

Annual Report

2024



VIKING LINE

Contents

Statement of the President and CEO.....	3
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Financial review

Report of the Directors.....	4
Sustainability report.....	18
Consolidated financial statements.....	70
Parent company financial statements.....	112
Signatures.....	126
Auditors' report.....	128
Assurance report on the sustainability report.....	135

Corporate governance

Corporate governance statement.....	139
Compensation statement.....	150

A look back at the past year – a year with somewhat weaker demand

Earnings for the financial year 2024 were in line with the forecast communicated to the market after the third quarter last year but weaker than for 2023, a record year. Income before taxes was EUR 19.8 M. Although earnings did not reach last year's figure, the earnings level is far better than it was before the COVID pandemic.

Operations have continued to be dominated by consumer cautiousness in our service area. The weak Swedish krona has continued to weigh down purchasing power for the Swedish market. The geopolitical situation, with war in our region, has not significantly affected people's propensity to travel in our main markets but has contributed to continual uncertainty about energy prices.

During the fourth quarter of 2024, active measures were taken to further adjust costs to the sluggish market conditions seen during the autumn. This helped to keep results for the quarter in line with our forecast.

Passenger volumes for 2024 were relatively stable. We are pleased to note that cargo volumes for the year reached record levels. Our capacity on the Helsinki-Mariehamn-Stockholm route more than doubled when Viking Cinderella was launched in service, and as a result our market share on that route rose to a healthy 43 per cent. On the Turku-Mariehamn/Långnäs-Stockholm route, we have established a strong market position with a share of more than 70 per cent. Before Viking Cinderella returned to service on the Helsinki-Mariehamn-Stockholm route, the vessel was reflagged and placed in the Finnish Register of Ships. Consequently, all five of our wholly-owned vessels sail under a Finnish flag. Prioritizing domestic goods and services is one of our core values, and the fact that our entire fleet now sails under a Finnish flag is concrete proof of this. In a time of increased turmoil in the world, preparedness and security have become increasingly important issues in society.

The launch in service of Gotland Alandia Cruises AB during the spring of 2024 entailed additional one-off costs, while capacity utilization on the vessel Birka Gotland during the period until June did not meet our expectations. Utilization improved during the summer.

In 2024, our traffic was covered by the EU Emissions Trading System. This imposed a cost that we have striven to partly offset through continued work to improve energy efficiency. Unfortunately, fossil-free fuels in the quantity and at a price that are economically viable do not exist today. Implementation of a timebound island exemption from the Emissions Trading System for traffic between Finland and Åland was thus well justified since the transition to fossil-free fuels is not

governed by the cost of emission allowances but by access to alternative fossil-free fuels. We do not intend to lower our ambitions to reduce emissions from our traffic but will instead continue our work to make the transition to fossil-free fuels and increase fuel efficiency.

During the year, we celebrated the 50th anniversary of our maritime transport on the Helsinki-Stockholm route, a route that has served 45 million passengers since it was launched. During the autumn, Viking Line reached another impressive milestone. Since the company launched service, a quarter of a billion people have sailed on our vessels, a fine achievement that has required more than 60 years of operations.

Viking Line continues its commitment to sustainability issues. In early 2024, green sea conferences were launched on our Turku vessels, which led to a reduction in greenhouse gas emissions from conference trips of about 90 per cent. During the spring of 2025, this sustainable meeting solution will be offered on all routes and vessels. The projects for green sea corridors between Turku and Stockholm and between Helsinki and Tallinn have also continued to move forward. For more than a year, Viking Line's passengers on the Turku-Stockholm route have been able to purchase biogas to offset the amount of fuel used for their trip, which reduces emissions from passengers' own travel by up to 90 per cent.

The year was also characterized by high levels for customer service and the customer experience. This good performance is to a large extent a result of the work of our engaged staff, and I would thus like to extend a big thank you to all of our employees for their excellent work, which has contributed to our earnings. I would also like to give my warm thanks to our customers and partners for the faith they have shown in us and for their good cooperation.

Jan Hanses, President and CEO
Viking Line



Report of the Directors

Financial review

Sales and earnings

Consolidated sales decreased 2.3% till EUR 480.2 M during the period January 1–December 31, 2024 (EUR 491.4 M January 1–December 31, 2023). Operating income totalled EUR 26.7 M (EUR 55.0 M). Consolidated income before taxes was EUR 19.8 M (EUR 45.4 M). The comparative figures include a EUR 8.6 M capital gain on the sale of Rosella. Income before taxes excluding the gain on the sale of Rosella in 2023 was EUR 36.8 M.

Passenger-related demand in our service area during the period was weaker than expected, which largely explains the decrease in sales and lower income compared to the same period last year. Birka Gotland's launch in service and start-up costs fell short of the company's expectations, resulting in weak income. Viking Glory's unplanned dry-docking and cancelled departures for Viking Grace and Gabriella also had a negative impact on income.

Passenger-related revenue decreased 3.3% to EUR 427.7 M (EUR 442.5 M), while cargo revenue increased 8.9% to EUR 49.7 M (EUR 45.7 M) and other operating revenue was EUR 2.7 M (EUR 3.2 M). The sales contribution was EUR 377.7 M (EUR 377.7 M).

Operating expenses increased 6.1% to EUR 323.0 M (EUR 304.3 M), EUR 3.1 M of which was emission allowance costs. Salary and other employment benefit expenses increased 11.4% or EUR 12.4 M, with most of the increase due to Viking Line staffing Birka Gotland with its own service personnel. Other operating expenses increased 3.2% or EUR 6.3 M. Although income for 2024 is lower than for 2023, it is still better than what was achieved in the years before the COVID pandemic. This underscores our ability to adapt and improve our operational efficiency despite challenging conditions.

The fourth quarter reflects the overall trend for the full financial year with continued weaker demand, which explains the deterioration in operating income compared to 2023. Consolidated sales decreased 2.4% to EUR 109.5 M during the period October 1–December 31, 2024 (EUR 112.2 M October 1–December 31, 2023). Operating income totalled EUR 1.5 M (EUR 2.7 M).

Passenger-related revenue decreased 3.4% to EUR 96.1 M (EUR 99.5 M), while cargo revenue increased 8.4% to EUR 12.9 M (EUR 11.9 M) and other operating revenue was 0.6 M (0.8 M). The sales contribution was EUR 86.0 M (EUR 85.4 M).

Operating expenses increased 3.2% to EUR 78.4 M (EUR 76.0 M). Salary and other employment benefit expenses increased 11.2% or EUR 3.1 M while other operating expenses decreased 1.4% or EUR 0.7 M. The increased salary costs are attributable to Viking Line staffing Birka Gotland with its own service personnel.

Information about the Group's financial position and earnings over a five-year period is presented in the section "Five-year review".

Quarterly consolidated income statement

EUR M	2024 Q4	2024 Q3	2024 Q2	2024 Q1	2023 Q4
SALES	109.5	151.5	125.9	93.2	112.2
Other operating revenue	0.6	0.2	0.2	0.4	0.3
Expenses					
Goods and services	23.5	30.2	27.3	21.5	26.7
Salary and other employment benefit expenses	30.6	30.7	31.6	28.0	27.5
Depreciation, amortization and impairment losses	6.8	7.5	7.6	7.5	7.1
Other operating expenses	47.8	53.8	53.5	47.1	48.5
	108.6	122.2	119.9	104.1	109.8
OPERATING INCOME	1.5	29.4	6.2	-10.4	2.7
Financial income	1.2	0.3	0.5	0.9	1.3
Financial expenses	-2.0	-3.0	-2.8	-3.4	-3.3
Share of after-tax income from joint ventures and companies with a participating interest undertaking accounted for using the equity method	2.9	1.7	-2.0	-1.2	1.1
INCOME BEFORE TAXES	3.7	28.4	1.8	-14.2	1.8
Income taxes	-0.2	-3.5	-0.1	-0.1	-0.3
INCOME FOR THE PERIOD	3.5	24.9	1.8	-14.3	1.5
<i>Income attributable to:</i>					
Parent company shareholders	3.5	24.9	1.8	-14.3	1.5
Earnings per share, EUR	0.20	1.44	0.10	-0.82	0.08

Quarterly consolidated statement of comprehensive income

EUR M	2024 Q4	2024 Q3	2024 Q2	2024 Q1	2023 Q4
INCOME FOR THE PERIOD	3.5	24.9	1.8	-14.3	1.5
<i>Items that can be reclassified to the income statement</i>					
Translation differences	0.0	0.1	0.3	-0.9	1.0
<i>Items that will not be reclassified to the income statement</i>					
Changes in the fair value of financial assets at fair value through other comprehensive income	0.0	0.0	0.0	0.0	0.3
Other comprehensive income	0.0	0.1	0.3	-0.9	1.3
COMPREHENSIVE INCOME FOR THE PERIOD	3.6	25.1	2.1	-15.1	2.7
<i>Comprehensive income attributable to:</i>					
Parent company shareholders	3.6	25.1	2.1	-15.1	2.7

Financial review

Service and market

The Viking Line Group provided passenger and cargo carrier services using five wholly-owned vessels in the northern Baltic Sea and the Gulf of Finland. On March 20, the vessel Birka Gotland, which Viking Line owns jointly with Gotlandsbolaget, launched cruise service from Stockholm. Prior to the launch, the vessel underwent a major dry-docking and upgrade.

Viking Cinderella was dry-docked during the period January 1–19. After this, it returned to making day cruises between Stockholm and Mariehamn until March 4, and then on March 8 began service on the Helsinki–Mariehamn–Stockholm route. Viking Cinderella was out of service for four days in conjunction with its removal from the Swedish Register of Ships on March 5 and its entry in the Åland Register of Ships. Since March 5, the vessel has sailed under a Finnish flag.

Viking Glory was dry-docked during the period April 8–17. From April 11–17, it was replaced in service by Viking Cinderella on the Turku–Mariehamn/Långnäs–Stockholm route. Viking Grace and Gabriella both had service disruptions due to unplanned technical maintenance.

During the period June 19–August 11, Gabriella and Viking Cinderella called at Tallinn in their scheduled service on the Helsinki–Mariehamn–Stockholm route. The two vessels also made a number of destination cruises during the summer to Visby from Helsinki.

Since it launched service on March 20, Birka Gotland has made day cruises between Stockholm and Mariehamn. It has also sailed between Stockholm and Visby via Mariehamn, as well as carrying out a number of charter and special cruises, including to Sweden's High Coast, Riga, Bornholm and Visby/Ystad.

The total number of passengers on the Group's wholly-owned vessels during the report period was 4,646,676 (4,897,494). The Group had a total market share in its service area of approximately 32.8% (35.1%). The number of passengers on Birka Gotland since the launch of service was 438,743.

Market demand for travel in the entire service area increased last year. The demand trend for travel to Tallinn has been favourable while the demand for travel between Finland and Sweden can best be described as stable despite a greater number of departures on offer and increased capacity compared to 2023. In our view, general economic conditions and the weak Swedish krona have affected household purchasing power and consumers' propensity to spend, which has mainly affected the long-haul routes in the form of limited growth. Viking Line's market share has risen for traffic between Finland and Estonia as well as for traffic between Finland and Sweden.

The period includes service disruptions in the form of vessel dry-dockings for both Viking Line and its competitors that affect comparative figures.

The Group's total cargo volume was 134,219 cargo units (125,269). The Group's share of the cargo market was approximately 17.8% (16.9%). The growth in volume is directly linked to increased demand for transport in the international transport market. The increase in cargo volume was due to an improved economic outlook for Finland's most important nearby trading markets but also for global trade and is a direct result of the company's long-term collaboration with cargo market participants. With its expanded service on the Helsinki–Mariehamn–Stockholm route since early March, Viking Line was able to increase its cargo volume significantly compared to 2023.

The market share for passenger cars was approximately 28.9% (28.8%).

Financial review

Financing and cash flow

The Group's non-current interest-bearing liabilities on December 31, 2024, totalled EUR 122.5 M (EUR 150.6 M). It can be noted in this context that the Group's loans to finance Viking Grace were repaid in full in January 2025.

The debt/equity ratio was 54.0% compared to 51.4% in 2023.

The Group's cash and cash equivalents at the end of December totalled EUR 55.8 M (EUR 85.3 M). Unutilized credit lines in the Group totalled EUR 22.1 M (EUR 0.1 M).

Net cash flow from operating activities was EUR 49.0 M (EUR 67.1 M). Net cash flow from investing activities was EUR -21.7 M (EUR -24.5 M) and net cash flow from financing activities was EUR -56.7 M (EUR -46.3 M).

The Group's loan agreements include loan covenants according to market terms. The financial covenants in the loan agreements consist of minimum requirements for liquidity and solvency and a maximum net financial debt-to-EBITDA ratio.

The dividend restriction in one of the Group's loan agreements continues to apply in the event the Group's debt-to-EBITDA ratio exceeds 5.0. The Group's debt-to-EBITDA ratio is below 5.0, so the dividend restriction does not apply.

Investments

The Group's investments for the period January 1–December 31, 2024, totalled EUR 24.6 M (EUR 36.9 M). The Group's total investments represented 5.1% of sales (7.5%). Most of these investments are related to the dry-docking of Viking Cinderella, which underwent extensive refurbishment. This investment underscores our commitment to keeping the vessel in service and in our fleet for many years to come. The other major investment is related to Birka Gotland and its launch in service. This is a joint venture with Gotlandsbolaget, with each company financing 50% of the investment. Viking Glory was also dry-docked during the period.

Board of Directors, Group Management and auditors

The Board of Directors consisted of Chairman Jakob Johansson and members Christina Dahlblom, Ulrica Danielsson, Stefan Lundqvist, Andreas Remmer, Gert Sviberg and Peter Wiklöf. The deputy members are Tomas Lindholm, Casper Lundqvist and Fredrik Vojbacke.

The President and CEO of the company is Jan Hanses. Peter Hellgren is the Deputy CEO. Group Management consists of Jan Hanses, Peter Hellgren, Johanna Boijer-Svahnström, Mats Engblom, Henrik Grönvik, Ulf Hagström and Wilhelm Hård af Segerstad.

PricewaterhouseCoopers Oy serves as the company's auditing firm, with Martin Grandell (CGR) serving as Principal Auditor and auditor of the sustainability statement.

Information about related party transactions can be found in Note 6.1 to the consolidated financial statements.

Corporate governance statement

Viking Line applies the Finnish Corporate Governance Code, which was approved by the Securities Market Association. The Code is available on the Securities Market Association's website, Cgfinland.fi. Viking Line complies with the Code in full and deviations are explained ("comply or explain reporting"). The corporate governance statement for 2024 is published separately. Information about Viking Line's corporate governance is available on vikingline.com.

Financial review

Risk and risk management

Viking Line's operations are exposed to different kinds of risks, which vary in their scope and impact on operations, financial results and the company's ability to meet certain social and environmental objectives. The relevant risks have been classified into four categories: strategic, operational, damage and financial risks. During the financial year 2025, Viking Line will work to expand this classification with the addition of a category for sustainability risks.

Strategic risks

Changes in the geopolitical situation, the security situation, and the impact of this on energy prices and inflation, in maritime policy, regulations and other laws, in climate risks, in the competition situation and the market trend could have a negative and significant impact on demand for the Group's products and services and on its earnings, cash flow and financial position.

Demand for the company's services and products is also affected by megatrends. For example, increased awareness of climate change and environmental protection could affect the public's view of ferry service. For most of our customers, our operations also constitute a leisure good rather than a utility good, which is substitutable, so consumers could choose other alternatives.

Seasonal fluctuations during the year affect Viking Line's business operations. Third quarter earnings usually account for the largest share of earnings for the year.

Political decisions could change Viking Line's operating conditions with potentially negative consequences for business operations. However, Åland's tax exemption, which enables duty-free sales on board vessels in service to and from the Åland Islands, is permanent. The European Commission's guidelines to promote maritime transport, which enable the net salary system for seafarers, are in effect until further notice.

Finnish maritime transport is governed by environmental regulations in the International Maritime Organization (IMO)'s rules, EU directives, HELCOM recommendations and national laws. We actively monitor the drafting of environmental regulations, advances in environmental technology and solutions that research provides for compliance with ever more stringent environmental regulations.

There is significant uncertainty as a result of the economic downturn in Finland and Sweden, which in recent years has had a negative impact on customers' consumption patterns.

Rapid technological advances and increased cyberthreats could have a negative impact on operations. Security holes could lead to data breaches and the loss of sensitive information, which could damage the company's reputation and earnings.

As of January 1, 2024, maritime transport is covered by the EU Emissions Trading System (ETS) for greenhouse gas emissions. The ETS is one of the instruments the EU uses to achieve its own climate goals and meet its international commitments in the Paris Agreement. Greenhouse gas (GHG) emissions of vessels will gradually be phased into the ETS between 2024 and 2026, after which time all emissions will be included. Starting in 2024, Viking Line Abp will surrender allowances that cover 40% (70% in 2025 and 100% in 2026) of its fleet's verified GHG emissions to the relevant regulatory authority, which for Viking Line is the Finnish Energy Authority. The Finnish parliament has approved the application of the so-called island exemption, which means that emissions generated by traffic between the Finnish mainland and Åland are exempt from the requirement to surrender emission allowances. Significant parts of the traffic on the Turku-Stockholm and Helsinki-Stockholm routes are thus exempt from the ETS. The island exemption will be in effect until December 31, 2030. The price of emission rights is affected by many factors, including a gradual reduction in total emission allowances in the free market, which is built into the ETS. The price may also be affected by various external factors, such as geopolitical or energy policy decisions.

Starting January 1, 2025, the FuelEU Maritime Regulation will apply to European maritime shipping. The regulation is focused on the energy used by vessels, and the intention is to gradually phase out fossil energy while phasing a percentage of renewable or emission-free energy carriers into the European fleet's energy mix. The vessels covered by the regulation shall achieve predetermined improvements in their GHG intensity. Requirements will be raised after each five-year period following a non-linear curve. The requirement is initially a 2% decrease in GHG intensity for the first five-year period compared to the reference year, 2020. Starting in 2050, the GHG intensity of vessels should have decreased 80% compared to the reference year. Penalties will be charged to shipowners if there is non-compliance, with the amount determined by the level of the vessel's environmental underperformance. Penalties will increase each year the vessel underperforms, and the size of the penalty could have a significant impact on profitability.

Emission-free maritime fuel or technologies that use these fuels are not available today. In practice, the regulation for European maritime shipping entails the use of a mix of bio-based or alternative fuels and fossil fuels. The price and availability of alternative and renewable fuels will be key issues in the future.

Financial review

Operational risks

The Group's business operations are dependent on functioning logistics and IT systems for both external communication and the day-to-day management of operations. Cyber intrusion, malfunctions and disruptions could cause interruptions in operations and have potential consequences.

Cyberattacks are a growing and ever-changing global problem. Disruptions in service or IT communication could have a negative impact on the Group's earnings. Viking Line endeavours to minimize the risk of lengthy unplanned service interruptions by means of continuous vessel maintenance, a well-developed safety and security system, training and regular exercises. Risks in information management are minimized by developing appropriate security systems and alternative working methods as well as efforts to ensure the reliability of computer systems.

Hiring, retaining and developing a skilled labour force are critical to success. The loss of key employees and an inability to attract new employees could harm the Group's operations.

Supply chain disruptions, such as delays in or shortages of critical materials, could have a negative impact on operations. This includes problems with suppliers, transport and warehousing.

Changes in laws and regulations could affect operational processes. Keeping up to date and adapting to new requirements are critical in order to avoid sanctions and ensure continuous operation.

Natural disasters and extreme weather conditions could affect operations, especially in maritime transport. It is important to have preparedness plans for such events to minimize disruptions.

Workplace accidents and occupational health risks could affect the wellbeing and productivity of staff. Maintaining high safety standards and offering regular training are crucial.

Damage risks

Maritime safety and security are guided by our safety and security policy, which has top priority in Viking Line's operations. Through our International Safety Management Code (ISMC) and International Ship and Port Facility Security Code (ISPS) management systems, we work systematically to identify potential risk situations and consequently prevent accidents. Our goal is to continuously improve safety and security.

Viking Line has a zero vision when it comes to different kinds of crime, harassment and disorderly conduct on board. We work on a continuous basis to realize this vision. A group that has worked with these issues meets regularly, while a team of external experts has also been hired.

Viking Line maintains a crisis preparedness plan to prevent and mitigate the consequences of adverse events and crises with serious consequences for passengers, staff, traffic, property, the environment, operations and trust in the company. The crisis preparedness plan is characterized by an effective alert system that quickly establishes the central crisis management organization in the company. In crisis situations, this central crisis management organization works in close cooperation with the relevant government agencies.

Various organizations, companies and specialists are hired as needed to provide support and assistance in the crisis work. Communication, information and crisis support are key aspects of the crisis management organization's work. In order to be effective and maintain stamina despite the physical and mental pressure, the organization undergoes training on a continuous basis. The work of the crisis management organization is aimed at saving lives, avoiding injuries and damage to the environment and property, and ensuring that rescue measures are so effective that operations could return to a normal situation as soon as possible without damaging the company's brand.

Environmental risks are managed through stringent procedures to minimize the company's environmental impact, such as oil spills and other pollution. The company closely complies with environmental laws and works actively to reduce its environmental impact.

Regular maintenance and inspections of the vessels ensure that they are in good condition and meet safety standards. This includes both internal and external inspections.

Employee training and exercises are crucial for managing emergency situations and safety and security risks. This includes fire safety exercises, evacuation exercises and other safety and security training.

The company works in collaboration with local and international authorities to ensure that safety and security standards are maintained and that the company is prepared to manage crisis situations.

The Group's vessels are recognized in the balance sheet at a carrying amount of EUR 423.5 M (EUR 435.3 M). The vessels have hull and machinery insurance plus increased value insurance totalling EUR 724.0 M (EUR 726.0 M). In addition, all vessels have strike/delay insurance, protection and indemnity (P&I) and Passenger Liability Regulation (PLR) insurance.

Financial review

Financial risks

The Group is also exposed to various financial risks, among them fluctuations in currency exchange rates and interest rates.

Sales revenue is generated in euros and Swedish kronor. Most of the operating inflow and outflow of cash and cash equivalents consist of euros. Purchase prices of goods for sale and bunker (vessel fuel) are affected by other currencies, especially the US dollar.

Fluctuations in bunker prices have a direct impact on consolidated earnings. To mitigate the risk of increased bunker prices somewhat, on December 31, 2024, the Group had entered into fixed price contracts for some of its marine diesel oil (MDO) use during the first quarter of 2025.

The company's ability to meet the requirements set in existing financial agreements depends on its ability to generate a positive cash flow and earnings from its operations, which depend in part on factors that are beyond the company's control.

The company's interest-bearing liabilities amounted to EUR 151.7 M on December 31, 2024, 87.2% of which have a variable interest rate. The total variable interest rate consists of the market interest rate plus a margin that is specific to the company. Fluctuations in interest rates have an impact on the company's funding costs and could affect funding costs in the future.

A general ex post review of traffic aid received by shipping companies with passenger ferries that served Finland during the pandemic years 2020–22 is ongoing. The outcome of the review could have a negative impact on earnings for the company in the future.

Additional information about the management of financial risks can be found in Note 5.5 to the consolidated financial statements.

Financial review

Five-year financial review

The Group	2024	2023	2022	2021	2020
Sales, EUR M	480.2	491.4	494.7	258.2	188.8
Operating income, EUR M	26.7	55.0	38.3	32.1	-49.3
– as % of sales	5.6%	11.2%	7.7%	12.4%	-26.1%
Income before taxes, EUR M	19.8	45.4	28.0	28.3	-52.9
– as % of sales	4.1%	9.2%	5.7%	11.0%	-28.0%
Return on equity (ROE)	4.9%	11.8%	8.1%	10.5%	-19.7%
Return on investment (ROI)	6.2%	10.9%	7.2%	7.4%	-13.8%
Equity/assets ratio	54.0%	51.4%	47.2%	42.0%	46.4%
Debt/equity ratio (gearing)	31.7%	33.6%	48.2%	62.2%	62.7%
Gross capital spending, EUR M	24.6	36.9	25.5	168.7	15.0
– as % of sales	5.1%	7.5%	5.2%	65.3%	7.9%
Average number of employees	2,403	2,227	2,203	1,536	1,640
– of whom shipboard employees	1,935	1,760	1,745	1,165	1,243
– of whom land-based employees	468	467	458	371	397
Salaries etc, EUR M	129.1	114.2	110.5	75.9	79.6

Share-related financial ratios

	2024	2023	2022	2021	2020
Earnings per share, EUR	0.92	2.10	1.31	1.97	-3.41
Equity per share, EUR	18.61	18.71	16.92	21.67	15.63
Dividend/share, EUR*	1.00	1.00	0.40	0.00	0.00
Dividend/earnings	108.4%	47.7%	30.5%	0.0%	0.0%
Dividend/share price	4.9%	5.3%	3.2%	0.0%	0.0%
Price/earnings (P/E) ratio	22	9	10	6	-5
Share price on December 31, EUR	20.50	18.85	12.55	11.50	15.90
Highest share price, EUR	23.70	23.20	12.85	19.25	20.00
Lowest share price, EUR	17.95	12.20	11.10	10.20	13.90
Average share price, EUR	20.81	17.56	12.17	14.02	16.39
Market capitalization, EUR M	354.24	325.73	216.86	198.72	171.72
Number of shares traded	376,860	508,955	736,473	639,372	344,598
Percentage of shares traded	2.2%	2.9%	4.3%	3.7%	3.2%
Dividend payment, EUR M*	17.28	17.28	6.91	0.00	0.00
Average number of shares	17,280,000	17,280,000	17,280,000	14,040,000	10,800,000
Number of shares on December 31	17,280,000	17,280,000	17,280,000	17,280,000	10,800,000

* For the financial year 2024, proposed by the Board of Directors for approval by the Annual General Meeting.

Definitions of financial ratios

Return on equity (ROE), %	(Income before taxes – income taxes) / Equity including minority interest (average for the year)
Return on investment (ROI), %	(Income before taxes + interest and other financial expenses) / (Total assets – interest-free liabilities [average for the year])
Equity/assets ratio, %	Equity including minority interest / (Total assets – advances received)
Debt/equity ratio (gearing), %	(Interest-bearing liabilities – cash and cash equivalents) / Equity including minority interest
Earnings per share	(Income before taxes – income taxes +/- minority interest) / Weighted average number of shares
Equity per share	Equity attributable to parent company shareholders / Weighted average number of shares
Dividend/earnings, %	Dividend per share / Earnings per share
Dividend yield, %	Dividend per share / Share price on December 31
Price/earnings (P/E) ratio	Share price on December 31 / Earnings per share

Shares and shareholders

Shares

Since July 5, 1995, the shares of Viking Line Abp have been listed on NASDAQ Helsinki. The share capital is EUR 1,816,429.61. The minimum share capital of the company is EUR 720,000.00 and the maximum share capital is EUR 4,800,000.00. Within these limits, share capital may be increased or decreased without amending the Articles of Association. The minimum number of shares is 3,600,000 and the maximum number is 18,000,000. The total number of shares in Viking Line Abp is 17,280,000.

All 17,280,000 shares constitute a single series, in which all shares are of equal value. Each share is equivalent to one vote when voting on motions and candidates at shareholder meetings. However, no shareholder may vote on behalf of more than 1/4 of the shares represented at a shareholder meeting. The company has not issued warrants or bonds. The Board of Directors has not requested authorization from a shareholder meeting to change the share capital, to issue warrants or bonds, or to acquire or sell the company's own shares. The company and its subsidiaries do not own any of their own shares.

Shareholders

At the end of the financial year, the company had 5,389 (5,388) registered shareholders.

Largest shareholders, December 31, 2024		Number of shares	Percentages of shares
1.	Skandinaviska Enskilda Banken AB (Publ) Helsingin Sivukonttori (nominee-registered shares)	3,598,465	20.8%
2.	Ångfartygs Ab Alfa	2,650,400	15.3%
3.	Rederiaktiebolaget Hildegard	1,777,283	10.3%
4.	Lundqvist Ben	664,465	3.8%
5.	Eklund Nils-Erik	625,930	3.6%
6.	Sviberg Marie-Louise	588,136	3.4%
7.	Clearstream Banking S.A. (nominee-registered shares)	580,034	3.4%
8.	Alandia Försäkring Abp	268,464	1.6%
9.	Nordnet Bank AB (nominee-registered shares)	253,647	1.5%
10.	Lundqvist Dick	230,400	1.3%

Viking Line Abp's shareholders, by sector	Number of shareholders	Percentage	Number of shares	Percentage
Companies	150	2.8%	5,197,842	30.1%
Credit institutions and insurance companies	9	0.2%	379,137	2.2%
Public sector entities	1	0.0%	112,336	0.7%
Households	5,054	93.8%	6,476,219	37.5%
Non-profit entities	16	0.3%	31,552	0.2%
Foreign shareholders	151	2.8%	345,450	1.9%
Nominee-registered shares	8	0.1%	4,737,268	27.4%
Not transferred to book-entry securities account system			196	0.0%
Total	5,389	100.0%	17,280,000	100.0%

Distribution of share capital	Number of shareholders	Percentage	Number of shares	Percentage
1-99	3,063	56.8%	79,666	0.5%
100-999	1,440	26.7%	387,657	2.2%
1,000-9,999	773	14.3%	1,719,807	10.0%
10,000-99,999	94	1.7%	2,505,172	14.5%
100,000-999,999	16	0.3%	4,561,354	26.4%
1,000,000-	3	0.1%	8,026,148	46.4%

Financial review

Board and executive management shareholdings

The members and deputy members of the Board of Directors, the President and Chief Executive Officer, and the Deputy Chief Executive Officer own or control, in the manner described in Chapter 2, Section 4 of the Finnish Securities Market Act, 4,127,594 shares in the company, equivalent to a voting power of 23.9%. Viking Line applies the provisions of Finland's Securities Market Act on insider information, NASDAQ Helsinki's insider regulations and insider rules under the EU Market Abuse Regulation (MAR).

Trading volume and share price

During the financial year, trading in Viking Line on NASDAQ Helsinki totalled 376,860 shares, which corresponds to 2.9% of shares. The year's highest share price was 23.70 euros and the lowest was 17.95 euros. On December 31, 2024, the quoted share price was 20.50 euros. The company's market capitalization on that date was 354.2 million euros.

Events after the balance sheet date

The Board of Directors knows of no events after the balance sheet date that could affect the Year-End Report.

Outlook for the financial year 2025

The Board of Directors believes that income before taxes for 2025 will be on a par with 2024.

There is significant uncertainty as a result of the economic downturn in our service area in recent years, which has had a negative impact on customers' consumption patterns. The current geopolitical situation and its potential impact mostly on energy prices also contribute to uncertainty. This uncertainty makes it difficult to predict how the market will develop with respect to passengers.

The Board's proposal on distribution of earnings

According to the balance sheet of Viking Line Abp on December 31, 2024, unrestricted equity totalled 121,111,603.95 euros.

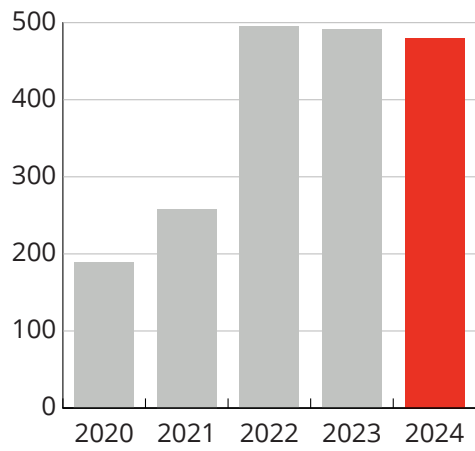
The Board of Directors proposes to the Annual General Meeting that a dividend of at most 1 euro per share, equivalent to 17,280,000.00 euros, be paid in two instalments so that 50 cents is paid in May and second instalment is planned to be paid in September 2025.

Due to seasonal variations in operations, the Board intends going forward to propose that dividends be paid in two instalments.

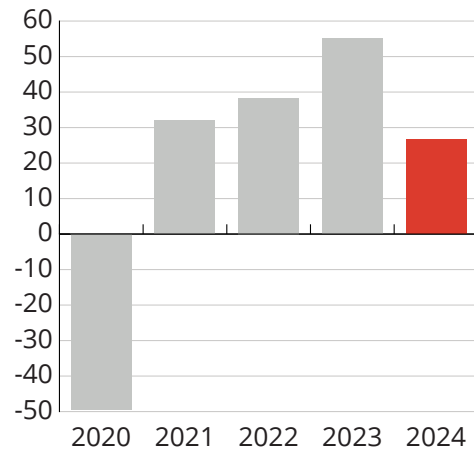
There have been no material changes in the company's financial position since the end of the report period. In the Board of Directors' view, the dividend is justified given the requirements that the nature, scope, financing and risks of operations place on Viking Line's equity.

Financial review

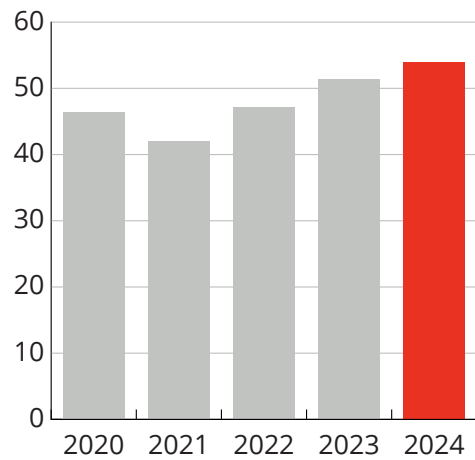
Sales (EUR M)



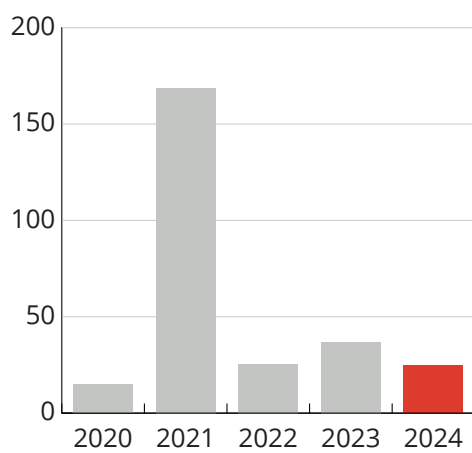
Operating income (EUR M)



Equity/assets ratio (%)



Gross capital spending (EUR M)



Sustainability statement

1. General disclosures	20
ESRS 2 – General disclosures	20
BP-1 – General basis for preparation of the sustainability statement	20
BP-2 – Disclosures in relation to specific circumstances	20
GOV-1 – The role of the administrative, management and supervisory bodies	20
GOV-2 – Information provided to and sustainability matters addressed by the undertaking’s administrative, management and supervisory bodies	22
GOV-3 – Integration of sustainability-related performance in incentive schemes	23
GOV-4 – Statement on due diligence	23
GOV-5 – Risk management and intern control over sustainability reporting	23
SBM-1 – Strategy, business model and value chain	23
SBM-2 – Interests and views of stakeholders (including S1, S4)	25
SBM-3 – Material impacts, risks and opportunities and their interaction with strategy and business model	26
IRO-1 – Description of the processes to identify and assess material impacts, risks and opportunities	34
IRO-2 – Disclosure requirements in ESRS covered by the undertaking’s sustainability statement	38
2. Environmental information	46
Disclosures under Article 8 in Regulation (EU) 2020/852 “EU taxonomy”	46
ESRS E1 Climate change	51
E1-1 – Transition plan for climate change mitigation	51
E1-2 – Policies related to climate change mitigation and adaptation	52
E1-3 – Actions and resources in relation to climate change policies	52
E1-4 – Targets related to climate change mitigation and adaptation	52
E1-5 – Energy consumption and energy mix	53
E1-6 – Gross Scopes 1, 2, 3 and Total GHG gas emissions	54
ESRS E2 Pollution	57
E2-1 – Policies related to pollution	57
E2-2 – Actions and resources related to pollution	57
E2-3 – Targets related to pollution	58
E2-4 – Pollution of air, water and soil	58
ESRS E5 Resources and circular economy	59
E5-1 – Policies related to resource use and circular economy	59
E5-2 – Actions and resources in relation to resource use and circular economy	59
E5-3 – Targets related to resource use and circular economy	60
E5-5 – Resource outflows	60

Financial review

3. Social information	62
ESRS S1 Own workforce	62
S1-1 – Policies related to own workforce	62
S1-2 – Processes for engaging with own workforce and workers' representatives about impacts	63
S1-3 – Processes to remediate negative impacts and channels for own workforce to raise concerns	63
S1-4 – Taking action on material impacts on own workforce, and approaches to managing material risks and pursuing material opportunities, and effectiveness of those actions	63
S1-5 – Targets related to managing material negative impacts, advancing positive impacts and managing material risks and opportunities	64
S1-6 – Characteristics of the undertaking's own workforce	64
S1-8 – Collective bargaining coverage and social dialogue	66
S1-15 – Work-life balance metrics	66
S1-17 – Incidents, complaints and severe human rights impacts	66
ESRS S4 Consumers and end-users	67
S4-1 – Policies related to consumers and end-users	67
S4-2 – Processes for engaging with consumers and end-users about impacts	67
S4-3 – Processes to remediate negative impacts and channels for consumers and/or end-users to raise concerns	67
S4-4 – Taking action on material impacts on consumers and end-users, and approaches to mitigating material risks and pursuing material opportunities, related to consumers and end-users and effectiveness of those actions	68
S4-5 – Targets related to managing material negative impacts, advancing positive impacts, and managing material risks and opportunities	68
4. Business ethics	69
ESRS G1 Business ethics	69
G1-1 – Business conduct policies and corporate culture	69

Financial review

1. General disclosures

The following sections include the general disclosures, including information specified in the application requirements for topical ESRS specified in ESRS 2 Annex C to Commission Delegated Regulation (EU) 2023/2772.

ESRS 2 – General disclosures

BP-1 – General basis for preparation of the sustainability statement

This sustainability statement has been prepared on a consolidation basis for the entire Viking Line Group (“Viking Line,” “the Company” or “the undertaking”) in accordance with European Sustainability Reporting Standards (ESRS) and the Finnish Accounting Act, Chapter 7, through which the Corporate Sustainability Reporting Directive (CSRD) has been implemented. The scope of consolidation is the same as for the Company’s financial reports. Viking Line has chosen to omit specific information about intellectual property, know-how or the results of innovation. Viking Line has not made use of the exemption from disclosure requirements, as provided in articles 19a(3) and 29a(3) of Directive 2013/34/EU.

Viking Line’s financial reports and sustainability statement contain all mandatory disclosures for sustainability matters that were identified as material based on the Company’s materiality assessment. In accordance with the double materiality principle, the sustainability statement contains relevant information about Viking Line’s value chain when it is necessary to understand the Company’s material impacts, risks and opportunities and when it is necessary to comply with the qualitative disclosure requirements in ESRS. The sustainability statement covers information about the upstream and downstream value chain particularly in the reporting on Viking Line’s energy consumption and greenhouse gas emissions (see ESRS E1) and in disclosures related to consumers and end-users (see ESRS S4).

The measurements in this sustainability statement have not been validated by any independent third party other than the sustainability assurance provider. PricewaterhouseCoopers Oy has audited the sustainability statement at a limited assurance level, in line with ESRS and the requirements in the delegated acts of the Taxonomy Regulation, which serve as criteria and cover the sustainability statement under BP-1 (see the assurance report on the sustainability report in the financial reports).

BP-2 – Disclosures in relation to specific circumstances

In this sustainability statement, Viking Line has applied the time horizons defined in ESRS 1. The Company has applied provisions for the phase-in of disclosure requirements listed in Annex C of ESRS 1 and does not report anticipated financial effects of climate-related risks for the reporting period. The phase-in provisions for disclosure requirements that have been applied are described in more detail in Table 14 under ESRS 2 IRO-2. In accordance with the transitional provisions, Viking Line has also chosen to omit comparative information for the first year of the sustainability reporting.

In calculating the Company’s gross greenhouse gas (GHG) emissions (Scope 3), Viking Line used indirect estimates of the value chain in the absence of complete supplier data. Sources of estimation and uncertainty outcomes are described in more detail under ESRS E1-6.

GOV-1 – The role of the administrative, management and supervisory bodies

The Board of Directors consists of the chairman and six members as well as three deputy members. The Board is responsible for the administration of Viking Line’s affairs, sets the strategic sustainability priorities and oversees operational management. The Board appoints and dismisses the chief executive officer (CEO) and members of Group Management, approves the Company’s strategic objectives and risk management principles and also ensures that its management systems function effectively. The Board establishes the Company’s vision and values, which shall be embedded in operations. The Board has not appointed any committees.

The Board members are independent of the Company and have no executive role or participation in day-to-day operations. Table 1 shows that 100% of the Board members are independent of the Company, while 71% are independent of significant shareholders. Viking Line has no employee representation or representation of other workers on the Board or other administrative, management or supervisory bodies.

Financial review

Table 1. Share of independent Board members, 2024

	Independent of the Company	Independent of significant shareholders
Board of Directors	7 (100%)	5 (71%)

Operational management consists of the CEO and Group Management. Group Management meets on a regular basis and is responsible under the CEO's leadership for performance management, operations, risks and resources as well as the development of the functions that the different members of Group Management are responsible for.

The diversity of the composition of the Board and of Group Management is presented in the tables below. Table 2 shows the gender breakdown for the Board and Group Management. The ratio of women to men was 2:5 (40% women) on the Board and 1:6 (17% women) in Group Management.

Table 2. Gender breakdown for the Board and Group Management.

	Women	Men	Gender breakdown (%)
Board of Directors	2	5	40%
Group Management	1	6	17%

Table 3 shows that the Board consists solely of non-executive members, while Group Management consists solely of executive members.

Table 3. Number of executive and non-executive members on the Board and in Group Management.

	Executive members	Non-executive members
Board of Directors	0	7
Group Management	7	0
Total	7	7

Board members and Group Management have extensive experience in the maritime transport sector, the Baltic Sea market area, sustainability matters and responsible business conduct. Group Management members have wide-ranging skills in the maritime transport and cruise sector and have extensive knowledge about risk management and regulatory compliance related to sustainability. A number of Board members have extensive experience in managing sustainability-related impacts, risks, opportunities and business conduct matters, both through operational roles and in current or previous positions of trust.

The Board has ultimate responsibility for ensuring that Viking Line conducts its operations in accordance with ethical business principles and relevant regulations for responsible business conduct. Group Management is responsible for implementing strategies and processes that ensure compliance with the Company's business conduct guidelines, including policies against corruption and bribes.

The CEO has ultimate responsibility for supervising the Company's risk management, sustainability targets and progress related to material impacts, risks and opportunities. The CEO reports on these to the Board, which approves the updated materiality assessment annually. The CEO is also responsible for governance processes, controls and procedures used to monitor, manage and exercise supervision over sustainability-related matters. The CEO may delegate operational responsibility to the different members of Group Management, who ensure that appropriate and effective controls, such as regular reporting and follow-up, are implemented in their particular area of responsibility.

Group Management has operational responsibility for developing strategies and targets related to managing material sustainability-related impacts, risks and opportunities. Members of Group Management monitor their own areas of responsibility and report to the CEO on progress towards achieving set targets in Group Management meetings.

The Group's Senior Vice President of Finance manages the Company's business and internal control function, which is responsible for risk management and governance of internal control processes and tools. The Senior Vice President of Finance is also responsible for sustainability matters specifically related to financial effects, risks and opportunities.

The Sustainability Manager is responsible to the Senior Vice President of Finance for updating the materiality assessment and compiling the sustainability statement. The Sustainability Manager reports directly to the Senior Vice President of Corporate Communications, who has operational responsibility for Viking Line's sustainability work and presents sustainability matters to Group Management.

Financial review

Group Management deals with sustainability matters in its regularly held meetings and may if necessary use external expertise to support decision-making on sustainability-related matters. Viking Line's CEO and Senior Vice President of Corporate Communications have positions of trust with the Finnish and Swedish shipowners' associations, which serve as national stakeholder organizations for the maritime transport sector and have expertise in sustainability matters, including material impacts, risks and opportunities for maritime transport.

GOV-2 – Information provided to and sustainability matters addressed by the undertaking's administrative, management and supervisory bodies

Group Management sets focus areas and targets annually with respect to the Company's sustainability matters. Group Management examines targets and progress in its monthly meetings as well as annually on a consolidated basis. Members of Group Management have operational responsibility for the Company's directives and policies that concern their own Group functions, and the CEO is ultimately responsible for compliance with the Company's directives and policies. The Company's policies and directives are revised and designed as needed.

The Sustainability Manager, finance function and in-house legal counsel inform Group Management about material impacts, risks and opportunities, which management takes into account when they carry out oversight of the Company's strategy, its decisions on major transactions and its risk management process. The CEO presents the Company's material sustainability matters to the Board on a regular basis and as needed. The Board approves the Company's focus areas, sustainability-related targets and revisions of existing or implementation of new strategies annually.

A list of the material risks and opportunities addressed by the Company's executive, management and supervisory bodies during the reporting period is presented in Table 4.

Table 4. List of material risks and opportunities addressed by executive, management and supervisory bodies during the reporting period.

Topic	Sub-topic	Material risks	Material opportunities
Climate change	Climate change mitigation	Financial effects, availability of technologies, time horizon, partnerships, local community, stakeholder requests	Financial effects
	Energy	Financial effects, availability of technologies, time horizon, partnerships, local community, stakeholder requests	Financial effects
	Climate change adaptation	Financial effects, availability of technologies, time horizon, partnerships, local community, stakeholder requests	Financial effects
Pollution	Pollution of air	Financial effects, availability of technologies, time horizon, partnerships, local community, stakeholder requests	Financial effects
Resource use and circular economy	Waste	Financial effects, local community, stakeholder requests	Partnerships and business models, financial effects
Own workforce	Working conditions	Need for and availability of key skills, financial effects, local community, public sector engagement, stakeholder requests	Public sector engagement, employee and stakeholder satisfaction
Consumers and end-users	Personal safety for consumers and/or end-users	Financial effects, availability of technologies	Partnerships, financial effects
Business conduct	Corporate culture	Financial effects, stakeholder requests, time horizon	Employee and stakeholder satisfaction

Financial review

GOV-3 – Integration of sustainability-related performance in incentive schemes

Viking Line has a compensation policy that describes the Company's main compensation principles for remunerating its administrative, management and supervisory bodies. The compensation policy is presented to and approved by Viking Line's Annual General meeting every four years at a minimum. Viking Line has no incentive or bonus programme and no share-option or share-based incentive programme. Climate-related considerations are not taken into account in compensation to members of the Company's administrative, management and supervisory bodies.

GOV-4 – Statement on due diligence

Viking Line currently has no formal tracking procedure for identifying and assessing adverse impacts on an ongoing basis.

Table 5. Mapping of information provided in the sustainability statement about the due diligence process.

Core elements of due diligence	Sections in the sustainability statement
a) Embedding due diligence in governance, strategy and business model	GOV-2, SBM-3
b) Engaging with affected stakeholders in all key steps of the due diligence	SBM-2, IRO-1, S1-2, S4-2
c) Identifying and assessing adverse impacts	IRO-1, SBM-3
d) Taking actions to address those adverse impacts	Not reported
e) Tracking the effectiveness of these efforts and communicating	Not reported

GOV-5 – Risk management and intern control over sustainability reporting

The implementation of CSRD and ESRS during the reporting period entails changes in Viking Line's overall processes for risk management and internal control of sustainability reporting which had not yet been completed during the reporting period. To ensure reliable risk management and reporting, responsibility for compiling the sustainability statement during the reporting period was assigned to a centralized function, with other staff at Viking Line taking part in carrying out controls.

SBM-1 – Strategy, business model and value chain

Viking Line's core offering includes transport and on-board services with the northern Baltic Sea, Finland, Sweden and the Baltic countries as its main markets. Consumers of transport services consist of both passenger and cargo customers. On-board services include entertainment, restaurants, conference services, cafés and bars, retail shops, spa and gym facilities, and accommodation. The Company's core services are cruises and passenger and cargo transport.

Viking Line has sales offices in Finland, Sweden, Estonia and Germany. The subsidiary Viking Line Buss Ab also provides bus transport based in Åland. Viking Line owns and operates warehouse operations where incoming flows, such as fashion products, are managed and distributed to the Company's vessels. Viking Line also owns and operates a technical warehouse for spare parts and maintenance materials.

In 2023, Viking Line formed a joint venture in partnership with Destination Gotland with the mission of developing and providing cruises with the vessel M/S Birka Gotland on the Stockholm–Mariehamn and Stockholm–Mariehamn–Visby routes. Under the framework for the joint venture arrangement, Viking Line is in charge of M/S Birka Gotland's commercial operations. Service with M/S Birka Gotland was launched during the reporting period.

Viking Line's sales during the reporting period totalled EUR 484.4 M. Viking Line is not active in the sectors for fossil fuels, chemical production, controversial weapons or the cultivation and production of tobacco. The Tobacco Products Directive (EU) 2014/40 prohibits the sale of tobacco products for oral use such as snuff, with an exemption for Sweden. Snuff sales on board the Company's vessels only take place in Swedish territorial water.

Viking Line is Finland's biggest maritime employer and had a total of 2,583 employees at the end of the reporting period. The number of employees at Viking Line is presented in Table 6 by country of residence on December 31, 2024.

Financial review

Table 6. Number of employees by geographical region on December 31, 2024.

Country	Number of employees
Finland	2,056
Sweden	401
Estonia	120
Other countries	6
Total number of employees	2,583

Viking Line's long-term ambition is to provide fossil-free transport services by 2050, which requires a transition from fossil to renewable energy carriers. Currently, the main source of greenhouse gas (GHG) emissions in maritime transport is the combustion of fuels for vessel propulsion. As a result, GHG emission reductions are dependent to the greatest extent on what fuels are used on board the vessels. During the reporting period, prices for renewable or low-emission fuels, such as bio-LNG and biodiesel, were considerably higher than for fossil alternatives. Emission-free fuels were not available at all. The Company believes that prospects for the future are uncertain regarding the price and availability of renewable, low-emission or emission-free fuels.

The key sustainability matters that affect Viking Line's strategy are climate change and climate change adaptation. Viking Line's key challenges concerning sustainability matters are affected by the lack of renewable energy carriers, technologies that use them and constantly evolving laws and policy decisions from the EU and the International Maritime Organization (IMO).

Business model

Viking Line operates scheduled service for passengers and goods transport plus cruises on the northern Baltic Sea, with Finland, Sweden, Åland and the Baltic countries being the main markets. The Company's operations constitute a significant share of the transport infrastructure between these countries, and both the Turku-Stockholm and Helsinki-Tallinn routes are EU Trans-European Transport Network (TEN-T) corridors.

Viking Line's fleet is adapted to combine cruise operations with car deck capacity and create value by enabling leisure travel and commercial transport at the same time. The Company's operations are organized into three market segments: cargo, passengers in scheduled service, and cruise passengers. Primary sales revenue is generated from on-board restaurant and shop operations, the sale of passenger tickets and accommodation, and the sale of vehicle and goods transport.

Throughout its existence, Viking Line has been characterized by a focus on performance and cost-effectiveness. The Company has decentralized responsibility for commercial performance, moving it to the vessels and thus closer to the customer, with the objective being to more quickly pursue new opportunities to drive growth and profitability. The Company's objective is to offer the best value for money in the industry. Internally, this requires good cost control and an optimized revenue stream in operations. This is achieved through high capacity utilization for the transport of both cargo and passengers with products that appeal to a broad customer base. By maintaining high capacity utilization on the vessels for both passenger and cargo transport, conditions are created for an optimized revenue stream.

The Company works on a continuous basis to make both internal and external processes more efficient, including by maintaining large-scale operations that provide purchasing cost advantages. The Company has established centrally managed procurement operations, which contribute to efficient, well-planned resource allocation and monitoring as well as extensive and meticulous cost and result monitoring. The Company also strives to always have capital costs relative to tonnage that are as low as possible.

Viking Line creates values for its customers, investors and other stakeholders by providing scheduled, safe and comfortable travel as well as secure employment conditions and long-term business relations. The Company's operations create economic contributions to local communities by promoting tourism and trade and creating jobs. Viking Line's long-term business model also generates stable profitability and growth.

Value chain

Viking Line purchases goods and services in order to provide an offering of on-board services to its customers. These supplier flows are characterized as commercial goods, including retail products and food; consumable goods, including textiles, tableware, toiletries, spare parts and other equipment; and services. Key services include cleaning and laundering, dry-docking, entertainment and other services. Viking Line signs purchasing agreements directly with producers, wholesalers and logistics partners. Logistics partners are designated as key suppliers and provide the majority of commercial goods purchases in accordance with the Company's purchasing agreements as well as warehousing and

Financial review

distribution of most categories of incoming goods. Viking Line's hotel and restaurant operations use consumable goods, which are either provided through direct business relations or procured through logistics partners. Entertainment services are procured directly from artists or through representative agencies.

Viking Line's customers are divided into passenger and cargo customers. Passenger customers consist of conference guests, pleasure cruise passengers and transport passengers. Cargo customers consist of transport and logistics companies that transport goods on behalf of the owners of goods. The key outflow from the Company's operations is waste products. The Company's value chain also includes suppliers of commuter transport to and from the Company's operational sites, such as bus transport from port terminals to other destinations. Downstream activities for cargo customers include goods transport on behalf of the owners of goods.

SBM-2 – Interests and views of stakeholders (including S1, S4)

Viking Line has ongoing dialogues with all of its most important stakeholders on a number of levels in the organizational hierarchy. Contacts with stakeholders are maintained on a continuous basis through questionnaires, surveys, and sales and feedback channels as well as through direct dialogue with stakeholders or their representatives. The primary aims of stakeholder contacts are to build trust and increase transparency, identify opportunities, address concerns and areas for improvement, identify trends and market signals, and promote responsible business practices. Table 7 presents how Viking Line has organized its stakeholder contacts.

Table 7. Stakeholder groups and stakeholder contacts.

Stakeholder group	How stakeholder contacts are organized
Stakeholders affected	
Customers	<ul style="list-style-type: none"> • Customer letters and newsletters • Customer satisfaction metrics and surveys • Feedback channels • Collaborations to adapt services or design new solutions • Trade fairs and conferences
Employees and trade unions	<ul style="list-style-type: none"> • Employee surveys, career development reviews • Regularly held dialogue meetings • Information sessions with CEO • Training sessions • Collaborations and exchanges with workers' representatives and trade unions • Work with occupational health and safety • Feedback channels
Suppliers and partners	<ul style="list-style-type: none"> • Exchanges and collaborations on an ongoing basis • Training sessions and surveys • Commitment to follow Viking Line's operational principles for suppliers
Local communities	<ul style="list-style-type: none"> • Dialogue and collaborations through a number of different channels and forums • Exchanges with local authorities
Trade associations	<ul style="list-style-type: none"> • Regularly held meetings • Collaborations in committee work • Conferences and webinars
Users of sustainability statements	
Shareholders	<ul style="list-style-type: none"> • Shareholders' meetings • Press releases • Quarterly and annual reports • Company presentations
Financiers	<ul style="list-style-type: none"> • Regularly held meetings and exchanges • ESG reporting
The public sector	<ul style="list-style-type: none"> • Participation in policy design processes through trade associations • Regularly held meetings and joint commitments • Support of decisionmakers by providing industry insights and technological opportunities
Non-profit organizations	<ul style="list-style-type: none"> • Regularly held meetings • Collaborations and exchanges • Support of operations

Financial review

Group Management obtains information through regular updates about the views and interests of stakeholders affected also concerning the Company's sustainability-related impacts. The CEO reports as needed to the Board on the views of stakeholders affected. Viking Line takes into account the results of its shareholder contacts by making modifications in the Company's business strategy or business model, to ensure that operations remain relevant and continue to satisfy its stakeholders' needs. During the reporting period, no changes were made in the Company's strategy or business model expressly as a result of shareholder contacts. The views and interests of stakeholders will continue to be taken into account in the annual materiality assessment process, after which they will be presented to Group Management and the Board.

Viking Line's own workforce is a key stakeholder group for the Company and constitutes the basis for the Company's success. Viking Line integrates the interests, views and rights of employees in strategic decisions through regular dialogue, responsible employment policies and investments in the working environment and development. Respect for human rights is a fundamental principle in Viking Line's operations and is embedded in both the Company's working conditions and corporate culture. Viking Line ensures that the interests and views of employees are taken into account in annual employee surveys, collaboration with trade unions and continuous dialogues. Due to insights gained from regular exchanges, the following strategic priorities have been set in employment policies: safe, secure and fair working conditions through collective bargaining agreements, competitive wages and fair scheduling as well as skills development through in-house training programmes and leadership development to enhance long-term opportunities for employees.

Customers are another key stakeholder group for Viking Line, and their views, interests and rights have a direct impact on the Company's business model and strategy. Viking Line integrates these aspects in its sustainability work through continuous customer dialogue, service development and measures to ensure responsible operations. Viking Line conducts regular customer surveys and dialogues with stakeholders in order to understand expectations and needs of both passengers and cargo customers. Customer views affect decisions concerning the range of services and products on offer as well as traffic planning. Viking Line has implemented principles to ensure that customers' rights and human rights are respected in all aspects of operations, including principles for data protection and integrity, security and safety as well as responsible marketing and transparency. Due to increased customer awareness about climate and sustainability matters as well as customer demands for safety and fair working conditions, Viking Line has modified its business model through investments in energy-efficient vessels and alternative fuels, expanded digitization and customer experiences, and development of new services. Viking Line has not identified any specific consumer group that runs a heightened risk of being subject to negative impacts.

SBM-3 – Material impacts, risks and opportunities and their interaction with strategy and business model

Material impacts, risks and opportunities identified in the materiality assessment are related to climate change, pollution, resource use and circular economy as well as the Company's own workforce and consumers and end-users. The material impacts are concentrated primarily in the Company's own operations and secondarily in the upstream value chain. Impacts in the value chain are realized mainly through the generation of emissions in the production of products and services that the Company uses. Material impacts, risks and opportunities identified in the materiality assessment as being related to Viking Line's own operations are described below. The information reported under ESRS 2 SBM-3 is covered by ESRS standards and no topic-specific disclosures have been included.

The material risks and opportunities identified in the materiality assessment are presented in Table 8. Table 9 shows the actual material impacts and Table 10 shows the potential material impacts identified in the materiality assessment.

Financial review

Table 8. Financial materiality

Sustainability matter		Risk / Opportunity	Description	Materiality
E1 – Climate change	Climate change mitigation	Risk	Need to phase out fossil fuels over time. Low-emission fuels are financially burdensome and could require investments on board the vessels. The EU ETS entails costs for greenhouse gas emissions.	Critical
	Energy	Risk	Increased fuel costs and associated costs as a result of EU climate law. Need for an increased share of low-emission fuels in the fleet's energy mix. Volatility of energy prices due to supply, changes in regulations or crisis situations.	Critical
	Climate change adaptation	Risk	Possible penalty fees if fossil fuels are not phased out in time.	Significant
		Risk	Rebuilding of the vessels to comply with climate-related legal requirements.	Important
E2 – Pollution	Pollution of air	Risk	Need to reduce air pollution from vessel traffic in the future could entail increased capital costs for the application of new technology or operating expenses for low-emission fuels.	Significant
S1 – Own workforce	Working conditions, work-life balance	Risk	Working conditions for on-board employees have a negative impact on the Company's attractiveness as an employer.	Important
		Opportunity	Working conditions for on-board employees have a positive impact on the Company's attractiveness as an employer.	Important

Financial review

Table 9. Impact materiality, actual.

Sustainability matter		Own operations / the value chain	Positive / Negative	Description	Materiality
E1 – Climate change	Climate change mitigation	Own operations	Negative	Operations generate greenhouse gas emissions.	Significant
		The value chain	Negative	The value chain generates greenhouse gas emissions.	Significant
	Energy	Own operations	Negative	International maritime transport is dependent on fossil energy for the time being.	Significant
		The value chain	Negative	The value chain's energy use causes environmental impacts.	Important
E2 – Pollution	Pollution of air	Own operations	Negative	Combustion of diesel oil generates SO _x , NO _x and particulate matter emissions.	Important
		The value chain	Negative	The value chain probably generates emissions, which could entail negative impacts on the environment and human health.	Important
E5 – Resource use and circular economy	Waste	Own operations	Negative	Operations generate waste.	Important
S1 – Own workforce	Working conditions, secure employment	Own operations	Positive	Viking Line provides secure, stable working conditions.	Important

Table 10. Impact materiality, potential.

Sustainability matter		Risk / Opportunity	Description	Materiality	Sustainability matter
S4 – Consumers and end-users	Personal safety of consumers and end-users	Own operations	Negative	Viking Line has great responsibility for the health and safety of its customers.	Important
G1 – Business conduct	Corporate culture	Own operations	Positive / Negative	An inadequate corporate culture could trigger a number of negative impacts on Viking Line.	Important

Financial review

Climate change

Material climate-related risks in the Company's own operations that have financial effects were identified in the materiality assessment. Table 11 presents types of material climate-related risks identified in the materiality assessment. Viking Line did not carry out any detailed resilience analysis of its strategy or business model concerning climate change during the reporting period.

Table 11. Material climate-related physical and transition risks.

Sustainability matter		Type of risk	Description
E1 – Climate change	Climate change mitigation	Climate-related transition risk	Need to phase out fossil fuels over time. Low-emission fuels are financially burdensome and could require investments on board the vessels. The EU ETS entails costs for greenhouse gas emissions.
	Energy	Climate-related transition risk	Increased fuel costs and associated costs as a result of EU climate law.
			Need for an increased share of low-emission fuels in the fleet's energy mix. Volatility of energy prices due to supply, changes in regulations or crisis situations.
	Climate change adaptation	Climate-related transition risk	Possible penalty fees if fossil fuels are not phased out in time.
Climate-related transition risk		Rebuilding of the vessels to comply with climate-related legal requirements.	

Viking Line has noted that some climate-related physical risks could affect the Company's revenue in the long term, such as changes in wind patterns, rising sea levels and storms. Physical climate-related risks for the Company's own operations are an increase in the number of traffic disruptions and/or delays due to changes in wind patterns or storms. Rising sea levels could temporarily affect port infrastructure and make loading and unloading of the Company's vessels more difficult or prevent their loading and unloading. The Company's operating expenses and targets for reducing greenhouse gas emissions could be temporarily affected by cold spells by increasing the vessels' energy needs especially in severe winter conditions. However, the Company believes that its assets and business activities are not particularly sensitive to the climate-related physical risks identified, taking into account the likelihood, scale and duration of such dangers. During the reporting period, no climate-related physical risks exceeded the threshold of materiality.

Viking Line has identified a number of climate-related transition risks that could affect the Company's sales. The Company's assets and business activities are primarily exposed to political and legal events as well as technical events. Reputation and market events also have potential impacts to a lesser extent on the Company's financial position in the long term. The foremost transition risks with direct effects on the Company's financial position are, for all time horizons, higher prices for greenhouse gas emissions and, in the long term, costs to switch fuels and transition to technology with lower emissions. The Company believes that transition risks related to increased costs for the transition to technology with lower emissions will also become a reality in its value chain over time, and that they could potentially trigger financial effects in the form of increased purchasing prices. However, the Company believes that price increases in the value chain due to transition risks will not jeopardize the Company's financial position over time. Furthermore, the Company believes that technical events in its own operations, such as an unsuccessful investment in new technology, are unlikely. However, Group Management takes the risk into account in the Company's strategic work given that investments in new technology are mandatory mitigation measures to achieve the Company's long-term objectives. Viking Line believes that penalty fees arising from a failure to phase out fossil fuels as required by law are not likely.

The current financial effects of the Company's material climate-related risks are triggered primarily by EU regulatory mechanisms for greenhouse gas emission reductions, such as the Emission Trading System (EU ETS). The maritime transport sector started to phase in the EU ETS during the reporting period; as of January 1, 2024, Viking Line surrenders emission allowances that cover 40% (70% in 2025 and 100% in 2026) of the fleet's verified greenhouse gas emissions to the Finnish Energy Authority. Finland applies the so-called island exemption, which means that emissions from traffic between the Finnish mainland and Åland are exempt from the requirement to surrender emission allowances. The island exemption is in effect until December 31, 2030. The price of emission allowances is affected by a

Financial review

number of factors, including a gradual reduction in the total number of emission allowances auctioned and various external factors, such as geopolitical or energy policy decisions. The EU ETS triggers financial effects for all time horizons but primarily in the long term.

Anticipated financial effects of the Company's material climate-related risks are triggered by the EU ETS (for all time horizons) and the FuelEU Maritime Regulation ((EU) 2023/1805) (FuelEU). FuelEU is part of the EU's 'Fit for 55' climate package and endeavours to ensure that maritime shipping contributes to the EU's overall target to reduce greenhouse gas emissions by 55% by 2030 and achieve climate neutrality by 2050.

As of January 1, 2025, FuelEU applies to EU maritime transport. The regulation focuses on the greenhouse gas intensity of vessels and is aimed at gradually phasing out fossil energy sources and phasing in a share of renewable or emission-free energy carriers in the EU fleet's energy mix. The vessels covered under the regulation must achieve predetermined improvements in their greenhouse gas intensity. Required levels will be raised every five years following a non-linear curve. Initially, a 2% decrease in greenhouse gas intensity is set for the first five-year period compared to the reference year, 2020. Starting in 2050, the greenhouse gas intensity of vessels must be 80% less compared to the reference year. Shipowners that do not meet the requirements will be subject to penalty fines, the size of which is determined by the vessels' actual greenhouse gas intensity relative to the level required. FuelEU also has a built-in penalty mechanism, with amounts increasing by a growing multiplier for each year the vessel performs below the required level. Penalty fees could have a significant impact on the shipowner's profitability.

Impacts triggered by FuelEU are related to higher costs for energy and the phase-in of low-emission and emission-free fuels. Viking Line believes that there will be no material impacts on its own operations as a result of FuelEU in the short or medium term. It is calculated that the Company's fleet will perform better than the required level during the first five-year period. In the long term, it is calculated that FuelEU will affect the Company's strategy for investments in newbuilds, sales of existing vessels and procurement of fuels.

Actual material climate-related impacts in the Company's own operations and in the upstream value chain were identified in the materiality assessment. Impacts were linked to greenhouse gas emissions and the use of fossil energy in both its own operations and the upstream value chain. It was noted in the materiality assessment that the maritime shipping industry at present is dependent on fossil fuels for the propulsion of vessels, which generates negative environmental impacts. Viking Line believes that these impacts will persist in the long term, until the phase-in of fossil-free fuels can increase their share of the Company's energy mix.

To ensure secure business activities, Viking Line purchases goods and services from a wide geographical area. The Company estimates that its upstream value chain uses significant amounts of fossil energy for its production, which consequently generates greenhouse gas emissions. Viking Line believes that these impacts will persist in the long term, until the value chain has made the transition to fossil-free energy.

During the reporting period, Viking Line's Board of Directors and Group Management addressed impacts, risks and opportunities related to the EU ETS and FuelEU. Group Management has considered the impact of these regulations on the Company's strategy for all time horizons. Impacts, risks and opportunities have been taken into account by Group Management in the Company's targets.

Pollution

Air pollution was identified in the materiality assessment as a material negative impact on Viking Line's own operations as well as the upstream value chain. Air pollution also constitutes a financial risk over time, especially in view of more stringent regulations and increased environmental governance in maritime transport.

Viking Line's operations consume products and services the production of which gives rise to air pollution. In the Company's own operations, air pollution arises mainly from the combustion of vessel fuel, with typical emissions including sulphur oxides (SO_x), nitrogen oxides (NO_x) and particulate matter (PM), including black carbon (BC).

Environmental impacts of air pollution from maritime transport

- Sulphur oxides (SO_x) contribute to acidification of oceans and lakes, which can damage marine ecosystems and affect fish stocks. When SO_x reacts with water in the atmosphere, sulphuric acid is formed, which leads to acid rain and a deterioration in water quality.
- Nitrogen oxides (NO_x) cause eutrophication (overfertilization) of lakes and oceans, which can lead to oxygen deficiency, fish kill and changes in ecosystems. NO_x also contributes to the formation of nitric acid, which exacerbates the effects of acidification.
- Particle matter (PM) affects people's health and the environment. Fine particles can cause respiratory diseases and cardiovascular problems, while fine particles in ecosystems can contribute to acidification and eutrophication.

Financial review

Black carbon (BC), a component of PM, has especially negative impacts on climate change since it absorbs sun rays and accelerates snow and ice melt. In maritime transport, SO_x and NO_x emissions are currently regulated, but there is an ongoing political discussion about also limiting BC emissions, which would probably entail increased emission costs, similar to the effect of the EU ETS on greenhouse gas emissions. Viking Line complies with the following laws and works proactively to reduce its environmental impact by:

- Using fuels that are below legal limits for sulphur emissions, in accordance with the IMO's MARPOL Convention.
- Avoiding discharges of heavy metals and sulphur-containing residues to water by not using scrubbers.
- Modifying the vessels' engines to comply with international NO_x provisions under IMO Tier III regulations.
- Ensuring that all vessels comply with ballast water requirements in accordance with the Ballast Water Management (BWM) Convention, to prevent the spread of invasive species.
- Pumping all wastewater ashore for treatment in municipal waterworks, which eliminates the risk of discharge into the aquatic environment.

Viking Line engages with people who live near the Company's business premises or the shipping lanes its vessels use. Viking Line has a structured process for ensuring that views are noted and any complaints are handled efficiently.

Viking Line's business strategy and business model are characterized by long-term responsibility for the environment and sustainability. The Company reduces its material impacts through strategic investments in energy-efficient vessels and cleaner fuel alternatives. Viking Line has chosen to reduce its impacts by investing in dual-fuel (gas and diesel) vessels. Viking Line's two latest vessels, Viking Grace and Viking Glory, run on liquefied natural gas (LNG), which produces lower carbon dioxide and NO_x emissions and virtually no emissions of SO_x or PM (including black carbon). Viking Line has also chosen to avoid using scrubber technology for the rest of its fleet, which means that the Company does not contribute to sulphur and heavy metal discharges to the aquatic environment. Viking Line has also eliminated heavy fuel oil (HFO) from its fuel mix. All of the Company's vessels run on LNG or low-sulphur diesel, which means that Viking Line actively refrains from using the most polluting and cost-effective fuel alternative, HFO.

These decisions are an intentional strategic focus that is aimed at ensuring future regulatory compliance, reducing the Company's climate footprint and meeting more stringent sustainability requirements from stakeholders, including customers, legislators and the financial market. By choosing technologies that enable a future transition to even cleaner energy sources, Viking Line ensures long-term flexibility and competitiveness in a market where environmental legislation and fuel requirements are continuously being tightened.

However, the Company's strategic sustainability work also entails economic trade-offs, where the short-term advantage of cheaper fuels and technologies that pollute more have been ruled out in favour of cleaner, but initially more expensive operating models. This reflects Viking Line's commitment to integrating sustainability in its business model and working proactively in anticipation of future environmental regulations.

Financial review

Resource use and circular economy

Waste in the Company's own operations was identified as a material environmental impact in the materiality assessment. Viking Line works strategically to reduce waste volumes, maximize reuse and recycling, and optimize resource use in accordance with circular economy principles. The Company's ambition is to minimize the environmental impact of waste by preserving the value of products, materials and other resources as long as possible and to ensure a more efficient resource flow through its value chain.

As part of its business strategy, Viking Line integrates circular business models when this is practically and economically feasible. The Company has implemented a number of initiatives that enhance material recycling, resource efficiency and energy recovery in operations:

- Energy recovery through biogas production – Biological waste from three of the Company's vessels is collected and used as raw material for biogas production, which converts waste into a renewable energy source.
- Promotion of renewable vessel fuels – Used cooking oil from the kitchens on board is recycled as raw material for the production of renewable vessel fuels for the maritime transport sector.
- Material recycling solutions – Coffee grounds from the vessels are collected and used as a replacement for peat in the production of growing mediums. Viking Line has also entered into a business partnership to recycle old and worn-out textiles from the vessels, which are then reused in the production of new textiles, which reduces waste and the need for new raw materials.
- Increased recycling rate and reduced residual waste – Viking Line works continuously to increase the percentage of materials that are recycled and ensure optimal waste management in operations. The Company has systems to make sorting, collecting and managing waste on board the vessels and in its port facilities more efficient, which reduces the amount of waste that goes to landfill or incineration.

Viking Line's overall work to reduce resource use and waste generation creates business strategy advantages and long-term effects. Its sustainability work cuts waste management costs and improves resource efficiency. The Company is adapting to EU regulations for a circular economy and other future environmental legislation, which reduces regulatory risks. Integrating circular principles in its business model creates long-term profitability that strengthens the Company's position with customers, investors and other stakeholders who want sustainable solutions.

Own workforce

Material impacts, risks and opportunities related to the Company's own workforce were identified in the materiality assessment. The material risks and opportunities concerned continued access to labour. The risks and opportunities are associated with the Company's business model and do not constitute a basis for modifying the business model. Risks are mitigated and opportunities are pursued by adapting the Company's recruitment strategy to better reach out to employee groups in demand. This could entail modifications in communication channels for job advertisements, visibility at recruitment fairs and the choice of other appropriate methods to gain access to labour. Material impacts identified in the materiality assessment were related to secure employment.

Risks related to access to labour are focused primarily on individual occupational groups among the Company's on-board employees, such as engine room crew and kitchen staff. The loss of key employees and an inability to attract new employees could entail negative impacts on the Company's operations. During the reporting period, no material risks were realized concerning access to labour. The Company believes that risks related to access to labour are not an issue in the short or medium term but could be an issue in the long term.

Everyone in Viking Line's own workforce who could be materially affected by the Company is included in the information provided in line with ESRS 2. During the reporting period, Viking Line's own workforce included all employees who worked on board the Company's vessels ("on-board employees") and in the Company's land-based operations ("land-based employees"). During the reporting period, the Company's own workforce did not include either self-employed people or workers supplied by a third party that is primarily engaged in staffing operations.

Material positive impacts and opportunities for the Company's own workforce identified in the materiality assessment were secure and stable employment conditions for the Company's workforce. Working conditions for on-board employees are characterized as a rule by longer shifts with longer free periods. The longer free periods enable people to reside at a greater distance from the Company's operational sites or densely populated areas. These work arrangements are beneficial in maintaining the population structure of smaller communities and ensure that tax revenue flows to other regions besides metropolitan areas. For small, remote archipelago and rural communities, it may be crucial that parts of the population are employees of shipping companies. Furthermore, this work arrangement creates positive impacts for the Company since it significantly increases the geographical catchment area from which the Company can acquire skills for its own workforce. It was noted in the materiality assessment process that the loss of key personnel and an inability to attract new employees could trigger negative impacts on the Company's operations.

Financial review

Employment conditions that affect the Company's ability to attract skills in recruitment, and which affect operations as a whole, were identified in the materiality assessment as both a financial opportunity and financial risk. The main employment conditions in question were the shift nature of on-board work and the Company's requirement that employees be multilingual.

Viking Line does not foresee any material impacts on its own workforce due to transition plans to reduce negative environmental impacts and create greener, climate-neutral operations. The Company believes it likely that actions to reduce its carbon dioxide emissions in accordance with international agreements will mainly consist of phase-ins of drivers for the phase-out of fossil fuels. During the reporting period, Viking Line had a significant number of employees in Finland and Sweden as well as operations in Estonia and had no operations where there is a great risk of cases of forced labour or child labour.

Consumers and end-users

No actual negative impacts on consumers related to the Company's operations, value proposition or value chain were identified in the materiality assessment. The potential impacts identified concern individual events related to personal safety for consumers, which means that these risks are of a limited scope and have no direct effect on the Company's overall business strategy or business model.

Viking Line believes that any negative impacts on consumer health and safety could have consequences for its reputation, which could affect the Company's brand and financial position. However, such incidents are considered unlikely as a result of the extensive safety and security measures implemented in operations.

The health, safety and security of consumers are of the utmost priority for Viking Line. Safety and security work is an integral part of the Company's strategy and business model and include safety and security governance through international regulations, proactive risk management and safety and security training as well as continuous development of safety and security procedures and crisis management.

Viking Line complies with safety and security laws and conventions, including the International Safety Management Code (ISM) and International Ship and Port Facility Security Code (ISPS). The Company's safety and security policy governs how safety, security and risk management are implemented in operations. National authorities carry out regular inspections of the Company's vessels, safety systems and fire safety measures.

Viking Line works systematically to identify, manage and prevent potential safety and security risks, both on board the vessels and in land-based operations. All vessels and land-based units comply with ISM and ISPS regulations to ensure high safety and security standards throughout the Company's operations. Safety and security staff conduct daily checks, while the crew carry out weekly, monthly and annual exercises for managing different types of security threats and incidents. The Company has a crisis management plan that is regularly updated and tested through exercises both on board and ashore.

Viking Line considers consumer safety to be a business-critical factor, and by having a proactive strategy for safety and security the Company creates greater trust among customers and stakeholders, which enhances the Company's brand and competitiveness. The Company's work to mitigate risks and compliance with regulatory requirements ensure stability in its business model, and higher operational efficiency through clear safety and security procedures and risk management contributes to a safe, secure travel experience for consumers.

Business ethics

A potential material impact related to the corporate culture in Viking Line's operations was identified in the materiality assessment. An inadequate corporate culture could have negative impacts on both employee wellbeing and the Company's ethical business conduct, which in turn could affect stakeholder trust and the organization's long-term competitiveness and stability.

Viking Line believes that passivity in developing its corporate culture could probably lead to:

- A deterioration in employee engagement and the working environment, which could affect productivity and employee turnover.
- Increased risk in inadequate business ethics and compliance, which could affect the Company's reputation, regulatory compliance and business relations.
- Negative effect on the customer experience since the corporate culture and the employees' working environment directly affect service and hospitality.

However, Viking Line does not expect any negative effects in the short, medium or long term provided that the Company continues to invest in its corporate culture and ethical guidelines.

Financial review

Viking Line takes measures to strengthen its corporate culture. The Company's strategy includes proactive work to strengthen the corporate culture through training, leadership development and programmes for employees' psycho-physical wellbeing. Viking Line conducts training for managers and employees in leadership and employee skills, which includes communication and the organizational culture. The Company has also implemented a business ethics programme that includes training in anticorruption and regulatory compliance. Regular internal controls and external inspections ensure that Viking Line's operations are run in accordance with international standards regulations and best practice principles. Viking Line has programmes to promote work-life balance, mental health and the physical working environment, and occupational health and safety work includes preventive measures and access to support when needed.

Viking Line considers its corporate culture to be a business-critical factor and an important part of its long-term strategy for operations. A strong corporate culture creates higher employee engagement and lower employee turnover, which improves productivity and the Company's long-term skills supply. Moreover, a good corporate culture contributes to increased trust among customers, investors and other stakeholders, which enhances the Company's brand and long-term competitiveness. A good corporate culture also reduces risks related to ethics and compliance, which minimizes the risk of inadequate compliance and negative impacts related to business ethics misconduct.

IRO-1 – Description of the processes to identify and assess material impacts, risks and opportunities

Viking Line took into account impacts, risks and opportunities for all topical ESRS in its materiality assessment. The assessment included the Company's own operations and the upstream and downstream value chain. No specific operations, business relations or geographical areas with a heightened risk of negative impacts were given particular priority in the process. Instead the analysis focused on risks in the Company's own operations and impacts that the Company is involved in through its own business operations.

The materiality assessment process was based on Viking Line's business knowledge and key stakeholder views gathered in stakeholder dialogues. External experts were also involved in this work. In assessing the materiality of impacts, each sustainability topic has been scored based on the scope, scale, irremediable nature and likelihood of the impact under the double materiality principle. Negative effects were given priority based on their relative severity and likelihood. For financial materiality, the potential scope and likelihood of financial effects were taken into account in the assessment. Viking Line has also analyzed links between potential impacts and dependencies and the risks and opportunities that could arise as a result of them. However, no such dependencies were identified that could trigger material impacts.

The materiality assessment was carried out in accordance with the criteria and scoring methodology described in ESRS 1. The purpose of scoring is to identify what sustainability matters could have a high impact on the environment, people or the Company's financial position. Impacts were considered material if the combined points for scope, scale, irremediable nature and likelihood exceeded 50%. For financial materiality, the likelihood of occurrence and potential financial effect were taken into consideration in setting priorities. Table 12 shows the scoring system used to determine materiality. The threshold value for materiality is \geq Important.

Table 12. Materiality scoring

Scale	Impact materiality – Actual	Impact materiality – Potential	Financial materiality
Critical	$4.5 \leq x < 5$	$9 \leq x < 10$	$9 \leq x < 10$
Significant	$3.5 \leq x < 4.5$	$7 \leq x < 9$	$7 \leq x < 9$
Important	$2.5 \leq x < 3.5$	$5 \leq x < 7$	$5 \leq x < 7$
Informative	$1.5 \leq x < 2.5$	$3 \leq x < 5$	$3 \leq x < 5$
Minimal	$x < 1.5$	$x < 3$	$x < 3$

Viking Line has integrated the materiality assessment in its existing risk management process. The Company classifies risks into four main categories: strategic risks, operational risks, damage risks and financial risks. During the reporting period, there was no separate category for sustainability-related risks; instead the material sustainability risks identified were categorized under one of the existing risk categories. The process for identifying material impacts, risks and opportunities is part of Viking Line's strategy work and is conducted in collaboration between Group Management and the Sustainability Manager. Risk management is led by the Senior Vice President of Finance, who is also responsible for sustainability matters associated with financial effects, risks and opportunities. The Board of Directors monitors and approves the updated materiality assessment annually. To ensure compliance with

Financial review

processes and internal control procedures, the assessment is examined on a regular basis under the Senior Vice President of Finance's direction. External expertise is consulted as needed to verify the quality and relevance of the assessments.

Viking Line has applied double materiality by assessing the materiality of impacts alongside financial materiality. In this process, priority was given to negative impacts based on their potential scope, scale, irremediable nature and likelihood. For financial materiality, potential financial effects were taken into account in the assessment based on their likelihood and the magnitude of their effect. For example, pollution to air was identified as a material impact both in the Company's own operations and in the upstream value chain, and this impact was also considered to be associated with the Company's financial risks in the form of future costs for regulations and emission reduction.

Viking Line's materiality assessment is based on a combination of internal and external data sources, with business knowledge, regulatory requirements, industry practice and stakeholder views providing this base. The process included all of the Company's operations and the value chain, where there was data available. The analysis was carried out using both qualitative and quantitative methods, such as expert assessments and ongoing scenario analyses, from which preliminary results were used in the assessment. To ensure a robust quantification of emissions and resource use, Viking Line applied emission factors from international standards and other generally accepted and reliable data sources as well as data obtained from suppliers. Risk assessments associated with business ethics matters were carried out through an analysis of the Company's Code of Conduct, anticorruption and whistle-blowing policies, and internal reviews. To assess environmentally-related risks, Viking Line based the work on its ISO 14001-certified environmental management system.

During the reporting period, Viking Line further developed its materiality assessment method in line with ESRS 1 and ESRS 2. The Company formalized the process for introducing a systematic scoring model to assess the materiality of impacts and financial materiality. Unlike in previous years, Viking Line included an analysis of climate-related risks and opportunities as well as a more detailed analysis of impacts in the value chain. The Company also expanded its stakeholder dialogues in order to ensure that sustainability matters identified reflect both internal and external perspectives. Viking Line plans to update its materiality assessment annually, and the next update is planned for 2025.

Climate change

In its materiality assessment, Viking Line systematically identified and assessed climate-related impacts, risks and opportunities using a scoring model based on scope, scale, irremediable nature and likelihood (for materiality of impacts) as well as scope and likelihood for financial effects (for financial materiality), in line with ESRS 1.

During the reporting period, Viking Line began a climate-related scenario analysis to identify and evaluate physical and transition-related risks and opportunities in the short, medium and long term. Since the analysis has not yet been completed, the Company based its assessment on available data and expert analyses.

The primary physical climate-related risks identified in Viking Line's operations include:

- Changes in wind patterns, which could affect routes, fuel consumption and operational efficiency.
- Rising sea levels, which could potentially affect port infrastructure and access to some shipping lanes.
- Cold spells and storms, which create risks for operational disruptions, safety and maintenance costs.

However, in the materiality assessment physical climate-related risks were not considered to exceed the threshold of materiality during the reporting period.

The material transition-related climate risks identified mainly concerned:

- Increased costs related to mitigation and adaptation measures. For example, these include costs for switching to alternative fuels, complying with climate regulations and implementing energy-efficiency technology.
- Energy-related risks. It was noted that price volatility and future access to alternative fuels could affect operational finances.

To ensure long-term business resilience, Viking Line carried out a continuity analysis of climate-related transition risks, which provides Group Management and the Board with information in making decisions on strategic adaptation to future climate requirements and future market changes. Viking Line intends to complete the climate-related scenario analysis and integrate the results in the Company's strategic risk management and business model.

Financial review

Pollution

Viking Line examined its operational sites, business operations and value chain to identify actual and potential pollution-related impacts, risks and opportunities. The analysis included the Company's own operations as well as the upstream and downstream value chain. Viking Line used a systematic analytical process, which included a combination of qualitative and quantitative methods, in which datapoints and expert assessments were used. Viking Line mapped its pollution sources by analyzing direct emissions from its own operations, including fuel consumption and emissions to air (SO_x, NO_x, PM). Viking Line has not yet analyzed emissions to soil or water in the upstream value chain since relevant data for such an assessment is not available.

In the materiality assessment, pollution to air was identified as a material negative impact both in the upstream value chain and in the Company's own operations. The main impacts identified in its own operations include air pollution generated in the combustion of fuels on board the Company's vessels, which results in emissions of sulphur oxides (SO_x), nitrogen oxides (NO_x) and particulate matter (PM, including black carbon (BC)). Impacts on the upstream value chain include air pollution that arises in production processes associated with products and services that Viking Line consumes in its business operations, such as energy consumption, and supplier chains for fuel and goods. No discharges to water, emissions to soil or microplastics arise in the Company's own operations so these matters do not exceed the threshold of materiality. Viking Line did not conduct any consultations with affected communities or identified any dependencies on ecosystem services that contribute to mitigating environmentally-related impacts.

Viking Line does not produce, distribute or commercialize any substances of concern or any substances of very high concern under the EU Registration, Evaluation, Authorization and Restriction of Chemicals (REACH) Regulation. However, the Company's operations require the use of some substances of concern in specific contexts, especially in the vessels' engine departments for maintenance and operation. These substances are handled only by trained staff and their exposure to them is considered to be non-existent so the matter is not considered material.

Water and marine resources

Viking Line carried out a review of its operational sites and business operations to identify the actual and potential impacts, risks and opportunities related to water resources and marine ecosystems. The review included its own operations but did not include the upstream or downstream value chain. The Company has not conducted any consultations with affected communities in conjunction with the review. Viking Line mapped out water consumption on board the vessels and examined regulatory compliance with IMO and EU laws concerning water emissions and water management.

Viking Line has determined that the Company's operations do not generate direct emissions to water or cause specific water-related loads. The main water-related factors in operations include consumption of water resources on board the vessels for the supply of freshwater to passengers and crew and the handling of wastewater and ballast water. Viking Line complies with the IMO's Ballast Water Management Convention (BWM), and all wastewater generated on board is pumped ashore for treatment in municipal waterworks. No material impacts, risks or opportunities related to water resources and marine resources were identified in the materiality assessment. Viking Line does not operate in areas with water scarcity.

Biodiversity and ecosystems

Viking Line has not yet carried out a complete assessment of actual and potential effects on biodiversity and ecosystems, either at the Company's operational sites or in its upstream or downstream value chain. The Company neither carried out a systematic analysis of dependencies on ecosystem services nor assessed transition risks, physical risks and opportunities related to diversity. Nor did Viking Line conduct consultations with affected communities concerning the sustainability assessment of shared biological resources and ecosystems.

Viking Line does not have any fixed installations in biodiversity-sensitive areas, but the Company's maritime traffic between Finland and Sweden takes place in ecologically or biologically significant areas (EBSAs). These areas have been identified as being especially important for marine ecosystems and species.

However, it has not been noted that Viking Line's operations require special measures to halt biodiversity loss, such as those specified in Directive 2009/147/EC of the European Parliament and of the Council on the conservation of wild birds, Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, an environmental impact assessment as defined in Article 1.2.g of the Directive of the European Parliament and of the Council 2011/92/EU(76) on the assessment of the effects of certain public and private projects on the environment and, for operations in third countries, in accordance with corresponding national provisions or international standards, such as the International Financial Corporation (IFC)'s Standard 6, Biodiversity Conservation and Sustainable Management of Living Natural Resources.

Financial review

Resource use and circular economy

Viking Line carried out a review of its operational sites and business operations to identify the actual and potential impacts, risks and opportunities related to resource inflows, resource outflows and waste. The analysis focused on the Company's own operations while the upstream and downstream value chain were not included due to limited data availability. The analysis was carried out with support from the Company's ISO 14001-certified environmental management system. The Company's environmental performance assessment was used as a data source to analyze waste volumes, the recycling rate and resource efficiency over time. The Company's waste management plans were reviewed to follow up on waste management and ensure that it complies with the regulations in force and best practice. Viking Line also identified the most significant waste fractions and evaluated measures taken to reduce waste volumes. No consultations were carried out with affected communities.

Waste generation in the Company's own operations was identified as a material impact in the materiality assessment. Viking Line manages different kinds of waste, including packaging waste, biological waste, hazardous waste and materials from vessel maintenance and repair. No material risk or opportunity associated with resource use or waste management in the value chain was identified.

Business ethics

Within the framework for its materiality assessment, Viking Line examined its business operations to identify material impacts, risks and opportunities related to business ethics and corporate governance. The analysis was aimed at mapping potential risks for corruption, irregular conduct and ethical business conduct in its own operations and in the value chain. To assess business ethics risks and opportunities, Viking Line reviewed its business ethics policies and Codes of Conduct, which govern the conduct of employees and business partners. In the analysis, the Company's legal counsel was consulted along with the internal control function, which examines and reports potential irregular conduct and carries out investigations of suspected business ethics violations.

Viking Line strives to reduce risks and avoid negative impacts by carrying out risk assessments of business partners and suppliers, with high-risk countries and industries identified based on global risk indexes and regulatory requirements. Viking Line also carries out reviews of suppliers through surveys and site visits, and all suppliers are required to consent to Viking Line's operational principles for suppliers, which include respect for basic human rights. No material business ethics risks were identified in the materiality assessment. The Company operates in an industry where transparency and regulatory compliance are key and, given established control functions, the risk of material business ethics violations is considered to be low.

Financial review

IRO-2 – Disclosure requirements in ESRS covered by the undertaking’s sustainability statement

Table 13. List of disclosure requirements complied with based on the results of the materiality assessment.

Standard	Disclosure requirement	Reference to section in the sustainability statement
ESRS 2	BP-1: General basis for preparation of sustainability statements	ESRS 2
	BP-2: Disclosure in relation to specific circumstances	ESRS 2
	GOV-1: The role of the administrative, management and supervisory bodies	ESRS 2
	GOV-2: Information provided to and sustainability matters addressed by the undertaking’s administrative, management and supervisory bodies	ESRS 2
	GOV-3: Integration of sustainability-related performance in incentive schemes	ESRS 2
	GOV-4: Statement on due diligence	ESRS 2
	GOV-5: Risk management and internal controls over sustainability reporting	ESRS 2
	SBM-1: Strategy, business model and value chain	ESRS 2 Viking Line has chosen to omit paragraphs 40(b) and 40(c)
	SBM-2: Interests and views of stakeholders	ESRS 2
	SBM-3: Material impacts, risks and opportunities and their integration with strategy and business model	ESRS 2 Viking Line has chosen to omit paragraph 48(e)
	IRO-1: Description of the processes to identify and assess material impacts, risks and opportunities	ESRS 2
	IRO-2: Disclosure requirements in ESRS covered by the undertaking’s sustainability statement	ESRS 2
	ESRS E1	ESRS 2 GOV-3: Integration of sustainability-related performance in incentive schemes
E1-1: Transition plan for climate change mitigation		ESRS E1
ESRS 2 SBM-3: Material impacts, risks and opportunities and their interaction with strategy and business model		ESRS 2
ESRS 2 IRO-1: Description of work processes to identify and assess material impacts, risks and opportunities		ESRS 2
E1-2: Policies related to climate change mitigation and adaptation		ESRS E1
E1-3: Actions and resources in relation to climate change policies		ESRS E1
E1-4: Targets related to climate change mitigation and adaptation		ESRS E1
E1-5: Energy consumption and mix		ESRS E1
E1-6: Gross Scopes 1,2, 3 and Total GHG emissions		ESRS E1
E1-7: GHG removals and GHG mitigation projects financed through carbon credits	Not material	
E1-8: Internal carbon pricing	Not material	
E1-9: Anticipated financial effects from material physical risks and transition risks and potential climate-related opportunities	Viking Line has chosen to omit ESRS E1-9	

Financial review

Standard	Disclosure requirement	Reference to section in the sustainability statement
ESRS E2	ESRS 2 IRO-1: Description of work processes to identify and assess material impacts, risks and opportunities	ESRS E2
	E2-1: Policies related to pollution	ESRS E2
	E2-2: Actions and resources related to pollution	ESRS E2
	E2-3: Targets related to pollution	ESRS E2
	E2-4: Pollution of air, water and soil	ESRS E2
	E2-5: Substances of concern and substances of very high concern	Not material
	E2-6: Anticipated financial effects from material pollution-related risks and opportunities	Viking Line has chosen to omit ESRS E2-6
ESRS E3		Not material
ESRS E4		Not material
ESRS E5	ESRS 2 IRO-1: Description of work processes to identify and assess material impacts, risks and opportunities	ESRS 2
	E5-1: Policies related to resource use and circular economy	ESRS E5
	E5-2: Actions and resources in relation to resource use and circular economy	ESRS E5
	E5-3: Targets related to resource use and circular economy	ESRS E5
	E5-4: Resource inflows	Not material
	E5-5: Resource outflows	ESRS E5
	E5-6: Anticipated financial effects from material resource use and circular economy-related risk and opportunities	Viking Line has chosen to omit ESRS E5-6
ESRS S1	ESRS 2 SBM-2: Interests and views of stakeholders	ESRS 2
	ESRS 2 SBM-3: Material impacts, risks and opportunities and their interaction with strategy and business model	ESRS 2
	S1-1: Policies related to own workforce	ESRS S1
	S1-2: Processes for engaging with own workforce and workers' representatives about impacts	ESRS S1
	S1-3: Processes to remediate negative impacts and channels for own workforce to raise concerns	ESRS S1
	S1-4: Taking action on material impacts on own workforce, and approaches to managing material risks and pursuing material opportunities, and effectiveness of those actions	ESRS S1
	S1-5: Targets related to managing material negative impacts, advancing positive impacts, and managing material risks and opportunities	ESRS S1
	S1-6: Characteristics of the undertaking's employees	ESRS S1
	S1-7: Characteristics of non-employees in the undertaking's own workforce	Viking Line has chosen to omit ESRS S1-7
	S1-8: Collective bargaining coverage and social dialogue	ESRS S1
	S1-9: Diversity metrics	Not material
	S1-10: Adequate wages	Not material
	S1-11: Social protection	Viking Line has chosen to omit ESRS S1-11
	S1-12: Persons with disabilities	Viking Line has chosen to omit ESRS S1-12

Financial review

Standard	Disclosure requirement	Reference to section in the sustainability statement
	S1-13: Training and skills development metrics	Viking Line has chosen to omit ESRS S1-13
	S1-14: Health and safety metrics	Viking Line has chosen to omit ESRS S1-14
	S1-15: Work-life balance metrics	ESRS S1
	S1-16: Remuneration metrics (pay gap and total remuneration)	Not material
	S1-17: Incidents, complaints and severe human rights impacts	ESRS S1
ESRS S2		Not material
ESRS S3		Not material
ESRS S4	ESRS 2 SBM-2: Interests and views of stakeholders	ESRS 2
	ESRS 2 SBM-3: Material impacts, risks and opportunities and their interaction with strategy and business model	ESRS 2
	S4-1: Policies related to consumers and end-users	ESRS S4
	S4-2: Processes for engaging with consumers and end-users about impacts	ESRS S4
	S4-3: Processes to remediate negative impacts and channels for consumers and end-users to raise concerns	ESRS S4
	S4-4: Taking action on material impacts on consumers and end-users, and approaches to mitigating material risks and pursuing material opportunities, related to consumers and end-users and effectiveness of those actions	ESRS S4
	S4-5: Targets related material negative impacts, advancing positive impacts, and managing material risks and opportunities	ESRS S4
ESRS G1	ESRS 2 GOV-1: The role of the administrative, management and supervisory bodies	ESRS 2
	ESRS 2 IRO-1: Description of the processes to identify and assess material impacts, risks and opportunities	ESRS 2
	G1-1: Business conduct policies and corporate culture	ESRS G1
	G1-2: Management of relations with suppliers	Not material
	G1-3: Prevention and detection of corruption and bribery	Not material
	G1-4: Incidents of corruption or bribery	Not material
	G1-5: Political influence and lobbying activities	Not material
	G1-6: Payment practices	Not material

Financial review

List of datapoints in cross-cutting and topical standards derived from other EU legislation

Table 14. Datapoints in ESRS 2 and topical ESRS derived from other EU legislation.

Disclosure requirements and related datapoint	Reference in EU Corporate Sustainability Reporting Directive	Reference in EU third pillar	Reference in EU Benchmark Regulation	Reference in EU Climate Law	Reference to section in the sustainability statement
ESRS 2 GOV-1: Board's gender diversity, paragraph 21 (d)	Indicator no. 13 Table 1 in Annex I		Commission Delegated Regulation (EU) 2020/1816, Annex II		ESRS 2
ESRS 2 GOV-1: Percentage of independent Board members, paragraph 21 (e)			Annex II to Delegated Regulation (EU) 2020/1816		ESRS 2
ESRS 2 GOV-4: Statement on sustainability due diligence, paragraph 30	Indicator no. 10 Table 3 in Annex I				ESRS 2
ESRS 2 SBM-1: Involvement in activities related to fossil fuels, paragraph 40 (d) i	Indicator no. 4 Table 1 in Annex I	Article 449(a) in Regulation (EU) no. 575/2013 Commission Implementing Regulation (EU) 2022/2453, Table 1: Qualitative information on environmental risks and Table 2: Qualitative information on social risks	Annex II to Delegated Regulation (EU) 2020/1816		ESRS 2
ESRS 2 SBM-1: Involvement in activities related to chemical production, paragraph 40 (d) ii	Indicator no. 9 Table 2 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816		Not material
ESRS 2 SBM-1: Involvement in activities related to controversial weapons, paragraph 40 (d) iii	Indicator no. 14 Table 1 in Annex I		Article 12.1 in Delegated Regulation (EU) 2020/1818, Annex II to Delegated Regulation (EU) 2020/1816		Not material
ESRS 2 SBM-1: Involvement in activities related to cultivation and production of tobacco, paragraph 40 (d) iv			Article 12.1 in Delegated Regulation (EU) 2020/1818, Annex II to Delegated Regulation (EU) 2020/1816		ESRS E2
ESRS E1-1: Transition plan to reach climate neutrality 2050, paragraph 14				Regulation (EU) 2021/1119, Article 2.1.	ESRS E1
ESRS E1-1: Undertakings excluded from Paris-aligned Benchmarks, paragraph 16 (g)		Article 449(a) Regulation (EU) no. 575/2013, Commission Implementing Regulation (EU) 2022/2453, Template 1: Activities not held in the trading book – climate-change-related transition risk: Exposures to credit quality by sector, emissions and residual maturity	Delegated Regulation (EU) 2020/1818, Article 12.1 (d-g) and Article 12.2		ESRS E1

Financial review

Disclosure requirements and related datapoint	Reference in EU Corporate Sustainability Reporting Directive	Reference in EU third pillar	Reference in EU Benchmark Regulation	Reference in EU Climate Law	Reference to section in the sustainability statement
ESRS E1-4: GHG emission reduction targets, paragraph 34	Indicator no. 4 Table 2 in Annex I	Article 449(a) Regulation (EU) no. 575/2013, Commission Implementing Regulation(EU) 2022/2453, Template 3: Activities not held in the trading book – climate-change-related transition risk: Alignment metrics	Delegated Regulation (EU) 2020/1818, Article 6		ESRS E1
ESRS E1-5: Energy consumption from fossil sources disaggregated by sources (only high climate impact sectors), paragraph 38	Indicator no. 5 Table 1 and Indicator no. 5 Table 2 in Annex I				ESRS E1
ESRS E1-5: Energy consumption and mix, paragraph 37	Indicator no. 5 Table 1 in Annex I				ESRS E1
ESRS E1-5: Energy intensity associated with activities in high climate impact sectors, paragraphs 40–43	Indicator no. 6 Table 1 in Annex I				ESRS E1
ESRS E1-6: Gross Scope 1,2, 3 and Total GHG emissions, paragraph 44	Indicator no. 1 and Indicator no. 2 Table 1 in Annex I	Article 449(a), Regulation (EU) no. 575/2013, Commission Implementing Regulation (EU) 2022/2453, Template 1: Activities not held in the trading book – Climate-change-related transition risk: Exposures to credit quality by sector, emissions and residual maturity	Delegated Regulation (EU) 2020/1818, Articles 5.1, 6 and 8.1		ESRS E1
ESRS E1-6: Gross GHG emissions intensity, paragraphs 53–55	Indicator no. 3 Table 1 in Annex I	Article 449(a) in Regulation (EU) no. 575/2013 Commission Implementing Regulation(EU) 2022/2453, Template 3: Activities not held in the trading book – climate-change-related transition risk: Alignment metrics	Delegated Regulation (EU) 2020/1818, Article 8.1		ESRS E1
ESRS E1-7: GHG removals and carbon credits, paragraph 56				Regulation (EU) 2021/1119, Article 2.1.	Not material
ESRS E1-9: Exposure of the benchmark portfolio to climate-related physical risks, paragraph 66			Annex II to Delegated Regulation (EU) 2020/1818, Annex II to Delegated Regulation (EU) 2020/1816		Viking Line has chosen to omit ESRS E1-9
ESRS E1-9: Disaggregation of monetary amounts by acute and chronic physical risk, paragraph 66 (a)		Article 449(a) in Regulation (EU) no. 575/2013 Commission Implementing Regulation(EU) 2022/2453, paragraphs 46 and 47: Template 5: Activities not held in the trading book – climate-change-related physical risk: Exposures subject to physical risk			Viking Line has chosen to omit ESRS E1-9
ESRS E1-9: Location of significant assets at material physical risk, paragraph 66 (c)					

Financial review

Disclosure requirements and related datapoint	Reference in EU Corporate Sustainability Reporting Directive	Reference in EU third pillar	Reference in EU Benchmark Regulation	Reference in EU Climate Law	Reference to section in the sustainability statement
ESRS E1-9 Breakdown of the carrying value of its real estate assets by energy-efficiencies, paragraph 67 (c)		Article 449(a) in Regulation (EU) no. 575/2013, Commission Implementing Regulation(EU) 2022/2453, paragraph 34, Template 2: Climate transition risk not held in trading books: Loans collateralized by immovable property – Energy efficiency of the collateral			Viking Line has chosen to omit ESRS E1-9
ESRS E1-9: Degree of exposure of the portfolio to climate-related opportunities, paragraph 69			Annex II to Delegated Regulation (EU) 2020/1818		Viking Line has chosen to omit ESRS E1-9
ESRS E2-4: Amount of each pollutant listed in Annex II of the E-PRTR (European Pollutant Release and Transfer Register) emitted to air, water and soil, paragraph 28	Indicator no. 8 Table 1 in Annex 1 Indicator no. 2 Table 2 in Annex 1 Indicator no. 1 Table 2 in Annex 1 Indicator no. 3 Table 2 in Annex 1				ESRS E2
ESRS E3-1: Water and marine resources, paragraph 9	Indicator no. 7 Table 2 in Annex I				Not material
ESRS E3-1: Dedicated policy, paragraph 13	Indicator no. 8 Table 2 in Annex I				Not material
ESRS E3-1: Sustainable oceans and seas, paragraph 14	Indicator no. 12 Table 2 in Annex I				Not material
ESRS E3-4: Total water recycled and reused, paragraph 28 (c)	Indicator no. 6,2 Table 2 in Annex I				Not material
ESRS E3-4: Total water consumption in m3 per net revenue on own operations, paragraph 29	Indicator no. 6,1 Table 2 in Annex I				Not material
ESRS 2 – IRO 1 – E4: paragraph 16 (a) i	Indicator no. 7 Table 1 in Annex I				Not material
ESRS 2 – IRO 1 – E4: paragraph 16 (b)	Indicator no. 10 Table 2 in Annex I				Not material
ESRS 2 – IRO 1 – E4: paragraph 16 (c)	Indicator no. 14 Table 2 in Annex I				Not material
ESRS E4-2: Sustainable land/agriculture practices or policies, paragraph 24 (b)	Indicator no. 11 Table 2 in Annex I				Not material
ESRS E4-2:Sustainable oceans/seas practices or polices, paragraph 24 (c)	Indicator no. 12 Table 2 in Annex I				Not material
ESRS E4-2: Policies to address deforestation, paragraph 24 (d)	Indicator no. 15 Table 2 in Annex I				Not material
ESRS E5-5: Non-recycled waste, paragraph 37 (d)	Indicator no. 13 Table 2 in Annex I				ESRS E5-5
ESRS E5-5: Hazardous waste and radioactive waste, paragraph 39	Indicator no. 9 Table 1 in Annex I				ESRS E5-5
ESRS 2 – SBM3 – S1: Risk of incidents of forced labour, paragraph 14 (f)	Indicator no. 13 Table 3 in Annex I				ESRS 2

Financial review

Disclosure requirements and related datapoint	Reference in EU Corporate Sustainability Reporting Directive	Reference in EU third pillar	Reference in EU Benchmark Regulation	Reference in EU Climate Law	Reference to section in the sustainability statement
ESRS 2 – SBM3 – S1: Risk of incidents of child labour, paragraph 14 (g)	Indicator no. 12 Table 3 in Annex I				ESRS 2
ESRS S1-1: Human rights policy commitments, paragraph 20	Indicator no. 9 Table 3 and Indicator no. 11 Table 1 in Annex I				ESRS S1
ESRS S1-1: Due diligence policies on issues addressed by the fundamental International Labor Organization (ILO) Conventions 1–8, paragraph 21			Annex II to Delegated Regulation (EU) 2020/1816		ESRS S1
ESRS S1-1: Processes and measures for preventing trafficking in human beings, paragraph 22	Indicator no. 11 Table 3 in Annex I				ESRS S1
ESRS S1-1: Workplace accident prevention policy or management system, paragraph 23	Indicator no. 1 Table 3 in Annex I				ESRS S1
ESRS S1-3: Grievance/complaints handling mechanisms, paragraph 32 (c)	Indicator no. 5 Table 3 in Annex I				ESRS S1
ESRS S1-14: Number of fatalities and number and rate of work-related accidents, paragraph 88 (b) and (c)	Indicator no. 2 Table 3 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816		Viking Line has chosen to omit ESRS S1-14
ESRS S1-14: Number of days lost to injuries, accidents, fatalities or illness, paragraph 88 (e)	Indicator no. 3 Table 3 in Annex I				Viking Line has chosen to omit ESRS S1-14
ESRS S1-16: Unadjusted gender pay gap, paragraph 97 (a)	Indicator no. 12 Table 1 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816		Not material
ESRS S1-16: Excessive CEO pay ratio, paragraph 97 (b)	Indicator no. 8 Table 3 in Annex I				Not material
ESRS S1-17: Incidents of discrimination, paragraph 103 (a)	Indicator no. 7 Table 3 in Annex I				ESRS S1
ESRS S1-17: Non-respect of UNGPs on Business and Human Rights and OECD guidelines, paragraph 104 (a)	Indicator no. 10 Table 1 and Indicator no. 14 Table 3 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816, Article 12.1 in Delegated Regulation (EU) 2020/1818		ESRS S1
ESRS 2 – SBM3 – S2: Significant risk of child labour in the value chain, paragraph 11 (b)	Indicator no. 12 and Indicator no. 13 Table 3 in Annex I				Not material
ESRS S2-1: Human rights policy commitments, paragraph 17	Indicator no. 9 Table 3 and Indicator no. 11 Table 1 in Annex I				Not material
ESRS S2-1: Policies related to value chain workers, paragraph 18	Indicator no. 11 and Indicator no. 4 Table 3 in Annex I				Not material

Financial review

Disclosure requirements and related datapoint	Reference in EU Corporate Sustainability Reporting Directive	Reference in EU third pillar	Reference in EU Benchmark Regulation	Reference in EU Climate Law	Reference to section in the sustainability statement
ESRS S2-1: Non-respect of UNGPs on Business and Human Rights and OECD guidelines, paragraph 19	Indicator no. 10 Table 1 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816, Article 12.1 in Delegated Regulation (EU) 2020/1818		Not material
ESRS S2-1: Due diligence policies on issues addressed by the by the fundamental International Labor Organization (ILO) Conventions 1–8, paragraph 19			Annex II to Delegated Regulation (EU) 2020/1816		Not material
ESRS S2-4: Human rights issues and incidents connected to its upstream and downstream value chain, paragraph 36	Indicator no. 14 Table 3 in Annex I				Not material
ESRS S3-1: Human rights policy commitments, paragraph 16	Indicator no. 9 Table 3 in Annex I and Indicator no. 11 Table 1 in Annex I				Not material
ESRS S3-1: Non-respect of UNGPs on Business and Human Rights, ILO principles or OECD guidelines, paragraph 17	Indicator no. 10 Table 1 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816, Article 12.1 in Delegated Regulation (EU) 2020/1818		Not material
ESRS S3-4: Human rights issues and incidents, paragraph 36	Indicator no. 14 Table 3 in Annex I				Not material
ESRS S4-1: Policies related to consumers and end-users, paragraph 16	Indicator no. 9 Table 3 and Indicator no. 11 Table 1 in Annex I				ESRS S4
ESRS S4-1: Non-respect of UNGPs on Business and Human Rights or OECD guidelines, paragraph 17	Indicator no. 10 Table 1 in Annex I		Annex II to Delegated Regulation (EU) 2020/1816, Article 12.1 in Delegated Regulation (EU) 2020/1818		ESRS S4
ESRS S4-4: Human rights issues and incidents, paragraph 35	Indicator no. 14 Table 3 in Annex I				ESRS S4
ESRS G1-1: UN Convention against Corruption, paragraph 10 (b)	Indicator no. 15 Table 3 in Annex I				ESRS G1
ESRS G1-1: Protection of whistle-blowers, paragraph 10 (d)	Indicator no. 6 Table 3 in Annex I				ESRS G1
ESRS G1-4: Fines for violation of anti-corruption and anti-bribery laws, paragraph 24 (a)	Indicator no. 17 Table 3 in Annex I		Delegated Regulation (EU) 2020/1816, Annex II		Not material
ESRS G1-4: Standards of anti-corruption and anti-bribery, paragraph 24 (b)	Indicator no. 16 Table 3 in Annex I				Not material

2. Environmental information

Disclosures under Article 8 in Regulation (EU) 2020/852 “EU Taxonomy”

The Taxonomy Regulation (EU) 2020/852 of the European Parliament and of the Council went into force on January 1, 2022, for two of the six environmental objectives concerning the climate (climate change mitigation and climate change adaptation). On January 1, 2023, the Regulation also went into force for the four remaining environmental objectives: sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control, and protection and restoration of biodiversity and ecosystems. The Taxonomy Regulation established a classification system (taxonomy) for environmentally sustainable economic activities. The taxonomy is a framework for steering capital flows towards investments in sustainable operations; managing financial risks as a result of climate change, natural disasters and social problems; and promoting transparency and long-term engagement in financial and economic operations.

Viking Line reports in accordance with the EU’s Corporate Sustainability Reporting Directive (CSRD) on such environmentally sustainable economic activities as defined in the taxonomy. Viking Line discloses information about what proportion of the Company’s sales (turnover), capital expenditure (CapEx) and operational expenditure (CapEx) is derived from or related to economic activities considered to be eligible for and compliant with the Taxonomy Regulation and its delegated acts. In order to be in compliance with the taxonomy requirements, the Company’s economic activities must meet the technical screening criteria, comply with the Do No Significant Harm principle and meet minimum social safeguards.

In 2023, the European Commission published an Environmental Delegated Regulation and a Regulation Amending the Climate Delegated Regulation. In the Climate Delegated Regulation ((EU) 2021/2139), technical screening criteria are set for maritime transport. The technical screening criteria for maritime transport have been developed to include the most recent regulations in the International Maritime Organization’s Energy Efficiency Design Index (EEDI Phase 3) and the requirement to reduce greenhouse gas emissions intensity in FuelEU. The updated technical screening criteria include alternative fuels, which were previously left out of the taxonomy, to a greater extent. Alternative fuels play a crucial role in the maritime transport sector’s climate transition, and Viking Line considers the addition to be both welcome and necessary.

Technical screening criteria

Viking Line has identified two economic activities in the taxonomy that are related to the Group’s primary operations: Provision of passenger service and goods cargo service by vessel – 6.10 “Sea and coastal freight water transport, vessels for port operations and auxiliary activities” and 6.11 “Sea and coastal passenger water transport”. For the financial year 2024, Viking Line has assessed the Group’s compliance with the taxonomy requirements for these activities. In its interpretation of the EU’s Taxonomy Regulation, the Company identified two of the fleet’s vessels – Viking Glory and Viking Grace – as being close to compliance with the taxonomy requirements for activities 6.10 and 6.11. However, based on a detailed review in line with the most recent taxonomy guidance, none of Viking Line’s vessels is fully compliant with the taxonomy requirements at present.

Viking Line cannot meet the technical screening criteria at present, although none of the Company’s vessels is intended for fossil fuel transport, and the Energy Efficiency Design Index (EEDI) voluntarily calculated for Viking Glory and Viking Grace is 10% below the EEDI requirements that entered into force on April 1, 2022. However, Viking Line cannot use the EEDI calculation to demonstrate how energy-efficient Viking Glory and Viking Grace are since their non-conventional propulsion systems are exempt from EEDI and EEXI regulations in accordance with MARPOL Annex VI Regulation 2.

This means Viking Line cannot report compliance for these two vessels. However, Viking Line believes that the greenhouse gas (GHG) intensity of the two vessels is in line with taxonomy requirements since both vessels represent modern technology and are subject to a continuous improvement process.

DNSH and minimum social safeguards

The taxonomy assessment carried out in 2024 entailed an evaluation of each DNSH criterion at the consolidated level. The DNSH criteria include criteria for climate change adaptation, sustainable use and protection of water and marine resources, transition to a circular economy, pollution prevention and control, and biological diversity.

For Viking Line to run successful operations, nature, the Company’s carbon footprint and any climate risks are important and high up on the Company’s agenda. Regarding climate change adaptation, Viking Line has noted that a change in wind patterns, rising sea levels and storms could affect the Company’s earnings.

Sustainable use and protection of water and marine resources is one of Viking Line’s core values, and the Company has ensured that its operations have not degraded the water quality of the Baltic Sea. Viking Line’s head office and all of its vessels are certified in compliance with the ISO 14001 environmental management system. The Company has processes in place to prevent biodiversity erosion and pollution.

Financial review

Viking Line also works to minimize any negative effect that its operations have on biodiversity and ecosystems, in part by controlling discharges of ballast water and minimizing noise and vibrations from its vessels.

Viking Line's actions follow circular economy principles, and waste management is systematically carried out based on the EU waste hierarchy, with a focus on preventive measures. Waste produced in the Company's operations is reused, recycled or handled properly; this also includes the handling of black and grey water.

Viking Line has analyzed the requirements for pollution prevention and biodiversity protection. The sulphur content of the fuel used by the Company's vessels does not exceed the requirements specified, and sulphur emissions are within the limits specified in the IMO's MARPOL Convention. Two of Viking Line's vessels run on LNG, which means lower carbon dioxide emissions from combustion and essentially zero emissions of sulphur and particulate matter for these vessels. Viking Line complies with relevant laws and regulations, and strives to prevent environmental damage in part through close monitoring and auditing of operations. Viking Line provides a list of hazardous substances on board a vessel throughout its life cycle in compliance with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships and the EU Regulation ((EU) 1257/2013) on the Recycling of Ships.

Viking Line has undertaken to run operations that respect human rights, follow processes to fight corruption and promote fair competition. The Company has established a Code of Conduct that describes its expectations to employees and suppliers. Viking Line provides an internal whistleblower channel which employees can use safely and anonymously to report any suspicions of irregularities that are an infringement of public interest and in certain areas of EU law.

Key performance indicators used in the taxonomy

Viking Line reports on two activities, 6.10 "Sea and coastal freight water transport, vessels for port operations and auxiliary activities" and 6.11 "Sea and coastal passenger water transport". As the Company interprets it, the descriptions of these operations exclude economic activities that are significant to the Group, such as hotel operations and other on-board sales. Viking Line has thus adopted a relatively cautious position on the Group's operations regarding the scope of the taxonomy. As the Company interprets it, activities that are not directly related to or do not facilitate the transport of passengers or goods are considered to be operations not subject to the taxonomy. The Company did not include activities related to the bus transport of passengers.

The Company restricted sales (turnover) from activities under 6.10 and 6.11 – in other words, activities subject to the taxonomy – mainly to turnover from ticket sales and from cargo and vehicle sales. The Company thus excluded retail sales and hotel revenue, except in cases where cabins constitute a significant proportion of services sold. Turnover refers to sales indicated Viking Line's income statement in its financial reports. Capital expenditure (CapEx) refers to the items "Investments in vessels" and "Investments in other intangible assets, property, plant and equipment" in Viking Line's cash flow statement. CapEx that is not vessel investments but instead general investments in vessels and their maintenance is divided equally in the overview between activities 6.10 and 6.11. CapEx that is allocated to either activity 6.10 or 6.11 is allocated in the overview directly to the activity in question. Only expenditure directly related to vessels and their maintenance is included in CapEx. Operational expenditure (OpEx) consists primarily of vessel maintenance and repair costs. Only costs directly related to the transport of passengers or goods are included so salary expenses for employees in service jobs are excluded from OpEx. Operating expenditure for repair and maintenance as well as staff-related expenses are allocated to costs under the items "Other operating expenses" and "Salary and other employment benefit expenses" in Viking Line's income statement.

Since 2023, Viking Line has had a 50% share in a jointly owned shipping company, which leases the vessel Birka Gotland to the company Gotland Alandia Cruises (GAC). GAC runs operations in sea and coastal transport, sea and coastal passenger water transport, which is covered by the taxonomy (6.11). General investments in Birka Gotland and its maintenance are included in Viking Line's cash flow. Viking Line thus reports CapEx for Birka Gotland under activity 6.11. Viking Line provides workers for Birka Gotland's service staff but does not provide the workers needed for operation and maintenance. Viking Line therefore reports no OpEx that would be covered by the taxonomy in relation to Birka Gotland. Viking Line's turnover includes the Company's share of lease revenue generated from the jointly owned shipping company. Since GAC's service concept is similar to Viking Line's, the Company believes that the share of the jointly owned shipping company's lease revenue covered by the taxonomy (6.11) is the same as for Viking Line's turnover.

In calculating Viking Line's key performance indicators (KPIs), turnover and expenditure items were taken into account only once to avoid double-counting. Research and development related to vessel technology is carried out mainly by the manufacturers, and the Company has no actual expenses for research and development. Apart from Viking Line reporting CapEx and turnover for the vessel Birka Gotland, there were no changes in how Viking Line calculates its KPIs since the previous financial year.

The share of turnover (Table 15), capital expenditure (Table 16) and operating expenditure (Table 17) from products or services associated with economic activities aligned with taxonomy requirements are shown below.

Financial review

Table 15. Proportion of turnover from products or services associated with Taxonomy-aligned economic activities.

Financial year n	2024			Substantial Contribution Criteria						Do No Significant Harm (DNSH) Criteria									
	Code	Turnover	Proportion of turnover, year n	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Minimum safeguards	Proportion of taxonomy-aligned (A.1) or eligible (A.2) turnover, year n-1	Category enabling activity	Category transitional activity
Economic activities		EUR M	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy-aligned)																			
			0.0%														0.0%		
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)			0.0%														0.0%		
Of which, enabling			0.0%														0.0%		
Of which, transitional			0.0%														0.0%		
A.2 Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Sea and coastal freight water transport, vessels for port operations and auxiliary activities	6.10	49.5	10.3%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								10.7%		
Sea and coastal passenger water transport	6.11	54.6	11.4%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								10.8%		
Turnover of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)			104.1	21.7%	100.0%	0.0%	0.0%	0.0%	0.0%								21.5%		
A. Turnover of Taxonomy-eligible activities (A.1+A.2)			104.1	21.7%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%							21.5%		
B. TAXONOMY-NON-ELIGIBLE ACTIVITIES																			
Turnover of Taxonomy-non-eligible activities		376.1	78.3%																
TOTAL		480.2	100 %																

Financial review

Table 16. Proportion of capital expenditure from products or services associated with taxonomy-aligned economic activities.

Financial year n	2024			Substantial Contribution Criteria						Do No Significant Harm (DNSH) Criteria									
	Code	CapEx	Proportion of CapEx, year n	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Minimum safeguards	Proportion of taxonomy-aligned (A.1) or eligible (A.2) CapEx, year n-1	Category enabling activity	Category transitional activity
Economic activities		EUR M	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy-aligned)																			
			0.0%														0.0%		
CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)			0.0%														0.0%		
Of which, enabling			0.0%														0.0%		
Of which, transitional			0.0%														0.0%		
A.2 Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Sea and coastal freight water transport, vessels for port operations and auxiliary activities	6.10	3.5	17.9%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								9.0%		
Sea and coastal passenger water transport	6.11	5.0	25.8%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								68.7%		
CapEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)			8.5	43.6%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%							77.7%		
A. CapEx of Taxonomy-eligible activities (A.1+A.2)			8.5	43.6%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%							77.7%		
B. TAXONOMY NON-ELIGIBLE ACTIVITIES																			
CapEx of Taxonomy-non-eligible activities		11.0	56.4%																
TOTAL		19.5	100 %																

Financial review

Table 17. Proportion of operational expenditure from products or services associated with taxonomy-aligned economic activities.

Financial year n	2024			Substantial Contribution Criteria						Do No Significant Harm (DNSH) Criteria									
Economic activities	Code	OpEx	Proportion of OpEx, year n	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Climate change mitigation	Climate change adaptation	Water	Pollution	Circular economy	Biodiversity	Minimum safeguards	Proportion of taxonomy-aligned (A.1) or eligible (A.2) OpEx, year n-1	Category enabling activity	Category transitional activity
	EUR M	%	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y; N; N/EL	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	Y/N	%	E	T
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Environmentally sustainable activities (Taxonomy-aligned)																			
			0.0%														0,0 %		
OpEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)			0.0%														0,0 %		
Of which, enabling			0.0%														0,0 %		
Of which, transitional			0.0%														0,0 %		
A.2 Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities)																			
				EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL	EL; N/EL										
Sea and coastal freight water transport, vessels for port operations and auxiliary activities	6.10	31.9	24.1%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								17.5%		
Sea and coastal passenger water transport	6.11	31.6	23.9%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								17.5%		
OpEx of Taxonomy-eligible but not environmentally sustainable activities (not Taxonomy-aligned activities) (A.2)			63.5	48.1%	100.0%	0.0%	0.0%	0.0%	0.0%								35.0%		
A. OpEx of Taxonomy-eligible activities (A.1+A.2)			63.5	48.1%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%							35.0%		
B. TAXONOMY NON-ELIGIBLE ACTIVITIES																			
OpEx of Taxonomy-non-eligible activities			68.7	51.9%															
TOTAL			132.2	100 %															

Financial review

Fossil gas- and/or nuclear energy-related activities could meet the requirements in the EU taxonomy if they contribute to the objectives of climate change mitigation and do no significant harm to the taxonomy's other objectives. Table 18 shows how Viking Line is involved in nuclear energy- and fossil gas-related activities.

Table 18. Nuclear energy- and fossil gas-related activities.

Row	Nuclear energy-related activities	Yes/No
1	The undertaking carries out, funds or has exposures to research, development, demonstration and deployment of innovative electricity generation facilities that produce energy from nuclear processes with minimal waste from the fuel cycle.	No
2	The undertaking carries out, funds or has exposures to construction and safe operation of new nuclear installations to produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production, as well as their safety upgrades, using best available technologies.	No
3	The undertaking carries out, funds or has exposures to safe operation of existing nuclear installations that produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production from nuclear energy, as well as their safety upgrades.	No
Fossil gas-related activities		
4	The undertaking carries out, funds or has exposures to construction or operation of electricity generation facilities that produce electricity using fossil gaseous fuels.	No
5	The undertaking carries out, funds or has exposures to construction, refurbishment, and operation of combined heat/cool and power generation facilities using fossil gaseous fuels.	No
6	The undertaking carries out, funds or has exposures to construction, refurbishment and operation of heat generation facilities that produce heat/cool using fossil gaseous fuels.	No

ESRS E1 Climate change

E1-1 – Transition plan for climate change mitigation

Viking Line has not established a formal transition plan for climate change mitigation. This is because of the structural challenges faced by the maritime transport sector, where the possibility of implementing a transition in line with the 1.5 °C target set out in the Paris Agreement depends on advances in sustainable energy carriers and the technological development of alternative propulsion solutions.

There are currently no commercially available fossil-free fuel alternatives on a scale required to enable maritime transport to achieve climate neutrality by 2050. Alternative propulsion solutions and infrastructure for fossil-free fuels are being developed but are not sufficiently mature to enable a complete and realistic transition so Viking Line could not confirm during the reporting period when a transition plan will be established.

Viking Line has not established specific plans or targets to adapt its economic activities to make them taxonomy-aligned. The Company is not exempt from EU benchmarks for adapting to the Paris Agreement and does not run operations set out in Article 12 of Regulation (EU) 2020/1818.

Qualitative assessment of potential locked-in greenhouse gas emissions from significant assets

In maritime transport, emissions are mainly caused by the combustion of fuel for vessel propulsion. Locked-in greenhouse gas emissions could potentially arise in the form of vessels that are not maintained on a regular basis, or are not authorized to operate for other reasons. Alternatively, environmental regulations such as FuelEU or the EU ETS could increase operating expenses for vessels that are only equipped to use fossil fuels to the extent they become unprofitable.

The average useful life of a vessel is about 30 years, which could be further extended through rigorous maintenance. Neither the EU ETS nor FuelEU makes an exception for older vessels so older vessels that do not undergo regular maintenance may need to be sold or scrapped. Viking Line believes that none of its significant assets runs the risk of becoming locked-in greenhouse gas emissions.

Financial review

E1-2 – Policies related to climate change mitigation and adaptation

During the reporting period, Viking Line had no established policies with climate-related targets that addressed climate change mitigation or change, energy efficiency or development of renewable energy. The targets and policies that the Company applies related to climate change are not formally adapted to the requirements set out in ESRS E1. Viking Line has to date focused on carrying out a gradual reduction in greenhouse gas emissions through technological and operational measures but has not adopted an overall climate policy or climate targets in line with ESRS requirements. The Company intends to further develop its work with climate-related policies and targets in step with technological advances in the maritime transport sector and regulatory changes affecting the sector's long-term transition.

E1-3 – Actions and resources in relation to climate change policies

During the reporting period, Viking Line carried out concrete measures to reduce its climate impact, with a focus on increased energy efficiency and increased use of renewable fuels. The actions were taken in line with the Company's targets for reduced greenhouse gas emissions and a gradual phase-out of fossil fuels in the fleet's energy mix. The majority of measures were completed during the reporting period, apart from technological upgrades for some vessels, which will be under way until 2027.

During the reporting period, Viking Line invested EUR 1.8 million in measures to improve energy efficiency and reduce emissions from the Company's vessels and properties. These impacts included optimized operation and propulsion through technological upgrades of vessels as well as energy efficiency measures for properties. One of these measures resulted in a 6.4% annual reduction in carbon dioxide emissions from one of Viking Line's vessels, equivalent to about 3,500 tonnes of carbon dioxide equivalents (CO₂e) (well-to-wake or WtW emissions). The results were assessed based on fuel consumption data before and after implementation of measures and were calculated using EU Monitoring, Reporting and Verification (MRV) standards for maritime transport emissions. The effect of other investments will be evaluated over a medium-term time horizon using internal reporting that also complies with the EU MRV standards.

During the reporting period, Viking Line increased its use of renewable fuels from 10 tonnes (2023) to 1,686 tonnes (2024), equivalent to 9,500 MWh of energy. That contributed to an estimated reduction in gross greenhouse gas emissions of about 5,600 tonnes of CO₂e WtW. Renewable fuel is used on the vessels Viking Grace and Viking Glory. The reduction in CO₂e emissions was calculated using the fuel supplier's proof of sustainability and emission factors from FuelEU. The increased use of renewable fuel, which is more expensive than conventional fuels, entailed some increase in operating expenses.

Viking Line continues to develop its climate work with a focus on further investments in energy-efficient technological solutions and operational improvements, use of alternative fuels in line with consumer wishes, availability and technological advances. The Company also has an ongoing process to systematically monitor and assess emission reductions to ensure continuous improvement.

The future financial and other resources that Viking Line intends to invest in implementing measures to reduce its climate footprint and dependence on fossil fuels have not yet been quantified. The Company evaluates its resource needs on a continuous basis in step with the development of technological solutions, regulatory requirements and market conditions. When additional investments and operational measures are made concrete, they will be included in the Company's planning and monitoring processes.

E1-4 – Targets related to climate change mitigation and adaptation

Viking Line has set a target for reducing greenhouse gas emissions faster than or in line with IMO and EU targets for maritime transport. The Company's Scope 1 emissions of carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O) will be reduced to zero by 2050, with 2008 as the base year. In addition, Viking Line adapts its strategy to the intensity pathway for reducing vessel greenhouse gas emissions as defined in FuelEU. In this regulation, 2020 is used as the base year for the reduction, with a benchmark greenhouse gas intensity of 91.16 g CO₂e/MJ. The greenhouse gas intensity pathway for vessels under FuelEU is presented in Table 19.

Financial review

Table 19. Reduction in vessel greenhouse gas intensity under the FuelEU Maritime Regulation.

Year	Reduction in greenhouse gas intensity
2025	2%
2030	6%
2035	14.5%
2040	31%
2045	62%
2050	80%

Furthermore, Viking Line has set a target for Scope 2 emissions, with the ambition of achieving a fossil-free electricity supply and fossil-free land-based functions. During the reporting period, Viking Line had not yet established when the target is to be achieved, but the base year was set as 2024. This entails a transition to renewable electricity and energy efficiency measures to reduce emissions from land-based operations.

Viking Line's target for Scope 1 emissions is absolute but includes potential greenhouse gas removal and carbon dioxide credits or avoided emissions to achieve net zero emissions. The target for 2030 and other intermediate targets will be set in conjunction with the Company developing its transition plan. No quantitative targets were set for Scope 3 emissions during the reporting period.

Viking Line estimates that the long-term targets will be achieved through a gradual shift in fuels and increased use of renewable energy. In the maritime transport sector, hydrogen gas and its derivatives such as synthetic liquefied natural gas (e-LNG), methanol and ammonia have been identified as potential future energy carriers. Furthermore, direct electrification of vessels powered by high-capacity batteries could also play an important role in achieving net zero emissions in the long term.

During the reporting period, Viking Line was unable to quantify the expected drivers for phasing out fossil fuels due to limited data availability. The Company continuously evaluates technological solutions, regulatory requirements and market developments to ensure that the targets can be achieved.

Viking Line reports its figures for fuel consumption and emissions annually based on the EU's MRV Regulation, which ensures transparency and comparability of maritime transport emissions within the EU. This data is verified by an independent third-party auditor, which ensures that data is accurate and complies with the regulations in effect. To ensure that progress towards these targets is monitored and integrated in the Company's strategy, Group Management examines the goals set and the progress made on an annual basis.

E1-5 – Energy consumption and energy mix

Viking Line takes a conservative approach regarding the distinction between renewable and fossil or nuclear energy sources, and classifies energy as renewable only in cases where the Company has received guarantees of origin or has an explicit agreement to purchase renewable energy. If the energy source is unknown, the energy was classified as fossil.

Viking Line conducts operations in sectors with a high climate impact, in line with what is listed in sections A–H of the NACE classification of economic activities and L (as defined in Commission Delegated Regulation (EU) 2022/1288). The Company conducts operations in maritime transport, which are classified under the section for transport and warehousing (H) in NACE. Information about Viking Line's energy consumption and energy mix is presented in Table 20.

Financial review

Table 20. Energy consumption and energy mix.

Energy consumption and energy mix	2024
Fuel consumption from coal and coal products (MWh)	0
Fuel consumption from crude oil and petroleum products (MWh)	513,154
Fuel consumption from natural gas (MWh)	393,314
Fuel consumption from other fossil sources (MWh)	0
Consumption of purchased or acquired electricity, heat, steam or cooling from fossil sources (MWh)	2,593
Total use of fossil energy (MWh)	909,061
Proportion of fossil sources in total energy consumption (%)	98.3%
Use of nuclear energy sources (MWh)	2,215
Proportion of nuclear energy sources in total energy consumption (%)	0.2%
Fuel consumption from renewable energy sources, including biomass (also comprising industrial waste and municipal waste of biologic origin, biofuels, biogas, hydrogen from renewable sources, etc.) (MWh) ¹	10,021
Consumption of purchased or acquired electricity, heat, steam or cooling from renewable sources (MWh)	3,758
Consumption of self-generated non-fuel energy (MWh)	0
Total use of renewable energy (MWh)	13,779
Proportion of renewable sources in total energy consumption (%)	1.5%
Total energy consumption (MWh)	925,054

¹ Viking Line has estimated its consumption of renewable vehicle fuels based on Finnish and Swedish distribution obligations in effect during the reporting period. For vehicle fuel purchased in Estonia, no estimate of the proportions of renewable energy content is used.

Table 21 shows the energy intensity of operations based on net sales in MWh per euro for the reporting period as the sum of energy consumption in Viking Line's operations divided by sales in the Company's consolidated income statement.

Table 21. Information about energy intensity.

Information about energy intensity	2024
Total energy consumption from activities in sectors with a high climate impact	925,054 MWh
Energy intensity	0.0019 MWh/EUR

E1-6 – Gross Scopes 1, 2, 3 and Total GHG gas emissions

Viking Line's calculation of gross greenhouse gas emissions took into account the principles, requirements and guidelines laid out in the GHG Protocol Corporate Accounting and Reporting Standard, GHG Protocol Scope 2 Guidance and GHG Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard (collectively "the GHG protocol"). The Company's total greenhouse gas emissions are presented in Table 22 broken down into Scope 1, Scope 2 and significant Scope 3 emissions in tonnes of carbon dioxide equivalents (CO₂e). The calculation includes all greenhouse gases covered under the GHG protocol. Greenhouse gases not included under the Kyoto Protocol, such as CFC and NO_x, are not included. Greenhouse gases that were not carbon dioxide are recalculated as CO₂e in accordance with the IPCC's Sixth Assessment Report (AR6) based on a 100-year time horizon.

Greenhouse gas emissions under Scope 1 and 2 are reported on a consolidated basis for the Viking Line Group. Emissions for Viking Line's associate companies and joint ventures are reported under the Scope 3 category Investments. Scope 1 and 2 emissions include direct and indirect emissions of greenhouse gases covering all of Viking Line's operational sites. Scope 1 emissions were calculated based on fuel consumption on board Viking Line's vessels and for land-based vehicles owned or leased by Viking Line. Furthermore, leakage emissions of refrigerants used on board the vessels are included. For vessel fuels, emission factors are calculated based on the EU's MRV Regulation, which provides standardized tank-to-wake (TtW) emission factors and takes into account fugitive emissions.

Financial review

Emissions from the vessels have been calculated based on the annual fuel consumption of each vessel. For vehicles owned or leased by Viking Line, including passenger cars, buses and vehicles used in port areas, the EU emission factors for liquid fuels under ISO 14083:2023 standards were applied. Vehicle emissions were calculated based on annual fuel consumption. For renewable fuel used on the vessels, the proportion of biogenic CO₂ from combustion under Scope 1 is not reported. However, the other greenhouse gases methane (CH₄) and nitrous oxide (N₂O) included in emissions from the use of renewable fuels were included in Scope 1. Total biogenic carbon dioxide from renewable fuel was 1,886 tonnes of CO₂ during the reporting period. Scope 1 emissions from vehicles and refrigerants are based on internal calculations.

During the reporting period, Viking Line increased its use of biofuels (bio-LNG) on two of its vessels, as part of the Company's strategy to reduce greenhouse gas emissions from operations. During the reporting period, the total amount of biofuel consumed was 686 tonnes, and negative greenhouse gas emissions in the upstream value chain totalled 3,135 tonnes of CO₂e.

Viking Line's fuel supplier has provided the emission factor for bio-LNG, which includes emissions for fuel transport and storage. The fuel supplied meets requirements under Directive (EU) 2018/2001 on the promotion of the use of energy from renewable sources (RED II). The entire upstream supply chain is certified under the International Sustainability and Carbon Certification – European Union (ISCC EU) scheme, which meets sustainability criteria in RED II.

Well-to-tank (WtT) emissions reported under Scope 3 were calculated based on the emission factor provided by and in line with FuelEU. The calculation results in negative emissions for the upstream value chain, which according to information obtained from the supplier is due to emission mitigation arising as a result of improvements in agricultural and fertilizer management.

The phase-in of maritime transport in the EU ETS began on January 1, 2024, and applies to all of Viking Line's vessels. For the reporting period, Viking Line surrenders emission allowances that cover 40% of the fleet's CO₂ emissions (the greenhouse gases CH₄ and N₂O will be included starting in 2026). Finland applies the so-called island exemption, which means that emissions from vessel traffic between the Finnish mainland and Åland are exempt from the requirement to surrender emission allowances. Four of Viking Line's five vessels serve between Finland, Åland and Sweden, which means that significant parts of the fleet's total greenhouse gas emissions fall within the scope of the island exemption. The island exemption is in effect until December 31, 2030. For the reporting period, Scope 1 emissions from the Company's vessels covered under the EU ETS were calculated following the Monitoring, Reporting and Verification (MRV) standards on which reporting to the EU ETS is based. The total proportion of Viking Line's Scope 1 emissions covered under ETS was 46.6%.

Scope 2 emissions cover greenhouse gas emissions for purchased or acquired electricity, steam, heat and cooling that Viking Line consumed during the period. In calculating Scope 2 emissions, two methods in accordance with the GHG protocol were used. The market-based method uses supplier-specific emission factors and is supplemented with national residual mix factors for untracked electricity and district heating. The location-based method uses national average emission factors for electricity and district heating. The emission factors used to calculate Scope 2 greenhouse gas emissions did not distinguish between the proportion of biomass or biogenic CO₂.

During the reporting period, Viking Line purchased electricity and district heating in Finland, Sweden and Estonia. Viking Line acquired the electricity and district heating through a mix of contract-based instruments, including contracts for renewable energy, nuclear-based energy and fossil-based electricity. Of the total consumption of electricity and district heating, 44% was from renewable energy production, 26% was from nuclear energy and 30% was acquired through standard supplier contracts, which included a mix of fossil-based energy production (natural gas, coal) without specific energy labels.

For some emission factors used, there was no available information about greenhouse gas emissions other than CO₂ (that is, CH₄ and N₂O). These included location-based emission factors for district heating in Finland and Estonia as well as market-based emission factors for the residual mix of electricity in Finland, Sweden and Estonia, market-based renewable electricity in Sweden and market-based emission factors for district heating in Finland, Sweden and Estonia. Only internal calculations were used to estimate Scope 2 emissions.

Scope 3 emissions cover Viking Line's indirect greenhouse gas emissions in the upstream and downstream value chain. The 15 standardized Scope 3 categories under the GHG protocol were analyzed, and the categories assessed to be material were included in the calculations, while the categories of limited relevance or insignificant were excluded. For calculations of the Company's Scope 3 emissions, 18.7% were based on supplier data, 43% used a spend-based method and secondary emission factors and 38.1% came from Viking Line's internal system while 0.2% were calculated using industry averages and assumptions. The emission factors used to calculate Scope 3 emissions did not enable a separate quantification of biogenic CO₂ from combustion. As a result, the proportion of biogenic emissions in the value chain could not be reported.

Financial review

The Scope 3 categories with significant emissions were purchased goods and services, fuel- and energy-related activities and investments, which constituted about 95% of total Scope 3 emissions. Viking Line voluntarily reported Scope 3 emissions for the categories capital goods, waste generated in operations, business travel, employee commuting and end-of-life treatment of sold products, although these categories combined constituted only about 5% of total Scope 3 emissions.

The Scope 3 categories that were assessed to be significant and thus excluded were upstream transportation and distribution, upstream leased assets, downstream transportation, processing of sold products, use of sold products, downstream leased assets and franchises. During the reporting period, Viking Line had no access to supplier data to quantify emissions from upstream transportation and distribution. However, an internal analysis showed that these emissions were insignificant, which justified excluding the category. Upstream leased assets were already included in Scope 1 and Scope 2 since Viking Line controls all of its leased assets. Downstream transportation and processing of sold products were assessed to be irrelevant since the Company's products are sold directly to end customers. Use of sold products was excluded since emissions from this category were assessed to be insignificant. Finally, downstream leased assets and franchises were excluded since Viking Line does not lease assets to a third party or run franchise operations.

Table 22. Total greenhouse gas emissions broken down into Scope 1, Scope 2 and significant Scope 3.

	Retroactive				Year for targets and sub-targets ¹			
	Base year	Comparison	2024	% n /n-1	2025	2030	(2050)	Annual target in %/ Base year
Scope 1 greenhouse gas emissions								
Gross Scope 1 greenhouse gas emissions (tCO ₂ e)			252,448					
Percentage of Scope 1 greenhouse gas emissions from regulated emissions trading schemes (%)			46.6%					
Scope 2 greenhouse gas emissions								
Location-based gross Scope 2 greenhouse gas emissions (tCO ₂ e)			1,660					
Market-based gross Scope 2 greenhouse gas emissions (tCO ₂ e)			1,678					
Significant Scope 3 greenhouse gas emissions								
Total indirect gross Scope 3 emissions (tCO ₂ e)			181,173					
1. Purchased goods and services ²			62,089					
2. Capital goods ²			6,870					
3. Fuel- and energy-related activities (not included in Scope 1 or Scope 2) ³			71,222					
5. Waste generated in operations ⁴			2,487					
6. Business travel ⁵			56					
7. Employee commuting ⁶			388					
12. End-of-life treatment of sold products ⁷			347					
15. Investments ⁸			37,714					
Total emissions of greenhouse gases								
Total emissions of greenhouse gases (location-based) (tCO ₂ e)			435,281					
Total emissions of greenhouse gases (market-based) (tCO ₂ e)			435,299					

Financial review

¹ During the reporting period, Viking Line did not set any targets or intermediate targets.

² Emissions calculated using the monetary spend-based method, with emission factors obtained from EXIOBASE, OpenCO₂-net, Y-Hiilari and DEFRA.

³ Emissions include well-to-tank (WtT) emissions from vessel fuels, based on FuelEU Maritime as well as emissions for land transportation based on ISO 14083:2023.

⁴ Emissions were calculated based on actual waste volumes obtained from suppliers, supplemented with secondary emission factors.

⁵ Emissions were based on actual travel distances for flights, trains, taxis, buses and vessels, supplemented with emission factors from relevant databases.

⁶ Emissions were estimated based on national travel habits and average emission factors.

⁷ Emissions were calculated based on the mass of sold products and their packaging and supplemented with secondary emission factors.

⁸ Emissions were calculated based on the proportional Scope 1 and Scope 2 emissions from joint ventures and associate companies and supplemented with a spend-based method in the absence of primary data, with an emission factor from EXIOBASE.

During the reporting period, Viking Line's location-based greenhouse gas intensity was 0.0009 tCO₂e/EUR and its market-based greenhouse gas intensity was 0.0009 tCO₂e/EUR. Greenhouse gas intensity is calculated as total greenhouse gas emissions divided by sales in the consolidated income statement.

ESRS E2 Pollution

E2-1 – Policies related to pollution

Viking Line has no formally adopted policies specifically for managing pollution, but the Company's strategy includes measures to prevent and minimize air pollution from its own operations. The Company works systematically to reduce emissions of sulphur oxides (SO_x), nitrogen oxides (NO_x) and particulate matter (PM), which are mostly generated in the combustion of vessel fuels.

The targets that Viking Line applies related to pollution are not formally adapted to the requirements specified in ESRS E2. The Company has focused to date on carrying out a gradual reduction in air pollution through technological and operational measures but has not adopted a general pollution policy in line with ESRS requirements. Viking Line's strategy has primarily been focused on complying with and exceeding existing legal requirements rather than establishing its own internal policy framework.

Viking Line has no specific policy for replacing and minimizing substances of high concern (SHC) or substances of very high concern (SVHC) or for phasing out such substances since the Company's operations do not include the production, distribution or commercialization of these substances. However, during the reporting period, Viking Line carried out a survey of the presence of SHC and SVHC in its own operations. Accordingly, as a result of the survey, Viking Line plans to assess opportunities to replace or minimize the use of these substances where it is practically and economically feasible.

E2-2 – Actions and resources related to pollution

Viking Line has established processes for identifying, monitoring and managing risks and opportunities associated with air pollution in its own operations. These processes are integrated in the Company's ISO 14001-certified environmental management system, which includes systematic risk assessments, continuous internal and external reviews, and reporting of measures and results related to the Company's environmental impact. In addition, the Company's organization and vessel fleet are certified in accordance with the International Safety Management (ISM) Code, which ensures that environmental risks are managed systematically.

Viking Line's strategy is aimed at limiting air pollution by reducing SO_x, NO_x and PM emissions. The Company has made a strategic choice to use low-sulphur or sulphur-free fuel instead of installing scrubber systems and continuing to run operations on sulphur-rich fuel. By avoiding scrubber systems, emissions of sulphur-containing pollution and heavy metals are avoided that would otherwise be spread through the scrubber water. Viking Line's two newest vessels, Viking Grace and Viking Glory, run on LNG, which eliminates SO_x emissions and significantly reduces NO_x and PM emissions. To reduce air pollution in port areas, Viking Line uses the vessel's land-based power supply when docked, where such infrastructure is available.

Viking Line invests in the energy efficiency of its vessels on a continuous basis to reduce the environmental impact of its operations. During the reporting period, the Company invested EUR 1.8 million in such measures. One investment resulted in a 6.4% reduction in fuel consumption on one

Financial review

of Viking Line's vessels, equivalent to 830 tonnes of fuel annually, which led to lower emissions of SO_x, NO_x, and PM. The majority of the measures were completed during the period, apart from some technological vessel upgrades that will be under way until 2027. The effect of other investments is evaluated over a longer period than the reporting period.

Between 2018 and 2024, Viking Line invested a total of EUR 7.5 million in energy efficiency measures, with a focus on fuel efficiency for vessels and reduced energy consumption in properties. The Company evaluates the best available technology (BAT) on an ongoing basis and adopts measures to reduce air pollution based on the vessels' dry-docking schedules.

Viking Line's action plan for managing and reducing air pollution includes continuously surveying improvement opportunities related to the Company's operations. Strategic decisions on new investments in technology and operations are adapted on a continuous basis to changes in regulations and environmental targets. The Company also monitors potential risks associated with air pollution, including more stringent legal requirements in maritime transport and potential financial effects of new environmental regulations.

E2-3 – Targets related to pollution

Viking Line has not adopted specific targets for preventing or minimizing air pollution, emissions to water, pollution of soil or the use of substances of concern and substances of very high concern. The Company's operations do not give rise to direct emissions to water or soil pollution. However, air pollution arises in proportion to the quantity of fuel used on board Viking Line's vessels. To reduce these emissions, the Company focuses on improving energy efficiency and gradually switching to renewable and less polluting energy carriers as part of its long-term strategy.

E2-4 – Pollution of air, water and soil

Viking Line complies with the IMO's MARPOL Convention, which sets global and regional limits for emissions of SO_x and NO_x and other air pollution from vessel fuels and engines. The Company's operating area, the Baltic Sea, is classified as an Emission Control Area (ECA), which means that stringent emission limits are in place for both NO_x and SO_x. Viking Line uses low-sulphur or sulphur-free fuel, and total SO_x emissions from the Company's vessels during the reporting period did not exceed the limits set in MARPOL Annex VI and Annex II of Regulation (EC) No 166/2006 of the European Parliament and of the Council.

During the reporting period, Viking Line's total NO_x emissions from its vessels was 3,177 tonnes. NO_x emissions were monitored through internal systems, and calculation methods vary depending on the fuel type. For diesel-propelled vessels, emissions are quantified based on fuel consumption and application of standard industry emission factors in accordance with the BIMCO Shipping KPI Standard. For gas-propelled vessels, NO_x emissions are calculated by applying emission factors based on direct measurements in accordance with the IMO's NO_x Technical Code 2008. Continuous NO_x measurements have not been implemented since such systems entail high costs and are currently not a regulatory requirement.

The MARPOL Convention currently includes no specific limits for PM emissions, which means that Viking Line has no obligation to measure or report these emissions. The Company does not create or use any microplastics in its operations.

Viking Line monitors the international development of any future PM and NO_x regulations in maritime transport, including IMO and EU discussions about further tightening the standards in MARPOL Annex VI. The Company continues to adapt its operations to ensure future regulatory compliance.

Financial review

ESRS E5 Resources and circular economy

E5-1 – Policies related to resource use and circular economy

Viking Line has no established policies that expressly address resource use and a circular economy. The strategies that the Company applies in this area are not formally adapted to the requirements specified in ESRS. The Company has to date focused on optimizing raw material use and improving the resource efficiency of operations through technological and operational measures rather than adopting a general policy. However, Viking Line's environmental work endeavours to apply the EU waste hierarchy, with the Company prioritizing the minimization of waste volumes, reuse of materials and recycling of secondary resources. In step with the tightening of regulations in resource use and circular economy at the EU level, Viking Line will follow developments and evaluate the need to adopt more formalized targets and policies in the area.

E5-2 – Actions and resources in relation to resource use and circular economy

Viking Line works actively to optimize resource use in its own operations by reducing waste generation, increasing reuse of materials and improving recycling of secondary raw materials. The Company strives to apply the waste hierarchy in line with its ISO 14001-certified environmental management system and by establishing networks with business partners that can use waste as a raw material. During the reporting period, the Company carried out a number of initiatives to improve resource efficiency, including optimization of goods deliveries, digitization of printed material and circular material management.

The effect of these actions was evaluated using internal monitoring systems, in which collected data on waste reduction and material reuse was analysed. Viking Line has identified reduced material consumption and increased resource efficiency as the most significant positive effects of the actions carried out. Viking Line has also identified the potential of further optimization of logistics and material flows providing additional efficiency gains so the Company plans to continue digitizing printed material and increase the proportion of recycled materials in operations.

Table 23 summarizes the actions Viking Line took during the reporting period and their documented effect on resource efficiency and waste reduction.

Table 23. Actions in relation to resource use and circular economy during the period.

Purpose	Action	Quantity (tonnes)
Prevention of waste generation	Digitization of campaign flyers led to a reduction in printed material.	70 ¹
Application of circular business practices (remanufacture)	Worn-out textiles from the vessels were collected and delivered to supplier for breakdown and remanufacture.	4.8
Prevention of waste generation, increased rate of use for secondary raw materials	Biological waste from the vessels was collected and delivered to supplier for anaerobic decomposition in biogas production.	1,461
Prevention of waste generation, increased rate of use for secondary raw materials	Coffee grounds from the vessels' restaurants and kitchens were collected and delivered to supplier for production of growing mediums.	21.4
Prevention of waste generation, increased rate of use for secondary raw materials	Used cooking oil from the vessels' kitchens was collected and delivered to supplier for processing in production of renewable diesel oil (hydrotreated vegetable oil, HVO).	22

¹ Estimated quantity based on orders of printed material in previous years.

To carry out actions in resource use and circular economy, Viking Line primarily focused on optimizing its own operations and establishing business connections with suppliers that can use waste as raw material. These efforts were carried out without requiring significant financial investments since they were mostly based on process improvements and efficiencies rather than capital-intensive measures.

To further enhance resource efficiency and implement a circular economy in operations, Viking Line plans to increase the proportion of recycled and bio-based materials in its procurement and delivery chain. Meanwhile, the Company will further develop digital solutions to reduce the need for printed products and thus reduce resource use in operations. Viking Line also continues to optimize its waste management by establishing new collaborations with suppliers that can use waste as raw materials.

Financial review

The Company will furthermore improve its data collection on material flows and waste management to enable a more precise quantification of the effect of its actions and ensure more sustainable resource use.

E5-3 – Targets related to resource use and circular economy

Viking Line has established targets to optimize waste management and reduce waste volumes in its own operations. These targets are focused on reducing waste generation at the source, based on the order of priorities in the waste hierarchy. The Company has not consulted external stakeholders in setting these targets, which have instead been formulated internally based on operational experience and internal analyses of waste management. The targets are not based on a summary of scientific evidence.

The main target is a 10% reduction in mixed waste per passenger by 2026, compared to the base year 2022. The base value is 426 grams per passenger, and the target value is 383 grams per passenger. During the reporting period, the amount of mixed waste per passenger was 420 grams, which is equivalent to a reduction of 1.4% compared to the base year and 10.2% compared to the previous financial year (468 grams per passenger in 2023).

Another target was set during the period, with the aim of reducing the generation of food waste per customer 10% by 2026. The base year is 2024 and the base value is 151 grams per passenger, while the target value for 2026 is 136 grams per passenger. This target involves both the prevention of waste and increased material recycling.

Progress in both targets is measured and evaluated using quantitative methods. The amount of mixed waste per passenger is calculated using direct measurements of waste volumes as a proportion of total passenger volume. Follow-up is carried out every six months in consultation with those in charge of the Company's on-board and land-based functions, and the results are analyzed annually before they are presented to Group Management. Group Management decides if necessary on a revision of action plans to ensure that the target is met. There were no changes in targets, processes or measurement methods during the period.

The amount of food waste per passenger is calculated using daily measurements on board two of Viking Line's vessels, where the greatest volume of food waste is generated. The results are analyzed monthly together with the functions in charge, and quarterly reconciliations are carried out, enabling the revision of actions plans if necessary. Progress is presented annually to Group Management in conjunction with the review of other targets.

Viking Line has not allocated specific financial resources to achieve these targets but instead carries out actions by optimizing existing operational processes and by collaborating with suppliers. The work to reduce waste generation is done through actions such as optimized waste management, process improvements and employee training. No investments of a significant scope were identified as being necessary to meet the targets during the reporting period in question.

E5-5 – Resource outflows

Viking Line produces no goods, which means that resource outflows for products and materials are not considered material in the materiality assessment. However, waste management in the Company's own operations is considered a material sustainability matter. The primary outflow from Viking Line's operations consists of waste generated on board the vessels. For the maritime transport sector, wastewater – including grey and black water as well as bilge water – is considered a relevant waste stream. This waste is reported following the industry practice in volume metrics (m³) rather than weight and is presented in the sustainability statement separately from other solid waste flows. During the reporting period, the primary outflows from Viking Line's operations were wastewater (including sludge), cardboard and paper, metal, biological waste and glass as well as energy waste and incinerable waste. Viking Line's waste volumes, including wastewater, are based on supplier data from direct measurements. These measurements have not been validated by a third party.

Table 24. Amount of wastewater pumped ashore to municipal waterworks during the period.

Category	Volume (m ³)
Grey and black water	220,599
Bilge water	5,492

Financial review

Table 25. Total amount of waste during the period, broken down into recovery and disposal operations.

	Unit	2024
Total amount of waste		5,498
Total amount of waste diverted from disposal	tonne	4,615
Non-hazardous waste	tonne	3,882
Preparation for reuse	tonne	178
Material recycling	tonne	988
Other recycling operations	tonne	2,715
Hazardous waste	tonne	734
Preparation for reuse	tonne	716
Material recycling	tonne	3
Other recycling operations	tonne	15
Total amount of waste directed to disposal	tonne	882
Non-hazardous waste	tonne	859
Incineration	tonne	857
Landfilling	tonne	2
Other disposal operations	tonne	0
Hazardous waste	tonne	24
Incineration	tonne	0.4
Landfilling	tonne	0
Other disposal operations	tonne	23
Total amount of non-recycled waste	tonne	882
Proportion of non-recycled waste	%	16
Total amount of hazardous waste	tonne	757
Total amount of radioactive waste	tonne	0

3. Social information

ESRS S1 Own workforce

S1-1 – Policies related to workforce

During the reporting period, no material changes were made in Viking Line's guidelines for managing its own workforce. The Company's primary policies in this area are its Code of Conduct, equal opportunities policy and anticorruption policy, which establish guidelines for working conditions, human rights, and health and safety as well as business conduct principles. These policies apply to the Company's entire workforce in every country the Company operates in.

Viking Line respects fundamental human rights but had not yet synchronized its policies with the UN's Guiding Principles on Business and Human Rights during the reporting period. However, by ensuring that every employee is entitled to collective bargaining and has negotiating rights, Viking Line meets the requirements set out in the ILO Declaration on Fundamental Rights and Principles at Work. Viking Line also applies principles for non-discrimination, equal opportunities and an inclusive working environment. These commitments constitute the basis of Viking Line's work to ensure fair and secure working conditions.

All employees at Viking Line are covered by collective bargaining agreements, and employment conditions are designed through collective bargaining agreements. The Company works in collaboration with trade unions and respects the right of employees to organize and participate in collective bargaining. Viking Line ensures that national labour laws and industry-specific collective bargaining agreements are complied with in the countries the Company operates in.

Viking Line prioritizes the health, safety and fair working conditions of employees. The Company ensures that regulations for working time and rest are complied with and works actively to improve the working environment. Viking Line prevents workplace accidents through its safety management system and encourages employees to report risks and incidents with a low threshold. Discrimination and harassment are combatted through policies and procedures. Through its Code of Conduct, Viking Line prohibits discrimination based on ethnic origin, gender, sexual orientation, religion, political views or disability. Viking Line's policies express no specific commitments concerning inclusiveness or affirmative action for vulnerable groups in its own workforce, but the Company ensures equal opportunities by applying skills-based selection methods in its recruitment, skills development and promotions. Viking Line has implemented internal guidelines for handling harassment, including processes for reporting, investigating and dealing with incidents. The working environment, recruitment processes and career development are reviewed on a regular basis to ensure that discrimination is prevented and equal opportunities are applied in practice.

Viking Line's operational principles for suppliers include requirements to meet labour law standards in the value chain. The Company also applies a zero tolerance policy to forced labour, child labour and human trafficking in the value chain. These matters are governed in Viking Line's operational principles for suppliers, but the risks in its own operations are considered non-existent given that working conditions are regulated by collective bargaining agreements and there is a high level of legislation on and compliance with human rights in the countries Viking Line operates in. Viking Line has therefore not established specific policies to prevent forced labour or child labour in its own operations since these risks have not been identified as material.

Viking Line's policies are incorporated in governing principles for decisionmakers and operational guidelines and internal instructions that are provided to all employees. For new recruitments, employees are informed about these policies, and training is regularly carried out to ensure understanding and compliance. Internal communication channels are used to make the policies available to the entire workforce in the relevant language, taking into account the countries Viking Line operates in. Compliance is monitored through follow-up and reporting channels, including safety management systems and specific processes for handling anomalies.

The CEO has overall responsibility for compliance with the Company's policies, while the HR departments are responsible for their application in operations. Compliance and any anomalies are examined as needed by Group Management. No formal stakeholder dialogues are carried out in preparing these policies, but they are reviewed and updated as needed based on changes in laws and industry standards. The Company has not implemented mechanisms for independent third-party verification of the effectiveness of these policies, but internal evaluations are carried out on a regular basis.

Financial review

S1-2 – Processes for engaging with own workforce and workers' representatives about impacts

Viking Line conducts a continuous dialogue with its workforce and their representatives concerning actual and potential impacts that affect, or could affect, employees. The Company arranges regular meetings with workers' representatives, in which employees are given the opportunity to convey views and influence the Company's decisions on matters concerning its own workforce.

Union representation is a key component of the consultation structure, and Viking Line conducts collective bargaining negotiations with union representatives and trade unions. Along with negotiations, discussions are held with workers' representatives from trade unions or other designated representatives on a continuous basis to ensure that work-related matters are handled in line with both legal requirements and employee needs.

Viking Line's HR functions, which are separate for land-based and on-board employees, have operational responsibility for ensuring that these contacts are maintained on a regular basis. The CEO has ultimate responsibility for ensuring that the results of dialogues are taken into account in the Company's strategic decisions. Group Management evaluates their effectiveness in the Company's consultation processes and the agreements or actions that they result in on a continuous basis.

Viking Line's entire workforce is covered by collective bargaining agreements, and all employees have the right to join a union and thus obtain union representation. This ensures that all employees have an institutionalized opportunity to voice their interests and influence working conditions. Viking Line has not entered into any global framework with union representatives.

The Company has not implemented specific procedures to identify or gather views from employees who could run a particular risk of being negatively affected by operations or who belong to marginalized groups. However, Viking Line works to enhance its understanding of these perspectives through existing consultation structures and by ensuring that all employees have access to secure reporting channels.

S1-3 – Processes to remediate negative impacts and channels for own workforce to raise concerns

Viking Line offers numerous opportunities for employees to raise matters, express concern or report irregularities. The Company promotes open dialogue and encourages employees to first of all contact their immediate supervisor or workers' representative to discuss issues related to the working environment, working conditions or other needs. For more complex matters, employees can also contact the Company's HR functions, which handle issues raised and complaints made. The HR function for land-based employees uses a case management system that enables systematic registration and follow-up on matters, while the HR function for on-board employees does not yet have its own system. If necessary, employees can present matters directly to Group Management or the CEO.

For employees who are members of a union, union representatives also constitute a key channel for dialogue and influence. Collective bargaining negotiations are an established process in which workers' representatives regularly raise issues of importance to the Company's own workforce. Along with these opportunities, Viking Line conducts employee surveys on a regular basis in which employees can anonymously convey views and report any problems. Career development meetings are also used as a platform for identifying and discussing individual needs and areas for improvement in the organization.

Issues reported and complaints made are handled following the Company's internal guidelines. Depending on the nature of the matter, HR, Group Management or if necessary an external party may be involved in the investigation. The process includes a prompt assessment of the matter, decision-making on suitable actions and feedback to the employee concerned. To ensure that these mechanisms work effectively and are reliable, Viking Line carries out regular follow-up and analysis of cases submitted to identify recurring problems or areas for development.

Employee surveys will also continue to be used to gather feedback on whether employees know about and trust the reporting channels, whether they feel secure using them and whether they believe their issues are handled fairly (concerning protection against retaliation, see ESRS G1-1). Through these measures, Viking Line ensures that employees have confidence in the reporting mechanisms and that the processes are fair, transparent and effective.

S1-4 – Taking action on material impacts on own workforce, and approaches to managing material risks and pursuing material opportunities, and effectiveness of those actions

In the materiality assessment, secure employment was identified as a material positive impact on Viking Line's own workforce. At the same time, it was noted that employment conditions for on-board employees could have both positive and potentially negative financial effects for the Company. Viking Line therefore works actively to ensure that employment conditions are stable and fair and to give employees security in their employment relationships.

Financial review

The working model for on-board employees, where work is in longer shifts followed by longer down time, is a key component of the Company's operational structure and a strategic advantage in recruitment. It enables the employment of staff from a broader geographical area instead of solely in the vicinity of the Company's operational sites, which reduces the risk of a labour shortage and strengthens its long-term skills supply. At the same time, the working model could entail challenges for work-life balance, which in turn could affect the Company's attractiveness as an employer. To manage these challenges, Viking Line ensures predictability through structured scheduling and clear guidelines for working hours.

For land-based employees, Viking Line has implemented the option of part-time remote working, which has been viewed positively according to employee surveys. The Company has also introduced an equal treatment plan, which among other things is aimed at supporting the balance between work and parenthood. These measures are aimed at both minimizing negative effects and maximizing the positive aspects of the Company's employment conditions.

Viking Line monitors and evaluates these measures through regular employee surveys, in which employees are given the opportunity to provide feedback on employment security and employment conditions. The results are analyzed and provide data for any modifications in strategies and working conditions. During the reporting period, no further material risks or opportunities related to the Company's own workforce were identified. However, Viking Line continues to monitor developments and evaluate its metrics to ensure that employment conditions remain competitive and attractive.

S1-5 – Targets related to managing material negative impacts, advancing positive impacts and managing material risks and opportunities

During the reporting period, Viking Line did not have any timebound or results-oriented targets established for managing material impacts, risks or opportunities related to its own workforce. However, the Company has established processes and strategies for ensuring that employment conditions are stable and fair, promoting work-life balance and strengthening its long-term skills supply.

The material impacts identified in the materiality assessment concern secure employment and the strategic importance of the Company's working model for recruitment. Viking Line has carried out measures to manage these areas, for example through structured scheduling for on-board employees, introduction of part-time remote work for land-based employees and development of an equal treatment plan aimed in part at promoting balance between work and parenthood. These measures are monitored through employee surveys, with the results used as data to modify strategies and employment conditions.

Viking Line evaluates the need to set formal and timebound targets in this area on a continuous basis. During the reporting period, no further material risks or opportunities were identified, so no specific targets or new initiatives were established. However, the Company continues to monitor developments and ensure that its strategies are appropriate in order to maintain a stable, engaged workforce.

S1-6 – Characteristics of the undertaking's own workforce

At the end of the reporting period on December 31, 2024, Viking Line had a total of 2,583 employees. During the reporting period, 151 employees left the Company, which corresponds to an employee turnover rate of 5.8%. Employee turnover was calculated by dividing the number of employees who voluntarily left the Company by the total number of employees at the end of the reporting period. Viking Line has historically reported employee data as of December 31 every year, which does not correspond to an average during the period. The Company is considering adjusting its reporting procedure going forward to better conform with ESRS requirements.

All data was obtained from the Company's wage and HR system and includes all employees in the Company's own workforce, based on the number of people rather than full-time equivalents. Tables 27–34 present employee data as of December 31 and include information about the workforce broken down by gender, form of employment, age and geographical location.

At the end of the reporting period, Viking Line had a total of 120 employees residing in Estonia. Of these, 68 worked under a Finnish work contract, 4 under a Swedish work contract and 48 under an Estonian work contract. Since the number of employees with an Estonian work contract is below 50, Viking Line does not define Estonia as a country with significant employment under ESRS. In Tables 27 and 29, employees are grouped based on the national laws regulating their employment conditions.

Financial review

Table 26. Presentation of data on the number of employees broken down into men and women.

Gender	Number of employees (head count)
Men	1,495
Women	1,088
Other	-
Not indicated	-
Total employees	2,583

Table 27. Presentation of the number of employees in countries where the Company has at least 50 employees who represent at least 10% of the Company's total number of employees.

Country	Number of employees (head count)
Finland	2,101
Sweden	433

Table 28. Presentation of employees by type of contract, broken down into men and women.

Employees by type of contract, broken down into men and women (head count)			
	Women	Men	Total
Number of employees	1,090	1,493	2,583
Number of permanent employees	851	1,218	2,069
Number of temporary employees	221	249	470
Number of non-guaranteed hours employees	18	26	44
Number of full-time employees	1,027	1,458	2,485
Number of part-time employees	43	11	54

Table 29. Presentation of employees by type of contract, broken down by country.

Employees by type of contract broken down by country (head count)					
	Finland	Sweden	Estonia	Other countries	Total
Number of employees	2,101	433	48	1	2,583
Number of permanent employees	1,668	352	48	1	2,069
Number of temporary employees	389	81	0	0	470
Number of non-guaranteed hours employees	44	0	0	0	44
Number of full-time employees	2,032	422	30	1	2,485
Number of part-time employees	25	11	18	0	54

The information about the total number of employees presented in this section is taken from the salary expenses reported in the consolidated income statement under the item "Salary and other employment benefit expenses," which includes salaries, social insurance contributions and other compensation to employees.

Financial review

S1-8 – Collective bargaining coverage and social dialogue

During the reporting period, Viking Line had significant employment in Finland and Sweden. Working and employment conditions were determined or affected by collective bargaining agreements, and the Company's employees were part of the social dialogue in the European Economic Area (EEA). The proportion of the Company's employees covered by collective bargaining agreements and represented by workers' representatives was 100% in every country where the Company had significant employment. Collective bargaining coverage during the reporting period is presented in Table 30. Viking Line had no agreements with its employees for representation by a European Works Council (EWC), a Societas Europaea (SE) Works Council or a Societas Cooperativa Europaea (SCE) Works Council.

Table 30. Collective bargaining agreements and social dialogue.

Coverage rate	Collective bargaining agreement coverage		Social dialogue
	Employees in EEA (for countries with > 50 employees who represent > 10% of the total number of employees)	Employees – outside EEA (estimate for regions with > 50 employees who represent > 10% of the total number of employees)	Representatives in the workplace (only EEA) (for countries with > 50 employees who represent > 10% of the total number of employees)
0–19%			
20–39%			
40–59%			
60–79%			
80–100%	Finland, Sweden		Finland, Sweden

S1-15 Work-life balance metrics

During the reporting period, 100% of the Company's employees were entitled to take leave for family reasons through social policy and collective agreements. Table 33 shows the number and proportion of women and men who took family leave during the period. A total of 99 employees exercised the option to take family leave, 76 of whom were men and 23 women. The total proportion of employees who took family leave was 3.8% of the total number of employees during the period.

Table 33. Number and proportion of employees who took family-related leave, by gender.

Gender	Number of employees (head count)	Number of employees (percentage)
Men	76	2.9%
Women	23	0.9%
Other		-
Not indicated		-
Total employees	99	3.8%

S1-17 – Incidents, complaints and severe human rights impacts

Viking Line did not compile any systematic statistics during the reporting period on the number of incidents of discrimination reported, including harassment, in its own workforce. The Company has established complaint mechanisms by which employees can report suspected discrimination or other work-related issues through dialogue with superiors, workers' representatives or the HR departments.

During the reporting period, the HR department for land-based employees implemented a case management system which enables centralized, systematic collection of complaints. However, the HR department for on-board employees has no similar mechanism, which means that complaints are still handled individually or are not registered in a consistent way. Viking Line is working to enhance follow-up and systemization of complaint management to ensure better traceability in the future.

During the reporting period, Viking Line was not paid or did not pay any fines, penalties or compensation for damages related to discrimination cases. Nor did the Company identify any severe human rights incidents related to its own workforce.

Financial review

ESRS S4 Consumers and end-users

S4-1 – Policies related to consumers and end-users

The personal safety and security of consumers and end-users were identified as a potential material negative impact in the materiality assessment. Viking Line manages related risks through its extensive safety and security work, which is governed by binding international and national laws and regulatory requirements. The Company has not adopted policies for consumers and end-users in line with ESRS requirements since safety and security work in maritime transport is already covered by stringent regulations. These statutory requirements regulate safety and security management systems, risk assessments and crisis management procedures that apply to all consumers who travel with Viking Line.

The Company's safety and security work is underpinned by the International Convention for the Safety of Life at Sea (SOLAS), the International Ship and Port Facility Security Code (ISPS), the International Safety Management (ISM) Code and the EU Directive (EU) 2017/2110 for the safe operation of passenger ships. These regulations set out mandatory procedures for preventing accidents, managing emergency situations and ensuring safe, secure travel for all passengers. Viking Line's safety and security documentation, which includes its safety and security policy, ISM manual, safety and security plans and crisis management plans, constitutes the basis for managing consumer-related risks and is complied with in accordance with regulatory requirements.

During the reporting period, no cases were reported in Viking Line's downstream value chain of non-compliance with the UN's Guiding Principles on Business and Human Rights, the ILO Declaration on Fundamental Rights and Principles at Work or the OECD's Guidelines for Multinational Enterprises on Responsible Business Conduct related to consumers and/or end users. The Company has taken into account the views of key stakeholders in designing safety- and security-related policies, especially through collaborations with supervisory authorities, trade associations and relevant public sector operators. Since safety and security work is governed to the greatest extent by external regulations, the Company has not identified a need to introduce separate policies in line with ESRS requirements.

S4-2 – Processes for engaging with consumers and end-users about impacts

Viking Line's general guidelines for managing and remediating material negative impacts on consumers are based on correction, remediation or provision of fair compensation in cases where the Company has caused or contributed to a negative impact. Such cases are managed through dialogue with the consumer in order to find a mutually satisfactory solution instead of unilaterally deciding the outcome. The Company has no specific procedures for evaluating whether remediation is sufficient since remediation is usually specified in consultation with affected consumers.

Viking Line complies with national consumer protection laws and provides a number of channels through which consumers can lodge complaints, convey views and express needs. Consumers can first of all bring up issues through direct contact with staff at the Company's operational sites. For digital contact, Viking Line provides a customer feedback channel through its website for complaints about products and payment corrections. Consumers can also contact the Company's booking services by phone or email. Printed feedback forms are available at the Company's operational sites, and after every trip customers are sent a digital customer survey in which they can note any problems or needs. The Company's marketing and sales function has operational responsibility for contacts with consumers. Overall responsibility for ensuring that these interactions are carried out and that insights from them are taken into account in the Company's strategic decisions lies with the Head of Sales and Marketing, who is part of Group Management and is Deputy CEO.

Along with these channels, Viking Line has a specific function for claim settlements, which manages cases involving injury, property damage, traffic disruptions of a technical nature and legal matters. The Company has set up all of its own channels available to consumers for addressing problems or needs directly, but sets no requirements for its business relations to provide customer service or similar channels for consumers.

During the reporting period, Viking Line did not carry out any specific surveys to measure consumer confidence in the Company's complaint structures or procedures. Nor are there any specific policies to protect individual consumers from retaliation when they use these structures or processes.

S4-3 – Processes to remediate negative impacts and channels for consumers and/or end-users to raise concerns

Viking Line's general guidelines and procedures for remediation or contributing to remediation in cases where the Company has caused or contributed to material negative impacts on consumers are to correct, address or remediate the problem immediately and if necessary offer the consumer fair compensation. Viking Line's general consumer contact guidelines consist of dialogues with a view to

Financial review

finding a mutually satisfactory solution rather than unilaterally deciding the outcome. The Company has no specific procedures for evaluating whether remediation is sufficient since remediation is usually specified in consultation with affected consumers.

Viking Line complies with national consumer protection laws and provides different channels through which consumers can bring up matters and needs directly with the Company. The Company manages complaints in an appropriate way and within a reasonable amount of time in accordance with consumer protection laws in effect. Consumers can first of all bring up problems or needs by personally contacting one of Viking Line's employees at the Company's operational sites. The Company provides a channel on its website for customer feedback, complaints about products and payment corrections which are available to all consumers. Consumers can also bring up questions or problems with the Company's booking services by phone or email. Printed feedback forms are available at the Company's operational sites. All of the Company's customers are also sent a digital customer survey after their trip, in which they can note any issues or needs. The Company furthermore has a specific function for claim settlements, where matters involving injury, property damage, traffic disruptions of a technical nature, and matters of a legal nature are submitted and managed.

The Company set up all of its own channels that consumers can use to bring up problems or needs directly with the Company and have them investigated. The Company sets no requirements for its business relations regarding access to customer service or channels for consumers to bring up problems or needs. During the reporting period, there were no specific surveys to measure whether consumers have faith in the Company's structures or procedures to highlight problems or needs and have them investigated. Nor does the Company have any specific policies to protect individuals from retaliation when they use such structures or processes.

S4-4 – Taking action on material impacts on consumers and end-users, and approaches to mitigating material risks and pursuing material opportunities, related to consumers and end-users and effectiveness of those actions

No actual material negative impacts on consumers were identified in the materiality assessment, either in Viking Line's own operations, in the downstream value chain or in operations outside the Company's direct control. However, one potential negative impact related to consumer health and safety was identified.

Viking Line's processes for identifying and managing actual and potential negative impacts on consumers are based primarily on the Company's safety and security work. This includes continuous risk assessments and mappings, safety procedures and preparedness plans aimed at minimizing potential risks. Any measures to counter negative impacts are adopted within the framework for this safety work. The Company's processes for managing complaints if there are negative impacts on consumers are described in more detail under ESRS S4-3.

Viking Line has no other specific measures planned to reduce identified material risks related to consumer health and safety apart from regular improvement work in the area of safety, security and crisis management. The Company's maritime safety work is a key component and ongoing part of operations, and is covered by continuous development, monitoring and both internal and external reviews in accordance with international regulations and standards. During the reporting period, no specific measures were taken to pursue potential opportunities related to consumers apart from the on-going development of the Company's services. During the reporting period, no severe human rights incidents or other material events with a negative impact on consumers were identified.

S4-5 – Targets related to managing material negative impacts, advancing positive impacts, and managing material risks and opportunities

Viking Line has not adopted any specific targets related to consumers and end-users in line with ESRS S4. The Company's safety and security work constitutes the primary framework for ensuring consumer health and safety. Actions are taken in this work on a continuous basis to identify, prevent and manage risks that could have a negative impact on passengers.

Viking Line carries out systematic safety and security work in line with SOLAS and other applicable regulations but has not established separate measurable targets specifically for consumers. Safety and security work is developed continuously through operational improvements, regulatory compliance and cooperation with authorities.

During the reporting period, no specific new targets associated with consumers were identified or implemented. Viking Line sees safety and security as an integral part of the continuous development of operations rather than as a separate objective.

4. Business ethics

ESRS G1 Business ethics

G1-1 – Business conduct policies and corporate culture

Viking Line follows the principles of honesty, integrity and responsible business practices in its business relations. Viking Line has a policy against corruption and bribes, which is in accordance with the UN Convention against Corruption. The policy is available publicly on the Company's website and is aimed at both internal and external stakeholders. The Company has established mechanisms for identifying, reporting and investigating conduct that violates the law, the Company's Code of Conduct and other internal rules. These mechanisms are primarily available to internal stakeholders, whereas the Company does not provide specific reporting channels for external stakeholders to report irregularities.

Viking Line has a whistleblowing policy and provides a safe, secure reporting channel through which employees can report irregularities anonymously and with protection against retaliation. The Company complies with the Finnish Whistleblower Protection Act (1171/2022), which incorporates Directive (EU) 2019/1937 of the European Parliament and of the Council. The handling of cases and investigations concerning business ethics violations is managed by the Company's legal affairs function and/or finance function, which ensures that incidents are managed promptly, independently and objectively. The decisionmakers handling cases are familiar with the whistleblower directive and relevant legal aspects to ensure the proper management of cases. The whistleblower channel is available to all employees and ensures anonymity and protection against retaliation in accordance with legal requirements. Viking Line reminds employees about the whistleblower channel with regular frequency to maintain awareness about reporting opportunities. Viking Line has not arranged any separate employee training for using the channel. The CEO has ultimate responsibility for compliance with these policies, while operational management is handled by the designated functions.

Viking Line has determined that the risk of corruption and bribes is highest in functions that manage relations with suppliers or authorities and in Group Management. To reduce these risks, the Company carried out extensive training on its anticorruption policy and ethical business conduct during the period. Viking Line actively strives to strengthen its business ethics culture through continuous information, internal guidance and support in making decisions involving business ethics. Compliance with business conduct policies is evaluated on a regular basis through internal reviews and this is reported to Group Management, which takes further actions if necessary to strengthen compliance.

The Company has no explicit policies for animal protection or for business ethics training in the organization apart from the measures noted above. Nor has Viking Line taken any specific actions concerning business ethics since the Company believes that its existing processes, training programmes and legal compliance constitute a sufficient basis for managing risks associated with business ethics. Viking Line has chosen not to set quantitative or timebound targets for business conduct since the management of business conduct matters is integrated in the regular governance processes and monitored on a continuous basis through internal control functions and training programmes.

Viking Line has chosen not to establish any specific whistleblower channels for external stakeholders since the business model and operations that the Company runs do not entail a high exposure to business conduct risks outside the internal organization. However, the Company regularly reviews its processes and may if necessary evaluate the possibility of expanding the whistleblower channel to include external stakeholders. Viking Line complies with relevant national and international regulations, and any business conduct matters that concern external stakeholders are managed through customary business relations and dialogues with authorities.

Consolidated financial statements

Consolidated income statement

EUR M	Note	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
SALES	2.2	480.2	491.4
Other operating revenue	2.3	1.4	9.1
Expenses			
Goods and services	2.4	102.5	113.7
Salary and other employment benefit expenses	2.5	120.9	108.5
Depreciation, amortization and impairment losses	2.6	29.3	27.5
Other operating expenses	2.7	202.2	195.9
		454.8	445.5
OPERATING INCOME		26.7	55.0
Financial income	5.1	2.9	2.8
Financial expenses	5.1	-11.2	-11.8
Share of after-tax income from associate companies and joint ventures accounted for using the equity method		1.4	-0.6
INCOME BEFORE TAXES		19.8	45.4
Income taxes	3.1	-3.8	-9.2
INCOME FOR THE PERIOD		15.9	36.3
<i>Income attributable to:</i>			
Parent company shareholders		15.9	36.3
Earnings per share, EUR	5.4	0.92	2.10

Consolidated statement of comprehensive income

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
INCOME FOR THE PERIOD	15.9	36.3
<i>Items that can be reclassified to the income statement</i>		
Translation differences	-0.4	0.0
<i>Items that will not be reclassified to the income statement</i>		
Changes in the fair value of financial assets at fair value through other comprehensive income	0.0	1.5
Other comprehensive income	-0.4	1.5
COMPREHENSIVE INCOME FOR THE PERIOD	15.6	37.8
<i>Comprehensive income attributable to:</i>		
Parent company shareholders	15.6	37.8

Consolidated balance sheet

EUR M	Note	Dec 31, 2024	Dec 31, 2023
ASSETS			
Non-current assets			
Intangible assets	4.1	8.1	5.4
Land	4.2	0.5	0.5
Buildings and structures	4.2	1.6	1.6
Renovation costs for rented properties	4.2	1.5	0.9
Vessels	4.2	423.5	435.3
Machinery and equipment	4.2	2.6	2.6
Right-of-use assets	4.4	5.2	4.7
Financial assets recognized at fair value through other comprehensive income	5.2	0.0	0.0
Investments accounted for using the equity method		54.6	49.8
Receivables		-	0.6
Total non-current assets		497.7	501.5
Current assets			
Inventories	5.3	13.4	12.7
Income tax assets		0.1	0.1
Trade and other receivables	5.2	40.4	40.1
Cash and cash equivalents	5.2	55.8	85.3
Total current assets		109.7	138.3
TOTAL ASSETS		607.4	639.8
EQUITY AND LIABILITIES			
Equity			
	5.4		
Share capital		1.8	1.8
Reserves		49.6	49.7
Translation differences		-3.6	-3.2
Retained earnings		273.6	275.0
Equity attributable to parent company shareholders		321.5	323.2
Total equity		321.5	323.2
Non-current liabilities			
Deferred tax liabilities	3.2	49.0	45.2
Interest-bearing liabilities	5.2	122.5	150.6
Lease liabilities	4.4, 5.2	3.3	4.0
Investments accounted for using the equity method		0.5	-
Other payables		1.5	2.3
Total non-current liabilities		176.8	202.1
Current liabilities			
	5.2		
Interest-bearing liabilities		29.2	36.7
Lease liabilities	4.4	2.7	2.7
Income tax liabilities		0.0	0.0
Trade and other payables		77.1	75.1
Total current liabilities		109.0	114.5
Total liabilities		285.9	316.6
TOTAL EQUITY AND LIABILITIES		607.4	639.8

Consolidated cash flow statement

EUR M	Note	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
OPERATING ACTIVITIES			
Income for the period		15.9	36.3
Adjustments			
Depreciation, amortization and impairment losses		29.3	27.5
Capital gains/losses from non-current assets		0.0	-8.9
Income from investments in associate companies		-1.4	0.6
Other items not included in cash flow		-0.1	-0.7
Interest expenses and other financial expenses		11.1	11.2
Interest income and other financial income		-2.4	-2.7
Dividend income		0.0	0.0
Income taxes		3.8	9.2
Change in working capital			
Change in trade and other receivables		-0.3	-3.4
Change in inventories		-0.6	1.3
Change in trade and other payables		1.7	4.3
Interest paid		-9.8	-10.0
Financial expenses paid		-0.7	-0.3
Interest received		2.4	2.7
Financial income received		0.1	0.0
Taxes paid		0.0	0.0
NET CASH FLOW FROM OPERATING ACTIVITIES		49.0	67.1
INVESTING ACTIVITIES			
Investments in vessels		-14.4	-28.8
Investments in other intangible assets, property, plant and equipment		-5.1	-4.5
Investments in holdings accounted for using the equity method		-5.0	-3.6
Divestments of vessels		-	11.1
Divestments of other non-current assets		0.0	0.2
Change in non-current receivables		0.6	-0.6
Dividends received from associate companies		2.2	1.7
Dividends received from others		0.0	0.0
NET CASH FLOW FROM INVESTING ACTIVITIES		-21.7	-24.5
FINANCING ACTIVITIES			
Principal payments	5.2	-36.7	-36.8
Depreciation of lease liabilities		-2.8	-2.6
Dividends paid		-17.3	-6.9
NET CASH FLOW FROM FINANCING ACTIVITIES		-56.7	-46.3
CHANGE IN CASH AND CASH EQUIVALENTS			
Cash and cash equivalents at the beginning of the period		85.3	89.0
CASH AND CASH EQUIVALENTS AT THE END OF THE PERIOD		55.8	85.3

Statement of changes in consolidated equity

EUR M	Equity attributable to parent company shareholders				Total equity
	Share capital	Reserves	Translation differences	Retained earnings	
EQUITY, JAN 1, 2024	1.8	49.7	-3.2	275.0	323.2
Income for the period				15.9	15.9
Translation differences		0.0	-0.4	0.0	-0.4
Divestments of financial assets recognized at fair value through other comprehensive income				0.0	0.0
Remeasurement of financial assets recognized at fair value through other comprehensive income		0.0		-	0.0
Comprehensive income for the period	-	0.0	-0.4	15.9	15.6
Dividend to shareholders				-17.3	
Transactions with owners of the parent company	-	-	-	-17.3	-17.3
EQUITY, DEC 31, 2024	1.8	49.6	-3.6	273.6	321.5

EUR M	Equity attributable to parent company shareholders				Total equity
	Share capital	Reserves	Translation differences	Retained earnings	
EQUITY, JAN 1, 2023	1.8	49.7	-3.4	244.3	292.4
Income for the period				36.3	36.3
Translation differences		0.0	0.2	-0.1	0.0
Remeasurement of financial assets recognized at fair value through other comprehensive income		0.0		1.5	1.5
Comprehensive income for the period	-	0.0	0.2	37.6	37.8
Dividend to shareholders				-6.9	-6.9
Transactions with owners of the parent company	-	-	-	-6.9	-6.9
EQUITY, DEC 31, 2023	1.8	49.7	-3.2	275.0	323.2

Notes to the consolidated financial statements

1. Accounting principles	78
1.1 Company information	78
1.2 General	78
1.3 Estimates and judgements	78
1.4 Liquidity and risks	79
1.5 Principles of consolidation	80
1.6 Public aid	80
1.7 Emission allowances	81
1.8 Items in foreign currency	81
1.9 Application of renewed or amended IFRS reporting standards	81
2. Operating income	82
2.1 Segment information	82
2.2 Sales	83
2.3 Other operating income	83
2.4 Goods and services	83
2.5 Compensation to employees	84
2.6 Depreciation, amortization and impairment losses	85
2.7 Other operating expenses	85
2.7.1 Compensation to the auditors	85
3. Taxes	86
3.1 Income taxes	86
3.2 Deferred tax assets and liabilities	87
4. Intangible assets, property, plant and equipment, and leases	88
4.1 Intangible assets	88
4.2 Property, plant and equipment	89
4.3 Impairment losses on intangible assets and property, plant and equipment	91
4.4 Leases	92
4.4.1 The Group as lessee	92
4.4.2 The Group as lessor	94

Financial review

5. Capital structure	95
5.1 Financial income and expenses	95
5.2 Financial assets and liabilities	95
5.2.1 Classification and recognition of financial assets and liabilities	95
5.2.2 Financial assets recognized at fair value through other comprehensive income	96
5.2.3 Holdings accounted for using the equity method	97
5.2.4 Non-current receivables	97
5.2.5 Trade and other receivables	97
5.2.6 Cash and cash equivalent	98
5.2.7 Interest-bearing liabilities	99
5.2.8 Trade and other payables	100
5.3 Inventories	100
5.4 Equity	101
5.4.1 Earnings per share	101
5.4.2 Share capital	101
5.4.3 Funds	101
5.4.4 Translation differences	101
5.4.5 Dividend	101
5.5 Management of financial risks	101
5.5.1 Foreign exchange risk	102
5.5.2 Liquidity risk	102
5.5.3 Interest rate risk	103
5.5.4 Credit and counterparty risk	103
5.5.5 Bunker price risk	103
5.6 Asset management	104
5.7 Pledged assets and contingent liabilities	104
6. Other information in the notes	105
6.1 Related parties	105
6.1.1 Subsidiaries	105
6.1.2 Associate companies and joint ventures	105
6.1.3 Transactions with associate companies and joint ventures and companies controlled by the Group's key individuals in leading positions	108
6.1.4 Compensation to the Group's key individuals in leading positions	109
6.2 Litigation and disputes	111
6.3 Events after the balance sheet date	111

1. Accounting principles

1.1 Company information

The Viking Line Group provides passenger and cargo carrier operations in the northern Baltic Sea service area and in the Gulf of Finland, with the Finnish mainland, Sweden, the Åland Islands (a Swedish-speaking province of Finland) and the three Baltic countries as its main markets. The Group includes the wholly-owned subsidiaries Viking Line Skandinavien AB with its subsidiary Viking Rederi AB, OÜ Viking Line Eesti, Viking Line Finnlandverkehr GmbH and Viking Line Buss Ab. The Group's companies with a participating interest undertaking or associate participating interest undertaking include Alandia Holding Ab, Alandia Försäkring Abp, Gotland Alandia Cruises AB and Rederiaktiebolaget Eckerö. The parent company of the Group is Viking Line Abp, domiciled in Mariehamn, Åland. The shares of the parent company are listed on NASDAQ Helsinki. The registered address of the Head Office is Norragatan 4, AX-22100 Mariehamn, Åland, Finland. The financial statements are available on Vikingline.com and at the Group's Head Office.

These financial statements were approved for publication and signed by the Board of Directors on March 26, 2025, and will be submitted to the Annual General Meeting for adoption.

1.2 General

The consolidated financial statements have been prepared in compliance with International Financial Reporting Standards (IFRSs). In drawing them up, the International Accounting Standards (IASs) and IFRSs as well as the interpretations of the Standing Interpretations Committee (SICs) and International Financial Reporting Interpretations Committee (IFRICs) that were in force on December 31, 2024. In the Finnish Accounting Act and in the regulations issued on the basis of this Act, "IFRSs" refers to reporting standards that have been adopted for application in the European Community in compliance with the acts of the European Parliament and the European Council.

The consolidated financial statements have been prepared on the basis of original costs unless otherwise stated in the accounting principles or notes below.

The auditor has performed a limited assurance audit of Viking Line's ESEF annual accounts for 2024, which is a requirement as of 2024.

1.3 Estimates and judgements

In preparing the consolidated financial statements in compliance with IFRS reporting standards, the management of the company must make judgements and estimates about the future that affect the reported amounts for assets and liabilities, revenue and expenses as well as other information. The judgements and estimates contained in the financial statements are based on the management's best assessment on the date of the financial statements.

There was significant uncertainty in 2024 as a result of the economic downturn in our service area, which has had a negative impact on customers' consumption patterns. The current geopolitical situation and its potential impact mostly on energy prices also contribute to the uncertainty.

It is difficult to determine how this uncertainty will affect Viking Line's future earnings, financial position and cash flow. The actual outcome may deviate from estimates and judgements made.

The most important area that entails judgements is valuation of the Group's vessels. Market valuations are conducted on a regular basis by external assessors. The vessels' residual values and estimated periods of use are examined yearly and adjusted if they deviate significantly from earlier values.

Until November 22, 2023, the holding in Rederiaktiebolaget Eckerö was reported under financial assets at fair value through other comprehensive income, but after that the holding was reclassified and is now reported as an associate company using the equity method.

In valuing the Group's leases, judgements are made as to how the Group will capitalize on any opportunity to extend the lease period or terminate the lease. Judgements are also made as to what discount rate is to be used in calculating the present value of the Group's lease liability. The size of the Group's lease liabilities and right-of-use assets, as well as payments on its lease liabilities and depreciation of right-of-use assets, is affected by those judgements.

Based on the management's judgements, there is no need for any significant impairment losses on the income statement in the annual accounts on December 31, 2024.

Financial review

1.4 Liquidity and risks

The Group's cash and cash equivalents at the end of December 2024 totalled EUR 55.8 M (EUR 85.3 M). Unutilized credit lines in the Group totalled EUR 22.1 M on December 31, 2024 (EUR 0.1 M). Net cash flow from operating activities was EUR 49.0 M (EUR 67.1 M). Net cash flow from investing activities was EUR -21.7 M (EUR -24.5 M) and net cash flow from financing activities was EUR -56.7 M (EUR -46.3 M).

During the comparative period, Viking Line formed a joint venture with Birka Gotland that is entrusted with the task of developing and providing cruises between Stockholm-Mariehamn and Stockholm-Mariehamn-Visby. In March 2023, Gotlandsbolaget acquired Birka Stockholm (Birka Gotland) for EUR 38 M. In August 2023, Gotlandsbolaget sold 50 per cent of the vessel to Viking Line for EUR 19 M, which was funded by Viking Line's cash holdings.

The Group's loan agreements include loan covenants according to market terms. The financial covenants in the loan agreements consist of a minimum liquidity requirement and a maximum total net debt-to-EBITDA ratio for the Group. During the period, these loan covenants met the requirements set.

The Company's ability to meet the requirements set in existing financial agreements depends on its ability to generate cash flow from its operations, which depends in part on factors that are beyond the Company's control. There is a risk, if the economic downturn in Finland and the geopolitical situation deteriorate and energy prices rise significantly, that the Company may not generate sufficient cash flow or obtain additional financing to meet its obligations in accordance with its financial agreements.

To mitigate the risk of increased bunker prices somewhat, on December 31, 2024, the Group had entered into fixed price contracts for some of its marine diesel oil (MDO) use during the first quarter of 2025.

A general ex post review is of traffic aid received during the pandemic years 2020–22 by shipping companies with passenger ferry service to Finland is ongoing. The outcome of the review could have a negative impact on earnings for the Company in the future.

Since January 1, 2024, maritime transport is covered by the EU Emissions Trading System (ETS) for greenhouse gas emissions. The ETS is one of the instruments the EU uses to achieve its own climate goals and meet its international commitments in the Paris Agreement. As of January 1, 2024, Viking Line is obliged to surrender allowances for its fleet's greenhouse gas (GHG) emissions to the relevant regulatory authority. The first allowance to be surrendered must take place by September 30, 2025. During the year, Viking Line purchased emission allowances on a continuous basis to reduce its price risk. Holding allowances ties up capital and has a negative effect on liquidity.

The FuelEU Maritime Regulation entered into force on January 1, 2025. The regulation is intended to increase the share of renewable and low-emission fuel in the energy mix of the EU fleet, based on requirement levels that are raised every five years. The Finnish government has decided to apply a similar island exemption for FuelEU as for the ETS until December 31, 2029. The FuelEU Maritime Regulation is expected to have a minimal impact on liquidity during the first five-year period.

Financial review

1.5 Consolidation principles

The consolidated financial statements encompass the parent company, Viking Line Abp, and those subsidiaries the parent company controls. For subsidiaries controlled by the parent company, the Group has direct or indirect rights to variable returns and can affect returns by exercising its control. Group companies are reported in the consolidated accounts from the time the Group gains control until the time it ceases to have control. All subsidiaries are wholly owned; see Note 6.1.1. The financial statements of Group companies encompass the period January 1–December 31, 2024.

Subsidiaries are reported using the acquisition method. This means that all assets that have been acquired, liabilities that have been taken over and contingent liabilities are recognized at fair value on the date the business was acquired. All subsidiaries were acquired before the transition to IFRS reporting. These acquisitions have been reported as previously in compliance with Finnish generally accepted accounting principles (GAAP).

Internal business transactions as well as receivables and liabilities are eliminated in the consolidated accounts. The accounting principles of the subsidiaries are adjusted if necessary so that they correspond to the accounting principles of the Group.

An associate company – a company with an associate participating interest undertaking – is a company over which the investor company has a significant influence. Holdings in an associate company shall be reported using the equity method in the balance sheet. The equity method is an accounting method that entails reporting the investment in a company initially at cost and subsequently adjusting it by the investor company's proportional share of the change in the investee's net assets. The investor company's income subsequently includes the investor company's proportional share of the investee's income, and the investor company's other comprehensive income includes its share of the investee's other comprehensive income.

Viking Line's Abp's shareholding in Rederiaktiebolaget Eckerö has exceeded 20% since November 22, 2023, so Rederiaktiebolaget Eckerö has been reported as an associate company using the equity method since then. An initial positive income effect of EUR 2.5 M arose in the transition.

Viking Line receives financial figures from Rederiaktiebolaget Eckerö with a quarterly lag, which means that Rederiaktiebolaget Eckerö's published results as of September 30 were used in preparing the annual accounts.

On August 9, 2023, Viking Line and Gotlandsbolaget announced the formation of a joint venture, Gotland Alandia Cruises AB, which is entrusted with the task of developing and providing cruises with Birka Gotland. Viking Line has a 50% shareholding in the Company, which is thus recognized as a joint venture. The equity method is used for consolidation in the Viking Line Group.

1.6 Public aid

Aid is recognized at fair value when there is a reasonable certainty that the aid will be received.

Depending on its nature, public aid received is recognized as other operating income, compensation to employees or aid related to investment; see Notes 2.3, 2.5 and 4.2.

During the financial year 2024, Viking Line received cost support for two innovation projects being carried out with other parties. This aid is recognized under other operating income. The Group receives government restitution from Finland and Sweden related to taxes and social security contributions for shipboard employees in keeping with European Union guidelines. Restitution received is recognized in the income statement among salary and other employment benefit expenses for the period during which the basis for restitution occurs; see Note 2.5. Any public aid related to investments is recognized in the balance sheet together with the asset class the investment in question belongs to.

Financial review

1.7 Emission allowances

Purchased emission allowances that are intended for the Company's own use are recognized as intangible assets less any impairment loss. Holdings of unused emission allowances are revalued on the balance sheet date at market price if it is lower than cost. A reversal of previous impairment losses is made if the market price rises relative to the book value, and the reversal is made only up to cost. Impairment of emission allowances is recognized in the income statement in other operating expenses.

Used emission allowances are recognized in other operating expenses using the FIFO method and as current liabilities. The used emission allowances remain on the balance sheet until they are surrendered to the energy authority. The first allowances fall due in September 2025, when emission allowances for the financial year 2024 are surrendered.

If additional emission allowances need to be purchased, a provision is made in the balance sheet at market value using the rate on the balance sheet date. This is entered in the income statement under other operating expenses.

See Notes 2.7, 4.1 and 5.2.8.

1.8 Items in foreign currency

The consolidated financial statements have been prepared in euros (EUR), which is the parent company's functional currency and financial reporting currency. Business transactions in foreign currencies are recognized in the functional currency of each company according to the exchange rate on the transaction date.

When rounding off items to the nearest EUR 1,000,000, rounding-off differences of EUR ± 0.1 M may occur.

Monetary items in foreign currencies have been translated into euros according to the exchange rates prevailing on the balance sheet date, while non-monetary items have been translated according to the exchange rate on the transaction date. Exchange rate differences that have arisen from translation are recognized in the income statement.

The income statements of foreign subsidiaries have been translated into euros according to monthly average rates, while their balance sheets have been translated at the exchange rates on the balance sheet date. Exchange rate differences that have arisen from translation are recognized in equity and in other comprehensive income. Translation differences that have arisen since the transition to IFRS are recognized as a separate balance sheet item under equity.

1.9 Application of renewed or amended IFRS reporting standards

The Group begins to apply each standard and interpretation from the date it enters into force or from the beginning of the following accounting period, if the initial date of application is a date other than the first day of the accounting period.

Future changes in IAS/IFRS reporting standards and IFRIC interpretations that the EU has approved are not expected to have any material effect on the consolidated financial statements.

2. Operating income

2.1 Segment information

Group Management has established operating segments based on the information that is dealt with by the management. In Viking Line's organization, the vessels are the primary profit centres and the land-based units constitute support functions for the vessels. Both passenger and cargo operations are conducted on the vessels. Operations, financial earnings forecasts and plans are followed up in these areas for all vessels and are assessed from a comprehensive perspective. The vessels also fulfil all aggregation criteria. The Group's operations have thus been divided into two operating segments:

- **Vessels:** comprises direct revenue and expenses excluding depreciation that is attributable to vessel operations.
- **Unallocated:** mainly comprises unallocated marketing and administrative expenses. Unallocated also includes the subsidiary Viking Line Buss Ab, which has constituted a support function for vessel operations and accounted for less than 10 per cent of consolidated sales, operating income and assets.

Information about revenue from external customers allocated by geographic area is not available. Assets and liabilities by operating segment are not reported to Group Management.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Sales		
Vessels	474.6	483.3
Unallocated	5.7	8.2
Total, operating segments	480.3	491.5
Eliminations	-0.1	-0.1
Total sales of the Group	480.2	491.4
Operating income		
Vessels	93.4	116.1
Unallocated	-66.7	-61.1
Total operating income of the Group	26.7	55.0

Financial review

2.2 Sales

Sales revenue is recognized in accordance with IFRS 15. The standard provides a five-step model, with the critical point in time for revenue recognition being when the customer is passed control of the good or service sold. Based on specific criteria, revenue is recognized either at one point in time or over time.

Consolidated sales consist of passenger-related revenue, cargo revenue and other sales revenue. Passenger-related revenue consists mostly of sales on board and ticket sales. Most ticket sales are paid in advance before the trip. Most sales on board are paid during the trip. Charter operators and cargo customers are invoiced afterwards.

Sales are calculated on the basis of sales revenue minus discounts and indirect taxes, adjusted for exchange rate differences. The bulk of the Group's sales revenue normally consists of sales of goods and services, where either cash or card is used as the form of payment. Sales are recognized after goods or services have been received by the customer and benefits associated with ownership of goods or performance of services have been transferred to the purchaser and the Group has thus performed what the customer has paid for.

Advance payments are carried in the balance sheet as contract liabilities under other current liabilities; see Note 5.2.8. These consist mostly of prepaid passenger-related sales revenue. Any credit losses or provisions for future estimated credit losses and other decreases in the value of receivables are recognized as expenses in the income statement.

The Group has a customer loyalty programme, in which passengers collect bonus points that can be used to pay for bookings or services on board. Bonus points are recognized as contract liabilities when they are earned, and sales are reduced by the corresponding amount. When points are used or when it is no longer considered likely that they will be used, the liability for these points is reduced and the corresponding amount is recognized as revenue. Contract liabilities are recognized under other current liabilities; see Note 5.2.8.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Passenger-related revenue	427.7	442.5
Cargo revenue	49.7	45.7
Miscellaneous sales revenue	2.7	3.2
Total	480.2	491.4

2.3 Other operating income

During the comparative period, Rosella was sold, which had a positive income effect of EUR 8.6 M.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
State aid	0.3	0.0
Rents received on properties	0.1	0.1
Capital gains	0.0	8.7
Insurance claim payments, accidents	0.0	0.2
Income, joint venture	0.8	-
Miscellaneous other operating revenue	0.3	0.2
Total	1.4	9.1

2.4 Goods and services

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Goods	99.3	107.7
Externally purchased services	3.2	5.9
Total	102.5	113.7

Financial review

2.5 Compensation to employees

Viking Line has various pension arrangements in the countries where the Group operates. External pension companies are responsible for the legally mandated pension liability in Group companies. All of the Group's pension plans are classified as defined-contribution. Pension premiums are recognized as expenses in the income statement for the accounting period to which they are attributable.

Compensation related to dismissals is recognized among salary and other employment benefit expenses, and outstanding compensation is accounted for among current liabilities in the balance sheet. The President and CEO receives eight months of salary and other members of Group Management six months of salary in case of termination by the Company. Otherwise the Group has no defined-benefit pension arrangements or other benefits after employment has ceased. The Group has no incentive or bonus systems. No specific pension agreement has been made for Group Management.

The Group receives government restitution from Finland and Sweden related to taxes and social security contributions for shipboard employees in keeping with European Union guidelines. Restitution received has been recognized in the income statement under salary and other employment benefit expenses for the period in which the basis for the restitution and aid arose.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Salaries	129.1	114.2
Expenses of defined-contribution pensions	15.7	13.4
Other payroll overhead	11.2	12.5
	156.0	140.1
Government restitution	-35.1	-31.6
Total	120.9	108.5
Average number of full-time employees	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Shipboard employees	1,935	1,760
Land-based employees	468	467
Total	2,403	2,227

On March 5, 2024, Viking Cinderella was reflagged from a Swedish to a Finnish flag.

During the period, 257 people employed by one of Viking Line Abp's subsidiaries were hired out to the joint venture Gotland Alandia Cruises AB, which provides cruise service with the vessel Birka Gotland. The employees hired out by Viking Line were mostly catering staff.

During the comparative period, Viking XPRS was reflagged from an Estonian to a Finnish flag. Since the reflagging, the vessel is staffed solely by the Company's own personnel. When the vessel was under the Estonian flag, such services were purchased from a staffing company.

Information about compensation to the Group's key individuals in leading positions can be found in Note 6.1.4.

Financial review

2.6 Depreciation, amortization and impairment losses

During the comparative period, the Group acquired 50% of Birka Stockholm for EUR 19 M. The depreciation period for the vessel is 12 years.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Depreciation and amortization		
Intangible assets	0.7	0.4
Buildings and structures	0.1	0.1
Renovation costs for rented properties	0.3	0.3
Vessels	25.4	23.1
Machinery and equipment	0.6	0.7
Right-of-use assets	2.1	2.9
Total	29.3	27.5
Total depreciation, amortization and impairment losses	29.3	27.5

A description of the Group's depreciation and amortization principles is found in Note 4.

2.7 Other operating expenses

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Sales and marketing expenses	20.2	19.5
Washing and cleaning expenses	22.2	22.9
Repairs and maintenance	15.6	13.5
Public port expenses and vessel charges	38.1	35.7
Fuel expenses	59.5	61.0
Emission allowances	3.1	0.1
Miscellaneous expenses	43.4	43.2
Total	202.2	195.9

For accounting principles concerning emission allowances, see Note 1.7.

2.7.1 Compensation to the auditors

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Auditing	0.2	0.2
Audit-related services	0.1	0.0
Tax advice	0.0	0.0
Miscellaneous consulting	0.1	0.0
Total	0.3	0.3

PricewaterhouseCoopers Oy provided non-audit services to entities of the Viking Line Group for a total of EUR 0.2 M during the financial year 2024. These services included audit-related services (EUR 0.1 M), tax advice (EUR 0.0 M) and other services (EUR 0.1 M)

3. Taxes

3.1 Income taxes

Income taxes in the income statement consist of taxes based on the taxable income for the period, adjustment of taxes for previous periods and deferred taxes.

Taxes based on the taxable income for the period are calculated according to the applicable tax rate in each country. Income taxes are recognized in the income statement except when underlying transactions have been recognized directly in equity and in other comprehensive income, in which case the related tax effects are recognized in equity and in other comprehensive income.

Deferred taxes are calculated for all temporary differences between carrying amount and tax base. The largest temporary differences are attributable to differences between the carrying amount of property, plant and equipment and their value for tax purposes. Deferred taxes are estimated according to the tax rates that were established before the balance sheet date.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Tax for the financial year	0.0	0.0
Tax attributable to previous financial years	0.0	0.0
Change in deferred taxes and liabilities	3.8	9.1
Total	3.8	9.2
 Reconciliation of tax expense in the income statement and taxes estimated according to tax rate in the Group's home country		
Income before taxes	19.8	45.4
Taxes estimated according to Finnish tax rate (20.0%)	4.0	9.1
Tax attributable to previous financial years	0.0	0.0
Tax effect of		
divergent tax rates in foreign subsidiaries	-0.1	0.0
tax-free revenue from associate companies and joint ventures	-0.4	-0.3
tax-exempt revenue and non-deductible expenses	0.1	0.0
deferred tax, other changes	0.2	0.5
Taxes in the income statement	3.8	9.2

Financial review

3.2 Deferred tax assets and liabilities

As of December 31, 2024, the Group recognized net deferred tax liabilities of EUR 49.0 M, EUR 49.7 M of which is deferred tax liabilities and EUR 0.8 M deferred tax assets. The tax loss recognized for the financial year 2020 was used in full in 2023 and there is no remaining tax loss carryforward.

EUR M

Deferred tax liabilities	Differences between recognized value of fixed assets and their value for tax purposes	Losses recognized in taxation	Other temporary differences	Total
Jan 1, 2024	45.1	-	0.2	45.2
Translation differences	-0.1	-	0.0	0.0
Recognized in income statement	3.7	-	0.1	3.8
Recognized directly in equity	-	-	0.0	0.0
Dec 31, 2024	48.6	-	0.3	49.0
Jan 1, 2023	37.0	-1.1	0.1	36.1
Translation differences	0.0	-	-	0.0
Recognized in income statement	8.0	1.1	0.0	9.1
Recognized directly in equity	-	-	0.0	0.0
Dec 31, 2023	45.1	-	0.2	45.2

4. Intangible assets, property, plant and equipment, and leases

4.1 Intangible assets

Since January 1, 2024, maritime transport is covered by the EU Emissions Trading System (ETS) for greenhouse gas emissions. For accounting principles for emission allowances, see Note 1.7.

Other intangible assets mainly comprise computer software programmes. These are recognized at their original cost and are amortized on a straight-line basis during their estimated useful life of 5-10 years.

The Group has no recognized goodwill as of the balance sheet date. Research and development concerning vessel technology are mainly carried out by manufacturers. The Group has no actual expenditures for research and development.

EUR M	2024	2023
Emission allowances		
Cost, Jan 1	1.4	-
Increases	1.8	1.5
Revaluation	0.1	-0.1
Emission allowances used	-3.2	-
Cost, Dec 31	0.1	1.4
Emission allowances used, not surrendered, Jan 1	-	-
Emission allowances used	3.2	-
Emission allowances used, not surrendered, Dec 31	3.2	-
Carrying amount, Jan 1	1.4	-
Carrying amount, Dec 31	3.3	1.4
Other intangible assets		
Cost, Jan 1	8.2	6.4
Translation differences	0.0	0.0
Increases	1.5	1.7
Decreases	-1.2	-
Cost, Dec 31	8.4	8.2
Accumulated amortization, Jan 1	-4.1	-3.7
Translation differences	0.0	0.0
Accumulated amortization on decreases	1.2	-
Amortization for the financial year	-0.7	-0.4
Accumulated amortization, Dec 31	-3.6	-4.1
Carrying amount, Jan 1	4.1	2.8
Carrying amount, Dec 31	4.8	4.1
Total intangible assets		
Carrying amount, Jan 1	5.4	2.8
Carrying amount, Dec 31	8.1	5.4

Financial review

4.2 Property, plant and equipment

Property, plant and equipment are recognized at historical cost less accumulated depreciation and any impairment loss. Cost includes purchase price as well as expenses directly attributable to the asset. The cost of vessels also includes financial expenses during construction. The residual values and estimated useful life of the assets are examined yearly and are adjusted if they deviate substantially from previous values.

The Group's vessels constitute most of its property, plant and equipment. For vessels, an estimated residual value at the end of their useful life is taken into account in calculating depreciation. The vessels are divided into component parts. Depreciation occurs mainly on a straight-line basis over the expected useful life of the parts. For vessels the hull, machinery and other long-term component parts are depreciated on a straight-line basis over 30 years and for used vessels 12 years, while short-term component parts are depreciated on a straight-line basis over 15 years.

Viking Line's vessels are dry-docked at 2–3 year intervals. Dry-docking expenses are capitalized for each vessel and depreciated until the next planned dry-docking.

Normal expenditures for repairs and maintenance are expensed on a current basis. Expenditures for large-scale renovation projects are capitalized in the balance sheet if it is likely that the future economic benefits associated with the project will flow to the Group. These renovation projects are depreciated together with the asset to which the work is attributable, over its remaining useful life. Renovation projects for vessels whose remaining useful life is less than five years are depreciated over five years.

Capitalized renovation costs for rented properties are depreciated on a straight-line basis. Land is not depreciated. Buildings and motor vehicles are depreciated on a declining balance basis. Other property, plant and equipment are depreciated on a straight-line basis.

Depreciation for property, plant and equipment is calculated according to the following

Vessels	30 years, straight-line
Vessels, used	12 years, straight-line
Vessels, short-term component parts	15 years, straight-line
Vessel dry-docking	30 months, straight-line
Vessels, machinery and equipment	5–10 years, straight-line
Buildings	4–7% of remaining expenditure
Structures	10 years, straight-line
Renovation costs for rented properties	5–10 years, straight-line
Machinery and equipment	5–15 years, straight-line
Cars	25% of remaining expenditure

Gains or losses on the sale or transfer of property, plant and equipment are recognized in the income statement.

During the comparative period, Rosella was delivered and sold to the Greek Aegean Sea Lines Maritime Company for EUR 11.2 M. The vessel's book value was EUR 2.4 M when it was sold.

Financial review

EUR M	2024	2023
Land		
Cost, Jan 1	0.5	0.5
Cost, Dec 31	0.5	0.5
Carrying amount, Jan 1	0.5	0.5
Carrying amount, Dec 31	0.5	0.5
EUR M		
Buildings and structures		
Cost, Jan 1	6.0	5.9
Translation differences	0.0	0.0
Increases	0.1	0.1
Cost, Dec 31	6.1	6.0
Accumulated depreciation, Jan 1	-4.4	-4.3
Translation differences	0.0	0.0
Depreciation for the financial year	-0.1	-0.1
Accumulated depreciation, Dec 31	-4.5	-4.4
Carrying amount, Jan 1	1.6	1.6
Carrying amount, Dec 31	1.6	1.6
EUR M		
Renovation costs for rented properties		
Cost, Jan 1	11.7	11.6
Increases	1.0	0.2
Decreases	-0.1	-
Cost, Dec 31	12.6	11.7
Accumulated depreciation, Jan 1	-10.8	-10.5
Accumulated depreciation on decreases	0.1	-
Depreciation for the financial year	-0.3	-0.3
Accumulated depreciation, Dec 31	-11.0	-10.8
Carrying amount, Jan 1	0.9	1.1
Carrying amount, Dec 31	1.5	0.9
EUR M		
Vessels		
Cost, Jan 1	832.2	805.2
Translation differences	-1.9	0.1
Increases	14.4	28.8
Decreases	-4.2	-1.9
Cost, Dec 31	840.7	832.2
Accumulated depreciation, Jan 1	-396.9	-375.6
Translation differences	1.0	-0.1
Accumulated depreciation on decreases	4.2	1.9
Depreciation for the financial year	-25.4	-23.1
Accumulated depreciation, Dec 31	-417.1	-396.9
Carrying amount, Jan 1	435.3	429.6
Carrying amount, Dec 31	423.5	435.3

Financial review

EUR M	2024	2023
Machinery and equipment		
Cost, Jan 1	9.8	10.4
Translation differences	0.0	0.0
Increases	0.7	1.0
Decreases	-0.8	-1.6
Cost, Dec 31	9.8	9.8
Accumulated depreciation, Jan 1	-7.3	-8.2
Translation differences	0.0	0.0
Accumulated depreciation on decreases	0.7	1.6
Depreciation for the financial year	-0.6	-0.7
Accumulated depreciation, Dec 31	-7.2	-7.3
Carrying amount, Jan 1	2.6	2.3
Carrying amount, Dec 31	2.6	2.6
EUR M		
Total property, plant and equipment		
Carrying amount, Jan 1	440.9	435.0
Carrying amount, Dec 31	429.8	440.9

4.3 Impairment losses on intangible assets and property, plant and equipment

The carrying amounts of intangible assets and property, plant and equipment are tested regularly to discover any external or internal indications of impairment. If such indications are observed for any asset item, its recoverable amount is estimated. One of the most important areas involving judgements is valuation of the Group's vessels.

The recoverable amount of intangible assets and property, plant and equipment refers to their fair value minus costs to sell or value in use, whichever is higher. When estimating value in use, future cash flows are discounted to their present value on the basis of the discount rates that describe the average pre-tax capital costs of the asset in question. Discount rates shall reflect the time value of money and the risks that the specific asset is subjected to and that have not been taken into account in future cash flows.

An impairment loss is recognized in the income statement if the carrying amount of the asset item exceeds its recoverable amount.

An impairment loss attributable to intangible assets and property, plant and equipment, except for goodwill, is reversed if a change has occurred in the values used in determining the recoverable amount of the asset item. The impairment loss is reversed to the extent that the carrying amount of the asset after reversal does not exceed the carrying amount that the asset would have had if no impairment loss had been recognized, taking into account the depreciation that would then have been carried out.

During the financial year 2024, minor impairment losses were taken on property, plant and equipment.

Financial review

4.4 Leases

4.4.1 The Group as lessee

The Group's leases are recognized in accordance with IFRS 16. Under this standard, all leases are recognized in the lessee's balance sheet apart from a few exceptions and simplification rules.

The Group recognizes a lease liability measured at the present value of the remaining lease charges, discounted by the rate implicit in the lease or the Group's incremental borrowing rate at the lease commencement date. At the same time, a right-of-use asset is recognized at an amount that corresponds to the lease liability. Right-of-use assets are depreciated on a straight-line basis during the lease term. The interest on the lease liability is recognized as a financial expense.

After the lease commencement date, the lease liability is reassessed if there is any change in the lease conditions or in the reassessment of other assumptions. The right-of-use asset is recognized after a deduction for accumulated depreciation, taking into account adjustments for any reassessments of the lease liability.

A contract is classified as a lease if it transfers the right to determine the use of an identified asset during a given period in exchange for payment. The lease term is established as the non-cancellable period, including an assessment of the reasonable certainty of any cancellation or extension of the contract in question. Lease charges are discounted using the rate implicit in the contracts or else the lessee's incremental borrowing rate. When contracts include both lease and non-lease components, these are distinguished. The relationship between the components is determined based on an estimated stand-alone price. The lease components are included in leases.

The Group's leases include the leasing of land and parking spaces, premises for sales and other administrative purposes, and machinery and equipment on land and on board the Group's vessels. The leases vary in their lease terms, indexing, renewal and other conditions. The Group has no leases that include residual value guarantees, sale-and-leaseback transactions or stipulated compensation to be paid if the lease is cancelled. The Group did not have any sub-leasing of right-of-use assets during the financial year.

Some of the Group's leases include index adjustments of lease charges. In a lease adjustment, a reassessment is made of the Group's lease liabilities from the date the adjustment takes effect.

EUR M	2024	2023
Right-of-use assets, land		
Cost, Jan 1	0.8	0.9
Translation differences	0.0	0.0
Increases	0.6	0.0
Decreases	-	-0.2
Cost, Dec 31	1.4	0.8
Accumulated depreciation, Jan 1	-0.5	-0.5
Translation differences	0.0	0.0
Accumulated depreciation on decreases	-	0.2
Depreciation for the financial year	-0.2	-0.2
Accumulated depreciation, Dec 31	-0.7	-0.5
Carrying amount, Jan 1	0.3	0.5
Carrying amount, Dec 31	0.7	0.3

Financial review

EUR M	2024	2023
Right-of-use assets, buildings and structures		
Cost, Jan 1	8.3	6.6
Translation differences	-0.1	0.0
Increases	1.4	1.9
Decreases	-0.2	-0.2
Adjustment (retroactive)	0.5	-
Cost, Dec 31	9.9	8.3
Accumulated depreciation, Jan 1	-5.2	-4.1
Translation differences	0.0	0.0
Accumulated depreciation on decreases	0.1	1.0
Depreciation for the financial year	-2.0	-2.1
Adjustment (retroactive)	0.7	-
Accumulated depreciation, Dec 31	-6.4	-5.2
Carrying amount, Jan 1	3.1	2.5
Carrying amount, Dec 31	3.4	3.1
EUR M		
Right-of-use assets, vessels (machinery and equipment)		
Cost, Jan 1	1.2	1.0
Translation differences	-	0.0
Increases	0.0	0.3
Decreases	-0.1	-0.1
Cost, Dec 31	1.1	1.2
Accumulated depreciation, Jan 1	-0.6	-0.4
Translation differences	-	0.0
Accumulated depreciation on decreases	0.1	0.1
Depreciation for the financial year	-0.2	-0.2
Accumulated depreciation, Dec 31	-0.8	-0.6
Carrying amount, Jan 1	0.6	0.6
Carrying amount, Dec 31	0.4	0.6
EUR M		
Right-of-use assets, machinery and equipment (land)		
Cost, Jan 1	1.5	1.4
Translation differences	0.0	0.0
Increases	0.3	0.2
Decreases	-0.5	-0.1
Cost, Dec 31	1.3	1.5
Accumulated depreciation, Jan 1	-0.8	-0.5
Translation differences	0.0	0.0
Accumulated depreciation on decreases	0.5	0.1
Depreciation for the financial year	-0.4	-0.4
Accumulated depreciation, Dec 31	-0.6	-0.8
Carrying amount, Jan 1	0.7	0.8
Carrying amount, Dec 31	0.7	0.7
EUR M		
Total right-of-use assets		
Carrying amount, Jan 1	4.7	4.4
Carrying amount, Dec 31	5.2	4.7

Financial review

EUR M

Lease liabilities	Dec 31, 2024	Dec 31, 2023
Current lease liabilities	2.7	2.7
Non-current lease liabilities	3.3	4.0
Total	6.0	6.7
	2024	2023
Interest expenses on lease liabilities	0.3	0.4
Depreciation of lease liabilities	2.8	2.6
Cash outflow for leases, total	3.0	3.0

EUR M

Future cash flows for lease liabilities	Total
2025	3.0
2026	1.2
2027	0.9
2028	0.7
2029	0.5
2030 -	0.4
Total	6.7

4.4.2 The Group as lessor

All leases in which the Group is lessor are classified as operational leases since the economic risks and benefits associated with ownership of the underlying asset are not transferred to the lessee. Lease revenue is recognized in the income statement on a straight-line basis over the lease term.

The Group's leases are for the leasing of space in parts of the Group's properties to different businesses. Most leases on properties are in effect until further notice with a period of notice of less than one year. Leases for fixed periods run for between 1 and 4 years, and the leases normally include the option of extending after the end of the lease term. Some leases include index adjustments of rent.

Viking Line Abp also charters the vessel Birka Gotland, in which it has a 50% holding, to the joint venture Gotland Alandia Cruises AB on a five-year contract with an extension option. Gotlandsbolaget has a 50% holding in Gotland Alandia Cruises AB as well as in the vessel Birka Gotland.

EUR M	2024	2023
Lease revenue, operational leases	2.4	0.4
- of which variable lease charges that do not depend on indexing or interest rates	-0.1	-0.1

EUR M

Future cash flows for lease revenue	Total
2025	2.7
2026	2.7
2027	2.7
2028	1.7
2029	-
2030 -	-
Total	9.9

5. Capital structure

5.1 Financial income and expenses

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Dividend income from financial assets recognized at fair value through other comprehensive income	0.0	0.0
Exchange gains	1.3	0.1
Other financial income	1.6	2.7
Total financial income	2.9	2.8
Interest expenses on financial liabilities recognized at amortized cost	10.1	10.2
Interest expenses on lease liabilities	0.3	0.3
Exchange losses	0.1	0.6
Guarantee commissions and other financial expenses	0.7	0.7
Total financial expenses	11.2	11.8
Total financial income and expenses	-8.3	-9.0

5.2 Financial assets and liabilities

5.2.1 Classification and recognition of financial assets and liabilities

Under IFRS 9, financial assets are classified into the following categories:

- recognized at amortized cost,
- recognized at fair value through other comprehensive income and
- recognized at fair value through profit or loss.

The classification is based on the Company's business model for financial asset management and the characteristics of the contractual cash flows from the financial asset.

Financial liabilities are classified according to IFRS 9 as recognized at amortized cost, with a number of exceptions specified in the standard.

Non-current assets and liabilities have an expected maturity longer than one year, while current assets and liabilities have a maturity less than one year.

The Group applies the following hierarchy to determine the fair value of financial assets and liabilities according to various measurement methods:

- Level 1: Listed (unadjusted) prices in active markets for identical assets and liabilities.
- Level 2: Other measurement methods in which all data that have a significant impact on fair value can be observed either directly or indirectly.
- Level 3: Those measurement methods that require judgements by Group Management.

Acquisitions and divestments of financial assets are reported on the settlement date.

Financial review

EUR M

Classification of fair value, financial assets recognized at fair value through other comprehensive income	Dec 31, 2024	Dec 31, 2023
Level 1	-	-
Level 2	-	-
Level 3	0.0	0.0

Financial assets and liabilities by category

	Recognized at amortized cost	Recognized at fair value through other comprehensive income
Financial assets Dec 31, 2024		
Financial assets recognized at fair value through other comprehensive income		0.0
Trade receivables	12.4	
Cash and cash equivalents	55.8	
Total	68.3	0.0

Financial assets Dec 31, 2023

Financial assets recognized at fair value through other comprehensive income		0.0
Trade receivables	12.8	
Cash and cash equivalents	85.3	
Total	98.1	0.0

	Recognized at amortized cost
Financial liabilities Dec 31, 2024	
Non-current interest-bearing liabilities	122.5
Current interest-bearing liabilities	29.2
Trade payables	24.1
Total	175.9

Financial liabilities Dec 31, 2023

Non-current interest-bearing liabilities	150.6
Current interest-bearing liabilities	36.7
Trade payables	26.1
Total	213.4

5.2.2 Financial assets recognized at fair value through other comprehensive income

The classification of financial assets recognized at fair value through other comprehensive income is based on a business model whose objectives can be achieved by collecting contractual cash flows and selling financial assets.

The Group's holdings of unlisted shares and participations are classified as financial assets recognized at fair value through other comprehensive income. The items in question are long-term strategic investments that are not intended to be sold in the short term.

Until November 22, 2023, the holding in Rederiaktiebolaget Eckerö was reported under financial assets at fair value through other comprehensive income. Since November 22, 2023, Viking Line Abp's shareholding in Rederiaktiebolaget Eckerö has exceeded 20%, which is why Rederiaktiebolaget Eckerö has been reported since then as an associate company using the equity method.

For other unlisted shares and participations, fair value is determined based on information about transactions recently carried out, the price of similar instruments, external valuation or estimates of expected cash flows.

Changes in fair value are recognized in other comprehensive income and in the fair value reserve under equity. When a sale is made, these changes are transferred from the fair value reserve to retained earnings.

Dividend income from the investments is recognized in the consolidated income statement.

Financial review

EUR M

Unlisted shares and participations	Dec 31, 2024	Dec 31, 2023
Other unlisted shares and participations	0.0	0.0
Total	0.0	0.0
	2024	2023
Financial assets recognized at fair value through other comprehensive income, Jan 1	0.0	10.6
Increases	-	2.6
Decreases	0.0	-13.2
Change in fair value	0.0	0.0
Financial assets recognized at fair value through other comprehensive income, Dec 31	0.0	0.0
Income from unlisted shares and participations recognized in the income statement		
Dividend income from shares and participations held on Dec 31 that is recognized under financial income	0.0	0.0

5.2.3 Holdings accounted for using the equity method

An associate company is a company over which the investor company has a significant influence. Holdings in an associate company shall be reported using the equity method in the balance sheet.

The equity method is an accounting method that entails reporting the investment in a company initially at cost and subsequently adjusting it by the investor company's proportional share of the change in the investee's net assets. The investor company's income subsequently includes the investor company's proportional share of the investee's income, and the investor company's other comprehensive income includes its share of the investee's other comprehensive income.

During the financial year, Viking Line Abp's investments in Alandia Försäkring Abp and Alandia Holding Abp generated income of EUR 3.4 M. Under IAS 28.10, the dividend of EUR 1.2 M received from Alandia Försäkring Abp only results in a positive cash flow for the Group.

Viking Line's Abp's shareholding in Rederiaktiebolaget Eckerö has exceeded 20% since November 22, 2023, so Rederiaktiebolaget Eckerö has been recognized as an associate company using the equity method since then, with an initial positive income effect of EUR 2.5 M arising in the transition. During the financial year, Viking Line Abp's investment in Rederiaktiebolaget generated income of EUR 3.0 M. Viking Line receives financial figures from Rederiaktiebolaget Eckerö with a quarterly lag. Under IAS 28.10, the EUR 1.0 M dividend received from Rederiaktiebolaget Eckerö during the period only results in a positive cash flow for the Group.

On August 9, 2023, Viking Line and Gotlandsbolaget announced the formation of a joint venture, Gotland Alandia Cruises AB, which is tasked with developing and providing cruises with Birka Gotland. Viking Line has a 50% shareholding in the Company, which is thus recognized as a joint venture. Viking Line's share of Gotland Alandia Cruises AB's income for the full year 2024 generated a loss of EUR 5.0 M. For the period August 9–December 31, 2023, the shareholding generated a loss of EUR 1.5 M.

5.2.4 Non-current receivables

The Group's non-current receivables at year-end 2023 consisted of a receivable from a former partner.

5.2.5 Trade and other receivables

Trade receivables are recognized at amortized cost according to IFRS 9. The carrying amount of trade and other receivables is considered equal to fair value based on the short-term nature of the items.

For expected credit losses on trade receivables, a loss provision is recognized. Adjustments in the loss provision are recognized in the consolidated income statement. Additional information about the Group's handling of credit losses is found in Note 5.5.4.

Financial review

EUR M	Dec 31, 2024	Dec 31, 2023
Trade receivables	12.4	12.8
Accrued income and prepaid expenses	27.4	25.6
Other receivables	0.6	1.7
Total	40.4	40.1
Accrued income and prepaid expenses		
Employee-related items	22.4	23.7
Other accrued income and prepaid expenses	5.0	2.0
Total	27.4	25.6
Trade receivables		
Trade receivables	12.4	12.9
Provision for expected credit losses	-0.1	-0.1
Total	12.3	12.8
Provision for expected credit losses, Jan 1	-0.1	-0.1
Provision for expected credit losses, Dec 31	-0.1	-0.1
Age analysis, trade receivables		
Not overdue	9.6	9.7
Overdue 1-30 days	1.8	1.8
Overdue more than 30 days	1.0	1.3
Total	12.4	12.8
Trade and other receivables by currency		
EUR	35.0	35.1
SEK	5.3	4.7
CHF	0.1	0.0
GBP	0.0	0.2
USD	0.0	0.1
Total	40.4	40.1

5.2.6 Cash and cash equivalents

Cash and cash equivalents consist of cash and bank accounts, highly liquid fixed income funds and short-term investments whose maturity from the acquisition date is no more than three months. For cash and cash equivalents with a short maturity, the carrying amount is regarded as being equivalent to fair value.

EUR M	Dec 31, 2024	Dec 31, 2023
Funds held in escrow	0.0	0.0
Cash and bank accounts	22.5	36.1
Short-term investments	33.3	49.2
Total	55.8	85.3

Financial review

5.2.7 Interest-bearing liabilities

The Group has both current and non-current interest-bearing liabilities. All liabilities are denominated in euros. Some of these liabilities have fixed interest rates and some have floating interest rates. The total floating interest rate consists of the market interest rate and a company-specific margin.

Interest-bearing liabilities are initially recognized at fair value based on the amount received. Transaction costs are included in the original carrying amount of financial liabilities. After the acquisition date, the liabilities are carried at amortized cost according to the effective interest method. The carrying amount of interest-bearing liabilities is equivalent to fair value.

EUR M	Dec 31, 2024	Dec 31, 2023
Non-current interest-bearing liabilities		
Loans from credit institutions	112.5	138.6
Liabilities to pension companies	10.0	12.0
Total	122.5	150.6
Current interest-bearing liabilities		
Loans from credit institutions, principal payments	27.2	34.7
Liabilities to pension companies, repayment	2.0	2.0
Total	29.2	36.7
	2024	2023
Interest-bearing liabilities, Jan 1	187.3	223.1
Cash flow		
Principal payments	-36.7	-36.8
Total	-36.7	-36.8
Changes that do not affect cash flow		
Valuation at amortized cost, change	1.1	1.0
Interest-bearing liabilities, Dec 31	151.7	187.3
Lease liabilities, Jan 1	6.7	6.9
Cash flow		
Depreciation	-2.8	-2.6
Total	-2.8	-2.6
Changes that do not affect cash flow		
Translation differences	-0.1	0.0
Increase in lease liabilities	2.3	2.5
Lease liabilities, Dec 31	6.0	6.7

Financial review

5.2.8 Trade and other payables

Trade payables are recognized at amortized cost in accordance with IFRS 9. The carrying amount of trade and other payables is considered equal to fair value based on the short-term nature of the items.

EUR M	Dec 31, 2024	Dec 31, 2023
Trade payables	24.1	26.1
Accrued expenses and prepaid income	41.4	39.6
Other payables	11.5	9.4
Total	77.1	75.1
Accrued expenses and prepaid income		
Employee-related expenses	24.6	25.1
Contract liabilities	11.7	11.6
Emission allowances	3.2	-
Other accrued expenses and prepaid income	1.9	3.0
Total	41.4	39.6
	2024	2023
Contract liabilities, Jan 1	11.6	12.4
Increases	11.7	11.6
Decreases	-11.6	-12.4
Contract liabilities, Dec 31	11.7	11.6

Trade and other payables by currency	Dec 31, 2024	Dec 31, 2023
EUR	66.6	60.7
SEK	10.5	14.3
DKK	0.0	0.0
GBP	0.0	0.0
NOK	0.0	0.1
USD	0.0	0.1
Total	77.1	75.1

Most other payables consist of employee-related items.

5.3 Inventories

Inventories are recognized at the lower of cost using the first in, first out (FIFO) method or a likely net realizable amount.

Based on Group Management's judgements in 2024, no significant impairment losses were charged to the income statement.

EUR M	Dec 31, 2024	Dec 31, 2023
Inventories of goods for sale	11.9	11.4
Stocks of vessel fuel	1.5	1.3
Total	13.4	12.7

Financial review

5.4 Equity

5.4.1 Earnings per share

Earnings per share is calculated based on 17,280,000 equally weighted shares.

Viking Line has no share option, convertible debenture or share-based incentive programmes, so no dilution can occur.

5.4.2 Share capital

The minimum share capital of Viking Line Abp is EUR 720,000.00 and the maximum share capital is EUR 4,800,000.00. Within these limits, share capital may be increased or decreased without amending the Articles of Association. The minimum number of shares is 3,600,000 and the maximum number is 18,000,000. The share capital in Viking Line Abp is EUR 1,816,429.61. All the shares constitute a single series in which all shares are of equal value. Each share is equivalent to one vote when voting on motions and candidates at shareholder meetings. However, no shareholder may vote on behalf of more than $\frac{1}{4}$ of the shares represented at a shareholder meeting.

The Company has not issued any warrants or bonds. The Company and its subsidiaries do not own any of their own shares.

5.4.3 Funds

EUR M	Dec 31, 2024	Dec 31, 2023
Reserves		
Legal reserve	0.0	0.0
Share premium reserve	0.0	0.0
Paid-up unrestricted equity fund	49.6	49.6
Fair value reserve	0.0	0.0
Total	49.6	49.7

5.4.4 Translation differences

Translation differences consist of differences that have arisen when consolidating the financial statements of foreign subsidiaries. These differences are recognized in other comprehensive income.

5.4.5 Dividend

The Board of Directors proposes to the AGM that it authorize the Board to pay a dividend of at most 1 euro per share, which is equivalent to 17,280,000.00 euros, paid in two instalments so that 50 cents is paid in May and the second instalment is planned to be paid in September 2025.

Due to seasonal variations in the Company's operations, the Board intends to propose going forward that dividends be paid in two instalments.

The dividend to be paid is entered as a liability in the balance sheet since a decision for this is required at the AGM.

Viking Line Abp has no restrictions on dividend payments apart from the dividend payment restriction included in the financing for Viking Glory in the event the Group's debt-to-EBITDA ratio exceeds 5.0. The Group's debt-to-EBITDA ratio is below 5.0, so the dividend restriction does not apply.

5.5 Management of financial risks

In its normal business operations, the Group is exposed to various financial risks. The main financial risks are foreign exchange risk, liquidity risk, interest rate risk, credit and counterparty risk, and bunker price risk. The Board of Directors of the parent company has approved a policy document for the Group's financing and management of financial risks. The Group's financial position and risk exposure are reported regularly to the Board of Directors.

The Group had no derivative contracts in 2023 or 2024.

Financial review

5.5.1 Foreign exchange risk

The Group's foreign exchange risk consists of sales and purchases as well as balance sheet items in foreign currencies and net investments in foreign subsidiaries. The impact of changes in currency exchange rates on net investments in foreign subsidiaries is reflected as translation differences in consolidated equity and in other comprehensive income.

The most important foreign currencies for the Group are Swedish kronor (SEK) and American dollars (USD). In the financial year 2024, SEK-denominated sales accounted for about 13% of total consolidated sales. Salary and other employment benefit expenses and purchases denominated in SEK accounted for about 21% of the Group's total salary and other employment benefit expenses and purchases. The USD exchange rate affects the Group's earnings mainly through bunker (vessel fuel) purchases.

The Group's trade and other receivables and its trade and other payables per currency are shown in Notes 5.2.5 and 5.2.8. In addition, the Group has cash and cash equivalents in various currencies. The Group's loans are entirely denominated in euros. The currency position is monitored continuously and the Group endeavours to achieve a matching of the currency flows. When an imbalance between the Group's inflows and outflows of SEK arises, this is managed primarily by a continuous sale of SEK. The Group had no form of currency hedging on the balance sheet date.

A 5 per cent change in the exchange rate of the euro against the Swedish krona on December 31, 2024, would have an estimated effect of EUR +/- 0.2 M (EUR +/- 0.3 M on December 31, 2023) on the Group's income after taxes and equity.

5.5.2 Liquidity risk

Viking Line evaluates and continuously monitors the financing that is required in its business operations in order to always have sufficient funds for day-to-day activities, principal payments and investments.

Liquidity risk is also managed through efficient cash management, by ensuring market-priced financing sources and by dispersing a sufficient portion of financial investments among liquid financial instruments. Vessel investments are financed with long-term credit agreements.

The Group's non-current interest-bearing liabilities amounted to EUR 122.5 M on December 31, 2024 (EUR 150.6 M on December 31, 2023). The Group's cash and cash equivalents amounted to EUR 55.8 M on December 31, 2024 (EUR 85.3 M). Unutilized credit lines in the Group totalled EUR 22.1 M on December 31, 2024 (EUR 0.1 M). Information on the dates when interest-bearing liabilities fall due for payment is found in the table below.

Most of the Group's loan agreements include financial loan covenants according to market terms. The financial covenant terms in its loan agreements consist of minimum requirements for liquidity and solvency (equity/assets ratio) and a maximum net debt-to-EBITDA ratio.

EUR M

Future cash flows related to financial liabilities (incl. financial expenses)	Trade payables	Interest- bearing liabilities	Total
Jan 1, 2025 - Jun 30, 2025	24.1	21.8	45.9
Jul 1, 2025 - Dec 31, 2025		13.9	13.9
Jan 1, 2026 - Dec 31, 2026		35.1	35.1
Jan 1, 2027 - Dec 31, 2027		24.0	24.0
Jan 1, 2028 - Dec 31, 2028		21.4	21.4
Jan 1, 2029 - Dec 31, 2029		15.7	15.7
Jan 1, 2030 -		46.0	46.0
Total	24.1	177.7	201.9

Financial review

5.5.3 Interest rate risk

The Group's interest-bearing liabilities totalled EUR 151.7 M on December 31, 2024, 87.2% of which have a floating interest rate. The total floating interest rate consists of the market interest rate and a company-specific margin. Fluctuations in interest rates may have a negative effect on the Group's financial expenses and increase financial expenses in the future.

A one percentage point change in the market interest rates on the Group's interest-bearing liabilities with floating interest rates on December 31, 2024, would have an estimated cost effect of +/- EUR 1.0 M (+/-EUR 1.2 M on December 31, 2023) on the Group's income after taxes and equity.

5.5.4 Credit and counterparty risk

Credit risk in operational activities is continuously monitored.

Cash is invested in financial instruments that are liquid and exposed to low risk. Investments in financial instruments are made only with counterparties deemed to have good solvency and creditworthiness.

For expected credit losses on the Group's trade receivables, a loss provision is recognized. Adjustments in the provision for credit losses are recognized in the consolidated income statement.

The Group applies the simplified method for recognizing provisions for credit losses in accordance with IFRS 9 so that the Group's provision is recognized at an amount corresponding to its expected credit losses for the remaining maturity of the assets in question. Recognition shall be an objective, probability-weighted estimation, reflect the time value of money and be based on reasonable and supported information about previous events, current conditions and forecasts for future economic conditions.

A write-off of the book value of a financial asset is made when there are no reasonable expectations of repayment. Trade receivables are assessed individually based on overdue payments. Write-offs are recognized in the consolidated income statement.

The balance sheet carrying amount of the Group's trade and other receivables plus financial assets at fair value through other comprehensive income is equivalent to its maximum credit exposure. Credit risk in the Group's trade and other receivables is regarded as low, since these are dispersed among a large number of customers.

The Group had no substantial credit losses during the financial year.

The changes in the Group's expected credit loss provision for trade receivables are presented in Note 5.2.5.

An age analysis of trade receivables can be found in Note 5.2.5.

5.5.5 Bunker price risk

Bunker (vessel fuel) costs are a substantial risk for the Group. Most of the price of the Group's bunker purchases is determined by world market prices for marine diesel and natural gas. Purchases of marine diesel are made in euros. The price of marine diesel for a specific delivery date is determined based on an average of market price listings of Platts Gas oil for the three previous days according to the European Central Bank's USD/EUR reference exchange rates for the same period. The liquefied natural gas (LNG) price is determined based on the market listing for TTF ICIS Heren's average price for the month before delivery. No fixed-price contracts have been entered into for 2025.

Vessel bunker costs amounted to EUR 58.2 M in 2024 (EUR 59.5 M in 2023), which is equivalent to 12.1% (12.1%) of Group sales. Bunker consumption totalled about 43,012 tonnes of marine diesel and 29,523 tonnes of LNG/LBG in 2024 (41,180 tonnes of marine diesel and 27,197 tonnes of LNG/LBG in 2023).

A 10 per cent change in the floating price components of LNG on December 31, 2024, and the bunker oil quality used, based on projected bunker consumption in 2025, would have an estimated effect of EUR +/- 4.3 M on the Group's income after taxes and equity.

Financial review

5.6 Asset management

The Group strives to manage its capital in a way that supports the profitable growth of operations by ensuring sufficient liquidity and capitalization. The objective is to maintain a capital structure that contributes to shareholder value creation and supports the dividend policy. The capital structure shall also provide support and ensure compliance with the Company's financial loan covenants, which consist of minimum liquidity and solvency requirements and as well as a maximum total net financial debt-to-EBITDA ratio. The management of liquidity, loans and financial investments is handled at the Group level in accordance with the Company's Treasury Policy.

The Company's Board of Directors assesses the Group's capital structure on a regular basis via the business plan approved by the Board.

5.7 Pledged assets and contingent liabilities

EUR M	Dec 31, 2024	Dec 31, 2023
Contingent liabilities		
Loans and credit lines for which vessel, vehicle and chattel mortgages were provided as collateral	173.9	187.5
Other contingent liabilities not included in the balance sheet		
Covered by site leasehold and chattel mortgages	0.0	0.0
Covered by funds held in escrow	0.0	0.0
Total	173.9	187.5
Assets pledged for own debt		
Vessel mortgages	410.0	413.0
Pledged shares	26.1	-
Site leasehold mortgages	0.4	0.4
Funds held in escrow	0.0	0.0
Total	436.5	413.4
Other off-balance-sheet liabilities	2.6	2.8

In addition to the capital injection, Alandia Holding Ab has taken a loan to finance the purchase of the shares in Alandia Försäkring Abp. To the extent Alandia Holding needs liquid assets to make principal payments, Viking Line Abp has undertaken, through a shareholder agreement, to provide liquid assets commensurate with its shareholding in Alandia Holding Ab.

Gotland Alandia Cruises AB is tasked with developing and providing cruises with Birka Gotland in a profitable way. To the extent collateral and guarantees may be required, Viking Line Abp has undertaken to provide this.

Financial review

6. Other information in the notes

6.1. Related parties

The Group's related parties include all Group companies, the parent company's Board of Directors and Group Management plus their close family members and companies controlled by all the above parties.

The members of the parent company's Board of Directors and of Group Management comprise the Group's key individuals in leading positions.

The Group's internal business transactions that are eliminated in the consolidated accounts are not recognized as transactions with related parties.

6.1.1 Subsidiaries

Subsidiaries are accounted for using the acquisition method; see Note 1.5.

	Domicile	Holding	Share of voting power
Owned by the parent company, Viking Line Abp			
Mariehamn, Finland			
Viking Rederi AB	Norrtälje, Sweden	100%	100%
OÜ Viking Line Eesti	Tallinn, Estonia	100%	100%
Viking Line Buss Ab	Mariehamn, Finland	100%	100%
Viking Line Skandinavien AB	Stockholm, Sweden	100%	100%
Viking Line Finnlandverkehr GmbH	Lübeck, Germany	100%	100%
Oy Viking Tours Ruotsinmatkat - Sverigecenter Ab *	Mariehamn, Finland	100%	100%
Oy Ruotsinsatama - Sverigehamnen Ab *	Naantali, Finland	100%	100%

Owned by subsidiaries

Finlandshamnen Stuveri AB	Stockholm, Sweden	100%	100%
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* Inactive company

6.1.2 Associate companies and joint ventures

Associate companies and joint ventures are accounted for using the equity method; see Note 1.5.

	Domicile	Holding	Share of voting power
Owned by the parent company, Viking Line Abp			
Associate companies			
Alandia Försäkring Abp	Mariehamn	19.5%	19.5%
Alandia Holding Ab	Mariehamn	18.3%	18.3%
Rederiaktiebolaget Eckerö	Eckerö	20.1%	20.1%
Joint venture			
Gotland Alandia Crusies Ab	Municipality of Gotland	50.0 %	50.0 %

Financial review

Summary of financial information for associate companies

	Alandia Försäkring Abp	Alandia Holding Ab	Rederi- aktiebolaget Eckerö***	Total 2024
Assets	345.9	31.8	167.6	545.3
Liabilities	179.8	14.5	72.1	266.4
				Jan 1 - Dec 31, 2024
Income for the period	11.1*	2.0*	14.7	27.9
Comprehensive income for the period	11.1*	2.0*	14.7	27.9
The Group's share of comprehensive income	1.7**	0.5**	2.0	4.2
<i>Adjustment of the actual results for 2023</i>	0.7	0.2		
*Alandia Försäkring Abp's income including restatement it made against equity				
**Includes an adjustment in actual figure for 2023				
				2024
Net assets of associate companies	166.1	17.3	95.5	278.9
The Group's share of net assets	32.4	3.2	19.2	54.8
Carrying amount of associate companies	32.3	3.2	19.2	54.6
Dividends received from associate companies	1.2		1.0	2.2

***Full-year 2024 results for Rederiaktiebolaget Eckerö have not been received; the figures provided above are for the most recent period available, January 1-September 30, 2024.

The Viking Line Group reclassified the holding as a company with a participating interest undertaking as of November 22, 2023, and in 2024 also included 1/3 of Rederiaktiebolaget Eckerö's income for the period October 1-December 31, 2023.

Summary of financial information for associate companies

	Alandia Försäkring Abp	Alandia Holding Ab	Rederi- aktiebolaget Eckerö***	Total 2023
Assets	327.8	29.3	162.5	519.6
Liabilities	169.1	15.4	77.1	261.6
Income for the period	0.5*	-0.5*	11.2	11.3
Comprehensive income for the period	0.5*	-0.5*	11.2	11.3
The Group's share of comprehensive income	-2.9**	-0.4**	2.3	-1.0
<i>Adjustment of the actual results for 2022</i>	-1.3	-0.3		
*Estimate of Alandia Försäkring Abp's earnings				
**Includes an adjustment in actual figure for 2022				
Net assets of associate companies	158.6	13.9	85.4	257.9
The Group's share of net assets	30.9	2.5	17.2	50.6
Effect of reclassification			2.5	2.5
Carrying amount of associate companies	30.5	2.6	19.4	52.6
Dividends received from associate companies	1.7			1.7

Financial review

***Full-year 2023 results for Rederiaktiebolaget Eckerö have not been received; the figures provided above are for the most recent period available, January 1-September 30, 2023.

The Viking Line Group reclassified the holding as a company with a participating interest undertaking as of November 22, 2023, and the effect that the share of earnings would have had on the Viking Line Group is not considered to have any material effect. Therefore no share of earnings has been included in the figures for the Viking Line Group.

Summary of financial information for joint venture	Gotland Alandia Cruises AB	Recognized in income statement 2023	Total 2024
Assets	10.9		10.9
Liabilities	6.9		6.9
			Jan 1 - Dec 31, 2024
Income for the period	-13.0		-13.0
Comprehensive income for the period	-13.0		-13.0
The Group's share of comprehensive income	-5.0	-1.5	-6.5
			2024
Net assets of joint venture	4.1		4.1
The Group's share of net assets	2.0		2.0
Carrying amount of joint venture	-0.5		-0.5

Balance sheet, summary

Current assets	
Cash and cash equivalents	4.1
Other current assets	6.8
Non-current assets	0.1
Current liabilities	
Financial liabilities (excluding trade payables)	4.1
Other current liabilities	2.8
Non-current liabilities	
Financial liabilities (excluding trade payables)	-
Other non-current liabilities	-

Comprehensive income, summary

Sales	55.6
Interest income	0.4
Expenses	66.6
Depreciation	0.0
Interest expenses	0.3
Income tax	-

Financial review

6.1.3 Transactions with associate companies, joint ventures and companies controlled by the Group's key individuals in leading positions

Transactions with related parties are carried out on market terms. The Group has no loan arrangements, guarantees, contingent liabilities provided/received or other liabilities associated with related parties.

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Sale of services to associate companies	0.0	0.0
Sale of services to joint ventures*	11.0	0.4
Sale of services to other related parties	0.0	-
Purchase of services from associate companies	0.8	0.8
Purchase of services to joint ventures*	19.0	-
Purchase of services from other related parties	0.0	-

EUR M	Dec 31, 2024	Dec 31, 2023
Amounts receivable from associate companies	0.0	0.0
Sale of services from joint ventures*	-	0.3
Amounts receivable from other related parties	-	-
Amounts payable to associate companies	0.6	0.0
Outstanding liabilities to joint ventures*	0.4	-
Amounts payable to other related parties	0.0	-

*August 29 - December 31, 2023 (joint venture as of August 29, 2023)

Financial review

6.1.4 Compensation to the Group's key individuals in leading positions

EUR			Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
	Salaries and other short-term compensation to Group Management		1,606,488	1,375,182
	Total		1,606,488	1,375,182
Compensation and other benefits, 2024, EUR	Base salary/ Board fee	Other benefits	Statutory pension expenses	Total
Jakob Johansson, Chairman of the Board	45,000.00			45,000.00
Christina Dahlblom, Board member	39,000.00			39,000.00
Ulrica Danielsson, Board member	39,000.00			39,000.00
Stefan Lundqvist, Board member	39,000.00			39,000.00
Andreas Remmer, Board member	38,000.00			38,000.00
Gert Sviberg, Board member	39,000.00			39,000.00
Peter Wiklöf, Board member	36,000.00			36,000.00
Tomas Lindholm, deputy Board member	5,000.00			5,000.00
Casper Lundqvist, deputy Board member	7,000.00			7,000.00
Fredrik Vojbacke, deputy Board member	5,000.00			5,000.00
	292,000.00	0.00	0.00	292,000.00
President and CEO	424,220.95	480.00	76,658.52	501,359.47
Deputy CEO	190,519.55	9,668.92	45,246.13	245,434.60
Other key individuals in leading positions	978,521.77	3,076.50	152,471.53	1,134,069.80
	1,593,262.27	13,225.42	274,376.18	1,880,863.87
Total	1,885,262.27	13,225.42	274,376.18	2,172,863.87

Financial review

Compensation and other benefits, 2023, EUR	Base salary/ Board fee	Other benefits	Statutory pension expenses	Total
Ben Lundqvist, Chairman of the Board until April 27, 2023	19,000.00			19,000.00
Jakob Johansson, Board member until April 27, 2023 Chairman of the Board starting April 27, 2023	41,000.00			41,000.00
Christina Dahlblom, Board member	35,000.00			35,000.00
Ulrica Danielsson, Deputy Board member until April 27, 2023 Board memeber starting April 27, 2023	32,000.00			32,000.00
Nils-Erik Eklund, Board member until April 27, 2023	16,000.00			16,000.00
Stefan Lundqvist, Board member	36,000.00			36,000.00
Lars G Nordström, Board member until April 27, 2023	13,000.00			13,000.00
Andreas Remmer, Board member starting April 27, 2023	31,000.00			31,000.00
Gert Sviberg, Deputy Board member until April 27, 2023 Board member starting April 27, 2023	32,000.00			32,000.00
Peter Wiklöf, Board member	33,000.00			33,000.00
Tomas Lindholm, Deputy Board member starting April 27, 2023	7,000.00			7,000.00
Casper Lundqvist, deputy Board member	6,000.00			6,000.00
Fredrik Vojbacke, Deputy Board member starting April 27, 2023	5,000.00			5,000.00
	306,000.00	0.00	0.00	306,000.00
President and CEO	362,505.60	480.00	60,437.10	423,422.70
Deputy CEO	164,858.62	7,122.73	42,339.11	214,320.46
Other key individuals in leading positions	837,618.66	2,596.00	134,765.42	974,980.08
	1,364,982.88	10,198.73	237,541.63	1,612,723.24
Total	1,670,982.88	10,198.73	237,541.63	1,918,723.24

Fees are paid for Board work and are determined by the AGM. Reasonable travel costs are reimbursed as invoiced.

The President and CEO and other members of Group Management are paid monthly salaries that are reviewed by the Board yearly. The President and CEO also receives the following benefits in kind: telephone benefits and group life insurance coverage, including insurance for medical expenses.

In 2024, additional compensation was paid to the CEO and other members of Group Management.

The Group has defined-contribution pension plans. Pension expenses refer to the expenses that have affected the year's income. For the President and CEO and other members of Group Management, public pension terms and the lowest legal retirement age in effect at each point in time apply.

The President and CEO has a termination notice period of 8 months. The Company's Board is entitled to terminate the President and CEO's contract, but the President and CEO will receive 8 months of salary after the termination date. Other members of Group Management receive 6 months of salary in case of termination by the Company. Otherwise the Group has made no individual agreements on termination-related benefits.

The President and CEO of the Company is Jan Hanses. Peter Hellgren has been the Deputy CEO since November 16, 2018. During the autumn of 2024, Viking Line's Board of Directors announced that CEO Jan Hanses would step down from his position as CEO in 2025 and subsequently work as a senior advisor until he retires in April 2026.

No benefits other than salaries and short-term compensation were paid to key individuals in leading positions.

Financial review

6.2 Litigation and disputes

Viking Line Abp is involved in a few legal actions and cases whose outcome cannot be predicted, but taking into account the information that is available at present, their outcome is not expected to have any substantial impact on consolidated earnings.

6.3 Events after the balance sheet date

The Board of Directors knows of no events after the balance sheet date that could affect the Year-End Report.

Parent company financial statements

Parent company income statement

EUR M	Note	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
SALES		471.4	493.9
Other operating revenue	2	1.0	9.1
Operating expenses			
Goods and services	3	102.5	113.6
Employee expenses	4	99.3	85.9
Depreciation and amortization	5	25.8	23.1
Other operating expenses	6	220.4	229.4
		448.0	452.0
OPERATING INCOME		24.4	51.1
Financial income and expenses	7	-5.1	-6.1
INCOME BEFORE APPROPRIATIONS AND TAXES		19.3	44.9
Appropriations	8	-18.0	-38.0
Group contribution		0.2	0.4
Income taxes	9	-	0.0
INCOME FOR THE FINANCIAL YEAR		1.6	7.3

Parent company balance sheet

EUR M	Note	Dec 31, 2024	Dec 31, 2023
ASSETS			
NON-CURRENT ASSETS			
Intangible assets	10	9.7	6.4
Property, plant and equipment	11		
Land		0.7	0.7
Buildings and structures		1.4	1.4
Vessels		405.0	415.2
Machinery and equipment		1.6	1.3
		<u>408.7</u>	<u>418.7</u>
Shares and participations	12		
Shares in Group companies		1.1	1.1
Capital contribution to Group companies		17.6	17.6
Other shares and participations		47.3	42.3
		<u>66.0</u>	<u>61.0</u>
TOTAL NON-CURRENT ASSETS		484.4	486.0
CURRENT AND FINANCIAL ASSETS			
Inventories	13	13.4	12.7
Non-current receivables			
Other non-current receivables		-	0.6
		<u>-</u>	<u>0.6</u>
Current receivables			
Trade receivables		12.2	12.4
Group receivables		0.2	0.4
Other current receivables		0.4	1.4
Accrued income and prepaid expenses	14	24.6	22.9
		<u>37.5</u>	<u>37.1</u>
Cash and cash equivalents		51.0	80.9
TOTAL CURRENT AND FINANCIAL ASSETS		101.9	131.4
TOTAL ASSETS		586.3	617.4

Financial review

EUR M	Note	Dec 31, 2024	Dec 31, 2023
EQUITY AND LIABILITIES			
EQUITY	15		
Share capital		1.8	1.8
Unrestricted equity fund		51.8	51.8
Retained earnings		67.7	77.7
Income for the financial year		1.6	7.3
TOTAL EQUITY		122.9	138.7
ACCUMULATED APPROPRIATIONS			
Accumulated depreciation differences		229.4	211.5
LIABILITIES			
Non-current liabilities	16		
Liabilities to credit institutions		116.6	143.8
Liabilities to pension companies		10.0	12.0
Accrued expenses and prepaid income		1.7	2.3
		128.3	158.1
Current liabilities			
Principal payments to credit institutions		27.2	34.7
Principal payments to pension companies		2.0	2.0
Accounts payable		23.6	25.4
Group liabilities		5.1	5.1
Other current liabilities		10.0	8.1
Accrued expenses and prepaid income	17	37.7	33.9
		105.6	109.2
TOTAL LIABILITIES		233.9	267.3
TOTAL EQUITY AND LIABILITIES		586.3	617.4

Parent company cash flow statement

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
OPERATING ACTIVITIES		
Income for the financial year	1.6	7.3
Adjustments		
Depreciation and amortization	25.8	23.1
Capital gains from non-current assets	0.0	-8.8
Other items not included in cash flow	17.9	38.1
Interest expenses and other financial expenses	9.7	9.8
Interest income and other financial income	-2.4	-2.7
Dividend income	-2.2	-1.7
Group contribution received	-0.2	-0.4
Income taxes	0.0	-
Change in working capital		
Change in current receivables	-0.2	-3.8
Change in inventories	-0.6	1.3
Change in non-interest-bearing liabilities	3.8	7.4
Interest paid	-9.5	-9.7
Financial expenses paid	-0.7	-0.1
Interest received	1.3	1.6
Financial income received	1.1	1.0
Taxes paid	0.0	-
NET CASH FLOW FROM OPERATING ACTIVITIES	45.3	62.3
INVESTING ACTIVITIES		
Investments in vessels	-14.1	-28.7
Investments in other non-current assets	-5.0	-4.1
Investments in shares and participations	-5.0	-3.6
Divestments of vessels	-	11.1
Divestments of other non-current assets	0.0	0.1
Change in non-current receivables	0.6	-0.6
Dividends received	2.2	1.7
NET CASH FLOW FROM INVESTING ACTIVITIES	-21.3	-24.1
FINANCING ACTIVITIES		
Principal payments	-36.7	-36.7
Dividends paid	-17.3	-6.9
NET CASH FLOW FROM FINANCING ACTIVITIES	-54.0	-43.6
CHANGE IN CASH AND CASH EQUIVALENTS	-29.9	-5.3
Cash and cash equivalents at the beginning of the year	80.9	86.3
CASH AND CASH EQUIVALENTS AT THE END OF THE YEAR	51.0	80.9

Notes to the parent company financial statements

1. Accounting principles

1.1 Company information

Viking Line Abp, domiciled in Mariehamn, Åland, is the parent company of the Viking Line Group. The company's Business Identity Code is 0144983-8.

1.2 General

The financial statements of Viking Line Abp have been prepared in compliance with Finnish accounting legislation as well as other national rules and regulations concerning financial statements.

The financial statements of the company encompass the period January 1–December 31, 2024.

1.3 Liquidity and risks

Viking Line Abp's cash and cash equivalents at the end of December totalled EUR 51.0 M (EUR 80.9 M). Net cash flow from operating activities was EUR 45.3 M (EUR 62.3 M). Net cash flow from investing activities was EUR -21.3 M (EUR -24.1 M) and net cash flow from financing activities was EUR -54.0 M (EUR -43.6 M).

During the comparative period, Viking Line and Gotlandsbolaget formed a joint venture tasked with developing and providing cruises with Birka Gotland between Stockholm-Mariehamn and Stockholm-Mariehamn-Visby. In March 2023, Gotlandsbolaget acquired Birka Stockholm (Birka Gotland) for EUR 38 M. In August 2023, Gotlandsbolaget sold 50% of the vessel to Viking Line for EUR 19 M, which was financed by Viking Line's cash holdings.

The Group's loan agreements include loan covenants according to market terms. The financial covenants in the loan agreement consist of a minimum liquidity requirement and a maximum total net debt-to-EBITDA ratio for the Group. During the period, these loan covenants met the requirements set.

The company's ability to meet the requirements set in existing financial agreements depends on its ability to generate a positive cash flow and earnings from its operations, which depend in part on factors that are beyond the company's control. There is a risk, if the economic downturn in Finland and the geopolitical situation deteriorate and energy prices rise significantly, that the company will not be able to generate enough cash flow or obtain further financing to meet its obligations in accordance with its financial agreements.

Since January 1, 2024, maritime transport is covered by the EU Emissions Trading System (ETS) for greenhouse gas (GHG) emissions. ETS is one of the instruments the EU uses to achieve its own climate goals and meet its international commitments in the Paris Agreement. As of January 1, 2024, Viking Line is obliged to surrender allowances for its fleet's GHG emissions to the relevant regulatory authority. The first allowance to be surrendered must take place by September 30, 2025. During the year, Viking Line purchased emission allowances on a continuous basis to reduce its price risk. Holding allowances ties up capital and has a negative effect on liquidity.

The FuelEU Maritime Regulation entered into force on January 1, 2025. The regulation is intended to increase the share of renewable and low-emission fuel in the energy mix of the EU fleet, based on requirement levels that are raised every five years. The Finnish government has decided to apply a similar island exemption for FuelEU as for the ETS until December 31, 2029. The FuelEU Maritime Regulation is expected to have a minimal effect on liquidity during the first five-year period.

Viking Line's operations are exposed to different kinds of risks, which vary in their scope and impact on operations, on financial results and on the company's ability to meet certain social and environmental objectives. The relevant risks have been classified into four categories: strategic risks, operational risks, damage risks and financial risks.

1.4 Items in foreign currencies

Transactions in foreign currencies are translated at the exchange rate on the transaction date. Receivables and liabilities in foreign currencies are recognized at the exchange rate on the balance sheet date.

1.5 Revenue

The company's revenue is recognized minus discounts, indirect taxes and exchange rate differences.

Financial review

1.6 Pension expenses

External pension companies are responsible for the legally mandated pension liability in the company. Pension premiums are recognized as expenses in the income statement for the accounting period to which they are attributable.

1.7 Income taxes

Income taxes recognized in the income statement are attributable to income for the year as well as to earlier accounting periods.

1.8 Intangible assets, property, plant and equipment, and amortization/depreciation

Intangible assets and property, plant and equipment are recognized at historical cost less accumulated scheduled depreciation/amortization, which has been calculated on the basis of the probable economic life of the assets. Acquisition cost includes the purchase price and expenses directly attributable to the asset. The acquisition cost of vessels includes financial expenses during their construction period as well. Carrying amounts in the balance sheet also include revaluations on parcels of land, based on appraisals made by external appraisers.

Purchased emission allowances that are intended for the company's own use are recognized as intangible assets less any impairment loss. Holdings of unused emission allowances are revalued on the balance sheet date at market price if it is lower than cost. The revaluation may never exceed cost. Impairment of emission allowances is recognized in the income statement in other operating expenses.

Used emission allowances are recognized in other operating expenses using the FIFO method and as current liabilities. The used emission allowances remain on the balance sheet until they are surrendered to the energy authority. The first allowances fall due in September 2025, when emission allowances for the financial year 2024 are surrendered.

If additional emission allowances need to be purchased, a provision is made in the balance sheet at market value using the rate on the balance sheet date. This is entered in the income statement under other operating expenses.

Intangible assets also consist of computer software programmes and capitalized renovation expenses for leased properties for which amortization is on a straight-line basis as well as purchased emission allowances, which are tested for impairment.

Vessels, which comprise the largest asset item in the balance sheet, are depreciated on a straight-line basis. For vessels, an estimated residual value at the end of their economic life has been taken into account in calculating depreciation. For vessels, the hull, engine and other long-term component parts are depreciated on a straight-line basis over 30 years, while short-term component parts are depreciated on a straight-line basis over 15 years. Used vessels are depreciated on a straight-line basis over 12 years. Additional capital expenditures for vessels are depreciated over the remaining scheduled economic life of the vessels. Renovation projects for vessels whose remaining scheduled economic life is less than five years are depreciated over five years.

Viking Line's vessels are dry-docked at 2-3 year intervals. Dry-docking expenses are capitalized for each vessel and depreciated until the next planned dry-docking.

Normal expenditures for repairs and maintenance are expensed on a current basis. Land is not depreciated. Buildings and motor vehicles are depreciated on a declining balance basis. Other property, plant and equipment are depreciated on a straight-line basis.

Depreciation for property, plant and equipment and amortization for intangible assets are calculated according to the following principles:

Vessels	30 years, straight-line
Vessels, used	12 years, straight-line
Vessels, short-term component parts	15 years, straight-line
Vessels, dry-docking	30 months, straight-line
Vessels, machinery and equipment	5-10 years, straight-line
Buildings	4-7% of remaining expenditure
Structures	10 years, straight-line
Machinery and equipment	5-15 years, straight-line
Intangible assets (amortization)	5-10 years, straight-line
Cars	25% of remaining expenditure

During the comparative period, Rosella was delivered and sold to the Greek-based Aegean Sea Lines Maritime Company. The sales price was EUR 11.2 M. The vessel's book value was EUR 2.4 M. Delivery took place on January 17, 2023.

Financial review

1.9 Investments

Viking Line Abp's investments are recognized at acquisition cost. If the value of the shares decreases significantly and over the long term, an impairment loss is recognized in financial expenses.

1.10 Inventories

Inventories are recognized at the lower of cost using the first in, first out (FIFO) method or a likely net realizable amount.

1.11 Non-current receivables

Non-current receivables are recognized at acquisition cost.

2. Other operating revenue

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
State aid	0.3	-
Rents received on properties	0.1	0.1
Capital gains	0.0	8.6
Insurance claim payments, accidents	0.0	0.2
Revenue, joint venture	0.6	-
Miscellaneous operating revenue	0.1	0.2
Total	1.0	9.1

3. Goods and services

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Purchases during the financial year	99.5	107.0
Change in inventories	-0.2	0.8
Externally purchased services	3.2	5.9
Total	102.5	113.6

4. Employee expenses

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Salaries etc	108.6	92.0
Pension expenses	14.0	11.8
Other employee expenses	4.1	4.8
	126.7	108.6
Government restitution	-27.4	-22.7
Total	99.3	85.9

Average numbers of employees

Shipboard employees	1,609	1,355
Land-based employees	329	327
Total	1,938	1,682

Financial review

5. Depreciation and amortization

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Intangible assets	1.1	0.7
Buildings and structures	0.1	0.1
Vessels	24.3	21.8
Machinery and equipment	0.4	0.5
Total	25.8	23.1

6. Auditors' fees

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Auditing	0.1	0.1
Audit-related services	0.0	0.0
Tax advice	0.0	0.0
Miscellaneous consulting	0.1	0.0
Total	0.3	0.2

7. Financial income and expenses

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Dividend income from others	2.2	1.7
Other financial income	2.4	2.7
Total financial income	4.5	4.4
Interest expenses to others	9.0	9.7
Interest expenses to Group companies	0.3	0.3
Exchange losses	-0.4	0.5
Other financial expenses	0.7	0.1
Total financial expenses	9.6	10.5
Total financial income and expenses	-5.1	-6.1

8. Appropriations

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Difference between scheduled depreciation and depreciation for tax purposes	18.0	38.0
Total	18.0	38.0

9. Income taxes

EUR M	Jan 1, 2024- Dec 31, 2024	Jan 1, 2023- Dec 31, 2023
Income tax on actual operations	-	0.0

Financial review

10. Intangible assets

EUR M	2024	2023
Emission allowances		
Acquisition cost, Jan 1	1.4	-
Increases	1.8	1.5
Revaluation	0.1	-0.1
Emission allowances used	-3.2	-
Acquisition cost, Dec 31	0.1	1.4
Emission allowances used, not surrendered, Jan 1	-	-
Emission allowances used	3.2	-
Emission allowances used, not surrendered, Dec 31	3.2	-
Book value, Jan 1	1.4	-
Book value, Dec 31	3.3	1.4
EUR M		
2024		
2023		
Other intangible rights		
Acquisition cost, Jan 1	8.1	6.5
Increases	1.5	1.7
Decreases	-1.2	-0.2
Acquisition cost, Dec 31	8.3	8.1
Accumulated amortization, Jan 1	-4.0	-3.7
Accumulated amortization on decreases	1.2	0.1
Amortization for the period	-0.7	-0.4
Accumulated amortization, Dec 31	-3.5	-4.0
Book value, Jan 1	4.1	2.8
Book value, Dec 31	4.8	4.1
EUR M		
2024		
2023		
Other long-term expenditures		
Acquisition cost, Jan 1	11.7	11.6
Increases	1.0	0.2
Decreases	-0.1	-
Acquisition cost, Dec 31	12.6	11.7
Accumulated amortization, Jan 1	-10.8	-10.5
Accumulated amortization on decreases	0.1	-
Amortization for the period	-0.3	-0.3
Accumulated amortization, Dec 31	-11.0	-10.8
Book value, Jan 1	0.9	1.1
Book value, Dec 31	1.5	0.9
Total intangible assets	9.7	6.4

Financial review

11. Property, plant and equipment

EUR M	2024	2023
Land		
Acquisition cost, Jan 1	0.5	0.5
Acquisition cost, Dec 31	0.5	0.5
Revaluations, Jan 1	0.2	0.2
Revaluations, Dec 31	0.2	0.2
Book value, Jan 1	0.7	0.7
Book value, Dec 31	0.7	0.7
EUR M		
Buildings and structures		
Acquisition cost, Jan 1	5.3	5.2
Increases	0.0	0.1
Acquisition cost, Dec 31	5.3	5.3
Accumulated depreciation, Jan 1	-3.9	-3.8
Depreciation for the period	-0.1	-0.1
Accumulated depreciation, Dec 31	-4.0	-3.9
Book value, Jan 1	1.4	1.4
Book value, Dec 31	1.4	1.4
EUR M		
Vessels		
Acquisition cost, Jan 1	780.8	790.2
Increases	14.1	28.7
Decreases	-4.1	-38.1
Acquisition cost, Dec 31	790.7	780.8
Accumulated depreciation, Jan 1	-365.6	-379.6
Accumulated depreciation on decreases	4.1	35.8
Depreciation for the period	-24.3	-21.8
Accumulated depreciation, Dec 31	-385.7	-365.6
Book value, Jan 1	415.2	410.6
Book value, Dec 31	405.0	415.2
EUR M		
Machinery and equipment		
Acquisition cost, Jan 1	6.9	7.2
Increases	0.7	0.6
Decreases	-0.5	-0.8
Acquisition cost, Dec 31	7.1	6.9
Accumulated depreciation, Jan 1	-5.6	-5.9
Accumulated depreciation on decreases	0.5	0.8
Depreciation for the period	-0.4	-0.5
Accumulated depreciation, Dec 31	-5.5	-5.6
Book value, Jan 1	1.3	1.2
Book value, Dec 31	1.6	1.3
Total property, plant and equipment	408.7	418.7

Financial review

12. Shares and participations

EUR M	2024	2023
Shares in Group Companies		
Acquisition cost, Jan 1	1.1	1.1
Acquisition cost, Dec 31	1.1	1.1
Capital contribution to Group companies		
Acquisition cost, Jan 1	17.6	17.6
Acquisition cost, Dec 31	17.6	17.6
Shares in associate companies		
Acquisition cost, Jan 1	41.3	28.1
Increases	0.0	2.6
Reclassification	-	10.6
Decreases	0.0	-
Acquisition cost, Dec 31	41.3	41.3
Shares in joint ventures		
Acquisition cost, Jan 1	1.0	-
Increases	-	0.0
Capital contribution	5.0	1.0
Acquisition cost, Dec 31	6.0	1.0
Other shares and participations		
Acquisition cost, Jan 1	0.0	10.6
Reclassification	-	-10.6
Acquisition cost, Dec 31	0.0	0.0
Total shares and participations	66.0	61.0

13. Inventories

EUR M	Dec 31, 2024	Dec 31, 2023
Stocks of goods for sale	11.9	11.4
Stocks of vessel fuel	1.5	1.3
Total	13.4	12.7

14. Accrued income and prepaid expenses

EUR M	Dec 31, 2024	Dec 31, 2023
Employee-related items	20.9	21.2
Other accrued income and prepaid expenses	3.7	1.7
Total	24.6	22.9

Financial review

15. Equity

EUR M	2024	2023
Share capital, Jan 1	1.8	1.8
Share capital, Dec 31	1.8	1.8
Paid-up unrestricted equity fund, Jan 1	51.8	51.8
Paid-up unrestricted equity fund, Dec 31	51.8	51.8
Retained earnings, Jan 1	77.7	60.6
Income for the previous financial year	7.3	24.0
Dividend paid to shareholders	-17.3	-6.9
Retained earnings, Dec 31	67.7	77.7
Income for the financial year	1.6	7.3
Total equity	122.9	138.7
Distributable items		
Paid-up unrestricted equity fund, Dec 31	51.8	51.8
Retained earnings, Dec 31	67.7	77.7
Income for the financial year	1.6	7.3
Total	121.1	136.8

16. Loans that fall due later than after 5 years

EUR M	Dec 31, 2024	Dec 31, 2023
Liabilities to credit institutions	45.9	59.0
Total	45.9	59.0

17. Accrued expenses and prepaid income

EUR M	Dec 31, 2024	Dec 31, 2023
Employee-related items	21.0	19.7
Emission rights	3.2	-
Other accrued expenses and prepaid income	13.5	14.2
Total	37.7	33.9

Financial review

18. Pledged assets and other contingent liabilities

EUR M	Dec 31, 2024	Dec 31, 2023
Contingent liabilities		
Loans and credit lines for which vessel mortgages were provided as collateral	177.8	192.5
Covered by pledged bank balances	0.0	0.0
Total	177.8	192.5
Assets pledged for own debt		
Vessel mortgages	410.0	413.0
Real estate mortgages	26.1	-
Pledged bank balances	0.0	0.0
Total	436.1	413.0
Leasing liabilities		
Amounts that fall due during the following accounting period	1.7	1.8
Amounts that fall due later	0.9	2.2
Total	2.6	4.0
Other off-balance-sheet liabilities	2.6	2.8

In addition to the capital injection, Alandia Holding Ab has taken a loan to finance the purchase of the shares in Alandia Försäkring Abp. To the extent Alandia Holding needs liquid assets to make principal payments, Viking Line Abp has undertaken, through a shareholder agreement, to provide liquid assets commensurate with its shareholding to Alandia Holding Ab.

Signatures

Signatures of the Board of Directors and the President and CEO

The financial statements, prepared in accordance with applicable annual accounting standards, provide a true and fair view of the assets, obligations and financial position as well as gains and losses both with respect to the company itself and to the whole group comprised of the companies included in Viking Line's consolidated annual accounts.

The annual report includes an account that provides a true and fair view of the performance and earnings of the business operations in the company on one hand and in the whole group comprised of companies included in the consolidated annual accounts on the other hand as well as a description of the most relevant risks and uncertainty factors and the company's position otherwise.

The sustainability statement that is included in the annual report has been prepared in compliance with reporting standards set out in Chap. 7 and in compliance with Article 8 in the EU Taxonomy Regulation.

Mariehamn, March 26, 2025

Jakob Johansson
Chairman of the Board

Christina Dahlblom

Ulrica Danielsson

Stefan Lundqvist

Andreas Remmer

Gert Sviberg

Peter Wiklöf

Jan Hanses
President and CEO

Auditors' note

Our auditors' report was issued today.
Mariehamn, March 26, 2025

Pricewaterhouse Coopers Oy
Revisionsammanslutning

Martin Grandell, Authorized Public Accountant (CGR)

Auditors' report



Auditor's Report (Translation of the Swedish Original)

To the Annual General Meeting of Viking Line Abp

Report on the Audit of the Financial Statements

Opinion

In our opinion

- the consolidated financial statements give a true and fair view of the group's financial position, financial performance and cash flows in accordance with IFRS Accounting Standards as adopted by the EU
- the financial statements give a true and fair view of the parent company's financial performance and financial position in accordance with the laws and regulations governing the preparation of financial statements in Finland and comply with statutory requirements.

Our opinion is consistent with the additional report to the Board of Directors.

What we have audited

We have audited the financial statements of Viking Line Abp (business identity code 0144983-8) for the year ended 31 December 2024. The financial statements comprise:

- the consolidated balance sheet, income statement, statement of comprehensive income, statement of changes in equity, statement of cash flows and notes, which include material accounting policy information and other explanatory information
- the parent company's balance sheet, income statement, cash flow statement and notes.

Basis for Opinion

We conducted our audit in accordance with good auditing practice in Finland. Our responsibilities under good auditing practice are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Independence

We are independent of the parent company and of the group companies in accordance with the ethical requirements that are applicable in Finland and are relevant to our audit, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

To the best of our knowledge and belief, the non-audit services that we have provided to the parent company and group companies are in accordance with the applicable law and regulations in Finland and we have not provided non-audit services that are prohibited under Article 5(1) of Regulation (EU) No 537/2014. The non-audit services that we have provided are disclosed in note 2.7.1 to the Financial Statements.



Our Audit Approach

Overview



- We have applied an overall group audit materiality of € 2,41 million
- The group audit included the parent company covering the vast majority of the group's net sales, assets and liabilities.
- Valuation of vessels

As part of designing our audit, we determined materiality and assessed the risks of material misstatement in the financial statements. In particular, we considered where management made subjective judgements; for example, in respect of significant accounting estimates that involved making assumptions and considering future events that are inherently uncertain.

Materiality

The scope of our audit was influenced by our application of materiality. An audit is designed to obtain reasonable assurance whether the financial statements are free from material misstatement. Misstatements may arise due to fraud or error. They are considered material if individually or in aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

Based on our professional judgement, we determined certain quantitative thresholds for materiality, including the overall group materiality for the consolidated financial statements as set out in the table below. These, together with qualitative considerations, helped us to determine the scope of our audit and the nature, timing and extent of our audit procedures and to evaluate the effect of misstatements on the financial statements as a whole.



Overall group materiality	€ 2,41 million (previous year € 2,5 million)
How we determined it	0,5% of the group's total income
Rationale for the materiality benchmark applied	We chose the total operating revenue as a benchmark when calculating the materiality. In our view, it is the benchmark which users of the financial statements measure the group's performance. Total operating revenue is a generally accepted benchmark and 0,5 % which is within the range of acceptable quantitative materiality thresholds in auditing standards.

How we tailored our group audit scope

We tailored the scope of our audit, taking into account the structure of Viking Line group and the size, complexity and risks of individual subsidiaries. Based on these criteria we assessed that the audit of the parent company covers the vast majority of the group's net sales, assets and liabilities. In addition, we have conducted certain audit procedures and analytical procedures on group level to identify unexpected movements in the subsidiaries.

Key Audit Matters

Key audit matters are those matters that, in our professional judgment, were of most significance in our audit of the financial statements of the current period. These matters were addressed in the context of our audit of the financial statements as a whole, and in forming our opinion thereon, and we do not provide a separate opinion on these matters.

As in all of our audits, we also addressed the risk of management override of internal controls, including among other matters consideration of whether there was evidence of bias that represented a risk of material misstatement due to fraud.

Key audit matter in the audit of the group	How our audit addressed the key audit matter
<p>Valuation of vessels</p> <p><i>Refer to notes 1.3, 4.2 and 4.3 to the consolidated financial statements</i></p> <p>Vessels are valued based on cost less accumulated depreciation and possible impairment.</p> <p>The depreciation expense is based on expected economic useful lives and the estimated residual value of the vessels, and thereby reflects management judgement thereon.</p> <p>We consider valuation of the vessels to be a key audit matter in the audit because it is impacted by management's judgement and because the vessels constitute a material part of the group's assets.</p>	<p>To ensure that the vessels are not carried at a value in excess of their fair value, we compared their respective carrying value to a valuation performed by an external expert engaged by the group and we gained an understanding of their valuation methods.</p> <p>Our procedures covered all the group's wholly owned vessels, i.e. Viking Glory, Viking Grace, Viking XPRS, Gabriella and Viking Cinderella as well as the vessel that is jointly owned with an external party, i.e. Birka Gotland.</p>



We have no key audit matters to report with respect to our audit of the parent company financial statements.

There are no significant risks of material misstatement referred to in Article 10(2c) of Regulation (EU) No 537/2014 with respect to the consolidated financial statements or the parent company financial statements.

Responsibilities of the Board of Directors and the Managing Director for the Financial Statements

The Board of Directors and the Managing Director are responsible for the preparation of consolidated financial statements that give a true and fair view in accordance with IFRS Accounting Standards as adopted by the EU, and of financial statements that give a true and fair view in accordance with the laws and regulations governing the preparation of financial statements in Finland and comply with statutory requirements. The Board of Directors and the Managing Director are also responsible for such internal control as they determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the Board of Directors and the Managing Director are responsible for assessing the parent company's and the group's ability to continue as a going concern, disclosing, as applicable, matters relating to going concern and using the going concern basis of accounting. The financial statements are prepared using the going concern basis of accounting unless there is an intention to liquidate the parent company or the group or to cease operations, or there is no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with good auditing practice will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with good auditing practice, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the parent company's or the group's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.



- Conclude on the appropriateness of the Board of Directors' and the Managing Director's use of the going concern basis of accounting and based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the parent company's or the group's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the parent company or the group to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events so that the financial statements give a true and fair view.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the group as a basis for forming an opinion on the group financial statements. We are responsible for the direction, supervision and review of the audit work performed for purposes of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when, in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication.

Other Reporting Requirements

Appointment

Authorised public accountants from PricewaterhouseCoopers Oy have been acting, without interruption, as the auditors for Viking Line Abp since the Annual General Meeting 11 February 2010. Authorised public accountant (KHT) Martin Grandell has been nominated by PricewaterhouseCoopers Oy as the auditor of charge since the Annual General Meeting 27 April 2022.

Other Information

The Board of Directors and the Managing Director are responsible for the other information. The other information comprises the report of the Board of Directors and the information included in the Annual Report but does not include the financial statements or our auditor's report thereon. We have obtained the report of the Board of Directors prior to the date of this auditor's report and the Annual Report is expected to be made available to us after that date.

Our opinion on the financial statements does not cover the other information.



In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. With respect to the report of the Board of Directors, our responsibility also includes considering whether the report of the Board of Directors has been prepared in compliance with the applicable provisions, excluding the sustainability report information on which there are provisions in Chapter 7 of the Accounting Act and in the sustainability reporting standards.

In our opinion, the information in the report of the Board of Directors is consistent with the information in the financial statements and the report of the Board of Directors has been prepared in compliance with the applicable provisions. Our opinion does not cover the sustainability report information on which there are provisions in Chapter 7 of the Accounting Act and in the sustainability reporting standards.

If, based on the work we have performed on the other information that we obtained prior to the date of this auditor's report, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.

Helsinki 26 March 2025

PricewaterhouseCoopers Oy
Authorised Public Accountants

Martin Grandell
Authorised Public Accountant (KHT)

Assurance report on the sustainability report



Assurance Report on the Sustainability Report (Translation of the Swedish Original)

To the Annual General Meeting of Viking Line Abp

We have performed a limited assurance engagement on the group sustainability report of Viking Line Abp (business identity code 0144983-8) that is referred to in Chapter 7 of the Accounting Act and that is included in the report of the Board of Directors for the reporting period 1.1.–31.12.2024.

Opinion

Based on the procedures we have performed and the evidence we have obtained, nothing has come to our attention that causes us to believe that the group sustainability report does not comply, in all material respects, with

- 1) the requirements laid down in Chapter 7 of the Accounting Act and the sustainability reporting standards (ESRS);
- 2) the requirements laid down in Article 8 of the Regulation (EU) 2020/852 of the European Parliament and of the Council on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088 (EU Taxonomy).

Point 1 above also contains the process in which Viking Line Abp has identified the information for reporting in accordance with the sustainability reporting standards (double materiality assessment).

Our opinion does not cover the tagging of the group sustainability report in accordance with Chapter 7, Section 22, of the Accounting Act, because sustainability reporting companies have not had the possibility to comply with that requirement in the absence of the ESEF regulation or other European Union legislation.

Basis for Opinion

We performed the assurance of the group sustainability report as a limited assurance engagement in compliance with good assurance practice in Finland and with the International Standard on Assurance Engagements (ISAE) 3000 (Revised) *Assurance Engagements Other than Audits or Reviews of Historical Financial Information*.

Our responsibilities under this standard are further described in the Responsibilities of the Authorised Group Sustainability Auditor section of our report.

We believe that the evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Authorised Group Sustainability Auditor's Independence and Quality Management

We are independent of the parent company and of the group companies in accordance with the ethical requirements that are applicable in Finland and are relevant to our engagement, and we have fulfilled our other ethical responsibilities in accordance with these requirements.

Our firm applies International Standard on Quality Management ISQM 1, which requires the firm to design, implement and operate a system of quality management including policies or procedures regarding compliance with ethical requirements, professional standards and applicable legal and regulatory requirements.



Responsibilities of the Board of Directors and the Managing Director

The Board of Directors and the Managing Director of Viking Line Abp are responsible for:

- the group sustainability report and for its preparation and presentation in accordance with the provisions of Chapter 7 of the Accounting Act, including the process that has been defined in the sustainability reporting standards and in which the information for reporting in accordance with the sustainability reporting standards has been identified
- the compliance of the group sustainability report with the requirements laid down in Article 8 of the Regulation (EU) 2020/852 of the European Parliament and of the Council on the establishment of a framework to facilitate sustainable investment, and amending Regulation (EU) 2019/2088;
- such internal control as they determine is necessary to enable the preparation of a group sustainability report that is free from material misstatement, whether due to fraud or error.

Inherent Limitations in the Preparation of a Sustainability Report

In reporting forward-looking information in accordance with ESRS, management of the Company is required to prepare the forward-looking information on the basis of assumptions that have been disclosed in the sustainability report about events that may occur in the future and possible future actions by the Group. Actual outcomes are likely to be different since anticipated events frequently do not occur as expected.

Responsibilities of the Authorised Group Sustainability Auditor

Our responsibility is to perform an assurance engagement to obtain limited assurance about whether the group sustainability report is free from material misstatement, whether due to fraud or error, and to issue a limited assurance report that includes our opinion. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of users taken on the basis of the group sustainability report.

Compliance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised) requires that we exercise professional judgment and maintain professional skepticism throughout the engagement. We also:

- Identify and assess the risks of material misstatement of the group sustainability report, whether due to fraud or error, and obtain an understanding of internal control relevant to the engagement in order to design assurance procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the parent company's or group's internal control.
- Design and perform assurance procedures responsive to those risks to obtain evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Description of the Procedures That Have Been Performed

The procedures performed in a limited assurance engagement vary in nature and timing from, and are less in extent than for, a reasonable assurance engagement. The nature, timing and extent of assurance procedures selected depend on professional judgment, including the assessment of risks of material misstatement, whether due to fraud or error. Consequently, the level of assurance obtained in a limited assurance engagement is substantially lower than the assurance that would have been obtained had a reasonable assurance engagement been performed.



Our procedures included for example the following:

- We interviewed the company's management and the individuals responsible for collecting and reporting the information contained in the group sustainability report at the group level, as well as at different levels and business areas of the organization to gain an understanding of the sustainability reporting process and the related internal controls and information systems.
- We familiarised ourselves with the background documentation and records prepared by the company where applicable, and assessed whether they support the information contained in the group sustainability report.
- We performed site visits at the company's head office on the Åland Islands and on two Viking Line Abp vessels.
- We assessed the company's double materiality assessment process in relation to the requirements of the ESRS standards, as well as whether the information provided about the assessment process complies with the ESRS standards.
- We assessed whether the sustainability information contained in the group sustainability report complies with the ESRS standards.
- Regarding the EU taxonomy information, we gained an understanding of the process by which the company has identified the group's taxonomy-eligible and taxonomy-aligned economic activities, and we assessed the compliance of the information provided with the regulations.

Helsinki 26 March 2025

PricewaterhouseCoopers Oy
Authorised Sustainability Auditors

Martin Grandell
Authorised Sustainability Auditor

Corporate governance statement

Corporate governance statement

This corporate governance statement was approved by the Board of Directors of Viking Line Abp on March 27, 2025. The corporate governance statement and the Report of the Directors for the financial year 2024 are published as separate reports.

The parent company, Viking Line Abp, is listed on NASDAQ Helsinki. The wholly-owned subsidiaries Viking Line Skandinavien AB together with its subsidiary, Viking Rederi AB, OÜ Viking Line Eesti, Viking Line Finnlandverkehr GmbH and Viking Line Buss Ab belong to the Viking Line Group.

Viking Line applies the Finnish Corporate Governance Code, which was approved by the Securities Market Association and is available on the Securities Market Association's website, Cgfinland.fi. Viking Line complies with the Code in full. Viking Line's corporate governance statement and other information about Viking Line's corporate governance are also available on [Vikingline.com](https://vikingline.com).

Annual General Meeting

Viking Line Abp is a public limited company domiciled in Finland which is governed by the Finnish Companies Act and the company's Articles of Association. In compliance with the Companies Act, the Annual General Meeting (AGM) is the company's highest decision-making body, where the owners exercise their influence.

All Viking Line Abp shares constitute a single series, in which all shares are of equal value. Each share is represented by one vote when voting on motions and candidates at shareholder meetings. However, no shareholder may vote on behalf of more than 1/4 of the shares represented at a shareholder meeting. On December 31, 2024, Viking Line Abp had 5,389 (5,388) shareholders.

The AGM decides on matters such as the adoption of the financial statements for the preceding financial year, the distribution of the company's profit or loss and discharge of the Board of Directors as well as the chief executive officer (CEO) from liability for that year. The AGM also elects the Chairman of the Board, the other Board members and auditors and decides on their fees in accordance with the company's compensation policy. The compensation policy describes Viking Line's main principles for compensation for the Board of Directors, the CEO and the Deputy CEO. Proposals for a compensation policy shall be submitted to the Annual General Meeting (AGM) at least every four years. The AGM decided to approve the Board's proposal for a compensation policy on April 23, 2024. The AGM decides on Board fees in accordance with the compensation policy.

The AGM also makes decisions concerning the company's shares and share capital as well as changes in the company's Articles of Association. The minimum share capital of Viking Line Abp is 720,000.00 euros and the maximum share capital is 4,800,000.00 euros. Within these limits, share capital may be increased or decreased without amending the Articles of Association.

An extraordinary general meeting (EGM) shall be held if the Board of Directors or the AGM has so decided, or if an auditor or owners of at least 1/10 of all shares require this in writing to address a given matter.

In accordance with the Articles of Association, the AGM is held in Mariehamn before the end of June. The latest such meeting took place on April 23, 2024. The next AGM will be held on April 24, 2025.

The invitation to the AGM occurs through an announcement that appears in a newspaper published in the company's place of domicile. This invitation is also published on [Vikingline.com](https://vikingline.com). The invitation shall be issued no earlier than three months before the AGM record date and no later than three weeks before the AGM.

In addition to disclosing the items of business that will be discussed at the meeting, the invitation shall include candidates proposed for the Board and their compensation in accordance with the compensation policy as well as candidates proposed for the position of auditor. The invitation shall also include proposals as above submitted by shareholders representing at least 1/10 of shares, provided that any candidates have agreed to serve on the Board and the proposal has been delivered to the company in such a way that it can be included in the invitation. Similar proposals submitted after the invitation has been published shall be published separately.

At the AGM, each shareholder is entitled to ask questions and submit proposals for a decision on matters included in the AGM's agenda. A shareholder is entitled to have a matter considered at the AGM if that person requests it in writing no later than the date indicated by the company on [Vikingline.com](https://vikingline.com).

The CEO, the Chairman of the Board, the other Board members and any individuals who are first-time candidates for service as members of the Board shall be present at the AGM. The auditor shall be present at the regular AGM.

Corporate governance

Board of Directors

The company is headed by the Board of Directors and by the CEO. In the CEO's absence, the Deputy CEO substitutes for the CEO. The CEO works with a Group Management team appointed by the Board of Directors.

The Board of Directors consists of the Chairman and six members as well as three deputy members. The Chairman, members and deputy members are elected by the AGM for the period until the end of the next AGM. In case the Chairman or a Board member will be absent, he or she has the primary responsibility for nominating the deputy who will be summoned in his/her place. The Articles of Association have not established any special system for the appointment of Board members. The Board has not appointed any committees.

The Board has not appointed any audit committee. Instead, all information related to audits is dealt with directly by the Board.

A person who is elected to the Board must be sufficiently competent for the task and have sufficient time to handle it. Board members or candidates must provide the Board with enough information to assess their competency and independence as well as any changes in this information and present their own assessment of their independence.

Board members represent all shareholders, not only those shareholders who have nominated them. The number of members and the composition of the Board shall enable the effective management of the Board's duties.

The diversity of the Board of Directors' composition supports the company in achieving strategic goals and ensuring that the Board fulfils its duties. The objective is for the Board to include members with knowledge and experience from different industries and duties. It is important that both genders are represented on the Board.

The Board assesses the members' independence annually. The majority of Board members shall be independent of the company. At least two Board members who are independent of the company shall also be independent of the company's significant shareholders. The majority of Board members are independent of the company, and two Board members who are independent of the company are also independent of the company's significant shareholders.

The Board has not appointed any nomination committee but instead proposes a candidate to the Board itself, taking into consideration the above principles.

The Board of Directors is in charge of the administration of the company's affairs. It leads and oversees the company's operational management, appoints and dismisses the CEO and the other members of Group Management, approves the company's strategic goals and risk management principles, and ensures that the management system is functioning. The Board establishes the company's vision and values, which are observed in its operations.

The Chairman of the Board is appointed at the regular AGM. The Chairman is responsible for organizing the Board's work and ensures that the Board meets as required. The Group's legal counsel serves as secretary of the Board.

At its statutory meeting after the AGM, the Board of Directors adopts rules of procedure for the financial year. These rules of procedure shall contain information about and indicative dates for:

- discussion of vision and strategy,
- discussion of financial statements, Half-Year Financial Report and Business Reviews for the first and third quarter,
- discussion of audit reports,
- discussion of the Group's business plan,
- appointment of any Board committees and
- evaluation of the work of the Board.

In addition, as appropriate, the Board deals with:

- other items of business which are incumbent on the Board according to the Companies Act, the Articles of Association and other rules and regulations,
- significant investments and divestments and
- other items of business submitted by the operational management or by individual Board members.

Corporate governance

The company shall ensure that all Board members receive sufficient information about the company's operations, operating environment and financial position and that new Board members are familiar with the company's operations. At each Board meeting, the CEO provides information about the company's operations. In addition, the Board continuously receives information in the form of regular reports and the minutes of Group Management meetings.

The Board monitors and assesses the company's transactions with related parties, which are defined in accordance with the Finnish Companies Act. The company maintains a register of people and legal entities that constitute the company's close circle in order to identify transactions with related parties and assess the nature and terms of business transactions. Such transactions with related parties that are not part of the company's customary operations or that deviate from normal market terms require a Board decision. In its decision, the Board shall take into account conflict-of-interest provisions since a Board member may not participate in any decision-making on a matter of personal concern.

The Board of Directors elected at the Annual General Meeting on April 23, 2024, consists of Chairman Jakob Johansson and members Christina Dahlblom, Ulrica Danielsson, Stefan Lundqvist, Andreas Remmer, Gert Sviberg and Peter Wiklöf. The deputy members of the Board are Tomas Lindholm, Casper Lundqvist and Fredrik Vojbacke.

During the financial year 2024, a total of 15 Board meetings were held.

Name	Position	Board meetings	Attendance rate
Jakob Johansson	Chairman	15/15	100%
Christina Dahlblom	Member	15/15	100%
Andreas Remmer	Member	14/15	93%
Ulrica Danielsson	Member	15/15	100%
Stefan Lundqvist	Member	15/15	100%
Gert Sviberg	Member	15/15	100%
Peter Wiklöf	Member	12/15	80%
Average attendance rate			96%

Members of the Board of Directors



Jakob Johansson

Born in 1981. Board member since 2020 and Chairman of the Board since 2023. Independent of the company. Not independent of significant shareholders. Jakob Johansson is Managing Director of Maelir AB, which owns more than 20 per cent of all shares in Viking Line Abp.

Education and main occupation

Master of Laws. Managing Director, Maelir AB.

Shareholdings Dec 31, 2024*

3,773,929 shares



Christina Dahlblom

Born in 1978. Board member since 2021. Independent of the company. Independent of significant shareholders.

Education and main occupation

PhD in Economics. Professor of Practice, Hanken School of Economics, Helsinki. Entrepreneur and leadership coach, Flo Co.

Shareholdings Dec 31, 2024*

2,000 shares



Ulrica Danielsson

Born in 1965. Deputy member since 2013 and member since 2023. Independent of the company. Independent of significant shareholders.

Education and main occupation

MBA. Entrepreneur.

Shareholdings Dec 31, 2024*

500 shares



Stefan Lundqvist

Born in 1971. Deputy member since 2001 and member since 2020. Independent of the company. Not independent of significant shareholders. Stefan Lundqvist is employed by Ångfartygs Ab Alfa and Rederi Ab Hildegaard, which each own more than ten per cent of all shares in Viking Line Abp.

Education and main occupation

MBA. Manager Ship Operations & HR, Ångfartygs Ab Alfa and Rederi Ab Hildegaard.

Shareholdings Dec 31, 2024*

181,520 shares



Andreas Remmer

Born in 1974. Board member since 2023. Independent of the company. Independent of significant shareholders.

Education and main occupation

Master of Laws and Shipping Law. Entrepreneur.

Shareholdings Dec 31, 2024*

0 shares

Corporate governance



Gert Sviberg

Born in 1967. Deputy member since 2021 and member since 2023. Independent of the company. Independent of significant shareholders.

Education and main occupation

Engineering degree (engineer first class). Entrepreneur.

Shareholdings Dec 31, 2024*

93,441 shares



Peter Wiklöf

Born in 1966. Board member since 2017. Independent of the company. Independent of significant shareholders.

Education and main occupation

Master of Laws. Managing Director, Ålandsbanken Abp.

Shareholdings Dec 31, 2024*

525 shares



Tomas Lindholm

Born in 1990. Deputy member since 2023. Independent of the company. Not independent of significant shareholders. Tomas Lindholm is employed by Ångfartygs Ab Alfa and Rederi Ab Hildegaard, which each own more than ten per cent of all shares in Viking Line Abp.

Education and main occupation

Master of Science in Civil Architectural Engineering, Bachelor of Science in Business and Economics. Technical inspector, Ångfartygs Ab Alfa and Rederi Ab Hildegaard.

Shareholdings Dec 31, 2024*

4,049 shares



Casper Lundqvist

Born in 1982. Deputy Board member since 2020. Independent of the company. Not independent of significant shareholders. Casper Lundqvist is employed by Ångfartygs Ab Alfa and Rederi Ab Hildegaard, which each own more than ten per cent of all shares in Viking Line Abp.

Education and main occupation

Accountant, university studies in economics. Head of Accounting, Ångfartygs Ab Alfa and Rederi Ab Hildegaard.

Shareholdings Dec 31, 2024*

55,500 shares



Fredrik Vojbacke

Born in 1973. Deputy member since 2023. Independent of the company. Independent of significant shareholders.

Education and main occupation

Bachelor Degree Program & Master of Business Administration Program, Bachelor Degree Program, University of Macao (China). CEO, Transferator AB.

Shareholdings Dec 31, 2024*

1,000 shares

* Shares in Viking Line Abp as of December 31, 2024, held by the Board member and/or by companies that the person has a controlling interest in.

Corporate governance

CEO

The CEO handles the company's day-to-day management in accordance with the Board's instructions and rules and is responsible for ensuring that the Board's decisions are executed. Under the Companies Act, the CEO is also responsible for ensuring that the company's accounting is in compliance with the law and that the management of finances is carried out in a satisfactory manner.

The CEO is appointed and dismissed by the Board of Directors. The terms of his employment relationship including compensation and other benefits are established in a written contract that is approved by the Board in accordance with the compensation policy. The CEO may not be elected as a Board member.

The CEO of the company is Jan Hanses. The Deputy CEO of the company is Peter Hellgren. During the autumn of 2024, CEO Jan Hanse announced that he would step down from his position as CEO and subsequently work as a senior advisor until he retires in April 2026.

Group Management

In addition to the CEO, the Board also appoints the Deputy CEO and the other members of Group Management. Under the leadership of the CEO, Group Management is responsible for directing the company's operating activities as well as strategic and financial planning. Group Management meets regularly.

Group Management consists of Jan Hanses, Peter Hellgren, Johanna Boijer-Svahnström, Mats Engblom, Henrik Grönvik, Ulf Hagström and Wilhelm Hård af Segerstad.

Members of Group Management



Jan Hanses

Born in 1961. Joined the company in 1988. Master of Laws. LL.M.

Areas of responsibility

CEO since 2014.

Shareholdings Dec 31, 2024*

7,005 shares



Peter Hellgren

Born in 1967. Joined the company in 1994. University studies in communication.

Areas of responsibility

Executive Vice President since 2014. Deputy CEO since 2018. Sales and marketing.

Shareholdings Dec 31, 2024*

2,125 shares



Johanna Boijer-Svahnström

Born in 1965. Joined the company in 1990. Master of Business Administration. Studies in communication.

Areas of responsibility

Senior Vice President since 2015. Public affairs and external communication, land-based personnel and sustainability.

Shareholdings Dec 31, 2024*

2,201 shares



Mats Engblom

Born in 1977. Joined the company in 2011. MBA.

Areas of responsibility

Senior Vice President since 2018. Finance.

Shareholdings Dec 31, 2024*

3,873 shares



Henrik Grönvik

Born in 1963. Joined the company in 1997. Sea Captain.

Areas of responsibility

Vessel Manager since 2018. Master.

Shareholdings Dec 31, 2024*

525 shares

Corporate governance



Ulf Hagström

Born in 1969. Rejoined the company in 2015, earlier employment 1996-2012. Engineer in machinery and energy technology.

Areas of responsibility

Senior Vice President since 2015. Marine Operations & Newbuildings.

Shareholdings Dec 31, 2024*

3,000 shares



Wilhelm Hård af Segerstad

Born in 1964. Joined the company in 1984.

Areas of responsibility

Senior Vice President since 2014. Shipboard commercial operations and shipboard personnel.

Shareholdings Dec 31, 2024*

1,675 shares

* Shares in Viking Line Abp as of December 31, 2024, held by that person and/or by companies that the person has a controlling interest in.

Corporate governance

Auditors

The company has one Auditor who is elected at the Annual General Meeting for a term expiring at the end of the next Annual General Meeting. The Auditor examines the company's accounts and financial statements. After completion of this examination, the Board receives a review report, and an Auditor's Report is submitted to the Annual General Meeting.

The company's Regular Auditor is:

The auditing firm PricewaterhouseCoopers Oy with CGR Martin Grandell as principal auditor

The auditor's fees are adopted by the Annual General Meeting. According to the decision in force, fees are paid based on periodic invoices. The Group's auditing expenses amounted to 153,713.82 euros in 2024 (158,866.87 euros in 2023), 119,596.00 euros (119,351.76 euros in 2023) of which was related to the parent company. The expenses for other services provided by the Group's auditors and their auditing firm were 154,048.96 euros in 2024 (105,267.73 euros in 2023).

The Board performs the duties of an audit committee.

Internal control and risk management

The objective of the internal oversight for which the Board of Directors and the operative management are responsible is to ensure efficient, profitable operations, reliable information and compliance with regulations and business principles. Risk management is an integral element of the Group's controls and oversight of operations.

The Board of Directors continuously monitors the Group's trend of earnings and its financial position by means of the internal reporting system. The internal control system consists of detailed internal accounts, which are reconciled with the business accounts. The Group's Finance Department is responsible for external reporting and works in close cooperation with the Business Control Department, which handles internal reporting, including financial monitoring, analysis and business planning.

The Group has a Treasury Policy, which was adopted by the Board. The policy concerns, among other matters, principles for the Group's liquidity and funding as well as management of financial risks. Operational responsibility for this lies with the Group's Treasury Department. The Group Treasurer compiles a Treasury report for the Board, the CEO and the Group's Senior Vice President of Finance on a regular basis. The scope and frequency of the report are specified in the policy document and include monitoring of the Group's liquidity, financing and risk exposure.

A report on financial risk management is provided in the information contained in the notes to the Group's financial statements. A section on business risks can be found in the Report of the Directors.

Corporate governance

Insider management

Viking Line manages insider information and insiders in accordance with the requirements under the EU's Market Abuse Regulation (MAR), the Finnish Securities Market Act, NASDQ Helsinki's insider regulations, the regulations and instructions of the European Securities and Markets Authority and the Finnish Financial Supervisory Authority, and Viking Line's insider instructions.

Viking Line's insider management includes

- internal distribution of information about insider issues,
- internal training on insider issues,
- processing of insider notifications,
- establishment and maintenance of insider lists,
- monitoring of insider issues and
- updating of information published on the Internet.

The information received based on the management's notification requirements and the transactions involving the company's financial instruments carried out by management is examined on a continuous basis. In addition, a comprehensive review is conducted once a year, and a personal print-out of the list of notifications is sent annually to be examined by each member of management.

The Group's CEO is responsible for insider issues at the company. The practical tasks concerning insider management are handled by people designated by that person.

Insider information is published as soon as possible, via a stock exchange release. For someone who has access to insider information, carrying out transactions involving the company's financial instruments is always prohibited. In addition to this general restriction on trading, management and the people who belong to the company's financial reporting group are prohibited from trading the company's financial instruments during a silent period of thirty days before the publication of the Group's financial reports and on the day they are published.

In compliance with MAR requirements, Viking Line publishes information about transactions involving the company's financial instruments carried out by the management and their related parties. This is done in stock exchange releases and a notification submitted to the Finnish Financial Supervisory Authority within three business days of the transaction date at the latest. In this respect, Viking Line's management are considered to be members and deputy members of the Board as well as the CEO.

In preparing for substantial projects, a list of insiders for the project in question is drawn up. The people listed there are to be informed of this and receive information about the obligations that arise from this.

Compensation statement

Compensation statement 2024

Introduction

Viking Line Abp's highest decision-making body is the Annual General Meeting (AGM). The company shall have a compensation policy that describes Viking Line's main compensation principles for the Board of Directors, the CEO and the Deputy CEO. The compensation policy shall be submitted to the AGM at least every four years. The compensation policy was approved by Viking Line's AGM on April 23, 2024. This compensation policy is therefore in effect until the AGM 2028 unless changes are warranted before then.

Compensation to the Board

Fees adopted by the Annual General Meeting are paid as compensation for the Board's work. Reasonable travel expenses are paid as invoiced. The Board's compensation is a monetary payment. The Board has not appointed any committees; instead all duties are performed directly by the Board. The following fees are paid to the Board in accordance with the AGM's decisions:

Euros	2024
Annual fee, Chairman of the Board	30,000
Annual fee, other regular Board members	24,000
Annual fee, deputy Board members	5 000
Fee per meeting attended, Board and deputy members	1,000

For the financial year 2024, a total of 292,000 euros (306,000 euros in 2023) was paid in Board fees. Otherwise, no deviations from the compensation policy were made in either 2024 or 2023.

Euros	Annual fee	Meeting fees	Total
Jakob Johansson, Chairman of the Board	30,000	15,000	45,000
Christina Dahlblom, member	24,000	15,000	39,000
Ulrica Danielsson, member	24,000	15,000	39,000
Stefan Lundqvist, member	24,000	15,000	39,000
Andreas Remmer, member	24,000	14,000	38,000
Gert Sviberg, member	24,000	15,000	39,000
Peter Wiklöf, member	24,000	12,000	36,000
Tomas Lindholm, deputy member	5,000		5,000
Casper Lundqvist, deputy member	5,000	2,000	7,000
Fredrik Vojbacke, deputy member	5,000		5,000
Total	189,000	103,000	292,000

Corporate governance

Compensation to the CEO and Deputy CEO

The Board determines compensation and other benefits for the CEO and the Deputy CEO. The CEO and the Deputy CEO are paid a monthly salary, which is determined each year by the Board. The CEO, Jan Hanses, is paid a monthly salary of 28,503 euros and the following additional benefits in kind: telephone benefits and group life insurance coverage, including insurance for medical expenses. During the first half of 2024, there was a deviation from the compensation policy which was in effect until the AGM on April 23, 2023, when additional compensation was paid to the CEO and the Deputy CEO.

The Group has only defined-contribution pension plans. The CEO and the Deputy CEO are subject to public pension terms and the lowest legal retirement age in effect at each point in time.

During the autumn of 2024, CEO Jan Hanse informed the Board of Directors that he would step down from his position as CEO and subsequently work as a senior advisor until he retires in April 2026. The Deputy CEO receives 6 months of salary in the event the company terminates his contract. Otherwise the Group has made no individual agreements on termination-related benefits.

Compensation to the CEO and Deputy CEO in 2024, euros	Fixed salary	Total compensation in 2024
CEO	424,701	424,701
Deputy CEO	200,188	200,188
Total	624,889	624,889

Comparative data

Group	2020	2021	2022	2023	2024
Compensation to the Board, EUR M	0.3	0.3	0.3	0.3	0.3
Compensation to the CEO, EUR M	0.3	0.5	0.3	0.4	0.4
Compensation to the Deputy CEO, EUR M	0.2	0.2	0.2	0.2	0.2
Salaries, EUR M	79.6	75.9	110.5	114.2	129.1
Personnel during the year (average number)	1,640	1,536	2,203	2,227	2,403
Operating income, EUR M	-49.3	32.1	38.3	55.0	26.7

Further information about compensation for the Group's key individuals in management positions can be found at Vikingline.com and in Note 6.1.4 to the consolidated financial statements.