

22 January 2026

Taylor Maritime Limited (the "Company" or "TML")

Compulsory Partial Redemption

The Board of TML, the specialist dry bulk shipping company, is pleased to announce details of the Company's capital distribution, first announced on 12 December 2025, which is conditional on the amendments to the Company's articles of incorporation to be considered by the Company's shareholders at the General Meeting being held on 27 January 2026.

The Board has resolved to make a capital distribution totalling US 143,395,682 to the Company's shareholders by way of a compulsory partial redemption of shares at a price of US 0.9441 per share (the "**Compulsory Redemption**"). The amount to be applied to the Compulsory Redemption and the redemption price per share have been determined by Board by reference to the 31 December 2025 net asset value, net of the direct costs of the Compulsory Redemption.

The Compulsory Redemption will be affected pro rata to holdings on the share register as at the close of business on 30 January 2026 (the "**Redemption Date**"), being the record date for the Compulsory Redemption. Approximately 46 per cent. of the Company's issued share capital will be redeemed on the Redemption Date (the "**Redemption Ratio**") equivalent to approximately 151,886,115 of the Company's issued shares. Fractions of shares produced by the Redemption Ratio will not be redeemed, so the number of shares to be compulsorily redeemed from each shareholder will be rounded down to the nearest whole number of shares.

Payments of redemption monies are expected to be affected either through CREST (in the case of shares held in uncertificated form) or by cheque (in the case of shares held in certificated form) on or around 13 February 2026. Any certificates currently in circulation will be superseded by a new certificate which will be distributed to certificated shareholders representing the balance of their shareholding in the Company after the Redemption Date.

The Company currently has 330,215,878 shares in issue. All of the shares redeemed on the Redemption Date will be cancelled and accordingly will thereafter be incapable of transfer by shareholders or reissue by the Company.

The shares will be disabled in CREST after close of business on the Redemption Date and the existing ISIN number, GG00BP2NJT37, (the "**Old ISIN**") will expire. The new ISIN number, GG00BTZC2850, (the "**New ISIN**") in respect of the remaining shares which have not been compulsorily redeemed will be enabled and available for transactions from 8.00 a.m. on 2 February 2026. The share price TIDM, "TMIP" and "TMI", will remain unchanged. For the period up to and including the Redemption Date, shares will be traded under the Old ISIN and as such, a purchaser of such shares may have a market claim for a proportion of the redemption proceeds following the activation of the New ISIN. CREST will automatically transfer any open transactions as at the Redemption Date to the New ISIN.

As the Compulsory Redemption remains conditional on shareholders approving the resolution at the General Meeting, a further announcement will be released following the General Meeting on 27 January 2026 confirming the results of the shareholder vote.

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The person responsible for arranging for the release of this announcement on behalf of the Company is Matt Falla, Company Secretary.

Notes to Editors

About the Company

Taylor Maritime Limited (formerly Taylor Maritime Investments Limited) is a shipping company listed under the equity shares (commercial companies) category of the Official List, with its shares trading on the Main Market of the London Stock Exchange since May 2021. Between May 2021 and February 2025, the Company was listed under the closed-ended investment funds category of the Official List.

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The Company is focused on navigating shipping market cycles on behalf of its shareholders, leveraging a dynamic and experienced management team with deep relationships in the industry and an agile business model underpinned by low leverage and financial flexibility, to deliver long-term attractive returns through both income and capital appreciation.

The Company, through its subsidiaries, currently has an owned fleet of 8 dry bulk vessels (including 1 vessel held for sale) consisting of 6 Handysize vessels and 2 Supra/Ultramax vessels. The Company also has 1 vessel under JV agreement and 4 vessels in its chartered in fleet. The ships are employed utilising a mix of time charter, voyage charter, and Contracts of Affreightment ("CoAs") to optimise fleet earnings and cargo coverage.

The Company's target dividend policy is 8 cents p.a. paid on a quarterly basis.

For more information, please visit www.taylormaritime.com.

About Geared Vessels

Geared vessels are characterised by their own cargo loading equipment. The Handysize and Supra/Ultramax market segments are particularly attractive, given the flexibility, versatility and port accessibility of these vessels which carry necessity goods - principally food and products related to infrastructure building - ensuring broad diversification of fleet activity and stability of earnings through the cycle.

IMPORTANT NOTICE

The information in this announcement may include forward-looking statements, which are based on the current expectations and projections about future events and in certain cases can be identified by the use of terms such as "may", "will", "should", "expect", "anticipate", "project", "estimate", "intend", "continue", "target", "believe" (or the negatives thereon) or other variations thereon or comparable terminology. These forward-looking statements are subject to risks, uncertainties and assumptions about the Company, including, among other things, the development of its business, trends in its operating industry, and future capital expenditures and acquisitions. In light of these risks, uncertainties and assumptions, the events in the forward-looking statements may not occur.

References to target dividend yields and returns are targets only and not profit forecasts and there can be no assurance that these will be achieved.

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