NTG
Nordic Transport Group

Q3 2026 results

Investor presentation



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Forward looking statements

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Agenda

- Q3 2026 highlights
- Financial review
- Business segments
- Financial highlights and ratios
- Outlook for 2026
- Financial targets 2029-2031
- Q&A

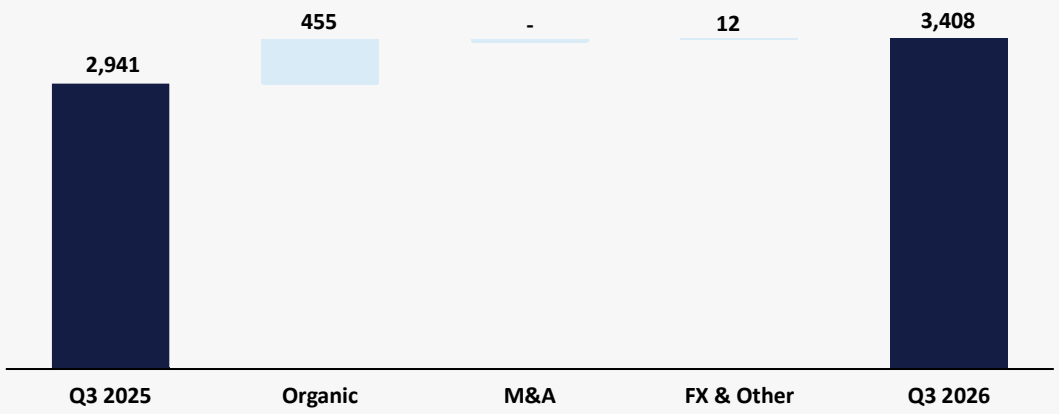


Q3 2026 highlights

- The quarter reflected solid performance in the Nordic Road business and strong development in Air & Ocean, supported by elevated freight rates.
- Air & Ocean continued its momentum, with the restructuring initiatives showing positive effects that are expected to continue for the remainder of the year.
- Based on the performance in the first nine months of the year, full-year EBIT before special items guidance has been upgraded to DKK 660–685 million.
- The DKK 200 million share buyback programme announced on 4 March 2026 has been concluded.
- Launching medium-term financial targets, targeting a conversion ratio of 28 - 30% and ROIC before tax above 20% by 2029-2031.

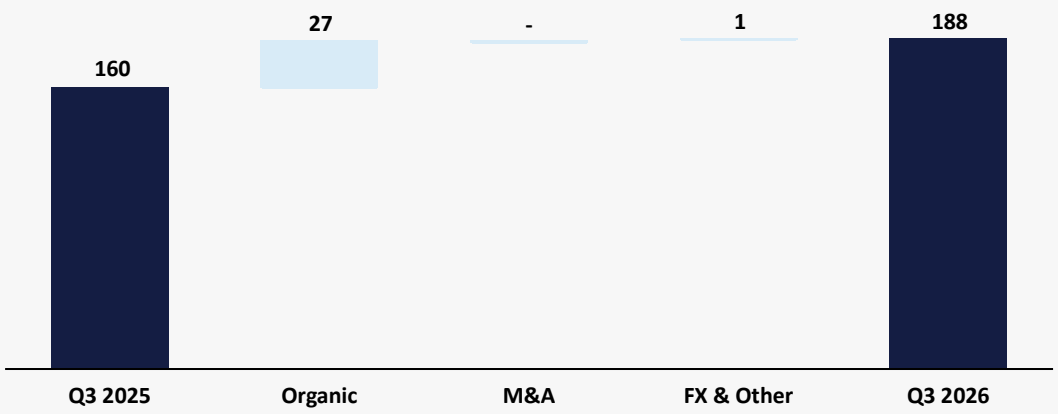
Group net revenue

Growth compared to Q3 last year



Group EBIT

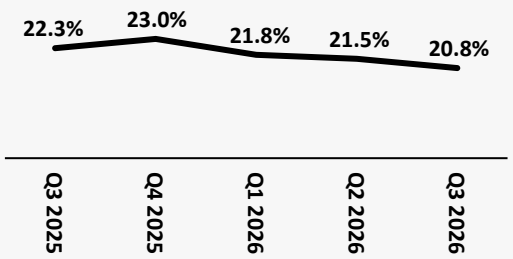
Growth compared to Q3 last year



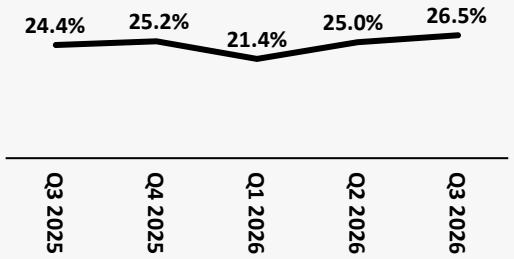
Financial review

DKKm	Q3 2026	Q3 2025	Δ	2026 YTD	2025 YTD	Δ
Net revenue	3,408	2,941	15.9%	9,721	8,493	14.5%
Gross profit	709	657	7.9%	2,075	1,920	8.1%
EBIT before special items	188	160	17.5%	506	426	18.8%

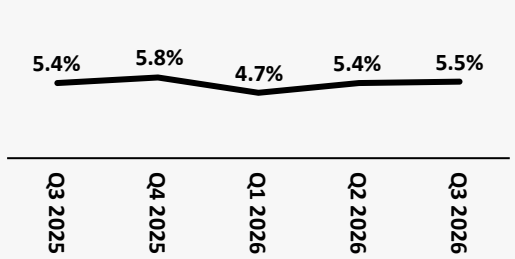
Gross margin



Conversion ratio



Operating margin



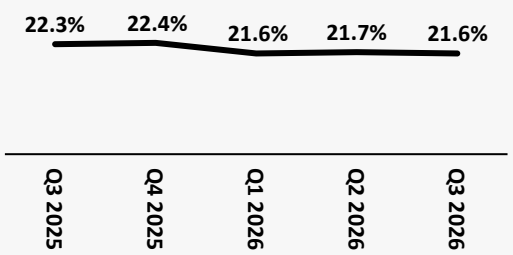
Comments

- Organic growth of 15.5% was driven by higher freight rates and solid activity across both divisions, with particularly strong growth in the Air & Ocean division.
- The gross margin reflected higher pass-through revenue from increased freight rates across both divisions.
- The conversion ratio improved across both divisions, supported by strong Nordic performance in Road & Logistics and improved operating leverage from higher activity and organisational right-sizing in Air & Ocean.
- Special items amounted to DKK 10 million in Q3 2026 and primarily related to restructuring initiatives within the Air & Ocean division.

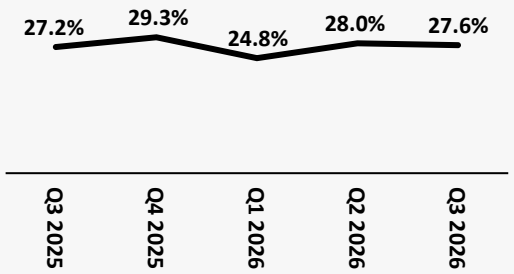
Road & Logistics

DKKm	Q3 2026	Q3 2025	Δ	2026 YTD	2025 YTD	Δ
Net revenue	2,548	2,297	10.9%	7,607	6,579	15.6%
Gross profit	550	511	7.6%	1,644	1,485	10.7%
EBIT before special items	152	139	9.4%	442	368	20.1%

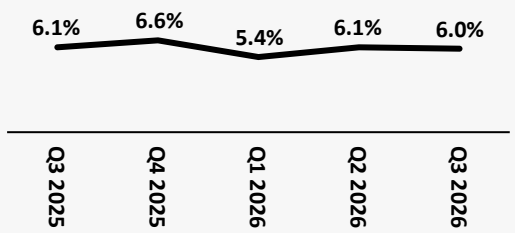
Gross margin



Conversion ratio



Operating margin



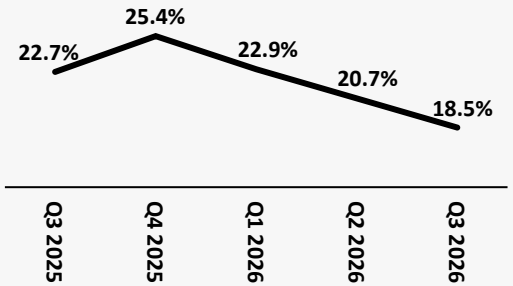
Comments

- Market conditions remained favorable, particularly in the Nordics, while Germany remained muted but improved towards the end of the quarter.
- Freight rates remained elevated due to higher fuel prices and limited capacity in the market.
- In Germany, the strengthened management team is right-sizing the organisation, and the new TMS is expected to go live in western Germany in Q1 2027.
- Organic EBIT before special items increased by 9.4%, mainly driven by strong performance in the Nordic region and a positive contribution from the Netherlands.

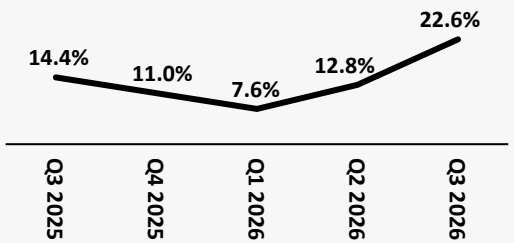
Air & Ocean

DKKm	Q3 2026	Q3 2025	Δ	2026 YTD	2025 YTD	Δ
Net revenue	860	644	33.5%	2,114	1,914	10.4%
Gross profit	159	146	8.9%	431	435	-0.9%
EBIT before special items	36	21	71.4%	64	58	10.3%

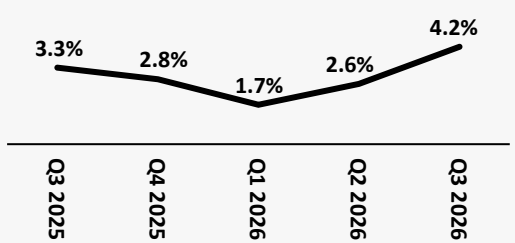
Gross margin



Conversion ratio



Operating margin



Comments

- Global container volumes remained solid during the quarter. Container freight rates eased slightly due to increasing capacity but stayed at elevated levels.
- Air freight demand compared to Q3 last year, and air freight rates remained elevated due to geopolitical disruptions and higher fuel costs.
- The Air & Ocean division continued its organisational adjustments and right-sizing, increased its commercial focus and opened new branches in Nashville and Dallas.
- Organic EBIT before special items increased by 66.6%, mainly driven by higher activity levels and benefits from organisational adjustments.

Financial highlights and ratios (I/II)

(DKKm)	Q3 2026	Q3 2025	YTD 2026	YTD 2025
Income statement				
Net revenue	3,408	2,941	9,721	8,493
Gross profit	709	657	2,075	1,920
EBITDA before special items	294	256	817	701
EBIT before special items	188	160	506	426
Special items, net	-10	-19	-34	-32
Net financial items	-29	-50	-87	-144
Profit for the period	114	61	276	164
Earnings per share (DKK)	4.75	2.32	11.06	6.21
Earnings per share (DKK) last 12 months	14.73	9.79	14.73	9.79
Cash flow statement				
Cash flows from operating activities	33	72	362	437
Cash flows from investing activities	19	-3	-20	-891
Free cash flow	52	69	342	-454
Adjusted free cash flow	-30	1	100	206
Cash flows from financing activities	-228	-273	-506	647
Cash flow for the period	-176	-204	-164	193

Comments

- Net special items amounted to DKK 10 million in Q3 2026 and DKK 34 million for YTD 2026, primarily related to restructuring initiatives within the Air & Ocean division.
- Net financial expenses decreased to DKK 29 million, compared to DKK 50 million in Q3 2025, primarily driven by lower foreign exchange effects and interest expenses.
- The effective tax rate amounted to 23.5% in Q3 2026, compared to 33.0% in the same period last year, positively impacted by a year-to-date adjustment to accrued tax in the US.
- Adjusted free cash flow amounted to negative DKK 30 million in Q3 2026, compared to DKK 1 million in Q3 2025, primarily driven by an adverse development in net working capital, partly offset by higher EBITDA.

Financial highlights and ratios (II/II)

(DKKm)	Q3 2026	Q3 2025
Balance sheet		
Net working capital	199	26
Invested capital	4,149	3,961
Net interest-bearing debt	2,516	2,517
Net interest-bearing debt excluding IFRS 16	1,319	1,237
Total equity	1,720	1,523
NTG Nordic Transport Group A/S' shareholders' share of equity	1,638	1,439
Non-controlling interests	82	84
Total assets	6,921	6,420
Financial ratios		
Conversion ratio	26.5%	24.4%
ROIC before tax	16.6%	18.0%
Return on equity	22.7%	18.1%
Leverage ratio	2.33	2.77
Solvency ratio	24.9%	23.7%
Employees		
Average number of employees (FTEs)	3,086	3,056

Comments

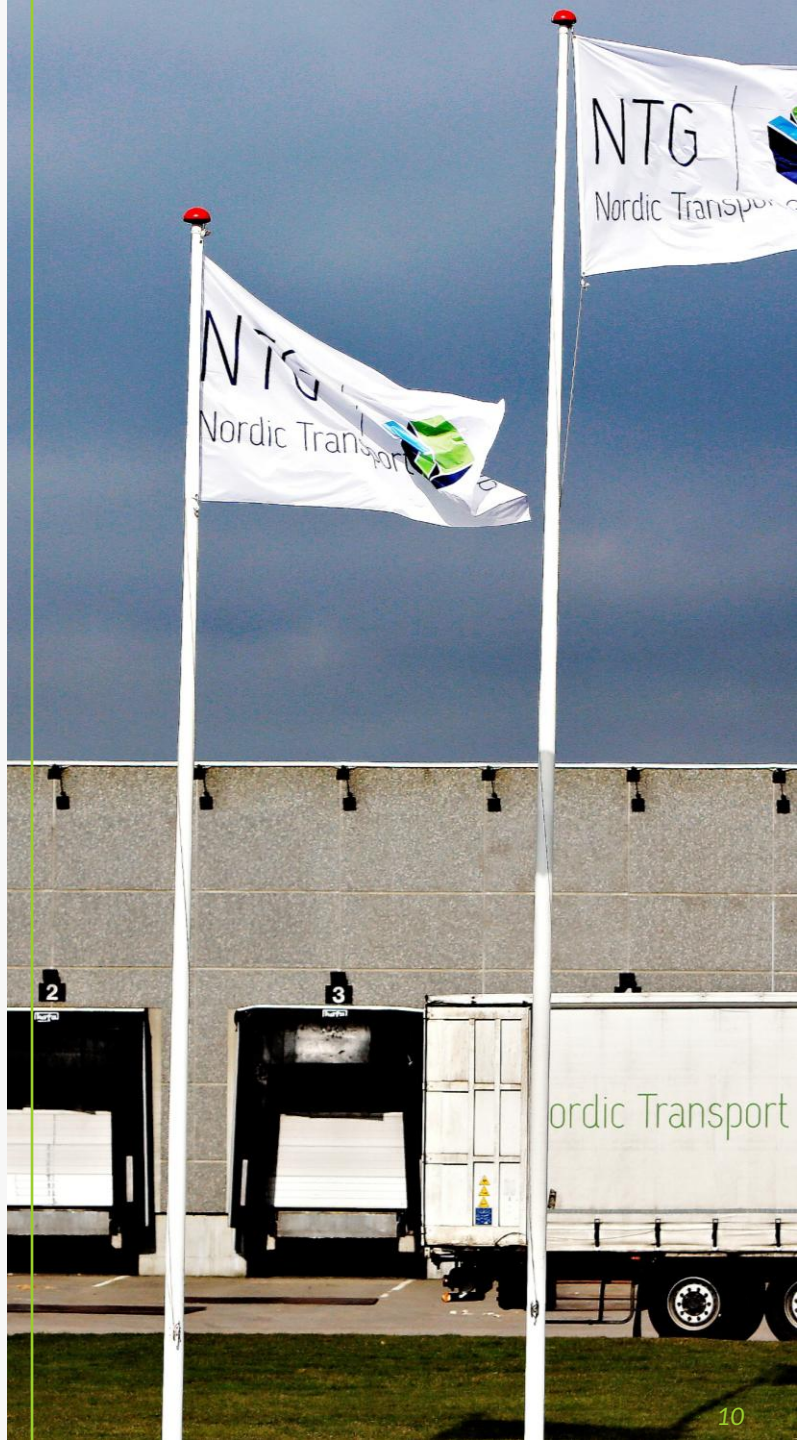
- Net working capital increased to DKK 199 million, mainly driven by higher receivables due to strong revenue growth in the Air & Ocean division.
- The leverage ratio improved to 2.33x, primarily reflecting higher EBITDA, partly offset by adverse net working capital developments and the finalised share buyback programme.
- ROIC before tax decreased to 16.6%, compared to 18.0% last year. The development reflected higher average invested, partly offset by higher EBIT.

Full-year outlook 2026

DKKm	2025 realised	2026 YTD realised	**2026 outlook**
EBIT before special items	593	506	**660 – 685**
Special items expenses	43	34	**50**

Main assumptions

- The outlook for 2026 is based on expectations of positive volume development across both divisions, supported by gradually improving European macroeconomic conditions, although the pace of recovery remains modest and uneven.
- In the European Road & Logistics market, growth is expected to be broadly in line with European GDP growth. The freight rate environment is expected to remain at Q3 2026 levels.
- In the Air & Ocean division, the global market is expected to see moderate growth in transported volumes. However, freight rates are expected to decline due to an oversupply of freight capacity.
- The outlook for 2026 includes the effect of acquisitions completed in 2025 but does not include any potential impact from acquisitions completed during 2026, if any.
- The outlook further assumes currency exchange rates at current levels. Macroeconomic and geopolitical uncertainty remain elevated, and the assumptions underlying the outlook may change.



Financial targets 2029-2031

Within the period 2029-2031	Conversion ratio	Return on invested capital* (ROIC)
Group	**28.0 - 30.0%**	**>20.0%**

Growth ambition

- NTG aims to outgrow its underlying markets, defined as cumulative average GDP growth over the period: European GDP for Road & Logistics and global GDP for Air & Ocean. The growth ambition is not a financial target.

Main assumptions

- The financial targets are organic and exclude the impact of any future M&A. The targets are further based on assumptions consistent with those applied in NTG's 2026 outlook, including market growth broadly in line with European GDP growth for Road & Logistics and global GDP growth for Air & Ocean over the cycle, currency exchange rates at current levels, and no material deterioration in the macroeconomic and geopolitical environments.
- Growth above market is expected to be driven primarily by the execution of NTG's strategic investments and priorities, and the merits of its decentralised operational setup.
- Macroeconomic and geopolitical uncertainty remains elevated, and the assumptions underlying the targets may change.
- Conversion ratio and ROIC including goodwill before tax are defined as in NTG's 2025 Annual Report.
- Value-accretive M&A remains a key part of NTG's strategy and is expected to come in addition to the financial targets, leveraging stronger integration capabilities, a scalable platform, disciplined capital allocation and strong balance sheet capacity. Larger acquisitions may affect the Group's financial targets and the timing such during the integration period.

*Return on invested capital: EBIT before special items / average invested capital incl. goodwill, before tax and special items.



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Appendix

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NTG at a glance

+3,000
Employees

+75
Subsidiaries

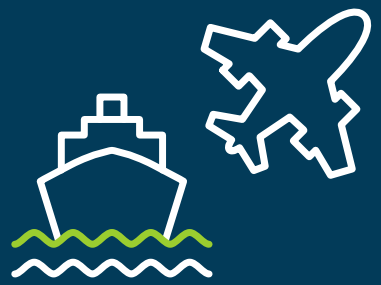
+25
Countries

+35
Acquisitions

Road & Logistics



Air & Ocean



Decentralised

Local commercial decision-making and responsibility close to the customers supported by a centralised Group function providing group-wide IT systems, legal assistance, and general administration.

Technology

Our scalable IT platform offers flexible solutions for our freight forwarders and supports a high service level for our customers across both divisions.

M&A

NTG has a long track record of creating value through acquisitions and start-ups. Leveraging the decentralised model and scalable platform, the Group continues to pursue selective M&A opportunities to strengthen market position, and compound shareholder returns.

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Our asset-light business model



Details

How we operate

Subcontracted transport
Freight across road, air, and ocean is handled by a network of trusted partners

Leased infrastructure
Warehouses and cross-dock terminals are leased, not owned

Technology-driven
Digital platforms for visibility, optimisation, and customer integration

Scalable network
Flexible capacity through a global partner network

Full range of solutions across all modes

Road freight
- Full truckload (FTL)
- Less-than-truckload (LTL)
- Groupage
- Specialised transports (i.e., temperature-controlled or dangerous goods)
- Multimodal solutions (road-rail)
- Green transport options (HVO, electric, LNG)

Air & Ocean freight
- Air freight (standard, express, charter)
- Ocean freight (FCL, LCL)
- Breakbulk & project cargo
- Multimodal (sea-air)
- Carrier allocation & space management
- Dangerous goods compliance
- Temperature-controlled solutions

Contract logistics
- Warehousing
- Inventory management
- Pick & pack
- E-commerce fulfillment
- Returns handling
- Value-added services (i.e., testing, assembly)
- Labelling

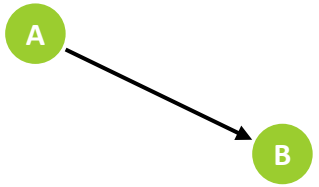
Value-added services

- Documentation & customs clearance
- Cargo consolidation & deconsolidation
- Quality control & inspection
- Purchase order management
- Insurance & risk management
- 4PL (control tower, supply chain orchestration)
- Last-mile distribution
- Reverse logistics & returns
- Sustainability reporting (CO_2 emissions tracking)
- Supply chain optimisation
- Trade compliance & advisory
- Digital visibility platforms (track & trace, analytics)
- Exception management & claims handling

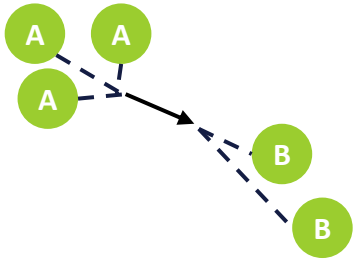
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The different kinds of European road freight

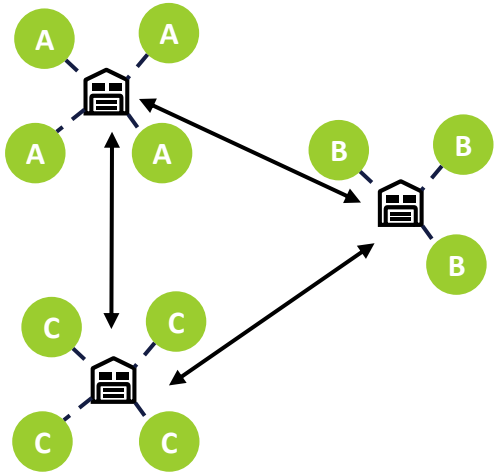
Full truck load
FTL



Less-than truck load
LTL



Groupage



The history of NTG

+3,000
Employees

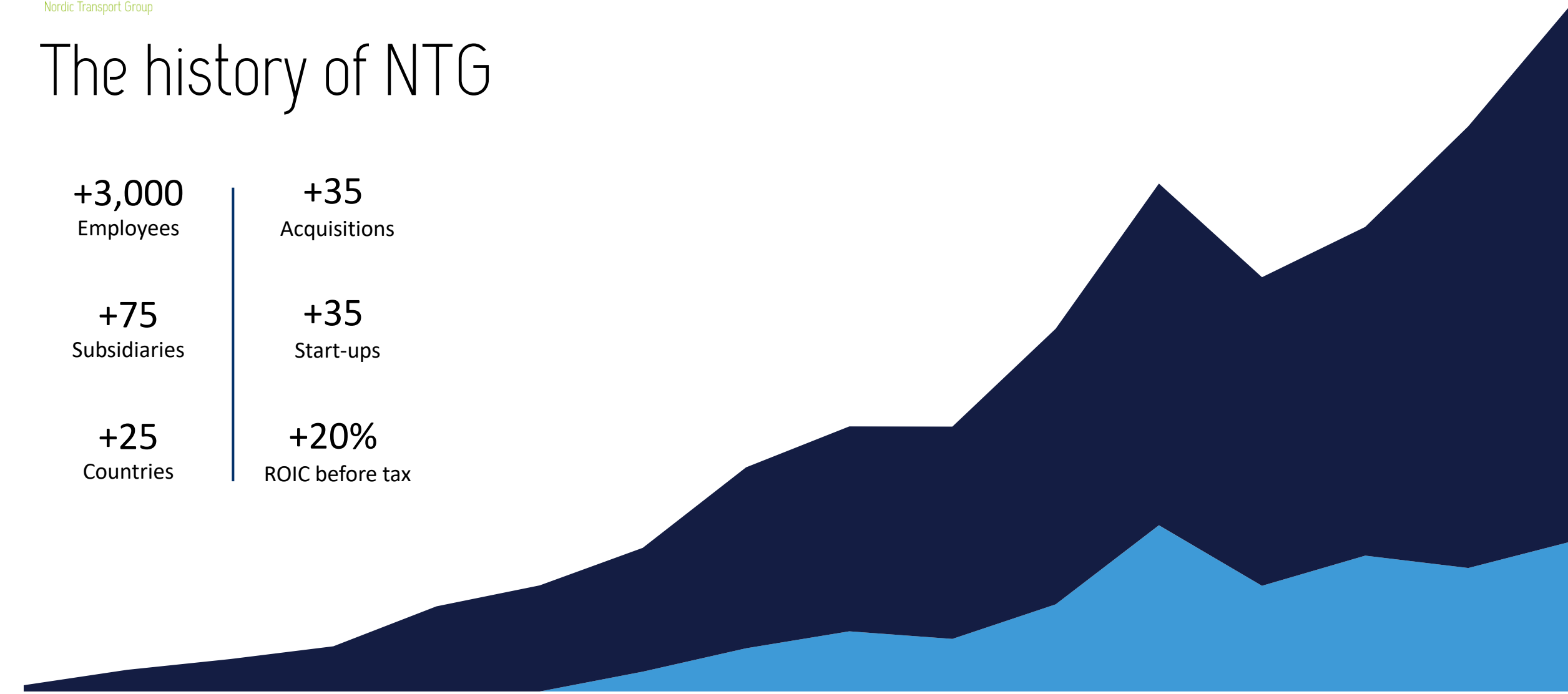
+75
Subsidiaries

+25
Countries

+35
Acquisitions

+35
Start-ups

+20%
ROIC before tax

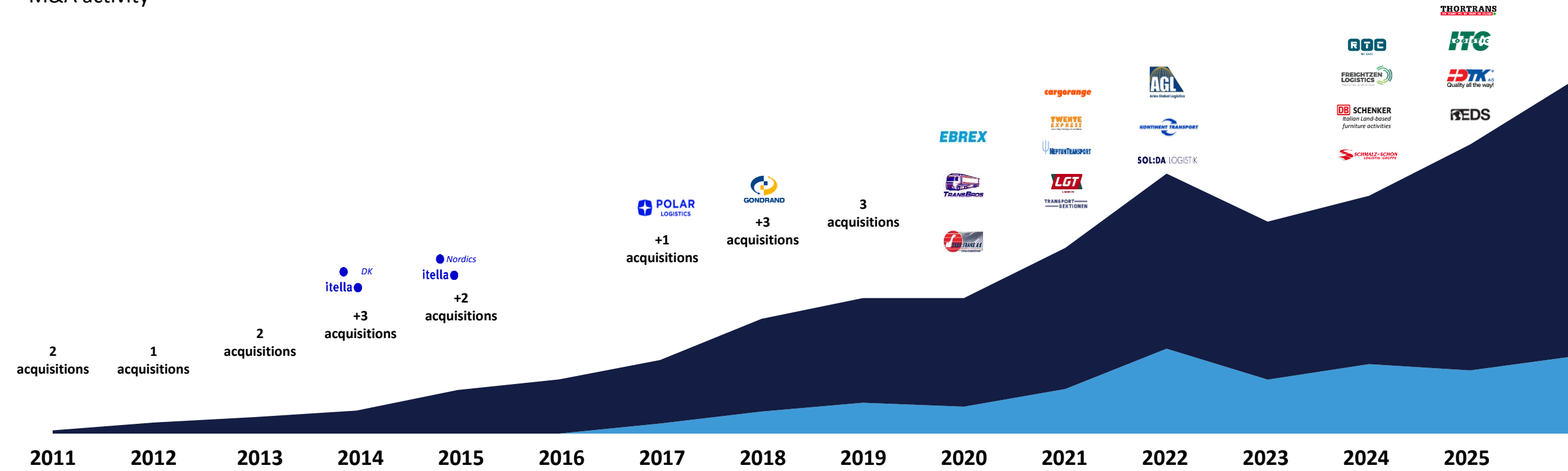


The history of NTG

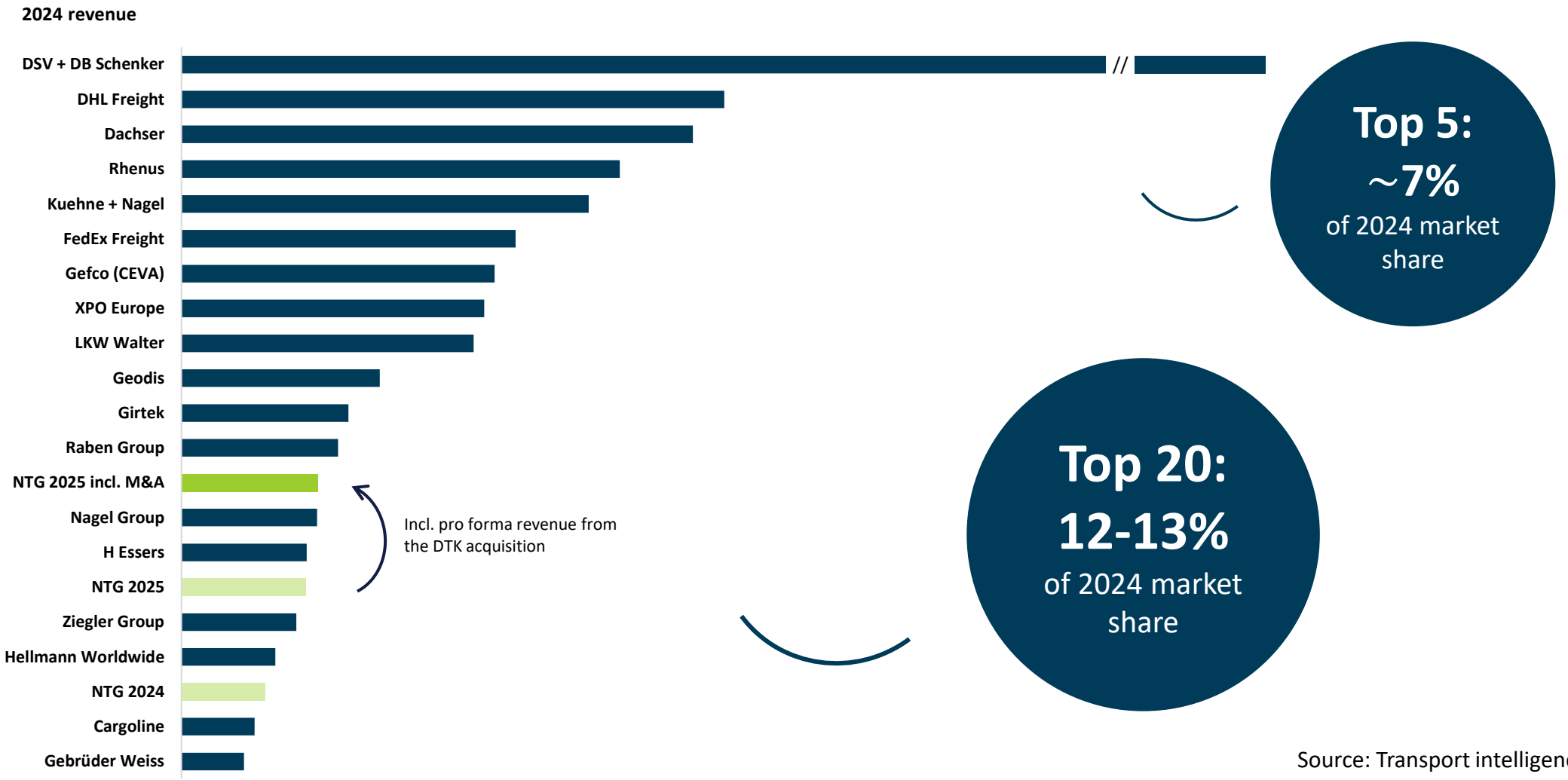
New start-ups

2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
2	2	1	2	5	4	5	2	6	4	-	2	1	1	-

M&A activity

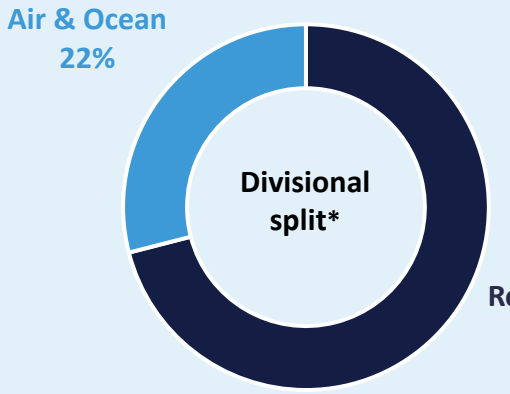


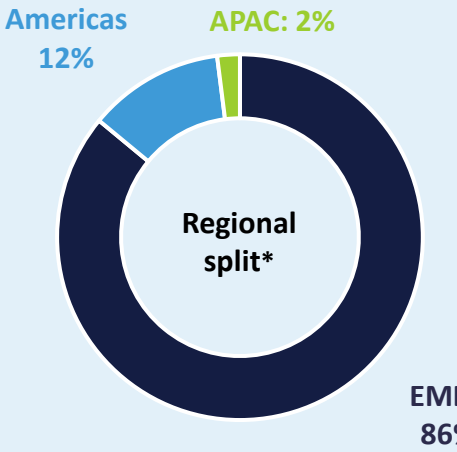
Top European road freight forwarders



Source: Transport intelligence & NTG estimates

Global footprint with significant growth potential





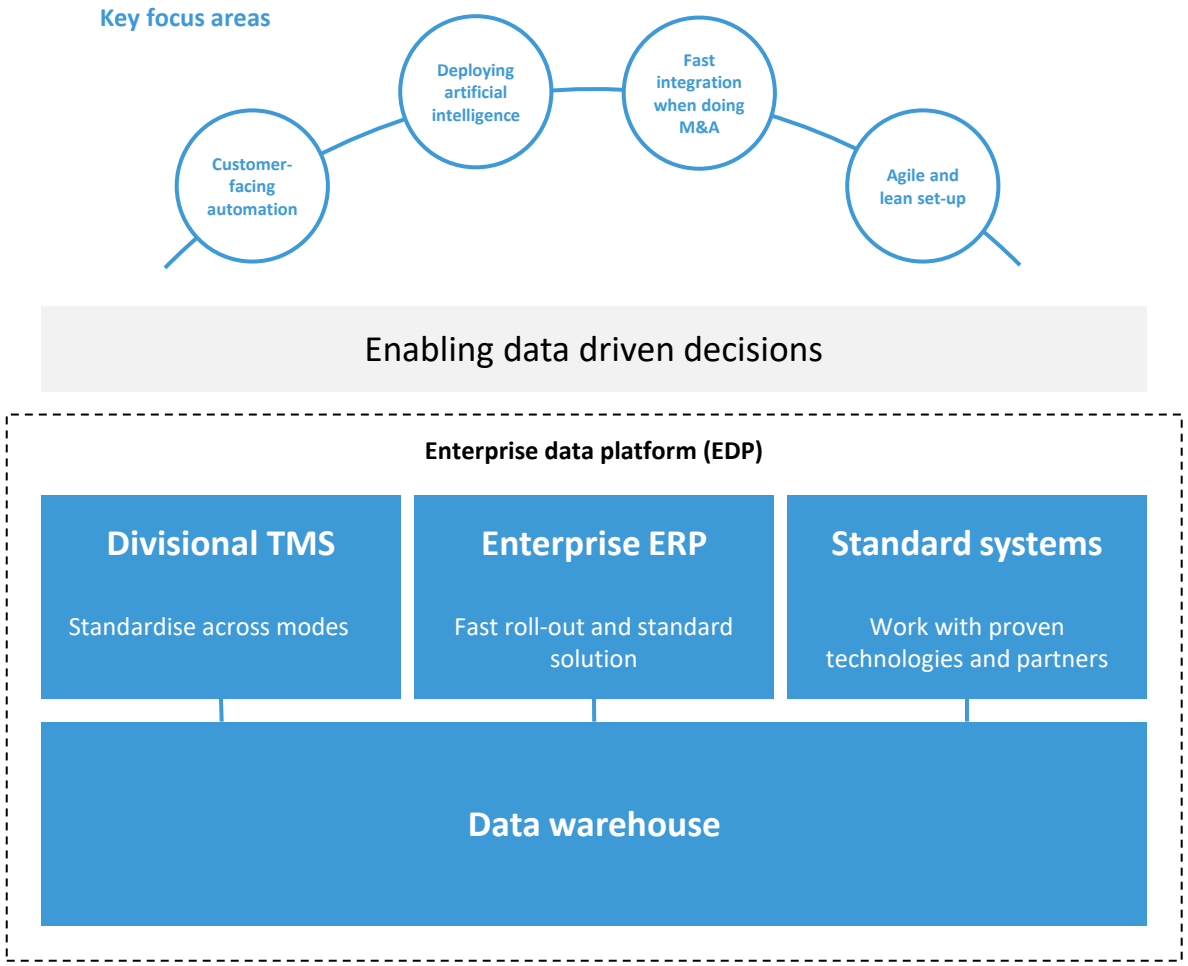


*Revenue split FY 2025

Our digital platform

- Creates transparency across the organisation
- Supports data-driven and consistent decision-making
- Enables faster time-to-market and more efficient tender handling
- Improves cost efficiency and optimises asset and resource allocation
- Supports the prioritisation of key company initiatives

Standardisation – Consolidation – Scalability



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AI principles

AI Strategy

Business-led approach
AI initiatives are designed to support and enhance the core operating model

“Buy before build” philosophy
Reducing complexity by leveraging proven, best-practice solutions where appropriate

Data-driven foundation
A unified master-data platform providing a consistent and reliable data backbone

Secure & compliant by design
In line with established data-protection and compliance standards, without exemptions

Enhancing people
Reducing manual tasks and supporting improved decision-making through automation and analytics

AI infrastructure

Centralised governance
Group-wide standards for AI and automation tools ensure consistency, control and compliance

One standardised operating model
Standardised processes support scalability and efficient deployment across the organisation

AI-embedded data platform
AI solutions are integrated into the master-data structure to ensure consistency and data integrity

Building local capabilities
Developing AI competencies across local teams to support adoption and value creation

Cross-functional steering committee
Prioritisation and coordination of AI initiatives across functions to ensure alignment and disciplined execution

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AI adoption roadmap: From efficiency to transformation

01 AUTOMATE

What Manual, repetitive, rule-based tasks

Data Structured, system-based

Value
- Cost reduction
- Faster cycle times
- Low change impact

02 AUGMENT

What Human-led activities supported by AI

Data Structured + semi-structured

Value
- Productivity uplift
- Improved quality and consistency
- Clear ROI case

03 TRANSFORM

What Complex, less standardised processes

Data Unstructured data from various sources

Value
- End-to-end optimisation
- Improve decisions at scale
- Competitive differentiation

COMPLEXITY, VALUE POTENTIAL, AND GOVERNANCE REQUIREMENTS INCREASE BY PHASE

GUIDING PRINCIPLES

- Start simple
- Prove concept
- Scale intelligently
- Transform decisively

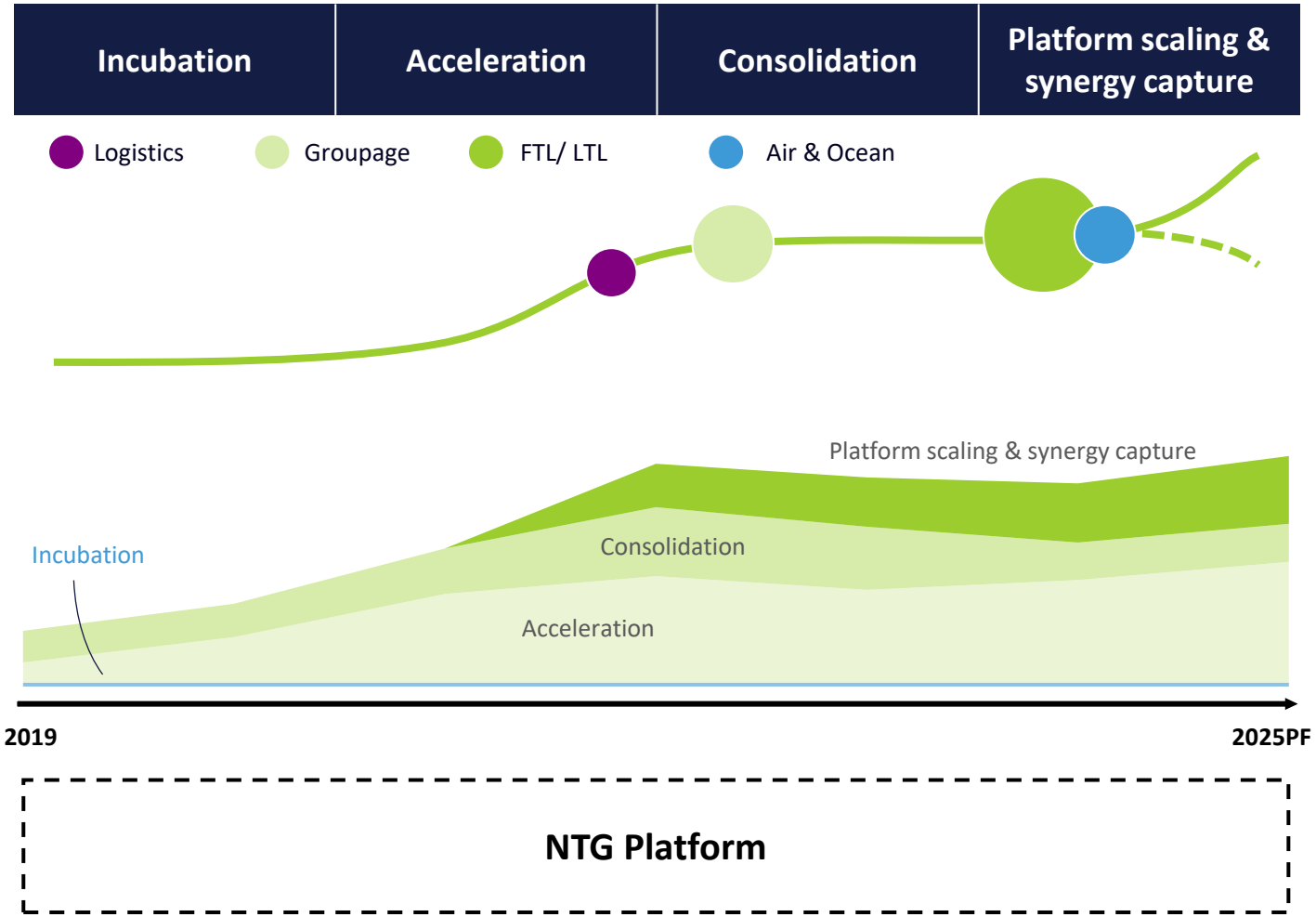
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Route ‘27

Fit-for-future platform



Fit for future platform



- Our size and decentralised model necessitate a structured, portfolio-level approach to deliver support customised to the life-cycle needs of each entity.
- Shared digital tools and standardised ways of working help replicate success and roll-out of best practices across markets and divisions.
- Effective use of the network - collaboration, joint account planning, and cross-selling - turns scale into tangible advantages for customers and NTG.

With growth comes complexity, but complexity impedes growth.

Route ’27 operating model

NTG Strategic blueprint

Leverage and scale our global network benefits

Enhance support structures to identify and pursue commercial and operational excellence opportunities

Invest in our People

Create meaningful careers through clear pathways and global opportunities



Enable data-driven performance and AI solutions

Enhance resilience, visibility and informed decision making through transparency

Maintain M&A as a growth catalyst

Pursue targeted M&A leveraging our proven playbook and value proposition for entrepreneurs

Scalability Enablement

(Group-level)

Finance transformation through consolidation and process optimisation

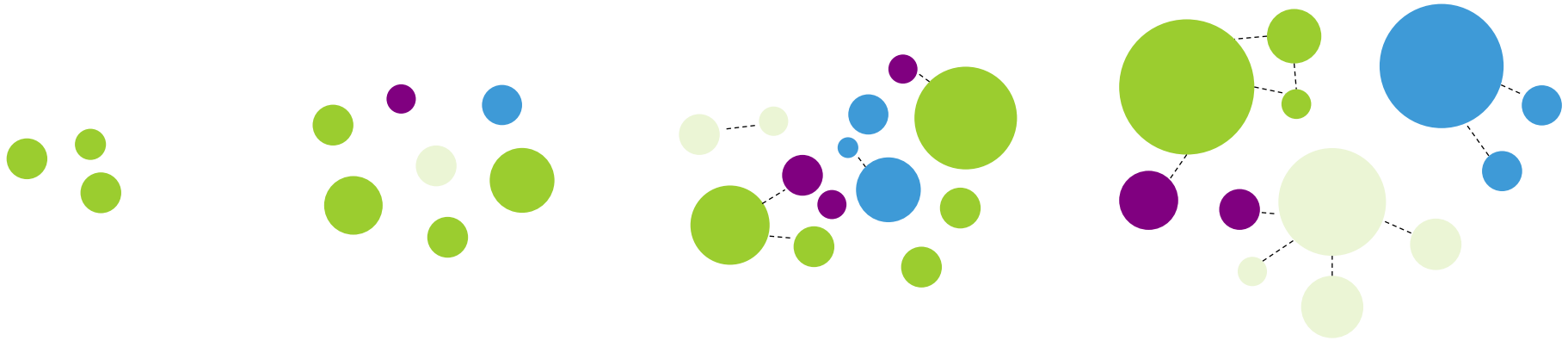
IT architecture design, implementation, and scalability enablement

People & Culture backbone development

Governance model for aligning, prioritising, and tracking change

Our business life-cycle from start-up to platform

- Part- and full loads
- Groupage
- Air & Ocean
- Contract logistics



	Start-up	Growth	Maturity	Platform & Scale
Decentralised operation	●	●	●	●
Commercial coordination	○	◔	◑	◕
Service consolidation	○	◔	◑	◕
Process & intelligence standardisation	○	◔	◑	◕

Strategic priority domains

Timeline for implementation and execution

	2025		2026	2027
Road & Logistics				
Air & Ocean	Plan & Mobilise people	Jointly launch and refine initiatives	Make enhanced Group support available across NTG	Continuous improvement
Group	Mobilise and execute select hires	Launch initiatives at small scale and capture feedback to fine-tune strategic initiatives	Full launch of initiatives and go-live of evolved Group support and functions	Track execution and identify additional improvement opportunities

NTG
Nordic Transport Group

Financial details



NTG
Nordic Transport Group

P&L details – Group

Group (DKKm)	FY 2021	FY 2022	FY 2023	FY 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	FY 2025	Q1 2026	Q2 2026	Q3 2026
Net revenue	7,302	10,224	8,338	9,352	2,695	2,857	2,941	2,884	11,377	2,983	3,330	3,408
Direct costs	-5,828	-8,212	-6,472	-7,379	-2,093	-2,196	-2,284	-2,221	-8,794	-2,332	-2,615	-2,699
Gross profit	**1,474**	**2,012**	**1,866**	**1,973**	**602**	**661**	**657**	**663**	**2,583**	**651**	**715**	**709**
Other external expenses	-188	-253	-171	-247	-98	-105	-95	-83	-381	-91	-105	-106
Staff costs	-587	-779	-842	-942	-297	-318	-306	-318	-1,239	-319	-328	-309
EBITDA before special items	**699**	**980**	**853**	**784**	**207**	**238**	**256**	**262**	**963**	**241**	**282**	**294**
Amortisations and depreciations	-157	-222	-223	-260	-86	-93	-96	-95	-370	-102	-103	-106
EBIT before special items	**542**	**758**	**630**	**524**	**121**	**145**	**160**	**167**	**593**	**139**	**179**	**188**
Special items, net	-4	-29	-11	-16	-3	-10	-19	-11	-43	-12	-12	-10
Financial income	3	15	22	29	4	5	3	5	17	11	5	6
Financial costs	-64	-63	-127	-97	-41	-62	-53	-40	-196	-38	-36	-35
Profit before tax	**477**	**681**	**514**	**440**	**81**	**78**	**91**	**121**	**371**	**100**	**136**	**149**
Tax on profit for the period	-92	-146	-107	-105	-20	-36	-30	-29	-115	-31	-43	-35
Profit for the period	**385**	**535**	**407**	**335**	**61**	**42**	**61**	**92**	**256**	**69**	**93**	**114**
Gross margin (%)	*20.2%*	*19.7%*	*22.4%*	*21.1%*	*22.3%*	*23.1%*	*22.3%*	*23.0%*	*22.7%*	*21.8%*	*21.5%*	*20.8%*
Operating margin (%)	*7.4%*	*7.4%*	*7.6%*	*5.6%*	*4.5%*	*5.1%*	*5.4%*	*5.8%*	*5.2%*	*4.7%*	*5.4%*	*5.5%*
Conversion ratio (%)	*36.8%*	*37.7%*	*33.8%*	*26.6%*	*20.1%*	*21.9%*	*24.4%*	*25.2%*	*23.0%*	*21.4%*	*25.0%*	*26.5%*
Average number of full-time employees (end of period)	1,621	1,978	1,971	2,197	2,940	3,016	3,056	3,092	3,092	3,117	3,143	3,165

Note: 2019 and 2020 figures are not restated with the accounting practice change on terminal-related costs, reflected in the figures for 2021 and onwards.

NTG
Nordic Transport Group

P&L details - Divisions

Road & Logistics (DKKm)	FY 2021	FY 2022	FY 2023	FY 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	FY 2025	Q1 2026	Q2 2026	Q3 2026
Net external revenue	5,548	6,880	6,212	6,618	2,005	2,277	2,297	2,315	8,893	2,410	2,649	2,548
Direct costs	-4,406	-5,434	-4,826	-5,171	-1,551	-1,757	-1,786	-1,797	-6,890	-1,890	-2,075	-1,998
Gross profit	**1,142**	**1,446**	**1,386**	**1,447**	**454**	**520**	**511**	**518**	**2,003**	**520**	**574**	**550**
Other external expenses				-184	-66	-76	-62	-50	-254	-61	-75	-74
Staff costs				-631	-208	-228	-219	-228	-884	-233	-241	-224
EBITDA before special items	**575**	**748**	**672**	**632**	**180**	**216**	**230**	**240**	**865**	**226**	**258**	**252**
Amortisations and depreciations	-145	-204	-205	-239	-80	-88	-91	-88	-346	-97	-97	-100
EBIT before special items	**430**	**544**	**467**	**393**	**100**	**128**	**139**	**152**	**519**	**129**	**161**	**152**
Gross margin (%)	*20.6%*	*21.0%*	*22.3%*	*21.9%*	*22.6%*	*22.8%*	*22.2%*	*22.4%*	*22.5%*	*21.6%*	*21.7%*	*21.6%*
Operating margin (%)	*7.8%*	*7.9%*	*7.5%*	*5.9%*	*5.0%*	*5.6%*	*6.1%*	*6.6%*	*5.8%*	*5.4%*	*6.1%*	*6.0%*
Conversion ratio (%)	*37.7%*	*37.6%*	*33.7%*	*27.2%*	*22.0%*	*24.6%*	*27.2%*	*29.3%*	*25.9%*	*24.8%*	*28.0%*	*27.6%*

Air & Ocean (DKKm)	FY 2021	FY 2022	FY 2023	FY 2024	Q1 2025	Q2 2025	Q3 2025	Q4 2025	FY 2025	Q1 2026	Q2 2026	Q3 2026
Net external revenue	1,753	3,344	2,126	2,734	690	580	644	570	2,484	573	681	860
Direct costs	-1,421	-2,778	-1,646	-2,208	-543	-438	-498	-425	-1,904	-442	-540	-701
Gross profit	**332**	**566**	**480**	**526**	**148**	**141**	**146**	**145**	**580**	**131**	**141**	**159**
Other external expenses				-63	-31	-31	-33	-32	-127	-30	-30	-32
Staff costs				-311	-89	-89	-87	-90	-355	-86	-87	-85
EBITDA before special items	**123**	**233**	**181**	**152**	**28**	**21**	**26**	**23**	**98**	**15**	**24**	**42**
Amortisations and depreciations	-11	-19	-18	-21	-6	-6	-5	-7	-24	-5	-6	-6
EBIT before special items	**112**	**214**	**163**	**131**	**21**	**15**	**21**	**16**	**74**	**10**	**18**	**36**
Gross margin (%)	*18.9%*	*16.9%*	*22.6%*	*19.2%*	*21.4%*	*24.4%*	*22.7%*	*25.4%*	*23.3%*	*22.9%*	*20.7%*	*18.5%*
Operating margin (%)	*6.4%*	*6.4%*	*7.7%*	*4.8%*	*3.2%*	*2.6%*	*3.3%*	*2.8%*	*3.0%*	*1.7%*	*2.6%*	*4.2%*
Conversion ratio (%)	*33.7%*	*37.8%*	*34.0%*	*24.9%*	*14.9%*	*10.6%*	*14.4%*	*11.0%*	*12.8%*	*7.6%*	*12.8%*	*22.6%*

Note: 2019 and 2020 figures are not restated with the accounting practice change on terminal-related costs, reflected in the figures for 2021 and onwards.
Note: 2019-2021 segment figures are not restated following reclassification of three entities from Air & Ocean to Road & Logistics, reflected in the figures for 2022 and onwards.

Growth components per quarter

Q1 2026 growth components	Net revenue				Gross profit				EBIT before special items			
	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**
Road & Logistics	10.1%	9.7%	0.4%	20.2%	2.6%	11.5%	0.4%	14.5%	2.0%	26.0%	1.0%	29.0%
Air & Ocean	-12.4%	0.0%	-4.6%	-17.0%	-7.4%	0.0%	-4.1%	-11.5%	-57.2%	0.0%	4.8%	-52.4%
Total	**4.4%**	**7.2%**	**0.9%**	**10.7%**	**0.2%**	**8.6%**	**-0.7%**	**8.1%**	**-8.3%**	**21.5%**	**1.7%**	**14.9%**

Q2 2026 growth components	Net revenue				Gross profit				EBIT before special items			
	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**
Road & Logistics	13.8%	2.5%	0.0%	16.3%	6.7%	3.7%	0.0%	10.4%	17.8%	7.0%	0.0%	24.8%
Air & Ocean	18.4%	0.0%	-1.0%	17.4%	0.7%	0.0%	-0.7%	0.0%	12.5%	0.0%	0.0%	12.5%
Total	**14.8%**	**2.0%**	**-0.2%**	**16.6%**	**5.5%**	**2.9%**	**-0.2%**	**8.2%**	**17.2%**	**6.2%**	**0.0%**	**23.4%**

Q3 2026 growth components	Net revenue				Gross profit				EBIT before special items			
	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**	Organic	Acquisitions	FX	**Total growth**
Road & Logistics	10.9%	0.0%	0.0%	10.9%	7.6%	0.0%	0.0%	7.6%	9.4%	0.0%	0.0%	9.4%
Air & Ocean	31.6%	0.0%	1.9%	33.5%	7.5%	0.0%	1.4%	8.9%	66.6%	0.0%	4.8%	71.4%
Total	**15.5%**	**0.0%**	**0.4%**	**15.9%**	**7.6%**	**0.0%**	**0.3%**	**7.9%**	**16.9%**	**0.0%**	**0.6%**	**17.5%**

Investor Relations

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Share Information

NTG Nordic Transport Group A/S is listed on the Copenhagen stock exchange under the symbol ‘NTG’.

For further company information, please visit: www.investor.ntg.com

Financial Calendar

18. November 2026	Capital Markets Day
24. February 2027	2026 Annual Report
18. March 2027	Annual General Meeting
4. May 2027	Q1 2027 Interim Report
10. August 2027	H1 2027 Interim Report
3. November 2027	Q3 2027 Interim Report