig, Verona, Marea, Meteora and Nemea as joint and several borrowers and the Company as corporate guarantor entered into a supplemental agreement with NBG, in relation to the loan agreement dated December 6, 2021, where transition from LIBOR to SOFR was mutually agreed with effect from the date of the agreement.

The supplemental agreement with NBG dated July 19, 2023 also contains an amended mandatory prepayment requirement pursuant to which, in the case of an initial public offering of the Company's common shares, the borrowers shall prepay the higher of i) an amount which is equal to 20% of the net proceeds of the IPO and ii) $8,000, plus a prepayment fee. The amount to be prepaid subject to the amended mandatory prepayment requirement shall not exceed the outstanding at that time balance of Tranche C, which amounted to $20,875 as of July 19, 2023 and $16,750 as of December 31, 2023. Mandatory prepayment shall be made within 30 day of the occurrence of such IPO.

On September 15, 2023, Wismar, Lubeck, Schleswig, Verona, Marea, Meteora and Nemea as joint and several borrowers and the Company as corporate guarantor entered into a first supplemental agreement with NBG, in relation to the loan agreement dated December 6, 2021, for the discharge of the first preferred Liberian mortgage registered over M/V Contship Air and M/V Contship Bee, their registration under the Cyprus flag and the provision of a first preferred Cypriot mortgage registered over the two vessels.

The loan amendments with NBG that occurred during 2023 have been treated as debt modifications in accordance with IFRS 9 and a net amount of $110 has been recognized as gain on debt modification for the year ended December 31, 2023, which is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs". Amortization, including write-offs, of gain on debt modification for the year ended December 31, 2024 amounted to $77 and is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs".

On March 6, 2024 Wismar, Lubeck, Schleswig, Verona, Marea, Meteora and Nemea as joint and several borrowers and the Company as corporate guarantor entered into a second supplemental agreement with NBG, in relation to the loan agreement dated December 6, 2021, where the following were agreed: i) margin reduction from 3.00% to 2.35% with effect from March 8, 2024 and ii) provision of extension to the maturity date of the loan consent by the lender to an IPO of the Company.

On December 23, 2024, an amount of $3,040 was repaid upon disposal of M/V Contship Bee owned by Marea (Note 4).

Accordingly, following the repayment and the release and discharge of Marea from all of its respective obligations under the loan agreement, the outstanding balance of $21,337 as of December 23, 2024, is repayable as follows: Tranches A and B are repayable in 4 semi-annual installments in a total amount of $1,067 each, plus a balloon installment in a total amount of $9,628 payable together with the last installment. Repayment of Tranches A and B starts on March 8, 2025 and matures on September 8, 2026.

Tranche C is repayable in 4 semi-annual installments amounting to $1,125 for installment 1 and 2, $3,125 for installment 3 and $2,065 for installment 4. Repayment of Tranche C starts on June 8, 2025 and matures on December 8, 2026.

7. Long-term debt (Continued)

The outstanding balance of the loan facility as of December 31, 2024 amounted to $21,337.

As of December 31, 2024 an amount of $2,930, additional to the scheduled repayment installments due in 2025, of the total outstanding balance of $21,337 due to NBG was classified as current following the classification of M/V Contship Air as vessel held for sale on December 11, 2024 (Note 4). The amount of $2,930 was repaid on January 23, 2025 (Note 14).

$131,200 Facility with Piraeus Bank S.A.

On December 6, 2021, Alicante, Ancona, Asher, Bari, Cyrus, Genoa, Marbella, Mizuna, Palermo, Parnell, Sevilla, Siena, Syracuse and Umbria entered as joint and several borrowers into a loan agreement providing for a secured loan facility of up to $131,200 with Piraeus Bank S.A. ("Piraeus Bank") as lender to refinance indebtedness related to the respective 14 vessels owned by the borrowers (Tranche A amounting up to $36,200) and raise funding for general corporate needs, investment purposes and working capital (Tranche B amounting to $95,000).

The total amount actually utilized was $130,616. The facility currently bears interest at SOFR plus margin, with retrospective effect from June 8, 2023 as mutually agreed through the second supplemental agreement dated July 17, 2023. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, fourteen vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The initial facility also contained a mandatory prepayment requirement, which was amended as disclosed below, pursuant to which, in the case of an initial public offering of the Company's common shares, the Group shall prepay portion of the facility in a principal amount equal to the outstanding at that time balance of Tranche B, within 30 days of the consummation of such offering.

On July 17, 2023, Alicante, Ancona, Asher, Bari, Cyrus, Genoa, Marbella, Mizuna, Palermo, Parnell, Sevilla, Siena, Syracuse and Umbria as joint and several borrowers and the Company as corporate guarantor entered into a second supplemental agreement with Piraeus Bank, in relation to the loan agreement dated December 6, 2021, where the following were agreed: i) transition from LIBOR to SOFR with retrospective effect from June 8, 2023, ii) margin reduction from 3.00% to 2.50% with retrospective effect from June 8, 2023 and iii) extension of the maturity date to June 8, 2027. Accordingly, the outstanding balance of Tranche A, which was $28,116, as of the date of the second supplemental agreement, is repayable in 16 quarterly installments amounting to $1,250 plus a balloon installment amounting to $8,116 payable together with the last installment. Repayment of Tranche A started on September 8, 2023 and matures on June 8, 2027. The outstanding balance of Tranche B, which was $47,500, as of the date of the second supplemental agreement, is repayable in 8 semi-annual installments amounting to $7,500 for installments 1 to 5, $5,000 for installment 6 and $2,500 for installments 7 to 8. Repayment of Tranche B started on December 8, 2023 and matures on June 8, 2027.

The second supplemental agreement also contains an amended mandatory prepayment requirement pursuant to which, in the case of an initial public offering of the Company's common shares, the Group shall prepay Tranche B pro rata by an amount not less than 25% of the net proceeds of the IPO.

The amount to be prepaid subject to the amended mandatory prepayment requirement shall not exceed the outstanding at that time balance of Tranche B, which amounted to $47,500 as of July 17, 2023 and $40,000 as of December 31, 2023. Mandatory prepayment shall be made within 30 day of the occurrence of such IPO.

7. Long-term debt (Continued)

On October 2, 2023, Alicante, Ancona, Asher, Bari, Cyrus, Genoa, Marbella, Mizuna, Palermo, Parnell, Sevilla, Siena, Syracuse and Umbria entered as joint and several borrowers and the Company as corporate guarantor entered into a third supplemental agreement with Piraeus Bank, in relation to the loan agreement dated December 6, 2021, for the discharge of the first preferred Liberian mortgage registered over M/V Contship Key and M/V Contship Leo, their registration under the Cyprus flag and the provision of a first preferred Cypriot mortgage registered over the two vessels.

The loan amendments with Piraeus Bank that occurred during 2023 have been treated as debt modifications in accordance with IFRS 9 and a net amount of $724 has been recognized as gain on debt modification for the year ended December 31, 2023, which is included in the accompanying consolidated statement of comprehensive income or loss under line item “Interest and finance costs”. Amortization of gain on debt modification for the year ended December 31, 2024 amounted to $224 and is included in the accompanying consolidated statement of comprehensive income or loss under line item “Interest and finance costs”.

On March 29, 2024, Alicante, Ancona, Asher, Bari, Cyrus, Genoa, Marbella, Mizuna, Palermo, Parnell, Sevilla, Siena, Syracuse and Umbria entered as joint and several borrowers and the Company as corporate guarantor entered into a fourth supplemental agreement with Piraeus Bank, in relation to the loan agreement dated December 6, 2021, for the discharge of the first preferred Cypriot mortgage registered over M/V Contship Ono, its registration under the Liberian flag and the provision of a first preferred Liberian mortgage registered over the vessel.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $45,616.

$52,673 Facility with Eurobank S.A.

On December 10, 2021, Ability, Symphony, Eco, Amberjack, Sky Liberty, Santiago, Brazil and Antico entered as joint and several borrowers into a loan agreement providing for a secured loan facility of up to $52,673 with Eurobank Ergasias S.A. (“Eurobank”) as agent to refinance indebtedness related to the respective eight vessels owned by the borrowers.

The outstanding balance of the loan facility as of December 31, 2021 amounted to $52,673 and fully refinanced the then outstanding indebtedness with Eurobank.

On July 13, 2022, Ability, Symphony, Eco, Amberjack, Santiago, Sky Liberty, Brazil and Antico as joint and several borrowers and the Company as corporate guarantor entered into a supplemental agreement with Eurobank S.A., in relation to the loan agreement dated December 10, 2021, where i) the Lender provided its consent to the borrowers’ intention to prepay part of the loan ($29,673 at the date of the agreement) following the successful completion of the IPO and ii) it was agreed the repayment schedule of the loan to be amended accordingly, as provided in the supplemental agreement dated July 13, 2022.

As of July 13, 2023 the outstanding balance of this facility amounted to $45,173 and was fully refinanced by the Eurobank Facility dated July 13, 2023.

7. Long-term debt (Continued)

$71,750 Facility with Alpha Bank S.A.

On December 23, 2021, Ikaria, Woodstone, Albacore, Auriga, Bianca, Brusa, Legacy, Frankyl, Rosehill and Lazio entered as joint and several borrowers into a loan agreement providing for a secured loan facility of up to $71,750 with Alpha Bank S.A. ("Alpha Bank") as lender to refinance indebtedness related to the respective ten vessels owned by the borrowers. $36,750 was advanced on December 23, 2021 to fully refinance the then outstanding indebtedness with Alpha Bank and $35,000 was drawn on January 4, 2022 for general corporate purposes. An amount of $3,635, representing a deemed distribution to the major shareholder, which is included in the amount of $71,750, was assumed by the Group with respect to the acquisition of M/V Contship Ana. The facility currently bears interest at SOFR plus a margin, with retrospective effect from July 5, 2023 as mutually agreed through the third supplemental agreement dated July 12, 2023. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, ten vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

On January 4, 2022, the Group performed drawdown of the committed amount of $35,000 under its loan facility with Alpha Bank dated December 23, 2021, the purpose of which was to be utilized for general corporate purposes.

On March 31, 2022, Ikaria, Woodstone, Albacore, Auriga, Bianca, Brusa, Legacy, Frankyl, Rosehill and Lazio as joint and several borrowers, the Company as corporate guarantor and Calabria as new corporate guarantor entered into a first supplemental agreement with Alpha Bank, in relation to the loan agreement dated December 23, 2021, where i) it was agreed the Rosehill borrower (M/V Contship Pro) to be fully released and discharged from all of its respective obligations under the loan agreement and ii) additional security was provided to the lender through mortgage of M/V Contship Pep (Calabria) and assignment of its insurances, earnings, bank accounts and charter agreements which are longer than 12 months.

On July 14, 2022, Ikaria, Woodstone, Albacore, Auriga, Bianca, Brusa, Legacy, Frankyl and Lazio as joint and several borrowers and the Company and Calabria as corporate guarantors entered into a second supplemental agreement with Alpha Bank, in relation to the loan agreement dated December 23, 2021, where i) the Lender provided its consent to the borrowers' intention to prepay part of the loan ($37,500 at the date of the agreement) following the successful completion of the IPO and ii) it was agreed the repayment schedule of the loan to be amended accordingly, as provided in the second supplemental agreement dated July 14, 2022.

The remaining outstanding balance following the prepayment would be repayable in nine consecutive semi-annual installments of $1,250 each plus a balloon installment amounting to $14,000 payable together with the last installment. Final repayment installment was expected to be repaid on January 4, 2027.

On July 12, 2023, Ikaria, Woodstone, Albacore, Auriga, Bianca, Brusa, Legacy, Frankyl and Lazio as joint and several borrowers and the Company and Calabria as corporate guarantors entered into a third supplemental agreement with Alpha Bank, in relation to the loan agreement dated December 23, 2021, where the following were agreed: i) transition from LIBOR to SOFR with retrospective effect from June 6, 2023, ii) margin reduction from 3.00% to 2.80% with retrospective effect from July 5, 2023 and iii) extension of the maturity date to July 5, 2027. Accordingly, the outstanding balance of $46,250, as of the date of the third supplemental agreement, is repayable in 8 semi-annual installments amounting to $7,500 for the first installment, $3,000 for installments 2 to 8 plus a balloon installment amounting to $17,750 payable together with the last installment. Repayment started on January 5, 2024 and matures on July 5, 2027.

7. Long-term debt (Continued)

The loan amendments with Alpha Bank that occurred during 2023 have been treated as debt modifications in accordance with IFRS 9 and a net amount of $774 has been recognized as gain on debt modification for the year ended December 31, 2023, which is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs". Amortization, including write-offs, of gain on debt modification for the year ended December 31, 2024 amounted to $288 and is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs".

On December 2, 2024 and December 10, 2024, the amounts of $3,020 and $2,830 were paid upon disposal of M/V Contship Pep owned by Calabria and M/V Contship Ana owned by Auriga, respectively (Note 4).

Accordingly, following the repayments and the release and discharge of Calabria and Auriga from all of their respective obligations under the loan agreement, the outstanding balance of $29,900 as of December 10, 2024, is repayable in 6 semi-annual installments amounting to $2,510 each plus a balloon installment amounting to $14,840 payable together with the last installment. Repayment starts on January 5, 2025 and matures on July 5, 2027.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $29,900.

<u>$36,500 Facility with Alpha Bank S.A.</u>

On October 25, 2022, Rosehill, Columba, Positano and Salerno entered as joint and several borrowers into a loan agreement providing for a secured loan facility of up to $36,500 with Alpha Bank as lender to refinance the acquisition cost of the respective four vessels owned by the borrowers. The aggregate amount of $36,500 was fully utilized by November 17, 2022. The facility currently bears interest at term SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, four vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

On October 5, 2023, Rosehill, Columba, Positano and Salerno as joint and several borrowers and the Company as corporate guarantor entered into a first supplemental agreement with Alpha Bank, in relation to the loan agreement dated October 25, 2022, for the discharge of the first preferred Liberian mortgage registered over M/V Contship Yen, its registration under the Cyprus flag and the provision of a first preferred Cypriot mortgage registered over the vessel.

On December 13, 2023, an amount of $9,500 was repaid upon disposal of M/V Contship Rex owned by Salerno (Note 4).

On November 2, 2023, Rosehill, Columba and Positano obtained approval by Alpha Bank to amend the repayment schedule of the loan, as provided in the second supplemental agreement finalized on January 4, 2024 (Note 14), following the repayment and the release and discharge of Salerno from all of its respective obligations under the loan agreement.

The loan amendment that was approved on November 2, 2023 has been treated as debt modification in accordance with IFRS 9 and a net amount of $246 has been recognized as gain on debt modification for the year ended December 31, 2023, which is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs". Amortization, including write-offs, of gain on debt modification for the year ended December 31, 2024 amounted to $139 and is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs".

7. Long-term debt (Continued)

On January 4, 2024, Rosehill, Columba and Positano as joint and several borrowers and the Company as corporate guarantor entered into a second supplemental agreement with Alpha Bank, in relation to the loan agreement dated October 25, 2022, where it was agreed i) the repayment schedule of the loan to be amended accordingly, as provided in the second supplemental agreement dated January 4, 2024 and (ii) the discharge of the first preferred Cypriot mortgage registered over M/V Contship Eve, its registration under the Liberian flag and the provision of a first preferred Liberian mortgage registered over the vessel.

On February 29, 2024, Rosehill, Columba, Positano and Salerno as joint and several borrowers and the Company as corporate guarantor entered into a third supplemental agreement with Alpha Bank, in relation to the loan agreement dated October 25, 2022, for the discharge of the first preferred Cypriot mortgage registered over M/V Contship Pro, its registration under the Liberian flag and the provision of a first preferred Liberian mortgage registered over the vessel.

On March 14, 2024, an amount of $3,500 was repaid upon disposal of M/V Contship Pro owned by Rosehill (Note 4).

Accordingly, following the repayment and the release and discharge of Rosehill from all of its respective obligations under the loan agreement, the outstanding balance of $15,500 as of March14, 2024, is repayable in 8 semi-annual installments amounting to $410 for installments 1 to 4, $543 for installments 5 to 8 plus a balloon installment amounting to $11,688 payable together with the last installment. Repayment started on May 26, 2024 and would mature on October 26, 2027.

On July 3, 2023, an amount of $5,500 was repaid upon disposal of M/V Contship Eve owned by Columba (Note 4).

Accordingly, following the repayment and the release and discharge of Columba from all of its respective obligations under the loan agreement, the outstanding balance of $9,590 as of July 3, 2024, is repayable in 7 semi-annual installments amounting to $261 for installments 1 to 3, $346 for installments 4 to 7 plus a balloon installment amounting to $7,423 payable together with the last installment. Repayment started on October 26, 2024 and matures on October 25, 2028.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $9,329.

$31,500 Facility with Eurobank S.A.

On October 27, 2022, Amalfi, Ravello and Sorrento entered as joint and several borrowers into a loan agreement providing for a secured loan facility of up to $31,500 (Tranches A and B amounting to $12,000 each and Tranche C amounting to $7,500) with Eurobank as agent to refinance the acquisition cost of the respective three vessels owned by the borrowers. The aggregate amount of $31,500 was fully utilized by November 25, 2022. The facility currently bears interest at term SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, eight vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio and an average minimum liquidity requirement.

On December 14, 2023, an amount of $10,980 was repaid upon disposal of M/V Contship Dax owned by Amalfi (Note 4).

Accordingly, following the repayment and the release and discharge of Amalfi from all of its respective obligations under the loan agreement, the outstanding balance of $16,720 as of December 14, 2023, is repayable in 10 semi-annual installments amounting to $1,170 for installments 1 to 2, $880 for installments 3 to 10 plus a balloon installment amounting to $7,340 payable together with the last installment. Repayment started on May 14, 2024 and matures on November 14, 2028.

7. Long-term debt (Continued)

The outstanding balance of the loan facility as of December 31, 2024 amounted to $14,380.

$5,000 Facility with Alpha Bank S.A.

On April 10, 2023, Almeria entered into a loan agreement providing for a bilateral secured loan facility of up to $5,000 with Alpha Bank as lender to refinance part of the acquisition cost of the vessel owned by the borrower. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, the vessel owned by the borrower, its insurances, earnings, bank accounts and charter agreement which is longer than 12 months. The borrower is subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The loan facility is repayable in 8 semi-annual installments amounting to $350 for installments 1 to 2 and $250 for installments 3 to 8 plus a balloon installment amounting to $2,800 payable together with the last installment. Repayment started on October 11, 2023 and matures on April 11, 2027.

On September 18, 2023, Almeria as borrower and the Company as corporate guarantor entered into a first supplemental agreement with Alpha Bank, in relation to the loan agreement dated April 10, 2023, for the discharge of the first preferred Liberian mortgage registered over vessel M/V Contship Luv, its registration under the Cyprus flag and the provision of a first preferred Cypriot mortgage registered over the vessel.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $4,050.

$52,673 Facility with Eurobank S.A.

On July 13, 2023, Ability, Symphony, Eco, Amberjack, Sky Liberty, Santiago, Brazil and Antico entered as joint and several borrowers into a new loan agreement providing for a bilateral secured loan facility of up to $45,173 with Eurobank as agent to refinance indebtedness related to the respective eight vessels owned by the borrowers. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, eight vessels owned by the borrowers, their insurances, earnings, bank accounts and charter agreements which are longer than 12 months. The borrowers are subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio and an average minimum liquidity requirement.

The loan facility dated July 13, 2023 fully refinanced the outstanding balance of the Eurobank loan facility dated December 10, 2021, which amounted to $45,173 on July 13, 2023. The outstanding balance of the new loan facility is repayable in 8 semi-annual installments amounting to $2,500 plus a balloon installment amounting to $25,173 payable together with the last installment. Repayment started on December 13, 2023 and matures on June 13, 2027. The refinancing that occurred on July 13, 2023 has been treated as debt modification in accordance with IFRS 9.

The loan amendments with Eurobank that occurred during 2023 have been treated as debt modifications in accordance with IFRS 9 and a net amount of $464 has been recognized as gain on debt modification for the year ended December 31, 2023, which is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs". Amortization, including write-offs, of gain on debt modification for the year ended December 31, 2024 amounted to $204 and is included in the accompanying consolidated statement of comprehensive income or loss under line item "Interest and finance costs".

7. Long-term debt (Continued)

On November 26, 2024 and December 10, 2024, the amounts of $4,000 and $4,090 were repaid upon disposal of M/V Contship Max owned by Ability and M/V Contship Quo owned by Brazil, respectively (Note 4).

Accordingly, following the repayments and the release and discharge of Ability and Brazil from all of their respective obligations under the loan agreement, the outstanding balance of $32,083 as of December 10, 2024, is repayable in 5 semi-annual installments amounting to $2,000 each plus a balloon installment amounting to $20,083 payable together with the last installment. The first repayment installment amounting to $2,000 was paid on December 13, 2024. Repayment matures on June 13, 2027.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $30,083.

<u>$5,000 Facility with Pancreta Bank S.A.</u>

On November 15, 2023, Tarragona entered into a loan agreement providing for a bilateral secured loan facility of up to $5,000 with Pancreta Bank S.A. ("Pancreta") as lender to refinance part of the acquisition cost of the vessel owned by the borrower. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, the vessel owned by the borrower, its insurances, earnings, bank accounts and charter agreement which is longer than 12 months. The borrower is subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The loan facility is repayable in 12 semi-annual installments amounting to $500 for installments 1 to 2 and $250 for installments 3 to 12 plus a balloon installment amounting to $1,500 payable together with the last installment. Repayment started on May 16, 2024 and matures on November 16, 2029.

On April 12, 2024, Tarragona as borrower and the Company as corporate guarantor entered into a first supplemental agreement with Pancreta, in relation to the loan agreement dated November 15, 2023, where the lender provided its consent to an amendment of the IPO definition included in the original loan agreement.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $4,000.

<u>$4,000 New Facility with Pancreta Bank S.A.</u>

On February 23, 2024, Cassano entered into a loan agreement providing for a bilateral secured loan facility of up to $4,000 with Pancreta as lender to refinance part of the acquisition cost of the vessel owned by the borrower. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, the vessel owned by the borrower, its insurances, earnings, bank accounts and charter agreement which is longer than 12 months. The borrower is subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The loan facility is repayable in 12 semi-annual installments amounting to $180 for installments 1 to 6 and $220 for installments 7 to 12 plus a balloon installment amounting to $1,600 payable together with the last installment. Repayment started on August 23, 2024 and matures on February 23, 2030.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $3,820.

7. Long-term debt (Continued)

$4,500 New Facility with Pancreta Bank S.A.

On July 24, 2024, Monza entered into a loan agreement providing for a bilateral secured loan facility of up to $4,500 with Pancreta as lender to refinance part of the acquisition cost of the vessel owned by the borrower. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, the vessel owned by the borrower, its insurances, earnings, bank accounts and charter agreement which is longer than 12 months. The borrower is subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The loan facility is repayable in 12 semi-annual installments amounting to $325 for installments 1 to 2 and $225 for installments 3 to 12 plus a balloon installment amounting to $1,600 payable together with the last installment. Repayment starts on January 29, 2025 and matures on July 29, 2030.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $4,500.

$8,000 New Facility with Attica Bank S.A.

On November 11, 2024, Corsica entered into a loan agreement providing for a bilateral secured loan facility of up to $8,000 with Attica Bank S.A. ("Attica") as lender to refinance part of the acquisition cost of the vessel owned by the borrower. The facility currently bears interest at SOFR plus a margin. Contships Logistics Corp. has provided an on-demand and irrevocable parent guaranty of the facility. The loan is secured by, among other things, the vessel owned by the borrower, its insurances, earnings, bank accounts and charter agreement which is longer than 12 months. The borrower is subject to standard financial and restrictive covenants under the facility, including a vessel security coverage ratio, an average minimum liquidity requirement and corporate guarantor's consolidated net debt to vessels value ratio.

The loan facility is repayable in 14 semi-annual installments amounting to $765 for installments 1 to 4 and $255 for installments 5 to 14 plus a balloon installment amounting to $2,390 payable together with the last installment. Repayment starts on May 29, 2025 and matures on November 29, 2031.

The outstanding balance of the loan facility as of December 31, 2024 amounted to $8,000.

The amendment to the loan agreements regarding the transition to SOFR, falls within the scope of Interest Rate Benchmark Reform – Phase 2, Amendments to IFRS 9, IAS 39, IFRS 7, IFRS 4 and IFRS 16 ("Amendments"), which have been published by IASB in August 2020 and were adopted by the Group as of January 1, 2021. In particular, the Group applied the practical expedient available under the Amendments and adjusted the effective interest rate when accounting for changes in the basis for determining the contractual cash flows under facility agreements. No adjustments to the carrying amount of the loans were necessary.

The Group's credit facilities have financial covenants, which require the Group to maintain, on borrowers or

Group level, among other things:

- average minimum liquidity on borrowers and/or Group level;
- minimum market value of collateral for each credit facility, such that the aggregate market value of the vessels collateralizing the particular credit facility is between 110% and 125%, depending on the particular facility, of the aggregate principal amount outstanding under such credit facility, or, if we do not meet such threshold, to provide additional security to eliminate the shortfall; and

7. Long-term debt (Continued)

The agreements governing the Group's indebtedness also contain undertakings limiting or restricting the subsidiaries from, among other things:

- incurring additional indebtedness or issuing certain preferred stock;
- making any substantial change to the general nature of our business;
- paying dividends or repaying or distributing any dividend or share premium reserve in the event of non-compliance with our covenants or without prior written consent of the lenders;
- redeeming or repurchasing capital stock;
- creating or impairing certain securities interests, including liens;
- transferring or selling certain assets;
- entering into certain transactions other than arm's length transactions;
- acquiring a company, shares or securities or a business or undertaking;
- entering into any amalgamation, demerger, merger, consolidation or corporate reconstruction, or selling all or substantially all of our properties or assets;
- experiencing any change in the shareholding position; and
- changing the flag, class or technical or commercial management of the vessel mortgaged under such facility or terminating or materially amending the management agreement relating to such vessel.

Our secured credit facilities are generally secured by, among other things:

- first priority or preferred mortgage over the relevant collateralized vessels;
- first priority or preferred assignment of earnings and insurances from the mortgaged vessels;
- pledge of the earnings account of the mortgaged vessel; and
- corporate guarantees.

As of December 31, 2024 and 2023 the Group was in compliance with its debt covenants.

Loans repayment schedule

As of December 31, 2024, the annual principal payments falling due in the following years, are as follows:

Falling Due	Amount
2025	42,156
2026	41,335
2027	69,844
2028	11,000
2029	3,400
Overs 5 years	7,280
Total	**175,015**

7. Long-term debt (Continued)

The Group has incurred interest expense of $16,607 and $22,399 for the years ended December 31, 2024 and 2023, respectively (Note 9). The weighted average interest rate for the Group's long-term debt for the years ended December 31, 2024 and 2023 was 7.86% and 7.92%, respectively.

All the Group's loan facilities are at variable interest rates and, therefore, their book values approximate their fair values.

8. Vessels' operating expenses

The amounts in the consolidated statement of comprehensive income or loss are analyzed as follows:

	Q4 2024	Q4 2023	2024	2023
Crew wages and related costs	11,100	11,337	44,847	44,483
Insurances	2,000	1,755	7,441	6,943
Maintenance, repairs, spares and stores	6,076	6,280	28,306	26,729
Lubricants	1,186	1,085	4,065	4,567
Tonnage taxes	-	-	84	135
Miscellaneous	424	342	1,684	1,381
Total	**20,786**	**20,799**	**86,427**	**84,238**

9. Interest and finance costs

Total interest expense and finance charges are analyzed as follows:

	Q4 2024	Q4 2023	2024	2023
Interest expense	3,665	5,302	16,607	22,399
Loan arrangement fees amortization	306	205	841	608
Amortization of gain on debt modification	327	-	933	-
Gain on debt modification, net	-	(2,318)	-	(2,318)
Bank costs	40	40	164	171
Other finance costs	1	20	84	145
Total	**4,339**	**3,249**	**18,629**	**21,005**

10. General and administrative expenses

General and administrative expenses for the years ended December 31, 2024 and 2023 amounted to $492 and $587, respectively, including audit fees and other various general and administrative expenses.

11. Income taxes

Under the laws of the jurisdictions where the companies of the Group are incorporated, they are exempted from income tax deriving from international shipping operations. The Company is subject to registration fees and each of its subsidiaries are subject to registration and tonnage taxes, which amount to $84 and $135 for the years ended December 31, 2024 and 2023, respectively, and are included in the accompanying consolidated statements of comprehensive income or loss under line item "Vessels' operating expenses".

12. Commitments and contingencies

Various claims, lawsuits and complaints such as those involving government regulations and product liability, arise in the ordinary course of the shipping business. In addition, losses may arise from disputes with charterers, agents, insurance and other claims with suppliers relating to the activity of the vessels. There are no material legal proceedings to which the Group is a party or which involve any of its properties as of December 31, 2024 and as of December 31, 2023.

As of December 31, 2024 and 2023, none of the Group's subsidiaries were parties to a contract to acquire a vessel.

12. Commitments and contingencies (Continued)

Future minimum charter revenue

As of December 31, 2024, the future minimum contracted charter (lease) revenue, net of address commissions, before brokerage commissions expected to be recognized on non-cancellable time charters by the Group's 42 vessels is presented in the table below. This amount does not assume any exercise of optional extension periods which are at the charterers' option.

Year	Amount
2025	79,469
2026	3,794
Total	**83,263**

13. Financial risk management

The Group's principal financial instruments are bank loans (Note 7), the main purpose of which was to finance the Group's vessels acquisition cost. Other financial instruments of the Group include cash and cash equivalents, trade receivables, prepaid expenses, claims receivable and trade payables, which arise directly from the operation of its vessels.

The main risks arising from the Group's financial instruments are interest rate risk and credit risk. The majority of the Group's transactions are denominated in US Dollars, therefore, its exposure to foreign currency risk is minimal.

Interest rate risk

Cash flow interest rate risk arises primarily from the possibility that changes in interest rates will affect the future cash outflows from the Group's long-term debt and interest income from the Group's financial assets. The sensitivity analysis presented in the tables below demonstrates the sensitivity to a reasonably

13. Financial risk management (Continued)

possible change in interest rates (SOFR), with all other variables held constant, on the Group's results for the years ended December 31, 2024 and 2023. The sensitivity analysis has been prepared assuming a rise or fall in interest rates, which will impact interest expense on floating rate borrowings.

Year ended December 31, 2024

Increase/decrease (%)	Effect on profit
+1.5%	(3,221)
-1.5%	3,221

Year ended December 31, 2023

Increase/decrease (%)	Effect on profit
+1.5%	(4,300)
-1.5%	4,300

Credit risk

The Group's maximum exposure to credit risk in the event the counterparties fail to perform their obligations as of December 31, 2024 and 2023, in relation to each class of recognized financial assets, is the carrying amount of those assets as indicated in the statements of financial position.

Financial instruments, which potentially subject the Group to significant concentrations of credit risk, consist primarily of cash and cash equivalents and trade accounts receivable. The Group places its cash and cash equivalents, consisting mostly of deposits, with financial institutions. The Group performs annual evaluations of the relative credit standing of those financial institutions. Credit risk with respect to trade accounts receivable is generally managed by the chartering of vessels to major container lines (including regional lines) rather than to more speculative or undercapitalized entities.

The Group has operating revenue exposure from four significant customers for the year ended December 31, 2024 which constitute 26% (CMA CGM), 15% (COSCO), 14% (MSC) and 12% (ZISS) of total revenues and four significant customers for the year ended December 31, 2023 which constitute 29% (CMA CGM), 25% (ZISS), 13% (COSCO) and 12% (MSC) of total revenues.

Fair values

The carrying values of financial assets reflected in the accompanying consolidated statements of financial position as of December 31, 2024 and 2023, approximate their respective fair values due to the short-term nature of these financial instruments. The fair value of long-term bank loans with variable interest rates approximates the recorded values, generally due to their variable interest rates. There have been no transfers between Level 1 and Level 2 during the periods.

Foreign currency risk

The majority of the Group's transactions are denominated in US Dollars, therefore, its exposure to foreign currency risk from operations is minimal.

13. Financial risk management (Continued)

Capital management

The primary objective of the Group's capital management is to ensure that it maintains a strong credit rating and healthy capital ratios in order to support its business and maximize shareholder value. The Group monitors capital using a gearing ratio, which is total debt divided by total assets.

	2024	2023
Non-current assets	503,380	489,303
Current assets	49,490	46,996
Total assets	**552,870**	**536,299**
Interest bearing loans & borrowings	173,625	232,055
Trade accounts payable, other payables and accruals and deferred revenue	26,490	27,846
Total debt	**200,115**	**259,901**
Debt to assets ratio	**36.2%**	**48.5%**

Liquidity risk

The tables below summarize the maturity profile of the Group's financial liabilities as of December 31, 2024 and December 31, 2023 based on contractual undiscounted payments:

31-Dec-24	**<3 months**	**3-12 months**	**1-2 years**	**2-5 years**	**>5 years**	**Total**
Debt service*	11,299	41,491	47,961	89,223	7,678	**197,652**
Trade accounts payable	-	15,192	-	-	-	**15,192**
Other payables and accruals	-	8,081	-	-	-	**8,081**
	11,299	64,764	47,961	89,223	7,678	**220,925**

31-Dec-23	**<3 months**	**3-12 months**	**1-2 years**	**2-5 years**	**>5 years**	**Total**
Debt service*	16,118	52,964	51,020	156,530	2,115	**278,747**
Trade accounts payable	-	17,392	-	-	-	**17,392**
Other payables and accruals	-	6,739	-	-	-	**6,739**
	16,118	77,095	51,020	156,530	2,115	**302,878**

(*) Debt service includes contractual obligation in relation to principal and interest as of December 31, 2024 and December 31, 2023. The amount of interest for each of the periods presented above in aggregate amounts to $22,637 and $44,101, respectively.

14. Events after the reporting period

On January 3, 2025, the Group through its subsidiary Syracuse entered into a memorandum of agreement to sell M/V Contship Leo to an unaffiliated entity. On February 11, 2025 M/V Contship Leo was delivered to its new owner.

On January 8, 2025, the Group through its subsidiary Marbella entered into a memorandum of agreement to sell M/V Contship Med to an unaffiliated entity. The vessel is expected to be delivered in March 2025.

On January 23, 2025, M/V Contship Air was delivered to its new owners. On January 22, 2025, an amount of $2,930 was repaid to NBG in relation to the disposal of M/V Contship Air owned by Verona (Note 4).

On February 11, 2025, the Group completed the issuance of a senior unsecured sustainability-linked bond of $100,000 in Norway. Bond proceeds will be utilized towards general corporate purposes, including acquisition of maritime assets and refinancing of existing financial indebtedness.

Responsibility Statement

Reference is made to the unaudited consolidated financial statements for Contships Logistics Corp. and its subsidiaries (the Group) published on or around February 25, 2025. We hereby confirm that, to the best of our knowledge, the interim unaudited consolidated financial statements for the three months ended December 31, 2024 and the unaudited consolidated financial statements for the year ended December 31, 2024 have been prepared in accordance with applicable accounting standards and give a true and fair view of the assets, liabilities, financial positions and profit and loss of the Group.

We also confirm that, to the best of our knowledge, the financial statements referred to above give a true and fair reflection of important events that have occurred during the three months ended December 31, 2024 and during the year ended December 31, 2024 and their impact on the financial statements, as well as a description of the principal risks and uncertainties encountered by the Group.

February 25, 2025

Nikolas D. Pateras — Chairman and CEO of Contships Logistics Corp.

Anthony Argyropoulos — CFO of Contships Logistics Corp.

Charter Profile

			Current Charter				Follow-on Charter			
No.	Vessel	TEU	Charterer	TC (USD/day)	Expiry start	Expiry end	Charterer	TC (USD/day)	Expiry start	Expiry end
1	Contship Ace	1,267	CMA CGM	10,250	30-09-24	30-03-25				
2	Contship Art	1,103	ZISS	13,500	21-05-25	21-05-25	ZISS	16,900	21-01-27	21-03-27
3	Contship Box	1,484	COSCO	12,200	03-11-24	03-05-25				
4	Contship Cub	1,072	CMA CGM	9,250	10-03-25	10-03-25	CMA CGM	14,000	10-05-26	10-07-26
5	Contship Cup	1,496	ZISS	18,000	01-12-25	01-02-26				
6	Contship Day	1,496	COSCO	19,900	22-06-26	22-08-26				
7	Contship Don	1,098	COSCO	15,000	12-04-26	12-06-26				
8	Contship Eco	750	X-PRESS	10,500	20-01-26	20-03-26				
9	Contship Era	1,118	ZISS	13,500	13-01-26	13-05-26				
10	Contship Fox	1,118	CFS	14,750	01-09-25	30-10-25				
11	Contship Fun	966	MSC	8,250	08-02-25	08-04-25	MAERSK	14,000	25-11-25	25-01-26
12	Contship Gem	966	SEABOARD	15,500	22-07-25	22-09-25				
13	Contship Gin	1,345	CMA CGM	10,750	11-03-25	11-03-25	CMA CGM	17,500	11-05-26	11-07-26
14	Contship Ice	1,345	ZISS	20,500	19-12-25	19-04-26				
15	Contship Ivy	925	COSCO	11,500	06-07-25	06-09-25				
16	Contship Jet	1,267	CMA CGM	13,500	10-07-25	10-09-25				
17	Contship Joy	925	MSC	8,750	15-12-24	15-04-25				
18	Contship Key	1,022	CMA CGM	11,500	11-04-25	11-06-25				
19	Contship Lex	1,118	HAPAG LLOYD	11,000	05-05-25	05-09-25				
20	Contship Luv	1,118	CMA CGM	14,000	03-11-25	03-02-26				
21	Contship Med	1,118	MAERSK	11,500	13-02-25	29-03-25				
22	Contship New	1,118	MSC	9,000	27-07-25	27-09-25				
23	Contship Oak	1,118	MSC	9,000	18-09-25	18-11-25				
24	Contship Ono	1,118	MAERSK	13,000	05-04-25	05-06-25				
25	Contship Pax	1,114	CMA CGM	9,500	13-12-24	13-06-25				
26	Contship Ray	1,118	CMA CGM	11,000	18-03-25	17-05-25				
27	Contship Run	1,432	COSCO	16,500	02-08-25	02-12-25				
28	Contship Sea	1,432	COSCO	16,500	08-08-25	08-12-25				
29	Contship Sky	1,118	CMA CGM	15,000	17-11-25	17-02-26				
30	Contship Sun	966	CMA CGM	11,000	07-07-25	07-09-25				
31	Contship Ten	1,114	MSC	12,500	31-05-25	31-05-25				
32	Contship Top	1,118	MSC	12,500	15-02-27	15-04-27				
33	Contship Uno	1,118	SEALEAD	11,500	01-02-25	01-06-25				
34	Contship Vie	1,114	MAERSK	14,000	14-11-25	14-01-26				
35	Contship Vow	1,118	MSC	9,000	11-04-25	10-06-25				
36	Contship Way	1,114	CMA CGM	13,500	23-02-26	23-05-26				
37	Contship Win	1,118	MAERSK	12,750	18-03-25	18-05-25				
38	Contship Yen	1,103	COSCO	12,500	16-04-25	11-05-25				
39	Contship Zen	1,072	CMA CGM	9,500	15-10-24	15-04-25				
40	Contship Zoe	1,114	CMA CGM	9,500	20-09-24	20-03-25	COSCO	15,250	25-05-26	25-07-26

Contentships Logistics Corp.

45, Vasilissis Sofias Avenue,

Athens 106 76, Greece

T: +30 210 726 7800

E: ir@contships-logistics.com