



Annual Report 2020



REDERI AB GOTLAND

1865 – 2020




Photo: Olof Segerberg

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The annual report is also available on our website:
www.gotlandsbolaget.se

The AGM will take place at kongresshallen at Wisby
Strand in Visby on 02 June 2021 at 11:00.

Rederi AB Gotland, Visby. Writer/design: Bellbird,
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Gotland first!

Taking responsibility for long-term supply of Gotland and facilitating safe, secure crossings have been a common theme in a year characterised by a global pandemic.

We are used to being able to plan our activities well in advance. In 2020, the rules of the game changed all of a sudden. Rederi AB Gotland and our subsidiaries faced a historical challenge when a global pandemic took hold. With our good ability to adapt and the opportunity to work on the basis of different scenarios, we continued to develop our companies despite a new level of uncertainty. It is incredibly impressive to see how all our staff stepped up and dealt with an unusual year that was very demanding.

How we coped with chartering out two of our ships that were not being used for Gotland services in the off-peak season was one example of our ability to adapt. In the autumn of 2020, it was clear that M/S Visby and M/S Drotten would be chartered out to DFDS, one of the biggest shipping companies in Europe, to operate on a new direct route between France and Ireland. The new contract with DFDS indicates a great deal of trust in us as an operator and our ability to crew ships. We have a good reputation as a reliable, safe, professional company. And our reputation in respect of sustainability is gaining in significance.

The year was also characterised by preparatory work on two potential development projects. We were one of two shipping companies asked to submit a tender for a new construction project for Marine Atlantic in Canada. This builds on lessons learned from our construction of ships that run on natural gas (LNG),

where we developed our ship design for more sustainable services. In 2021, we will also be evaluating the options for a new ferry line between Nynäshamn and Germany, which goes by the working name of Hansalinjen. This would make it possible to move more cargo between the continent and Sweden by sea, thereby reducing the carbon footprint.

The past year has been challenging, and this can also be noted from our financial performance. At the same time, we have taken a number of steps towards becoming a more successful shipping company with a view to creating more sustainable maritime transport. We will be continuing to focus on investments in the climate transition over the next few years. Destination Gotland has launched its roadmap for a 70 per cent reduction in emissions by 2030 and is the first major ferry company to have started using biogas on a wide scale.

Our business concept involves designing, developing and investing in new ships in order to develop maritime transport, both in our local region and on an international level. Building for the future and assisting in the development of the entire island is part of our DNA, and we have always worked to help make Gotland the best, most sustainable place to live and work in Sweden.

In specific terms, this means that we build ships and run services that use modern new technology to help

reduce emissions, with Gotland as our base. Our two new subsidiaries are also allowing us to create a completely new way in which to operate and invest. The first of these, Gotland Tech Development, provides us with the opportunity to develop new technology, test sustainable innovations and help make Gotland more sustainable; while the second, Gotland Capital Management, is allowing us to create new investment and asset management opportunities. These companies will play a key part in the development of Rederi AB Gotland operations going forward.

I would like to finish off by again expressing my warmest thanks to all our staff at all subsidiaries for their outstanding efforts over the past year. The Gotland community can trust us always to maintain a long-term perspective. For us, Gotland comes first!



Håkan Johansson,
CEO

Photo: Karl Melander



Photo: Olof Segerberg



Long-term development

Ann-Marie Åström and Björn Nilsson, Chairman and Vice Chairman of Rederi AB Gotland, are proud of the development and enormous social responsibility undertaken by the company and its staff throughout the year.



Ann-Marie Åström, Chairman and Björn Nilsson, Vice Chairman

Photo: Karl Melander
Photo montage: Outhousebyrån



Despite the enormous uncertainty this year, with a number of challenges and changes to deal with on account of the coronavirus pandemic, Rederi AB Gotland has demonstrated its ability to adapt while also focusing on the future.

“We have made an enormous effort to ensure that crossings to Gotland are safe and secure, and to protect the health of staff and supplies to the island, regardless of the financial consequences. This year has been demanding, of course, but the fact is that we have probably never received as much positive feedback as we have this year on how well Destination Gotland is managing its services, and I am incredibly proud about that,” says Ann-Marie Åström.

The business concept involves designing, developing and investing in new ships for all maritime transport services, both in the local Gotland region and all over the world. This requires long-term investments in modern, efficient ships to create secure travel and add value for the hospitality industry, all the people of Gotland and the local business community. Björn Nilsson emphasises the importance of venturing to invest in new technology at an early stage.

“As an industry, maritime transport is facing an enormous challenge and we are focusing on remaining at the cutting edge of technology. 2021 has seen the launch of a new business by the name of Gotland Tech De-

velopment so that we can go on investing and building new ships with reduced greenhouse gas emissions. This company will be developing new, climate-smart solutions in the maritime industries in particular, using both our own research and working in partnership with others. It is important to invest in new technology at an early stage and create competitive solutions. This is exactly what we have done with the two LNG ferries operating our Gotland services,” says Björn Nilsson.

Rederi AB Gotland wants to use the new sustainability and maritime transport development initiatives to indicate that it is possible to make a change in maritime transport and take up a position in the field of maritime environmental development

“We are also launching a new investment company, Gotland Capital Management. This new company will give us a new ability to manage resources and available funds more efficiently while also allowing us to invest in technical solutions of various types,” says Ann-Marie Åström.

Rederi AB Gotland was founded in 1865 and is now the oldest passenger shipping company in Sweden. The company owns ships, handles maintenance and runs services, which means there is major potential for testing and developing new solutions and concepts for the climate transition as part of its operations. With more than 150 years of experi-

ence of operating and building ships, the company has both the expertise and experience needed to create sustainable services for Gotland.

“Our ambition is to act as a test bench for the sustainable maritime solutions of the future. Our enormous scope in the shipping industry allows us to operate as an industrial partner for new innovations and concepts. We have a great deal of expertise in influencing the development of maritime transport thanks to our experience of running services to and from Gotland. Going forward, our objective is to ensure that everything from the design of our ships to fuel and energy at ports is as effective as possible for the future,” says Björn Nilsson.

Going forward, Ann-Marie and Björn are looking forward to continuing to develop the business, both locally on the island of Gotland and around the world.

“We will also be looking at our options for additional international involvement in 2021, but Gotland is and will always be our most important client,” says Björn Nilsson.

“We are a local company operating globally. It is inspiring to see the fantastic efforts of all our staff, which have made it possible for us to focus on long-term development of maritime transport while also maintaining services to and from Gotland, and within Europe – across the English Channel,” says Ann-Marie Åström.



Key performance indicators and significant events
2020 was an eventful year.
Some of the year's KPIs:

SEK 2011 million
Annual sales, 2020

5 ships
Sold in 2020

-24,000 kg CO₂
Destination Gotland's reduction in CO₂ emissions in 2020

37%
Women in Group companies

605
Average number of Group employees

85%
Were able to travel safely to or from Gotland in terms of protection from infection

98%
Ferry service punctuality



Refinement of the fleet

Rederi AB Gotland has refined its operations still further in 2020 and disposed of all its service vessels. We now have six passenger ships and six product tankers in our fleet. One of our ships, M/S Gotland, arrived during the year and is an important step towards the climate transition for all the services we offer.

The new M/S Gotland is reducing emissions from Gotland services
The new M/S Gotland (formerly M/S Thjelvar) was ordered in 2015 and was built in China. The ship began sailing for Destination Gotland in June 2020 and runs on both natural gas (LNG) and biogas (LBG), which significantly reduces emissions from the service. This is a major investment that is helping the company to make important progress in the climate transition. She is greatly increasing capacity for Gotland services together with M/S Visborg, a ferry that was delivered previously.

Disposal of service vessels and product tankers
In December 2020, Rederi AB Gotland sold its service vessels M/V Carrier and M/V Dispatcher, which operate in the wind power industry in northern Europe, and the ambulance vessel M/V Rescuer, which operates as an

ambulance vessel in the Gothenburg archipelago. We have owned a total of twelve service vessels over the past decade. However, this sale has disposed of our entire service vessel holding.

The product tanker M/T Ami, 39,000 DWT, sister ship of M/T Alice, was also sold in early 2020.

M/S Gute sails on
Rederi AB Gotland sold M/S Gute to the company UME Shipping at the end of the year. This ship now operates services in the Red Sea. We have owned M/S Gute since 1979, when she was delivered by the Falkenberg shipyard.

Destination Gotland in the English Channel
Two of the company's ships, M/S Visby and M/S Drotten, have been operating in the English Channel since late

December 2020. M/S Drotten was returned at the end of March 2021. The cargo route between Dunkirk in northern France and Rosslare in Ireland was opened by Danish shipping company DFDS following Brexit. Destination Gotland is working in partnership with DFDS and providing a crew of around fifty people to ensure that the single market remains functional and provide a robust cargo route between the two countries.

Donation of a new sea rescue boat
A sea rescue boat was delivered to the Swedish Sea Rescue Society on the island of Gotland in 2020. When the company's honorary chairman, shipowner Eric D. Nilsson, celebrated his 90th birthday in 2017, the Board decided to mark the occasion with a special donation to help enhance safety in the waters around Gotland.



A Gotland company operating globally

Our business concept is based on investment in and development of new ships while actively running passenger and freight services in our local region.

The company operates internationally, and our product tankers operate services all over the world. We are implementing investments and developing next-generation ships from our base on Gotland while also operating scheduled services between Gotland and the mainland. Rederi AB Gotland also deals with activities relating to tourism and the hospitality industry on Gotland, runs a shipyard for the repair and maintenance of ships in the Baltic Sea region and provides training courses on maritime transport.

Investments for sustainable maritime transport

Climate change has a major impact on both humans and the environment, and healthy seas are necessary if we are to reduce the impact of climate change. As one of Sweden's leading shipping companies, we have an important part to play in helping to reduce emissions from maritime transport and meet the obligations set out in the Paris Agreement. Maritime transport is responsible for around 2.5 per cent of greenhouse

gas emissions on a global level, but new fuels, new technology and new ships mean that we can help show the way towards more sustainable, climate-smart maritime transport.

The business concept for Rederi AB Gotland is based on investment and in development of new ships. We defined our ambition for the maritime transport of the future back in the 1990s and made decisions on investments in modern ships and more fuel-efficient technology. At the turn of the millennium, we gave ourselves an objective: to acquire ships that ran on natural gas and biogas by 2020. We ordered our first gas-powered ship in 2014 and this was delivered to Destination Gotland in 2019, while the second arrived in 2020. During the year, Destination Gotland also launched its green roadmap for climate-neutral ferry services by 2045. Find out more about this on page 20.

Climate transition for maritime transport

In April 2018, the UN's International Maritime Organization, IMO, adopted

a goal: to reduce greenhouse gases from international maritime transport by at least 50 per cent by 2050 compared with 2008, and to attempt to phase out emissions entirely by the end of the century in accordance with the 1.5 degrees pledge outlined in the Paris Agreement. Another goal is to reduce emissions for transport work by 40 per cent by 2030. These goals were adopted with broad support from both IMO member countries and the maritime transport industry.

In Sweden, the Swedish Shipowners' Association has joined forces with Fossil Free Sweden to submit a roadmap for the transition for maritime transport. If we are to eliminate fossil fuels entirely, all main stakeholders such as transport buyers, ports, academia, marine technology companies, shipyards, energy providers, authorities, politicians and shipping companies have to work together, while new technical measures and renewable fuels have to be developed and adapted for maritime transport. As an owner company,



Photo: Olof Segerberg

both we and our subsidiaries are involved in paving the way for fossil-free maritime transport, and we guaranteed investment in an LNG ferry in Destination Gotland's 2017 tender to the Swedish Transport Administration. We now have two LNG ferries for Gotland services, which means that we have overdelivered on our initial promise.

Next-generation ship design

Our ambition is to ensure that every

ship built has better environmental and climate performance than its predecessors. It takes about four years to design and build a ship, which is why the ship design and technology ordered must be adapted for the needs of the future and be absolutely state-of-the-art.

Next-generation ships will probably have a mix of several different operating modes and technologies. We are currently examining how hybrid

ships can run on both batteries and hydrogen and/or biogas could be implemented.

We are Sweden's oldest passenger shipping company, and as such we know all about building new ships and running ships. We want to use this experience to create the next generation of sustainable maritime transport.



Looking to the future

We are investing in order to equip Gotland and maritime transport for a more sustainable future. In 2021, we will be increasing the pace at which we deal with the climate transition and securing our position at the cutting edge of technology.



Photo: Olof Segerberg



Climate change presents a major challenge, and there is a global ambition to speed up the switch to fossil-free operations. This ambition permeates the maritime industries and future investments and initiatives.

Rederi AB Gotland has two new subsidiaries, Gotland Tech Development and Gotland Capital Management, which were launched in 2021, and the company will be working to progress the development of new solutions for the entire maritime transport industry, ensuring that we remain at the cutting edge of technology. Maritime transport is a more eco-friendly alternative to transport by road and air when it comes to both cargo transport and passenger services. Ports are also closely interlinked with other sustainable forms of transport such as rail services.

Gotland Tech Development

Gotland Tech Development is a subsidiary of Rederi AB Gotland, and its primary job is to progress development towards more sustainable technical solutions and a maritime transport system without carbon dioxide emissions. The company's objective is to work with partners and focus on new technical development for maritime industries, but it will also be looking at broader partnerships in the fields of transport, energy and fuel. The aim of this work is to accelerate the climate transition and, in the long run, to phase out emissions from fossil fuels.

This initiative is in line with the Rederi AB Gotland business concept; always to remain at the cutting edge of technical development and develop our operations further. Close co-operations with industrial partners will be a key factor when it comes to testing new technical solutions and developing ideas further. Hence the company will act as a test bench for sustainable solutions for maritime transport systems and linked operations.

Gotland Capital Management

Gotland Capital Management is a new initiative for allocating capital to investments and working with the companies' liquidity and borrowing. This company will be managing assets in funds, interest-bearing bonds and certificate, and also directly in alternative investments. The new company aims to help increase returns on available funds for Rederi AB Gotland and thereby improve the company's ability to invest in future ship.

Regulatory changes

The EU's Green Deal and Action Plan for Sustainable Finance and taxonomy, as well as Sweden's climate law and its ambition to become the world's first fossil-free welfare state, are just a few examples of regulatory changes designed to increase the pace of the climate transition. The aim of this is to both redirect capital flows and invest in new technology and innovations. The fact that maritime transport investments are becoming part of the taxonomy is im-

portant so that more modern ships can be developed and funded going forward.

International maritime transport is responsible for around three per cent of total global greenhouse gas emissions. Given this background, the EU Commission is now reviewing the option of including maritime transport in the EU's Emissions Trading System (ETS), which is expected to be presented in summer 2021.

Ships built from 2013 onwards must be compliant with International Maritime Organization (IMO) requirements for energy efficiency; EEDI, the Energy Efficiency Design Index. As of 2025, new ships will need a design efficiency at least 30 per cent better than the reference line.

Another change compared with 2020 is the restriction of the sulphur content in marine fuels to 0.5 per cent on a global level. This will create better air quality and improve health, and this decision is in line with the EU's limit values. However, more stringent requirements are applicable to the North Sea, the English Channel and the Baltic Sea. These areas are Sulphur Emission Control Areas according to the 2015 Sulphur Directive, and the sulphur levels here must not exceed 0.1 per cent. We are monitoring the regulatory changes and adapting our operations to remain at the cutting edge in respect of future requirements.

Our companies



Our business involves ownership and operation of ferry services and product tankers, shipyard operations and hotel facilities on the island of Gotland, and we focus on five companies:

Destination Gotland AB

Gotland Tankers AB

GotlandsResor AB

Stockholms
Reparationsvarv AB

Gotland Stuveri AB

Photo: Niklas Ekström



Destination Gotland

Destination Gotland constitutes the link between Gotland and the mainland and is the hub of Rederi AB Gotland operations.

With one of Europe’s most modern traffic systems at sea, comprising four high-speed ships, we link Visby to Nynäshamn and Oskarshamn, and in summer we also operate on the Visby – Västervik route.

Destination Gotland has been operating Gotland services on behalf of both the Swedish Transport Administration and the Gotland community since 1998. We do this so that people can work and live on Gotland, and so that everyone who wants to can have holidays there or visit friends and family on the other side of the water. We guarantee that our services will arrive on time, all year round.

Good communications with Gotland’s best interests at heart
Good communications with the mainland are crucial if Gotland is to go on growing and developing. Everyone on the island is dependent on fast, safe, sustainable crossings. This is why we work constantly to ensure good service frequency, shorter crossing times and just-in-time deliveries that make it easier for Gotland companies to be part of the entire Swedish business community, and for people to live on both sides of the water. We are proud of our punctuality levels, which stand at 98 per cent.

Gotland is also an important tourist destination. Good communications mean that the island can go on developing as a place for both Swedish and foreign tourists. We are part of the entire Gotland business community, and together we can make visits to the island attractive all year round.

We offer higher capacity and more frequent services than our contract with the Swedish Transport Administration demands so that we can meet Gotland’s needs. We view it as our job to help with Gotland’s development by always taking the lead and creating opportunities for everyone wishing to travel to and from our island.

Destination Gotland’s contract with the Swedish Transport Administration is valid from 2017 to January 2027. Procurement procedures are implemented by the Swedish Transport Administration for longer periods, and preparations for the next procurement procedure began in 2020. Regardless of the outcome of the procurement procedure, Destination Gotland is not ruling out the option of running seasonal services even after 2027.



Photo: Olof Segerberg

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I am proud of what we have managed to achieve together during the year. We took action quickly and in close consultation with the region, the health service and the authorities when it was needed. And we have proven that we are there for the Gotland community and that we are keeping Gotland open. For us, Gotland always comes first.

In an unusual year like 2020, when we were all affected by the pandemic, it is easy to forget Gotland’s incredible development over the last 20 years. The investments we have made in our services have helped the island to go on developing by reducing both travelling time and emissions.

Christer Bruzelius
CEO, Destination Gotland – 2012-2021



Photo: Karl Melander

Key performance indicators

SEK 1,379 million

Annual sales, 2020

-13%

Change



Reduction in travel on account of the coronavirus pandemic

The number of ferry passengers increased by 40 per cent between 2000 and 2019, from just under 1.3 million to just over 1.8 million people. The number of lane metres of cargo aboard our ferries increased by around 50 per cent at the same time, from just over 550,000 to almost 840,000. However, 2020 store a massive reduction in passenger numbers as a result of the coronavirus pandemic and the travel restrictions that were in force for much of the year.

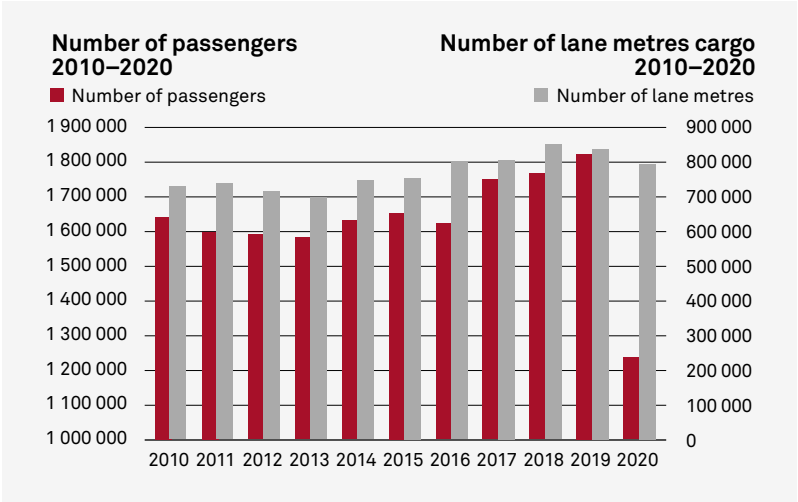
A total of around 1,235,000 passengers travelled with Destination Gotland in 2020. This is a reduction of more than 30 per cent compared with 2019. This decline in journeys has created a loss of income for which Destination Gotland has claimed government funding from the Swedish Transport Administration, but at the time of writing this request has been rejected. As a result, we have sustained a loss of SEK 187 million for 2020. Destination Gotland has been able to apply for limited funding – SEK 6 million – during the year to cover the impact of the pandemic.

New travel habits and more people staying longer

Travelling abroad was difficult for many people during the year, and so travelling around Sweden – “staycations” – became more common. We monitored the trend here at Destination Gotland and saw that many people chose to stay longer than usual this year, while Gotland residents used the ferries less. Travel among Gotland residents fell by 40 per cent, while the number of visitors fell by 30 per cent.

Safe, secure travel

2020 has been a unique year for Sweden as a whole, and not least for the travel and transport industry. When the pandemic took hold in earnest, Destination Gotland took on major responsibility for making changes so as to ensure that Gotland could



continue to be supplied with goods, while also safeguarding critical communications with the mainland.

Endurance in our services and staffing have allowed us to offer safe, secure travel for passengers and staff alike. Our intensive efforts to minimise the risk of infection, comply with the authorities' recommendations and – not least – meet our passengers' expectations for safer crossings have demanded major investments. For example, during the year Destination Gotland has limited the number of bookable places aboard its ships, taken on safety hosts to help passengers with social distancing and left at least one empty seat between each group of people.

A survey conducted in July 2020 showed that an overwhelming majority of passengers felt that their journeys were safe. No fewer than 85 per cent of passengers asked said they felt safe aboard our ships, and of the 45 per cent said they felt their trips were extremely safe.

New CEO for Destination Gotland

After nine years as CEO of Destination Gotland, Christer Bruzelius is now leaving and handing over the baton to Marcus Risberg. Destination Gotland has developed well over the last few years, with increases in the

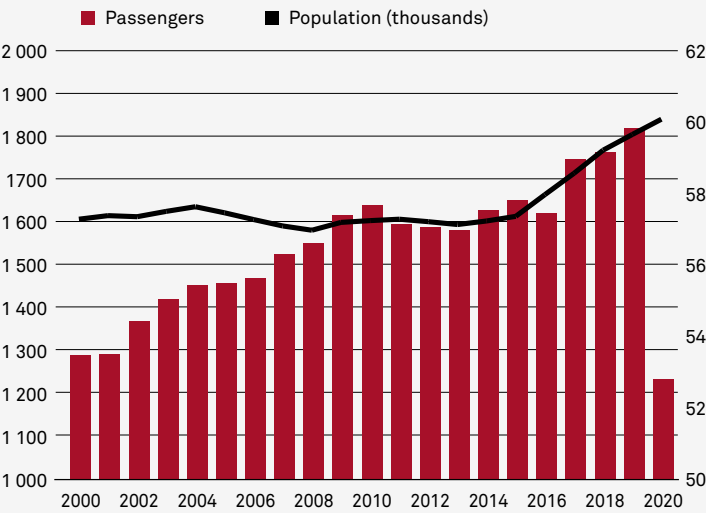
numbers of passengers and visitors, and the company has also made a great deal of progress towards more sustainable travel. The company also demonstrated its ability to make changes in 2020.

A lot of people at Destination Gotland are very pleased with the work they do every day and being able to help Gotland to hold onto its position as the world's best island to live on or visit – all year round.

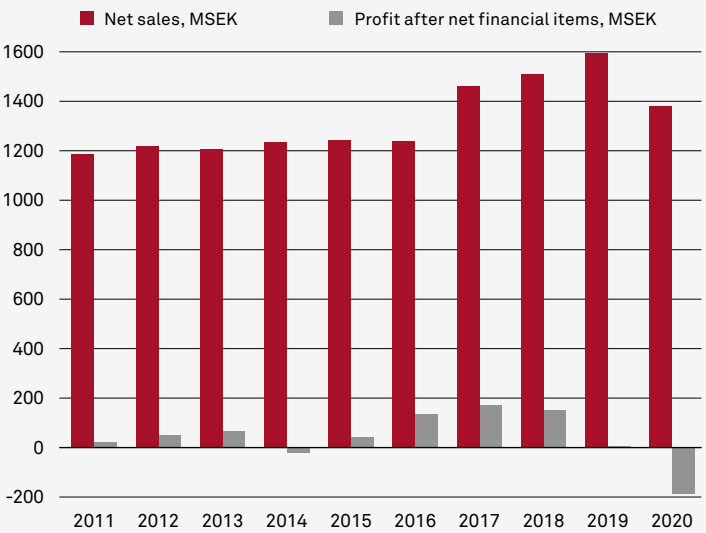
Marcus Risberg took over as CEO in March 2021 and brings with him extensive experience and a large network of contacts in both maritime transport and the hospitality industry. As Chairman of the Passenger Shipping Association and Board member at the Swedish Shipowners' Association and Svensk Turism, Marcus Risberg has outstanding expertise in and understanding of the market and the exciting development opportunities available to Destination Gotland and the entire hospitality industry on Gotland.



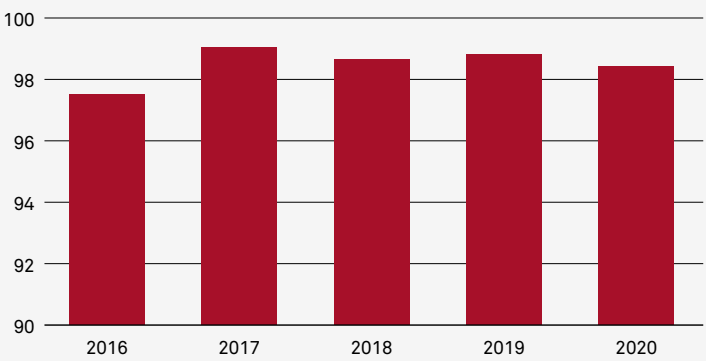
Increased capacity for Gotland services keeping up with development of Gotland



Annual sales and results 2011–2020



Punctuality 2016–2020, %
Within 15-minute intervals according to the timetable.



Changes in travel 2019–2020, month by month

January	6%
February	3%
March	- 32%
April	- 80%
May	- 65%
June	- 51%
July	- 25%
August	- 23%
September	- 12%
October	3%
November	- 38%
December	- 49%

I am really looking forward to being on Gotland and getting to know all the staff. Destination Gotland is a fabulous company with an extremely significant job to do that is important to the community – a fact that has become very clear over the past year. I have a native of the Åland Islands, I am aware of how crucial good communications are if people are to live and work on an island like Gotland.

Marcus Risberg
CEO-elect of Destination Gotland



Photo: Karl Melander



Sustainable Gotland travel

Being able to travel sustainably to and from Gotland is a must if people are to be able to live on, work on or visit our island. This is why we are constantly working to make the crossing between Gotland and the mainland more sustainable. Systematic environmental work and management systems are allowing us to go on improving our efforts for even more sustainable travel at sea. New ships, eco-driving and smart route planning are just a few examples of how we are reducing emissions from our services.

That is why offering all our staff a safe place to work and our passengers a safe mode of transport is our top priority. Our staff are our cornerstone and play a crucial part in ensuring that our ferries always operate. We have a strong tradition of work environment management aboard our ships; particularly important in 2020, when we worked actively to reduce the risk of infection aboard.

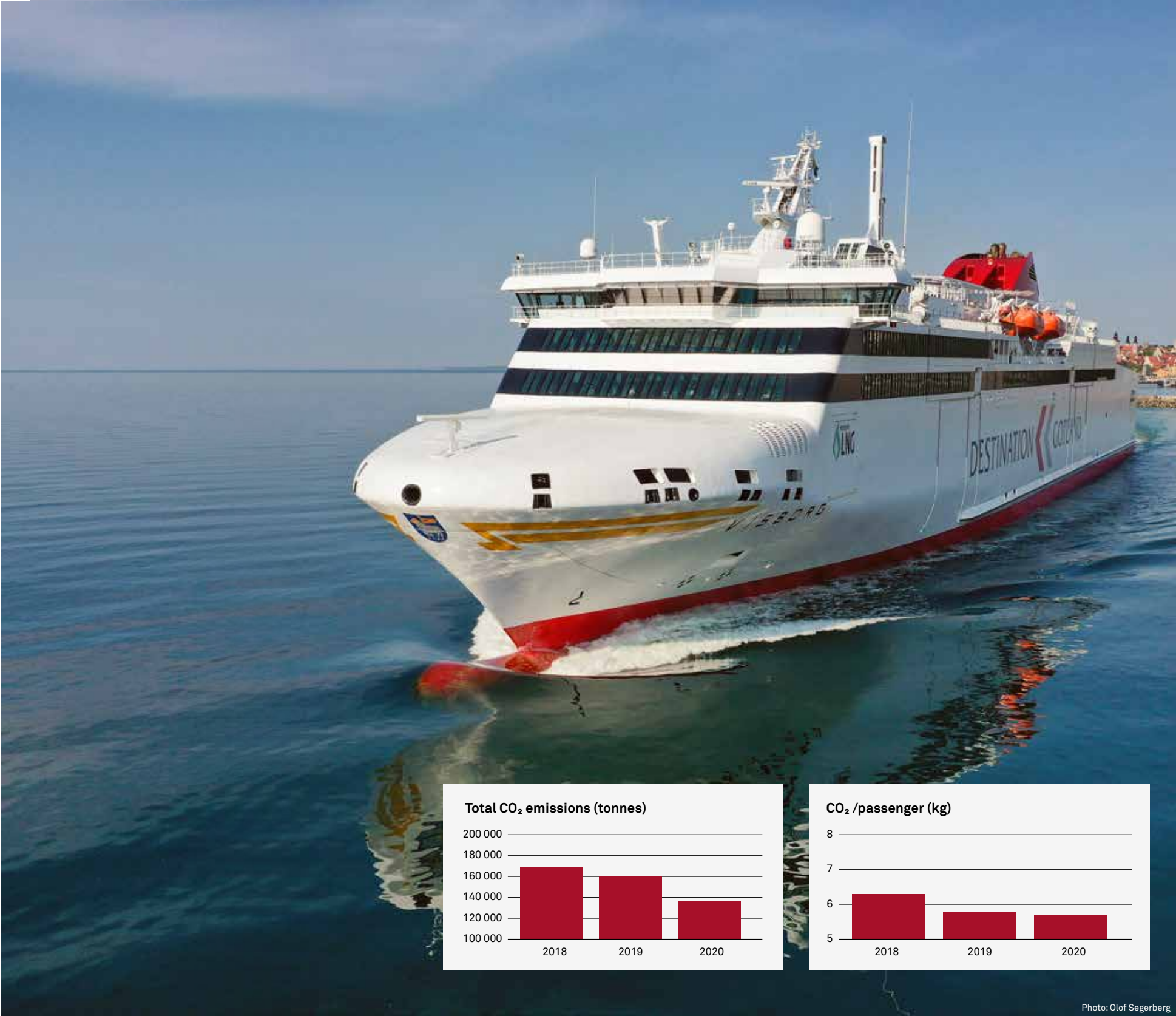
We want to offer staff a sustainable workplace. Destination Gotland aims to be a workplace with gender balance and operates in compliance with the Swedish Shipowners' Association "Equal opportunities strategy and action plan", thereby helping to promote equal opportunities, gender equality and diversity.

Green roadmap – 70% reduction in CO₂ emissions by 2030

Destination Gotland adopted a green roadmap during the year in order to make the Gotland crossing fossil-free by 2045, with an interim target of reducing carbon dioxide emissions from our services by 70 per cent by 2030, compared with 2010. This will mean a 124,000-tonne reduction in CO₂ emissions in 20 years. From 177,000 tonnes of CO₂ in 2010 to 53,000 tonnes of CO₂ by 2030.

We will need a number of smart choices and investments in new technology in order to achieve this, but we have already made a great deal of progress in that regard. Investments in two new gas-powered ships, M/S Visborg and M/S Gotland – the latter arriving in Gotland in 2020 – is an important step in that direction. These run on Liquefied Natural Gas (LNG) and biogas (LBG – Liquefied Bio Gas), which considerably reduces emissions. Natural gas is currently the most commonly used fuel aboard our ships. This is a fossil fuel that reduces CO₂ emissions by about 20 per cent and nitrogen oxide emissions by up to 85 per cent, while almost completely eliminating emissions of sulphur dioxide and particulates. Both ships also run on a certain amount of biogas, and in February 2021 we increased the admixture of biogas to no less than 10 per cent.

Biogas is a renewable energy source made from biodegradable household waste or residual products from agriculture and the food industry. Biogas production is one example of how we can extract as much as possible from raw materials and promote the circular economy.





Gotland Tankers

Gotland Tankers manages and holds operational responsibility for Rederi AB Gotland’s product tanker tonnage, with ships operating all over the world.

Its fleet consists of six ships from 49,000 to 53,000 DWT in size, which are leased out to companies on a contract basis or pooled with companies such as Maersk. These ships transport refined oil products, vegetable oils and chemicals, but they can also transport other liquid products such as methanol and juice.

Changes in the environment

2020 got off to a strong start, with increased demand for product tankers as a result of major pressure on the price of oil. This positive trend continued throughout the first and second quarters, but demand for refined oil products fell when the pandemic closed down a number of countries.

Gotland Tankers has no sea personnel of its own, but works in partnership with ship management stakeholders for its operations and crews. It became more difficult to transport cargoes as more countries closed down, and a number of crew members faced challenges with getting aboard or signing off from ships. New cleaning procedures were introduced in order to increase crew safety, and everyone boarding one of our ships must be able to show a recent PCR test. We have been able to avoid spreading infection aboard our ships thanks to the great deal of care taken.

A long-term initiative

Besides the pandemic, the year has also been characterised by active efforts to reduce emissions from our ships. All ships in our fleet have run on low-sulphur fuels since 1 January 2020, and this is reducing sulphur emissions by around 86 per cent. As in previous years, Gotland Tankers worked in close partnership with the Swedish Meteorological and Hydrological Institute to be able to adapt its ships’ route planning in respect of wind and sea currents with a view to reducing fuel consumption.

Gotland Tankers is constantly working to develop and implement new technology. Maritime transport is one of the most efficient ways of transporting large volumes of goods, but emissions from ships still present an important challenge.

The degree of vaccination will be crucial in 2021 as regards when the market can really get going again. The shutdown in a number of countries has had an adverse impact on demand for refined oil products and chemicals. This is why the vaccine distribution rate is crucial for development going forward.



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Product tankers are an important element in the entire energy and production chain. That is why it is important for us to do what we can in order to switch as quickly as possible to more sustainable forms of transport so that shipping can take place with as much energy efficiency as possible.

Jonas Kamstedt
CEO, Gotland Tankers



Photo: Tove Risberg

Key performance indicators

SEK 242 million

Annual sales, 2020

-19%

Change



Gotlandsresor

GotlandsResor runs three holiday complexes on Gotland – the Scandic Visby hotel, Visby Gustavsvik holiday village and Strandvillan.

With its 214 rooms, the Scandic Visby is the largest hotel on the island and operates all year round. Gustavsvik is just north of Visby and provides apartments, Bed & Breakfast rooms and cottages, offering capacity in excess of 500 beds. The latest addition to the portfolio, Strandvillan, opened in 2019 and offers separate, more exclusive living for companies and smaller groups. Sales in 2020 amounted to just over SEK 46 million, representing a decrease of over 40 per cent compared with the previous year.

Major change for the hospitality industry

Despite the pandemic, the company demonstrated that it was able to create a robust, agile organisation that is now equipped to deal with future challenges. GotlandsResor has also found a number of opportunities for streamlining, with lots of new working methods.

The year began with a record number of bookings and hopes that 2020 would be the company's best year ever. This situation changed quickly and GotlandsResor changed course, thought along new lines and adapted its operations so that it was able to welcome guests during the coronavirus pandemic. The company made preparations according to a number of different scenarios, and all staff were furloughed in April, with notification that their jobs were at risk. However, job losses were never necessary.

When restrictions on travel eased as summer approached, there was again plenty of interest in travelling to Gotland and GotlandsResor received a number of new bookings in a short time. July and August were better months for the company, but travel declined again at the end of the year and the workforce was reduced.

GotlandsResor has implemented a number of different measures to reduce the risk of infection and offer all its visitors safe, secure facilities; the number of seats at the restaurants has been limited, takeaway breakfasts are offered and hosts have made sure they reduce the risk of queues. These measures have been received positively by visitors to the hotels.

Initiatives on Gotland as a destination

GotlandsResor is hoping for an increase in domestic travel in 2021 and greater awareness of sustainability, which may benefit the hospitality industry on Gotland. The situation may improve by summer 2021 as the numbers of people vaccinated increase. It looks as though the trend of fewer package tours and corporate guests will continue, and so the number of international guests will be significantly lower in 2021.

GotlandsResor has also worked on development plans for the Scandic Visby in 2020. Its objective is to produce a new, developed hotel site, and a detailed plan for the new site was submitted during the year.



Photo: Malin Vinblad

”

I am incredibly proud of all our staff, who have worked hard throughout the year to make sure the business continues to function. We had a great sense of unity before, but that is even stronger now. Everybody has done their bit brilliantly, all determined to get through this together.

Carina Hammander
CEO, GotlandsResor



Photo: Karl Melander

Key performance indicators

SEK 46 million

Annual sales, 2020

-44%

Change



Gotlands Stuveri

Gotlands Stuveri AB has been operating on Gotland since 1919 and now has 42 employees working on both the island and the mainland.

The company primarily assists Destination Gotland with loading and unloading of cargo, provisioning and luggage handling, and with directing cars onto and off the ferry. Stevedoring also takes place at the Port of Visby, Slite and Klintehamn.

Adaptation and adjustment during the year of the pandemic

2020 was a year characterised by uncertainty, and the company monitored the pandemic situation carefully so that it could adapt its operations quickly. The company was able to take steps to adapt thanks to close discussion with Destination Gotland regarding schedules for both Easter and the summer. When the travel restrictions were eased ahead of the summer, Gotlands Stuveri implemented an extensive recruitment procedure and training of new staff in order to meet the anticipated need.

Destination Gotland is a majority owner of Gotlands Stuveri, and ferry services between Gotland and the mainland represent a major percentage of its revenues. Sales in 2020 fell by SEK 9.5 million compared with the previous year to SEK 48 million kronor, including the subsidiaries. The number of crossings was also affected by the pandemic, falling from 77 arrivals in 2019 to 23 arrivals in 2020.

Emphasis on regeneration and sustainability

As of 2020, the stevedoring service has been fuelling all its large machinery with 100 per cent HVO. HVO (hydrotreated vegetable oil) is a renewable synthetic diesel fuel that resembles fossil diesel fuel in purely chemical terms, but with the advantage that it reduces carbon dioxide emissions. Hence Gotlands Stuveri also holds quality and environmental management certification to ISO 9001 and ISO14001, which means clear governance and follow-up of sustainability work and a quality hallmark for operations. The business has also reviewed its procedures for chemical handling, waste sorting and paper consumption during the year, as well as involving staff by means of internal exercises and training courses.

The company is constantly investing in new equipment, and Gotlands Stuveri invested in a number of new machines in 2020. This includes a materials handler for Klintehamn for loading and unloading of feeds, fertilisers, pulpwood, gravel, etc. This initiative meets customers' needs at the port with fast, efficient handling, and the company also operates three terminal tractors at the port for loading and unloading trailers. Gotlands Stuveri is cautiously optimistic ahead of the 2021 season and is looking forward to seeing the resumption of travel to Gotland.

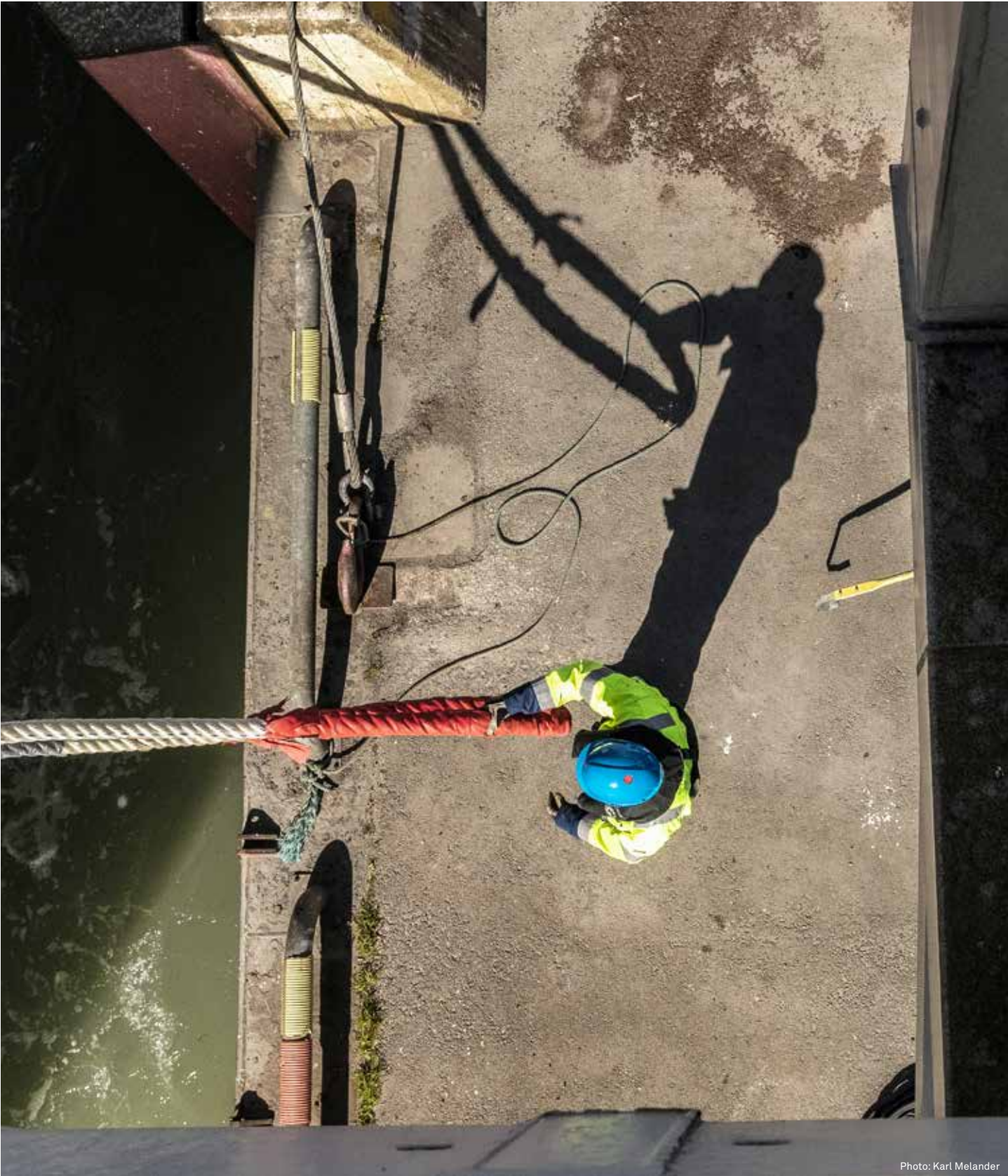


Photo: Karl Melander

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I look forward to the future with confidence. There are many lessons we can learn from the 2020 season, and we know we have the ability to change course quickly. Now we are hoping to see a good season for both Gotland services and the crossings.

Thomas Nyberg
CEO, Gotlands Stuveri



Photo: Karl Melander

Key performance indicators

SEK 48 million

Annual sales, 2020

-17%

Change



Stockholms Reparationsvarv

Stockholms Reparationsvarv has been active since 1992 and is situated on the island of Beckholmen in Stockholm. Between 50 and 100 ships are repaired here every year.

This shipyard provides all necessary service for repairs, maintenance, conversion and modernisation for most types of ship. The company also repairs coastguard vessels, road ferries, naval vessels and icebreakers on behalf of the state. Rederi AB Gotland has held a 62.5 per cent holding in the company since 2013.

A positive outcome

Shipyard operations have not been impacted to any great extent by the pandemic thanks to some major public framework agreements. After a positive 2019, the company's sales increased further to SEK 189 million in 2020.

The company has increased the number of places where staff can get changed and eat so as to reduce the risk of infection at the shipyard and facilitate social distancing. People who have been able to have also worked from home with a view to creating redundancy in projects. These measures have worked well and were appreciated by staff.

Continued investments and expansion

A number of major investments were made in shipyard equipment in 2020: this is also having a positive impact on the surrounding environment and forms part of the company's sustainability work. The shipyard invested in water blasting equipment used for minor blasting work. This new equipment will make it possible to carry out several jobs in parallel, while also significantly reducing the amount of dust spread during usage. In addition, Stockholms Reparationsvarv has invested in refurbishment of its rinsing water treatment at its largest dock, switching from filtration to a complete treatment system.

Detailed planning of Beckholmen will commence in 2021 together with Kungliga Djurgårdens Förvaltning (KDF) and the Stockholm city Planning Office with a view to creating opportunities for more long-term investments in the shipyard facility and its future infrastructure.

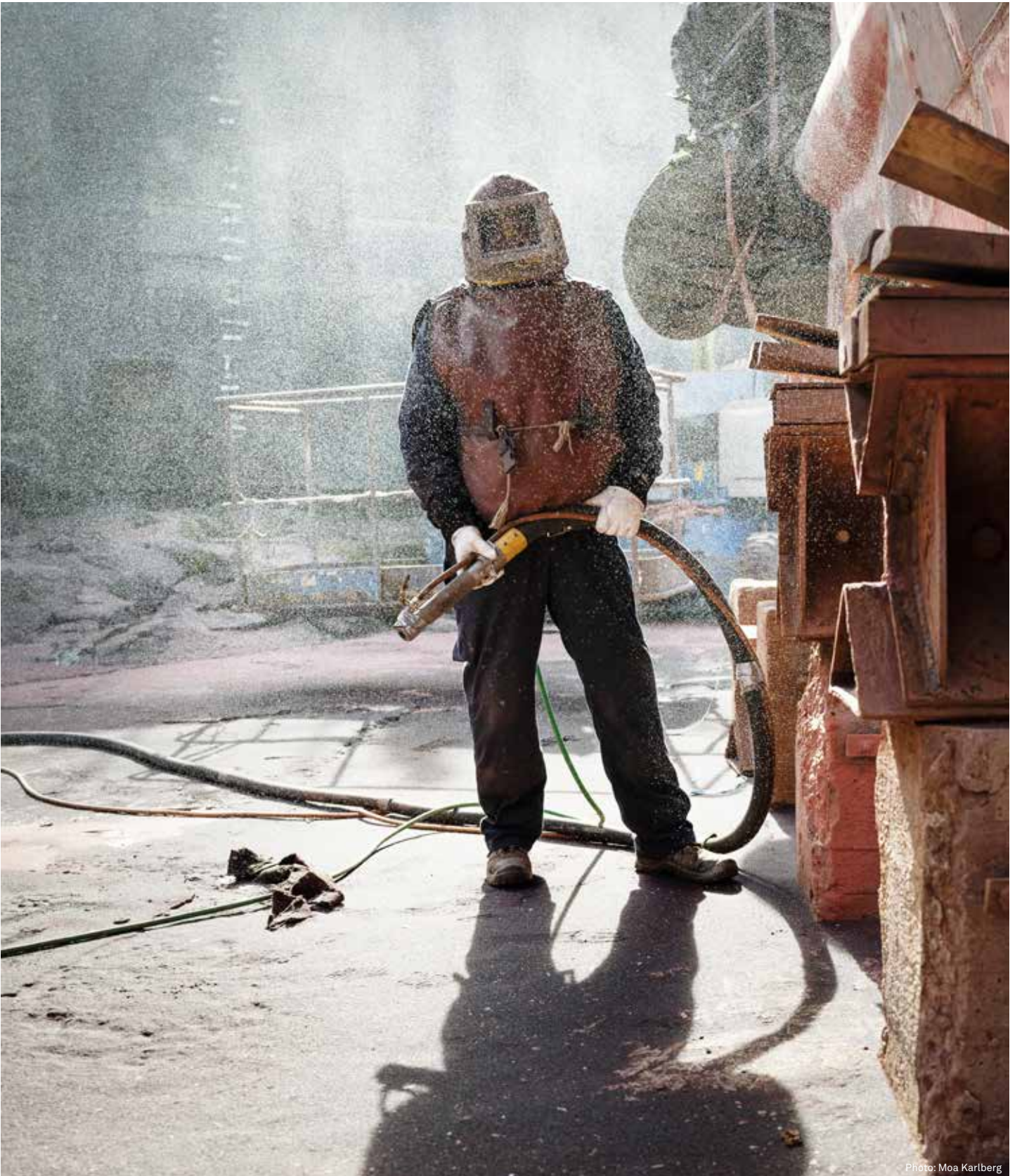


Photo: Moa Karlberg

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Quite a lot of the work that we do involves modifications to extend the service lives of ships. We are seeing an increased need for modification in parallel with the increase in demand for classic maintenance. Construction of new ships usually takes a long time, which creates a continuous need to maintain ships that are already in service.

Staffan Röberg

CEO, Stockholms Reparationsvarv



Photo: Moa Karlberg

Key performance indicators

SEK 189 million

Annual sales, 2020

+19%

Change



The share and development

Our history is founded on Gotland, and we have close links with Gotland island life and the business community.

On 31 December 2020, at the end of the financial year, we had 2,947 (2,889) shareholders, of whom almost two-thirds are Gotland residents. Institutional ownership totalled 3.8 per cent on 31 December 2020. Our annual general meetings in Visby are normally some of the most popular in Sweden, and they provide an important opportunity for us to communicate with the owners of our company.

Since 2004 Rederi AB Gotland's shares have been traded on the "Mangold list", a market maintained by Mangold Fondkommission.

Share capital

At the end of the 2020 financial year, share capital in Gotlandsbolaget amounted to SEK 2,776,976 (2,776,976), distributed across 2,500,000 shares with a quotient value of SEK 1.11. The shares are divided into 1,811,693 A shares with ten votes each and 688,307 B shares with one vote each.

Share price and sales

The share price fell to SEK 1,300 kronor for the A share and SEK 1,320 for the B share during the 2020 financial year, compared with the previous year in which both the share price for the A share was SEK 1,400 and the price for the B share stood at SEK

1,375. OMXSPI, which reflects developments on the Stockholm Stock Exchange, rose by 12.9 per cent for 2020.

The highest price paid during the financial year was SEK 1,500 for the A share and SEK 1,600 for the B share. The lowest price paid for the A share and the B share was SEK 1,150. During the financial year, 5,434 shares were traded on the Mangold list for a total value of SEK 7.2 million. Rederi AB Gotland's B share was the more heavily traded of the company's two classes of share during the financial year.

Dividend policy

The Board has agreed on an objective that dividends should, in principle, reflect growth in reported equity. On 31 December 2020, equity was SEK 4,470 million, compared with SEK 4,167 million on 31 December 2019. The Board therefore proposes a dividend of SEK 8.00 (0) per share. The annual general meeting for 2020 decided that no dividends would be paid for the 2019 financial year on account of the uncertainty prevailing with regard to the impact of the coronavirus pandemic. Ratios per share are shown on page 38.



Photo: Karl Melander



Since its registration on the Stockholm Stock Exchange in 1982, the share capital of Rederi AB Gotland has developed as follows:

Year	Transaction	Increase/decrease in number of shares	Increase/decrease of share capital, SEK	Total number of shares	Total share capital, SEK
1983	Bonus issue/split	+210,000	+2,100,000	630,000	6,300,000
1989	Split 10/1	+5,670,000		6,300,000	6,300,000
1998	Redemption	-860,304	-860,304	5,439,696	5,439,696
1999	Redemption	-1,029,524	-1,029,524	4,410,172	4,410,172
2002	Reduction (buy-back)	-410,172	-410,172	4,000,000	4,000,000
2003	Reduction (buy-back)	-153,388	-153,388	3,846,612	3,846,612
2004	Reduction (redemption)	-92,195	-92,195	3,754,417	3,754,417
2005	Reduction (buy-back)	-384,661	-384,661	3,369,756	3,369,756
2005	Reduction (redemption)	-600,000	-600,000	2,769,756	2,769,756
2011	Redemption/bonus issue	-269,756	+7,220	2,500,000	2,776,976

Between 1982 and 2004 the shares were traded on the O list of the Stockholm Stock Exchange.

Ownership structure, 31 December 2020

Shareholders	Total	A shares	B shares	% of votes	% of shares
Trojaborg AB and Eric D. Nilsson and family	1,532,868	1,422,548	110,320	76.2%	61.3%
Svenska Stålbyggen Invest AB (Jonas Åman)	239,430	86,980	152,450	5.4%	9.6%
TJ Gruppen AB and family	114,289	95,874	18,415	5.2%	4.6%
Johan Thorell and companies	113,406	18,549	94,857	1.5%	4.5%
Mats Johansson	33,856	10,145	23,711	0.7%	1.4%
Stiftelsen Mjölkdroppen	28,950	9,650	19,300	0.6%	1.2%
Magnus Wiman and companies	17,662	6,832	10,830	0.4%	0.7%
Sällskapet DBW	14,100	5,000	9,100	0.3%	0.6%
Jerry Martinger	8,358	5,600	2,758	0.3%	0.3%
Birgitta Wiman	5,500	5,100	400	0.3%	0.2%
Foreign trustees	3,110	100	3,010	0.0%	0.1%
Others	388,471	145,315	243,156	9.1%	15.5%
	2,500,000	1,811,693	688,307	100.0%	100.0%

Distribution after shareholding, 31 December 2020

Shareholding	No. of shares	% of shares	Number of shareholders	% of shareholders
1-200	80,554	3.2%	2,602	88.3%
201-500	57,584	2.3%	180	6.1%
501-1000	55,906	2.2%	77	2.6%
1001-5000	122,612	5.0%	61	2.1%
5001-	2,183,344	87.3%	27	0.9%
Total	2,500,000	100%	2,947	100%

The share of institutional ownership of the capital is 3.8%, and 2.1% of the votes.



Our ships



Rederi AB Gotland owned twelve ships at the end of 2020.

Vessels	Tankers
M/S Visborg	M/T Gotland Aliya
M/S Gotland	M/T Gotland Marieann
M/S Visby	M/T Gotland Sofia
M/S Drotten	M/T Gotland Carolina
HSC Gotlandia	M/T Wisby Atlantic
HSC Gotlandia II	M/T Wisby Pacific



Ships and Tankers



Ship	M/S Visborg & M/S Gotland	M/S Visby & M/S Drotten
Built	2018/2019 at Guangzhou Shipyard International Co Ltd (GSI), China	2003 at Guangzhou Shipyard International Co Ltd (GSI), China
LOA	199.9 m	196 m
Width	25.86 m	25.67 m
Draught	6.40 m	6.40 m
Gross tonnage	32,447	29,746
Net tonnage	11,312	9,505
Deadweight	4,636/4,589 DWT	5,248/5,174 DWT
Speed	28.5 knots	28.5 knots
Vessel type	Ro-Ro passenger ferry	Ro-Ro passenger ferry
Main engines	46,800 kW	50,400 kW
Passenger capacity	1,650	1,500
Cabin capacity	98 cabins	115 cabins
Cargo capacity	500 vehicles or 1,745 lane metres	500 private cars or 1,800 lane metres
Class	DNV, Ice Class 1A	DNV, Ice Class 1A



Ship	HSC Gotlandia	HSC Gotlandia II
Built	1999 Alstrom Leroux Naval, Lorient, France	2006 at Fincantieri, Riva Trigoso/Genoa, Italy
LOA	112.51 m	122 m
Width	16.11 m	17.05 m
Draught	2.61 m	3.29 m
Gross tonnage	5,632	6,554
Net tonnage	1,689	1,996
Deadweight	450 DWT	543 DWT
Speed	32 knots	32 knots
Vessel type	High-speed single-hulled ferry,	High-speed single-hulled ferry,
Main engines	HSC B	HSC B
Passenger capacity	28,320 kW	36,000 kW
Cargo capacity	700	780
Class	140 vehicles	160 vehicles
	DNV	DNV



M/T Gotland Aliya	M/T Gotland Marieann	M/T Gotland Sofia
2008 at Guangzhou Shipyard International Co Ltd (GSI), China	2008 at Guangzhou Shipyard International Co Ltd (GSI), China	2007 at Guangzhou Shipyard International Co Ltd (GSI), China
183.2 m	183.2 m	183.2 m
32.2 m	32.2 m	32.2 m
13.5 m	13.5 m	13.5 m
29,283	29,283	29 283
15,939	15,939	15 939
53,000 DWT	53,000 DWT	53 000 DWT
15 knots	15 knots	15 knots
GSI Gotland Class – Oil/Chemical Tanker	GSI Gotland Class – Oil/Chemical Tanker	GSI Gotland Class – Oil/Chemical Tanker
11,340 kW	11,340 kW	11,340 kW
-	-	-
54,000 m³	54,000 m³	54,000 m³
DNV, +1A1 Super Ice Tanker for Chemicals and Oil	DNV, +1A1 Super Ice Tanker for Chemicals and Oil	DNV, +1A1 Super Ice Tanker for Chemicals and Oil



M/T Gotland Carolina	M/T Wisby Atlantic	M/T Wisby Pacific
2006 at Guangzhou Shipyard International Co Ltd (GSI), China	2017 at Guangzhou Shipyard International Co Ltd (GSI), China	2017 at Guangzhou Shipyard International Co Ltd (GSI), China
183.2 m	183.2 m	183.2 m
32.2 m	32.3 m	32.3 m
13.5 m	18.2 m	18.2 m
29,283	29,680	29,680
15,939	14,235	14,235
53,000 DWT	49,400 DWT	49,400 DWT
15 knots	14.5 knots	14.5 knots
GSI Gotland Class – Oil/Chemical Tanker	Oil and Chemical Tanker	Oil and Chemical Tanker
11,340 kW	6,484 kW	6,484 kW
-	-	-
54,000 m³	53,650 m³	53,650 m³
DNV, +1A1 Super Ice Tanker for Chemicals and Oil	Lloyd's Register, Double Hull Oil and Chemical Tanker	Lloyd's Register, Double Hull Oil and Chemical Tanker

Board of Directors’ report

The Board of Directors and the CEO of Rederi AB Gotland (publ), corporate identity number 556000-8020, hereby submit the annual report for the 2020 financial year for the Parent Company and the Group. Rederi AB Gotland is a subsidiary of Trojaborg AB, based on Gotland, corporate identity number 556339-9574.

Results and annual revenues

The Group’s sales fell by SEK 705 million, amounting to SEK 2,011 (2,716) million. Operating profit fell from SEK 506 million to SEK 142 million. Profit after financial income and expenses decreased from SEK 403 million to SEK 159 million.

Ships were sold during the year with an immovable capital gain of SEK 120 million, which means that the underlying operating profit amounted to SEK 22 million. Funding totalling SEK 8 million on account of the coronavirus pandemic was received during the year.

This impairment of profit is essentially due solely to fewer passengers travelling to and from Gotland and fewer visitors to the island, largely on account of the travel restrictions introduced by the Government and authorities on account of the coronavirus pandemic.

Company focus

The business primarily comprises shipping operations, the subsidiary Destination Gotland AB being responsible for the Gotland service and the wholly owned subsidiary Gotland Tankers AB being responsible for product tanker operations. GotlandsResor AB is responsible for the group’s hotel business. Stockholms Reparationsvarv AB repairs and maintains ships. The business also includes property management.

Destination Gotland AB

Destination Gotland, which runs services between Gotland and the Swedish mainland, charts the vessels M/S Visborg, M/S Gotland (formerly Thjelvar), M/S Visby, M/S Drotten (formerly Gotland), HSC Gotlandia and HSC Gotlandia II. The current contract with the

Swedish Transport Administration for Gotland services extends to the end of January 2027.

Destination Gotland’s net sales including the subsidiaries Gotland Promotion AB and Gotlands Stuveri AB fell from SEK 1,659 million in the previous year to SEK 1,387 million. This reduction is explained by lower passenger numbers on account of the pandemic.

The number of passengers using Destination Gotland’s ferries fell by 32 per cent compared with the previous year to a total of 1,235,480 (1,822,292). The number of vehicles fell by 24 per cent to 437,564 (572,239), while the number of lane metres of freight decreased by 5 per cent to 794,383 (838,004). For 2020, the total compensation paid by the Swedish Transport Administration amounted to SEK 461 (495) million, which corresponds to 33 per cent of sales.

Gotland Tankers AB

The Group’s tanker operations are undertaken by Gotland Tankers together with subsidiaries and other Group companies. The vessels are employed by way of commercial management in pool partnerships or by being chartered on a contract basis.

The demand for product tankers increased at the start of the year as a consequence of major pressure on the price of oil, but demand for refined oil products fell when the pandemic caused a number of countries to shut down. This, along with high costs in 2020, has had an adverse impact on earnings for the Group’s overall shipping operations throughout the year.

GotlandsResor AB

GotlandsResor is responsible for the Group’s hotel properties, which include the island’s biggest hotel – Scandic Visby – and the Visby Gustavsvik and Strandvillan holiday complexes. There are a total of over 1,000 beds. The company also has three restaurants at its facilities, as well as booking of group and package tours for Destination Gotland.

Net sales for GotlandsResor fell from SEK 75 million last year to SEK 40 million as there were fewer visitors to Gotland on account of the pandemic.

Stockholms Reparationsvarv AB

The company owns 62.5 per cent of Stockholms Reparationsvarv, which operates in Beckholmen, Stockholm. Between 50 and 100 vessels of all types are repaired annually. Net sales increased from SEK 149 million to SEK 188 million thanks to major public framework agreements.

Gotland Capital Management AB

The Group acquired Opfutrade AB during the year, a company that works in cash management, which became part of Rederi Furillen AB by merger (changing its name to Gotland Capital Management). This company will be responsible for management of the Group’s cash and cash equivalents through sustainable investment with a view to ensuring the Group’s ability to go on investing in state-of-the-art ships. There has been a positive impact on profit within tax for the year in connection with the acquisition through application of the Foreign Tax Credit Act on account of withholding tax paid on foreign securities from previous years (see note 30).

Shipping

The ships M/S Visborg, M/S Gotland (formerly Thjelvar), M/S Drotten (formerly Gotland), M/S Visby, HSC Gotlandia and HSC Gotlandia II were deployed on the Gotland service throughout the year, M/S Gute also being used as a reserve ship for part of the year.

In December 2019, the shipping company delivered M/S Gotland, the second of two new construction projects from the GSI shipyard in China for passenger and freight vessels with a capacity of 1,650 passengers each. Both ships run on liquefied natural gas, LNG, and liquefied biogas, LBG, with significant environmental improvement.

At the end of the year, M/S Visby and M/S Drotten were chartered out to DFDS on a newly established ferry route between Dunkirk in France and Rosslare in Ireland.

The Group owns four sister vessels in Gotland Class of 53,000 DWT, each of

which was transported to Clearlake during part of the year. M/T Gotland Carolina and M/T Gotland Marieann have technical and crew management undertaken by Wisby Shipmanagement AB. M/T Gotland Sofia and M/T Gotland Aliya have technical and crew management undertaken by SP Hamburg Tankers GmbH & Co.

The shipping company has sold the product tanker M/T Ami (39,000 DWT) to Italian shipping company Amoretti Armatori Group during the year.

The Group also owns 50 per cent of the product tankers M/T Wisby Atlantic and M/T Wisby Pacific, each of 49,000 DWT, which are both chartered to Stena Bulk, with technical and crew management undertaken by Wisby Shipmanagement AB.

The Group sold M/S Gute during the year, along with three smaller, fast-moving service vessels focusing on the offshore wind sector.

Investments

The Group’s gross investments during the period amounted to SEK 110 (497) million.

Sustainability

Destination Gotland has compiled a sustainability report that can be accessed via www.destinationgotland.se.

Risks

The company has observed in particular how the impact of the spread of the SARS-CoV-2 virus, causing the COVID-19 disease, may affect the company’s future development and risks that may impact on financial reporting going forward. In this assessment, the company has come to the conclusion that this will have a negative impact on the company’s revenues for travel and accommodation in particular, including in 2021. The extent of this impact is dependent on factors such as how long the effects impact on society in general.

As the company’s business is international, it is exposed to foreign currency risks. Currency flows relating to ferry operations are mainly denominated in SEK. Inward and outward payments relating to product tankers are denominated in USD and EUR. The company does not normally hedge these currency flows in relation to SEK. Investments in USD and

EUR counteract the foreign currency risk to a certain extent. As a result of bunker purchases and vessel orders, variations in exchange rates do, however, have an impact. The agreement between Destination Gotland and the Swedish Transport Administration entails a risk in terms of fluctuations in the price of raw materials.

The market risks of fluctuations in demand in the product tanker segment are reduced by the majority of the shipping company’s vessels in this segment either being included in pool partnerships or being chartered on long-term contracts. Destination Gotland and GotlandsResor have a market risk related to demand for accommodation and travel to and from Gotland.

Where the company decides to invest liquid assets, it does so in the money market, or in banks or commercial papers with high credit ratings.

The work of the Board of Directors

The Board of Directors met twelve times during the year.

Financial position

- The consolidated liquid assets amounted to SEK 2,034 (2,788) million.
- Interest-bearing liabilities amounted to SEK 163 (1,451) million.
- The equity/assets ratio was 85 (63) per cent.
- Equity per share was SEK 1,788 (1,667).

The Parent Company’s earnings and sales

The Parent Company’s profit after financial items and expenses amounted to SEK 175 (155) million. Revenues amounted to SEK 209 (220) million.

Proposed appropriation of profits

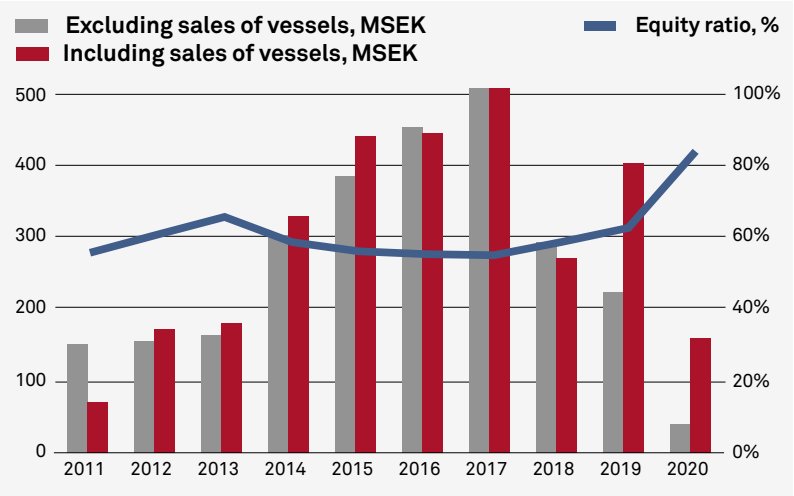
Parent Company profits at the disposal of the Annual General Meeting (SEK):	
Profit brought forward	580,387,416
Net profit for the year	9,182,712
	589,570,128

The Board of Directors and the CEO propose:	
That a dividend of SEK 8.00 per share be paid to shareholders (2,500,000 shares)	20,000,000
To be carried forward	569,570,128
	589,570,128

The payment date for the adopted dividend is estimated to be 09/06/2021. The Board finds the proposed dividend reasonable in view of what is stated in §3, Chapter 17 of the Swedish Companies Act regarding the requirements governed by the nature, scope, and risks of the business place in terms of the size of equity and consolidation needs, and the liquidity and general position of the Parent Company and Group.

The income statement and balance sheet will be presented to the Annual General Meeting for adoption.

Profit after net financial items/equity ratio



The business in brief – Group

	2020	2019	2018	2017	2016
From the income statement (SEK million)					
Revenues	2,011.1	2,716.5	2,492.3	2,413.1	2,116.7
Profit after financial items	159.0	403.4	270.4	508.1	445.3
Return (%)					
– on equity after tax ¹	7.7	7.7	5.5	9.2	11.0
– on capital employed ²	4.4	8.6	6.9	11.1	10.5
– on total capital ³	4.2	8.2	6.5	10.4	10.0
From the balance sheet (SEK million)					
Fixed assets	2,949.0	3,573.5	4,036.2	4,005.8	3,377.7
Current non-interest-bearing operating liabilities	367.7	316.2	297.7	464.5	305.8
Non-current liabilities	160.1	1,290.2	1,702.3	1,867.4	1,752.6
Equity	4,469.7	4,166.9	3,869.5	3,672.9	3,377.3
Total assets	5,264.3	6,584.1	6,522.7	6,601.0	6,044.6
Equity ratio (%) ⁴	84.9	63.3	59.3	55.6	55.9
Per share (SEK)					
Equity	1,787.90	1,666.75	1,547.79	1,469.14	1,350.94
Profit after tax	133.33	123.92	83.21	129.42	140.40
Dividend*	8.00	0.00	7.40	7.00	6.40
Share price at end of accounting period (SEK)					
B shares	1,320	1,375	1,300	1,200	1,150
Other					
Gross investments (SEK million)	110	497	926	822	433
Number of employees	605	810	741	730	686
Average number of shares	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000

Definitions:

1) Profit after tax in relation to average equity.

2) Profit after financial items plus financial expenses in relation to average total assets less current non-interest-bearing operating liabilities.

3) Profit after financial items plus financial expenses in relation to average total assets.

4) Equity in relation to total assets.

* Board's proposal.

Income statement 2020

		GROUP		PARENT COMPANY	
Amounts in SEK thousand	Note	2020	2019	2020	2019
Net sales	1, 2	1,870,221	2,508,762	176,159	219,534
Gains on sale of fixed assets		120,439	179,436	32,310	233
Other revenues	3	20,557	11,996	97	313
Profit from participations in operational associates		-87	16,259	-	-
Total revenues		2,011,130	2,716,453	208,566	220,080
Operating expenses					
Other external expenses	2, 4	-1,008,281	-1,280,963	-50,984	-23,375
Personnel expenses	5, 6	-472,323	-596,286	-13,848	-17,532
Depreciation vessels	7	-372,645	-317,091	-184	-2,208
Depreciation of other fixed assets	8	-15,196	-15,808	-791	-825
Loss on sale/scraping of fixed assets		-670	-275	-	-9
Total operating expenses		-1,869,115	-2,210,423	-65,807	-43,949
Operating profit		142,015	506,030	142,759	176,131
Profit/loss from financial investments					
Profit/loss from participations in Group companies	9	35,712	39	-772	-
Profit from securities and receivables that are fixed assets	10	6,251	14,569	6,195	11,075
Interest income and similar profit/loss items	11	63,968	13,526	37,416	5,428
Interest expenses and similar profit/loss items	12	-88,913	-130,747	-10,104	-37,432
Total profit/loss from financial investments		17,018	-102,613	32,735	-20,929
Profit after financial items		159,033	403,417	175,494	155,202
Appropriations					
Reversal depreciation over plan, vessels		-	-	20,829	2,311
Change in tax allocation reserve		-	-	33,972	26,935
Group contributions received		-	-	350,619	234,955
Group contributions paid		-	-	-571,731	-428,748
Tax for the year	13	174,683	-93,549	-	-187
Minority share of net profit/loss for the year		-399	-60	-	-
NET PROFIT FOR THE YEAR		333,317	309,808	9,183	-9,532
Share data					
Earnings per share after tax, SEK		133.33	123.92		
Average number of shares		2,500,000	2,500,000		

Balance sheet as at 31 December 2020

ASSETS		GROUP		PARENT COMPANY	
Amounts in SEK thousand	Note	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Fixed assets					
Intangible fixed assets					
Goodwill	8	1,009	1,351	–	–
Property, plant, and equipment					
Vessels	7	2,742,642	3,363,912	–	20,791
New construction vessels and new construction properties	14	724	454	–	–
Land and buildings	8	151,024	155,712	26,981	27,733
Equipment	8	39,277	27,576	332	370
Total property, plant, and equipment		2,933,667	3,547,654	27,313	48,894
Financial fixed assets					
Participations in Group companies	15	–	–	167,013	167,736
Shares recognised according to the equity method	16	–	194	–	–
Participations in associates	17	400	400	200	200
Receivables from Group companies	18	–	–	819,097	1,581,254
Other non-current securities	19	5,842	5,843	5,047	5,047
Other non-current receivables	20	6,506	5,149	375	375
Deferred tax claim	21	1,561	12,860	–	–
Total financial fixed assets		14,309	24,446	991,732	1,754,612
Total fixed assets		2,948,985	3,573,451	1,019,045	1,803,506
Current assets					
Inventories					
Finished goods and goods for resale		15,456	14,470	–	–
Current receivables					
Accounts receivable		69,705	59,482	4,604	1,608
Receivables from Group companies		–	–	3,105	26,066
Other receivables		96,146	45,954	44,416	23,241
Tax assets		17,694	5,104	8,489	–
Percentage of completion	22	18,278	43,386	–	–
Prepaid expenses and accrued income	23	63,731	53,993	4,902	14,370
Total current receivables		265,554	207,919	65,516	65,285
Current investments	24	732,645	766,631	732,219	766,631
Cash and bank balances	25	1,301,627	2,021,620	1,247,557	1,845,128
Total current assets		2,315,282	3,010,640	2,045,292	2,677,044
TOTAL ASSETS		5,264,267	6,584,091	3,064,337	4,480,550

Balance sheet as at 31 December 2020

LIABILITIES AND EQUITY		GROUP		PARENT COMPANY	
Amounts in SEK thousand	Note	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Equity					
Share capital		2,777	2,777		
Other capital contributions		2,626	2,626		
Other equity, including income for the year		4,464,346	4,161,474		
Equity attributable to Parent Company's shareholders		4,469,749	4,166,877		
Minority interests		16,450	16,003		
Restricted equity					
Share capital				2,777	2,777
Restricted reserves				2,481	2,481
Total restricted equity				5,258	5,258
Non-restricted equity					
Earnings brought forward				580,388	589,920
Net profit for the year				9,183	-9,532
Total non-restricted equity				589,571	580,388
Total equity		4,486,199	4,182,880	594,829	585,646
Untaxed reserves					
Accumulated depreciation over plan				40	20,869
Tax allocation reserves				264,246	298,217
Total untaxed reserves				264,286	319,086
Provisions					
Provisions for deferred tax	26	233,070	506,755	–	–
Provisions for pensions and similar obligations		7,576	5,841	–	–
Total provisions		240,646	512,596	0	0
Non-current liabilities					
Liabilities to credit institutions	27	153,598	1,169,143	–	582,500
Liabilities to Group companies	28	–	–	1,405,250	1,839,814
Other non-current liabilities		6,477	121,036	6,477	99,648
Total non-current liabilities		160,075	1,290,179	1,411,727	2,521,962
Current liabilities					
Liabilities to credit institutions	27	9,601	282,252	–	83,500
Accounts payable		76,100	83,170	12,250	14,957
Tax liabilities		2,370	20,568	488	8,718
Liabilities to Group companies		–	–	691,058	941,284
Other liabilities		97,949	35,137	83,455	821
Accrued expenses and deferred income	29	191,327	177,309	6,244	4,576
Total current liabilities		377,347	598,436	793,495	1,053,856
TOTAL LIABILITIES AND EQUITY		5,264,267	6,584,091	3,064,337	4,480,550

Statement of changes in equity

Share capital							
	Number of	Quotient value SEK					
Class of share							
A Non-restricted (quotient value SEK 1.11)	1,811,693	2,012,411					
B Non-restricted (quotient value SEK 1.11)	688,307	764,565					
Total	2,500,000	2,776,976					
All shares are fully paid up.							
GROUP							
Amounts in SEK thousand							
	Share capital	Other capital contributions	Other equity		Total	Minority interests	Total capital
			Accumulated exchange rate differences	Retained earnings etc.			
Equity 01/01/2019	2,777	2,626	26,380	3,837,681	3,869,464	24,554	3,894,018
Changes for the year 2019:							
Proposed dividend				-18,500	-18,500		-18,500
Acquisition of shares in subsidiaries' subsidiaries				1,610	1,610	-8,610	-7,000
Restatement of equity in foreign subsidiaries			4,495		4,495		4,495
Net profit for the year				309,808	309,808	59	309,867
Equity 31/12/2019	2,777	2,626	30,875	4,130,599	4,166,877	16,003	4,182,880
Changes for the year 2020:							
Proposed dividend				0	0		0
Deferred tax effects				430	430		430
Restatement of equity in foreign subsidiaries			5,316		5,316		5,316
Realised exchange-rate differences			-36,191		-36,191		-36,191
Net profit for the year				333,317	333,317	447	333,764
Equity 31/12/2020	2,777	2,626	0	4,464,346	4,469,749	16,450	4,486,199
PARENT COMPANY							
Amounts in SEK thousand							
	Restricted equity		Non-restricted equity		Total		
	Share capital	Statutory reserve	Retained earnings etc.				
Equity 01/01/2019	2,777	2,481	608,420		613,678		
Changes for the year 2019:							
Proposed dividend			-18,500		-18,500		
Net profit for the year			-9,532		-9,532		
Equity 31/12/2019	2,777	2,481	580,388		585,646		
Changes for the year 2020:							
Proposed dividend			0		0		
Net profit for the year			9,183		9,183		
Equity 31/12/2020	2,777	2,481	589,571		594,829		

Cash flow statements

		GROUP		PARENT COMPANY	
Amounts in SEK thousand	Note	2020	2019	2020	2019
Operating activities					
Profit after financial items		159,033	403,417	175,494	155,202
Adjustments for items not included in cash flow					
Depreciation and write-downs of fixed assets	7, 8	387,842	332,899	975	3,033
Capital gains on the sale of fixed assets		-119,769	-178,003	-32,310	-
Exchange rate differences		-25,087	37,864	-32,529	-10,374
Other non-cash items		1,677	-134	772	-
		403,696	596,043	112,402	147,861
Change in taxes for the year		-32,189	-2,443	-7,059	-1,911
Cash flow from operating activities before changes in working capital		371,507	593,600	105,343	145,950
Changes in working capital					
Change in inventories		-986	6,491	-	-
Change in current receivables		-56,932	9,310	-4,825	-28,784
Change in current liabilities		-10,459	7,905	-250,516	10,686
Cash flow from operating activities		303,130	617,306	-149,998	127,852
Investing activities					
Acquisition of vessels and new buildings	7	44	-485,148	-	-382,904
Acquisition of other property, plant, and equipment	8, 14	-22,808	-12,138	-	-2,377
Sale of vessels		368,203	803,181	52,825	-
Sale of other fixed assets		817	309	92	9
Change in other financial fixed assets		-1,164	2,917	-50	-100
Acquisition of subsidiaries' net assets	30	-87,500	-	-	-
Cash flow from investing activities		257,592	309,121	52,867	-385,372
Financing activities					
Borrowings		0	93,969	-	-
Amortisation of debt		-1,318,155	-474,938	-666,000	-83,500
Change in intra-Group transactions	18, 28	-	-	106,481	784,458
Redemption of minority interests		-	-7,000	-	-
Dividend to shareholders		-	-18,500	-	-18,500
Cash flow from financing activities		-1,318,155	-406,469	-559,519	682,458
Change in cash and cash equivalents		-757,433	519,958	-656,650	424,938
Cash and cash equivalents at start of year		2,788,251	2,257,919	2,611,759	2,176,447
Exchange rate differences in cash and cash equivalents		3,454	10,374	24,667	10,374
Cash and cash equivalents at year-end	31	2,034,272	2,788,251	1,979,776	2,611,759

Accounting and valuation policies

General accounting policies

The annual accounts and consolidated financial statements have been prepared in accordance with the Annual Accounts Act and the general guidance of the Swedish Accounting Standards Board, BFNAR 2012:1 Annual Accounts and Consolidated Financial Statements (K3).

Valuation policies

Assets and liabilities have been valued at their cost of acquisition unless stated otherwise below.

Revenues

Revenues are reported on the basis of the actual amount received, or the amount expected, and are reported where it is probable that economic benefits will fall to the company. State subsidies are reported at fair value where there is reasonable assurance that the subsidy will be received and all associated conditions will be met. A state subsidy attributable to expected costs is reported as deferred income. The subsidy is taken up as income in the period in which the costs that the state subsidy is intended to compensate arise.

Receivables and liabilities in foreign currency

The receivables and liabilities in foreign currency of the Parent Company and Swedish Group companies have been translated at rate at the end of the reporting period. Currency gains and losses on operational receivables and liabilities are added to or deducted from the operating profit. Gains and losses on financial receivables and liabilities are reported as financial items.

Consolidated financial statements

The consolidated financial statements relate to the Parent Company and the companies in which Rederi AB Gotland directly or indirectly holds more than 50 per cent of the voting rights (Group companies).

Appropriations and untaxed reserves are not reported in the Group. These are instead divided between equity and deferred tax liabilities.

The consolidated accounts have been prepared in accordance with the acquisition accounting method, whereby the equity in Group companies on the acquisition date is fully eliminated. The procedure means that only earnings arising after the acquisition date are included in the Group's equity.

Intra-Group profit is eliminated in its entirety.

Translation of foreign subsidiaries

Subsidiaries in other countries prepare their annual report in a foreign currency. On consolidation, entries in these companies' balance sheets and income statements are translated at the closing rate and average rate respectively. The resulting exchange rate differences are recognised in cumulative exchange rate differences in equity.

Taxes, including deferred taxes

Reported income taxes include tax that is to be paid or received in respect of the current year, adjustments to tax in respect of previous years, changes in deferred tax, and a share of associated companies' tax.

All tax liabilities and assets are reported at their nominal value, in line with the tax regulations and tax rates that have been decided on or that have been announced and will in all probability be adopted. Deferred tax is calculated on all temporary differences arising between reported values of assets and liabilities and their values for tax and accounting purposes.

Deferred tax assets are recognised in respect of all deductible temporary differences and unutilised loss carry-forwards, where it is likely that there will be future taxable profits

against which the temporary differences or unutilised loss carry-forwards can be offset. The reported value of the deferred tax assets is reviewed at the end of each reporting period.

Receivables

Receivables are reported as the payment expected in each individual case.

Inventories

Inventories are valued, applying the first-in/first-out principle, at the lower of the cost of acquisition and fair value at the end of the reporting period.

Fixed assets

Interest on capital borrowed to finance the production of an asset is not included in the cost of acquisition. All types of fixed assets are depreciated/amortised on a straight-line basis. For the depreciation/amortisation periods applied, see the relevant notes for the fixed assets. Where the value reported exceeds the calculated recoverable amount, the value reported is written down directly to this recoverable amount.

Companies that are not subsidiaries are considered as associates but where the Parent Company directly or indirectly holds at least 20 per cent of the votes for all shares, or otherwise has a significant influence.

The reporting of associated companies is dependent on how Rederi AB Gotland controls and monitors the companies' operations. The Group applies the equity method for unlisted holdings in cases where Rederi AB Gotland is involved in the business to a significant extent, which means that the shareholding is an integral part of the Group's core activities. From an accounting point of view, such a shareholding is classified as operational and the Group's share of the associated company's profit after tax is recognised in operating profit.

Other holdings in associated companies are classified as strategic holdings and the Group's share of these companies' profit after tax is recognised in net financial items.

Leases

All leases are treated as operational leases. The costs of operational leases are small amounts.

Cash flow statements

The cash flow statements have been prepared using the indirect method. The cash flow reported only includes transactions that involve inward or outward payments. Cash and cash equivalents are classified as bank balances and current financial investments.

Borrowings

Borrowings are initially reported as the amount received less transaction costs. If the amount reported differs from the amount to be repaid at the due date, the difference is allocated as an interest expense or interest income over the term of the loan. As a result, the amount reported and the amount to be repaid match at the due date.

Provisions

Provisions are made when there is a legal or constructive obligation and when a reliable estimate of the amount can be made.

Appropriations

Changes in untaxed reserves are recognised as appropriations in the income statement for the Parent Company. Group contributions are recognised as appropriations.

Shareholdings and participations in subsidiaries

Participations in Group companies are recognised at their cost of acquisition less any impairment losses. The cost of acquisition includes the purchase price paid for the shares and acquisition costs. Any capital injections and Group contributions are added to the cost of acquisition when they are submitted. Dividends from subsidiaries are recognised as income.

Untaxed reserves

Untaxed reserves in the Parent Company are recognised gross in the balance sheet, including the deferred tax liability attributable to the reserves.

Assessments and estimates

Market value assessments are carried out each year to assess the carrying amounts of vessels and commercial premises. Market value assessments for vessels are conducted both by way of market valuations based on official publications and individual valuations by brokers, as well as by discounted cash flow valuations based on estimated cash flow during the vessel's serviceable life and the present value calculation based on a weighted average of the required return on equity and interest on the capital borrowed.

Discounted cash flow valuations are made for the investment properties, such as hotel operations and properties that are rented out commercially. These are based on the forecast cash flow for the coming year calculated at present value based on a weighted average of the required return on equity and interest on the capital borrowed.

Notes to the consolidated and Parent Company financial statements

Amounts in SEK thousands unless stated otherwise

NOTE 1 NET SALES BY OPERATING SEGMENT				
Net sales	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Shipping operations	249,984	439,834	169,367	211,364
Passenger and freight traffic, Sweden 1)	1,327,278	1,745,924	-	-
Travel agency operations, Sweden	49,832	80,089	-	-
Hotel operations, Sweden	40,192	74,888	-	-
Shipyard operations, Sweden	188,488	148,757	-	-
Other, Sweden 2)	14,447	19,270	6,792	8,170
Total	1,870,221	2,508,762	176,159	219,534

1) Relates to Destination Gotland AB and Nya Skärgårdsbolaget 2017 AB. Total sales include SEK 461 (495) million as payment from the Swedish Transport Administration for the ferry services provided, and SEK 80 (102) million as payment for shipping support, which corresponds to employer contributions and tax deductions on shipping income, of which SEK 2.4 million relates to temporarily adjusted shipping support for the ships taken out of service in 2020 on account of the pandemic. Remuneration from Trafikförvaltningen amounting to SEK 157 million for archipelago services provided was included last year.

2) Relates to Gotlands Stuveri AB with subsidiary, which is 94% owned by Destination Gotland AB, plus the property management parent company.

NOTE 2 PERCENTAGE OF PURCHASES AND SALES RELATING TO GROUP COMPANIES			
	PARENT COMPANY		
	2020	2019	
Sale of internal services	95%	95%	
Purchase of internal services	47%	2%	

NOTE 3 GOVERNMENT FUNDING AS A CONSEQUENCE OF THE COVID-19 PANDEMIC

As a consequence of the COVID-19 pandemic, Group company have received furlough funding for employees amounting to SEK 2.2 million, as well as remuneration for high sick pay expenses amounting to SEK 3.3 million.

NOTE 4 REMUNERATION TO AUDITORS

The following remuneration has been paid to the company's auditors:	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Öhrlings PriceWaterhouseCoopers AB				
Auditing assignments	2,034	1,954	943	744
Auditing activities other than auditing tasks	170	223	-	-
Tax advisory services	-	17	-	-
Other services	135	165	135	30
Total	2,339	2,359	1,078	774

Audit assignments refer to the auditor's work for the statutory audit and the term auditing activities refers to various types of quality assurance services. "Other services" are those that are not included in audit assignments, auditing activities, or tax consultancy.

Notes to the consolidated and Parent Company financial statements

NOTE 5 EMPLOYEE SALARIES AND BENEFITS AND PAYMENTS TO THE BOARD OF DIRECTORS AND MANAGEMENT				
	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Salaries and other remuneration				
Board of Directors and CEO	14,373	12,977	4,078	4,102
Other employees	311,901	397,652	5,496	8,067
Total	326,274	410,629	9,574	12,169
Social security contributions				
Pension costs for the Board of Directors and CEO	4,313	3,922	927	704
Pension costs for other employees	30,838	36,158	1,558	1,544
Other social security contributions in accordance with the law and agreements	100,195	129,868	2,693	4,142
Total	135,346	169,948	5,178	6,390

Remuneration to the CEO is prepared and determined by the Board of Directors. No variable remuneration is paid to senior management. The company has no outstanding pension commitments.

NOTE 6 AVERAGE NUMBER OF EMPLOYEES, ETC				
	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Average number of employees in Sweden				
Women	223	274	4	4
Men	382	536	6	6
Total	605	810	10	10
Board members at the end of the reporting period				
Women	23	37	2	2
Men	95	106	5	5
Total	118	143	7	7
Senior executives at the end of the reporting period				
Women	1	1	0	0
Men	7	8	1	1
Total	8	9	1	1

NOTE 7 VESSELS

Planned depreciation for the fast ferries M/S Visborg, M/S Gotland, M/S Visby, M/S Drotten, HSC Gotlandia, and HSC Gotlandia II is based on an economic life of 10 years from the year of construction. For conventional ferries, the depreciation period is 20 years. For product tankers, the depreciation period is 15 years with 10 per cent residual value. For service vessels for the offshore wind power sector, the depreciation period is 10 years from the year of construction.

	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Accumulated costs of acquisition				
At start of year	6,068,236	5,579,729	1,029,637	1,029,637
New acquisitions during the year	-44	1,340,027	-	-
Disposals for the year	-478,847	-851,520	-129,412	-
Total accumulated costs of acquisition	5,589,345	6,068,236	900,225	1,029,637
Accumulated depreciation and impairment				
At start of year	-2,704,324	-2,613,575	-1,008,846	-1,006,638
Disposals for the year	230,266	226,342	108,805	-
Planned depreciation for the year	-372,645	-317,091	-184	-2,208
Total accumulated depreciation and impairment losses	-2,846,703	-2,704,324	-900,225	-1,008,846
Residual value at year-end	2,742,642	3,363,912	0	20,791

The Group: Of the total balance sheet item of SEK 2,742,642 (3,363,912) thousand, operational leases account for SEK 0 (68,271) thousand.
Parent Company: Of the total balance sheet item of SEK 0 (20,791) thousand, operational leases account for SEK 0 (0) thousand.
Some subsidiaries that own tankers have signed option agreements with the operator of the tanker. The agreements mean that the operators are entitled to acquire the vessel at a given acquisition price at certain times. Where the redemption price is lower than the expected carrying amount at the time of redemption, the value is written down to the redemption price.

Notes to the consolidated and Parent Company financial statements

NOTE 8 OTHER FIXED ASSETS

GOODWILL: Goodwill is amortised over five years.

	GROUP			
	31/12/2020	31/12/2019		
Accumulated costs of acquisition	26,690	26,690		
At start of year	26,690	26,690		
Reclassification	-89	-		
Total accumulated costs of acquisition	26,601	26,690		
Accumulated depreciation and impairment				
At start of year	-25,339	-23,574		
Planned depreciation for the year	-341	-1,677		
Reclassification	88	-88		
Total accumulated depreciation and impairment losses	-25,592	-25,339		
Residual value at year-end	1,009	1,351		

BUILDINGS AND LAND: Planned depreciation on buildings is calculated per building divided by components with different depreciation periods.

	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Accumulated costs of acquisition	244,456	241,112	55,758	53,390
At start of year	244,456	241,112	55,758	53,390
New acquisitions during the year	1,665	3,754	-	2,368
Reclassification	1,377	-	-	-
This year's scrappage	-999	-410	-	-
Total accumulated costs of acquisition	246,499	244,456	55,758	55,758
Accumulated depreciation and impairment				
At start of year	-88,744	-82,776	-28,025	-27,294
Planned depreciation for the year	-5,683	-6,112	-752	-731
Reclassification	-1,377	-	-	-
This year's scrappage	329	144	-	-
Total accumulated depreciation and impairment losses	-95,475	-88,744	-28,777	-28,025
Residual value at year-end	151,024	155,712	26,981	27,733

According to the cash flow method, the fair value of the investment properties within the Group has been calculated at SEK 132 million, which is higher than the book value of SEK 107 million. Corresponding values for investment properties in the Parent Company are SEK 22 million and SEK 8 million respectively. For valuation policies, see above. The remaining properties are commercial properties.

EQUIPMENT: Planned depreciation on equipment, tools, and fixtures and fittings is calculated at 20 per cent of their acquisition value per annum.

	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Accumulated costs of acquisition	153,370	145,918	5,828	6,662
At start of year	153,370	145,918	5,828	6,662
New acquisitions during the year	20,873	8,353	-	8
Divestments and disposals during the year	-5,852	-922	-276	-842
Reclassification	-5,548	21	-16	-
Total accumulated costs of acquisition	162,843	153,370	5,536	5,828
Accumulated depreciation				
At start of year	-125,794	-118,655	-5,458	-6,197
Divestments and disposals during the year	5,851	880	276	833
Planned depreciation for the year	-9,172	-8,019	-38	-94
Reclassification	5,549	-	16	-
Total accumulated depreciation	-123,566	-125,794	-5,204	-5,458
Residual value at year-end	39,277	27,576	332	370

NOTE 9 PROFIT/LOSS FROM PARTICIPATIONS IN GROUP COMPANIES

	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Capital gains/losses	35,712	39	-342	-
Impairment losses	-	-	-430	-
Total	35,712	39	-772	0

The Group's capital gains relate to the realisation of translation differences in connection with the liquidation of Gotland Shipping Bahamas Ltd.

Notes to the consolidated and Parent Company financial statements

NOTE 10 RESULT FROM SECURITIES AND RECEIVABLES ACCOUNTED FOR AS NON-CURRENT ASSETS

	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Dividend	4,547	15,125	4,547	11,833
Impairment losses	-1	-	-	-
Reversal of impairment losses	-	202	-	-
Results achieved on sales	1,705	-758	1,648	-758
Total	6,251	14,569	6,195	11,075

NOTE 11 INTEREST INCOME AND SIMILAR PROFIT/LOSS ITEMS

	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Interest income	1,075	5,236	1,463	5,428
Exchange rate gains	62,893	8,290	35,953	-
Total	63,968	13,526	37,416	5,428
Of which related to group companies	-	-	391	345

NOTE 12 INTEREST EXPENSES AND SIMILAR PROFIT/LOSS ITEMS

	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Interest expenses	-20,223	-59,202	-6,674	-13,092
Exchange rate losses	-68,680	-67,706	-3,424	-20,612
Other financial expenses	-10	-3,839	-6	-3,728
Total	-88,913	-130,747	-10,104	-37,432

NOTE 13 TAX FOR THE YEAR

	GROUP		PARENT COMPANY	
	2020	2019	2020	2019
Current tax	-1,402	-1,335	-	-
Adjustment concerning previous year	-	-8,098	-	-187
Deferred tax	176,085	-84,116	-	-
Reported tax expense	174,683	-93,549	0	-187
Profit after financial items	159,033	403,417	175,494	155,202
Tax on profit after financial items, 21.4% according to Swedish tax rate	-34,033	-86,331	-37,556	-33,213
Changes due to:				
Non-taxable income	29,691	1,712	-	1,025
Provisions for untaxed reserves	-	-	-	-6,259
Group contributions paid (net)	-	-	47,318	38,644
Non-deductible expenses	-22,931	-2,270	-326	-197
Tax effect, temporary differences, ships	-22,255	-22,255	-	-
Tax effect of other temporary differences	-11,564	-14,664	-	-
Use of loss carryforward	2,828	-	2,828	-
Flat-rate income on tax allocation reserves	-558	-10	-537	-
Tax rates other than in Sweden	-	-2,008	-	-
Corrections from previous year	-	10,359	-	-187
Change in corporate tax rate in Sweden	-	21,918	-	-
Increase in tax due to reversal from untaxed reserves	-	-	-11,727	-
Settlement of coupon taxes paid on foreign securities upon acquisition	233,505	-	-	-
Reported tax expense	174,683	-93,549	0	-187

NOTE 14 NEW CONSTRUCTION CONTRACTS VESSELS AND NEW CONSTRUCTION PROJECTS PROPERTIES

	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
At start of year	454	859,770	0	859,347
New acquisitions for new construction contracts for the year	5,036	479,953	-	476,079
Reclassification	-4,766	-1,339,269	-	-1,335,426
Carrying amount at year-end	724	454	0	0

New construction contracts for vessels amounted to SEK 0 (0) million.

Notes to the consolidated and Parent Company financial statements

NOTE 15 PARTICIPATIONS IN GROUP COMPANIES			
		PARENT COMPANY	
		31/12/2020	31/12/2019
Opening cost of acquisition		167,736	167,636
Acquisitions during the year		100	100
Disposals for the year		-393	-
Revaluation		-430	-
Carrying amount at year-end		167,013	167,736

Specification of the Group's shareholdings and participations in Group companies

Swedish Group companies	Corp. ID. no.	Based	Number of	Carrying amount	Equity and share of votes,%	Equity	Financial outcome
Destination Gotland AB	556038-2342	Gotland	5,000	80,389	100	175,530	-6,480
GotlandsResor AB	556141-1009	Gotland	500	2,507	100	63,935	744
Gamla Wisby Bryggeri	556035-4341	Gotland	4,320	890	100	649	-1
Gotlandsbolaget AB	556643-7850	Gotland	1,000	100	100	507,858	87,911
Rederi AB Hoburgen	556207-3816	Gotland	1,000	132	100	107,982	0
Rederi AB Våndburg	556496-2222	Gotland	1,000	1,120	100	1,120	0
Gotland Tankers AB	556762-3342	Gotland	1,000	68,100	100	56,891	-204
Wisby Tanker Trading AB	556798-0700	Gotland	500	50	100	95	0
Rederi AB Lauter	556815-1293	Gotland	1,000	50	100	50	0
Rederi AB Djupvik	556815-1160	Gotland	1,000	50	100	50	0
Rederi AB Kyllaj	556864-0931	Gotland	500	50	100	51	0
Rederi AB Burgsvik	556864-0949	Gotland	500	50	100	51	0
Rederi AB Asunden	556899-3892	Gotland	1,000	50	100	50	0
Rederi AB Botvaldevik	556899-3884	Gotland	1,000	50	100	51	0
Sundre Rederi AB	556937-7764	Gotland	500	50	100	51	0
Hallshuk Rederi AB	556937-7756	Gotland	500	50	100	51	0
Nya Skärgårdsbolaget 2017 AB	556978-3573	Gotland	100	50	100	12,871	-15
Rederi Utholmen AB	556980-3660	Gotland	100	50	100	11,834	0
Stockholms Reparationsvarv AB	556426-2391	Stockholm	625	12,625	62.5	33,703	4,703
Hangvar Rederi AB	559019-6977	Gotland	1,000	50	100	51	0
Hellvi Rederi AB	559019-7025	Gotland	1,000	50	100	51	0
Rederi Sysne AB	559069-4807	Gotland	1,000	50	100	51	0
Rederi Grynge AB	559069-4831	Gotland	1,000	50	100	51	0
Rederi Boge AB	559122-3457	Gotland	1,000	50	100	50	0
Rederi Othem AB	559122-3374	Gotland	1,000	50	100	50	0
Rederi Enholmen AB	559164-8703	Gotland	500	50	100	50	0
Rederi Furillen AB	559164-9149	Gotland	500	50	100	50	0
Rederi Mjauviken AB	559212-4126	Gotland	500	50	100	50	0
Rederi Petesvik AB	559212-4167	Gotland	500	50	100	50	0
Rederi Tubod AB	559265-9980	Gotland	500	50	100	50	0
Rederi Tomtbod AB	559266-1051	Gotland	500	50	100	50	0
Carrying amount at year-end				167,013			

The following companies are sub-subsidiaries of Rederi AB Gotland, with their respective owner companies

Gotland Tankers AB		
Rederi AB Torsburgen	Gotland	100
Rederi AB Gute	Gotland	100
Rederi AB Ljugarn	Gotland	100
Rederi AB Klintehamn	Gotland	100
Rederi AB Kappelshamn	Gotland	100
Rederi AB Katthammarsvik	Gotland	100
Rederi AB Gnisvård	Gotland	100
Rederi AB Västergarn	Gotland	100
Gotland Class Shipping KB	Gotland	1
Destination Gotland AB		
Gotland Promotion	Gotland	100
Gotland Stuveri AB	Gotland	94
AB Carl E Ekman	Gotland	100
Gotland Excursion AB	Gotland	100
Rederi AB Lauter		
Gotland Class Shipping KB	Gotland	99
Rederi AB Hoburgen		
Rederi AB Vrenen	Gotland	100
Rederi AB Våndburg		
Rederi AB Sudersand	Gotland	100

Notes to the consolidated and Parent Company financial statements

NOTE 16 SHARES RECOGNISED USING THE CAPITAL INVESTMENT METHOD			
		GROUP	PARENT COMPANY
		31/12/2020	31/12/2019
At start of year		194	3,661
Disposals		-194	-
Revaluation		-	-3,467
Carrying amount at year-end		0	194

The company HM Shipping Ltd was liquidated during the year.

NOTE 17 PARTICIPATIONS IN ASSOCIATES			
		GROUP	PARENT COMPANY
		31/12/2020	31/12/2019
At start of year		400	400
Reclassifications for the year		-	-
Carrying amount at year-end		400	400

Specification of associates	Corp ID no	Based	Number of	Carrying amount	Equity and share of votes, %
Victvätten på Gotland AB	556094-3549	Gotland	400	400	34.8
Total Group				400	
Of which Parent Company:					
Victvätten på Gotland AB	556094-3549	Gotland	200	200	17.4
Total Parent Company				200	

NOTE 18 RECEIVABLES FROM GROUP COMPANIES			
		PARENT COMPANY	
		31/12/2020	31/12/2019
At start of year		1,581,254	1,462,827
Additional receivables		-	118,427
Settled receivables		-762,157	-
Carrying amount at year-end		819,097	1,581,254

NOTE 19 OTHER NON-CURRENT SECURITIES			
		GROUP	PARENT COMPANY
		31/12/2020	31/12/2019
At start of year		5,843	5,760
Sales		-	-119
Impairment losses		-1	-
Revaluations		-	202
Carrying amount at year-end		5,842	5,843

NOTE 20 OTHER NON-CURRENT RECEIVABLES			
		GROUP	PARENT COMPANY
		31/12/2020	31/12/2019
At start of year		5,149	4,481
Additional receivables		1,357	1,206
Settled receivables		-	-538
Carrying amount at year-end		6,506	5,149

Notes to the consolidated and Parent Company financial statements

NOTE 21 DEFERRED TAX ASSET				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Deferred tax asset attributable to temporary differences in assets				
Amount at start of year	12,860	7,227	-	-
Change for the year	-11,299	5,633	-	-
Carrying amount at year-end	1,561	12,860	-	-

NOTE 22 PERCENTAGE OF COMPLETION				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Reported income	178,562	96,513	-	-
Invoiced amount	-160,284	-53,127	-	-
Carrying amount at year-end	18,278	43,386	0	0

NOTE 23 PREPAID EXPENSES AND ACCRUED INCOME				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Prepaid expenses	41,743	47,666	4,902	14,370
Other interim receivables	-	111	-	-
Other accrued income	21,988	6,216	-	-
Carrying amount at year-end	63,731	53,993	4,902	14,370

NOTE 24 CURRENT INVESTMENTS				
Money market investments in banks with low risk.				

NOTE 25 BANK OVERDRAFT FACILITIES				
A revolving credit facility of SEK 600,000 thousand has been granted, of which SEK 0 thousand has been utilised.				

NOTE 26 DEFERRED TAX LIABILITY		
	GROUP	
	31/12/2020	31/12/2019
Deferred tax liability attributable to temporary differences in assets		
Amount at start of year	18,193	30,708
Change for the year	-10,839	-10,549
Conversion due to changed corporate tax rate from 2019	-	-1,966
Total	7,354	18,193
Deferred tax liabilities attributable to untaxed reserves in legal entities		
Amount at start of year	488,562	386,298
Change for the year	-262,846	106,773
Conversion due to changed corporate tax rate from 2019	-	-4,509
Total	225,716	488,562
Carrying amount at year-end	233,070	506,755

Notes to the consolidated and Parent Company financial statements

NOTE 27 LIABILITIES TO CREDIT INSTITUTIONS				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Due date 0-1 years from the end of the reporting period	9,601	282,252	-	83,500
Due date 1-5 years from the end of the reporting period	38,405	672,771	-	334,000
Due date over 5 years from the end of the reporting period	115,193	496,372	-	248,500
Carrying amount at year-end	163,199	1,451,395	0	666,000
Of the Group's liabilities to credit institutions, 0 (726,370) is in SEK and 163,199 (725,025) is in USD. Of the Parent Company's liabilities to credit institutions, 0 (666,000) is in SEK.				

NOTE 28 LIABILITIES TO GROUP COMPANIES		
	PARENT COMPANY	
	31/12/2020	31/12/2019
At start of year	1,839,814	2,078,562
Settled liabilities	-434,564	-238,748
Carrying amount at year-end	1,405,250	1,839,814
These liabilities fall due for payment on demand.		

NOTE 29 ACCRUED EXPENSES AND DEFERRED INCOME				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Accrued personnel expenses	95,128	84,913	2,654	3,716
Accrued interest	126	8,105	0	393
Prepaid income	22,427	69,785	1,066	34
Other accrued expenses	73,646	14,506	2,524	433
Carrying amount at year-end	191,327	177,309	6,244	4,576

NOTE 30 ACQUISITION OF SUBSIDIARIES' NET ASSETS				
100% of Opfutrade AB has been acquired by Rederi Furillen AB during the year and included in the consolidated accounts. This acquisition was completed in October 2020. Opfutrade AB operates in the field of cash management. Opfutrade AB has been merged with Rederi Furillen AB on 23 December 2020 since the time of the acquisition. There has been a positive impact on profit within tax for the year in connection with the acquisition through application of the Foreign Tax Credit Act on account of withholding tax paid on foreign securities from previous years, amounting to SEK 233.5 million net.				

NOTE 31 CASH AND CASH EQUIVALENTS				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Bank deposits	1,301,627	2,006,620	75,288	532,847
Current investments	732,645	766,631	732,219	766,631
Funds in Group account	-	-	1,172,269	1,297,281
Frozen assets	-	15,000	-	15,000
Carrying amount at year-end	2,034,272	2,788,251	1,979,776	2,611,759

Notes to the consolidated and Parent Company financial statements

NOTE 32 ASSETS PLEDGED TO CREDIT INSTITUTIONS				
	GROUP		PARENT COMPANY	
	31/12/2020	31/12/2019	31/12/2020	31/12/2019
Mortgages	11,260	11,260	7,860	7,860
Ship mortgages	263,318	1,843,394	-	1,050,000
Chattel mortgages	13,475	13,475	1,825	1,825
Mortgage in shares	80,389	80,389	80,389	80,389
Bank accounts	-	15,000	-	15,000
Guarantees	7,900	7,900	-	-
For own pension commitment	7,576	5,841	-	-
Total	383,918	1,977,259	90,074	1,155,074

NOTE 33 CONTINGENT LIABILITIES			
	PARENT COMPANY		
	31/12/2020	31/12/2019	
Guarantees on behalf of subsidiaries	206,099	828,392	
Besides this, Rederi AB Gotland has an unlimited guarantee commitment with regard to Destination Gotland AB.			

NOTE 34 SIGNIFICANT EVENTS AFTER THE END OF THE FINANCIAL YEAR	
The company has observed in particular how the impact of the spread of the SARS-CoV-2 virus, causing the COVID-19 disease, may affect the company's future development and risks that may impact on financial reporting going forward. In this assessment, the company has come to the conclusion that this will have a negative impact on the company's revenues in 2021 as well, for travel and accommodation in particular. The extent of this impact is dependent on factors such as how long the effects impact on society in general.	
Conditions for a new ferry line, going by the working name of Hansalinjen, are being investigated in order to reduce emissions from domestic transport while also bringing Sweden nearer to the continent. The Swedish Transport Administration has granted Rederi AB Gotland ecobonus funding amounting to just over SEK 74 million for transferring cargo from road to sea between Nynäshamn and Rostock. This decision is conditional upon signing contracts with freight buyers and logistics operators. The project will be ongoing between May 2021 and September 2022.	

NOTE 35 PROPOSAL FOR PROFIT DISPOSAL		
Parent Company profits at the disposal of the Annual General Meeting:		
	SEK	
Profit brought forward	580,387,416	
Net profit for the year	9,182,712	
	589,570,128	
The Board of Directors and the President propose		
That a dividend of SEK 8.00 be paid to the shareholders (2,500,000 shares)	20,000,000	
To be carried forward	569,570,128	
	589,570,128	

Visby, 19 April 2021

Ann-Marie Åström
Chairman

Björn Nilsson
Vice Chairman

Annelie Hamberg

Peter J. Lindskog

Eric D. Nilsson

Peter Skoglund

Jonas Åman

Håkan Johansson
CEO

Our audit report was submitted on 20 April 2021

Öhrlings PricewaterhouseCoopers AB

Magnus Thorling
Authorised Public Accountant

Audit Report

To the Annual General Meeting of Rederiaktiebolaget Gotland, Corp ID No. 556000-8020

Opinions

We have audited the annual report and the consolidated financial statements of Rederiaktiebolaget Gotland for 2020. The Company's annual report and consolidated financial statements are presented on pages 36-57 of the printed version of this document.

In our opinion, the annual report and the consolidated financial statements have been prepared pursuant to the Swedish Annual Accounts Act and provide, in all material respects, a true and fair view of the financial position of the Parent Company and Group as at 31 December 2020 and their financial results and cash flows for the year pursuant to the Swedish Annual Accounts Act. The Board of Directors' report is consistent with the rest of the annual report and the consolidated financial statements.

We therefore recommend to the general meeting of shareholders that the income statement and balance sheet for the Parent Company and the Group be adopted.

Basis for opinions

We conducted the audit in accordance with the International Standards on Auditing (ISA) and generally accepted auditing standards in Sweden. Our responsibilities under those standards are further described in the Auditor's Responsibilities section. We are independent of the Parent Company and the Group in accordance with professional ethics for accountants in Sweden and have otherwise fulfilled our ethical responsibilities in accordance with these requirements.

We consider that the audit evidence we obtained is sufficient and appropriate as the basis for our opinions.

Information other than the annual report and the consolidated financial statements

This document also includes information other than the annual financial statements and consolidated financial statements, and this can be found on pages 1-35 and 58-59. The Board of Directors and Chief Executive Officer are responsible for this other information.

Our statement concerning the annual financial statements and consolidated financial statements does not include this information, and we make no statement with confirmation concerning this other information.

As part of our audit of the annual report and the consolidated financial statements, it is our responsibility to read the information identified above and to consider whether the information is incompatible with the annual report and the consolidated financial statements to any considerable extent. At this time we also take into consideration the knowledge that we have acquired during the audit and assess whether the information in the other information seems to contain material errors.

If, based on the work that has been carried out with regard to this information, we conclude that the other information contains a material misstatement, we are obliged to report this. We have nothing to report in this regard.

Responsibility of the Board of Directors and CEO

It is the Board of Directors and the CEO who are responsible for the preparation of the annual report and the consolidated financial statements and that they give a true and fair view in

compliance with the Annual Accounts Act. The Board of Directors and the CEO are also responsible for the internal control that they deem necessary to establish an annual report and consolidated financial statements in that they do not contain any material misstatement, whether due to irregularities or errors.

In preparing the annual report and consolidated financial statements, the Board of Directors and the CEO are responsible for the assessment of the company's and the Group's ability to continue as a going concern. They disclose, as applicable, matters related to going concern and using the going concern basis of accounting. However, the assumption of continued operation is not applied if the Board of Directors and the CEO intend to liquidate the company, cease operations or have no realistic alternative to doing any of these.

Auditor's responsibility

Our goals are to obtain a reasonable degree of certainty as to whether the annual report and the consolidated financial statements as a whole do not contain any material misstatement, whether due to irregularities or errors, and to provide an audit report containing our statements. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs and generally accepted auditing standards in Sweden will always detect a material misstatement when it exists. Inaccuracies may arise due to irregularities or errors and are deemed to be material if they, individually or together, can reasonably be expected to affect the financial decisions that users make on the basis of the annual report and the consolidated financial statements.

A further description of our responsibility for the audit of the annual report and consolidated financial statement is available at the Swedish Inspectorate of Auditors' website: www.revisorsinspektionen.se//revisornsansvar. This description forms part of the audit report.

Report on other legal and statutory requirements

Opinions

In addition to our audit of the annual report and consolidated financial statements, we have also audited the administration of the Board of Directors and CEO of Rederiaktiebolaget Gotland for 2020 and the proposed appropriations of the company's profit or loss.

We recommend to the Annual General Meeting of shareholders that the profit be appropriated in accordance with the proposal in the Board of Directors' report and that the members of the Board of Directors and the CEO be discharged from liability for the financial year.

Basis for opinions

We conducted the audit in accordance with generally accepted auditing standards in Sweden. Our responsibilities under those standards are further described in the Auditor's Responsibilities section. We are independent of the Parent Company and the Group in accordance with professional ethics for accountants in Sweden and have otherwise fulfilled our ethical responsibilities in accordance with these requirements.

We consider that the audit evidence we obtained is sufficient and appropriate as the basis for our opinions.

Responsibility of the Board of Directors and CEO

The Board of Directors is responsible for the proposal for appropriations of the company's profit or loss. At the proposal of a dividend, this includes an assessment of whether the dividend is justifiable considering the requirements which the company's and the Group's type of operations, size and risks place on the size of the Parent Company's and the Group's equity, consolidation requirements, liquidity and position in general.

The Board of Directors is responsible for the company's organisation and the administration of the company's affairs. This includes among other things continuous assessment of the company's and the Group's financial situation and ensuring that the company's organisation is designed so that the accounting, management of assets and the company's financial affairs otherwise are controlled in a reassuring manner. The CEO shall manage the ongoing administration according to the Board of Directors' guidelines and instructions and among other matters take measures that are necessary to fulfil the company's accounting in accordance with law and handle the management of assets in a reassuring manner.

Auditor's responsibility

Our objective concerning the audit of the administration, and thereby our opinion about discharge from liability, is to obtain audit evidence to assess with a reasonable degree of assurance whether any member of the Board of Directors or the Managing Director in any material respect:

- has undertaken any action or been guilty of any omission which can give rise to liability to the company, or

- in any other way has acted in contravention of the Companies Act, the Annual Accounts Act or the Articles of Association.

Our objective concerning the audit of the proposed appropriations of the company's profit or loss, and thereby our opinion about this, is to assess with reasonable degree of assurance whether the proposal is in accordance with the Companies Act.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with generally accepted auditing standards in Sweden will always detect actions or omissions that can give rise to liability to the company, or that the proposed appropriations of the company's profit or loss are not in accordance with the Companies Act.

A further description of our responsibility for the audit of the administration can be found on the Swedish Inspectorate of Auditors website: www.revisorsinspektionen.se//revisornsansvar. This description is part of the audit report.

Stockholm, 20 April 2021
Öhrlings PricewaterhouseCoopers AB

Magnus Thorling
Authorised Public Accountant

The Board of Directors



Top row from left: Jonas Åman (member), Peter J. Lindskog (member), Peter Skoglund (member, employee representative)
Björn Nilsson (Vice Chairman)
Bottom row from left: Annelie Hamberg (member, employee representative), Eric D. Nilsson (member, Honorary Chairman)
Ann-Marie Åström (Chairman), Ingela Örnberg (deputy, employee representative)
Not pictured Maria Jansson (deputy, employee representative)





Annual Report 2020

Rederiaktiebolaget Gotland (publ)

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