

Organization number: 970903968
Address: Color Line AS, Postboks 1422 Vika, N-0115 OSLO
Telephone: 23 11 80 60
Website: colorline.no
Date: 25.03.2025

Color Group 2025: a satisfactory result

Color Group delivered a satisfactory result for 2025. Both passenger and freight markets were impacted in by geopolitical unrest and macro-economic uncertainty terms of volume, while total revenues increased. The results for the year were also influenced by price inflation and currency effects.

Color Group reported operating results (EBITDA) of NOK 1.2 billion, down from NOK 1.4 billion in 2024 including one-off effects, and operating profits (EBIT) of NOK 562 million. The company transported approximately 3.5 million passengers and 150,000 freight units (12-meter equivalents) during the year.

“Color Line maintained stable operations with high customer value across all routes in 2025, although growth in the travel industry moderated after several years of expansion. In addition, activity in European freight markets remained below normal due to global unrest,” says Trond Kleivdal, CEO of Color Line, a fully-owned subsidiary of Color Group.

“At the same time, Color Line is experiencing increased willingness to pay among travelers, and in an increasingly uncertain world our modern and efficient services between Norway and Europe are perceived as safe and predictable alternatives for both Norwegian and international travelers,” says Kleivdal.

Color Group therefore expects a satisfactory result also in 2026. The company is closely monitoring developments in Iran and the Middle East and has established robust hedging mechanisms for its fuel requirements.

Europe heading towards a green maritime paradox

Color Group reports in accordance with the EU’s Corporate Sustainability Reporting Directive (CSRD), and the 2025 annual report shows that the company is on track with its transition plan in relation to the EU’s climate targets for 2030 and 2050. At the same time, European shipping is experiencing significant year-on-year increases in climate-related compliance costs, primarily due to the industry’s inclusion in the EU Emissions Trading System (EU ETS), without the availability of cost-effective low and zero-emission alternatives.

This green maritime paradox is therefore contributing to increased operating costs and reduced transition capacity, while the competitive disadvantage for sea transport is growing relative to road transport, which is not

included in the EU ETS. The development is therefore incentivizing a modal shift from sea to road, which in turn will contribute to increased emissions, weakened competitiveness and reduced maritime preparedness.