



Kongsberg Maritime

Financial report 3rd quarter 2026

Message from the CEO

Dear all,

The maritime industry is being reshaped by several long-term forces. Energy efficiency, energy security and the growing focus on strengthening naval readiness and capabilities are driving maritime investments. An ageing global fleet, tighter emission requirements, and increasing complexity of vessel operations are accelerating the need for fleet renewal and technology. Across all maritime segments, customers need vessels that are safer, more efficient, reliable and easier to operate over their full lifecycle.

Our deep domain knowledge and broad portfolio allow us to integrate automation, energy systems, propulsion, handling, ship design, simulation and digital capabilities into complete solutions. Customers benefit from a partner with deep understanding of both vessel operations and the vessel itself, a partner that can reduce integration risk and has extensive experience across nearly all vessel segments, and a partner with a global presence that support operations throughout the vessel's lifecycle. This positions us in the very lead to deliver complex systems and serve long-term relationships.

In the third quarter, order intake reached MNOK 8,323, corresponding to a book-to-bill ratio of 1.25. Newbuild order intake remained strong, led by Offshore Energy, Cargo, Gas Carriers and Naval & Governmental. The breadth of our exposure matters. It gives us access to several structural growth drivers while reducing our dependence on individual vessel segments. Newbuild book-to-bill ratio was 1.39, both confirming our position and further strengthening visibility for future deliveries. The order backlog increased by MNOK 1,347 to a record MNOK 29,753, whereof 88% is for deliveries to newbuild. This provides strong visibility and a solid foundation for delivering profitable growth through disciplined project execution.

Our aftermarket and lifecycle offerings remain key to both current and future success. Despite some short-term headwinds, the underlying demand for maintaining availability, extending vessel lifetime and improving efficiency remains strong.

Revenues in the quarter were MNOK 6,639, an increase of 5% compared with the corresponding quarter last year. Revenues from deliveries to newbuild vessels increased by 16%, reflecting strong conversion of our order backlog, and represented 54% of quarterly revenues. EBITDA came in at MNOK 1,041, corresponding to a margin of 15.7%. EBITDA included MNOK 72 in restructuring costs related to our competitiveness improvement programme. Operating cash flow was MNOK 1,412 in the quarter, supported by improved working capital. Working capital management remains a priority as we execute our growing order backlog.

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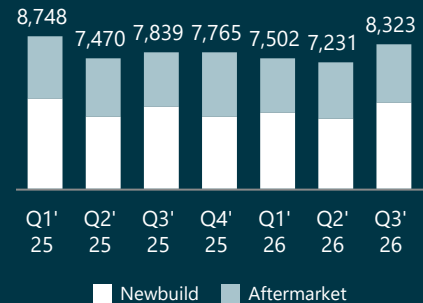


Lisa Edvardsen Haugan
President & CEO
Kongsberg Maritime

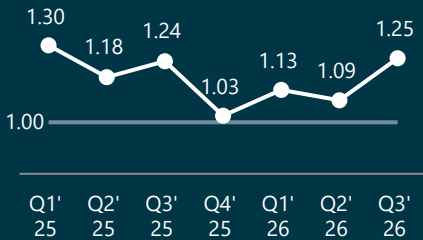
Key figures Q3 2026

- Revenues: MNOK 6,639
- EBITDA: MNOK 1,041
- Order Backlog: MNOK 29,753
- Book-to-bill: 1.25

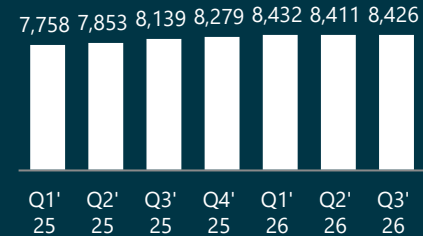
Order Intake (MNOK)



Book-to-bill



Employees



Message from the CEO

After the end of the quarter, on 1 October, Kongsberg Maritime completed the acquisition of Berg Propulsion AB. Together with the announced acquisition of Steerprop, this represents a strengthening of our portfolio in propulsion and electrical systems, broadening our ability to deliver integrated solutions across a wider range of customers and vessel segments. These are investments in complementary businesses where we see strong strategic fit and long-term customer value.

At our Capital Markets Day, we set out an ambition to grow revenues at a 10% compound annual rate over a five-year cycle and to reach and sustain an EBITDA margin above 16%. The third quarter result provides a solid foundation for these ambitions: strong order intake creates a platform for further growth, while our ability to scale newbuild deliveries demonstrates strong execution. We are confident in the opportunities ahead, while remaining focused on disciplined execution, cost efficiency and capital allocation.

Our position has been built over decades through technology leadership, close customer collaboration and the ability to solve demanding operational challenges at sea. In an increasingly uncertain geopolitical environment, our global scale and presence enable us to support customers across markets, navigate shifting conditions and capture opportunities wherever they emerge. By combining these strengths with strong execution and a more competitive cost base, we are well positioned to deliver consistent, profitable growth.

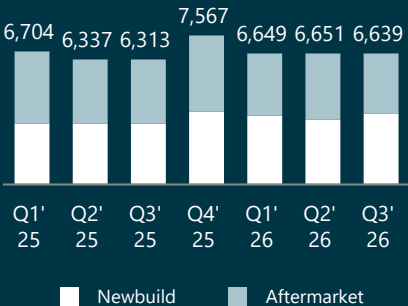
Thank you to our customers, partners and colleagues for your continued commitment as we develop Kongsberg Maritime and shape the maritime future together.

Sincerely,
Lisa

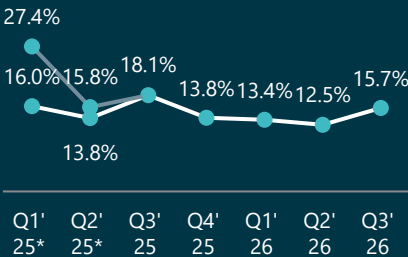
Key financials

MNOK

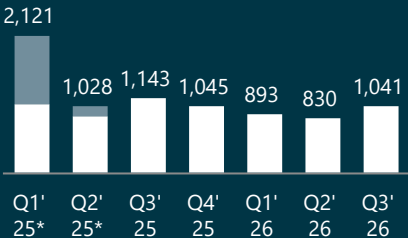
Revenues



EBITDA Margin (%)



EBITDA



*Gain from distribution of the Steering Gear and Rudder business

Q3 2026 P&L Summary

Revenue growth supported by increased newbuild activity

Revenues Q3

MNOK 6,639

Energy & Control increased revenues by 10%, and Propulsion & Handling increased by 2% compared to the corresponding quarter last year. Newbuild deliveries grew 16%, while aftermarket declined 5%.

EBITDA Q3

MNOK 1,041

EBITDA margin came in at 15.7% in Q3 2026. Project mix has continued to shift from aftermarket towards newbuilds.

Kongsberg Maritime delivered revenues of MNOK 6,639 in Q3 2026, compared to MNOK 6,313 in Q3 2025. Revenues in Q3 2026 were negatively impacted by MNOK 199 compared to Q3 2025 related to currency translation of subsidiaries outside of Norway. Revenues year-to-date increased by 3% to MNOK 19,938 compared to the same period last year. Currency translation effects totalled MNOK 628 year-to-date.

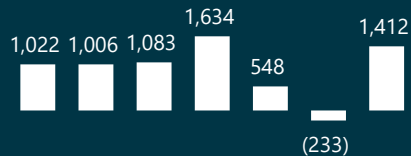
Q3 2026 EBITDA came in at MNOK 1,041, down from MNOK 1,143 in Q3 2025. The quarterly EBITDA was negatively impacted by MNOK 32 in currency translation of subsidiaries outside of Norway, compared to Q3 2025. EBITDA was also impacted by MNOK 72 in restructuring cost related to the Competitive Improvement Programme (CIP) in the quarter. Year-to-date, EBITDA came in at MNOK 2,763, corresponding to a margin of 13.9%. In 2025, EBITDA included a MNOK 1,205 gain from distribution of business.

MNOK	Q3 2026	Q3 2025	YTD 2026	YTD 2025	FY 2025
Total Income	6,639	6,313	19,938	20,559	28,127
Revenues	6,639	6,313	19,938	19,354	26,922
Gain from distribution of business	—	—	—	1,205	1,205
EBITDA	1,041	1,143	2,763	4,292	5,338
EBITDA Margin	15.7%	18.1%	13.9%	20.9%	19.0%
EBIT	886	988	2,301	3,830	4,660
EBIT Margin	13.4%	15.7%	11.5%	18.6%	16.6%
Earnings after tax	563	724	1,621	3,164	3,780
Newbuild / Aftermarket revenues	54% / 46%	49% / 51%	52% / 48%	47% / 53%	48% / 52%

Key financials

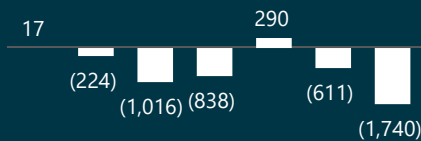
MNOK

Net Cash flow from operating activities



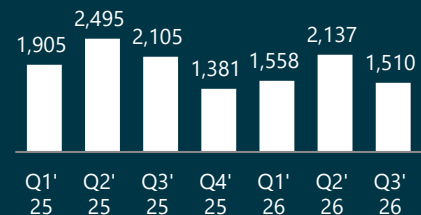
Q1' 25	Q2' 25	Q3' 25	Q4' 25	Q1' 26	Q2' 26	Q3' 26
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Net interest-bearing debt



Q1' 25	Q2' 25	Q3' 25	Q4' 25	Q1' 26	Q2' 26	Q3' 26
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Net working capital



Q1' 25	Q2' 25	Q3' 25	Q4' 25	Q1' 26	Q2' 26	Q3' 26
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Cash Flow and Statement of Financial Position

Solid cash flow and improved working capital

Net Cash Flow from operating activities Q3

MNOK 1,412

Net Cash Flow from operating activities was MNOK 1,412 in Q3 2026. Net working capital decreased from MNOK 2,137 in Q2 to MNOK 1,510 at the end of Q3, primarily driven by customer milestone payments, project-related hedging settlements and lower trade receivables, partly offset by lower short-term liabilities. These movements reflect normal fluctuations in Kongsberg Maritime's business and project mix.

Net working capital Q3

MNOK 1,510

Year-to-date as of 30 September 2026, net cash flow from operating activities was MNOK 1,728. Cash flow was impacted by MNOK 129 increase in net working capital, MNOK 470 settlement of IT assets acquired from Kongsberg Gruppen ASA under the demerger agreement, and payments of tax and other operational items. Capital expenditure, including investments in property, plant and equipment and capitalized development, totalled MNOK 209 during the period. In connection with the acquisition of Berg Propulsion, Kongsberg Maritime issued bonds with a total nominal value of MNOK 2,500 on 28 August 2026. The acquisition was completed on 1 October 2026.

MNOK	30.9.2026	30.6.2026	31.12.2025
Net cash flow from operating-related items	1,728	315	4,744
Net working capital	1,510	2,137	1,381
Net interest-bearing debt	(1,740)	(611)	(838)
Net interest-bearing debt/EBITDA	(0.5)	(0.2)	(0.2)
Cash and cash equivalents	6,138	2,500	861
Total Equity	8,775	8,282	6,122
Equity ratio (%)	31.2%	33.7%	24.1%
Total assets	28,082	24,589	25,444

Order Intake & Backlog

Strong order intake provides visibility through a record-high backlog

Order Intake Q3

MNOK 8,323

Book-to-bill ratio of 1.25

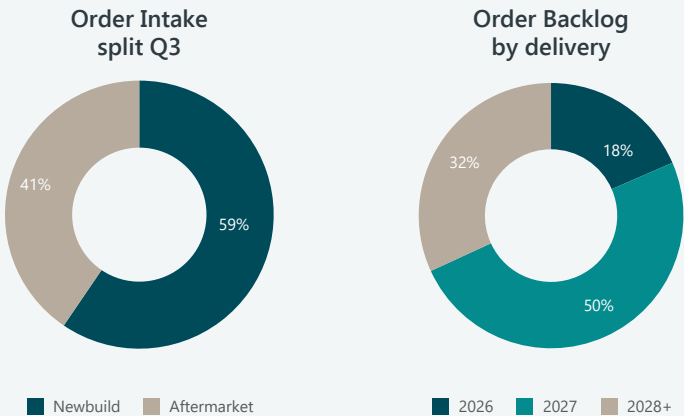
Total Order Backlog

MNOK 29,753

Increased by MNOK 1,347 from Q2 2026

Order Intake Development
Order intake in Q3 2026 amounted to MNOK 8,323, up 6% compared to Q3 2025 (MNOK 7,839). Newbuild orders were supported by larger Offshore Energy contracts and Cargo activity, alongside volumes in Gas Carriers, Tugs and Naval & Government, reflecting demand across multiple vessel segments. Underlying aftermarket fundamentals remained solid, with Offshore Energy and Cargo as the largest contributors.

The book-to-bill ratio was 1.25 in the quarter. The order backlog reached MNOK 29,753, supporting revenue visibility into 2027 and beyond. Newbuild activity came in at a book-to-bill ratio of 1.39 in Q3 2026, while aftermarket activity recorded 1.10.



	Gas Carriers	Cargo	Naval & Government	Offshore Energy	Tug	Passenger	Other
Market characteristics	Sharp focus on energy efficiency and digitalisation	Focus on cost, energy and sustainability	Entering a defence-driven supercycle	Demand for new tonnage, upgrades and life extensions	Solid new build market growth driven by fleet modernization with electric era emerging	Growth market with strong cost discipline	Mixed – including fishing and special purpose segments
Share of KM's newbuild order intake YTD 2026	9%	17%	17%	36%	14%	5%	2%
Newbuild order intake value per segment (MNOK)							

Highlights

MNOK	Q3 2026	Q3 2025	YTD 2026	YTD 2025	FY 2025
Revenues	3,458	3,150	10,100	9,302	12,759
EBITDA	652	531	1,475	1,251	1,620
EBITDA Margin	18.9%	16.8%	14.6%	13.4%	12.7%
Order Intake	4,263	4,333	11,293	13,011	16,491
Order Backlog	14,708	14,029	14,708	14,029	13,884

Energy & Control delivered year-on-year improvement in both revenues and profitability. Revenues increased by 10% to MNOK 3,458, supported by higher newbuild volumes and stronger aftermarket activity. Newbuild revenues reflected deliveries following the strong order intake in 2025.

EBITDA grew by 23% to MNOK 652, with a margin of 18.9%, driven by higher volumes, solid project execution and disciplined cost control. The quarter included MNOK 34 in restructuring costs.

Order intake was MNOK 4,263, slightly below the corresponding quarter last year, but remained above revenues, resulting in a book-to-bill ratio of 1.23. Newbuild orders included several larger contract awards, and Offshore, gas carriers and cargo represented the largest shares of order intake. The order backlog increased 5% year-on-year to MNOK 14,708, supporting visibility on future deliveries.

Q3 2026 Financial Summary | Divisions

Energy & Control

Revenues Q3

MNOK 3,458

+ 10% vs Q3 2025

EBITDA Q3

MNOK 652

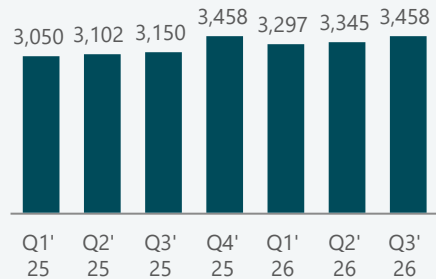
+ 23% vs Q3 2025

Backlog Q3

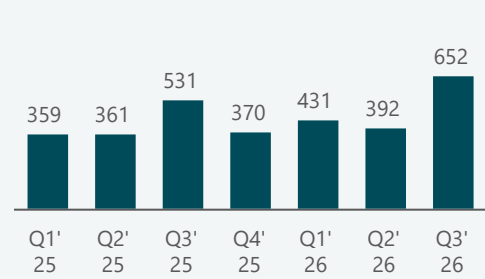
MNOK 14,708

+ 5% vs Q3 2025

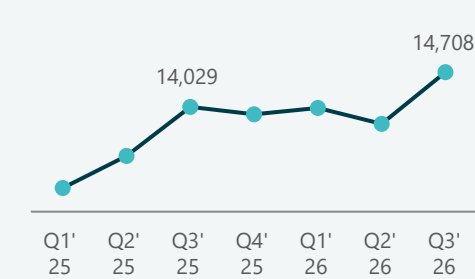
Revenues (MNOK)



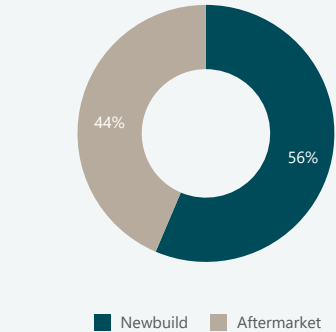
EBITDA (MNOK)



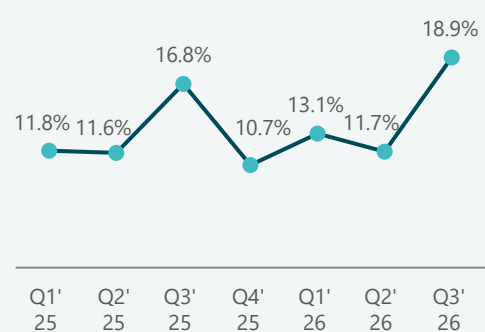
Backlog (MNOK)



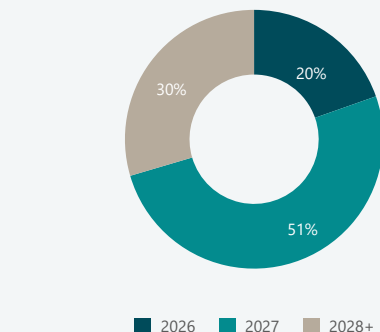
Revenue split Q3



EBITDA Margin (%)



Order Backlog by delivery



Highlights

MNOK	Q3 2026	Q3 2025	YTD 2026	YTD 2025	FY 2025
Revenues	3,024	2,973	9,479	9,279	13,228
EBITDA	470	644	1,699	1,849	2,689
EBITDA Margin	15.5%	21.7%	17.9%	19.9%	20.3%
Order Intake	4,047	3,603	11,260	10,990	15,175
Order Backlog	14,004	12,715	14,004	12,715	13,164

Propulsion & Handling revenues increased by 2% year-on-year to MNOK 3,024 in the quarter. EBITDA declined by 27% to MNOK 470, corresponding to a margin of 15.5%. Aftermarket accounted for 52% of quarterly revenues, compared with 62% in Q3 2025, which impacted profitability. Newbuild activity benefitted from offshore projects and tug deliveries. The quarter included MNOK 14 in restructuring costs.

Order intake increased by 12% year-on-year to MNOK 4,047, exceeding quarterly revenues and resulting in a book-to-bill ratio of 1.34. The order backlog reached MNOK 14,004, up 10% year-on-year, providing visibility on deliveries in 2027 and beyond.

Q3 2026 Financial Summary | Divisions

Propulsion & Handling

Revenues Q3

MNOK 3,024

+ 2% vs Q3 2025

EBITDA Q3

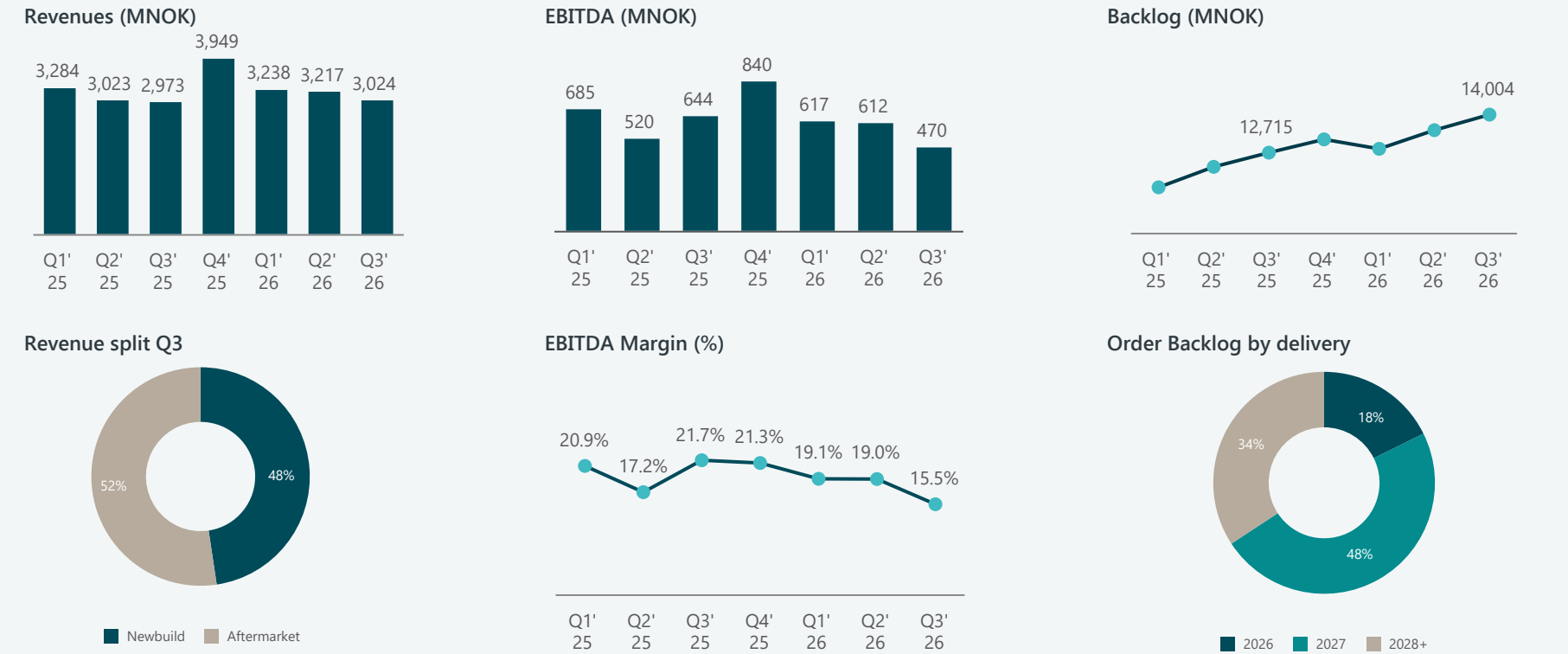
MNOK 470

- 27% vs Q3 2025

Backlog Q3

MNOK 14,004

+ 10% vs Q3 2025



Outlook

Well positioned to capitalise on structural growth opportunities

Kongsberg Maritime is exposed to favourable structural trends in markets where its technologies are critical to customer success. Energy security, increased naval requirements, fleet renewal, tighter efficiency and emissions requirements, and growing vessel complexity continue to support long-term demand for advanced maritime technology.

The order backlog reached a record MNOK 29,753 with 88% related to newbuild projects. Deliveries to newbuilds are expected to grow at a double-digit rate in 2026 compared with the previous year. With a book-to-bill ratio of 1.29 so far this year, this further confirms the strong outlook in newbuilds. The broad distribution of orders across Offshore Energy, Naval & Government, Cargo and other vessel segments provides diversified exposure. Shipyard capacity constraints have extended the time between order and delivery, supporting visibility beyond the current year while increasing the importance of disciplined project execution.

Aftermarket activity is driven by the installed fleet's ongoing need for service, spare parts, upgrades, lifecycle support and efficiency improvements. These activities typically have shorter decision and delivery cycles than newbuild projects, which can result in some variability in the timing and mix of customer spending. However, the continued need for maintenance, upgrades and improved vessel efficiency provides a solid foundation for long-term aftermarket demand.

Kongsberg Maritime's broad technology portfolio, deep domain knowledge and ability to integrate systems across the vessel provide important competitive advantages. Customers increasingly seek solutions that improve efficiency, reliability and vessel performance while reducing integration and lifecycle risk. The acquisition of Berg Propulsion, together with the announced acquisition of Steerprop, enhances the company's propulsion offerings and expands its ability to serve a broader range of customers and vessel segments. The combined portfolio broadens Kongsberg Maritime's propulsion range, extends the reach across vessel types and operating environments and strengthens the capabilities in high ice-class and Arctic vessel applications.

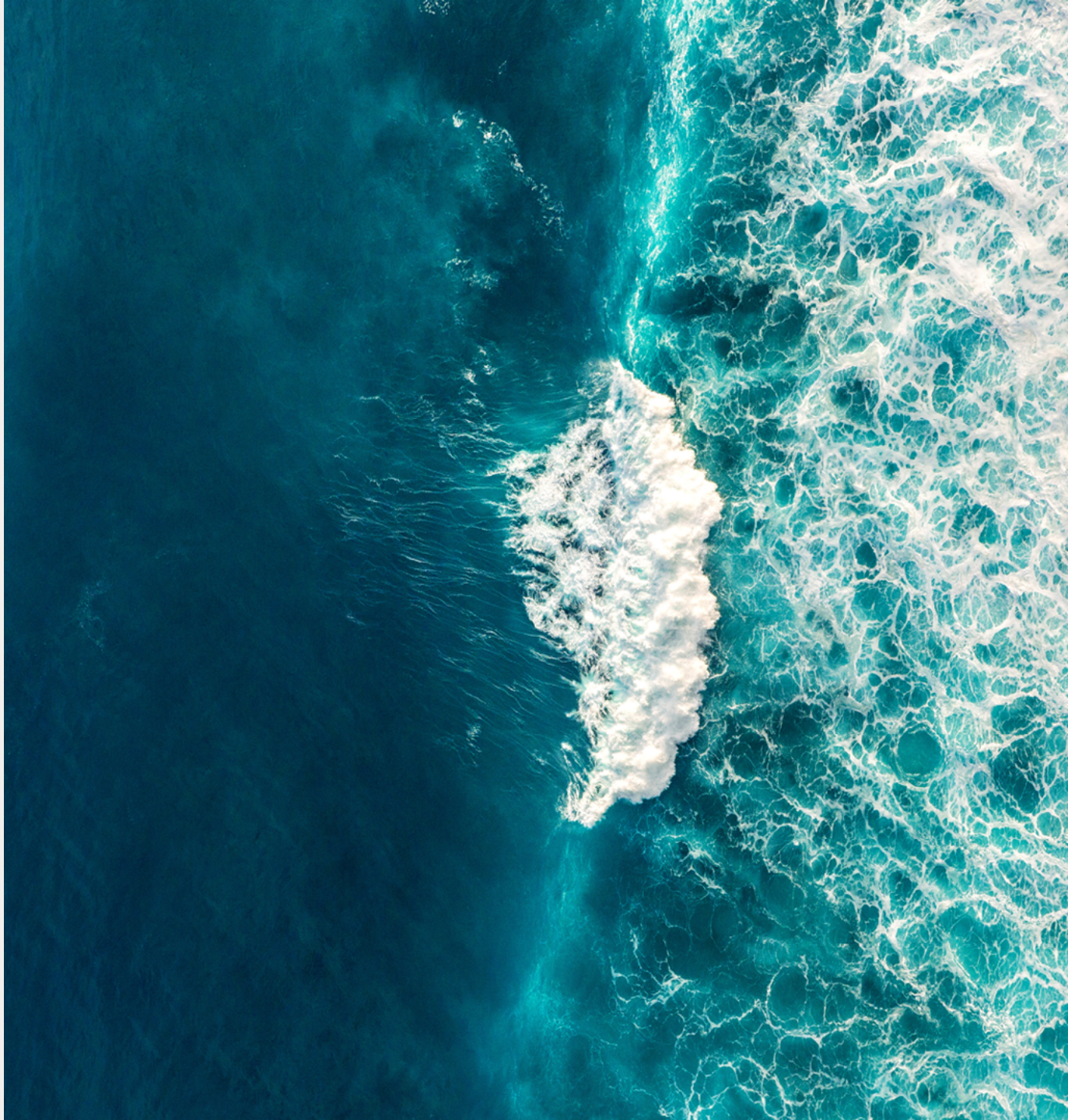
Kongsberg Maritime will continue to develop operations and strengthen a customer-oriented performance culture. At our Capital Markets Day, we set out the ambition to grow revenue at a 10% CAGR over a five-year cycle together with an EBITDA margin above 16% over time. The pace is expected to be more moderate in the early part of the cycle. The backlog includes expected orders of MNOK 5,500 scheduled for delivery in the fourth quarter this year. Profitability is dependent on project mix. Importantly, long-term tailwinds are strong. Berg Propulsion will be included in our financial results from the fourth quarter, broadening our propulsion portfolio and vessel offerings. A record backlog, increased focus on energy security, growing naval requirements, an ageing fleet, and rising vessel complexity continue to support solid development.

Oslo, 29 October 2026
The Board of Directors
Kongsberg Maritime ASA



Kongsberg Maritime

Numbers & Notes



Key figures by quarter

Kongsberg Maritime	2026				2025				
MNOK	2026	Q3	Q2	Q1	2025	Q4	Q3	Q2	Q1
Revenues	19,938	6,639	6,651	6,649	26,922	7,567	6,313	6,337	6,704
Gain from distribution of business	—	—	—	—	1,205	—	—	157	1,048
Total Income	19,938	6,639	6,651	6,649	28,127	7,567	6,313	6,494	7,752
EBITDA	2,763	1,041	830	893	5,338	1,045	1,143	1,028	2,121
EBITDA (%)	13.9	15.7	12.5	13.4	19.0	13.8	18.1	15.8	27.4
EBIT	2,301	886	678	737	4,660	830	988	872	1,970
EBIT (%)	11.5	13.4	10.2	11.1	16.6	11.0	15.7	13.4	25.4
Order intake	23,056	8,323	7,231	7,502	31,822	7,765	7,839	7,470	8,748
Order backlog	29,753	29,753	28,406	27,851	27,849	27,849	27,564	26,164	24,644

Energy & Control	2026				2025				
MNOK	2026	Q3	Q2	Q1	2025	Q4	Q3	Q2	Q1
Revenues	10,100	3,458	3,345	3,297	12,759	3,458	3,150	3,102	3,050
EBITDA	1,475	652	392	431	1,620	370	531	361	359
EBITDA (%)	14.6	18.9	11.7	13.1	12.7	10.7	16.8	11.6	11.8
EBIT	1,345	609	341	395	1,412	290	488	318	316
EBIT (%)	13.3	17.6	10.2	12.0	11.1	8.4	15.5	10.3	10.4
Order intake	11,293	4,263	3,124	3,906	16,491	3,480	4,333	3,762	4,917
Order backlog	14,708	14,708	13,697	14,009	13,884	13,884	14,029	13,070	12,443

Propulsion & Handling	2026				2025				
MNOK	2026	Q3	Q2	Q1	2025	Q4	Q3	Q2	Q1
Revenues	9,479	3,024	3,217	3,238	13,228	3,949	2,973	3,023	3,284
EBITDA	1,699	470	612	617	2,689	840	644	520	685
EBITDA (%)	17.9	15.5	19.0	19.1	20.3	21.3	21.7	17.2	20.9
EBIT	1,444	385	535	523	2,334	734	560	437	603
EBIT (%)	15.2	12.7	16.6	16.2	17.6	18.6	18.8	14.4	18.4
Order intake	11,260	4,047	3,761	3,451	15,175	4,185	3,603	3,699	3,689
Order backlog	14,004	14,004	13,475	12,843	13,164	13,164	12,715	12,233	11,538

Condensed income statement

MNOK	Note	1.7. - 30.9		1.1. - 30.9		1.1. - 31.12
		2026	2025	2026	2025	2025
Revenues		6,639	6,313	19,938	19,354	26,922
Gain from distribution of business		—	—	—	1,205	1,205
Total Income	4	6,639	6,313	19,938	20,559	28,127
Operating expenses	6	(5,598)	(5,170)	(17,175)	(16,267)	(22,789)
EBITDA	4	1,041	1,143	2,763	4,292	5,338
Depreciation		(49)	(47)	(144)	(139)	(201)
Depreciation, leasing assets		(67)	(64)	(203)	(192)	(306)
Impairment of property, plant and equipment		—	—	(1)	—	—
Amortisation		(38)	(43)	(115)	(132)	(171)
EBIT		886	988	2,301	3,830	4,660
Share of net income from joint arrangements and associated companies		—	2	—	4	14
Interest on leasing liabilities		(32)	(27)	(97)	(82)	(110)
Net financial items	5	(102)	(34)	(93)	(35)	(40)
Earnings before tax (EBT)		752	928	2,111	3,716	4,524
Income tax expenses		(189)	(204)	(490)	(552)	(744)
Earnings after tax (EAT)		563	724	1,621	3,164	3,780
Attributable to:						
Equity holders of the parent		563	722	1,621	2,898	3,514
Non-controlling interest		—	2	—	266	266
Earnings per share (EPS) / EPS diluted in NOK						
• Earnings per share		0.64		1.84		
• Earnings per share, diluted		0.64		1.84		

Condensed statement of comprehensive income

MNOK	Note	1.7. - 30.9		1.1. - 30.9		1.1. - 31.12
		2026	2025	2026	2025	2025
Earnings after tax		563	724	1,621	3,164	3,780
Items to be reclassified to profit or loss in subsequent periods:						
Translation differences currency		(68)	(15)	(311)	(216)	(193)
Total items to be reclassified to profit or loss in subsequent periods		(68)	(15)	(311)	(216)	(193)
Items not to be reclassified to profit or loss in subsequent periods:						
Remeasurement gain/(loss) on defined benefit pension plans		—	—	—	—	36
Tax effect on remeasurement of defined benefit pension plans		—	—	—	—	(8)
Total items not be reclassified to profit or loss		—	—	—	—	28
Comprehensive income		495	709	1,312	2,948	3,614

Condensed statement of financial position

MNOK	Note	30.9 2026	30.6 2026	31.12 2025
Assets				
Property, plant and equipment		1,685	1,679	1,720
Leasing assets		1,715	1,705	1,757
Intangible assets	6	2,669	2,638	2,625
Shares in joint arrangements and associated companies		25	25	21
Other non-current assets		245	247	292
Total non-current assets		6,339	6,294	6,415
Inventories		4,454	4,573	4,377
Trade receivables		4,656	5,087	4,472
Customer contracts, asset	5	4,997	4,527	3,872
Derivatives	5	922	869	519
Other short-term receivables		577	740	4,927
Cash and cash equivalents		6,138	2,500	861
Total current assets		21,743	18,296	19,029
Total assets		28,082	24,589	25,444

MNOK	Note	30.9 2026	30.6 2026	31.12 2025
Equity, liabilities and provisions				
Issued capital		53	53	—
Retained earnings		8,236	7,675	—
Contributed equity and retained earnings		—	—	5,774
Other reserves		485	553	348
Total equity		8,775	8,282	6,122
Long-term interest-bearing loans	5	2,496	—	1,526
Long-term leasing liabilities		1,699	1,688	1,707
Other non-current liabilities and provisions	3	637	646	663
Total non-current liabilities and provisions		4,832	2,334	3,895
Customer contracts, liabilities	5	9,152	8,258	7,446
Derivatives	5	833	672	332
Short-term interest-bearing loans	5	—	—	885
Short-term leasing liabilities		203	201	229
Other current liabilities and provisions	3	4,287	4,843	6,534
Total current liabilities and provisions		14,475	13,973	15,427
Total equity, liabilities and provisions		28,082	24,589	25,444

Condensed statement of changes in equity

		Equity related to shareholders of the parent				Non-controlling interest	Total equity
		Issued capital	Other reserves	Retained earnings	Total		
<i>MNOK</i>	<i>Note</i>	<i>Share capital</i>	<i>Translation difference</i>				
Equity as of 1.1.2025		—	541	4,236	4,777	5	4,782
Earnings after tax		—	—	3,780	3,780	—	3,780
Other comprehensive income		—	(193)	28	(165)	—	(165)
Transactions with former group entities	1	—	—	(2,271)	(2,271)	—	(2,271)
Effects of allocations		—	—	14	14	—	14
Purchase/sale, non-controlling interests		—	—	(12)	(12)	(5)	(17)
Equity as of 31.12.2025		—	348	5,775	6,122	—	6,122
Equity as of 1.1.2026		—	348	5,775	6,122	—	6,122
Earnings after tax		—	—	1,621	1,621	—	1,621
Other comprehensive income		—	(311)	—	(311)	—	(311)
Effects from demerger ¹⁾	1	53	448	842	1,343	—	1,343
Equity as of 30.9.2026		53	485	8,238	8,775	—	8,775

1) At the demerger date, Kongsberg Maritime ASA received an equity contribution of MNOK 1,343, including issued share capital of MNOK 53. The equity contribution primarily comprised transfer of creditor on intra-group loans, as described in Note 5 Financial instruments. At the demerger date, these loans had a carrying amount of MNOK 1,328. In addition, the equity contribution included fixed assets of MNOK 1.6, pension liabilities of MNOK (64.3) and other net working capital items of MNOK 77.7.

Condensed cash flow statement

MNOK	Note	1.7 - 30.9		1.1 - 30.9		1.1 - 31.12
		2026	2025	2026	2025	2025
Earnings after tax		563	724	1,621	3,164	3,780
Depreciation/impairment of property, plant and equipment		49	47	145	139	201
Depreciation, leasing assets		67	64	203	192	306
Amortisation/impairment of intangible assets		38	43	115	132	171
Share of net income from joint ventures and associated companies		—	(2)	—	(4)	(14)
Net finance items		135	62	190	117	150
Income taxes		189	204	490	552	744
Gain from distribution of business	4	—	—	—	(1,206)	(1,206)
Change in net working capital and other operating-related items		372	(60)	(1,036)	23	612
Net cash flow from operating activities		1,412	1,083	1,728	3,110	4,744
Purchase/disposal of property, plant and equipment		(86)	(59)	(209)	(166)	(215)
Investment in subsidiaries and associated companies		—	—	—	(622)	(622)
Interest received		26	37	59	81	107
Sale of business and investment in subsidiaries		—	—	—	43	43
Capitalised internal development and other intangible assets		(71)	(58)	(158)	(142)	(208)
Change in cash pool		—	(639)	2,272	622	(402)
Net cash flow from investing activities		(131)	(719)	1,964	(183)	(1,296)

MNOK	Note	1.7 - 30.9		1.1 - 30.9		1.1 - 31.12
		2026	2025	2026	2025	2025
Net change interest-bearing loans	5	2,496	5	1,436	(33)	(23)
Payment of principal portion of lease liabilities		(60)	(65)	(184)	(192)	(282)
Interest paid		13	(71)	(14)	(133)	(167)
Interest paid on leasing liabilities		(32)	(27)	(97)	(82)	(110)
Net payment related to employee share programme		—	—	—	(38)	(38)
Received/paid group contribution to former group entities		—	—	(1,368)	(2,479)	(2,479)
Demerger effect cash pool		—		2,051	—	
Net cash flow from financing activities		2,416	(159)	1,823	(2,958)	(3,100)
Effect of changes in exchange rates on cash and cash equivalents		(60)	—	(239)	(111)	(60)
Net change in cash and cash equivalents		3,638	205	5,276	(142)	288
Cash and cash equivalents at the beginning of the period		2,500	227	862	574	574
Cash and cash equivalents at the end of the period		6,138	433	6,138	432	862

Notes

1 General information and accounting policies

General information

Kongsberg Maritime was established after the demerger of Kongsberg Gruppen ASA and consists of entities and assets within the maritime industry (collectively "Kongsberg Maritime") previously owned by Kongsberg Gruppen ASA and subsidiaries ("KONGSBERG"). The demerger occurred on the 22 April 2026 and Kongsberg Maritime ASA was listed on 23 April 2026 through the initial public offering (IPO) and listing on Oslo Stock Exchange.

The spin-off of the Kongsberg Maritime business was carried out by way of transactions and demergers of such business from Kongsberg Gruppen ASA as described in the steps below:

- Kongsberg Maritime ASA was established 1 October 2025 and was acquired 20 November 2025 as an empty subsidiary of Kongsberg Gruppen ASA.
- Before the demerger of Kongsberg Gruppen ASA, certain intra-group transactions were carried out to ensure that the assets, rights and liabilities of the Kongsberg Maritime business are owned by companies which are a part of Kongsberg Maritime following completion of the spin-off 23 April 2026. This includes the transfer of the maritime part of Kongsberg IT in Kongsberg Defence & Aerospace to Kongsberg Maritime AS, which constituted a business combination.
- Through the demerger of Kongsberg Gruppen ASA, assets representing approximately 1/3 of the assets in Kongsberg Gruppen ASA were transferred to Kongsberg Maritime ASA. The shareholders in Kongsberg Gruppen ASA received shares in Kongsberg Maritime ASA as consideration in the same proportion as they owned shares in Kongsberg Gruppen ASA immediately prior to the completion of the demerger. The demerger was approved by the shareholders in Extraordinary General Meeting of Kongsberg Gruppen ASA on 22 January 2026 and spin-off was completed on the day of the listing of Kongsberg Maritime ASA. Kongsberg Maritime ASA became the parent company Kongsberg Maritime at the date of the demerger 23 April 2026.

These condensed interim financial statements have been prepared on a similar basis as the combined financial statements for 2025. The combined financial statements for 2024 are regarded as first time adoption of IFRS for Kongsberg Maritime. The condensed interim financial statements include Kongsberg Maritime ASA and subsidiaries, as well as the Kongsberg Maritime's investments in associated companies and joint arrangements.

The pooling of interest method (predecessor accounting) was used to account for the business combination under common control. This entails that the assets and liabilities of the combining companies are reflected at their carrying amounts from KONGSBERG's consolidated financial statements. Kongsberg Maritime ASA's combined statements and future consolidated financial statements will carry forward the amounts applied in KONGSBERG.

Kongsberg Maritime ASA and the related companies are a leading international technology corporation in the maritime industry. Kongsberg Maritime ASA is headquartered in Kirkegårdsveien 45, Kongsberg, Norway.

Accounting policies

These condensed interim financial statements are compiled in accordance with IAS 34 Interim Financial Reporting. Interim financial statements do not include the same amount of information as the full financial statements and should be read in the context of combined financial statements for the accounting year 2025 as approved by the board on 11 March 2026. The combined financial statements were prepared in accordance with IFRS (R) Accounting Standards (IFRS) as issued by the IASB and adopted by the European Union (EU) and related interpretations, as well as the applicable disclosure requirements according to the Norwegian Accounting Act. The combined financial statements for 2025 are available at www.kongsbergmaritime.com/globalassets/4_investor-relations/document-downloads/investor-relations/kongsberg-maritime-asa---prospectus.pdf

The interim financial statement has not been audited.

2 New standards as of 1 January 2026 and 1 January 2027

The accounting policies used in the quarterly report are the same policies as those applied to the combined financial statements for the accounting year 2025.

None of the new or amended standards effective as of 1 January 2026 had a material impact on Kongsberg Maritime's condensed interim financial statements.

IFRS 18 is effective from 1 January 2027 and retrospective application is required in both annual and interim financial statements. IFRS 18 will introduce new requirements for categories and subtotals in the statement of profit or loss and specific guidance on the classification of transactions such as foreign exchange differences and gains and losses on derivatives and designated hedging instruments. The new categories are operating, investing, financing, income tax and discontinued operations. IFRS 18 does not affect the recognition or measurement of items in the financial statements.

The standard also introduces disclosure requirements for management-defined performance measures (MPMs) and enhanced requirements for aggregation and disaggregation of information. MPMs are subtotals of income and expenses used in public communications outside the financial statements to communicate management's view of an aspect of the entity's financial performance. If Kongsberg Maritime uses such measures, they must be disclosed in the financial statements in a single note, including a description, explanation of why the measure is reported, how it is calculated, and a reconciliation to the most directly comparable IFRS-defined subtotal or total.

Kongsberg Maritime is assessing the expected effects of IFRS 18 on its financial statements. Based on the work performed to date, the following expected changes in classification and presentation have been identified:

- IFRS 18 permits a policy choice to classify foreign exchange differences on intercompany loans either as operating or in accordance with the classification of the underlying transaction. Kongsberg Maritime has chosen to follow the classification of the underlying transaction and will therefore classify foreign exchange differences arising on intercompany loans as investing.

- Commitment fees related to the revolving credit facility (RCF) will be assessed based on the nature of the facility and the related financing arrangement. As Kongsberg Maritime regards this as a liquidity reserve available for general corporate purposes, the related fees will be classified as operating rather than financing.
- Foreign exchange differences on cash and cash equivalents, currently presented under operating, will be classified in the investing category. As these cash balances are primarily held to support operating activities, Kongsberg Maritime is considering presenting a management-defined performance measure (MPM) that includes such foreign exchange effects within a measure of operating performance.
- The use of labels such as "other" in the statement of profit or loss and related notes will be reduced. Line items and disclosures will be labelled as precisely as possible, and the appropriate level of aggregation and disaggregation is being assessed for each reporting period based on the nature and materiality of the underlying transactions.
- Kongsberg Maritime's use of EBIT and EBITDA is aligned with the IFRS 18-defined subtotals operating profit and operating profit before depreciation, amortisation and impairment (OPDAI), respectively. Kongsberg Maritime is currently assessing whether to continue using EBIT and EBITDA or adopt the IFRS 18-defined subtotals. The changes in classification described above will affect these subtotals.
- The statement of cash flows will be presented with operating profit or EBIT as the starting point under the indirect method, depending on the outcome of the assessment described above.

3 Estimates and judgements

During the preparation of the condensed interim financial statements, Kongsberg Maritime's management has applied its best estimates and assumptions based on experience and market conditions. Situations can arise which alter the estimates and assumptions, which will affect Kongsberg Maritime's assets, liabilities, revenues and expenses. The estimates are reviewed on an ongoing basis and the impact of changes in estimates is recognized in the periods they affect. In the preparation of the condensed interim financial statements, management has made some significant judgements relating to the application of accounting policies.

The most significant areas for judgement in Kongsberg Maritime's condensed interim financial reporting are 1) Revenue recognition of customer contracts, 2) Capitalization of intangible assets, 3) Financial instruments designated as hedging instruments and 4) Provisions. For further information we refer to the Combined financial statements for 2025, there have been no changes in recognition criteria or estimation techniques in 2026.

4 Segment information

	Total Income					EBITDA				
	1.7 - 30.9		1.1 - 30.9		1.1 - 31.12	1.7 - 30.9		1.1 - 30.9		1.1 - 31.12
MNOK	2026	2025	2026	2025	2025	2026	2025	2026	2025	2025
Energy & Control	3,458	3,150	10,100	9,302	12,759	652	531	1,475	1,251	1,620
Propulsion & Handling	3,024	2,973	9,479	9,279	13,228	470	644	1,699	1,849	2,689
Other ¹⁾	236	294	779	2,178	2,470	(81)	(32)	(411)	1,193	1,029
Elimination	(79)	(104)	(419)	(199)	(331)	—	—	—	—	—
Sum	6,639	6,313	19,938	20,559	28,127	1,041	1,143	2,763	4,292	5,338

¹⁾ Other activities consist of Digital & Emerging, corporate functions and gain of MNOK 1,205 from sale of the Steering Gear and Rudder business in H1 2025.

	1.7. - 30.9.2026				1.7. - 30.9.2025			
	Energy & Control	Propulsion & Handling	Other	Sum	Energy & Control	Propulsion & Handling	Other	Sum
MNOK								
External revenues	3,397	3,029	213	6,639	3,091	2,944	279	6,313
External revenues	Newbuild	1,916	1,443	210	1,735	1,126	212	3,073
	Aftermarket	1,481	1,586	4	1,356	1,818	66	3,240
Total Income				6,639				6,313

The table shows the anticipated date on which remaining performance obligations as of 30 September 2026 are recognised as income:

	2026				2025			
	Date of revenue recognition				Date of revenue recognition			
	Order backlog 30.9.26	2026	2027	2028 and later	Order backlog 30.9.25	2025	2026	2027 and later
MNOK								
Energy & Control	14,708	2,886	7,475	4,347	14,029	2,323	7,534	4,172
Propulsion & Handling	14,004	2,478	6,731	4,794	12,715	3,714	5,271	3,730
Other	1,041	135	570	336	820	(11)	558	273
Sum	29,753	5,499	14,776	9,478	27,564	6,026	13,362	8,175

5 Financial instruments

Loans and credit facilities

Prior to the demerger, Kongsberg Maritime was financed by Kongsberg Gruppen ASA through participation in cash pool arrangements and borrowings. In connection with the demerger Kongsberg Maritime has entered into the following material financing arrangements:

- On 27 March 2026, Kongsberg Maritime entered into an unsecured MNOK 1,000 overdraft facility agreement with Danske Bank. The facility has a maturity of 12 months, expiring on 1 April 2027, subject to yearly renewal. The facility is available as a multi-purpose operating credit for the Kongsberg Maritime's business operations. The interest rate is based on 1 month NIBOR plus a margin. The facility agreement does not contain any financial covenants. The terms and conditions applicable to the facility include termination provisions customary to unsecured overdraft facilities.
- On 27 March 2026, Kongsberg Maritime entered into an unsecured MNOK 3,000 multicurrency revolving credit facility with Danske Bank, Deutsche Bank, DNB Bank, JP Morgan, Nordea and SEB. The tenor of the facility is five years with two additional one year extension options, subject to the consent of the lenders. The facility became effective upon completion of the Listing. The facility is available for general corporate purposes and may be utilised for drawing loans in EUR, GBP, NOK and USD. The interest rate level is based on the relevant currency base rate plus a margin linked to the ratio of Kongsberg Maritime's net interest-bearing debt to EBITDA. The facility agreement is governed by English law and contains terms and conditions customary for similar credit facilities, including representations, covenants and events of default subject to customary exceptions. The facility is subject to a leverage covenant, which may not deviate negatively from certain agreed levels specified in the facility agreement. The facility includes a change of control provision that is triggered if the Norwegian state ownership in Kongsberg Maritime falls below 34%.
- On 28 August 2026, Kongsberg Maritime issued three new bond loans with a total nominal value of MNOK 2,500. One of the bonds carries a fixed interest rate, while the other two bonds carry floating interest rates based on NIBOR plus a margin. The bonds have maturities ranging from 2029 to 2033 and a change of control provision related to any investor or group of investors other than the Kingdom of Norway becoming the owner of more than 50% of the voting shares in Kongsberg Maritime. The proceeds from the bond issues will be used for general corporate purposes, including investments and acquisitions.

Interest-bearing loans:

			30.9.2026	31.12.2025
MNOK	Due date	Nominal interest rate	Value ¹⁾	Value ¹⁾
Long-term loans:				
Bond issue of MNOK 400	28.8.29	3M NIBOR + 0.57%	399	—
Bond issue of MNOK 1,600	28.8.31	3M NIBOR + 0.82%	1,597	—
Bond issue of MNOK 500	28.8.33	5.40%	499	—
KM Brazil Ltda	27.3.27	9.20%	—	23
KM Sweden AB	28.3.28	2.87%	—	94
KNB12 Ulsteinvik AS	16.10.33	6.34%	—	102
KNB13 Brattvåg AS	2.12.29	6.24%	—	7
Kongsberg Maritime AS	1.8.28	5.10%	—	1,300
Total long-term loans			2,496	1,526
Short-term loans:				
KM Inc US	1.1.27	6.74%	—	28
KM Finland OY	15.7.26	2.88%	—	827
KM Germany GmbH	1.7.26	2.85%	—	29
Total short-term loans			—	884
Total interest-bearing loans ²⁾			2,496	2,410
Syndicated credit facility (unutilised credit limit)	23.4.31		3,000	—
Overdraft facility (max credit limit)			1,000	—

¹⁾ Bond loans are measured at amortised cost using the effective interest (EIR) method.

²⁾ At the date of the demerger Kongsberg Maritime had a total of MNOK 1,356 (nominal amount, book value MNOK 1,328) in interest-bearing loans from Kongsberg Gruppen ASA. All loans were subject to a transfer of creditor from the date of the demerger, from Kongsberg Gruppen ASA to Kongsberg Maritime ASA with the same terms and maturity dates.

Forward exchange contracts:

Kongsberg Maritime mainly hedge with forward currency contracts (fair value hedges) against the entity's functional currency. The total change in net fair value of forward exchange contracts represented a decrease of MNOK 98 from the end of last year. The end-of-quarter spot rates were USD/NOK 9.61, EUR/NOK 10.88 and GBP/NOK 12.74.

MNOK	Due in 2026		Due in 2027 or later		Total		
	Value in NOK on agreed rates	Fair value at 30.9.26	Value in NOK on agreed rates	Fair value at 30.9.26	Value in NOK on agreed rates	Change in fair value from 31.12.25	Fair value at 30.9.26
USD	460	5	5,721	78	6,181	(70)	83
EUR	(3,304)	(96)	5,078	164	1,774	67	67
GBP	—	—	36	—	36	(1)	—
Others	(8)	(33)	336	(28)	328	(95)	(61)
Total	(2,852)	(125)	11,170	213	8,318	(98)	89
Forward exchange contracts fair value hedges, assets							922
Forward exchange contracts fair value hedges, liabilities							728
Forward exchange contracts at fair value through profit or loss (FVTPL), liabilities							105
Net forward exchange contracts							89

The financial instruments were transferred from Kongsberg Gruppen ASA to Kongsberg Maritime ASA at the time of the demerger with the same terms and maturity date.

The net value of fair value hedges which are mainly recognised as derivatives in the statement of financial position, offset against customer contracts, assets by MNOK 53 (decrease) and customer contracts, liabilities by MNOK 147 (increase).

The Q3 net financial result includes a MNOK 105 loss from changes in the fair value of the EUR/NOK forward contracts, which were recognised through profit or loss as this is a type of hedge that does not qualify for hedge accounting, as described in Note 9.

Specification of derivatives:

MNOK	30.9 2026	30.6 2026	31.12 2025
Forward exchange contracts, fair value hedges	922	869	519
Total derivatives, current assets	922	869	519
Forward exchange contracts, fair value hedges	728	672	332
Forward exchange contracts at FVTPL	105	—	—
Total derivatives, current liabilities	833	672	333
Net forward exchange contracts, fair value hedges	194	197	186
Net forward exchange contracts at FVTPL	(105)	—	—
Total net derivatives	89	197	186

6
Product development

Product maintenance and development cost recognised in the income statement during the period:

	1.7. - 30.9		1.1. - 30.9		1.1. - 31.12
MNOK	2026	2025	2026	2025	2025
Product maintenance	154	133	463	369	510
Development	236	194	739	800	1,066
Total	390	327	1,202	1,169	1,576

Capitalised development recognised during the period:

	1.7. - 30.9		1.1. - 30.9		1.1. - 31.12
MNOK	2026	2025	2026	2025	2025
Capitalised development	29	29	104	58	97

Intangible assets recognized in the consolidated statement of financial position at the end of the third quarter primarily comprise capitalized development expenditures related to Kongsberg Maritime’s digital business transformation platform, together with product and platform development initiatives within the Digital & Emerging and Energy & Control segments.

7 Related parties

The Norwegian State represented by the Ministry of Trade, Industry and Fisheries (NFD) is Kongsberg Maritime's largest owner and at the date of the demerger as well as at the reporting date owns 50.004 per cent of the shares in Kongsberg Maritime ASA. During the period ended 30 September 2026 Kongsberg Maritime had no significant transactions or transactions outside normal operations directly with NFD or entities controlled by NFD.

8 Important risk and uncertainty factors

Kongsberg Maritime's risk management is described in the demerger prospectus and the combined financial statements for 2025. There have not been any changes in KMs inherent risk definition or how these risks are mitigated.

Kongsberg Maritime operates globally and is exposed to developments in international markets and macroeconomic conditions that may influence investment activity in the seaborne transportation and offshore energy sectors. As of the date of approval of these interim financial statements, Kongsberg Maritime has not identified any direct impact on the recognised amounts or disclosures in the current reporting period. However, ongoing geopolitical and economic developments remain a source of uncertainty and could affect future market conditions relevant to Kongsberg Maritime's operations, including activity levels within the seaborne transportation and offshore energy markets, should such developments evolve further.

9 Events after the balance sheet date

Between the end of the interim reporting period and the date of authorisation of these condensed interim financial statements, Kongsberg Maritime completed one acquisition and entered into an agreement for a further acquisition, both supporting the strategic ambition to strengthen its propulsion systems portfolio.

On 1 October 2026, Kongsberg Maritime Sweden AB, a wholly owned subsidiary of Kongsberg Maritime AS and the formal buyer in the transaction, acquired 100% of the shares in Berg Propulsion Holding AB and its subsidiaries ("Berg Propulsion"). Berg Propulsion is a Swedish provider of integrated propulsion, electrical and control systems for the marine industry. The acquisition is expected to complement Kongsberg Maritime's existing propulsion portfolio, strengthen the position across a broader range of vessel segments and expand lifecycle and aftermarket opportunities.

As the Berg Propulsion acquisition was completed after 30 September 2026, the acquisition is not reflected in the condensed consolidated financial statements.

As the acquisition was completed immediately after the reporting date, Kongsberg Maritime had not completed the initial accounting for the business combination by the date of authorisation of these condensed interim financial statements. In particular, the relevant valuation procedures and the preparation of the acquisition-date opening balance sheet remained ongoing. Consequently, Kongsberg Maritime is not yet able to disclose the acquisition-date fair values of the identifiable assets acquired and liabilities assumed, the resulting goodwill, or the amounts allocated to identifiable intangible assets. No sufficiently reliable preliminary estimates of these amounts were available at the date of authorisation of these condensed interim financial statements. The relevant amounts will be disclosed in the consolidated financial statements when the initial accounting for the acquisition has been sufficiently completed.

The consideration transferred at completion amounted to MEUR 361.6, including net cash acquired of MEUR 54.0.

The accounting for the business combination under IFRS 3, including the allocation of the consideration to identifiable assets acquired and liabilities assumed at fair value, remains in progress. Based on the work performed to date, the principal assets expected to be identified or subject to fair value adjustments comprise technology-related intangible assets, trademarks, order backlog, customer relationships and increased values of property, plant and equipment.

At the date of authorisation of these condensed interim financial statements, the valuation work was not sufficiently advanced to provide reliable preliminary estimates of the related fair values.

Kongsberg Maritime ASA entered into EUR/NOK forward contracts to manage the NOK cost of the EUR funding required for the acquisition, thereby securing the required EUR amount at an agreed NOK cost. The derivatives related to the EUR/NOK funding exposure arising from the bond financing described in Note 5. As this is a type of hedge that does not qualify for hedge accounting, the derivatives are measured at fair value through profit or loss at 30 September 2026. The acquisition was completed on 1 October 2026 and is a subsequent event which will be recognized in the subsequent reporting period.

On 7 September 2026, Kongsberg Maritime announced that it had entered into an agreement to acquire Steerprop Oy, a Finnish designer and manufacturer of azimuth propulsion systems specialising in high ice-class and Arctic vessels. The transaction remains subject to regulatory approvals and other customary closing conditions, and the exact closing date has not yet been determined. The transaction is expected to enhance Kongsberg Maritime's capabilities within Arctic and ice-class propulsion solutions.

As the Steerprop transaction had not been completed at the date of authorisation of these condensed interim financial statements, control had not been obtained. Accordingly, the transaction does not constitute a business combination for accounting purposes at the reporting date or at the date of authorisation of these condensed interim financial statements. The transaction remains subject to regulatory approvals and other customary closing conditions.

Alternative Performance Measures

Kongsberg Maritime uses terms that are not anchored in the IFRS accounting standards. Our definitions and explanations of these terms follow below.

Kongsberg Maritime considers EBITDA and EBIT to be normal accounting terms, but they are not included in the IFRS accounting standards. EBITDA is the abbreviation of "Earnings Before Interest, Taxes, Depreciation and Amortization". EBIT is the abbreviation of "Earnings Before Interest and Taxes". In Kongsberg Maritime the terms comprises earnings before interest and taxes (EBIT), depreciation, amortization and impairment of property, plant and equipment and intangibles (EBITDA). Kongsberg Maritime uses EBITDA in the income statement as a summation line for other accounting lines. These accounting lines are defined in our accounting principles, which are part of the 2025 financial statements. The same applies to EBIT.

Order intake refers to the aggregate value of newly secured, legally binding customer orders, contracts, or service agreements within a defined financial period. Framework agreements are recognized as order intake only when individual orders covered by the agreement are received. Order intake encompasses the value of all confirmed orders, whether scheduled for immediate or future delivery.

Book-to-bill refers to order intake divided by revenues.

Order backlog refers to the revenue from legally binding customer orders that have been accepted but not yet shipped, delivered, or recognized as revenue. Given short delivery times, order intake from the aftermarket is included in the order backlog only to a limited extent. Framework agreements are incorporated into the order backlog only when specific orders under those agreements are received. The order backlog at the end of a reporting period is determined as follows: Opening balance order backlog + Order intake - Order cancellations - Revenue recognized during the period.

Net interest-bearing debt is the net amount of the accounting lines "Cash and cash equivalents" and "Short- and long-term interest-bearing liabilities".

	30.9	30.6	31.12
MNOK	2026	2026	2025
Cash & cash equivalents	(6,138)	(852)	(861)
Net deposit cash pool	—	(1,648)	(4,324)
Long-term interest bearing liabilities	4,195	1,688	3,233
Short-term interest bearing liabilities	203	201	1,114
Net interest-bearing debt	(1,740)	(611)	(838)

Net interest-bearing debt/EBITDA is defined as net interest-bearing debt divided by 12-month rolling EBITDA.

	30.9	30.6	31.12
MNOK	2026	2026	2025
Net interest-bearing debt	(1,740)	(611)	(838)
Rolling EBITDA	3,809	3,911	5,338
Net interest-bearing debt/EBITDA	(0.5)	(0.2)	(0.2)

Return On Average Capital Employed (ROACE) is defined as the 12-month rolling EBIT including share of net income from joint arrangements and associated companies divided by the 12-month mean of recognized equity and net interest-bearing debt.

Net working capital is defined as current assets (except cash and cash equivalents, net deposit cash pool and contribution from former group entities) minus non-interest-bearing liabilities (except taxes payable). Financial instruments recognized at fair value are not included in working capital.

Working capital is calculated as:

	30.9	30.6	31.12
MNOK	2026	2026	2025
Current assets	21,743	18,296	19,029
Current liabilities and provisions	(14,475)	(13,973)	(15,427)
<i>Adjusted for:</i>			
Cash and cash equivalents	(6,138)	(209)	(861)
Net deposit cash pool	—	(2,290)	(4,324)
Short-term interest-bearing loans	—	—	885
Other current liability	—	—	425
Short-term leasing liabilities	203	201	229
Net tax payable	177	114	57
Group contribution to former group entities	—	—	1,368
Net working capital	1,510	2,137	1,381

Kongsberg Maritime