



Knowledge grows

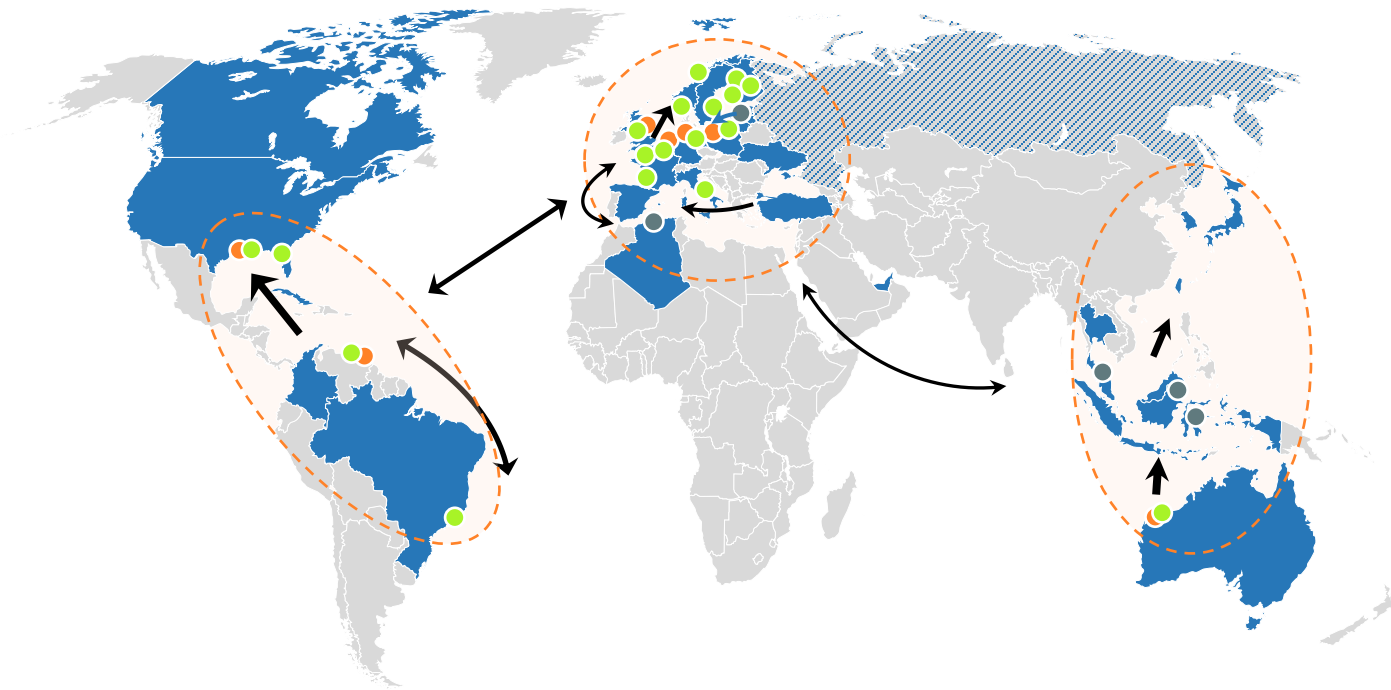
Yara International ASA

Pareto's Energy conference

10th September 2025



YCA has an established global network with access to asset-backed supply



■ Countries present (Σ = almost 40)

← Trade flows ● YCA terminal access¹ ● Yara export production sites ● Third-party terminals

Market position: The #1 midstream player with >20% market share¹, global footprint and integrated platform

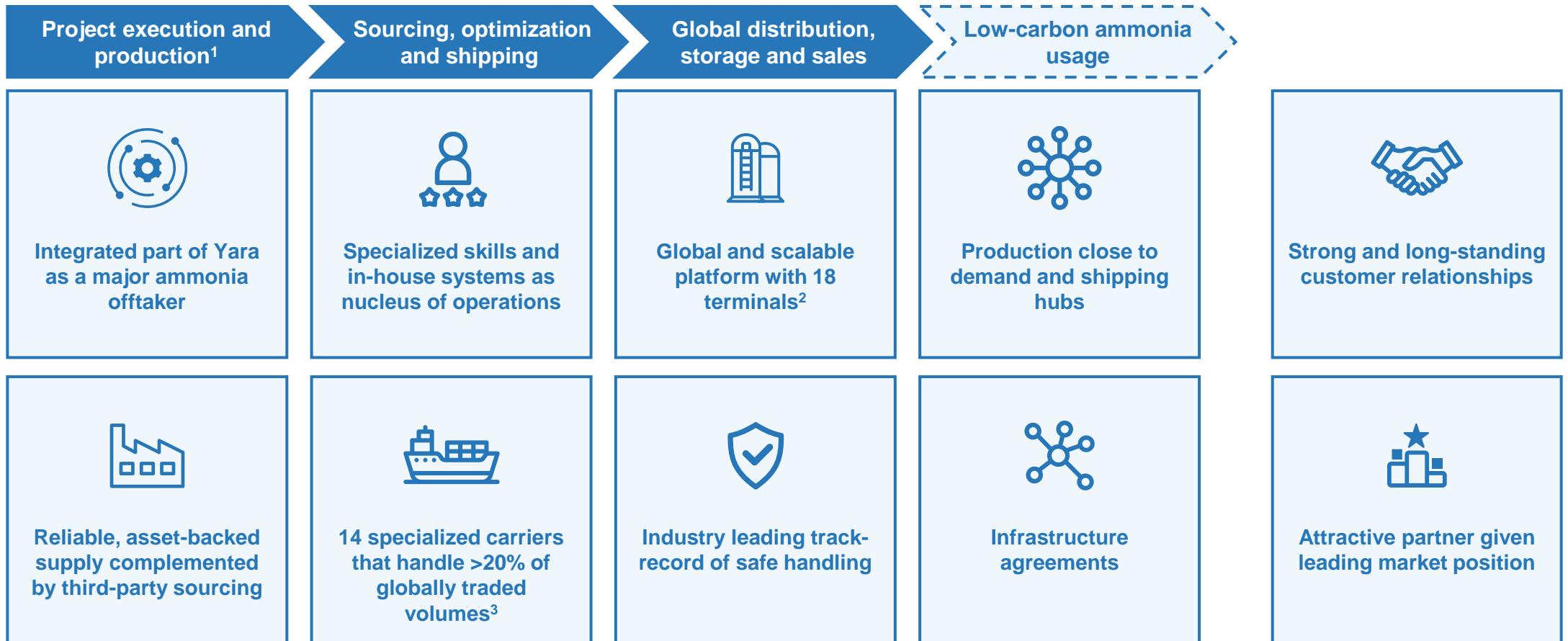
Infrastructure: Global network of 14 vessels and 18 strategically located terminals², with deep-sea connection to key hubs

Value proposition: A trusted partner to both producers and consumers, supported by diversified asset-backed supply and credibility as offtaker

Business model: Attractive business model with relatively stable volumes and robust margins underpinned by YCA's competitive edges

Positioning: Key success factors required to succeed in the integrated midstream position support natural barriers to challenge YCA

YCA has a leading integrated midstream ammonia platform...



Source: Company information

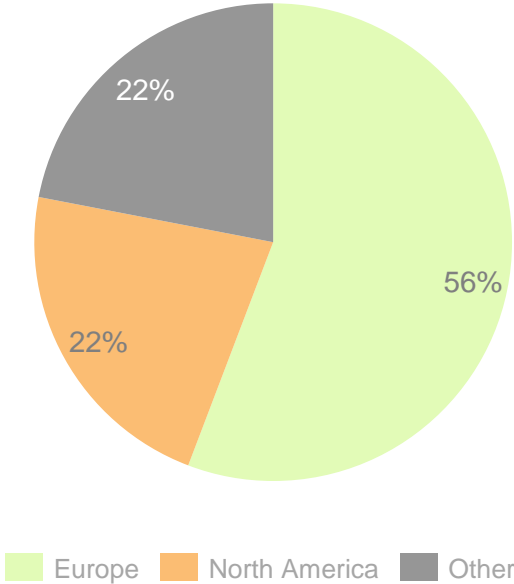
1) Production is currently covered by Yara

2) YCA has exclusive access, and manages and optimizes use of Yara's ammonia tank infrastructure at terminals through sourcing and supply agreements with Yara

3) Based on volumes of traded ammonia in 2021 - Argus market study (2022);

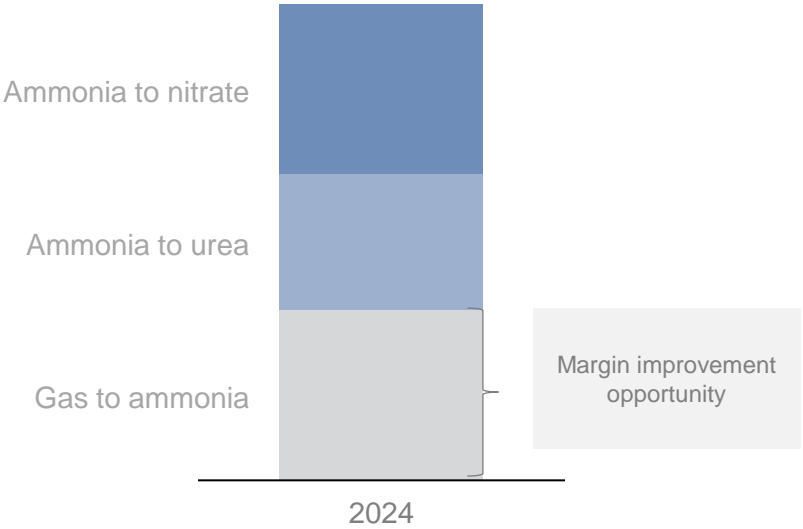
Gas to nitrates is Yara's core: improving ammonia cost position is core to increase returns

Location of Yara's ammonia production¹



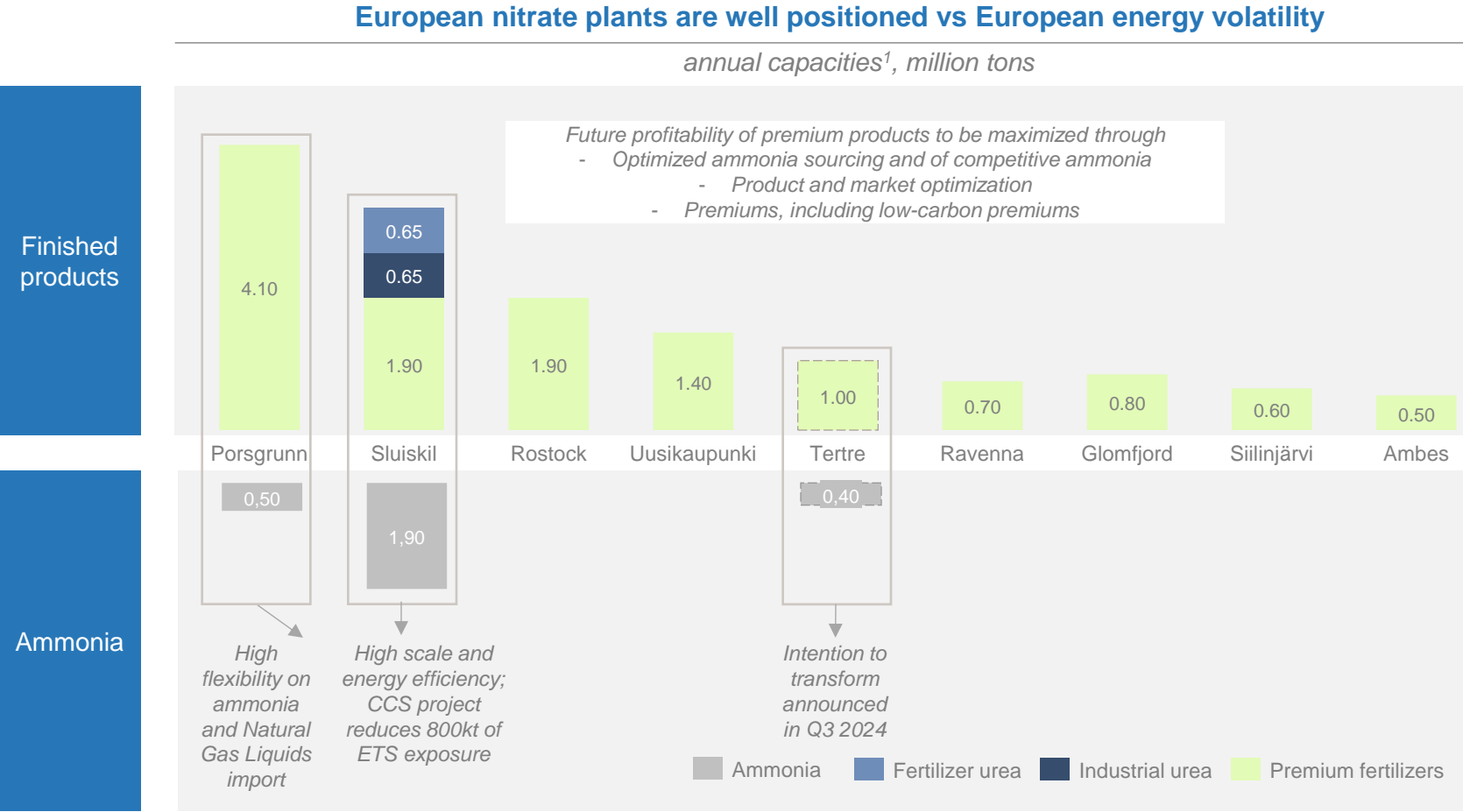
Yara's nitrogen upgrading margins

Illustrative based on capacities and average N-content



1) Calculated based on Yara annual production capacity. North America including capacity in US, Canada and Trinidad. Other is Yara's capacity outside of North America and Europe

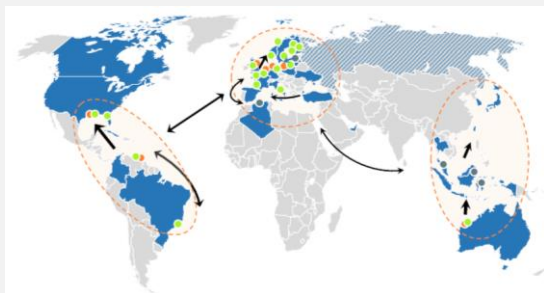
High ammonia import flexibility underlines the value of Yara's European assets



1) Capacity calculated as average of best three quarters annualized performance and best 12 month rolling over past five years.

Global scale in ammonia underpins Yara's flexibility and value creation potential in upstream US projects

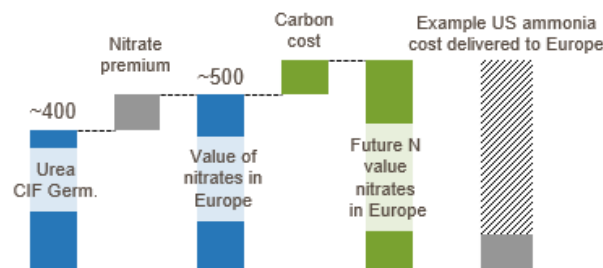
Yara is the only player able to off-take a new ammonia project at sufficient scale



- Yara's gross ammonia consumption for nitrates in Europe around 3 million tons
- Current import rate of 50% likely to increase
- World's largest and scalable ammonia system

Increased nitrate and NPK margins with Yara's ammonia and Europe set-up¹

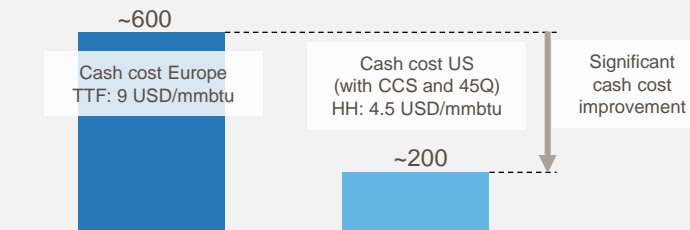
USD/mt, urea equivalents



- ETS and CBAM likely to lift urea prices in Europe
- Low-carbon ammonia enable increased margins on nitrate and NPK

Equity investment in US ammonia can create significant shareholder value

Illustrative cash cost calculation², USD/mt

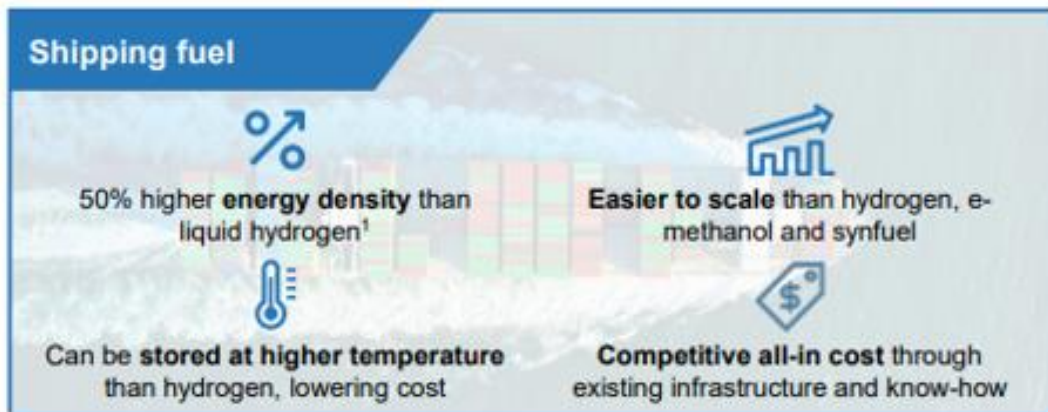


- Focusing on favorable ammonia production fundamentals in addition to 45Q3 and ETS/CBAM
- Planned FID in 1H2026

Double digit returns remain a requirement for a potential FID – Yara targets equity participation that would uphold shareholder distributions³ through an investment period

Clean ammonia an attractive solution to decarbonize hard-to-abate sectors

Shipping fuel




- 50% higher **energy density** than liquid hydrogen¹
- Easier to **scale** than hydrogen, e-methanol and synfuel
- Can be **stored at higher temperature** than hydrogen, lowering cost
- Competitive all-in cost** through existing infrastructure and know-how

Power generation



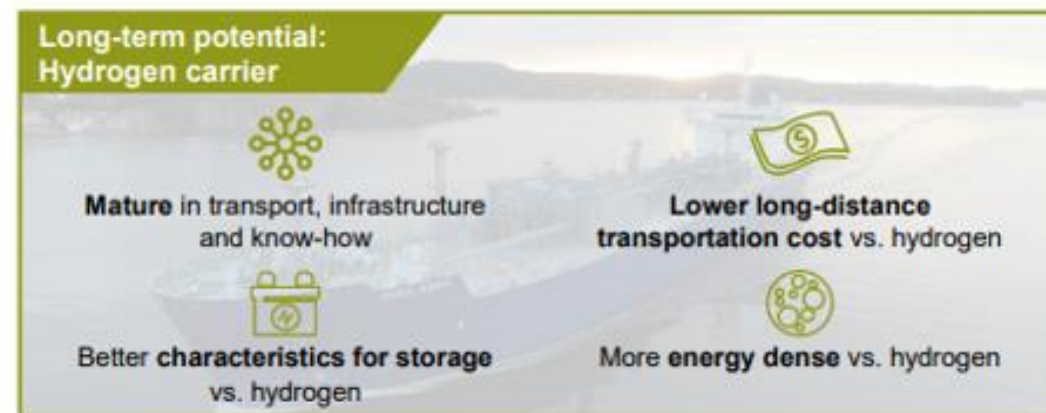
- Alternative for countries with **unfavorable renewables conditions**
- Economically favorable** over carbon capture
- Enables continued use of more **flexible producing assets**
- Supports **continued use** of **relatively new plants**

Agriculture/Industrial



- Fertilizers account for a very **large share of the emissions of food and agricultural products**
- Green fertilizer can provide up to **30% CO₂ reduction** on a loaf of bread at a marginal cost increase of ~1%²
- Grey** \Rightarrow **Green**
Green fertilizer requires **no infrastructure/value chain changes**

Long-term potential: Hydrogen carrier



- Mature** in transport, infrastructure and know-how
- Lower long-distance transportation cost** vs. hydrogen
- Better **characteristics for storage** vs. hydrogen
- More **energy dense** vs. hydrogen



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