

Sustainable Development Implementation Status

Mar. 31, 2026

1. Sustainable Development Implementation Status ; Deviations from Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies; and Reason(s) for Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
	Y	N	Summary Description (Note 2)	
1. Has the company established a sustainable development governance framework and designated personnel to oversee implementation? Has the company's board authorized senior management to implement the plan under board supervision?	V		<p>The Company's "Sustainable Development Best Practice Principles" (originally "Corporate Social Responsibility Best Practice Principles") was approved by the board on May 11, 2016. On March 20, 2023, the board of directors approved the establishment of a sustainable development committee to promote, implement and supervise relevant work. The committee reports directly to the board. Our sustainable development team is headed by our chair, with our president serving as management representative. The team's executive secretary coordinates between committee members from different departments.</p> <p>With maximum flexibility and responsiveness in mind, the team is responsible for implementing corporate governance, creating a sustainable environment, protecting social welfare, providing material disclosures, and monitoring domestic and international guidelines. Every year, the Company compiles a list of potential employee concerns arising from operations. It then references international sustainability policies and guidelines to set relevant goals and implementation plans for these economic, environmental, social, and labor issues. Our corporate governance team reports to the board once a year. In 2025, the report took place on Nov. 11.</p> <p>We commissioned a consulting firm to assist with our 2025 sustainability report. We are tracking greenhouse gas emissions in accordance with regulatory policies and completed our greenhouse gas inventory for the consolidated company before the regulatory deadline. Our Sustainable Development Committee and board received their most recent greenhouse gas briefing on Aug. 12, 2025 at a quarterly board meeting.</p>	No Deviation
2. Does the company assess operational risk from environmental, social, and governance issues in accordance with the materiality principle, and does it have relevant risk management policies in place? (Note 2)	V		<p>The Company's most recent risk assessment scope and boundaries cover the sustainable development performance of the consolidated company from January to December 2025. Our "Risk Management Policy" was approved by the board on Dec. 8, 2020. The board is our highest risk management and control authority.</p> <p>Our president oversees our interdepartmental risk management and control team, which regularly evaluates risk orientation based on our existing capital structure, business model, corporate strategies and revenue targets. In accordance with relevant procedures, the team formulates risk response strategies by analyzing outcomes of specific risks</p>	No Deviation

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			<p>taken. The team reports to the board once a year.</p> <p>The board was last briefed on risk management and control measures in occupational safety and health, legal affairs, cybersecurity, etc. on Nov. 11, 2025.</p> <p>Our Audit Committee shares responsibility for managing and controlling both existing and potential risk. The committee has a dedicated team that analyzes risk based on the materiality principle; communicates with internal and external stakeholders; and evaluates major ESG issues through data review and analysis. Our 2025 annual evaluation focuses on major themes from the previous edition, including environmental sustainability, employee sustainability, occupational health and safety, ship safety, and service and product quality management. Details can be found in our 2025 sustainability report.</p>	
<p>3. Environmental Issues</p> <p>(1) Does the company have industry-appropriate environmental management policies?</p>	V		<p>The Company closely monitors how its fleet impacts the environment and climate change. Per the "International Convention for the Prevention of Pollution from Ship" (MARPOL) and European Union regulations, we:</p> <ul style="list-style-type: none"> -- continuously track our fleet emissions in accordance with the International Maritime Organization (IMO)'s Fuel Oil Data Collection System and EU/UK Monitoring, Reporting and Verification System. -- maintain an inventory of hazardous materials (IHM). Our source management guidelines ban the supply of asbestos-containing materials and limit use of heavy metals and other hazardous materials. We are compliant with the "EU Ship Recycling Regulation" (EU-SRR) and changes to "Hong Kong Convention" (HKC) that went into effect in 2025. We are also classification society-certified. -- have ballast water treatment systems on our ships in accordance with the "International Convention for the Control and Management of Ships' Ballast Water and Sediments." The convention prevents ships from carrying harmful and invasive aquatic organisms across regions. -- strictly prohibit overboard disposal of plastic waste in accordance with international marine environment protection laws. Our ships have modern water filtration systems and use eco-friendly trash bags. We also ask our crews to minimize consumption of bottled water, other plastic products and plastic packaging. Since these measures were implemented, average plastic waste volume per ship has fallen dramatically, decreasing over 50% from 2023 to 2024. In 2025, we were able to restrict waste volume to 2024 levels. -- completed work on wastewater treatment facilities in our subsidiary terminals in 2025. The facilities, which are now 	No Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
	Y	N	Summary Description (Note 2)	
			fully operational, remove contaminants from wastewater to meet industrial effluent standards. This protects natural bodies of water while further minimizing our environmental footprint. Generated waste from the facilities is periodically processed in accordance with regulations.	
(2) What does the company do to improve energy efficiency, and does it use renewable materials to minimize its environmental footprint?	V		<p>The Company has adopted numerous measures to minimize our environmental footprint.</p> <p>Shipping: After launching four energy-efficient, eco-friendly newbuilds in 2024, we entered the second phase of our fleet renewal plan. In August 2024 and March 2025, respectively, we commissioned four energy-efficient, diesel-powered bulk carriers with dual-fuel engines from CSBC Corp., Taiwan. In September 2025, we commissioned an additional two bulk carriers of the same specifications from, respectively, China Shipbuilding Trading Co. and CSSC Qingdao Beihai Shipbuilding Co. These additions move us forward in operating an energy-efficient transport fleet. In October 2024 and June 2025, respectively, we finalized the sales of our two oldest vessels, China Peace and China Progress.</p> <p>We use high-end, anti-fouling paint on ships and routinely clean shell plating to reduce hull resistance and energy waste. We have also installed high-end water filtration systems on ships to reduce plastic waste. In addition, we ask suppliers to reduce packaging, encourage crews to reuse containers and padding materials, and incentivize waste reduction.</p> <p>Trucking and terminals: Although the government is phasing out relevant subsidies, our efforts to improve energy efficiency and reduce our carbon footprint continue. We are replacing older diesel-powered tractors with new Phase 6 eco-efficient models, and older vehicles with pure electric vehicles and container handlers.</p> <p>Field and offices: Energy-saving measures we have implemented include a switch to energy-efficient lighting, fewer light tubes, turning off electronic appliances that are not in use, summertime thermostat controls, waste paper recycling, trash sorting, waste reduction, and fewer printouts.</p>	No Deviation
(3) Has the company assessed potential present and future climate change-related risk and opportunities, and has it adopted climate-related countermeasures?	V		<p>Shipping: With international and port state regulations becoming stricter by the day, fleet operators are under pressure to reduce greenhouse gas emissions and pollution. This means higher operating costs, which means higher risk. The Company has implemented various changes and upgraded equipment to improve the energy efficiency of our ships, including a switch to low-sulfur fuel, optimization of routes with meteorological navigation and installation of energy-saving equipment. We are also replacing older vessels with energy-</p>	No Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
	Y	N	Summary Description (Note 2)	
			<p>efficient diesel vessels. In addition, we closely monitor regulatory changes and proactively implement countermeasures to reduce our overall carbon intensity and keep operating risk within the permissible threshold. We are currently assessing the feasibility of installing scrubbers on our ships, which could potentially reduce greenhouse gas emissions in the future.</p> <p>Trucking and terminals: We are replacing tractors and container handlers with new models that meet updated environmental standards.</p>	
(4) Did the company track its greenhouse gas emissions, water consumption, and waste volume in the last two years, and does it have management policies to reduce greenhouse gas emissions, water consumption and waste generation?	V		<p>The following covers the Company's consolidated entity including shipping, trucking, terminals, and commercial vehicle subsidiaries. Figures for 2025 will be verified before mid-2026, with an assurance report to be issued by KPMG.</p> <p>Greenhouse gas emissions: Information on the Company's greenhouse gas inventory and assurance status in the last two fiscal years can be found on Page 34 of the Company's annual report.</p> <p>Field and office water consumption: 2024: 11,609 m³ 2025: 18,583 m³ (The year-on-year increase in water consumption is primarily due to an inventory boundary reassessment that brought previously excluded operational sites into the inventory scope.)</p> <p>Recyclable waste: Scrap iron and hardware (including pallets, maintenance cabinets and other waste) 2024: 60 tons 2025: 44 tons</p> <p>Used engine oil (including lubricant) 2024: 28,300 L 2025: 28,100 L</p> <p>Scrap tires 2024: 140 tons 2025: 133 tons</p> <p>We contract a certified waste disposal company to process general waste. Total waste volume: 2024: 67 tons 2025: 82 tons</p>	No Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
	Y	N	Summary Description (Note 2)	
			Further information on our waste reduction policies and verification status can be found on Page 45 in the "Climate-Related Information of TWSE/TPEX Listed Companies" section of the Company's annual report.	
<p>4. Social Issues</p> <p>(1) Does the company have management policies and procedures in accordance with relevant laws, regulations, and international human rights conventions?</p>	V		<p>To achieve sustainable development and fulfill our corporate social responsibility, the Company's "Human Rights Policy" has been duly approved by the president. The policy, which can be found on our website and on Page 45 of the Company's annual report, applies to all Company employees and stakeholders. Our audit team will oversee implementation and work with our business units to promote diversity, tolerance, fair wage and benefit evaluations, and freedom from all forms of discrimination. We are committed to management principles that provide a safe, healthy working environment. In 2023, we revised and implemented a program to prevent unlawful infringement in the workplace, and promulgated our internal "Measures of Prevention, Correction, Complaint and Punishment of Sexual Harassment at Workplace."</p> <p>We did not have any cases of discrimination, child labor or forced labor in 2025 and we were not fined or penalized for any labor violations in 2025. During the year, employees of the consolidated company attended a total of 1,650 person-hours of training and education in human rights and occupational health and safety.</p> <p>We convene quarterly labor-management meetings along with occupational safety and health committee meetings to ensure the protection of employee and stakeholder rights. Four such meetings were held in 2025.</p>	No Deviation
<p>(2) Does the company have and has it implemented reasonable employee welfare measures (including salary, paid time off, and other benefits), and do employee salaries reasonably reflect performance and achievements?</p>	V		<p>Employee welfare information can be found on Page 65-67 in the "Labor Relations" section of the Company's annual report. The Company adjusts wages annually based on operating performance, and performance bonuses are distributed based on annual profit. In 2025, performance bonuses increased by an average of 3.5% from the previous year.</p> <p>We are also committed to a diverse and equal workplace. As of the end of 2025, women make up 52.86% of our workforce and account for 15.71% of senior management (assistant manager and above).</p>	No Deviation
<p>(3) Does the company provide employees with a safe and healthy work environment? Does it provide regular safety and</p>	V		<p>The Company is deeply committed to occupational health and safety. Over the years, systemic management and safety training have deepened our employees' disaster and accident prevention awareness. Apart from periodic safety inspections, we continue to refine and implement various workplace safety measures. In addition, we regularly promote safe oper-</p>	No Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
	Y	N	Summary Description (Note 2)	
health training for employees?			<p>ation standards to our employees in accordance with regulatory policies.</p> <p>In 2024, a crew member serving on a ship operated by one of our Singapore shipping subsidiaries was fatally injured by dislodged steel plates when sea conditions changed. This year, all fleet personnel took part in on-site drills and occupational safety training. In October, we held our first training program for fleet personnel on shore leave. The program further reinforced safety awareness and education, and strengthened collective compliance with best safety practices.</p> <p>Between 2023 and 2024, we became an accredited "healthy workplace" and AED-equipped site. Our 2024 sustainability report was recognized by the Ministry of Labor for excellence in occupational health and safety performance disclosures. In addition, our warehouse subsidiary, which leverages a rigorous autonomous management system, has been named "Outstanding Autonomous Warehouse and Container Yard Operator" by Keelung Customs (under the Ministry of Finance) for two consecutive years.</p> <p>We are committed to employee welfare and provide employees with premium medical checkups, along with monthly on-site medical services. Our new Employee Assistance Program, launched in 2025, provides professional resources that enable employees to achieve physical and mental wellness, and strike a healthy work-life balance. Our head office is equipped with AEDs and our employees receive fire safety training from fire department instructors. Our employees also undergo periodic CPR, AED, emergency response, and disaster prevention training. In November 2025, our head office held a building-wide fire and evacuation drill to strengthen the environmental safety awareness and emergency response abilities of employees. Our warehouse subsidiary also conducted two fire drills this year focusing on reporting, direction, fire safety awareness and response, evacuation, and head-count verification.</p> <p>In 2025, employees of the consolidated company attended 1,650 person-hours of human rights and occupational health and safety training.</p> <p>The consolidated company did not have any fires, or related injuries or deaths, in 2025.</p>	
(4) Does the company offer career development and training programs for employees?	V		<p>The Company's rotational transfer system provides employees with training opportunities that develop their professional skills. We encourage employees to enroll in English language and other career development programs to stay competitive in the market. In 2025, employees and executives attended 3,666 person-hours of internal and external professional</p>	No Deviation

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
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			training, including new employee orientation and continuing professional education.	
<p>(5) Is the company compliant with laws, regulations and international standards on customer health and safety, privacy, marketing preferences and labeling?</p> <p>Does the company have consumer protection policies and SOPs for handling consumer and customer complaints?</p>	V	V	<p>The Company's shipping, trucking, and terminal operations are compliant with, respectively, "International Safety Management Code," "Regulations for Automobile Transportation Operators," and "Regulations Governing the Customs Management of Container Terminals."</p> <p>Customer rights are protected by corporate policies including our "Ethical Management Guidelines and Code of Conduct." Stakeholders can file grievances via a dedicated contact section on our website. All grievances receive a timely and proper response.</p> <p>Consumer policies do not apply as we are not engaged in design, production, manufacturing or sales of products.</p>	No Deviation
<p>(6) Does the company have supplier management policies requiring supplier compliance with environmental and occupational safety regulations, and labor and human rights standards? How have these policies been implemented?</p>	V		<p>Information on environmental and labor requirements we have for suppliers, along with management and implementation, can be found on our website. We ask our suppliers to complete self-evaluations on product quality, delivery, operations and sustainability every year. The evaluations provide valuable insight on suppliers' ESG performance, allowing us to make informed decisions.</p> <p>In 2025, our procurement and use units conducted a supplier quality system evaluation covering 2024 and 2025. Based on their operational characteristics, major suppliers were asked to complete either a self-evaluation questionnaire or organizational evaluation. We then evaluated them on quality, price, delivery time, organizational structure, management, sustainability, etc. Sampling rate was 80%, with no supplier contracts subsequently terminated. All respondents received a score of satisfactory or above.</p>	See Summary Description
<p>5. Does the company follow international reporting standards and guidelines in the preparation of its sustainability report and other non-financial disclosures? Has the veracity of the information in said report(s) been verified by</p>		V	<p>The Company's 2025 sustainability report was drafted in accordance with Global Reporting Initiative (GRI) and other relevant universal reporting guidelines, and submitted to the Market Observation Post System website on Aug. 29, 2025. We also obtained our CPA-certified assurance report in the same month. These reports, along with other relevant information, can be found on our website.</p>	See Summary Description

Evaluation Criteria	Implementation (Note 1)			Deviation and Reason
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a third-party certification body?				
6. Deviation(s) from Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies due to the Company having its own sustainable development best practice principles: None				
7. Other material information that would help the public better understand the company's implementation of sustainable development practices:				
			Information on the implementation of the Company's corporate social responsibility and community outreach programs can be found on our website. We are deeply committed to sustainable business practices and have operated with integrity since our inception. By fulfilling our social responsibility, we provide employees and their families with a stable and healthy environment for personal growth while maximizing shareholder value.	
			We are active in philanthropy, particularly in the areas of youth development and welfare for the disadvantaged. We hope our programs raise awareness on the importance of community outreach, thereby encouraging more businesses to contribute to the creation of a virtuous cycle in society.	
			We have long supported social causes and community outreach, demonstrating our commitment through social participation and using our resources to bring well-being to the community. Our head office in Taipei works closely with Weici Charity Foundation, a Taipei-based social outreach and welfare organization that funds and assists public welfare programs for underprivileged families and individuals. In 2025, the consolidated company donated NT\$1.685 million to charitable causes, including the Taipei City Department of Social Welfare's meal program. Our contribution provided 1,600 free meals to those in need along with 2,000-plus Chinese New Year holiday meals to disadvantaged households and seniors living alone. We also raised public awareness of the critical lack of medical resources in remote areas and on Taiwan's offshore islands, and work with volunteers from Taipei Medical University to bring free clinics to these areas. Our medical mission in Lienchiang County in particular provided 620 local residents with professional medical services and health education, and just as importantly demonstrated the value of social stewardship transcending geographical boundaries.	
			In December 2025, our Taoyuan-based warehouse subsidiary CMT Logistics demonstrated our commitment to public health and social responsibility by joining forces with Taoyuan City's Yongping Community Outreach Association and Hsinchu Blood Center to promote a blood drive.	
			Our Chinese Maritime Transport Scholarships, launched in 2021, shares the "people-centric, employees first" management philosophy that has helped our company thrive. Scholarships decrease the economic burden on families, and allow students to focus on their studies without worrying about their living expenses or having to work while attending school. The program plays a crucial role in cultivating talent in the shipping industry. Our scholarships to 16 students (four students per term) totaled NT\$320,000 during the 2024-2025 academic year.	

2. Climate-Related Information of TWSE/TPEX Listed Companies

Item	Implementation Status			
1. How do the company's board and management oversee and manage climate-related risk and opportunity?	The board of directors is the Company's highest authority on climate-related risk management. The board supervises the drafting, execution, and results of relevant policies. To strengthen relevant mechanisms, we have our "Risk Management Policy" in place. Our chair helms our interdepartmental risk management team, and our president serves as the team's chief executive. The team meets regularly to discuss, identify, and evaluate the risks and opportunities that climate change brings, and to formulate countermeasures. Our Audit Committee is responsible for risk management oversight, and our board is briefed at least once a year to ensure it has the ability to manage and respond to climate-related risk management and opportunities in a timely manner and to minimize the impact that climate-related risk may potentially have on company operations and finances.			
2. How do the climate risks and opportunities identified by the company affect its operations, strategies, and finances in the short, medium and long term?	The Company systematically identifies and analyzes climate-related risks and opportunities using TCFD guidelines and third-party expert opinion. We look at the probability of various risks and opportunities occurring; the level of impact; how long the impact could last; and the financial impact on the company's core shipping, trucking, and terminal businesses.			
3. What are the financial impacts of extreme weather events and transitional measures?	Major Risk or Opportunity Type	Potential Duration of Impact	Potential Impact and Outcome(s)	Management Strategy and Plan
	Physical risk Tropical cyclones	Short (1-3 years)	Typhoons and torrential rain caused by tropical cyclones can force route changes, interrupt inland logistics chains, and damage equipment and cargo. These in turn result in lost revenue and higher costs.	We have established climate damage early warning and operational response mechanisms. We also utilize dynamic risk management tools, including professional meteorological navigation systems and trucking fleet and terminal dispatching, to strengthen our overall climate resilience and decision-making capabilities.
	Physical risk Extreme rainfall and drought	Short (1-3 years)	Extreme rainfall can cause raw material extraction and loading disruptions in mining areas; land transport interruptions; work site flooding; and damage goods and cargo. Extreme weather is a significant adverse risk for inland transportation and terminal operators due to potential lost revenue.	We continue to strengthen our risk response optimization measures, which include utilizing weather forecasts to prepare for disasters in advance and maintaining work schedule flexibility to ensure operational resiliency.
Transition risk Changing	Medium (3-10 years)	With the acceleration of sustainability trends,	We are actively eco-transitioning to take	

	<p>consumer preferences</p>		<p>growing customer demand for low-carbon transport solutions will make traditional shipping, trucking and terminal services comparatively less attractive. Companies that aren't able to provide carbon footprint information or low-emission solutions risk losing key customers or suffering the effects of pricing pressure, which could result in lost revenue.</p>	<p>advantage of business opportunities arising from shifting sustainability trends.</p> <p>Shipping:</p> <ul style="list-style-type: none"> --Our fleet undergoes regular hull maintenance to boost energy efficiency. --We are in the process of renewing our fleet to take advantage of the energy- and carbon-reduction capabilities of newer models. Our renewal plan will transition us into an era of eco-friendly, green transport. In Phase 1, we took delivery of and launched four high-spec, eco-efficient bulk carriers in H1 2024. Under Phase 2, we have commissioned four even higher-spec eco-efficient bulk carriers from CSBC Corp., Taiwan. We expect to launch these ships in 2026 or 2027. In September 2025, we commissioned two same-spec bulk carriers from, respectively, China Shipbuilding Trading Co. and CSSC Qingdao Beihai Shipbuilding Co. We expect to launch these ships in 2028. --We are assessing the feasibility of installing scrubbers on our ships to potentially reduce greenhouse gas emissions and contain operating risk to permissible levels in the future.
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				<p>--We sold our two oldest ships in, respectively, 2024 and 2025.</p> <p>Trucking and Terminals:</p> <p>--We continue to replace older, energy-intensive vehicles with Phase 6 eco-friendly tractors and container handlers. We now operate an eco-efficient fleet of the latest Phase 6-compliant vehicles.</p> <p>--We provide carbon calculation services on our website to meet the information disclosure needs of both the government and our customers. We also offer low-carbon service options that enhance our overall competitiveness.</p> <p>--We collate data on carbon emissions generated by different operating activities. This can serve as a reference point for terminal-related carbon emissions within the overall carbon footprint of a shipping supply chain.</p>
	<p>Transition risk Carbon fees and taxes</p>	<p>Short (1-3 years)</p>	<p>Carbon fee and tax mechanisms have gone or are going into effect around the world, and the IMO recently approved its new Net-Zero Framework for the shipping industry at the 83rd Session of the Marine Environment Protection Committee (MEPC 83). High-emission sectors like the transport industry are facing increased financial pressure and elevated operating costs from</p>	<p>Our business units have formed a task force that is actively taking part in conferences and seminars organized by classification societies and relevant organizations. We are also collecting information, monitoring global carbon fees and taxes, monitoring regulatory developments, and conducting industry best practice exchanges. In addition, we run carbon pricing scenarios</p>

			carbon fees and taxes.	to evaluate cost changes and have implemented various countermeasures. We are also scrapping older ships and equipment and upgrading to improve energy efficiency, reduce emissions, and lower operating costs from carbon fees and taxes.
	Opportunity Transportation models	Short (1-3 years)	New technologies can upgrade and enhance the operating efficiency of shipping/trucking fleets and terminals while reducing carbon emissions. This helps to optimize operating cost structures.	As part of our effort to introduce low-emission density services including energy-efficient transport, we will continue promoting sustainability and energy efficiency, and focusing on new environmental technologies and alternative energy sources. This will not only enhance our market image and competitiveness, but also allow us to work with our customers to create a supply chain that is both climate-resilient and sustainable.
	Opportunity Green products and services	Medium (3-10 years)	International sustainability trends could one day result in the creation of a sustainable supply chain, with customers prioritizing environmental performance when evaluating suppliers. Therefore, companies that provide low-carbon services will have a competitive edge that could boost revenues and create access to green financing, which would reduce capital costs.	
	Opportunity Green energy	Medium (3-10 years)	The adoption of low-carbon fuels or transport equipment can effectively reduce carbon tax and emission-related costs while making companies eligible for relevant government subsidies.	
Further information can be found in our sustainability report and climate-related financial disclosures.				

<p>4. How are climate risk identification, assessment, and management integrated into the company's overall risk management system?</p>	<p>Climate-related risk is an integral part of our overall risk management framework. Our president convenes regular risk management meetings of department heads and designated personnel to systematically identify and assess potential climate change risks and opportunities based on evaluations conducted by our sustainability task force, and to formulate feasible response strategies.</p> <p>Our overall risk matrix prioritizes different types of risk, including climate risk, to formulate appropriate risk mitigation and response strategies. The results achieved from the assessment of specific risks in accordance with risk management procedures are used to formulate said strategies.</p>
<p>5. Does the company use scenario analysis to assess climate resilience? If so, what are the scenarios, parameters, assumptions, analysis factors and major financial impacts used?</p>	<p>The Company conducts assessments of physical climate risks, transition risks, and transition opportunities. In addition, climate scenario analysis is incorporated into our medium- and long-term operational risk management planning. These analyses evaluate the potential financial impacts that climate change may have on our operations and financial performance.</p> <p>Further details can be found in 2. and 3. above.</p>
<p>6. Does the company have a transition plan for managing climate-related risk? If so, what is the plan and what are the indicators and targets used to identify and manage physical and transition risk?</p>	<p>Following the government's "2050 Net Zero" transition roadmap, the Company has actively implemented greenhouse gas reduction measures. We have identified potential physical and transition risks that may arise from energy transition and policy changes in the shipping, trucking, and terminal sectors. Further details on our targets and the concrete measures we have undertaken can be found in 2. and 3. above.</p>
<p>7. Does the company use internal carbon pricing as a planning tool? If so, what is the basis for price-setting?</p>	<p>The Company has not yet established an internal carbon pricing mechanism, but we are closely monitoring regulatory developments under Taiwan's "Climate Change Response Act" as well as new Ministry of Environment regulations. In addition, we continue to assess the potential impact that the EU Carbon Border Adjustment Mechanism (CBAM) and IMO carbon pricing mechanisms may have on the international shipping market. To strengthen our carbon risk management capabilities, we are planning a feasibility study on the implementation of an internal carbon pricing system. Preliminary numbers, which will be used as a basis for capital expenditure planning and operational strategy adjustments, will be based on Taiwan's domestic carbon fee price of NT\$300 per metric ton. We are also running simulations with current EU carbon market prices.</p>
<p>8. Has the</p>	<p>See Sections 2.1.1, 2.1.2 and 2.2.</p>

<p>company set climate-related targets? If so, what are the activities covered, scope of greenhouse gas emissions, planning horizon, and progress achieved each year? If carbon credits or renewable energy certificates (RECs) are used to achieve relevant targets, what are the sources and quantities of carbon credits or RECs to be offset?</p>	
<p>9. What are the results of the company's greenhouse gas inventory and assurance status? What are its reduction targets, reduction strategy, and concrete action plan?</p>	

2.1 Greenhouse Gas Inventory and Assurance Status

2.1.1 Greenhouse Gas Inventory

An overview of the company's greenhouse gas emission volume (metric tons CO ₂ e), emission intensity (metric tons CO ₂ e/NT\$1 million), and data coverage in the last two fiscal years:		
We use ISO 14064-1 as the basis for our greenhouse gas inventory. The inventory covers the consolidated entity's Capesize fleet, container transport tractor fleet, and warehouse logistics equipment; and measures direct emissions (Scope 1), indirect energy emissions (Scope 2), and other indirect emissions (Scope 3; Note 1 and 2).		
	2024	2025
Scope 1 – Direct Emissions (Category 1)	28,887.15 MTCO ₂ e	28,486.96 MTCO ₂ e
Scope 2 - Indirect Energy Emissions (Category 2)	1,361.64 MTCO ₂ e	1,430.36 MTCO ₂ e
Scope 3 – Other Indirect Emissions (Category 3)	435,050.59 MTCO ₂ e	409,648.43 MTCO ₂ e
Category 4:		
Purchased Goods and Services	0.00 MTCO ₂ e	4.28 MTCO ₂ e
Solid and Liquid Waste Disposal	59.42 MTCO ₂ e	50.69 MTCO ₂ e
Fuel- and Energy-related Activities (Excluding Category 1 and 2)	7,223.92 MTCO ₂ e	6,950.15 MTCO ₂ e
Category 5:		
Downstream Leased Assets	427,757.25 MTCO ₂ e	402,643.31 MTCO ₂ e
Greenhouse Gas Emission Intensity (Scope 1 and 2; Note 3)	6.52 MTCO ₂ e/NT\$1M	6.12 MTCO ₂ e/NT\$1M

Note 1: Direct emissions (Scope 1) are produced by sources owned or controlled by the company. Indirect energy emissions (Scope 2) are produced by electricity, heat, or steam. Other indirect emissions (Scope 3) are produced by company activities originating from non-company owned or controlled sources (e.g. emissions produced by the fleet during a customer's lease period).

Note 2: Data coverage for Scope 1 and Scope 2 emissions complies with Article 10-2 of "Regulations Governing Information to be Published in Annual Reports of Public Companies." Information on other indirect emissions is voluntarily disclosed.

Note 3: Emission intensity is the ratio of emission volume to every NT\$1 million of revenue.

2.1.2 Greenhouse Gas Assurance Status

The company's assurance status (including assurance scope, assurance firm, assurance standards, and assurance opinion) in the last two fiscal years and as of the publication date of this report:
The assurance report for 2024 emission figures listed in Section 2.1.1 was certified by KPMG. Figures for 2025 will be verified before mid-2026.
Scope 3 emissions: In accordance with MARPOL, carbon dioxide equivalent data from our bulk carrier fleet is verified by the U.K.'s Lloyd's Register (LR), and we have received our Statement of Compliance (SoC). Carbon dioxide equivalent data for our European routes is also verified by LR, with Documents of Compliance (DoC) obtained as well.

2.2 Greenhouse Gas Reduction Targets, Strategy, and Action Plan

The company's greenhouse gas reduction base year and base year figures; reduction targets; strategy; action plan; and implementation status:
The consolidated entity's greenhouse gas inventory is currently ongoing. Once emissions data from our business activities become available, we will set reduction targets based on opportunity and efficiency. The inventory will ensure we remain compliant with relevant laws and regulations; help us reduce our emission intensity; and mitigate the impact of extreme weather-related risk over the long term.

Shipping: In accordance with IMO requirements for annual reduction, our emissions target decreases every year. Our baseline year is 2019, and our short- and long-term emissions targets are:

1. 2023 to 2026: An average Carbon Intensity Indicator (CII) reduction of 2% year-on-year from 2019 levels;
2. 2026 on: Targets will be set based on new IMO requirements.

We closely monitor fleet emissions and conduct regular ship maintenance to ensure mechanical efficiency and prevent energy waste from hull fouling. Apart from installing energy-saving devices on our existing ships, we are phasing out older vessels and building new eco-efficient ships for our fleet. We also employ an external air conduction company to optimize our routes, and use smart ship monitoring systems for precise energy control. We closely monitor new energy-saving and emission-reducing technologies, and are assessing the feasibility of scrubber retrofitting for improved energy efficiency and carbon reduction down the line.

Trucking and Terminals:

We closely monitor the green energy industry and newly available equipment and machinery. In trucking, we are replacing older tractors with Phase 6 eco-friendly tractors and electric tractors. We have also implemented ecodriving to reduce energy consumption, along with waste sorting, recycling and reuse. In terminals, we have introduced electric container handlers and other energy-saving machinery and equipment to reduce greenhouse gas emissions and maintenance costs.

Offices:

With safety and efficiency in mind, we continue to make energy and carbon reduction improvements in our offices. Our plans include installing elevators with variable-frequency regenerative drives; upgrading to variable-frequency air conditioning systems with magnetic bearing and centrifugal chillers; and phasing out obsolete electrical equipment.

Emission Reduction Status:

Despite the continued expansion of our bulk carrier fleet, we have effectively controlled and reduced greenhouse gas emissions through various measures including fleet renewal and the installation of energy-saving facilities. Total greenhouse gas emissions (Scope 1, 2 and 3) decreased approximately 5.6% from 2024 to 2025, while emission intensity (Scope 1 and 2) decreased approximately 6.1%.

Shipping: Between 2019 and 2025, we achieved CII reduction of over 12%. During this period, we reduced our CII by an average of 2% per year. Emissions from our shipping operations decreased 5.9% from 2024 to 2025.

Trucking: As of 2025, we have purchased 23 Phase 6-compliant tractors and one electric tractor while scrapping 37 older models. Emissions from our trucking operations decreased 5.1% from 2024 to 2025.

Terminals: We launched a voluntary inspection of terminal equipment in 2023 after the Ministry of Environment issued autonomous verification guidelines for machine tool emissions. Of the 22 pieces of equipment inspected, 99% met "Gold Standard Certification" requirements (validity period of three years, equivalent to Japan Tier 4 emission standards) and one met "Silver Standard Certification" requirements (validity period of two years, equivalent to Japan Tier 3 emission standards). The latter was reinspected by Ministry of Environment personnel in 2025 before the expiration of the two-year period. At present, all of our primary operating equipment rate Gold Standard.