

Promotion and Implementation of Sustainable Development and Climate-Related Information

(A) Promotion of Sustainable Development – Implementation Status and Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
1. Does the Company establish exclusively (or concurrently) dedicated unit to promote corporate sustainable development, with first-line managers authorized by the Board to be in charge of its management and the Board supervise the management status?	✓		<p>To fulfill corporate social responsibility and promote sustainable business development, the Company established the Corporate Social Responsibility Committee in 2014. On December 22, 2022, upon resolution by the Board of Directors, it was renamed the Sustainability Committee and elevated to a functional committee.</p> <p>Board of Directors: The Board of Directors serves as the highest governing body for sustainable development, responsible for reviewing and making decisions on major sustainability-related matters.</p> <p>Sustainability Committee: The Sustainability Committee is appointed by the Board of Directors, with more than half of its five members being independent directors. The President serves as the Convener, while the Head of Business Coordination Department acts as the Deputy Convener.</p> <p>The committee's main responsibilities include: reviewing and approving sustainability policies, strategies, objectives, and annual work plans as well as supervising sustainability information management and internal control mechanisms. The Sustainability Committee holds at least two meetings per year and regularly reports progress and oversight results to the Board of Directors.</p> <p>The Working Teams, composed of the heads of all departments, operates under the Sustainability Committee. The Head of Business Coordination Department serves as the Secretary-General.</p> <p>The Working Teams holds at least two meetings per year and reports implementation progress to the Sustainability Committee.</p> <p>Under the The Working Teams, there are four issue teams focusing on environmental protection, social inclusion,</p>	None

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			<p>corporate governance, sustainable procurement. Each issue team is responsible for planning and implementing related initiatives to ensure effective execution and professional expertise. Please refer to the Table 1 for the structure of Sustainability Committee.</p> <p>Board Oversight of Sustainability Implementation:</p> <p>In 2024, the Sustainability Committee held a total of seven meetings, with an overall attendance rate of 97.14% by all Board members. Agenda items included:</p> <ol style="list-style-type: none"> 1. Review of sustainability performance in 2023. 2. Progress on the 2023 GHG inventory and verification processes, including obtaining dual certification under ISO 14064-1 and the GHG Protocol, with verification results reported to the Board. 3. Progress on the 2023 sustainability report, including completion of both Chinese and English versions and acquisition of limited assurance, followed by publication upon Board's approval. 4. Preparation of the 2024 sustainability report, including identification of sustainability risks and opportunities (IRO), and conducting double materiality assessment of key topics, with analysis results submitted to the Board. 5. On December 18, 2024, a cross-departmental task force was established to adopt the IFRS Sustainability Disclosure Standards. The implementation roadmap was formulated, and communications with global subsidiaries were initiated. 6. On December 25, 2024, reports were made on 2024 stakeholder engagement activities, progress of 2024 risk management assessment, and the formulation of the 2025 sustainability work plan. <p>The Board reviewed and assessed the implementation results of the topics reported by the Sustainability Committee, overseeing the execution and progress of sustainability strategies. It also urged the Company to implement related management measures and concrete action plans, thereby fulfilling its commitment to sustainable development.</p>	

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2. Does the company conduct risk assessments of environmental, social and corporate governance (ESG) issues related to the company's operations in accordance with the materiality principle, and formulate relevant risk management policies or strategies?	✓		The Sustainability Committee working team is responsible for conducting annual risk management-related tasks to implement risk management mechanism. These tasks are carried out in accordance with the Evergreen Marine Risk Management Policies and Procedures and the Risk Management Assessment Guidelines. The scope of work includes risk identification, risk assessment, risk control, risk monitoring, risk information disclosure and communication. The boundary for risk assessment primarily focuses on the Company itself. Each responsible department conducts risk identification and assessment based on the double materiality principles of impact materiality and financial materiality. This includes the Company's global operational risks related to environment, social, corporate governance, and sustainable procurement aspects, covering related operations of all subsidiaries. Risks are categorized into six major types: (1) strategic risk, (2) market and operational risk, (3) legal risk, (4) financial risk, (5) information risk, (6) hazard risk. The Company conducted risk management assessment in 2024 and according to the self-assessment risk analysis, there were no high-risk, 24 medium-risk and 112 low-risk issues indicating that the current control measures are sufficient. On December 25, 2024, the Committee reported the risk management implementation results to the Board of Directors. Relevant risk management information is disclosed on the Company website and in the Sustainability Report. For more information about risk assessment and management policies or strategies, please refer to Table 2.	None
3. Environment Issue (1) Has the Company set an environmental management system designed to industry characteristics?	✓		Evergreen Marine is committed to build an environmentally friendly fleet and actively participating in various international environmental protection initiatives. We adopt a multi-faceted approach through big data analysis for weather routing and optimization of vessel routes and speeds, aiming to stay in step with global standards and jointly protect the marine ecosystem. We have established a Safety and Environmental Management System for both our fleet and shore-based personnel, and obtained ISO 14001	None

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(2) Does the Company endeavor to use energy more efficiently and to use renewable materials with low environmental impact?	✓		<p>environmental management certification (valid from August 9, 2023, to August 12, 2026). We implement this system with a responsible attitude to prevent environmental incidents and minimize risks. In 2024, no major environmental incidents occurred within our company.</p> <p>Evergreen Marine is dedicated to energy conservation, carbon reduction, and protecting our planet, and we have established strict standards and operational procedures for vessels at sea. Through operational management, emission reduction strategies, and optimized vessel design, we aim to reduce energy consumption. We continue to enhance energy efficiency through the following measures:</p> <ol style="list-style-type: none"> 1. Phasing out old vessels and adopting designs that prioritize energy efficiency and environmental protection 2. Continuous monitoring of fuel consumption and main engine operation to ensure propulsion efficiency and compliance with CII regulations 3. Utilizing weather routing services to provide real-time weather information for optimal route selection and fuel efficiency 4. Improving cargo handling efficiency to reduce port stay duration 5. Proper cargo planning and minimizing ballast water loading to maximize carrying capacity 6. Applying specialized anti-fouling coatings to vessel hulls to reduce drag and improve operational efficiency 7. Gradually introducing new energy sources to reduce greenhouse gas emissions. <p>In 2024, our fleet will also use biofuel as one of the approaches to reduce greenhouse gas emissions.</p>	None

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(3) Does the Company evaluated the potential risks and opportunities posed by climate change for its business now and in the future and adopted relevant measures to address them?	✓		The Company has implemented the Task Force on Climate-related Financial Disclosure (TCFD) framework, which follows four core pillars to identify the potential risks and opportunities presented by climate change and extreme weather conditions. The impact of climate change on our operations, including the heightened frequency of extreme weather events, alterations in domestic and foreign regulations, increased customer awareness of environmental protection, changes in energy policies, and equipment requirements, has been integrated into our risk assessment systems to evaluate the short-, medium- and long-term impact of the entire value chain and take corresponding measures have also been adopted. For details, please refer to page 105 of this report, section (B) Climate-Related Information of Listed Company.	None
(4) Did the company collect data for the past two years on greenhouse gas emissions, volume of water consumption, and the total weight of waste, and establish policies for greenhouse gas reduction, reduction of water consumption, or management of other wastes?	✓		<p>Greenhouse Gas Management Policy and Achievements</p> <p>Evergreen established the “Greenhouse Gas Inventory Team” in 2022 and conducted its first GHG verifications by the third-party (BSI) for FY2021. The company completed the GHG inventories and verifications covering its consolidated subsidiaries for FY2023 for the first time and obtained dual certifications for ISO 14064-1:2018 and GHG Protocol. Through annual inventory, verification, and year-over-year emission reduction actions, Evergreen is fulfilling its commitment to sustainable shipping.</p> <p>The GHG verification of Evergreen Marine and all subsidiaries in consolidated financial report for FY2024 will be completed by a third party in June 2025. The data checked by the internal verifier of the GHG inventory team is shown in the table below and Page 112 of this report. The complete GHG verification results including Scope 1, Scope 2 and Scope 3 categories 2/3/4/5/6/7 will be disclosed in the 2024 Sustainability Report.</p>	None

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			<p>GHG emissions Over the Past 2 Years:</p> <table border="1"> <thead> <tr> <th colspan="2">Year</th> <th colspan="2">2023</th> <th colspan="2">2024</th> </tr> <tr> <th colspan="2">Items</th> <th>Emissions (t CO₂e)</th> <th>Intensity (t CO₂e / Revenue in NT\$ million)</th> <th>Emissions (t CO₂e)</th> <th>Intensity (t CO₂e / Revenue in NT\$ million)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Evergreen Marine</td> <td>Scope 1</td> <td>6,159</td> <td rowspan="12" style="text-align: center; vertical-align: middle;">/</td> <td>6,553</td> <td rowspan="12" style="text-align: center; vertical-align: middle;">/</td> </tr> <tr> <td>Scope 2</td> <td>30,567</td> <td>33,524</td> </tr> <tr> <td>Sub-total</td> <td>36,726</td> <td>40,077</td> </tr> <tr> <td rowspan="3">All consolidated subsidiaries</td> <td>Scope 1</td> <td>35,333</td> <td>42,643</td> </tr> <tr> <td>Scope 2</td> <td>26,508</td> <td>33,293</td> </tr> <tr> <td>Sub-total</td> <td>61,841</td> <td>75,936</td> </tr> <tr> <td rowspan="4">Vessels operated</td> <td>Scope 1</td> <td>9,559,618</td> <td>11,769,292</td> </tr> <tr> <td>Scope 2</td> <td>7,649</td> <td>10,659</td> </tr> <tr> <td>Sub-total</td> <td>9,567,267</td> <td>11,779,951</td> </tr> <tr> <td>Biofuel</td> <td>-</td> <td>5,708</td> </tr> <tr> <td colspan="2">Total (exd.biofuel)</td> <td>9,665,835</td> <td>34.93</td> <td>11,895,964</td> <td>25.66</td> </tr> </tbody> </table> <p>Note 1: Emissions Intensity= (Scope 1 + Scope 2) / Revenue (NTD million) ; the calculation of intensity excludes biofuel.</p> <p>Note 2: In 2024, the organizational boundary for the GHG inventory was expanded to include Italia Marittima S.p.A. Worldwide Container Shipping Company (ITS) and newly delivered vessels, resulting in an increase in total greenhouse gas emissions.</p> <p>Note 3: As biofuel is part of the natural carbon cycle, its emissions are disclosed separately in accordance with ISO 14064-1 and the GHG Protocol.</p>	Year		2023		2024		Items		Emissions (t CO ₂ e)	Intensity (t CO ₂ e / Revenue in NT\$ million)	Emissions (t CO ₂ e)	Intensity (t CO ₂ e / Revenue in NT\$ million)	Evergreen Marine	Scope 1	6,159	/	6,553	/	Scope 2	30,567	33,524	Sub-total	36,726	40,077	All consolidated subsidiaries	Scope 1	35,333	42,643	Scope 2	26,508	33,293	Sub-total	61,841	75,936	Vessels operated	Scope 1	9,559,618	11,769,292	Scope 2	7,649	10,659	Sub-total	9,567,267	11,779,951	Biofuel	-	5,708	Total (exd.biofuel)		9,665,835	34.93	11,895,964	25.66	
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			<p>Water Resource Management Policy and Achievements</p> <p>Evergreen is committed to the sustainable use of water resources, promoting water efficiency and minimizing water waste in both onboard and onshore operations, while also strengthening water discharge management to reduce environmental impact.</p> <ul style="list-style-type: none"> • Onboard Operations <p>Each ship generates 20 to 30 metric tons of fresh water daily by using waste heat from main engines, which meets onboard needs and minimizes dependence on land-based freshwater sources. All vessels are supplied at ports with ample natural water sources outside freshwater-stressed areas, ensuring no impact on local communities and ecosystems. To actively protect the marine environment, Evergreen implements bilge water discharge practices that go beyond international regulatory requirements. All bilge water is treated through an oil-water separator and discharged only in legally permitted offshore zones beyond 15/25 nautical miles. Greywater (e.g., from showers and laundry) is centrally managed through dedicated storage tanks, with 124 vessels already equipped, and all new ships to be fully outfitted.</p> • Onshore Operations <p>Water usage at the company's Taiwan office buildings and the Kaohsiung container terminal is primarily for domestic purposes. Evergreen continuously promotes water conservation through the following measures:</p> <ul style="list-style-type: none"> * Installing water-saving fixtures and conducting regular inspections and maintenance to prevent leaks * Strengthening water meter monitoring and routine inspections 	

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			<p>* Promoting water-saving awareness among employees</p> <p>* Equipped with domestic and industrial wastewater treatment facilities and plans to install an effluent recycling system to reuse treated water for irrigation and surface cleaning within the terminal, thereby enhancing overall water resource efficiency.</p> <p>Water Usage Over the Past 2 Years:</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Type</th> <th>Unit</th> <th>2023</th> <th>2024</th> </tr> </thead> <tbody> <tr> <td>On-board Operations (owned vessel)</td> <td>Requested Replenishment (Freshwater)</td> <td>MT</td> <td>78,296</td> <td>101,544</td> </tr> <tr> <td>On-shore Operations (all subsidiaries included)</td> <td>Tap water Supply (Freshwater)</td> <td>MT</td> <td>305,665</td> <td>348,913</td> </tr> <tr> <td>Total Water consumption</td> <td>-</td> <td>MT</td> <td>383,961</td> <td>450,457</td> </tr> <tr> <td>Water Intensity</td> <td>-</td> <td>MT / Revenue in NT\$ million</td> <td>1.3876</td> <td>0.9717</td> </tr> </tbody> </table> <p>Note 1: The on-board fresh water supply is calculated based on the number of owned-ship applications. In 2024, Italia Marittima (ITS) and newbuilding joined the fleet, resulting in an increase of fresh water on board.</p> <p>Note 2: The on-shore water consumption increased due to the increase in business volume at container factories and container terminals.</p>	Category	Type	Unit	2023	2024	On-board Operations (owned vessel)	Requested Replenishment (Freshwater)	MT	78,296	101,544	On-shore Operations (all subsidiaries included)	Tap water Supply (Freshwater)	MT	305,665	348,913	Total Water consumption	-	MT	383,961	450,457	Water Intensity	-	MT / Revenue in NT\$ million	1.3876	0.9717	
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			<p>Waste Management Policy and Achievements</p> <p>Evergreen manages waste generated from both onboard and onshore operations in compliance with international environmental standards and local regulations, and promotes waste segregation, reduction, recycling, and reuse to minimize environmental impact and advance sustainable resource use.</p> <p>Onboard Operations</p> <p>Onboard Operations</p> <p>All vessels are equipped with a Garbage Management Plan and Record Book in compliance with Annex V of the MARPOL Convention. Waste is properly sorted, collected, treated, stored, and recorded in accordance with regulatory requirements. Stainless steel bins are installed onboard to facilitate waste segregation, and crew members receive regular training to raise environmental awareness and prevent illegal disposal at sea. Waste management practices are further strengthened through strict adherence to the 15/25 nautical mile discharge regulations and port-specific environmental protection policies, reduce the risk of marine pollution.</p> <p>Onshore Operations</p> <p>Waste generated from Taiwan office buildings and Kaohsiung container terminals is primarily treated through incineration. Evergreen promotes the following waste reduction and recycling measures:</p> <ul style="list-style-type: none"> • Installation of multi-category recycling bins to improve resource recovery • Promoting paperless operations and reducing the use of single-use items and food waste. • Recycling of reusable materials such as scrap metal and used tires through authorized recyclers 	

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			<p>Waste generated over the past two years</p> <table border="1"> <thead> <tr> <th>Category</th> <th>Type</th> <th>Treatment</th> <th>Unit</th> <th>2023</th> <th>2024</th> </tr> </thead> <tbody> <tr> <td rowspan="6">On-Board Operations (Owned vessel)</td> <td>Incinerator Ash Waste</td> <td>Landfill</td> <td>MT</td> <td>32.72</td> <td>36.19</td> </tr> <tr> <td>Operational Waste</td> <td>Landfill</td> <td>MT</td> <td>34.52</td> <td>61.10</td> </tr> <tr> <td>Domestic Waste</td> <td>Incineration</td> <td>MT</td> <td>147.35</td> <td>190.57</td> </tr> <tr> <td>Cooking Oil</td> <td>Incineration</td> <td>MT</td> <td>0.01</td> <td>0.02</td> </tr> <tr> <td>Plastic</td> <td>Recycled</td> <td>MT</td> <td>33.68</td> <td>43.35</td> </tr> <tr> <td>Electronic Waste</td> <td>Recycled</td> <td>MT</td> <td>12.56</td> <td>19.03</td> </tr> <tr> <td>On-Shore Operation (all subsidiaries included)</td> <td>Domestic Waste</td> <td>Incineration + Landfill</td> <td>MT</td> <td>3,053.77</td> <td>3,828.67</td> </tr> <tr> <td>Total Waste</td> <td>-</td> <td>-</td> <td>MT</td> <td>3,314.61</td> <td>4,178.93</td> </tr> <tr> <td>Waste Intensity</td> <td>-</td> <td>-</td> <td>MT/ Revenue in NT\$ million</td> <td>0.0120</td> <td>0.0090</td> </tr> </tbody> </table> <p>Note 1: In 2024, Italia Marittima and newbuilding joined the fleet, resulting in an increase of waste on board.</p> <p>Note 2: The on-shore waste increased due to the increase in business volume at container factory and container terminals.</p>	Category	Type	Treatment	Unit	2023	2024	On-Board Operations (Owned vessel)	Incinerator Ash Waste	Landfill	MT	32.72	36.19	Operational Waste	Landfill	MT	34.52	61.10	Domestic Waste	Incineration	MT	147.35	190.57	Cooking Oil	Incineration	MT	0.01	0.02	Plastic	Recycled	MT	33.68	43.35	Electronic Waste	Recycled	MT	12.56	19.03	On-Shore Operation (all subsidiaries included)	Domestic Waste	Incineration + Landfill	MT	3,053.77	3,828.67	Total Waste	-	-	MT	3,314.61	4,178.93	Waste Intensity	-	-	MT/ Revenue in NT\$ million	0.0120	0.0090	
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4. Social Issues				
(1) Has the company formulated relevant management policies and procedures in accordance with relevant laws and regulations and international human rights conventions?	✓		EEvergreen Marine formulated Human Rights Policies and regularly conducts Human Right Risks and Impact Assessment to promote the working environment where all workers are treated with respect and dignity in accordance with the UN Universal Declaration of Human Rights (UDHR), the ILO Declaration on Fundamental Principles and Rights at Work and the ILO Maritime Labour Convention, 2006 (MLC, 2006). In 2024, all Evergreen Marine shore personnel were over the age of 18 while crew members over 16. Evergreen Marine did not have any violations of human rights in 2024. For more information on Evergreen Marine's human rights policies, please refer to the corporate websites.	None
(2) Has the Company established and implemented reasonable employee welfare measures (include salary/compensation, leave, and other benefits), and are business performance or results appropriately reflected in employee salary/compensation?	✓		To attract and retain quality talent as well as strengthen our global business team, the Company provide shore and ship personnel with competitive salary and fringe benefits. Our remuneration policy adheres to labor laws and regulations. The generous remuneration packages do not differ on the basis of gender, religion, race or political bias. In addition, annual bonuses are also paid to employees based on the Company's profitability and individual performance for that year as a reward for outstanding performance. Remuneration for national and foreign crew members must not only meet the standards set by MOTC (Ministry of Transportation and Communications) but also the collective bargaining agreement with the ITF (International Transport Workers' Federation).	None

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(3) Does the Company provide employees with a safe and healthy working environment, and implement regular safety and health education for employees?	✓		<p>The Company has established the Occupational Safety and Health Department in accordance with the law, which is responsible for formulating, planning and promoting occupational safety and health related businesses, to eliminate hazards and minimize occupational safety and health risks in order to protect the safety and health of employees. The relevant measures are listed below:</p> <ol style="list-style-type: none"> 1. To formulate safety and health work rules in accordance with the Occupational Safety and Health Act, and to announce and require employees to comply with these rules. 2. According to the Occupational Safety and Health Act, the company's safety and health education and training programs are designed to enable new and existing employees to understand and recognize hazards in the workplace, as well as the procedures for escape and evacuation in case of emergency. 3. In accordance with the Fire Services Act and its regulations, employees are provided with routine fire safety education training and drills. 4. Provide and arrange for regular general physical examinations, medical services, and to hold health promotion lecture for employees in accordance with the Regulations of Labor Health Protection. 5. In accordance with the Occupational Safety and Health Act, to prevent abnormal loads or musculoskeletal problems in the workplace. 6. The Company has set up a 24/7 security service force to perform round-the-clock access control to ensure the safety of company property and personnel. 	None
(4) Does the Company established effective career development training programs for employees?	✓		<p>The Company has always embraced the philosophy that "talents are the most important assets of an enterprise". We offer equal work opportunities to young people and patiently teach them everything from scratch. Current employees are provided with a range of solid, professional training courses and a proactive rotation scheme. Employees' professional abilities and international horizons are honed through "rotation and expatriate assignment" in order to boost our operating performance. The training expenses for both shore and ship personnel totaled nearly NT\$ 20 million in 2024.</p>	None

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			<p>An innovative “ship-shore rotation” system at Evergreen also provides ship personnel with the opportunity to work on shore. The professional knowledge of outstanding ship personnel helps to ensure that the ship scheduling, freight space configuration, terminal loading/unloading and ship maintenance operations will also satisfy the needs of operations at sea. The overall efficiency of the service chain can then be improved. Ship personnel can also take advantage of the ship-shore rotations and expatriate assignment system. ESTC is equipped with physical machines, qualified simulation training equipment, and various auxiliary teaching equipment and software developed in-house based on the characteristics of the group’s fleet. It uses a diversified teaching method to enhance the professional skills of the group’s crew.</p> <p>Ship personnel training</p> <p>The “Evergreen Seafarer Training Center (ESTC) was established by Evergreen Marine in 1999. Seamen on shore waiting for their next assignment are sent for professional training at the center in accordance with the 2010 amendment of the STCW Convention (International Convention on Standards of Training, Certification and Watch-keeping for Seafarers). Additional company policy awareness, shipboard system operations and professional development courses are also administered by the ESTC based on mariners’ roles aboard the ship to keep them up to date on the latest navigational knowledge and techniques, boost their navigation and engineering expertise, strengthen their identification with the Company’s management system. ESTC is equipped with physical machines, qualified simulation training equipment, and various auxiliary teaching equipment and software developed in-house based on the characteristics of the group’s fleet. It uses a diversified teaching method to enhance the professional skills of the group’s crew.</p> <p>Shore personnel training</p> <p>Through on-job-training, departmental professional training and training courses provided by external organizations, staff members learn necessary skills for daily operation. Via “rotation schemes” between different functions, the Company also enhance shore personnel’s inter-departmental knowledge and teamwork spirit.</p>	

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(5) Does the company comply with the relevant laws and international standards with regards to customer health and safety, customer privacy, and marketing and labeling of products and services, and implement consumer protection and grievance policies?	✓		<p>For overseas talents, Evergreen Marine provide “expatriate assignment” to enhance employees’ international horizons and career development. Besides classroom training courses and face-to face workshops, the Company also provided membership of a well-known digital learning platforms for employees’ self-learning. These online courses cover subjects of digital transformation, career and learning, communication and marketing, political and economic trends etc.</p> <p>The services and products provided by Evergreen are in compliance with the relevant laws and international standards of various countries. The company’s website has a “Legal Compliance” section (https://csr.evergreen-marine.com/csr/tw/jsp/CSR_LawCompliance.jsp), which sets ethical compliance policies and action plans to comply with global competition laws, anti-bribery/anti-corruption, personal information protection, economic sanctions, information security management and intellectual property management. We provide multiple complaint channels (such as complaint mailboxes and processing procedures, stakeholder communication channels, CSR mailboxes, etc.) for consumers to reflect their opinions and ensure that customer complaints are accepted and tracked.</p> <p>Regarding customer rights policy, the company has established booking terms and conditions, bill of lading clauses, and provides an e-commerce digital platform, including sailing schedules and cargo tracking queries, online booking, i-B/L and other services, to continuously optimize operational efficiency and customer experience. The company is committed to complying with global personal data protection laws or other relevant regulations, protecting customers’ personal data and business information, establishing information security protection mechanisms, and promising to provide safe and reliable transportation services.</p>	None

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
(6) Has the company formulated supplier management policies requiring suppliers to comply with relevant regulations on issues such as environmental protection, occupational safety and health, or labor rights, and what is the status of their implementation?	✓		<p>The Company's "Supplier Code of Conduct" refers to international standards, such as the "Universal Declaration of Human Rights", "International Labor Organization Declaration on Fundamental Principles and Rights at Work", etc., covering labor, health and safety, environment, ethics and management system. Followed the "Supplier Evaluation Procedures", the company evaluates qualified suppliers at least once a year and add ESG assessment criteria requiring suppliers to sign "Supplier Social Sustainability Commitments", fill in "Supply Chain Sustainability Assessment Questionnaire" and include ESG related clauses in contracts.</p> <p>The Company set up supplier management KPIs to increase the collection rate of the "Supplier Social Sustainability Commitments", the "Supply Chain Sustainability Assessment Questionnaire" from Tier -1 significant suppliers, and the ESG clauses in the contract. Suppliers with the score below 70 are considered as high-risk suppliers and an audit will be followed, and required to make improvements within specific timeframe. Since 2024, the Company has been conducting ESG on-site reviews and related training courses (includes GHG inventory and ESG-related content), continuously paying attention to suppliers' performance in ESG management and development and hope to achieve sustainable growth with suppliers in procurement cooperation.</p> <p>The Company has formulated the "Guidelines on Safety and Health Management for Contractors" to strengthen the safety and health management of contractors in order to enhance the safety awareness of the company's employees, contractors and stakeholders.</p> <p>We also check and verify the safety and health performance of contractors through internal audits of the occupational safety and health management system.</p>	None

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
5. Does the company refer to international reporting standards or guidelines when preparing its sustainability report and other reports disclosing non-financial information? Does the company obtain third party assurance or certification for the reports above?	✓		<p>The editorial structure of the Sustainability Report adheres to the 2021 version of the Global Reporting Standards, the Marine Transportation Standards set out by the Sustainability Accounting Standards Board (SASB), the Taiwan Stock Exchange’s “Rules Governing the Preparation and Filing of Sustainability Reports by TWSE Listed Companies” and the disclosure of climate-related information (referring to TCFD), as well as the United Nations Sustainable Development Goals (SDGs), the Global Compact, and the Global Compact Sustainable Ocean Principles.</p> <p>The company’s Sustainability Report has commissioned by accounting firm and conducted a limited assurance audit of the report in accordance with the ROC Statements of Assurance Engagements Standards No. 3000 “Assurance Engagements other than Audits or Reviews of Historical Financial Information.”</p>	None
<p>6. If the Company has adopted its own sustainable development best practice principles based on the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies, please describe any deviation from the principles in the Company’s operations: The Company has formulated the “Evergreen Marine Sustainable Development Best Practice Principles” and operated in accordance with this code of practice, thus no discrepancies have occurred.</p>				
<p>7. Other important information to facilitate better understanding of the company’s promotion of sustainable development: The Company has been committed to promoting social welfare for a long time, participating in sailing career lectures, sponsoring art and cultural activities and charity, and continuing to carry out a number of industry-university cooperation with maritime colleges, actively investing in the education and cultivation of maritime talents, and also attaching importance to local care and social give back.</p>				

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
<p>(1) Environmental Protection</p> <ol style="list-style-type: none"> In 2024, EVERGREEN's GHG inventory will obtain dual verification statements under ISO 14064-1:2018 and GHG Protocol, reinforcing the transparency and credibility of our carbon accounting practices. In 2024, EVERGREEN received a carbon footprint verification statement for North East Asia to-from South East Asia (NSB) service under ISO 14067, issued by the British Standards Institution (BSI). This serves as a basis for future carbon management and decarbonization strategy planning. EVERGREEN's owned fleet has been certified under ISO 14001 Environmental Management System (valid from August 9, 2023 to August 12, 2026). Currently, EVERGREEN's onshore operational sites are actively pursuing the same certification and are expected to complete the process by May 2025. At that time, ISO 14001 Environmental Management System will comprehensively cover both the owned fleet and onshore operations of the parent company, demonstrating the integrity of our environmental management efforts. <p>(2) Evergreen Marine contributed to Society in 2024:</p> <ol style="list-style-type: none"> Earth Day 2024 <p>To enhance employee's awareness of environmental protection and integrate eco-friendly concepts into daily life, Evergreen Marine has continued to encourage employee to respond to resource recycling on 422 World Earth Day and donate second-hand books and other materials in good condition to express their concern for the environment with practical actions. In addition, Evergreen Marine has donated 100 sets of second-hand computer equipment to 6 elementary schools in Taoyuan City and Taipei City on December 3, 2024 for daily teaching use or for students with insufficient resources to shorten the digital learning process.</p> Tree-Planting and Protection of Environment for a Sustainable and Green Earth <p>With the commitment to environmental protection, Evergreen Marine organized tree-planting activities on April 20, 2024 and March 9, 2024 in collaboration with a forestry company and an NGO. A total of 119 and 83 employees and their family members participated at Shalun Beach in Tam-sui District, Taipei City and public wetland in Qieding District, Kaohsiung City, planting a total of 1,700 trees. Furthermore, to protect the habitat, 50 employees and their family members in the Kaohsiung area responded to the call of the Company and an NGO on December 7, 2024 to conduct a</p> 				

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
<p>“Habitat Guardians” activity at the Anzigang Wetland Park in Nanzih District, Kaohsiung City, removing a total of 1,149 exotic plants.</p> <p>3. Career Lecture at Local Junior High School Evergreen Marine conducted a maritime career lecture at a junior high school in Luzhu District, Taoyuan City, on November 20, 2024. The lecture is mainly targeted 8th-grade students, with approximately 82 participants. Through the lecture, the Company provided these students with a deeper understanding of maritime professions and relevant information for future studies, achieving the goals of promoting the shipping industry and caring for local public welfare.</p> <p>4. The 12th “Paint a Marvelous Ship” Awards Evergreen Marine sponsored an award ceremony for the 12th “Paint a Marvelous Ship- Painting Competition for the Elementary Schools in Taiwan” on June 29, 2024 with a special performance to all participants. All awardees and their families were invited to participate ceremony, experiencing the importance of caring for the careers at oceans through the performance.</p> <p>5. Environmental Protection Camp for High School Students To promote environmental education and combine the content of the Curriculum Guidelines, Evergreen Marine and the Chang Yung-fa Foundation jointly organized the “2024 High School Student One-Day Environmental Camp” this year, hoping to explain global warming and climate change through the activities of the environmental camp. The reasons were also shared with students on net zero carbon emissions, Taiwan’s energy status, and other information. The event was held in two sessions on July 30, 2024 and August 14, 2024, with 28 and 25 participants respectively. After the event, everyone learned the importance of environmental protection and energy conservation, and worked together to protect the earth.</p> <p>6. Mountain Clean-up for Sustainable and Green Earth To enhance colleagues’ environmental awareness, a mountain cleanup was organized in collaboration with an NGO to the Hutoushan Environmental Park in Taoyuan District, Taoyuan City on November 23, 2024. A total of 77 employees and their family members participated, removing approximately 23.6 kilograms of trash, contributing to the preservation of the ecological environment.</p>				

Evaluation Item	Implementation Status			Deviations from the Sustainable Development Best Practice Principles for TWSE/TPEX Listed Companies and the Reasons
	Yes	No	Abstract Illustration	
7. Caring for Rural Community and Disadvantaged Students				
<p>In response to the insufficient resources in rural areas, Evergreen Marine collaborated with the “Chang Yung-Fa Foundation” on December 24, 2024 to invite 57 students and teachers from an elementary school” in Yangmei District, Taoyuan City, to celebrate Christmas at the foundation. The event included interactive performances and a Christmas meal provided by “Evergreen Sky Catering Corp.” and a guided tour given by the “Evergreen Maritime Museum.</p>				
8. 2024 Classical Music Banquet				
<p>Evergreen Marine sponsored the “Evergreen Symphony Orchestra” on 9 sessions of “Classical Music Banquet” concerts in 2024, with a total of 2,330 concert tickets provided for the Company’s employees and their families for free. The Company also invited customers, charities and social welfare groups to the concerts.</p>				

Table1 The structure of corporate sustainability committee



Table2 Risk assessment and management policy

The company conducts risk identification and assessment of important issues on the basis of the Materiality Principle for corporate sustainability development, and formulates relevant risk management policies, strategies and corresponding countermeasures for the assessed risks:

Important issues	Risk assessment	Risk management policies and strategies
Environmental	Environmental protection and ecological conservation	The Company has established an Environmental Management Policy to comply with international environmental conventions, continuously assess environmental risks, review environmental performances, and actively participate in environmental protection programs. We are committed to energy conservation, carbon reduction and pollution prevention. Upholding the corporate value of sustainable development, we adopt advanced technology to build a new generation of dual-fuel vessels to enhance energy efficiency, use biofuels to reduce vessels' carbon emissions, and minimize the impact of our operations on the environment, safeguarding marine ecosystems and biodiversity. Additionally, we implement educational and training programs to raise environmental awareness among all employees and partners, working together to achieve the 2050 net-zero emission target.

Important issues	Risk assessment	Risk management policies and strategies
Social	Occupational safety	<p>The Company has also established an Occupational Safety and Health Policy, providing safe and healthy working conditions and environments. We promote a corporate culture of workplace safety, continuously identify safety and health hazards, and develop specific and feasible improvement plans to mitigate occupational safety risks. The Company is certified by ISO 45001 for Occupational Safety and Health Management System. We conduct safety training in accordance with regulatory requirements and business needs. The training programs includes dangerous goods handling, fire prevention manager training, fire drill training, safety and health regulations, self-inspection before, during, and after the operation and emergency response, etc.</p>
	Cargo Safety	<p>Evergreen Marine is committed to providing safe and reliable international shipping services and fulfilling the goals of “personnel safety,” “vessel safety,” and “cargo safety.” With a comprehensive global service network, Evergreen closely monitors the changes in political and economic conditions in various countries and adopts effective strategies to mitigate operational risks. In view of the continued escalation of the Israeli-Palestinian Conflict in 2024, the Company prudently evaluated the geopolitical risks and diverted relevant service routes around the Cape of Good Hope, avoiding high-risk areas such as the Red Sea and the Suez Canal to ensure the safe transport of maritime cargo.</p>
Corporate Governance	Socioeconomic and regulatory compliance	<p>The company has established a corporate governance team and internal control mechanism for relevant departments to manage risks for exchange rate, interest rate, credit, liquidity, excessive market concentration, international political and economic, epidemic, sanctions, hackers, viruses and other invasions, abnormal climate, and sharp fluctuations in fuel prices, terminal strikes, delays in ships and docking, and poor quality for delivery, etc., Through risks identification, a proper corresponding countermeasures has been set up for minimizing the impact of risks.</p> <p>As a globally reputable container shipping company, Evergreen Marine insists on conducting its business in a lawful, transparent and ethical manner and is committed to complying with global competition law, anti-bribery and anti-corruption law, privacy law and economic sanctions regulations. As such, the company has established regulatory compliance policies and guidelines to facilitate compliance, and supervises it so as to prevent illegal activities from happening.</p>

(B) Climate-Related Information of Listed Company

Items	Execution Status								
<p>1. Describe the board of directors' and management's oversight and governance of climate-related risks and opportunities</p>	<p>1. We have established a sustainability committee under the Board of Directors, The President acts as the convener. The committee is the highest supervisory and governance unit for climate-related issues and is responsible for overseeing the Company's climate-related actions, strategies and goals.</p> <p>2. The Environmental protection issue team of sustainability committee working team under sustainability committee, work with the cross-departmental TCFD task force to implement climate-related issues. The convener, the President who is responsible for high-level management commitment and supervision. The team leader is the head of Business Coordination Dept. Under Project Division responsible for supervising, the TCFD task force assesses and integrates climate change risks and opportunities, formulates response measures, sets goals and tracks the results, and reports regularly to the Sustainability Committee and the Board of Directors each year on the management and implementation of climate-related issues.</p>								
<p>2. Describe how the identified climate risks and opportunities affect the business, strategy, and finances of the business (short, medium, and long term).</p>	<p>Every year, we analyze and identify the risks and opportunities that climate change brings to the company's overall value chain based on the TCFD framework (Task Force on Climate-related Financial Disclosures), and divide them into short-term (0-2 years), medium-term (2 - 10 years) and long-term (more than 10 years), assess the risks and opportunities by type, likelihood and impact degree, and draw a climate risk opportunity matrix to identify major climate risks and opportunities, and identify the risks and opportunities. The impact of risks and opportunities on the company's business, strategy and finances, and further formulate response and management strategies. The material risks and opportunities are summarized as follows. For details, please refer to Chapter 4-1 「Climate Strategy and Management」 of the Company's 2024 Sustainability Report.</p> <p>1. Material Climate-related risks</p> <table border="1" data-bbox="491 1438 1469 1921"> <thead> <tr> <th data-bbox="497 1447 667 1482">Duration</th> <th data-bbox="670 1447 954 1482">Description</th> <th data-bbox="957 1447 1120 1482">Impact</th> <th data-bbox="1123 1447 1463 1482">Countermeasures</th> </tr> </thead> <tbody> <tr> <td data-bbox="497 1487 667 1912">Short-term</td> <td data-bbox="670 1487 954 1912"> <p>EU Cap and Trade: EU ETS requires ships operating within the EU to purchase EUA, which requires a massive amount of funding and technology, including onboard energy-saving, alternative fuel, emission measurement and management system.</p> </td> <td data-bbox="957 1487 1120 1912"> <p>Increase Asset expenditure Increase operational cost Obtain carbon asset</p> </td> <td data-bbox="1123 1487 1463 1912"> <ul style="list-style-type: none"> • Fully understand EU ETS • ISO14064 & GHG Protocol annual certification • Build decarbonization roadmap and set up target. • Internal Carbon Pricing Study • Install energy-saving and decarbonization equipment on existing ships • Deploy compliant dual-fuel ships </td> </tr> </tbody> </table>	Duration	Description	Impact	Countermeasures	Short-term	<p>EU Cap and Trade: EU ETS requires ships operating within the EU to purchase EUA, which requires a massive amount of funding and technology, including onboard energy-saving, alternative fuel, emission measurement and management system.</p>	<p>Increase Asset expenditure Increase operational cost Obtain carbon asset</p>	<ul style="list-style-type: none"> • Fully understand EU ETS • ISO14064 & GHG Protocol annual certification • Build decarbonization roadmap and set up target. • Internal Carbon Pricing Study • Install energy-saving and decarbonization equipment on existing ships • Deploy compliant dual-fuel ships
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Items	Execution Status			
	Duration	Description	Impact	Countermeasures
	Short-term	Maritime regulations: IMO stipulates that ships must comply with the Energy Efficiency Index (EEXI,EEDI) and Carbon Intensity Index (CII) rating, the SEEMP (Ship Efficiency Management Plan) should be followed for non-compliance ships or be replaced	Increase Asset expenditure Increase operational cost	<ul style="list-style-type: none"> • Fleet replacement and speed optimization. • Bunker consumption and engine operation Monitoring. • Using WNI service, to optimize sailing routing. • Improve loading/unloading efficiency and proper planning. • Increase low-carbon fuel usage. • Design and deploy high efficiency dual-fuel ships.
Medium-term	Low-Carbon transition technology: In response to IMO decarbonation strategy, low-carbon fuels, biofuels and carbon-neutral fuels (such as hydrogen, ammonia and green methanol) need to be used, the investing in alternative fuels has technical uncertainties and brings high costs.	Increase operational cost	<ul style="list-style-type: none"> • Integrating biofuels into fleet to reduce GHG emissions. • Environmental fleet deployment to meet IMO and international regulations. • Sustainable fuels cooperation plans with suppliers for future dual fuel (Dual Fuel) ships. 	
2. Material Climate-related opportunities				
Duration	Description	Impact	Countermeasures	
Medium-term	Low-carbon emission energy solution: Plan to use alternative energy can effectively reduce GHG emissions and increase customer recognition and support. Reduction global Maritime carbon emissions requires collaboration among shipping companies, customers and all partners in the value chain.	Increase orders and clients Increase climate adaptation	<ul style="list-style-type: none"> • Participate low-carbon initiatives (e.g. EU RLCF alliance) and alternative fuel project (e.g. signed MOU with CIP) cooperation. • Promote Green Fuel Support Program (GFSP), to reduce carbon emission with customers and suppliers, not only reduce fleet direct carbon emission but also apply Scope 3 reduction of customers. • Book & Claim, Emission reduction certification. 	

Items	Execution Status			
	<p>Duration</p> <p>Long-term</p>	<p>Description</p> <p>Digital technology Transformation: Using relevant digital technology systems to optimize products and services can reduce carbon emissions and improve product competitiveness and increase revenue.</p>	<p>Impact</p> <p>Increase orders Lower operational cost Increase asset values Obtain carbon assets Increase climate adaptation</p>	<p>Countermeasures</p> <ul style="list-style-type: none"> • Cooperate with WNI to use the world's three major Ocean weather forecasts and consulting services, along with ITRI's (Industrial Technology Research Institute) smart and AI-based planning system, to optimize sailing routes and reduce carbon emissions. • API management platform application to provide containers navigation path, with reliable carbon emission data for customers' Scope 3 use.
	<p>Medium-term</p>	<p>Expansion of low-emission goods and services Provide market-competitive low-carbon products and services, and effectively reduce carbon footprint by optimizing equipment and improving resource utilization efficiency. At the same time, we actively integrate the green supply chain and extend low-carbon services to areas such as terminal management and smart container to meet customers' ESG development needs and jointly create benefits.</p>	<p>Supply chain source diversity Increase order and clients</p>	<ul style="list-style-type: none"> • ISO 14067 Services Carbon footprint certifications. • Low emission services: Joint cooperation with our partner X-Press Feeders to Launch Green Shipping Routes In Northern Europe. • Green Terminal: Kaohsiung 7th Container terminal uses low-carbon and environmentally friendly equipment to improve carbon reduction efficiency. • Green Supply Chain: Implement IoT smart container services, to monitor status and optimize the system to ensure the stability and reliability of transportation.
<p>3. Describe the financial impact of extreme weather events and transformative actions.</p>	<p>Climate-related Transitional Actions</p> <ul style="list-style-type: none"> • EU Cap and Trade: Shipping company must obtain EUA covered 70% emission in 2025. To calculate based on year 2025 figures and fleet deployment, the potential financial impacts: accounting for 		<p>Extreme Climate events</p> <ul style="list-style-type: none"> • Climate Change Impacts on the Panama Canal: El Niño is a key driver of low rainfall in Panama. As a result of low water levels in Panama Canal. The Panama Canal Authority has begun taking measures to collect freshwater surcharge and 	

Items	Execution Status	
	<p>approximately 0.84% of the revenue.</p> <ul style="list-style-type: none"> • Maritime regulations: In response to IMO CII regulations, we order new eco-friendly ships and install carbon reduction equipment on existing ships. Based on year 2024~2028, using the eco-friendly ships built in recent years, the additional cost accounts for approximately 7.8% of major capital expenditures compared to traditional vessels. • Low-Carbon transition technology: The use of biofuel for existing ships in order to meet IMO requirement, with the target to maintain all vessels to be categorized as at least C-Class. Based on the estimated biofuel usage in 2025, the potential financial impacts: accounting for approximately 0.31% of the revenue. 	<p>increase tolls. We adjusted sailing schedule, using alternative transportation such as truck/train or take alternative route to maintain service. Assessment time in 2024, the potential financial impacts: the corresponding incremental costs accounted for approximately 0.11% of the revenue.</p> <ul style="list-style-type: none"> • Change of bunkering schedule due to extreme weather: If a vessel encounters extreme weather condition, there may be additional fuel cost associated with route changes, delayed sailing and bunkering schedule or additional fuel cost. Assessment time in 2024, the potential financial impacts of climate change on fuel supply operations: accounting for approximately 0.38% of the revenue.
<p>4. Describe how climate risk identification, assessment, and management processes are integrated into the overall risk management system.</p>	<ol style="list-style-type: none"> 1. In accordance with the “Risk Management Policies and Procedures” and the “Risk Management Assessment Procedures.” The Company’s risk management process includes risk identification, risk assessment, risk control, risk monitoring, risk disclosure and communication. The Sustainability Committee working teams are responsible for risk management-related business, implementing and integrating the risk management mechanism, and executing risk manage. Every year, the Committee report the risk management implementation status and improvement suggestion to the Board of Directors. 2. In view of the process of climate risk identification, risk assessment and risk management, the environmental protection issue team under sustainability committee, established the TCFD task force integrates and implements climate-related risk management policies and procedures, analyze the entire value chain, review and identify climate-related risks that may be faced during operations, and identify their nature, impact degree and likelihood of occurrence. Risk categories include transition risks such as policies and regulations, technology risks, reputation risks, market risks, as well as acute and chronic physical risks. After evaluating and analyzing the possibility of risk occurrence and the degree of impact, the risk diversification obtained based on the impact on the company and the risk occurrence rate will be used as the basis for implementing risk management. Take appropriate response strategies and measures to mitigate risks to an 	

Items	Execution Status															
	<p>acceptable level. Specific risk-responsible department is responsible for monitoring and implementing various processes and management, conducting climate scenario analysis for projects that are assessed as material risks and opportunities, quantifying the potential impact and influence on finance, setting goals, continuous monitoring and regular follow-up.</p>															
<p>5. If scenario analysis is used to assess resilience to climate change risks, the scenarios, parameters, assumptions, analysis factors and major financial impacts used should be provided.</p>	<p>We adhere to TCFD guidance and the goal of 2050 Net Zero, Paris Agreement, we analyzed climate change scenarios using credible sources, such as the IEA (International Energy Agency), IPCC (Intergovernmental Panel on Climate Change) and EU Green Deal's scenario. The assessment of the company's resilience in face of climate change risks, the scenario, parameters, hypothesis, analysis factors and major financial impact as below table:</p> <table border="1" data-bbox="491 689 1465 2011"> <thead> <tr> <th data-bbox="499 701 620 770">Category</th> <th data-bbox="620 701 751 770">Scenario</th> <th data-bbox="751 701 903 770">Hypothesis</th> <th data-bbox="903 701 1134 770">Parameters</th> <th data-bbox="1134 701 1457 770">Analysis factors/Major financial impacts</th> </tr> </thead> <tbody> <tr> <td data-bbox="499 770 620 1048">Transition Risks</td> <td data-bbox="620 770 751 1048">IEA</td> <td data-bbox="751 770 903 1048">NZE</td> <td data-bbox="903 770 1134 1048">Net Zero Emissions (NZE) scenario, aiming for net zero by 2050, which is consistent with limiting the global temperature rise to 1.5 °C.</td> <td data-bbox="1134 770 1457 1048">Carbon Pricing is a common regulation to mitigate climate change and achieve carbon reduction targets. EU ETS system extended to Maritime transport from 2024.</td> </tr> <tr> <td data-bbox="499 1048 620 2011"></td> <td data-bbox="620 1048 751 2011">EU Green Deal</td> <td data-bbox="751 1048 903 2011">EU Fit For 55</td> <td data-bbox="903 1048 1134 2011">Climate neutrality by 2050 and a 55 % reduction of net GHG emissions by 2030, compared with 1990 levels.</td> <td data-bbox="1134 1048 1457 2011"> EU Allowance (EUA) implementation timeline from the voyages within the EU/EEA: <ul style="list-style-type: none"> • 2024: Ships are required to pay for 40% of emissions. • 2025: Ships are required to pay for 70% of emissions. • 2026 thereafter: Ships are required to pay for 100% of emissions. Viewing the voyages within EU/EEA, the financial impact of carbon prices under two scenarios is analyzed. The potential financial impact caused by 2025 annual emission, accounting for 1.18%~1.4% of the revenue. The company may face increased costs due to the implementation of carbon pricing system in other regions. We will continue to pay attention to relevant regions' trend and IMO policy to facilitate responses. </td> </tr> </tbody> </table>	Category	Scenario	Hypothesis	Parameters	Analysis factors/Major financial impacts	Transition Risks	IEA	NZE	Net Zero Emissions (NZE) scenario, aiming for net zero by 2050, which is consistent with limiting the global temperature rise to 1.5 °C.	Carbon Pricing is a common regulation to mitigate climate change and achieve carbon reduction targets. EU ETS system extended to Maritime transport from 2024.		EU Green Deal	EU Fit For 55	Climate neutrality by 2050 and a 55 % reduction of net GHG emissions by 2030, compared with 1990 levels.	EU Allowance (EUA) implementation timeline from the voyages within the EU/EEA: <ul style="list-style-type: none"> • 2024: Ships are required to pay for 40% of emissions. • 2025: Ships are required to pay for 70% of emissions. • 2026 thereafter: Ships are required to pay for 100% of emissions. Viewing the voyages within EU/EEA, the financial impact of carbon prices under two scenarios is analyzed. The potential financial impact caused by 2025 annual emission, accounting for 1.18%~1.4% of the revenue. The company may face increased costs due to the implementation of carbon pricing system in other regions. We will continue to pay attention to relevant regions' trend and IMO policy to facilitate responses.
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Items	Execution Status				
	Category	Scenario	Hypothesis	Parameters	Analysis factors/Major financial impacts
	Physical Risks	IPCC AR6	SSP5-8.5 Very high emissions	SSP5-8.5 projects the worst scenario without any climate policy. Very high GHG emissions by global temperature rise to 4.4°C, also known as BAU (Business as usual) . Assume to sea level rise is approximately 0.20-0.29m by 2050.	<p>We conducted financial impact analysis by referencing the IPCC SSP8-8.5 worst scenario for physical risks. Assess the potential impact of climate physical risks on the company and its value chain. It shows that rising sea levels, lower canal water levels, extreme climate events are the most material physical risks. The main short-term financial impacts are assessed as follows:</p> <ul style="list-style-type: none"> • Extreme climate events: Sailing and bunkering schedule delay, which brings additional cost. Accounting for 0.38% of the revenue. • Low water levels: such as Panama Canal, Rhine river, are required contingency plan to mitigate impacts. Accounting for 0.11% of the revenue. <p>We will continue to review routes that pass through high-risk disaster areas to assess the long-term financial impact of physical risks.</p>
<p>6. If there is a transition plan for managing climate-related risks, describe the content of the plan, and the indicators and targets used to identify and manage physical risks and transition risks.</p>	<p>The company implements the transition program in terms of our fleet' Carbon emissions reduction and manage climate-related risks, which is in accordance with the IMO Net Zero pathway and relevant regulation, such as Existing Ship Energy Efficiency Index (EEXI) and Carbon Intensity Index (CII). The plan is as follows:</p> <p>In order to reduce Carbon Emissions, the company continues to deploy energy-saving and eco-friendly ships, increase the use of biofuel to reduce carbon emissions, carry out CCUS carbon capture projects, monitor fleet bunker consumption and main engine condition, ensure the efficiency. To avoid bad weather and reduce fuel consumption by using real-time WNI weather information.</p> <p>With the aim of Net Zero carbon emission by 2050, we continue to seek alternative fuels or methods. In 2024, total used volume 38,397.67 tons of biofuel, estimated to reduce carbon emissions by 25,919.56 tCO₂e.</p>				

Items	Execution Status
	<p>Furthermore, in light of ongoing dual-fuel new energy-saving ships to be delivered in coming years. We signed MOUs with 15 green methanol suppliers, the new energy supply program focuses on specific routes in Europe, USA and Asian ports, certainly ensure the sufficient supply for new ships.</p> <p>For the details on metrics and targets used to identify and manage physical and transition risks, please refer to No. 8.</p>
<p>7. If internal carbon pricing is used as a planning tool, the basis for setting the price should be stated.</p>	<p>Not applicable.</p>
<p>8. If climate-related targets have been set, the activities covered, the scope of greenhouse gas emissions, the planning horizon, and the progress achieved each year should be specified. If carbon credits or renewable energy certificates (RECs) are used to achieve relevant targets, the source and quantity of carbon credits or RECs to be offset should be specified.</p>	<p>1. Fleet (Scope I) Carbon Emission Reduction target: The International Maritime Organization (IMO) has established the following phased greenhouse gas emission reduction targets for the global maritime industry:</p> <ul style="list-style-type: none"> • By 2030 : Compared with base year, the annual greenhouse gas emissions from international shipping should be reduced by at least 20% and the emission rate reduce 40%. • By 2040 : Compared with base year, the annual emissions should be reduced by at least 70%. • By 2050 : Achieve net-zero greenhouse gas emissions from international shipping. <p>2024 Achieved Progress: The CO₂ emissions rate of the fleets operated by the company and its subsidiaries has slightly increased from 31.7 g /TEU-KM in 2023 to 32.6 g /TEU-KM in 2024. (Due to the impact of operational conditions and geopolitical factors, changed in routes configuration have led to a slight increase in fuel consumption and carbon emissions.) the increased rate 2.8%, the decreased rate 67.5% compared to 2008 baseline.</p> <p>2. Fleet energy efficiency improvement management objectives: Evergreen Marine's latest M-type ships and A-type ships have effectively improved energy efficiency, reduced emissions of greenhouse gases nitrogen oxides, sulfur oxides etc., and also helped improve the accuracy of shipping schedules as well as enhance market competitiveness. The construction and design of new ships combines the concept of environment protection, continuously optimize ship design and reduces ship energy consumption so as to comply with the 2030 IMO Carbon Intensity Index (CII) regulations.</p> <p>3. The company doesn't use carbon offset and RECs for the time being.</p>
<p>9. GHG inventory and assurance status, and reduction goals, strategies and specific action plans</p>	<p>Please refer to following 1-1 and 1-2.</p>

1-1 Greenhouse Gas Inventory and Verification Status of the Company in Recent Two Years

1-1-1 Greenhouse Gas (GHG) Inventory Information

In 2024, global climate policies and industrial decarbonization standards continued to advance, placing greater demands on corporate sustainability and carbon management. The European Union explicitly included the shipping industry in the EU Emissions Trading System (EU ETS), requiring vessels entering or departing EU ports to purchase and surrender EU Allowances (EUAs) based on their verified CO₂ emissions. At the same time, the International Sustainability Standards Board (ISSB) launched IFRS S1 and S2 climate-related disclosure standards, which took effect globally in 2024, further strengthening climate risk management and corporate transparency. In response to the increasingly clear global decarbonization trend, EVERGREEN must accelerate its carbon management and low-carbon transition efforts to adapt to evolving policies and fulfill stakeholder expectations.

EVERGREEN conducted GHG inventory based on the operational control approach. The organizational boundary for 2024 inventory includes Evergreen Marine Corp. and its subsidiaries included in the consolidated financial statements, encompassing container vessels, domestic and overseas operational sites. The inventory comprehensively covers Scope 1 and Scope 2 emissions.

Third-party verification is scheduled for completion by June 2025, with dual certification under ISO 14064-1:2018 and the GHG Protocol. The complete verification results—including Scope 1, Scope 2, and Scope 3 (GHG Protocol Categories 2, 3, 4, 5, 6, and 7)—will be disclosed in the 2024 Sustainability Report to ensure information transparency and serve as the basis for the Evergreen's GHG emissions management.

The following table presents GHG emissions in metric tons of CO₂ equivalent (tCO₂e) per year, rounded to the nearest whole number. GHG intensity is expressed as tCO₂e per NT\$1 million in revenue.

Year		2023		2024	
Onboard Operations		Emission (tCO ₂ e)	GHG Intensity (tCO ₂ e pee NT\$ million revenue)	Emission (tCO ₂ e)	GHG Intensity (tCO ₂ e pee NT\$ million revenue)
Fleet	Scope 1 Direct GHG Emissions	9,559,618		11,769,292	
	Scope 2 Indirect GHG Emissions	7,649		10,659	
	Subtotal	9,567,267		11,779,951	
	Biofuel	-		5,708	
Onshore Operations		Emission (tCO ₂ e)	GHG Intensity (tCO ₂ e pee NT\$ million revenue)	Emission (tCO ₂ e)	GHG Intensity (tCO ₂ e pee NT\$ million revenue)
EVERGREEN	Scope 1 Direct GHG Emissions	6,159		6,553	
	Scope 2 Indirect GHG Emissions	30,567		33,524	
	Subtotal	36,726		40,077	
Subsidiaries	Scope 1 Direct GHG Emissions	35,333		42,643	
	Scope 2 Indirect GHG Emissions	26,508		33,293	
	Subtotal	61,841		75,936	
Total		9,665,835	34.93	11,895,964	25.66

Note 1: In 2024, the organizational boundary for the GHG inventory was expanded to include Italia Marittima S.p.A. Worldwide Container Shipping Company (ITS) and newly delivered vessels, resulting in an increase in greenhouse gas emissions.

Note 2: GHG intensity calculations exclude biofuel.

Note 3: As biofuel is part of the natural carbon cycle, its related emissions are disclosed separately in accordance with ISO 14064-1 and the GHG Protocol.

Note 4: The consolidated revenue (rounded to the nearest million NTD) was NT\$463,568 million in 2024 and NT\$276,715 million in 2023.

1-1-2 GHG Verification Information

The company and its consolidated subsidiaries have conducted GHG verification for the past two years as follows:

Verification Scope		2023 emission (tCO ₂ e)	2024 emission (tCO ₂ e)
GHG emissions from Onboard Operations			
Fleet	Scope 1 Direct GHG Emissions	9,559,618	11,769,292
	Scope 2 Indirect GHG Emissions	7,649	10,659
	Subtotaal	9,567,267	11,779,951
	Biofuel	-	5,708
	Percentage of the Inventory Disclosed in Section 1-1-1	100%	100%
GHG emissions from Onshore Operations			
EVERGREEN	Scope 1 Direct GHG Emissions	6,159	6,553
	Scope 2 Indirect GHG Emissions	30,567	33,524
	Subtotal	36,726	40,077
	Percentage of the Inventory Disclosed in Section 1-1-1	100%	100%
Subsidiaries	Scope 1 Direct GHG Emissions	35,333	42,643
	Scope 2 Indirect GHG Emissions	26,508	33,293
	Subtotal	61,841	75,936
	Onboard Operations	100%	100%
Verification Body		BSI	BSI
Verification Details		Verification Standards: ISO 14064-1:2018 and GHG Protocol (Reasonable Assurance Level)	GHG inventory is scheduled to be conducted in May 2025 with a reasonable assurance level, and expecting to obtain dual certification under ISO 14064-1:2018 and the GHG Protocol in June.
Verification Opinion/Conclusion		Unqualified Opinion	Not yet verified

1-2 GHG Reduction Targets, Strategies, and Action Plans

Evergreen and its subsidiaries operate globally through an extensive network of offices and shipping routes. In response to climate change risks and to achieve our sustainability goals, we have categorized our operations into two main areas—on-shore operations and on-board operations—based on operational characteristics. Climate governance is promoted along these two dimensions, with dedicated GHG emissions reduction targets, strategies, and action plans developed for each.

For onboard operations (the fleet), Evergreen centrally manages emissions reduction efforts in alignment with IMO regulations, international standards, and decarbonization trends, focusing on improving vessel energy efficiency and advancing low-carbon transitions.

For onshore operations (offices, terminals, and container yards), given the varying conditions across regions, our initial efforts focus on Taiwan, where our headquarters is located, as a demonstration site for setting reduction targets and implementing action plans. These efforts will be gradually extended to overseas locations, with the goal of achieving company-wide low-carbon operations and reaching net-zero emissions by 2050.

1. Onboard Operations (Fleet)

GHG emissions Reduction Targets

Phase	Reduction Target
Short-term	Annual 2% reduction in carbon intensity; by 2030 Co ₂ emission rate will be reduced by 70% compared to the base year 2008.
Mid-term	By 2040, total GHG emissions will be reduced by 70% compared to the base year 2008.
Long-term	Achieve net-zero emissions by 2050

Strategies and Action Plans

Evergreen is promoting the following strategies and action plans to support the achievement of its short-, mid-, and long-term GHG emissions reduction targets for onboard operations.

(1) Promoting Fleet Modernization and Green Upgrades

Evergreen places energy efficiency and environmental sustainability at the core of its fleet development strategy and has been advancing vessel design upgrades. Since 2023, it has placed orders for new environmentally friendly ships equipped with dual-fuel engines—either methanol or LNG—to phase out aging vessels and improve the fleet's overall operational efficiency and environmental performance.

(2) Introducing Low-carbon and Alternative Energy Technologies

Evergreen is progressively increasing the use of biofuel as an alternative energy source to reduce GHG emissions and reduce reliance on conventional fossil fuels.

(3) Applying Carbon Capture Technologies to Reduce Carbon Footprint

Evergreen is introducing Carbon Capture and Storage (CCS) technologies to reduce direct CO₂ emissions during vessel operations, thereby further lowering the fleet's carbon footprint.

(4) Optimizing Sailing Efficiency to Improve Emissions Reduction Outcomes

Evergreen collaborates with Weathernews Inc. (WNI) to obtain real-time weather data that supports optimal route planning for its fleet, helping to improve navigational efficiency and safety, and notably reducing fuel consumption and carbon emissions.

(5) Reducing Energy Use and GHG Emissions During Port Stays

Evergreen's vessels are equipped with shore power systems, enabling them to switch to Alternative Maritime Power (AMP) while at berth, helping to reduce marine fuel consumption, lower port-side air pollution, and mitigate environmental impacts on surrounding communities.

2. Onshore Operations (Office Sites and Terminals)

A. Office Sites

GHG emissions Reduction Targets

Phase	Reduction Target
Short-term	Reduce emissions from company vehicles and office buildings by 18% and 10% respectively by 2030, using 2024 as the base year.
Mid-term	Reduce emissions from company vehicles and office buildings 40% and 30% respectively by 2040, relative to the 2024 baseline
Long-term	Achieve net-zero emissions by 2050

Strategies and Action Plans

Evergreen is promoting low-carbon transportation and building energy efficiency at its Taiwan office sites, while progressively introducing renewable energy, with the goal of reducing overall emissions and advancing sustainable operations.

(1) Low-carbon Transition of Company Vehicles

Evergreen is implementing a phased electrification plan for its company vehicle fleet. Initially, conventional fuel-powered vehicles are being replaced with hybrid models, with the long-term goal of transitioning to full electric vehicles (EVs). Currently, 8 out of 43 company vehicles in Taiwan have been replaced. By 2035, an additional 28 are scheduled to be replaced with hybrids. The full transition to EVs will be pursued depending on advancements in EV technology—such as battery range and charging infrastructure—with the goal of achieving a zero-emission fleet by 2050.

(2) Improving Energy Efficiency and Increasing Renewable Energy Usage

To achieve short-term reduction targets, around 2,000 LED energy-efficient light fixtures will be installed in office spaces. In addition, outdated HVAC(Heating, Ventilation, and Air Conditioning) systems will be upgraded, and window insulation film will be applied

to reduce cooling load.

During the mid- to long-term phase, Evergreen will adopt renewable electricity procurement to gradually increase the share of green energy. The goal is to achieve 100% renewable electricity usage for office operations by 2050, through sources such as solar and wind power.

(3) Promoting Emissions Reduction Measures and Employee Engagement

Employees are encouraged to use shared mobility or efficient public transportation (such as high-speed rail and metro systems) instead of company vehicles to reduce transportation-related emissions.

To raise awareness and engagement, Evergreen will regularly disclose quarterly per capita data on water use, electricity consumption, and waste generation at its office sites, and actively promote energy-saving and waste-reduction practices.

B. Kaohsiung Terminal 7

GHG emissions Reduction Targetss

Phase	Reduction Target
Short-term	By 2030, reduce Scope 1 emissions by 10% compared to the base year 2024
Long-term	Achieve net-zero emissions by 2050

Strategies and Action Plans

To pursue its carbon reduction roadmap and achieve emissions targets, Kaohsiung Terminal 7 is adopting a dual approach—through equipment electrification and energy transformation. Key strategies and action plans include:

(1) Electrification of On-site Equipment

Diesel-powered equipment is being replaced in phases with electric alternatives. Starting in 2026, Evergreen will phase out diesel empty container handlers and introduce autonomous electric models to reduce fossil fuel use and support the transition toward fully electric operations.

The goal is to complete full electrification of all diesel-powered equipment at the terminal by 2050.

(2) Use of Renewable Energy

In the short-term, Evergreen would evaluate the installation of a 300 kW solar power system within the terminal to increase the use of self-generated green electricity.

Long-term actions include the procurement of renewable electricity from external sources or participation in collaborative renewable energy development projects. The goal is to ensure that 100% of the terminal's electricity demand is met by renewable energy (e.g., solar or wind) by 2050.