

2025Y ENVIRONMENTAL/ENERGY PROGRAM PERFORMANCE REPORT

Significant Environmental Aspect	Environmental/Energy Goal		Performance			Confirmer																																		
	Target	Criteria(Q'ty)	Performance	Achievement Ratio(%)	Details																																			
Marine pollution from emergencies like hull damage	Prevent emergencies & minimize damage upon occurrence	ZERO cases of marine pollution from emergencies	ZERO marine pollution incidents	100.0	<input type="checkbox"/> Continuously verifying implementation of work safety procedures during ship audits/visits. <input type="checkbox"/> Continuously improving work safety procedures including ship risk assessment and implementing feedback. <input type="checkbox"/> Practicing ship emergency response procedures and conducting drills. <input type="checkbox"/> Thorough management of pollution control and waterproofing materials per vessel ※ Note : An outboard oil spill is classified as a marine pollution incident.	SHIP MT QAT																																		
Marine pollution due to equipment failure	Prevent failure of marine pollution prevention equipment	ZERO cases of marine pollution from equipment failure.	ZERO marine pollution incidents.	100.0	<input type="checkbox"/> Optimal management of pollution prevention equipment. <input checked="" type="checkbox"/> Oily Water Separator 15ppm Monitoring System Calibration. <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 15%;">Division</th> <th colspan="2" style="width: 30%;">15 ppm device calibration status</th> <th rowspan="2" style="width: 45%;">Remarks</th> </tr> <tr> <th style="width: 15%;">Implementation</th> <th style="width: 15%;">Plan</th> </tr> </thead> <tbody> <tr> <td>CNTR- 1 team</td> <td style="text-align: center;">1</td> <td style="text-align: center;">2</td> <td>Voyage schedule change</td> </tr> <tr> <td>CNTR- 2 team</td> <td style="text-align: center;">8</td> <td style="text-align: center;">10</td> <td>Due date change and voyage schedule delay</td> </tr> <tr> <td>CNTR- 3 team</td> <td style="text-align: center;">8</td> <td style="text-align: center;">6</td> <td>Voyage schedule delay</td> </tr> <tr> <td>CNTR- 4 team</td> <td style="text-align: center;">7</td> <td style="text-align: center;">5</td> <td>Equipment failure and additional implementation for second-hand vessels</td> </tr> <tr> <td>Tanker team</td> <td style="text-align: center;">10</td> <td style="text-align: center;">10</td> <td>Implementation completed for target vessels</td> </tr> <tr> <td>LNG&BULK carrier team</td> <td style="text-align: center;">8</td> <td style="text-align: center;">8</td> <td>Implementation completed for target vessels</td> </tr> <tr> <td>TOTAL (vessels,%)</td> <td style="text-align: center;">42(102%)</td> <td style="text-align: center;">41</td> <td>Implementation for remaining vessels scheduled for 2026</td> </tr> </tbody> </table> <ul style="list-style-type: none"> ① CNTR Fleet: Implemented every 2.5 years (30-month cycle) per vessel. <ul style="list-style-type: none"> - Implementation Status: 19 out of 23 planned vessels + 5 unplanned vessels completed. - Unplanned (5 vessels): Calibration was performed due to the acquisition of second-hand ships and equipment failure. - Not Implemented (4 vessels): Postponed to 2026, considering operational schedules and due dates. ② TANKER Fleet: Annual calibration implemented as per MAJOR's requirements and MESQAC※. <ul style="list-style-type: none"> ※Marine Environmental, Safety, and Quality Assurance Criteria - Implementation Status: 10 out of 10 planned vessels completed. ③ LNG CARRIER Fleet: Annual calibration implemented as per MAJOR's requirements and MESQAC. <ul style="list-style-type: none"> - Implementation Status: 1 out of 1 planned vessel completed. ④ BULK Fleet: Implemented every 2.5 years (30-month cycle) per vessel. <ul style="list-style-type: none"> - Implementation Status: 5 out of 5 planned vessels completed. ⑤ MPV Fleet: Implemented every 2.5 years (30-month cycle) per vessel. (However, if shipowner's guidelines exist, they are followed.) 	Division	15 ppm device calibration status		Remarks	Implementation	Plan	CNTR- 1 team	1	2	Voyage schedule change	CNTR- 2 team	8	10	Due date change and voyage schedule delay	CNTR- 3 team	8	6	Voyage schedule delay	CNTR- 4 team	7	5	Equipment failure and additional implementation for second-hand vessels	Tanker team	10	10	Implementation completed for target vessels	LNG&BULK carrier team	8	8	Implementation completed for target vessels	TOTAL (vessels,%)	42(102%)	41	Implementation for remaining vessels scheduled for 2026	SHIP MT
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					- Implementation Status: 2 out of 2 planned vessels completed. ■ Maintenance is being performed and records are kept according to the Planned Maintenance System (PMS) for each vessel's related equipment. - Includes PMS maintenance for the stern tube sealing system (to minimize stern tube lubrication oil discharge).																																																																															
Air pollution from ship operation	Minimize fuel consumption and increase energy efficiency	F.O consumption intensity (0.7412g/DWT*km)	0.7493	98.9	<div style="margin-bottom: 5px;"> <input type="checkbox"/> Target: 1% improvement over the 3-year average (2022-2024). </div> <div style="margin-bottom: 5px;"> <input type="checkbox"/> Unit Fuel Oil Consumption (FOC) Performance by Fleet (Unit: g/DWT*km) </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <thead> <tr> <th style="background-color: #003366; color: white;">Items</th> <th style="background-color: #003366; color: white;">2022</th> <th style="background-color: #003366; color: white;">2023</th> <th style="background-color: #003366; color: white;">2024</th> <th style="background-color: #003366; color: white;">2025</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td>0.9428</td> <td>0.8515</td> <td>0.8795</td> <td>▲ 0.8962</td> </tr> <tr> <td>TANKER</td> <td>0.3541</td> <td>0.3531</td> <td>0.3592</td> <td>▼ 0.3322</td> </tr> <tr> <td>BULK</td> <td>0.7056</td> <td>0.5081</td> <td>0.4701</td> <td>▼ 0.4425</td> </tr> <tr> <td>LNG CARRIER</td> <td>1.2213</td> <td>0.7888</td> <td>0.5199</td> <td>▲ 0.8390</td> </tr> <tr> <td>MPV</td> <td>2.0114</td> <td>2.0000</td> <td>1.8988</td> <td>▼ 1.8696</td> </tr> <tr> <td>PCTC</td> <td>-</td> <td>-</td> <td>-</td> <td>2.5372</td> </tr> <tr> <td>TOTAL</td> <td>0.8307</td> <td>0.6936</td> <td>0.7217</td> <td>▲ 0.7493</td> </tr> </tbody> </table> <div style="margin-bottom: 5px; font-size: small;"> <i>(The raw data for energy efficiency performance is aggregated based on the Fleet Management System(FMS))</i> </div> <div style="margin-bottom: 5px;"> <input type="checkbox"/> Change in Fuel Consumption Intensity by Fleet (Unit: vessels) </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-bottom: 5px;"> <thead> <tr> <th rowspan="2" style="background-color: #003366; color: white;">Items</th> <th colspan="3" style="background-color: #003366; color: white;">Change in F.O consumption intensity ('24 vs '25)</th> <th rowspan="2" style="background-color: #003366; color: white;">Total</th> </tr> <tr> <th style="background-color: #00FF00; color: white;">Improvement</th> <th style="background-color: #FF0000; color: white;">Maintenance</th> <th style="background-color: #FF0000; color: white;">Deterioration</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td>35</td> <td>-</td> <td>32</td> <td>67</td> </tr> <tr> <td>TANKER</td> <td>6</td> <td>-</td> <td>4</td> <td>10</td> </tr> <tr> <td>BULK</td> <td>5</td> <td>-</td> <td>6</td> <td>11</td> </tr> <tr> <td>LNG CARRIER</td> <td>-</td> <td>-</td> <td>1</td> <td>1</td> </tr> <tr> <td>MPV</td> <td>2</td> <td>-</td> <td>2</td> <td>4</td> </tr> <tr> <td>TOTAL</td> <td>48</td> <td>-</td> <td>45</td> <td>93</td> </tr> </tbody> </table> <div style="margin-bottom: 5px;"> <input type="checkbox"/> Performance evaluation Fuel efficiency improvement was identified in 48 out of 93 vessels (52%) compared to the previous year. </div> <div style="margin-bottom: 5px;"> ■ CNTR Fleet [Slight deterioration in fuel efficiency compared to the previous year] </div> <ol style="list-style-type: none"> ① Increased fuel consumption during slow steaming sections and waiting times due to port congestion. ② Decrease in average transport capacity (DWT) per vessel due to the acquisition and operation of second-hand ships with lower DWT. ③ Increased fuel consumption due to variable engine operations resulting from existing vessels' dry-docking schedules and route changes. ④ Increased fleet fuel consumption due to vessels operating at higher speeds to avoid heavy weather in the summer. 	Items	2022	2023	2024	2025	CNTR	0.9428	0.8515	0.8795	▲ 0.8962	TANKER	0.3541	0.3531	0.3592	▼ 0.3322	BULK	0.7056	0.5081	0.4701	▼ 0.4425	LNG CARRIER	1.2213	0.7888	0.5199	▲ 0.8390	MPV	2.0114	2.0000	1.8988	▼ 1.8696	PCTC	-	-	-	2.5372	TOTAL	0.8307	0.6936	0.7217	▲ 0.7493	Items	Change in F.O consumption intensity ('24 vs '25)			Total	Improvement	Maintenance	Deterioration	CNTR	35	-	32	67	TANKER	6	-	4	10	BULK	5	-	6	11	LNG CARRIER	-	-	1	1	MPV	2	-	2	4	TOTAL	48	-	45	93	SHIP QAT
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					<ul style="list-style-type: none"> ■ TANKER Fleet [Slight improvement in fuel efficiency compared to the previous year] <ul style="list-style-type: none"> ① Reduced fuel consumption due to improvements in the operational profile. ② Improved fuel consumption efficiency due to hull fouling removal after some vessels completed dry-docking repairs in 2024. ■ BULK Fleet [Slight improvement in fuel efficiency compared to the previous year] <ul style="list-style-type: none"> ① Improved fleet fuel consumption efficiency due to the sale of aged vessels (PACIFIC ACE, PACIFIC PRIDE). ② Increased average transport capacity (DWT) per vessel due to the acquisition and operation of second-hand ships with higher DWT. ■ LNG CARRIER Fleet [Deterioration in fuel efficiency compared to the previous year] <ul style="list-style-type: none"> ① Decrease in the fleet's average fuel efficiency due to the operation of LPGCs, which have a higher dependency on fuel oil (VLSFO/MGO) compared to LNGCs that primarily use BOG (Boil-Off Gas) as fuel. ② Increased fuel oil consumption due to reduced LNG consumption in compliance with the charterer's BOG management guidelines. ■ MPV Fleet [Slight improvement in fuel efficiency compared to the previous year] <ul style="list-style-type: none"> ① Reduced fuel consumption due to improvements in the operational profile. ② Improved fleet's average fuel efficiency due to the introduction of new-build MPVs with higher fuel efficiency. 																																																																										
Maintaining appropriate CII ratings		Maintaining a ratio of vessels with a CII rating of D or higher (95% higher)	100.0	105.3	<input type="checkbox"/> CII Performance and Improvement Measures <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 10%;">Items</th> <th colspan="5" style="width: 45%;">CII grade changes ('24 vs '25)</th> <th colspan="2" style="width: 45%;">Total</th> </tr> <tr> <th style="width: 10%;">A</th> <th style="width: 10%;">B</th> <th style="width: 10%;">C</th> <th style="width: 10%;">D</th> <th style="width: 10%;">E</th> <th style="width: 10%;">A~D</th> <th style="width: 10%;">E</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td style="text-align: center;">22 29%</td> <td style="text-align: center;">35 45%</td> <td style="text-align: center;">12 16%</td> <td style="text-align: center;">8 10%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">77 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>TANKER</td> <td style="text-align: center;">1 10%</td> <td style="text-align: center;">8 80%</td> <td style="text-align: center;">1 10%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">10 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>BULK</td> <td style="text-align: center;">4 25%</td> <td style="text-align: center;">5 31%</td> <td style="text-align: center;">7 44%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">16 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>LNG CARRIER</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">1 50%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">1 50%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">2 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>PCTC</td> <td style="text-align: center;">1 50%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">1 50%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">2 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>Total (vessels,%)</td> <td style="text-align: center;">28 26%</td> <td style="text-align: center;">49 46%</td> <td style="text-align: center;">21 20%</td> <td style="text-align: center;">9 8%</td> <td style="text-align: center;">0 0%</td> <td style="text-align: center;">107 100%</td> <td style="text-align: center;">0 0%</td> </tr> <tr> <td>Total (vessels,% '24)</td> <td style="text-align: center;">30 32%</td> <td style="text-align: center;">33 34%</td> <td style="text-align: center;">22 23%</td> <td style="text-align: center;">10 10%</td> <td style="text-align: center;">1 1%</td> <td style="text-align: center;">95 99%</td> <td style="text-align: center;">1 1%</td> </tr> </tbody> </table>			Items	CII grade changes ('24 vs '25)					Total		A	B	C	D	E	A~D	E	CNTR	22 29%	35 45%	12 16%	8 10%	0 0%	77 100%	0 0%	TANKER	1 10%	8 80%	1 10%	0 0%	0 0%	10 100%	0 0%	BULK	4 25%	5 31%	7 44%	0 0%	0 0%	16 100%	0 0%	LNG CARRIER	0 0%	1 50%	0 0%	1 50%	0 0%	2 100%	0 0%	PCTC	1 50%	0 0%	1 50%	0 0%	0 0%	2 100%	0 0%	Total (vessels,%)	28 26%	49 46%	21 20%	9 8%	0 0%	107 100%	0 0%	Total (vessels,% '24)	30 32%	33 34%	22 23%	10 10%	1 1%	95 99%	1 1%	R&D Team MT
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					<p>□ Goal: To maintain a rate of 95% or more for vessels with a CII rating of 'D' or higher.</p> <ul style="list-style-type: none"> ■ A-D Grade Proportion (%): The distribution of A-D ratings among all vessels in each fleet (Target achievement rate: 105%). ■ Factors for 'D' Rating: <ol style="list-style-type: none"> ① Long waiting periods at anchorage, increased port operation time, speed increases, engine slip, adverse weather, etc. ② Limitations exist in improving the ratings of older vessels due to the annually strengthening CII rating criteria. ■ Sale of Older Vessels (including 4 'E' rated vessels): <ol style="list-style-type: none"> ① TANKER: O/GOLD, O/DIAMOND ② BULK: FEG SUCCESS, PACIFIC ACE, PACIFIC PRIDE <p>□ CII Rating Change('24 vs '25) (Unit : vessels)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th rowspan="2" style="width: 15%;">Items</th> <th colspan="3" style="width: 60%;">CII grade changes ('24 vs '25)</th> <th rowspan="2" style="width: 15%;">Total</th> </tr> <tr> <th style="width: 15%;">Improvement</th> <th style="width: 15%;">Maintenance</th> <th style="width: 15%;">Deterioration</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td style="text-align: center;">8</td> <td style="text-align: center;">42</td> <td style="text-align: center;">17</td> <td style="text-align: center;">67</td> </tr> <tr> <td>TANKER</td> <td style="text-align: center;">4</td> <td style="text-align: center;">4</td> <td style="text-align: center;">2</td> <td style="text-align: center;">10</td> </tr> <tr> <td>BULK</td> <td style="text-align: center;">3</td> <td style="text-align: center;">7</td> <td style="text-align: center;">1</td> <td style="text-align: center;">11</td> </tr> <tr> <td>LNGC</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1</td> </tr> <tr> <td>Total (vessels,%)</td> <td style="text-align: center;">15 <small>17%</small></td> <td style="text-align: center;">53 <small>60%</small></td> <td style="text-align: center;">21 <small>23%</small></td> <td style="text-align: center;">89 <small>100%</small></td> </tr> </tbody> </table> <p><small>* Excludes new-build/second-hand vessels acquired in 2025 (except for HHCE, acquired in Dec 2024).</small></p> <ul style="list-style-type: none"> ■ 77% of vessels improved or maintained their CII rating. ■ Measures to Improve CII Rating: <ol style="list-style-type: none"> ① [CNTR] Continuous route optimization through Proforma Schedule (PFS) changes and adjustments. ② [CNTR] Utilize Constant Power on the high seas / Strengthen Berth on Arrival (BOA) management in coastal areas. <small>*Constant Power: Stabilize FOC by fixing the engine load. *BOA: Optimize (ATB - ATA - Pilot boarding time).</small> ③ [CNTR] Operate terminal productivity improvement programs (to minimize berthing time). 	Items	CII grade changes ('24 vs '25)			Total	Improvement	Maintenance	Deterioration	CNTR	8	42	17	67	TANKER	4	4	2	10	BULK	3	7	1	11	LNGC	0	0	1	1	Total (vessels,%)	15 <small>17%</small>	53 <small>60%</small>	21 <small>23%</small>	89 <small>100%</small>	
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					<ul style="list-style-type: none"> ④ [CNTR] Introduce Trim Optimization and HiNAS Control (partial autonomous navigation solution). ⑤ Strengthen Eco-steaming and RPM Monitoring. ⑥ Reflect weather routing service's vessel speed operation guide. ⑦ Apply Premium Anti-Fouling paint/upgrade. ⑧ Strengthen hull fouling management. <ul style="list-style-type: none"> - Propeller polishing and Condition-based Hull cleaning during hull inspections. ⑨ Actively utilize Energy Saving Devices (ESD) such as EPL/ShaPoLi. <ul style="list-style-type: none"> - Operate with Variable Injection Timing (VIT) (expecting 1.5% efficiency improvement). : 6.3K CNTR (HHOK, HHTA, HHVC), 6.8K CNTR (HHCB, HHBN, HHJK) - Operate with Propeller retrofit (expecting 3-3.5% efficiency improvement). : 6.3K CNTR (HHOK, HHTA, HHVC), 6.8K CNTR (HHCB, HHBN, HHJK) - Operate with Wind Saver cap (expecting 2-2.7% efficiency improvement). : 24K CNTR (HOGD, HOHA, HOHE, HOLE) - Operate with Wing sail (expecting 4.5% efficiency improvement). : 50K TANKER (OUJH) - Install and operate Variable Frequency Drive (VFD) (expecting 40-50% power savings). : 16K CNTR (HONR, HOGO, HOGR, HOMI, HOBD, HORA, HODA, HOHL) ⑩ Expand the use of alternative fuels (Biofuel, e-Methanol, LNG). <ul style="list-style-type: none"> - Prioritize supplying Biofuel (B30/B24) to low-efficiency vessels & vessels with two consecutive D-ratings. ⑪ Share CII rating status and discuss improvement measures with shipowners' operations teams. ⑫ Implement intensive management by designating "Specially Managed Vessels" (vessels with two consecutive 'D' ratings or an 'E' rating) and review the sale of target vessels or expansion of ESD investment. 	

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	Minimize fuel consumption and increase energy efficiency	Hull fouling management (93 ships)	81 ships	87.1	<div style="border: 1px solid black; padding: 5px;"> <p>❑ Hull fouling management</p> <ul style="list-style-type: none"> ■ Aim to increase fuel efficiency by minimizing the increase in hull resistance caused by marine growth. ■ Vessels that underwent Hull Inspection (81 out of 93 planned vessels implemented). ■ Propeller polishing performed along with Hull inspection, considering berthing time. <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 15%;">Division</th> <th colspan="2" style="width: 15%;">Hull inspection(ships)</th> <th colspan="2" style="width: 15%;">Hull cleaning(ships)</th> <th rowspan="2" style="width: 35%;">Remarks</th> </tr> <tr> <th style="width: 5%;">Implementation</th> <th style="width: 10%;">Plan</th> <th style="width: 5%;">Condition base</th> <th style="width: 10%;">시행</th> </tr> </thead> <tbody> <tr> <td>CNTR- 1 team</td> <td style="text-align: center;">11</td> <td style="text-align: center;">16</td> <td colspan="2">11 (During Dry-dock)</td> <td>5 remaining vessels</td> </tr> <tr> <td>CNTR- 2 team</td> <td style="text-align: center;">16</td> <td style="text-align: center;">16</td> <td colspan="2">8 (During Dry-dock)</td> <td>All vessels completed</td> </tr> <tr> <td>CNTR- 3 team</td> <td style="text-align: center;">20</td> <td style="text-align: center;">19</td> <td colspan="2">11 (4 During Dry-dock / 7 In Operation)</td> <td>2 remaining vessels</td> </tr> <tr> <td>CNTR- 4 team</td> <td style="text-align: center;">17</td> <td style="text-align: center;">16</td> <td colspan="2">5 (2 During Dry-dock / 3 In Operation)</td> <td>All vessels completed</td> </tr> <tr> <td>Tanker team</td> <td style="text-align: center;">3</td> <td style="text-align: center;">10</td> <td colspan="2">2 (In Operation)</td> <td>7 remaining vessels</td> </tr> <tr> <td>LNG&BULK carrier team</td> <td style="text-align: center;">14</td> <td style="text-align: center;">16</td> <td colspan="2">11 (5 During Dry-dock / 6 In Operation)</td> <td>2 remaining vessels</td> </tr> <tr> <td style="text-align: center;">TOTAL (vessels,%)</td> <td style="text-align: center;">81 (87%)</td> <td style="text-align: center;">93</td> <td colspan="2">Implemented on 30 vessels during dry-dock & 18 in operation.</td> <td>Remaining vessels scheduled for 2026.</td> </tr> </tbody> </table> <p style="margin-top: 10px;">① CNTR Fleet: Hull inspection performed at least once a year per vessel.</p> <ul style="list-style-type: none"> - Implementation Status: 60 out of 67 planned vessels + 4 unplanned vessels implemented. - Additional unplanned implementation (4 vessels): Hull inspection due to second-hand ship acquisition. - Not implemented (7 vessels): Postponed to 2026 considering shipowner guidelines and operational schedules. <p>② TANKER Fleet: Implemented annually after dry-docking for each vessel.</p> <ul style="list-style-type: none"> - Implementation Status: 3 out of 10 planned vessels implemented. - Not implemented (7 vessels): Postponed to 2026 considering good hull condition and operational schedules. <p>③ LNG CARRIER Fleet: Implemented annually after dry-docking for each vessel.</p> <ul style="list-style-type: none"> - Implementation Status: 0 out of 1 planned vessel implemented. - Not implemented (1 vessel): Postponed to 2026 as it was impossible to secure work time due to the operational schedule. <p>④ BULK Fleet: Implemented annually after DRY-DOCK for each vessel.</p> <ul style="list-style-type: none"> - Implementation Status: 10 out of 11 planned vessels implemented. - Not implemented (1 vessel): Postponed to 2026 as it was impossible to secure work time due to the operational schedule. </div>		Division	Hull inspection(ships)		Hull cleaning(ships)		Remarks	Implementation	Plan	Condition base	시행	CNTR- 1 team	11	16	11 (During Dry-dock)		5 remaining vessels	CNTR- 2 team	16	16	8 (During Dry-dock)		All vessels completed	CNTR- 3 team	20	19	11 (4 During Dry-dock / 7 In Operation)		2 remaining vessels	CNTR- 4 team	17	16	5 (2 During Dry-dock / 3 In Operation)		All vessels completed	Tanker team	3	10	2 (In Operation)		7 remaining vessels	LNG&BULK carrier team	14	16	11 (5 During Dry-dock / 6 In Operation)		2 remaining vessels	TOTAL (vessels,%)	81 (87%)	93	Implemented on 30 vessels during dry-dock & 18 in operation.		Remaining vessels scheduled for 2026.	MT R&D Team
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2025Y ENVIRONMENTAL/ENERGY PROGRAM PERFORMANCE REPORT

Significant Environmental Aspect	Environmental/Energy Goal		Performance			Confirmer						
	Target	Criteria(Q'ty)	Performance	Achievement Ratio(%)	Details							
					<ul style="list-style-type: none"> ⑤ MPV Fleet: Implemented annually after DRY-DOCK for each vessel. <ul style="list-style-type: none"> - Implementation Status: 4 out of 4 planned vessels implemented. ■ Hull Cleaning Implementation: Performed on a condition basis after Hull inspection. ① CNTR Fleet: <ul style="list-style-type: none"> - Implementation Status: 35 vessels (25 during dry-dock / 10 during operation). ② TANKER Fleet: <ul style="list-style-type: none"> - Implementation Status: 2 vessels (2 during operation). ③ BULK Fleet: <ul style="list-style-type: none"> - Implementation Status: 9 vessels (4 during dry-dock / 5 during operation). ④ MPV Fleet: <ul style="list-style-type: none"> - Implementation Status: 2 vessels (1 during dry-dock / 1 during operation). 							
	Minimize emission of VOCs	Related Machinery / Equipment PMS Overdue (Case ZERO)	Overdue item ZERO	100.0	<ul style="list-style-type: none"> <input type="checkbox"/> Goal: Timely discharge of VOCs through PMS maintenance of related equipment. <ul style="list-style-type: none"> ■ TANKER Fleet: No PMS Overdue history for related equipment (High velocity PV valve). <input type="checkbox"/> Compliance with reduction procedures and record-keeping for optimal control of cargo loading-related VOCs, in accordance with the VOC management plan. <input type="checkbox"/> Annual Performance <table border="1" style="margin-left: 20px; width: 100%;"> <thead> <tr> <th style="background-color: #003366; color: white;">Category</th> <th style="background-color: #e6f2ff;">2024</th> <th style="background-color: #e6f2ff;">2025</th> </tr> </thead> <tbody> <tr> <td>VOCs (m³)</td> <td style="text-align: center;">3,653,571</td> <td style="text-align: center;">3,111,960</td> </tr> </tbody> </table> 	Category	2024	2025	VOCs (m³)	3,653,571	3,111,960	TANKER
Category	2024	2025										
VOCs (m³)	3,653,571	3,111,960										
	Legal operation of incinerator	Incinerator procedure (Violation ZERO)	Violation ZERO	100.0	<ul style="list-style-type: none"> <input type="checkbox"/> No cases of non-compliance were reported. 	QAT MT						

2025Y ENVIRONMENTAL/ENERGY PROGRAM PERFORMANCE REPORT

Significant Environmental Aspect	Environmental/Energy Goal		Performance			Confirmer
	Target	Criteria(Q'ty)	Performance	Achievement Ratio(%)	Details	
	Compliance with fuel oil sulfur oxide emission regulations	Fuel oil sulfur oxide emission regulations (Violation ZERO)	Violation ZERO	100.0	<input type="checkbox"/> SOx Emission Management <input type="checkbox"/> Operation of SCRUBBERS and use of low-sulfur fuel oil (VLSFO) to comply with ship sulfur oxide emission regulations. <input checked="" type="checkbox"/> SCRUBBER Operation Status (94 out of 116 managed vessels in operation) <input checked="" type="checkbox"/> CNTR: 68 vessels, TANKER: 9 vessels, BULK: 11 vessels, MPV: 6 vessels in operation. ① Increase of 12 SCRUBBER-operated vessels compared to the previous year ② CNTR: 10 additional vessels (6 newbuilds / 4 second-hand acquisitions) ③ TANKER: 2 fewer vessels (vessels redelivered/management company change) ④ BULK: 2 additional vessels (3 second-hand acquisitions / 1 vessel sold) ⑤ MPV: 2 additional vessels (2 newbuilds) <input type="checkbox"/> The 22 vessels not using SCRUBBERS use low-sulfur fuel oil (VLSFO) with a sulfur content of 0.5% or less.	MT QAT
Marine pollution from ship operation	Compliance with fuel oil sulfur oxide emission regulations	Fuel oil sulfur oxide emission regulations (Violation ZERO)	Violation ZERO	100.0	<input type="checkbox"/> Operation of nitrogen oxide emission reduction equipment (*EGR / *SCR) to comply with ship nitrogen oxide emission regulations (MARPOL Annex VI Rule 13.5 / TIER III). <i>*EGR: Exhaust Gas Recirculation / SCR: Selective Catalytic Reduction</i> <input type="checkbox"/> Applicable Vessels: Vessels with keel laid on or after Jan 1, 2016, and vessels operating in NOx Emission Control Areas (*NECA). (Total 40 out of 116 vessels applicable) <i>*NOx Emission Control Area</i> <input checked="" type="checkbox"/> EGR Operation Status (10 out of 40 applicable vessels in operation / SCR for G/E also installed) - CNTR: 6 vessels, PCTC: 2 vessels, MPV: 2 vessels <input checked="" type="checkbox"/> SCR Operation Status (30 out of 40 applicable vessels in operation) - CNTR: 20 vessels, TANKER: 9 vessels, LPGC: 1 vessel <input type="checkbox"/> The 76 vessels not operating SCR or EGR are in compliance with emission regulations (MARPOL Annex VI Rule 13.4 / TIER II) or are exempt, and thus do not operate NOx reduction equipment.	MT QAT
Marine pollution from ship operation	Legal management of Garbage	Disposal of garbage (Violation ZERO)	Violation ZERO	100.0	<input type="checkbox"/> Preventing marine dumping and ensuring compliance through efficient storage and management procedures for waste. <input checked="" type="checkbox"/> Vessels with PLASTIC COMPACTOR and Incinerator (95 out of 116 total vessels in operation) ① CNTR Fleet: 65 out of 77 vessels (84%) in operation - Not installed on second-hand vessels (HHPT, HHPV, HHPU, HHPA, HHPE, HHCE) - Not installed on newbuilds (HOLF, HOIV, HOGE, HOF, HOJU, HOCV) ② TANKER Fleet: 10 out of 10 vessels (100%) in operation ③ LNG CARRIER Fleet: 2 out of 2 vessels (100%) in operation	QAT MT

2025Y ENVIRONMENTAL/ENERGY PROGRAM PERFORMANCE REPORT

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	Target	Criteria(Q'ty)	Performance	Achievement Ratio(%)	Details																																																																										
					④ BULK Fleet: 8 out of 16 vessels (50%) - Not installed on second-hand vessels (TGAT, TTAB, BAA2, BPC1, BSS7, BOFL, BODR, BOCP) ⑤ MPV Fleet: 8 out of 9 vessels (89%) in operation - Not installed on second-hand vessel (B2CL) ⑥ PCTC Fleet: 2 out of 2 vessels (100%)																																																																										
	Minimize generation of Waste oil	Waste oil generation ratio (1.90 %)	1.93	98.4	<input type="checkbox"/> Target: 1% improvement on the 3-year average (2022-2024). <input type="checkbox"/> Waste Oil Generation Rate by Fleet (Unit: %) <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="background-color: #003366; color: white;">Items</th> <th style="background-color: #003366; color: white;">2022</th> <th style="background-color: #003366; color: white;">2023</th> <th style="background-color: #003366; color: white;">2024</th> <th style="background-color: #003366; color: white;">2025</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td>2.02</td> <td>2.08</td> <td>2.01</td> <td style="color: red;">▲ 2.02</td> </tr> <tr> <td>TANKER</td> <td>1.35</td> <td>1.40</td> <td>1.57</td> <td style="color: blue;">▼ 1.40</td> </tr> <tr> <td>BULK</td> <td>1.53</td> <td>1.43</td> <td>1.75</td> <td style="color: red;">▲ 1.79</td> </tr> <tr> <td>LPGC</td> <td>-</td> <td>-</td> <td>-</td> <td>1.08</td> </tr> <tr> <td>MPV</td> <td>1.44</td> <td>1.39</td> <td>1.39</td> <td style="color: red;">▲ 1.46</td> </tr> <tr> <td>PCTC</td> <td>-</td> <td>-</td> <td>-</td> <td>2.32</td> </tr> <tr> <td style="background-color: #003366; color: white;">TOTAL</td> <td style="background-color: #003366; color: white;">1.92</td> <td style="background-color: #003366; color: white;">1.93</td> <td style="background-color: #003366; color: white;">1.92</td> <td style="background-color: #003366; color: white;">▲ 1.93</td> </tr> </tbody> </table> <input type="checkbox"/> Change in Waste Oil Generation Rate by Fleet (Unit: vessel) <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2" style="background-color: #003366; color: white;">Items</th> <th colspan="3" style="background-color: #003366; color: white;">Change in Waste Oil Generation Rate ('24 vs '25)</th> <th rowspan="2" style="background-color: #003366; color: white;">Total</th> </tr> <tr> <th style="background-color: #00FF00; color: white;">Improvement</th> <th style="background-color: #003366; color: white;">Maintenance</th> <th style="background-color: #FF0000; color: white;">Deterioration</th> </tr> </thead> <tbody> <tr> <td>CNTR</td> <td>37</td> <td>-</td> <td>30</td> <td>67</td> </tr> <tr> <td>TANKER</td> <td>6</td> <td>-</td> <td>4</td> <td>10</td> </tr> <tr> <td>BULK</td> <td>9</td> <td>-</td> <td>2</td> <td>11</td> </tr> <tr> <td>MPV</td> <td>2</td> <td>-</td> <td>2</td> <td>4</td> </tr> <tr> <td style="background-color: #003366; color: white;">TOTAL</td> <td style="background-color: #003366; color: white;">54</td> <td style="background-color: #003366; color: white;">-</td> <td style="background-color: #003366; color: white;">38</td> <td style="background-color: #003366; color: white;">92</td> </tr> </tbody> </table> <input type="checkbox"/> Performance Evaluation : Fuel efficiency improvement identified in 54 out of 92 vessels (59%) compared to the previous year. <div style="margin-left: 20px;"> ■ CNTR Fleet [Slight increase compared to previous year (▲ 0.01%)] <ol style="list-style-type: none"> ① Increased waste oil generation due to the use of poor-quality fuel oil. ② Increased waste oil generation due to slow-speed operation and increased port waiting times. ③ Increased fleet waste oil generation rate reflecting waste oil generated before the acquisition of second-hand vessels. ■ TANKER Fleet [Slight decrease compared to previous year (▼ 0.17%)] <ol style="list-style-type: none"> ① Decreased waste oil generation due to improved fuel efficiency after dry-dock repairs on </div>	Items	2022	2023	2024	2025	CNTR	2.02	2.08	2.01	▲ 2.02	TANKER	1.35	1.40	1.57	▼ 1.40	BULK	1.53	1.43	1.75	▲ 1.79	LPGC	-	-	-	1.08	MPV	1.44	1.39	1.39	▲ 1.46	PCTC	-	-	-	2.32	TOTAL	1.92	1.93	1.92	▲ 1.93	Items	Change in Waste Oil Generation Rate ('24 vs '25)			Total	Improvement	Maintenance	Deterioration	CNTR	37	-	30	67	TANKER	6	-	4	10	BULK	9	-	2	11	MPV	2	-	2	4	TOTAL	54	-	38	92	
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2025Y ENVIRONMENTAL/ENERGY PROGRAM PERFORMANCE REPORT

Significant Environmental Aspect	Environmental/Energy Goal		Performance			Confirmer	
	Target	Criteria(Q'ty)	Performance	Achievement Ratio(%)	Details		
					some vessels. ② Decreased fleet waste oil generation rate from the sale of low-fuel-efficiency vessels (OODD/OOGL). ■ BULK Fleet [Slight increase compared to previous year (▲ 0.04%)] ① Increased fleet waste oil generation rate reflecting waste oil generated before the acquisition of second-hand vessels. ② Increased waste oil generation due to the use of poor-quality fuel oil. ■ MPV Fleet [Slight increase compared to previous year (▲ 0.07%)] ① Increased fleet waste oil generation rate reflecting waste oil generated before the acquisition of second-hand vessels. ② Increased waste oil generation due to the use of poor-quality fuel oil. ■ Overall, the waste oil generation rate was maintained at the previous year's level (0.01% increase compared to the previous year). ■ Reduction Measures ① Use of fuel oil additives. ② Optimization of purifier discharge time and thorough inspection of related equipment according to PMS. ③ Provide feedback to the purchasing team during fuel oil supplier selection.		
Legal management of Ballast water		Ballast water management regulation / convention (Violation ZERO)	Violation ZERO	100.0	<input type="checkbox"/> Compliance with procedures, regulations, and record-keeping according to the Ballast Water Management Plan. <input type="checkbox"/> BWMS (Ballast Water Management System) Operation Status (116 out of 116 managed vessels in operation) ■ CNTR 77, TANKER 10, LNG CARRIER 2, MPV 9, BULK 16, PCTC 2 vessels in operation. ■ Increase of 16 BWMS-operated vessels compared to the previous year ① CNTR: 10 additional vessels (6 newbuilds / 4 second-hand acquisitions) ② TANKER: 4 fewer vessels (2 vessels sold / 2 management company changes) ③ LNG CARRIER (LPGC): 1 additional vessel (1 second-hand acquisition) ④ BULK: 2 additional vessels (5 second-hand acquisitions / 3 vessels sold) ⑤ MPV: 5 additional vessels (2 newbuilds / 3 second-hand acquisitions) ⑥ PCTC: 2 additional vessels (2 newbuilds) <input type="checkbox"/> Approval of the Ballast Water Management Plan reflecting flag state and international convention requirements, and timely issuance of the International Ballast Water Management Certificate (IBWMC).	QAT MT	

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	Legal operation of SCRUBBER	SCRUBBER wash-water discharge regulation (Violation ZERO)	Violation ZERO	100.0	<input type="checkbox"/> Continuously updating regional regulations regarding SCRUBBER wash water discharge. <input type="checkbox"/> Completed UPDATE of discharge regulations after reviewing materials from the ICCT (International Council on Clean Transportation) and the NORTH OF ENGLAND P&I CLUB.	MT QAT																				
	Compliance with regional regulations for various incidental discharges from ship operation	National discharge regulations (Violation ZERO)	Violation :Violation : 2 cases	0	<input type="checkbox"/> Identification and strict adherence to procedures for various regulations such as the US VGP regulations, and various port-specific regulations on VOC, GREY WATER, SEWAGE, ANTI-FOULING PAINTS, and NOISE. <input type="checkbox"/> Fuel Oil Usage Violations (2 cases) <ul style="list-style-type: none"> <input checked="" type="checkbox"/> OCEAN DRACO: Non-compliance with California fuel oil usage regulations [Overview] During a vessel inspection by a CARB (California Air Resources Board) inspector, poor turbidity and wax components were identified in a fuel oil (MGO) sample taken from the M/E line. Sample analysis revealed an MCR (Micro Carbon Residue) of 1.1%, exceeding the ISO 8217 standard (0.3%). A fine of \$7,500 was paid, and corrective actions were taken to resolve the issue. [Cause] Incomplete fuel changeover due to a leak in the HFO Service tank outlet valve. [Corrective Action] Double-locking of the HFO Service tank outlet valve. A new HFO Service tank outlet valve was supplied and replaced before departure. [Recurrence Prevention] Revised the fuel changeover procedure to include onboard sampling after the changeover. <input checked="" type="checkbox"/> HMM PEARL: Non-compliance with California fuel oil usage regulations [Overview] During a vessel inspection by a CARB inspector, an MCR of 1.69% was detected in a fuel oil (MGO) sample from the M/E line, exceeding the ISO 8217 standard (0.3%). A fine of \$15,000 was paid and the issue was resolved. The initial fine was \$40,000 but was reduced to \$15,000 in consideration of cooperation with the investigation, the extent of the damage, and efforts to prevent recurrence. [Cause] Although the fuel changeover was performed 200 miles before entering the California regulatory sea area (24 miles from the baseline), some residual HSFO components mixed with the in-use fuel oil (MGO) due to a structural problem in the newbuild vessel's M/E F.O return pipe. [Recurrence Prevention] Revised the engine room arrival/departure checklist. Provided feedback to sister ships and guided the operation of closing the M/E F.O return line. Provided feedback on the problem to the newbuild technology team. 	MT QAT																				
Resource consumption in the office	Reduction in Fuel Consumption for Company Vehicles	Fuel Consumption (Gasoline : 23,103ℓ) (Diesel : 1,393ℓ)	Fuel Consumption (Gasoline : 21,720ℓ) (Diesel : 255ℓ)	100.0	<input type="checkbox"/> Annual environment performance of office. <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 15%;">Items</th> <th style="width: 15%;">2022</th> <th style="width: 15%;">2023</th> <th style="width: 15%;">2024</th> <th style="width: 15%;">2024</th> </tr> </thead> <tbody> <tr> <td>Gasoline (ℓ)</td> <td>23,110</td> <td>24,046</td> <td>22,626</td> <td>21,720</td> </tr> <tr> <td>Diesel (ℓ)</td> <td>120</td> <td>273</td> <td>1,393</td> <td>255</td> </tr> <tr> <td>Boiler (Nm³)</td> <td>24,129</td> <td>-</td> <td>-</td> <td>-</td> </tr> </tbody> </table>	Items	2022	2023	2024	2024	Gasoline (ℓ)	23,110	24,046	22,626	21,720	Diesel (ℓ)	120	273	1,393	255	Boiler (Nm ³)	24,129	-	-	-	CAD
	Items	2022	2023	2024		2024																				
Gasoline (ℓ)	23,110	24,046	22,626	21,720																						
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	Reduce the electricity	4,290 MWh	3,983 MWh	100.0		CAD																				

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					Cooling Facility	5,794	-	-	-		
					Electricity (MWh)	2,004	995	1,002	920		
					Employee (Person)	958	946	1,058	961		
					Energy Consumption (MJ)	9,086,457	4,320,886	4,345,369	3,982,806		
					Energy Consumption (MJ/person)	9,485	4,567	4,107	4,144		