2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
Marine pollution due to emergencies such as hull damage, etc.	Prevent emergencies and minimize damage	The number of marine pollution accidents from emergencies (ZERO)	Zero marine pollution accident	100.0	❑ **Continuous verification of compliance with work safety procedures during ship inspections/boarding.** ❑ **Continuous improvement and feedback implementation of work safety procedures, including ship risk assessments.** ❑ **Familiarization with ship emergency response procedures and conducting emergency drills.** ❑ **Thorough management of pollution control materials and waterproof materials for each ship.**	SHIP, MT, QAT
Marine pollution due to malfunction of machinery / equipment	Prevent malfunction of marine pollution prevention machinery / equipment and minimize damage	The number of marine pollution accidents caused by malfunction of machinery / equipment (ZERO)	Zero marine pollution accident	100.0	❑ **Optimal management of pollution prevention equipment.** ■ 15ppm Monitoring System Calibration for Oily Water Separators (Planned 47 ships / Completed 23 ships). ① CNTR Team1 : None, CNTR Team2 : 4 ships, CNTR Team3 : 1 ship, CNTR Team4 : 2 ships - Implemented every 2.5 years (30 months) per ship ② BULK Team(BULK, MPV) : 7 ships - Implemented every 2.5 years (30 months) per ship ③ Tanker Team : 8 ships / LNGC Team : 1 ship - Annual calibration as required by Oil Major and in accordance with MESQAC(Marine Environmental, Safety and Quality Assurance Criteria) ■ Performing maintenance and maintaining records of PMS related equipment facilities for each ship. -. Includes Stern tube sealing system PMS maintenance (Minimize Stern tube lubrication oil emissions).	SHIP, MT

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<table>
<tr><th rowspan="2">Significant Environmental Aspect</th><th colspan="2">Environment/Energy Objective</th><th colspan="3">Performance</th><th rowspan="2">P.I.C</th></tr>
<tr><th>Target</th><th>Criteria (Q'ty)</th><th>Result</th><th>Achievement(%)</th><th>Details</th></tr>
<tr><td>Air pollution from ship operation</td><td>Minimize fuel consumption and increase energy efficiency</td><td>F.O consumption intensity (0.7412g/DWT*km)</td><td>0.7337</td><td>100.9</td><td>❑ Performance trends by fleet.
<table><tr><th>Items</th><th>2022</th><th>2023</th><th>2024</th><th>2025(H)</th></tr><tr><td>CNTR</td><td>0.9428</td><td>0.8515</td><td>0.8795</td><td>0.9013</td></tr><tr><td>TANKER</td><td>0.3541</td><td>0.3531</td><td>0.3592</td><td>0.3452</td></tr><tr><td>BULK</td><td>0.7056</td><td>0.5081</td><td>0.4701</td><td>0.4865</td></tr><tr><td>LNGC + LPGC</td><td>1.2213</td><td>0.7888</td><td>0.5199</td><td>0.6163</td></tr><tr><td>MPV</td><td>2.0114</td><td>2.0000</td><td>1.8988</td><td>1.8844</td></tr><tr><td>TOTAL</td><td>0.8307</td><td>0.6936</td><td>0.7217</td><td>▲ 0.7337</td></tr></table>(Energy efficiency performance is aggregated according to FMS(Fleet Management System)
❑ Target : Value of 1% improvement over the 3-year average('22-'24).
■ CNTR Fleet : 34 of the total 67 ships year-on-year saw a slight drop in fuel efficiency.
-. Slightly decreased fuel efficiency due to increased port congestion and port operating hours.
-. Impact of Low-DWT used ship acquisition and operation.
-. Slightly lower fuel efficiency due to DRY-DOCK schedule of operation ships.
■ TANKER Fleet : Slightly improved fuel efficiency in 9 out of 14 ships year-on-year.
-. Slightly increased fuel efficiency year-on-year due to low-speed operation and improved operational profile.
■ BULK Fleet : 7 out of 13 ships saw a slight drop in fuel efficiency compared to the previous year.
-. Impact of Low-DWT used ship acquisition and operation.
■ LNGC + LPGC Fleet.
-. Slightly decreased fuel efficiency due to acquisition of LPGC used ships with high fuel oil use rate.
■ MPV Fleet : 3 out of 4 ships saw a slight drop in fuel efficiency compared to the previous year.
-. Fleet's fuel efficiency falls slightly due to used ship acquisition and DRY-DOCK schedules.
-. Slightly decreased fuel efficiency year-on-year due to increased port congestion and port operating hours.</td><td>SHIP,
QAT</td></tr>
</table>

2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
	Appropriate maintenance of CII grade	Maintaining a ratio of vessels with a CII rating of D or higher (95% higher)	97.0	102.1		R&D, MT

❑ **CII grade status** (Unit : ship)

Items	CII rating					Total	
	A	B	C	D	E	A~D	E
CNTR	22 31%	28 39%	16 22%	6 8%	0 0%	72 100%	0 0%
TANKER	3 21%	9 64%	0 0%	1 7%	1 7%	13 93%	1 7%
BULK	3 20%	5 33%	5 33%	0 0%	2 13%	13 97%	2 13%
LNGC+ LPGC	0 0%	1 50%	0 0%	1 50%	0 0%	2 100%	0 0%
Total(ship,%)	28 27%	43 42%	21 20%	8 8%	3 3%	100 97%	3 3%
Total(ship,%)	30 32%	32 34%	22 23%	10 10%	1 1%	94 99%	1 1%

* Although 7 MPV ships are exempt from CII, monitoring is in effect(excluding performance)
* Target : More than 95% of ships rated D or higher in CII

■ Percentage of A to D grades : CNTR(100%), TANKER(93%), BULK(97%), LNGC+LPGC (100%)

■ Causes of grade D

-. Increased operating hours at ports, increased speed, engine slip, bad weather, etc.

-. Limitations of improving the rating of aged ships due to the annual strengthening of regulations.

■ Grade E : 3 ships

① TANKER (1 ship) : O/DIAMOND

-. Improved rating with adjustment of operation profile, consideration of the sale in the second half of the year.

② BULK (2 ships) : PACIFIC ACE, PACIFIC PRIDE

-. Improved rating with adjustment of operation profile, consideration of the sale in the second half of the year.

❑ **Changes in CII grades** (Unit : ship)

Items	CII grade changes ('24 vs '25(H))			Total
	Improvement	Maintenance	Deterioration	
CNTR	8	36	23	67
TANKER	4	6	4	14
BULK	3	6	4	13
LNGC	0	0	1	1
Total(ship,%)	15 16%	48 50%	32 34%	95 100%

* Ships newly built or acquired used ships in 2025 are excluded.

2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
					■ 66% of ships have improved or maintained their CII grades. ■ Strategies to achieve CII grade target. ① Improvement of PFS(Proforma schedule) adjustment and Operational profile to improve operational efficiency. ② Eco steaming and RPM Monitoring (Rationalize schedule operation). -. CNTR fleet : ▶ Use of *Constant power in the ocean / Strengthen *BOA management in coastal areas. *Constant power : Stabilization of fuel oil consumption by fixing Engine Load * BOA(Berth on arrival) : (ATB - ATA – Pilot) Optimized time mgt. ▶ Operate a Terminal Productivity Improvement Program (Minimize anchoring time). ③ Reflecting the weather company's SPD operation guide. ④ Premium Anti-Fouling paint/upgrade application. ⑤ Strengthen management of Hull fouling (Hull inspection & cleaning). ⑥ Active use of ESD(Energy saving device) such as EPL/ShaPoLi, etc. -. Installation and *monitoring of the fuel injection timing(V.I.T/Variable Injection Timing) (Expect to improve 3% fuel efficiency in operation). ▶ Monitoring 6.3K(HHOK, HHTA, HHVC), 6.8K (HHBN, HHJK) ▶ 6.8K(HHCB) to be installed -. Installation of retrofitted propeller and monitoring effectiveness (Expect to improve 5% fuel efficiency in operation). ▶ 6.3K(HHOK, HHTA, HHVC), 6.8K (HHCB, HHBN, HHJK) -. WindShield to be installed (Expect to improve 2% fuel efficiency in operation). ▶ 24K(HOGD, HOHA, HOHE, HOLE) ⑦ Expansion of Biofuel use. -. Biofuel(B30/B24) priority supply to low-efficiency ships or Grade D ships for 2 consecutive years. ⑧ Key management through designation of aged ships subject to special management. -. For Grade E or D ships for 2 consecutive years. -. Consider expanding the sales or application of ESD facilities to target ships.	

2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
	Minimize hull resistance for energy efficiency	Hull fouling management (105 ships)	67 ships	63.8	❑ **Hull fouling management.** ■ For Improving fuel efficiency by minimizing increase in hull resistance due to organisms attached to the hull. ■ Implementation of Hull Inspection (Planned 105 ships / Completed 67 ships). ■ Propeller policing at the same time during the Hull inspection. ① CNTR fleet: Implemented at least once a year for each ship. -. Planned 72 ships / completed 50 ships (CNTR Team1 : 10 ships, Team2 : 13 ships, Team3 : 13 ships, Team4 : 14 ships) -. Unimplemented ships are scheduled to be implemented in the second half of the year due to delays in vessel operation schedules, entry and change of routes, etc. ② TANKER fleet : Implemented annually after DRY-DOCK per ship. -. Planned 14 ships / completed 1 ship -. Unimplemented ships are scheduled to be implemented in the second half of the year due to delays in operating schedule and changes in routes. ③ LNGC & LPGC fleet : Implemented annually after DRY-DOCK per ship. - Planned 1 ship / completed 1 ship ④ BULK fleet : Implemented annually after DRY-DOCK per ship. - Planned 14 ships / completed 11 ships - Unimplemented ships are scheduled to be implemented in the second half of the year due to delays in operating schedule and changes in routes. ⑤ MPV fleet : Implemented annually after DRY-DOCK per ship. - Planned 4 ships / completed 4 ships - Unimplemented ships are scheduled to be implemented in the second half of the year due to delays in operating schedule and changes in routes. ■ Hull cleaning : After performing the Hull inspection, check the condition and perform cleaning. ① CNTR Fleet : Completed 9 ships (Implementation of 3 ships during DRY-DOCK and 6 ships in operation) ② TANKER Fleet : Completed 1 ship (Implementation 1 ship in operation) ③ BULK Fleet : Completed 3 ships (Implementation of 1 ship during DRY-DOCK and 2 ships in operation) ④ MPV Fleet : Completed 2 ships (Implementation of 2 ships in operation)	MT, R&D

2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
	Minimize emission of VOCs	Related machinery / equipment PMS Overdue (Case ZERO)	Overdue item ZERO	100.0	❑ **Discharge VOCs in place/time through relevant equipment PMS maintenance.** ■ No PMS overdue history for relevant devices(High velocity PV valve) for TANKER fleet. ■ In accordance with the VOCs management plan, compliance with mitigation procedures for optimized control of VOCs related to cargo loading and record management are implemented.	TANKER
	Legal operation of incinerator	Incinerator procedure (Violation ZERO))	ZERO violation	100.0	❑ **No cases pointed out.**	QAT, MT
	Compliance with fuel oil sulfur oxide emission regulations	F.O sulfur oxide emission regulation (Violation ZERO)	ZERO violation	100.0	❑ **Operation of SCRUBBER and use of VLSFO(very low sulfur fuel oil) to comply with sulfur emission regulations.** ■ SCRUBBER operational status (Total of 110 ships and 88 ships were operated) ① CNTR 63 ships, TANKER 11 ships, BULK 10 ships and MPV 4 ships are in operation. ② 6 more SCRUBBER operating ships compared to the previous year. -. CNTR 5 ships(2 new ships / 3 used ships) -. BULK 1 ship(2 used ships / 1 ship for sale) ❑ **22 ships without SCRUBBER are using VLSFO with a sulfur content of 0.5% or less.**	MT, QAT
	Compliance with fuel oil nitrogen oxide emission regulations	**F.O nitrogen oxide emission regulation (Violation ZERO)**	ZERO violation	100.0	❑ **Operation of nitrogen oxide emission reduction facilities (*EGR / *SCR) to comply with ship nitrogen oxide emission regulations (MARPOL Annex VI 13.5 / TIER III).** ※ EGR : Exhaust Gas Recirculation / SCR : Selective Catalysis Reduction ❑ **Target : Ships with KEEL LAID since 2016.1.1 and those operating in emission-regulated waters(*NECA). (35 out of 110 ships in total).** ※ NOx Emission Control Area ■ EGR operation status (Operation of 3 out of 35 ships). -. CNTR 3 ships ■ SCR operation status (Operation of 32 out of 35 ships). -. CNTR 20 ships, TANKER 11 ships, LPGC 1 ship ❑ **For 75 ships without SCR and EGR, the emission regulations(MARPOL Annex VI 13.4 Rule / TIER II) are applied and excluded from the target ship, so the nitrogen oxide emission reduction facility is not in operation.**	MT, QAT

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<tr><th>Target</th><th>Criteria (Q'ty)</th><th>Result</th><th>Achievement(%)</th><th>Details</th></tr>
<tr><td rowspan="2">Marine pollution from ship operations</td><td>Legal management of garbage and waste minimization</td><td>Disposal of garbage regulation (Violation ZERO)</td><td>ZERO violation</td><td>100.0</td><td>❑ Prevention of dumping at sea and compliance with regulations through efficient storage of waste and compliance with management procedures.
■ Ships operating the PLASTIC COMPACTOR and garbage grinder (92 ships of 110 ships).
① CNTR fleet : 66 ships of 72 ships in operation (94%)
; HHPT, HHPV, HHPU, HHPA, HHCE, HHHV are not installed
② TANKER fleet : 14 ships of 14 ships in operation (100%)
③ LNGC & LPGC 선단 : 1 ship of 2 ships in operation (50%)
; GHEO is not installed
④ BULK fleet : 7 ships of 15 ships in operation (46%)
; TGAT, TTAB, BPC1, BSS7, BOGX, BOFL, BODR, BOCP are not installed
⑤ MPV fleet : 4 ships of 7 ships in operation (57%)
; B2TH, B2CL are not installed</td><td rowspan="2">QAT, MT</td></tr>
<tr><td>Minimize generation of waste oil</td><td>Waste oil generation ratio (1.90 %)</td><td>1.92</td><td>98.9</td><td>❑ Annual performance of W.O generation (%).
<table><tr><th>Items</th><th>2022</th><th>2023</th><th>2024</th><th>2025(H)</th></tr><tr><td>W.O generation (%)</td><td>1.92</td><td>1.93</td><td>1.92</td><td>1.92</td></tr></table>❑ Target : Value of 1% improvement over the 3 year average('22-'24).
❑ Overall waste oil incidence remains at last year's level.
■ CNTR fleet : Maintaining the previous year's level.
① Increased waste oil generation due to the acquisition of used ships and the use of bad fuel oil.
② Increased waste oil generation due to low-speed operation and increased port waiting time.
③ Reduction in waste oil generation due to normal operation of used ships acquired in the previous year.
■ TANKER fleet : Slightly decreased year-on-year (-4.4%).
① Increase in the amount of waste oil generated from some ships due to low-speed operation and the use of malicious fuel oil.
② Reducing waste oil generation due to optimization of the purifier and reduction of TANK cleaning.
■ BULK fleet : Slightly increased year-on-year (+7.4%).
① Increased W.O generation due to the acquisition of used ships and the reflection of the previous SM company's W.O residue.
② Increased waste oil generation due to the use of malicious fuel oil.
■ Reduction measures.
① Using fuel oil additives.
② Optimize discharge time of the purifier and thoroughly inspect by PMS.
③ Provide feed-back when selecting suppliers for the procurement team.</td></tr>
</table>

2025 Environmental and Energy Program Performance (1st Half)

Significant Environmental Aspect	Environment/Energy Objective		Performance			P.I.C
	Target	Criteria (Q'ty)	Result	Achievement(%)	Details	
	Legal management of ballast water	Compliance with the balance water management regulations (Violation ZERO)	ZERO violation	100.0	❑ **Compliance with procedures, regulations and record management according to the ballast water management plan.** ❑ **BWMS operation status** (Total 110 ships in operation). ■ CNTR 72 ships, TANKER 14 ships, LNGC 1 ship, LPGC 1 ship, MPV 7 ships and BULK 15 ships are in operation. ■ 10 more BWMS operating ships compared to the previous year. -. CNTR 5 ships (taking over new 2 ships / acquisition of 3 used ships) -. LPGC 1 ship (acquisition of used ship) -. BULK 1 ship (acquisition of 2 used ships / 1 ship in sale) -. MPV 3 ships (acquisition of 3 used ships) ■ Complete revision of BWMP (D-2 reflection) and re-issuance of IBWMC according to BWMS installation.	QAT, MT
	Legal operation of SCRUBBER	SCRUBBER wash-water discharge regulations (Violation ZERO)	ZERO violation	100.0	❑ **Regulations by region related to wash-water discharge regulations continuously update and ship guidance.**	QAT, MT
	Compliance with regulations for the discharge of by-products generated during operations	Country-specific discharge regulation (Violation ZERO)	ZERO violation	100.0	❑ **Thorough compliance through identification and proceduralizing of VGP regulations in the United States, VOCs by port, GREY WATER, SEWAGE, ANTI-FOULING PAINTS, NOISE emission regulations, etc.** ❑ **1 case of violation of sulfur oxide emission regulations.** ■ OCEAN DRACO : Non-compliance with California Air Pollution Regulations. [Outline] ① CARB(California Air Resources Board) inspectors on board to collect fuel oil(MGO) sampling in the M/E line and identify turbidity and wax components. ② As a result of the sample analysis, a 1.1% carbon resolution exceeding the standard(0.3%) was identified and a fine($7500) was paid to complete the correction [Cause] Incomplete replacement of fuel oil due to HFO service tank outlet valve leakage [Prevent recurrence] ① HFO Service tank outlet valve to double lock ② Supply and replace HFO service tank outlet valve before departure ③ Revised fuel conversion procedures to implement sampling on board after fuel replacement	QAT, MT