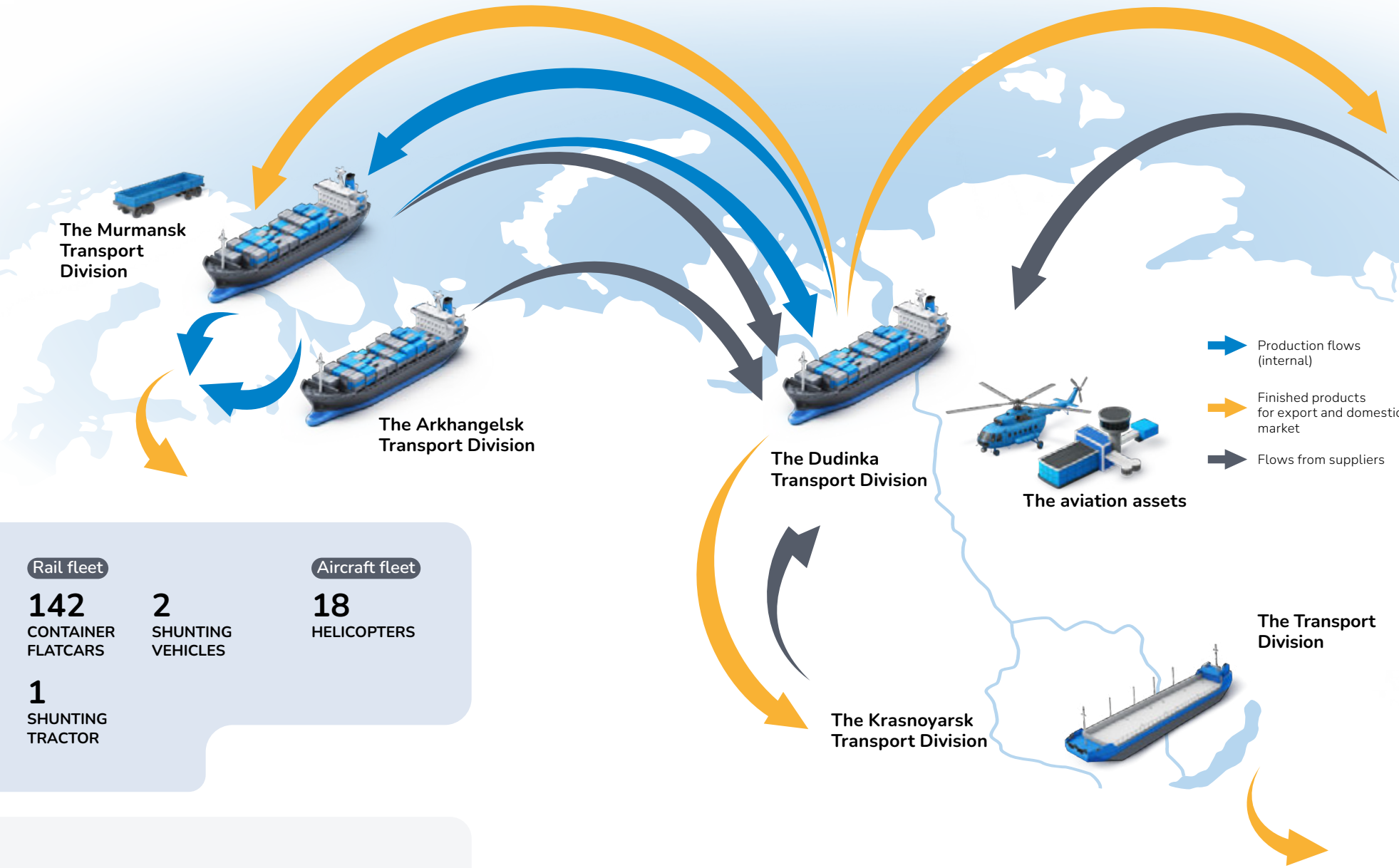


# Transport and logistics assets

Nornickel owns an advanced transport infrastructure capable of handling most challenging freight logistics tasks and ensuring sustainable operations of Group enterprises. Nornickel's transport and logistics assets cover the full range of key transport and freight-forwarding services.



## Asset summary:

### Sea fleet

**6** VESSELS  
heavy ice-class

**1** ICEBREAKER  
sea-class

### River fleet

**619** VESSELS  
(186 self-propelled and 433 towed vessels), including the active core fleet of 381 vessels

### Rail fleet

**142** CONTAINER FLATCARS  
**1** SHUNTING TRACTOR

**2** SHUNTING VEHICLES

### Aircraft fleet

**18** HELICOPTERS

## The Krasnoyarsk Transport Division

is responsible for the transportation and forwarding of Nornickel's cargoes and for the carriage of precious metal concentrates.

### A standalone asset

coordinates the operations of the Krasnoyarsk and Lesosibirsk ports and Yenisei River Shipping Company, which provide a strictly seasonal service due to the Yenisei River freezing over in winter. When ice flows pass, the ports are used to transship Nornickel's cargoes to Dudinka, including crushed stone, clinker, equipment, materials, and socially significant cargoes (as part of the Northern Deliveries programme).

### A standalone asset

carries the bulk of Nornickel's and third-party cargoes shipped on the Yenisei River. It owns over 600 river vessels, including self-propelled and towed ones. The fleet operates in the Yenisei, Angara, Nizhnyaya Tunguska, and Podkamennaya Tunguska Rivers and their largest tributaries.

### The river port in Krasnoyarsk

is one of the largest ports in the Yenisei basin. It transships cargoes delivered by road, rail, and water and provides ancillary services. The port has three operating areas — Yenisei, Zlobino, and Peschanka.

### The river port in Lesosibirsk

is located 40 km downstream of the point of confluence of the Angara and Yenisei Rivers and downstream of the hard-to-navigate rapids. This secures the delivery of Nornickel's cargoes at times of low water on the Yenisei River and the use of ships loaded to maximum capacity. The port's unique benefits:

- the only dedicated river port on the Yenisei River capable of handling explosives with a storage option
- offers year-round service (rail-to-road and road-to-rail cargo transshipment services in between navigation periods)
- a railway to Achinsk links Lesosibirsk to the Trans-Siberian railway

## The Murmansk Transport Division

is based in the year-round ice-free sea port of Murmansk.

## The Arkhangelsk Transport Division

is responsible for smooth year-round transshipment services for Nornickel's cargoes via the Arkhangelsk sea port, which is conveniently linked to other Russian and foreign regions by road, air, and rail.

## The Dudinka Transport Division

includes the Dudinka port and a fleet of port service vessels handling cargo transshipment for the production needs and residents of the Taimyr Peninsula.

### The aviation asset

supports the corporate and social activities in the local communities of the Taimyr Peninsula.

### Norilsk Airport

is the only transport infrastructure facility that provides year-round connections between the Norilsk Industrial District and other Russian regions.

### The Transport Division

arranges transportation of the Trans-Baikal Division's products by rail from Gazimursky Zavod to Borzja.

Nornickel has a unique Arctic fleet capable of breaking through Arctic ice up to 1.5 m thick without icebreaker support, which enables the Company to provide year-round dry and liquid cargo shipping services between sea ports.

In 2024, Nornickel also shipped liquid cargoes, including by the Company-owned tanker, Yenisei. The transport services involved export of gas condensate from the Pelyatkinskoye field, delivery of petroleum products to the Norilsk Industrial District, and commercial trips to other destinations.

In addition to sea transportation with its own fleet of Arc7 heavy ice-class vessels, the Company engages a fleet of lower ice-class Arc4/ Arc5 vessels to transport additional cargoes for major investment projects in Taimyr. These sea vessels require icebreaker escort in the Yenisei River, the Yenisei Bay, and the Kara Sea between November and May on an ongoing basis, with three icebreakers providing this support.

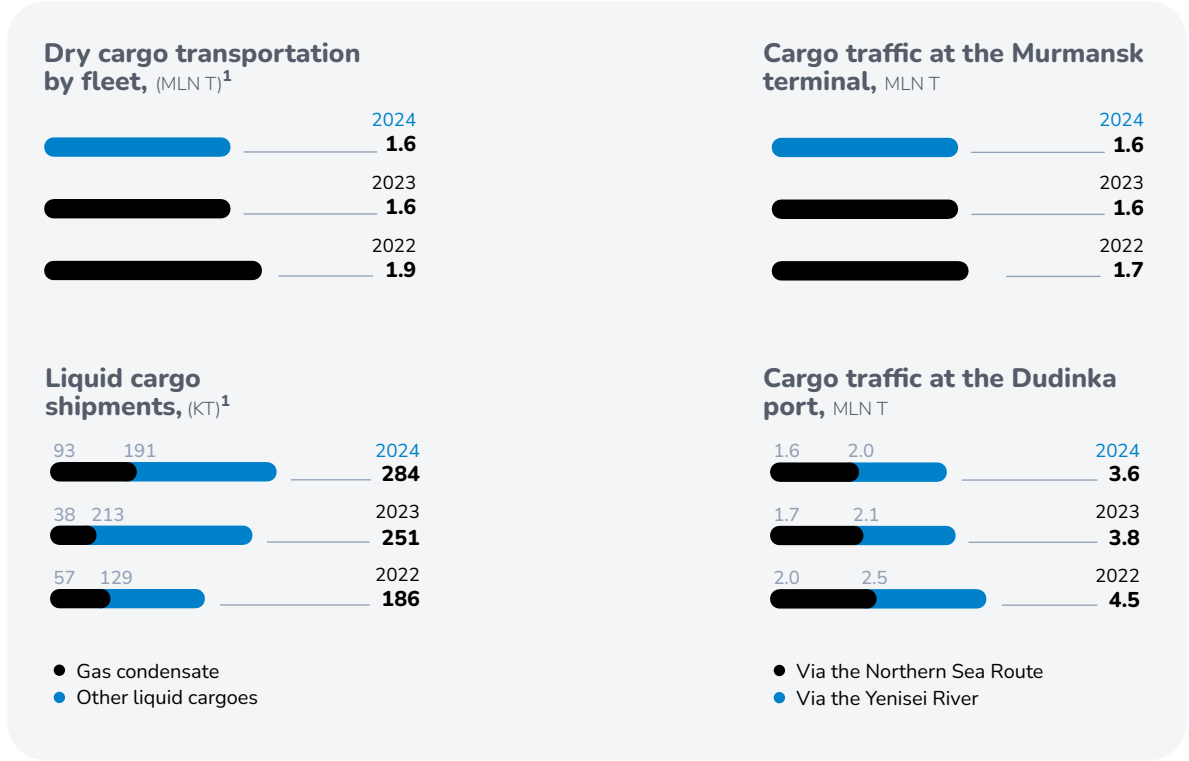
Nornickel signed a long-term contract with ROSATOM (valid until 2041 and renewable until 2051) to engage a nuclear-powered Project 22220 icebreaker with a shaft power of about 60 MW to make sure the Company's strategic needs for icebreaker support are fully covered.

**The Dudinka port** and the **fleet of port service vessels** are located on the Taimyr Peninsula. The Dudinka port is Taimyr's main cargo gateway with no reasonable alternative. In addition, it is the

world's only port that gets flooded every year during the spring thaw. From November to May, the port's water area and the Yenisei River freeze over. At this period, the Dudinka port handles only sea vessels using icebreakers to de-ice the berths and provide support during manoeuvring and mooring operations. In May, during the flooding, the service is suspended. In June, after the ice breakup, water level drop, and restoration of the berths, vessel operations resume at both sea and river berths. The port transships cargoes for businesses and residents of the Taimyr Peninsula. In summer, river vessels deliver equipment and materials (sand, round timber, clinker, process materials, etc.) for production needs from Krasnoyarsk and Lesosibirsk. All year round, except for a short period of ice drifting on the Yenisei River, converter matte and metal products are shipped from Dudinka by sea.

To reduce its environmental footprint, the Company implements programmes aimed at reducing fuel consumption and preventing contamination of the Dudinka and Yenisei Rivers and finances the release of fry.

Nornickel's own **terminal** in Murmansk ensures year-round transshipment of the Company's finished metal products for export, acceptance of converter matte from Dudinka and its shipment by rail to the Kola site, and shipment of industrial semi-products to Dudinka as well as of cargoes to meet the needs of the Norilsk region. Along with sea transportation, the Company's



<sup>1</sup> Includes a third-party fleet.