

SUSTAINABILITY REPORT FOR THE CALENDAR YEAR 2025

DATA SECTION



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Statement of use: Swire Shipping has reported in accordance with the Global Reporting Initiative (GRI) Standards for the period 1st January 2025 to 31st December 2025. This Content Index includes information that addresses and / or identifies where relevant information is located to report in accordance with the GRI Standards disclosure requirements.

GRI STANDARD / OTHER SOURCE	DISCLOSURE	LOCATION / EXPLANATION	OMISSION Requirements Omitted / Reasons / Explanation
General Disclosures			
GRI 1 used		GRI 1: Foundation 2021	
Applicable GRI Sector Standard(s)		Not applicable	
GRI 2: General Disclosures 2021	2-1 Organisational details	See "Our Business" section of the report and "Organisational Structure and Boundaries" in the Data section. Headquarters are at 300 Beach Road #27-01 The Concourse Singapore 199555.	
	2-2 Entities included in the organisation's sustainability reporting	See "Our Business" section of the main report and "Organisational Structure and Boundaries" section in the Data section. The same approach is taken for all entities under Swire Shipping Pte. Ltd. across disclosures in this Standard and across material topics.	
	2-3 Reporting period, frequency and contact point	1 st January to 31 st December 2025, annual report. Contact point: Head of Sustainability at Lydia.Pavlova@swireshipping.com	
	2-4 Restatements of information	Initiatives that started in prior years and continued during the reporting period are covered. Data for Scope 1, Scope 1 / vessel day for 2023 / 2024 and Scope 2 for 2023 / 2024 have been restated (after reviewing prior year calculations) to ensure consistency and enable comparability between reporting periods. The reasons for the restatements are: Scope 1 • Recategorised emissions from lubricant oil to Scope 3. • Excluded refrigerants emissions from chartered-in vessels and natural gas from offices as Swire Shipping does not have operational control over these emissions. Scope 2 • Reviewed location-based calculations, as market-based emissions were previously reported, and included smaller offices (<5 employees) in scope. These restatements resulted in a decrease of around 1% in Scope 1 and Scope 1 / vessel day figures, and an increase of between 19%-46% in Scope 2 figures. Similarly emissions from SO_x, NO_x, particulate matter and volatile organic compounds for 2023 / 2024 have been restated as emissions from lubricant oils were recategorised to Scope 3. These restatements resulted in a decrease of around 0.2% in 2023 and 2024 figures. No other restatements were made.	
	2-5 External assurance	This report has been externally assured with the assurance statement included in the Data section. The external assurer is independent from Swire Shipping and has an impartial opinion. The external assurance process for the Sustainability Report validates statements or claims made in the report, including that the report has been prepared in accordance with the GRI Standards.	
	2-6 Activities, value chain and other business relationships	Sector: Marine Transportation See "Our Business" and "Supply Chain Management" sections of the report, and "Organisational Structure and Boundaries" and "Our Value Chain" in the Data section.	
	2-7 Employees	See "Diversity, Equity and Inclusion" section of the report and "Employment Information" in the Data section. There were no significant variations in employees by gender or region when compared to last year. 98% of the shore-based workforce were employed on a permanent basis. The number of employees who were temporary (i.e. contractors) was very low at 2%, with most of them being skilled professionals working as consultants on a contract basis to assist with specific projects. 99% were employed full-time. Seafarers are considered to be long-term employees even when they are employed on a contract-by-contract basis. The number of seafarers included in this report represent "active seafarers" that have been on board managed vessels at least once over the 12-month period. Headcount represents full-time equivalent. All employee numbers are at 31 st December 2025.	

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GRI 2: General Disclosures 2021 <i>cont.</i>	2-8	Workers who are not employees	This category only covers personnel joining the Company under internship arrangements. At the end of 2025, there was one intern (headcount) with Swire Shipping. This is usually a student(s) or young professional(s) employed on a short-term contract basis and numbers do not fluctuate significantly each year.	
	2-9	Governance structure and composition	See "Our Approach to Sustainability" section of the report. Swire Shipping's Board of Directors at 31 st December 2025 comprised five members; two of whom were Independent Non-Executive Directors. The shareholders are directly represented on the Board of Directors and provide governance direction. The governance structure below the Board level is represented by the members of the Executive Leadership Team (ELT) who are responsible for decision making on and overseeing the management of the organisation's impacts on the economy, environment, and people. There are two Sustainability and Decarbonisation (S&D) subcommittees in place at the ELT level that drive decision making, measure performance and ensure alignment with other business operations: Environmental, Social and Governance (ESG), and Energy Transition. See Disclosure 405-1 - Diversity of governance bodies and employees.	Other requirements are not covered due to confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about the tenure, commitments and competencies of members of its governance bodies and the stakeholder groups represented.
	2-10	Nomination and selection of the highest governance body	Swire Shipping Pte. Ltd. is the wholly owned shipping arm of John Swire & Sons Ltd. (JS&S). Selection process for the Swire Shipping's Board of Directors is done by the parent company. ELT members are comprised of functional department heads and the Chief Executive Officer (CEO). See Disclosure 405-1 - Diversity of governance bodies and employees.	Other requirements are not covered due to confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about the nomination and selection process for members of its governance bodies.
	2-11	Chair of the highest governance body	The Chairman of the Swire Shipping Board of Directors is Mr. S. C. Swire. The Chair is not a senior executive of Swire Shipping.	
	2-12	Role of the highest governance body in overseeing the management of impacts	Swire Shipping is committed to maintaining robust governance practices that benefit the long-term interests of all stakeholders. All corporate governance practices are regularly reviewed and updated in response to the evolving needs of the business, shareholder and other stakeholder feedback, regulatory changes and other corporate developments. All policies are updated as required (<i>ad hoc</i> or annually), reviewed and then approved by the members of the ELT before publication. The parent company's Board of Directors sets group-wide direction and policy related to the management of ESG impacts and monitors compliance annually and biennially. Swire Shipping Board's oversight responsibilities include strategy, risk management, compliance and internal audit. It also includes oversight of ESG-related matters as part of the Company's overall business strategy. Swire Shipping's Risk Management Committee, chaired by the CEO, is responsible for oversight of management's identification and evaluation of enterprise risks, including the Company's ESG risks. During the reporting period, the Chief Sustainability and Energy Transition Officer (CSETO) reported directly to the CEO and provided biannual updates to the Board on ESG risks and opportunities. The Chief People Officer, who is a member of the ELT, covers the impact on people. The Fleet Director (ELT member) is responsible for safety and environmental compliance. Economic impacts are covered by the CEO and the Chief Financial Officer.	
	2-13	Delegation of responsibility for managing impacts	The Board delegates authority for day-to-day management of the Company and its operations, including those related to ESG matters, to the ELT. The Board receives updates from ELT members regarding the effectiveness of policies and procedures, progress regarding targets, risks and opportunities, global compliance standards and other priority ESG topics. During the reporting period, ESG-related discussions with the Board were led by the CSETO, who reported directly to the CEO, and biannually to the Board as well as kept the parent company's Sustainable Development Office (who reports to the parent company's Board of Directors) informed on the progress across all ESG areas. See composition and responsibilities of the S&D Department under "Sustainability Governance" section of the report.	
	2-14	Role of the highest governance body in sustainability reporting	See "Stakeholder Engagement and Materiality" section of the Sustainability Report for more information. Relevant ELT members review sections relevant to their areas of expertise during compilation of the report.	
	2-15	Conflicts of interest	Swire Shipping's CEO provides feedback on the Company's annual sustainability reports prior to publication. Swire Shipping's Corporate Code of Conduct (CoC) (https://files.swireshipping.com/assets/Sustainability/CorporateCodeofConduct.pdf) sets out the process for avoiding or managing conflicts of interest. The responsibility for the implementation of the Corporate CoC rests with the CEO and the Board of Directors. The Corporate CoC requires employees and Directors to avoid conflicts of interest, defined as situations where the person's private interests conflict, or may appear to conflict, with the interests of Swire Shipping.	Other requirements are not covered due to confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about conflicts of interest to stakeholders.
	2-16	Communication of critical concerns	Swire Shipping has a Whistleblowing Policy and procedures in place (https://files.swireshipping.com/assets/Sustainability/WhistleblowingPolicy.pdf). The Policy provides clarity on how and when to report suspected instances of any potential breach of the Corporate CoC via an external party, Group Internal Audit. Any critical concerns will be reported to the ELT in the first instance and addressed in accordance with the Policy. Concerns raised to the ELT, Swire Shipping's Board of Directors and the parent company's Board of Directors are disclosed in "Fines and Grievances" section of the report.	
	2-17	Collective knowledge of the highest governance body	Some Board members are Directors of the parent company, JS&S. JS&S is responsible for advancing the collective knowledge, skills and experience of the Board on S&D. Regular updates are provided via S&D committee meetings. The Chairman of the Swire Shipping Board of Directors took a formal Sustainability course to advance his knowledge.	

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GRI 2: General Disclosures 2021 cont.	2-18	Evaluation of the performance of the highest governance body	This is the responsibility of the parent company. JS&S has the Sustainable Development Office, working closely with the JS&S Directors on S&D agenda. The parent company's Board of Directors sets group-wide direction and policy related to the management of ESG impacts and monitors compliance annually and biennially.	Other requirements are not covered due to confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about evaluation process of its governance bodies and the results of evaluations.
	2-19	Remuneration policies	Swire Shipping strives to reward its employees fairly and competitively, to be able to attract, develop and retain a highly skilled workforce, and ensuring financial sustainability in the long run. As a privately owned company, Swire Shipping does not publicly disclose remuneration information. The Company's pay philosophy supports pay-for-performance culture and strives to deliver a market competitive and internally equitable level of compensation which, in turn, supports the realisation of its long-term business strategy. Swire Shipping's executive compensation programmes are designed to attract, retain and motivate by competitively and fairly compensating ELT members. Remuneration benchmarks for executive officers are reviewed annually by the Rewards team, providing advice on the competitiveness of executive officers' pay and recommend adjustments to the CEO for approval. The CEO's compensation is reviewed directly by the Chairman, guided by market benchmarks and the Chief People Officer. ELT members have at least one of their annual KPIs focused on ESG.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about remuneration policies.
	2-20	Process to determine remuneration	As per Disclosure 2-19. As a privately owned company, Swire Shipping does not publicly disclose remuneration information.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about remuneration policies.
	2-21	Annual total compensation ratio	As a privately owned company, Swire Shipping does not publicly disclose compensation information.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about compensation.
	2-22	Statement on sustainable development strategy	See "CEO Message" in the report.	
	2-23	Policy commitments	See "Our Sustainability Policies" and "Ethical Business Conduct" sections of the report. All policies are approved by the ELT.	
	2-24	Embedding policy commitments	See "Our Approach to Sustainability" and other relevant sections of the report on how the policies are operationalised.	
	2-25	Processes to remediate negative impacts	See "Our Value Chain" and "Fines and Grievances" sections together with all material topics reported in this report.	Information unavailable. Swire Shipping does not track the effectiveness but maintains open channels to receive any feedback to improve the process.
	2-26	Mechanisms for seeking advice and raising concerns	See "Sustainability Policies", "Our Approach to Sustainability", "Ethical Business Conduct" and "Fines and Grievances" sections of the report.	
	2-27	Compliance with laws and regulations	There were no instances of non-compliance with laws and regulations during the reporting period.	
	2-28	Membership associations	See "Memberships and Associations" section in the report.	
	2-29	Approach to stakeholder engagement	See "Stakeholder Engagement and Materiality" section. Key stakeholder groups can be found under "Our Key Stakeholder Groups and Areas of Concern" in the Data section of the report.	
	2-30	Collective bargaining agreements	44% of seagoing employees working on board the fleet are covered under a Collective Bargaining Agreement (CBA). The other 56% of seagoing employees are employed on the Company's terms and conditions, which are on par with International Transport Federation's CBA terms. All contractual conditions are in accordance with the International Labour Organisation, Maritime Labour Convention 2006. See "Human Rights and Labour Practices" section in the report.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about remuneration policies.

Material Topics

GRI 3: Material Topics 2021	3-1	Process to determine material topics	See "Stakeholder Engagement and Materiality" section as well as "Our Impact Along the Value Chain" section in the Data section of this report.	
	3-2	List of material topics	See "Stakeholder Engagement and Materiality" section as well as "Our Impact Along the Value Chain" section in the Data section of this report.	

Greenhouse Gas Emissions and Air Pollution, and Climate Change (combined)

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report. Swire Shipping has an Environmental Policy, Climate Change Policy, Sustainable Development Policy and Whistleblowing Policy and procedures in place to report any issues that may negatively affect the environment. Swire Shipping continues to provide environmental education to 100% of its seagoing employees by including a module on energy efficiency awareness containing in-depth explanation of the Safety Management System (SMS) and the Ship Energy Efficiency Management Plan (SEEMP) through the Safety Awareness Courses. The SMS is the core requirement for the International Safety Management (ISM) Code, is in place to guide daily operations, and is strictly adhered to. The ISM Code is the international standard for the safe management and operation of ships and for pollution prevention. The SEEMP is a ship-specific plan to improve the energy efficiency of a ship and is a requirement for all ships above 400 gross tonnage. The SMS applies to 100% of owned vessels and all vessels have their specific SEEMP onboard.	
GRI 102: Climate Change 2025	102-1 Transition plan for climate change mitigation	See "Our Sustainability Policies" and "Greenhouse Gas Emissions and Air Pollution, and Climate Change" sections of the report. Swire Shipping's decarbonisation roadmap is aligned with the IMO's GHG Strategy. The Company's transition plan is supported by climate-related policies, governance structures, decarbonisation initiatives, and TCFD-aligned climate risk assessments. GHG emissions reduction targets and progress are disclosed under Disclosure 102-4. Related governance, stakeholder engagement and impact management disclosures are provided under Disclosures 2-12, 2-13, 2-29, 3-3 and 101-2. Expenditure related to implementation of the transition plan is not disclosed as the Company is privately held.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about expenditures.
	102-2 Climate change adaptation plan	See the "Our Sustainability Policies" section of the report. Climate-related risks and opportunities, including TCFD-aligned physical and transition risks, are considered in the Company's climate transition and adaptation approach. Governance oversight and accountability are described under Disclosures 2-12, 2-13 and 2-29. Impacts on workers, communities and biodiversity are managed in accordance with GRI 3-3 Management of Material Topics and Disclosure 101-2 Management of Biodiversity Impacts. Expenditure associated with implementation is not disclosed as the Company is privately held.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about expenditures.
	102-4 GHG emissions reduction targets and progress	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report and "Environmental Summary" in the Data section. Reduction targets are aligned with the IMO's GHG Strategy and the operational control approach defined by the GHG Protocol has been applied. Emissions are reported in tCO₂e and gases included: CO₂, CH₄ and N₂O. Refer to Disclosures 102-5, 102-6 and 102-7 for more details.	
	102-5 Scope 1 GHG emissions 102-6 Scope 2 GHG emissions 102-7 Scope 3 GHG emissions 102-8 GHG emissions intensity	See disclosures under GRI 305: Emissions 2016.	
	102-10 Carbon credits	See the "Offsetting Carbon Emissions from Operations" section of the report.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about specific projects.
GRI 305: Emissions 2016	305-1 Direct (Scope 1) GHG emissions	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report and "Environmental Summary" in the Data section. The operational control approach defined by the GHG Protocol has been applied. Emissions are reported in tCO₂e and gases included: CO₂, CH₄ and N₂O. Baseline year is 2021 to align with the rebranding of The China Navigation Company (CNCo) to Swire Shipping and emissions emitted were 520,336 tCO₂e. Source of the emission factors: HFO, LFO, MGO, biofuel – "Regulation (EU) 2023/1805 of the European Parliament and of the Council of 13th September 2023 on the use of renewable and low carbon fuels in maritime transport, and amending Directive 2009/16/EC". Global Warming Potentials used in the calculation of CO₂e are based on the Intergovernmental Panel on Climate Change (IPCC) Fourth Assessment Report (AR4) over a 100-year period. Petrol, diesel and refrigerants – United Kingdom (UK) DEFRA. The Global Warming Potentials (GWPs) used in the calculation of CO₂e are based on the IPCC Fifth Assessment Report (AR5) over a 100-year period so that the conversion factors are consistent with current national and international reporting requirements.	
	305-2 Energy indirect (Scope 2) GHG emissions	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report and "Environmental Summary" in the Data section. The operational control approach defined by the GHG Protocol has been applied. Emissions are reported in tCO₂e and gases included: CO₂, CH₄ and N₂O. Baseline year is 2021 to align with the rebranding of CNCo to Swire Shipping and Scope 2 location-based emissions were 345 tCO₂e. Source of location-based emission factors for electricity and heating: Latest available International Energy Agency (IEA) Emission Factors from Resource Advisor, JS&S' Sustainability Management System. Sources of market-based emission factors: Supplier-specific emission factors where possible and the remaining from the latest available IEA Emission Factors from Resource Advisor, JS&S' Sustainability Management System.	

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GRI 305: Emissions 2016 <i>cont.</i>	305-3	Other indirect (Scope 3) GHG emissions	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report and "Environmental Summary" in the Data section. In 2025, Scope 3 emissions baseline was recalculated using calendar year 2024 data. The result showed that Scope 3 accounted for 26% of the overall emissions inventory. Sources of air travel emissions: • Emission factors by UK DEFRA by distance, inclusive of Radiative Forcing Index which describes the indirect (non-CO₂ emissions e.g. water vapour, contrails, NO_x). Gases included: CO₂, CH₄, N₂O. Global Warming Potentials used in the calculation of CO₂e are based on the IPCC Fifth Assessment Report (AR5) over a 100-year period. • Emissions provided by air travel providers. Emissions are provided in tCO₂e where breakdown by individual GHG is not available.	
	305-4	GHG emissions intensity	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change" section of the report and "Environmental Summary" in the Data section. Energy Efficiency Operational Indicator measures emissions per metric tonne (MT) of cargo transported per nautical mile.	
	305-5	Reduction of GHG emissions	See "Greenhouse Gas Emissions and Air Pollution, and Climate Change", "Energy Efficiency Operational Indicator" and "Energy Efficiency Technologies and Measures" sections of the report, and "Environmental Summary" in the Data section.	
	305-6	Emissions of ozone-depleting substances (ODS)	Not applicable / material.	Omitted as Swire Shipping does not produce, import or export ODS.
	305-7	Nitrogen oxides (NO _x), sulfur oxides (SO _x), and other significant air emissions	See "Absolute Emissions" section of the report, together with the "Environmental Summary" in the Data section. Source of emission factors and standards are: For 2025: Methodology as outlined in IMO Fourth GHG Study (2020). For 2023 and 2024: For SO _x - assumed 97.753% of sulphur in fuel is converted to SO _x . Sulphur content is 0.5% m/m even for vessels with a scrubber due to emission ratio limit of 21.7. Source: StormGeo Emission Indicators. For NO _x - assumed 84%, 6% and 10% of IFO / LSIFO consumed at sea, in harbour and in port respectively, and 18%, 30% and 52% of MGO / LSGO consumed at sea, in harbour and in port respectively. Assumed the same percentages for LO consumption in each mode. Source: European Commission (2002) "Quantification of emissions from ships associated with ship movements between port in the EC" For PM - Eyring, V., <i>et al.</i> , Transport impacts on atmosphere and climate: Shipping, Atmospheric Environment (2009),doi:10.1016/j.atmosenv.2009.04.059 For VOC - Average in Table VII at p14 http://projects.dnv.com/portenv/portal/Documents/Finalfinalreport31May.pdf For black carbon - Emission Factors from IMO Fourth GHG Study, which varies for each vessel class.	

Marine Biodiversity Protection and Pollution Prevention

GRI 3: Material Topics 2021	3-3	Management of material topics	See "Marine Biodiversity Protection and Pollution Prevention" section of the report. See Disclosure 2-27 Compliance with laws and regulations for more information on environmental breaches during the reporting period. Swire Shipping has a number of policies and procedures in place (see "Policies and Governance" sub-section) to report any issues that may negatively affect the environment and biodiversity.	
GRI 101: Biodiversity 2024	101-1	Policies to halt and reverse biodiversity loss	See "Policies and Governance" sub-section to report any issues that may negatively affect the environment and biodiversity. Swire Shipping has identified shipping routes and port operations that intersect with protected marine areas and regions of high biodiversity value. These areas include those recognised under the Convention on Biological Diversity (CBD), Ecologically and Biologically Significant Marine Areas (EBSAs) and International Maritime Organisation (IMO) Particularly Sensitive Sea Areas (PSSAs). The Company addresses these overlaps through its Biodiversity Action Plan (BAP), which outlines measures to minimise pollution and avoid disruption to marine ecosystems. To align with the 2030 Targets of the Kunming-Montreal Global Biodiversity Framework, Swire Shipping has in place the following: Target 1: Spatial Planning: Mapping of the shipping routes and port operations against protected marine areas (e.g. EBSAs, PSSAs) / Integrating biodiversity-sensitive areas into route planning and operations. Target 2: Ecosystem Restoration: Supporting marine habitat restoration (Partnership with ESI, Mangrove restoration project etc.) / Collaborating with NGOs on biodiversity-related projects. Target 3: Protected Areas: Strictly observing regulations that apply to operating in marine protected areas. Target 4: Species Protection: Supporting the "United for Wildlife" International Taskforce on the transportation of illegal wildlife products. Target 5: Sustainable Use: Using sustainable materials and onboard products / Promoting responsible waste management at sea and in ports. Target 6: Invasive Species: Complying with IMO Ballast Water Management Convention / Regular inspections and hull cleaning to prevent biofouling. Target 7: Pollution Reduction: Reducing use of Single-use Plastic (SUP) and GHG emissions reductions / Using low sulphur fuel and shore power in ports. Target 8: Climate Resilience: Reducing GHG emissions through fleet and voyage efficiency and route optimisation. Use of second-generation biofuels. Target 9–11: Sustainable Livelihoods and Ecosystem Services: Supporting local communities through conservation partnerships / Enhance ecosystem services like clean water and fisheries by reducing operational impacts. Target 14: Mainstreaming Biodiversity: Biodiversity is a part of the strategy and ESG reporting / Training of employees on biodiversity awareness and compliance. Target 15: Business Disclosure: Using GRI 101: Biodiversity to report impacts and mitigation. Target 16-23: Capacity, Finance, Monitoring: Allocating budget for biodiversity initiatives / Collaborating with governments and NGOs on biodiversity data and monitoring.	Information unavailable: Swire Shipping operates in shared marine environments, where biodiversity impacts are indirect or cumulative. The Company does not own or manage land or ecosystems directly, making it hard to define policies that halt and reverse biodiversity loss. Biodiversity indicators (e.g., species richness, habitat integrity) are complex and location-specific and the Company does not have baseline data or tools to monitor progress meaningfully.

GRI 101: Biodiversity 2024 cont.	101-2 Management of biodiversity impacts	See "Marine Biodiversity Protection and Pollution Prevention" section of the report and "Protecting the Environment and Biodiversity" under Thriving Partners section. Mitigation hierarchy is addressed by: Avoidance: • Route planning to avoid ecologically sensitive marine areas (e.g., coral reefs, marine protected areas). • Ballast water management systems to prevent the spread of invasive species. Minimisation: • Use of low sulphur fuels. • Emission reduction initiatives. • Speed reduction programmes in sensitive zones to minimise collision risks with marine mammals. • Use of hull coating with reduced biocide. Restoration projects: • Swire Shipping invested in a five-year Mangrove Research and Rejuvenation Programme in Fiji in 2024 and the impact measurement will be undertaken in the later phase of the project. The Company is actively engaging with port operators at high-traffic and ecologically sensitive locations to understand and support existing biodiversity initiatives. By aligning its decarbonisation efforts with biodiversity-sensitive practices, the Company enhances synergies and avoids trade-offs between these two critical sustainability areas.	Information unavailable: due to the nature of the Company's operations, which are conducted in shared port / marine environments globally, reporting per site is not possible.
	101-4 Identification of biodiversity impacts	Shipping companies can significantly impact biodiversity through habitat disruption from anchoring, introduction of invasive species via ballast water and biofouling, and pollution from oil spills, waste discharge, and air emissions. These activities can disturb marine species, degrade sensitive ecosystems like coral reefs and mangroves, and reduce ecosystem services such as fisheries, coastal protection, and water purification. Additionally, underwater noise and light pollution can interfere with the behaviour and survival of marine mammals, while operations near biodiversity hotspots and migratory corridors pose risks to threatened species and ecological balance. Swire Shipping developed Biodiversity Issues of Concern (BIC) and BAP manuals to address high-risk areas by identifying and assessing biodiversity issues of concern, to eliminate or minimise adverse impacts on biodiversity. The BIC manual looks at issues of concern such as marine and shore discharge EBSAs and the PSSAs. The assessment used geospatial mapping tools and marine biodiversity databases to identify overlaps between operational sites and ecologically critical zones. Additionally, the Company has in place a Responsible Cargo Carriage Policy, which covers <i>inter alia</i> carriage of illegal wildlife products and unsustainable food. Swire Shipping utilises the IMO's Guidelines for the Prevention and Suppression of the Smuggling of Wildlife on Ships Engaged in International Maritime Traffic and the World Wildlife Fund's (WWF) Red Flag Indicators for Wildlife and Timber Trafficking in Containerised Sea Cargo. Swire Shipping aims to further evaluate biodiversity impacts in its supply chain and address areas under its control.	Information unavailable: Due to limited internal capacity and the complexity of assessing biodiversity impacts in shared marine environments, the Company has not conducted a biodiversity impact assessment across its supply chain.
	101-5 Locations with biodiversity impacts	Identification of locations with biodiversity impacts is supported by the implementation of the comprehensive BAP, which directly addresses the identified BIC (manuals are internal documents).	Information unavailable: Due to the nature of Company's operations, which are conducted in shared port / marine environments globally, reporting per site is not possible. Due to limited internal capacity and the complexity of assessing biodiversity impacts in shared marine environments, the Company has not conducted a biodiversity impact assessment across its supply chain.
	101-6 Direct drivers of biodiversity loss	Please refer to the Disclosure 101-4 and the BAP manual. Also see information reported under Disclosures 305-1, 305-2 and 305-3.	
	101-7 Changes to the state of biodiversity	It is difficult to directly link biodiversity changes to specific shipping activities as shipping routes span multiple jurisdictions and ecosystems, making it hard to isolate impacts. Biodiversity changes may result from cumulative pressures beyond the Company's control.	
	101-8 Ecosystem services	Swire Shipping operates across multiple jurisdictions and open seas, where site-specific biodiversity data is scarce or non-existent. Ports may lack detailed assessments of local ecosystem services and their beneficiaries. Impacts from shipping (e.g. noise, ballast water, emissions) are often indirect or cumulative, making it hard to link them to specific changes in ecosystem services.	

Employee Health, Safety and Wellbeing

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Employee Health, Safety and Wellbeing" section of the report, together with "Safety Statistics" in the Data section. This topic covers safety of fleet operations, offices, cargo operations and port community, and cargo. Work is ongoing with port services partners to ensure that the safety culture extends beyond vessels, however this is outside of Swire Shipping's direct operational control. Swire Shipping has a Global Health and Safety Policy, a Whistleblowing Policy and procedures in place to report any issues that may negatively affect health, safety or the environment. This process is managed in a confidential manner. See "Fines and Grievances" section of the report.	
GRI 403: Occupational Health and Safety 2018	403-1 Occupational health and safety management system	See "Employee Health, Safety and Wellbeing" section of the report. Recognised standards / guidelines for occupational health and safety management system followed are: • International Convention for the Safety of Life at Sea, 1974, as amended Chapter IX – Management for the safe operation of ships. • Resolution A.741 (18) International Management Code for the Safe Operation of Ships & for Pollution Prevention (International Safety Management Code). • Adopted OSHA Injury and Illness Recordkeeping & Reporting Requirements (Safety Management Manual Section 9.0). • All occupational health & safety professionals are employed by the Company are formally qualified.	
	403-2 Hazard identification, risk assessment, and incident investigation	High-risk activities on board are identified and risks mitigated using the Permit-to-Work system on board. Work activities on board vessels undergo a formal risk assessment in accordance with the Safety Management System (SMS) before commencement. Part of the risk assessment then requires risk elimination, reduction, or mitigation measure to be implemented. Swire Shipping uses DNV's marine systematic cause analysis technique (MSCAT) to identify root causes when investigating incidents and severe near miss reports. Senior officers are trained during the Safety Awareness Courses on the correct methodology of using the MSCAT. Swire Shipping reports total recordable cases (Total Recordable Cases, Lost Time Injuries, Total Recordable Case Frequency). Work-related occupational disease cases are also tracked.	
	403-3 Occupational health services	Occupational health services are provided through a combination of onboard medical protocols, shore-based clinics, and telemedicine support. These services cover: • Pre-employment medical examinations to ensure fitness for duty. • Routine health monitoring during contracts. • Telemedicine systems for 24/7 access to licensed doctors while at sea. • Medical evacuation protocols for emergencies. • Health risk assessments related to fatigue, confined spaces, chemical exposure and infectious diseases. Personal health data is stored in secure systems accessible only to authorised personnel. Medical records are handled in compliance with General Data Protection Regulation or equivalent data protection laws.	
	403-4 Worker participation, consultation, and communication on occupational health and safety	Participation and consultation on occupational health and safety matters on board is achieved by conducting monthly Quality, Health, Safety and Environment meetings. Additionally, there is a mid-month safety dialogue session conducted on board to proactively address safety related issues and to reiterate practical application of Safety I's™. Similarly, occupational health and safety matters are discussed in all Company offices including regional and Head Office by way of a safety committee, which convenes on a quarterly basis. Third-party contractors and all visitors on board Company vessels undergo safety briefings. When third-party workers are involved, they or their representatives are required to attend a pre-work meeting along with Swire Shipping seagoing employees. Permits are structured to include third-party workers in compliance process. If these are stevedores, a formal ship-shore checklist is completed during toolbox talks.	
	403-5 Worker training on occupational health and safety	See "Programmes for Seagoing Employees" sub-section of the report.	
	403-6 Promotion of worker health	The Company provides care for all seagoing and shore-based employees whose workplace is controlled by the organisation. For seagoing employees, Swire Shipping looks after their health and wellbeing, for example, by providing gyms on board vessels and improving cook's skills for better nutritional value of onboard meals. Swire Shipping partnered with the International Seafarers' Welfare and Assistance Network (ISWAN) for seafarers and a global Employee Assistance Programme (EAP) for shore-based employees. Both services are confidential in nature and offered at no cost to employees and their immediate family members. The maritime industry has witnessed a worrying trend in the mental wellbeing of seafarers and the number of suicides registered. Swire Shipping has a suicide prevention module at the Safety Awareness Courses to equip senior officers with tools to spot warning signs at the earliest possible stage to avoid tragic events of this nature on board.	
		For information on employee health and wellbeing, please refer to "Employee Health, Safety and Wellbeing" section of the report.	

GRI Content Index

GRI 403: Occupational Health and Safety 2018 <i>cont.</i>	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	All persons, including third-party contractors and customer personnel on board Company vessels are subject to the same health and safety requirements. The Safety Management System (SMS) Section 5 deals with the Safety, Health and Environment Management. All persons are provided with a vessel safety familiarisation and appropriately supervised throughout their stay on board. A record of safety familiarisation and training is maintained on board. Personal Protective Equipment, Medical Locker and Pandemic Locker Equipment are maintained on board in accordance with the SMS Section 5. Global and local Safety and Wellness Committees meet regularly to assess impact of safety and wellbeing issues and put measures in place to rectify it as necessary.	
	403-8 Workers covered by an occupational health and safety management system	100% of Swire Shipping seagoing employees are covered by the SMS. All persons, including third-party contractors and customer personnel on board Company vessels, are subject to the health and safety requirements. No workers engaged on board Company vessels or at Company offices are excluded from disclosure. All incidents involving Company employees and non-employees working on board Company vessels and at Company offices are reported and fully investigated to identify root causes and to address preventative actions. On board vessels, 45% of seafarers are members of the Safety Committees and the rest of the seafarers are represented by the officer and rating representatives (total of 100%). For the offices, Safety and Wellness Committees are in place in all key locations (committees are comprised of representatives from various departments but all employees are covered, i.e. 100%).	
	403-9 Work-related injuries	The Company reports the following for all employees: • Fatalities • Recordable work-related injuries including Lost Time Injuries • Restricted Work Cases and Medical Treatment Cases • Type of accident, nature and bodily location of injury • Number of hours worked (based on 24 hours on board and eight hours per day in the office) are used to calculate incident frequency rates. The Company tracks the following for non-employees working on board Company vessels: • Time, date, type and severity of injury, sequence of events leading to the incident, immediate actions taken and actions to prevent a reoccurrence. The Company does not classify non-employee injury but requires a copy of the investigation report from the injured party's employer. Incident frequency rates are based on 1,000,000 manhours. Third-party employees working on board Company vessels and at Company offices are excluded from the disclosure. The Company also submits annual incident statistics to the following Industry Organisations: • International Maritime Contractors Association (IMCA); and • International Support Vessel Owner Association (ISOA). Relevant statistics are reported in the "Employee Health, Safety and Wellbeing" section of the report, together with "Safety Statistics" in the Data section.	

Diversity, Equity and Inclusion

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Diversity, Equity and Inclusion" section of the report. Swire Shipping has Corporate CoC and Whistleblowing Policy and procedures in place to report any violations of the Corporate CoC. There are also internal policies in place: Diversity, Equity and Inclusion Policy and a Respect in the Workplace Policy.	
	GRI 405: Diversity and Equal Opportunity 2016	405-1 Diversity of governance bodies and employees Employee breakdown by gender and age group are included in the report. The Board of Directors comprised five members: four male and one female. Board of Directors age groups are: Under 30 years old: 0% 30 to 50 years old: 40% Over 50 years old: 60% Two British, one Singaporean, one New Zealander and one resident of Hong Kong SAR. The ELT was comprised of six males and two females. ELT age groups are: Under 30 years old: 0% 30 to 50 years old: 25% Over 50 years old: 75% One Singaporean, one Portuguese, three British, two New Zealanders and one Chinese. See "Diversity, Equity and Inclusion" section of the report.	

GRI Content Index

GRI 405: Diversity and Equal Opportunity 2016 <i>cont.</i>	405-2 Ratio of basic salary and remuneration of women to men	The global ratio by job level was as follows (Female to Male ratio): By employee category: C-Level: 1:1.39 Senior Managers and above: 1:1.17 Entry Level / Middle Managers: 1:1.14 Others: 1:0.50 By significant location (>5% of employees): The Chinese Mainland: 1:1.44 Fiji: 1:2.60 India: 1:1.47 New Zealand: 1:1.33 Papua New Guinea: 1:1.32 Singapore: 1:1.51 United States of America (USA): 1:1.28	
GRI 406: Non-discrimination 2016	406-1 Incidents of discrimination and corrective actions taken	See "Fines and Grievances" section of the report.	

Human Rights and Labour Practices

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Human Rights and Labour Practices" section of the report. This topic applies to all Swire Shipping group employees ashore or at sea. Swire Shipping has Corporate CoC, Supplier CoC, Human Rights Policy, Modern Slavery Policy and Whistleblowing Policy and procedures in place to report any issues that may arise.	
GRI 408: Child Labor 2016	408-1 Operations and suppliers at significant risk for incidents of child labor	Swire Shipping complies with the UK Modern Slavery Act (MSA) 2015. As part of that commitment, the Company will not tolerate child / forced or compulsory labour within the business or in supply chain. The Company's MSA statements are published annually and are available on the website. See https://www.swireshipping.com/information/info-pages/sustainability/modern-slavery The Company categorises its value chain using the Build-Operate-Transfer model (see "Our Value Chain" in the Data section). Swire Shipping complies with the MLC 2006 and ensures no child labour in its direct operations through independent audits and verification. For the supply chain, the Company has a risk-based framework for identifying critical suppliers, where one of the risk criteria used for the segmentation is the Global Slavery Index's Vulnerability Index at the country-level. This framework covers all its supplier categories. No substantiated incidents of modern slavery were identified through internal reporting channels, audits or due diligence processes across Swire Shipping's operations and supply chain during the 2025 reporting period. There were no cases of child labour in 2025.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about its suppliers.
GRI 409: Forced or Compulsory Labor 2016	409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor	See Disclosure 408-1. Swire Shipping conducts due diligence on manning agencies and assesses its chartered-in fleet for any potential risks. There were no cases of forced or compulsory labour in 2025. See "Supply Chain Management" section of the report. ESG assessments cover human rights and MSA.	Confidentiality constraints. As a privately held company, Swire Shipping does not disclose details about its suppliers.

Talent Attraction and Development

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Talent Attraction and Development" section of the report. Swire Shipping has a Whistleblowing Policy and procedures in place to report any issues.	
GRI 404: Training and Education 2016	404-1 Average hours of training per year per employee	See "Talent Attraction and Development" section of the report.	
	404-3 Percentage of employees receiving regular performance and career development reviews	100% of employees receive an annual performance and career development review. For the breakdown by gender and employee category, please refer to "Employment Information" section of the Data section.	

Supporting Local Communities

GRI 3: Material Topics 2021	3-3	Management of material topics	See "Supporting Local Communities" section of the report. No grievances were reported during the reporting period. Swire Shipping has Corporate CoC, Sustainable Development Policy and Whistleblowing Policy and procedures in place to report any issues that may negatively affect communities.	
	413-1	Operations with local community engagement, impact assessments, and development programs	All local community programmes are locally driven and identified in consultation with local employees. They are aligned with the Corporate Philanthropy Donations Policy. Being a shipping company, Swire Shipping does not have significant direct impact on local communities; however, the Company believes in investing in local communities and does so via provision of <i>pro bono</i> shipments in support of various charitable organisations, disaster relief efforts through donation of containers and awarding grants to various charitable organisations. Assistance was focused on Australia, the Chinese Mainland, India, New Zealand, the Philippines, Samoa, Singapore, USA and throughout the Pacific Island Countries and Territories.	
	413-2	Operations with significant actual and potential negative impacts on local communities	Swire Shipping does not have actual or potential negative impact on local communities.	

Ethical Business Conduct

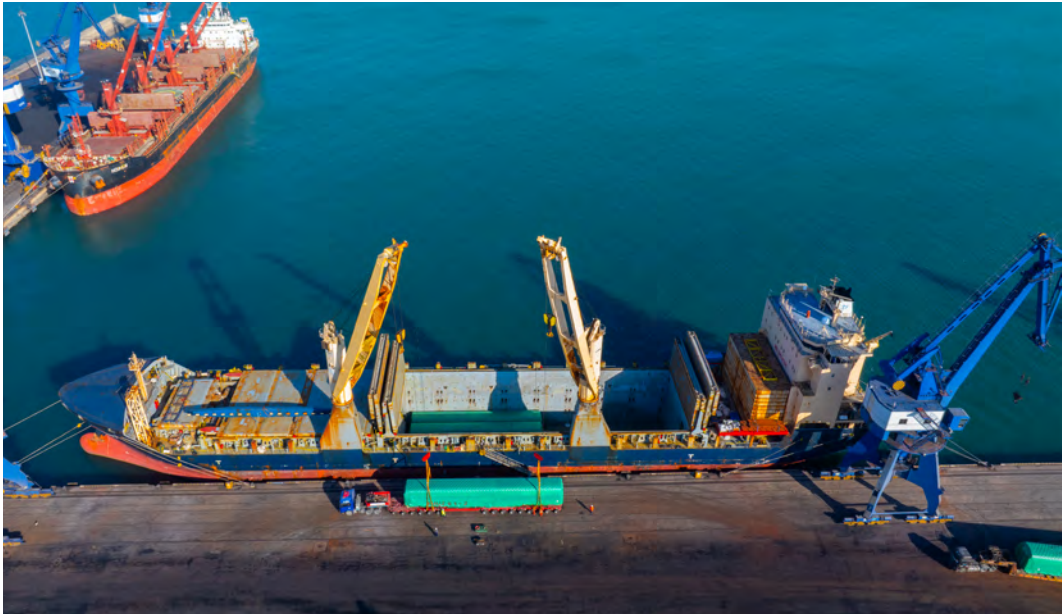
GRI 3: Material Topics 2021	3-3	Management of material topics	See "Ethical Business Conduct" section of the report. Swire Shipping has Corporate CoC, Anti-Bribery Policy and Whistleblowing Policy and procedures in place to report any issues that arise.	
	205-1	Operations assessed for risks related to corruption	All business operations are assessed for risks related to corruption. Any incidents of potential or actual non-compliance are reported to the Audit Committee and investigated. The Company has zero tolerance towards corruption. For more information, see "Ethical Business Conduct" section of the report.	
	205-2	Communication and training about anti-corruption policies and procedures	See "Ethical Business Conduct" section of the report. Swire Shipping's Corporate CoC includes the requirement for all employees to adhere to ethical behavioural standards and anti-corruption is one of the key areas of compliance. The Company carries out anti-bribery training and an online test for all employees. 100% of employees including ELT members in all regions Swire Shipping operates are covered. The same applies to all business partners (100%). An anti-corruption clause is included in all contractual agreements.	
GRI 205: Anti-corruption 2016	205-3	Confirmed incidents of corruption and actions taken	There were no incidents related to breach of Corporate CoC with respect to bribery, corruption and facilitation payments, reported in 2025. See "Fines and Grievances" in the Governance section of the report.	
	206-1	Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	There were no legal actions for anti-competitive behaviour, anti-trust and monopoly practices in 2025.	
GRI 206: Anti-competitive Behavior 2016				

Data Privacy and Cybersecurity

GRI 3: Material Topics 2021	3-3	Management of material topics	See "Data Privacy and Cybersecurity" section of the report.	
	418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	There were no substantiated complaints received concerning breaches of customer privacy during the reporting period and there was no reportable data protection breach pursuant to Art.33 European Union Global Data Protection Regulation in the processing of personal customer data in 2025.	
GRI 418: Customer Privacy 2016				

Supply Chain Management

GRI 3: Material Topics 2021	3-3 Management of material topics	See "Supply Chain Management" section of the report. No grievances or issues were recorded during the reporting period. Swire Shipping has Supplier CoC and Whistleblowing Policy and procedures in place to report any issues that may negatively affect health, safety or the environment.	
GRI 308: Supplier Environmental Assessment 2016	308-1 New suppliers that were screened using environmental criteria	See "Supply Chain Management" section of the report. Environmental and social criteria are included in the Supplier CoC. Percentage of supplier contracts awarded in 2025 assessed against environmental criteria = 29%	
	308-2 Negative environmental impacts in the supply chain and actions taken	See "Supply Chain Management" section of the report. Critical suppliers are assessed via Achilles Maritime Network. Number of suppliers assessed for environmental impacts = 21 No suppliers were identified as having significant actual or potential negative environmental impact.	
GRI 414: Supplier Social Assessment 2016	414-1 New suppliers that were screened using social criteria	Labour practices requirements are embedded within the Supplier CoC and are assessed through the Achilles Maritime Network supplier assessment process. Swire Shipping complies with the UK MSA and publishes annual statements on the website. Percentage of supplier contracts awarded in 2025 assessed against social criteria = 43%	
	414-2 Negative social impacts in the supply chain and actions taken	Critical suppliers are assessed via Achilles Maritime Network. Questionnaire covers areas related to supplier's social impacts such as labour practices and human rights. Number of suppliers assessed for social impacts = 21 No suppliers were identified as having significant actual or potential negative social impact.	



Organisational Structure and Boundaries



John Swire & Sons Ltd.

SWIRE SHIPPING PTE. LTD.¹

Organisational Boundaries

Geographic locations of operations (as at 31st December 2025)

American Samoa, Australia, Canada, the Chinese Mainland, Fiji, Germany, Hong Kong SAR, India, Japan, New Caledonia, New Zealand, Papua New Guinea, Samoa, Singapore, Solomon Islands, Taiwan region, Timor-Leste, Tonga, United Kingdom, United States of America, Vanuatu

Owned fleet²

27 vessels



Chartered-in³

15 vessels



Provision of services to other entities

Technical ship management services

- Regulatory compliance
- Repairs and maintenance
- Crew management
- Procurement of spares and supplies

Safety

LTI, near miss reports

People

Headcount and diversity
(as at 31st December 2025)⁵
Training

Safety and
People

Office Vehicular (Petrol, Diesel)

Vessel FO and Biofuel⁴

Vessel NO_x, SO_x, PM, VOC and BC⁴

Vessel HFC⁴

Scope 1 GHG

Office Electricity Usage, Plug-in Hybrid Electric Vehicles and Office Heating

Shore Power in Port

Scope 2 GHG

Shore-based Employees Air Travel

Crew Air Travel

Scope 3 GHG

Operational Boundaries

¹ References to "Swire Shipping Pte. Ltd." or "Swire Shipping" in this report include Swire Shipping, Swire Projects and Integrated Logistics (which are divisions of Swire Shipping Pte. Ltd.) and Swire Shipping Agencies and/or, as the context may require, any of their respective subsidiaries or group companies.

² For owned tonnage, the number reflects vessels operated and chartered-out as at end of the calendar year.

³ For chartered-in tonnage, the number reflects vessels operated over the calendar year.

⁴ Excludes owned vessels that were chartered-out over the calendar year.

⁵ For shore-based employees, numbers are as at 31st December 2025. For seagoing employees, number of "active seafarers" that have been onboard managed vessels at least once over the 12-month period.



Stakeholder	Engagement Mechanism	Areas of Concern
Employees: Shore-based	• Orientation programmes • Online Sustainability questionnaires • Office visits • Monthly Bulletins • Townhalls • Intranet portal • ELT Meetings • Information sessions and training programmes • Informal <i>ad hoc</i> feedback	• Employee Health, Safety and Wellbeing • GHG Emissions and Air Pollution • Climate Change • Marine Biodiversity Protection and Pollution Prevention • Data Privacy and Cybersecurity • Diversity, Equity and Inclusion • Ethical Business Conduct • Talent Attraction and Development • Human Rights and Labour Practices • Supporting Local Communities • Supply Chain Management • Physical Security
Employees: Seagoing	• Safety Awareness Courses • Online Sustainability questionnaires • Officer and crews' fora • Ship-shore safety dialogue • Monthly Bulletins • Townhalls	• GHG Emissions and Air Pollution • Employee Health, Safety and Wellbeing • Data Privacy and Cybersecurity • Ethical Business Conduct • Talent Attraction and Development • Human Rights and Labour Practices • Marine Biodiversity Protection and Pollution Prevention • Diversity, Equity and Inclusion • Supporting Local Communities • Recycling, Disposal and Minimisation of Waste and Materials
Customers	• Continuous dialogue with customers to understand their needs and expectations • Online Sustainability questionnaires • Structured interviews • Presentations • Compliance questionnaires and interviews • Customer newsletters	• GHG Emissions and Air Pollution • Marine Biodiversity Protection and Pollution Prevention • Climate Change • Employee Health, Safety and Wellbeing • Supply Chain Management • Ethical Business Conduct • Human Rights and Labour Practices / Modern Slavery • Diversity, Equity and Inclusion • Supporting Local Communities • Data Privacy and Cybersecurity • Recycling, Disposal and Minimisation of Waste and Materials • Responsible Cargo Shipping

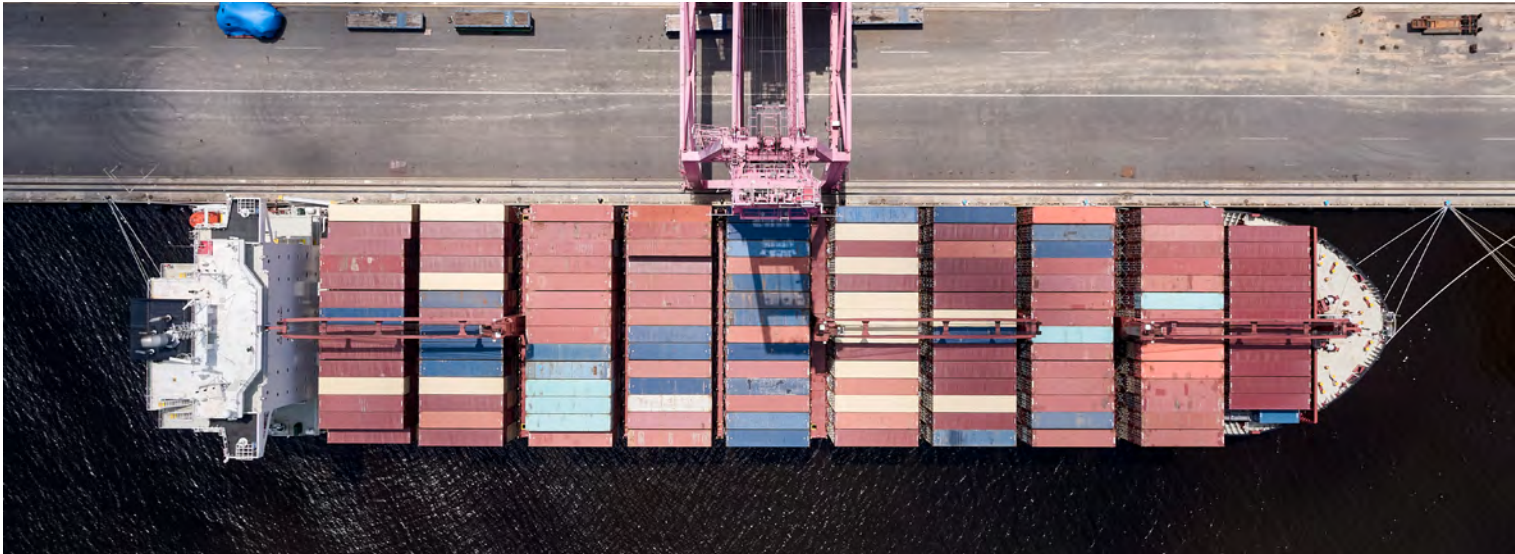


Stakeholder	Engagement Mechanism	Areas of Concern
Government and Regulators	Regular engagement and dialogue with government agencies in Singapore and in regional offices	- Employee Health, Safety and Wellbeing - Ethical Business Conduct - GHG Emissions and Air Pollution - Data Privacy and Cybersecurity - Regulatory and Compliance Risks
NGOs / Community	- Corporate Philanthropic projects' beneficiaries - Employee engagement and volunteering activities - Industry events - Conferences - Questionnaires	- GHG Emissions and Air Pollution - Human Rights and Labour Practices - Ethical Business Conduct - Climate Change - Marine Biodiversity Protection and Pollution Prevention - Employee Health, Safety and Wellbeing - Supply Chain Management - Diversity, Equity and Inclusion - Supporting Local Communities - Recycling, Disposal and Minimisation of Waste and Materials - Responsible Cargo Shipping
Shipping Industry actors: Peers / Ship Recycling Facilities	- Member dialogues - Industry events - Conferences - Knowledge sharing	- GHG Emissions and Air Pollution - Employee Health, Safety and Wellbeing - Talent Attraction and Development - Climate Change - Human Rights and Labour Practices - Marine Biodiversity Protection and Pollution Prevention





Stakeholder	Engagement Mechanism	Areas of Concern
Investors / Swire Group companies	• Board meetings • Working groups / Sustainability Committees • Status updates	• GHG Emissions and Air Pollution • Employee Health, Safety and Wellbeing • Talent Attraction and Development • Marine Biodiversity Protection and Pollution Prevention • Human Rights and Labour Practices • Climate Change • Diversity, Equity and Inclusion • SwireTHRIVE targets
Suppliers (Incl. Legal, HR, GIAD)	• Contract negotiations • Internal Audits • Compliance • Performance evaluations • Self- and physical audits of third-party suppliers	• GHG Emissions and Air Pollution • Climate Change • Marine Biodiversity Protection and Pollution Prevention • Employee Health, Safety and Wellbeing • Ethical Business Conduct • Supply Chain Management • Data Privacy and Cybersecurity • Human Rights and Labour Practices / MSA compliance • Supporting Local Communities

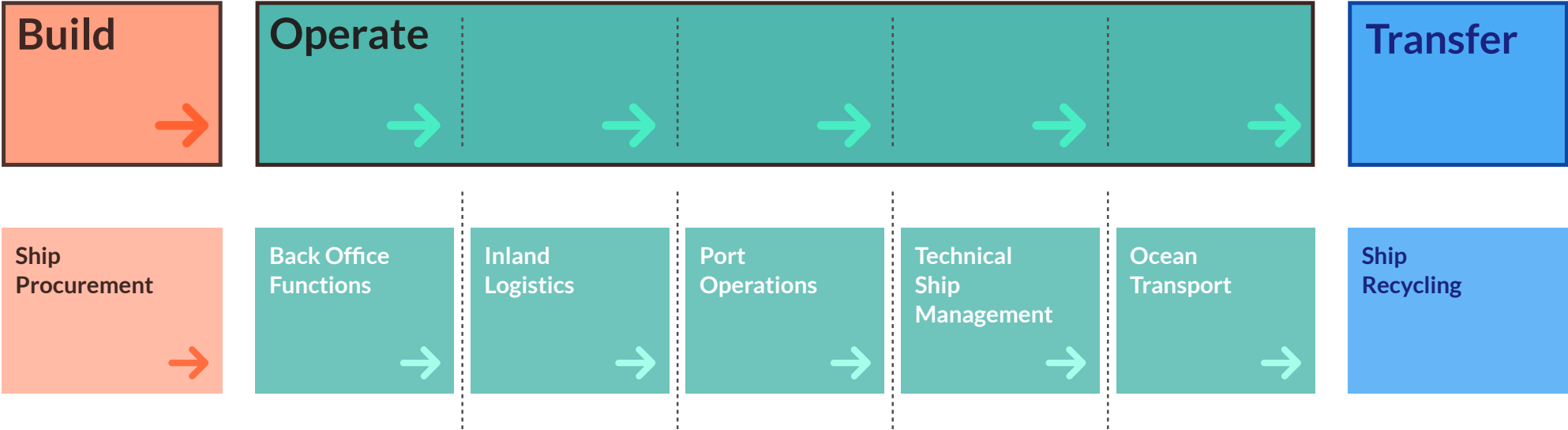


Our Value Chain



Swire Shipping's value chain covers three main phases of its operations:

- a) Building of vessels
- b) Operating vessels and
- c) Transferring the ownership of the vessel at the end of its economic life for the Company.



Business activities and partners:



Our Impact Along the Value Chain

		Sustainability Issues and Significant Impact			Impact Along the Value Chain			Time Horizon		
Material Topics	Definition	Positive (+)	Negative (-)	Materiality	Build	Operate	Transfer	Short	Med	Long
Climate Change	Managing physical and transition climate change risks and opportunities.	Emission reduction targets, driving decarbonisation through partnerships. Opportunity to invest in emission reduction technologies.	Contributing to global warming through emissions from burning fossil fuels.	⌚	◆	◆	◆	●	●	●
Greenhouse Gas Emissions and Air Pollution	Putting measures in place to reduce greenhouse gas (GHG) emissions, including SO ₂ and NO _x , by implementing energy efficiency measures, adopting new technologies and using alternate fuels.	Opportunity from the deployment of Energy Efficiency Technologies and measures. Memberships of various leading organisations to find solutions to decarbonisation in shipping. Innovation fund.	GHG emissions resulting from operations and value chain. Air pollution (SO ₂ and NO _x) resulting from the operation of ships.	⊕ ⊖ ⌚	◆	◆	◆	●		●
Marine Biodiversity Protection and Pollution Prevention	Minimising negative impacts to the health and biodiversity of marine ecosystems and marine life, through the responsible management of vessel speed, discharge, hull coating and prevention of spills / leakages.	Protection of marine ecosystems.	Potential harm to the marine ecosystem caused by accidental spills, noise pollution. Minor non-compliance with discharge-, noise- and water-related regulations.	⊕ ⊖ ⌚	◆	◆	◆	●	●	●
Employee Health, Safety and Wellbeing	Striving to upload a high level of health, safety and wellbeing for employees and other stakeholders.	Addressing health and mental wellbeing of workers at sea and ashore.	Lost Time Injuries. Fatalities. Safety incidents (employees and third-parties) on board vessels and in port. Burnout of shore-based employees.	⊖	◆	◆	◆	●	●	
Diversity, Equity and Inclusion	Fostering a diverse and inclusive workforce through non-discrimination and promotion of equal opportunities.	Creating a safe environment for the workforce and equal access to opportunities for all.	Incidents of discrimination and workplace harassment (shore-based and seagoing employees).	⊕ ⊖	◆	◆	◆	●	●	
Talent Attraction and Development	Attracting highly-skilled individuals, providing training and development opportunities to build a high-performing and engaged workforce.	Employee satisfaction through appropriate workforce development programmes. Competitive employment conditions and benefits.	Unable to attract talent and retain critical shore-based roles and skilled seafarers can damage the Company's reputation and increase operational cost.	⌚	◆	◆	◆	●	●	
Human Rights and Labour Practices	Respecting human and labour rights and ensuring there is no modern slavery within the business and supply chain.	Enhanced brand reputation and trust. Reduced legal and operational risks.	Occurrence of modern slavery and forced labour in the supply chain.	⊖	◆	◆	◆	●		
Supporting Local Communities	Supporting key stakeholder communities in countries where Swire Shipping operates, including strategic philanthropy / community investment, charitable donations, disaster relief and fundraising efforts.	Supporting key stakeholders communities through various programmes: education, environment and biodiversity, DEI, supporting key stakeholder communities. Increased employee satisfaction through community engagement / volunteering.	None	⊕	◆	◆	◆	●	●	
Ethical Business Conduct	Upholding the highest standards of ethical business conduct, including measures to promote anti-corruption, fair competition, responsible tax practices, and curtail the practice of facilitation payments.	Strong governance enhances business efficiency, and solid reputation positions the Company as a trusted partner of choice.	Cost of non-compliance. Reputational damage, loss of business and loss of revenue.	⊖ ⌚	◆	◆	◆	●	●	
Data Privacy and Cybersecurity	Protecting data and privacy, and safeguarding business systems against cybersecurity threats.	Strong policies and processes enhance data privacy and security.	Data breaches and inadequate privacy safeguards resulting in reputational damage, loss of customers and loss of revenue.	⊖ ⌚	◆	◆	◆	●		
Supply Chain Management	Mitigating the regulatory, environmental and social risks in the supply chain through responsible procurement practices.	Implementing responsible business practices and promoting sustainability within supply chain.	Non-compliance of suppliers to the Company's standards leading to the loss of business continuity and causing reputational damage.	⌚	◆	◆	◆	●		

KEY



Positive Impact



Negative Impact



Financial Risk / Opportunity



High



Med



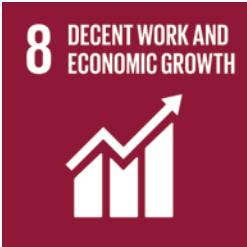
Low

SDGs with Links to SwireShippingTHRIVE Strategy and Material Topics with Progress



RELEVANT SDG	Links to SwireShippingTHRIVE	Relevant Material Topics	Relevance to Swire Shipping's operations / Progress over 2025 calendar year
 3 GOOD HEALTH AND WELL-BEING	We will operate to the highest standards of safety and implement these standards across our diversified business.	Employee Health, Safety and Wellbeing	See Thriving Environment and Thriving People sections of the report. <i>Areas covered:</i> • Global Health and Safety Policy • Health and Safety sub-committee • Cargo operations and port community safety measures • Integrated Management System for Swire Projects • Chain of responsibility framework for Integrated Logistics • Respect in the Workplace Policy • Safety observations and near miss reporting • Culture that encourages speaking up and reporting concerns without retaliation • Fleet and onshore safety and wellbeing programmes and campaigns • Crew safety and engagement forums and engagement workshops • Safety leadership programmes and Gemba Walks • Partnering with ISWAN for confidential crisis helplines and services • Onshore Wellness Committees • Safety Awareness Courses, various discretionary safety training courses • Enhancing the approach to safety • Environmental Policy and procedures to ensure No Harm to the environment and communities
 5 GENDER EQUALITY	People are our greatest asset ashore and at sea. We will build an engaged, diverse and empowered workforce, develop talent, and make Swire Shipping a great place to work. We will ensure that Swire Shipping champions Labour Rights, and enforces Modern Slavery Act requirements.	Diversity, Equity and Inclusion Human Rights and Labour Practices Talent Attraction and Development	See Thriving People and Thriving Partners sections of the report. <i>Areas covered:</i> • Diversity, Equity and Inclusion (DEI) Policy and Respect in the Workplace Policy • Monitoring diversity metrics and workforce representation • Tripartite Alliance for Fair and Progressive Employment Practices accreditation • Being recognised among Singapore's Top 300 Employers • Anti-harassment Policy for seagoing employees • Workplace Harassment prevention training module for shore-based employees • Preventing Sexual Harassment Onboard training module for seagoing employees • DEI Strategy on inclusive representation • Inclusive leadership and allyship training programmes • Gender Equality and Empowerment Group • Launchpad and Unconscious Bias Launchpad training programmes • Rainbow Tick certification in New Zealand • Flexible working arrangements • Gender-neutral employee attraction and retention policies and procedures • Equality in pay structures and rewards • Confidential reporting hotline • Dedicated line and contact person for female seafarers • Ensuring that funded activities benefit all genders • Training and development programmes • Membership of WISTA (Australia, New Zealand and Singapore) • Partnership with the Global Maritime Forum for the All Aboard Alliance Diversity@Sea pilot initiative • Training for female PNG and Filipino cadets



RELEVANT SDG	Links to SwireShippingTHRIVE	Relevant Material Topics	Relevance to Swire Shipping's operations / Progress over 2025 calendar year
	People are our greatest asset ashore and at sea. We will build an engaged, diverse and empowered workforce, develop talent, and make Swire Shipping a great place to work. We will ensure that Swire Shipping champions Labour Rights, and enforces Modern Slavery Act requirements. We will invest in projects that will benefit the communities we serve. We will strengthen our supply chain through responsible and ethical sourcing of services and materials.	Diversity, Equity and Inclusion Human Rights and Labour Practices Employee Health, Safety and Wellbeing Talent Attraction and Development Ethical Business Conduct Supply Chain Management	See Thriving People and Governance sections of the report. <i>Areas covered:</i> • Inclusive labour practices across all countries of operation • Good and safe working conditions • Investment in training and development • Equal pay for work of equal value • MLC compliance incorporated into organisational policies and procedures • Human rights impact assessments (when required) • DEI Policy and Respect in the Workplace Policy • Health and safety standards • Modern slavery assessments and published statements • Supply chain management and engagement on ESG standards • Corporate CoC and Supplier CoC / Supplier audits • Strong governance, compliance training, grievance reports • Learning and development framework
	People are our greatest asset ashore and at sea. We will build an engaged, diverse and empowered workforce, develop talent, and make Swire Shipping a great place to work. We will ensure that Swire Shipping champions Labour Rights, and enforces Modern Slavery Act requirements. We will invest in projects that will benefit the communities we serve.	Diversity, Equity and Inclusion Talent Attraction and Development Human Rights and Labour Practices Supporting Local Communities	See Thriving People and Thriving Partners sections of the report. <i>Areas covered:</i> • DEI Policy and Respect in the Workplace Policy, and their enforcement ashore and at sea • Flexible working arrangements that support diverse employee needs • Grievance mechanism • Inclusive recruitment and promotion practices • Unconscious bias and inclusive leadership training • ILO MLC 2006 compliance • Equality in pay structures and rewards • Collective Bargaining Agreements in place or equivalent conditions • Modern slavery assessments and statements • Investment in training and development • Leadership development programmes • Community investment projects in key stakeholder communities • University Bursary Scheme • Supporting The Propeller Club of Manila training programme • Partnerships to advance diversity and inclusion across the maritime industry



RELEVANT SDG	Links to SwireShippingTHRIVE	Relevant Material Topics	Relevance to Swire Shipping's operations / Progress over 2025 calendar year
	We will protect and enhance the environment in which we trade. We will strengthen our supply chain through responsible and ethical sourcing of services and materials.	GHG Emissions and Air Pollution Marine Biodiversity Protection and Pollution Prevention Ethical Business Conduct Supply Chain Management	See Thriving Environment, Thriving Partners and Governance sections of the report. <i>Areas covered:</i> • Environmental policy and practices • Adoption of EETs to improve resource efficiency and reduce fuel consumption • Use of second-generation biofuels • Hazardous materials management practices and disposal • Sustainable Ship Recycling Policy and practices • Transparent sustainability reporting in accordance with GRI standards • Supplier CoC, and Procurement Policy and practice, embedded with sustainability • Sustainably Produced Food Policy and Responsible Cargo Carriage Policy • Sustainable Office Guidelines and Sustainable Events SOP • Framework for identifying and assessing critical suppliers in place • Supply chain risk assessments and audits • Circular Rope Project • Nation-wide recycling campaign (Fiji) • Single-use plastic reduction targets • Paris MOU's Whitelist and RightShip Safety score for the chartered-in fleet • <i>Moana Taka Partnership</i> • Pacific School Furniture Programme
	We will decarbonise and optimise energy efficiency.	GHG Emissions and Air Pollution Climate Change	See Thriving Environment and Thriving Partners sections of the report. <i>Areas covered:</i> • Net Zero target supported by Decarbonisation Roadmap and strategy • Renewable electricity target for offices • Fleet of modern, fuel-efficient vessels • Fleet Efficiency team in place • Initiatives to improve fuel efficiency / use of performance management systems on vessels • Innovation budget to invest in novel EETs • Decarbonisation Manager in place • Use of performance management system on vessels • Internal fleet efficiency KPI scorecard • KPIs for reducing EEOI • Offsetting carbon emissions from business travel • Use of second-generation biofuels • Voyage to Zero: carbon insetting programme for customers • Eco-office / green office practices, Zero Carbon / Zero Waste Events • Member of <i>Getting to Zero 2030 Coalition</i>, MMMCZCS • Project Halo: Mangrove Research and Rejuvenation Programme in Fiji



RELEVANT SDG	Links to SwireShippingTHRIVE	Relevant Material Topics	Relevance to Swire Shipping's operations / Progress over 2025 calendar year
	We will protect and enhance the environment in which we trade.	Marine Biodiversity Protection and Pollution Prevention	See Thriving Environment and Thriving Partners sections of the report. <i>Areas covered:</i> • Biodiversity Policy / Investment in new technologies • Biodiversity Issues of Concern and Biodiversity Action Plan • Innovative hull coating with reduced biocide • Compliance with the IMO Ballast Water Management Convention (100% of owned vessels) • Safe ship recycling practices minimising release of hazardous chemicals into the water • Ballast water regulations compliance • Corporate Philanthropic investments (Partnership with the ESI, employee education and volunteering) • Working with NGOs on environmental conservation and biodiversity related projects • Single-use plastic reduction targets • ECHO programme led by Vancouver Fraser Port Authority, Protecting Blue Whales, Blue Skies Vessel Speed Reduction Programme in California and Port of Long Beach's Green Flag Programme • Project Halo: Mangrove Research and Rejuvenation Programme in Fiji
	We will ensure that Swire Shipping champions Labour Rights, and enforces Modern Slavery Act requirements. We will strengthen our supply chain through responsible and ethical sourcing of services and materials.	Human Rights and Labour Practices Ethical Business Conduct Supply Chain Management Data Privacy and Cybersecurity	See Thriving People and Governance sections of the report. <i>Areas covered:</i> • Strong governance, compliance training covering Corporate CoC • Whistleblowing Policy / Third-party due diligence • Anti-trust Policies / Sanctions checks • Membership of Maritime Anti-Corruption Network (MACN) • Human Rights and Modern Slavery Policies and annual Modern Slavery and Human Trafficking Statements • Procurement practices and guidelines / Supplier CoC • Anti-bribery Policy and compliance training for employees • Privacy Policies, procedures and training • Data Protection Trustmark Accreditation • Grievance mechanisms for employees, seafarers and external stakeholders • Cybersecurity training • Framework for identifying and assessing critical suppliers • Supply chain risk assessments and audits • Transparent sustainability reporting and external assurance
	We will invest in projects that will benefit the communities we serve. We will work with like-minded partners on advancing sustainability in the maritime sector.	Supporting Local Communities	See Thriving Partners section of the report. <i>Areas covered:</i> • Stakeholder engagement at international fora • Working with World Shipping Council and UK Chamber of Shipping • Members of <i>Getting to Zero</i> 2030 Coalition, MMMCZCS, Singapore Shipping Association • Collaboration with customers to support low carbon shipping solutions (Voyage to Zero) • Corporate Philanthropic investments in key stakeholder communities • Partnerships with universities, research institutions and NGOs • Working with governments in the areas of assistance required in countries where the Company operates • <i>Moana Taka Partnership</i> with SPREP • <i>Pro bono</i> / discounted shipments



UNGC Area	UNGC Principle	Measures in Place
Human Rights	Principle 1: Businesses should support and respect the protection of internationally proclaimed human rights	• Human Rights Policy and Corporate Code of Conduct in place. • Being an “Employer of Choice” providing good and safe working conditions, equitable remuneration and benefits. • 100% of seagoing employees are covered under a Collective Bargaining Agreement (CBA), or employed on the Company's terms and conditions, which are on par with, or higher than, the International Transportation Federation's CBA terms. • Human rights audits based on MLC 2006 for manning agencies. • Whistleblowing/confidential channels and grievance mechanism.
Human Rights	Principle 2: Businesses should make sure that they are not complicit in human rights abuses.	• Zero-tolerance stance against modern slavery and human rights abuses, aligned with UK Modern Slavery Act. • Modern Slavery Policy in place and annual Modern Slavery and Human Trafficking statements published. • Human rights audits based on MLC 2006 for manning agencies. • Validated ESG Crew Questionnaire for chartered-in tonnage and follow-up with owners for potential areas of concern (if any).
Labour	Principle 3: Businesses should uphold the freedom of association and the effective recognition of the right to collective bargaining.	• Human Rights Policy in place, which explicitly states employees' right to join/form/refrain from unions without reprisal (subject to local laws). • For seafarers, employment conditions comply with MLC 2006, and wage standards on par or above union collective bargaining agreements. • 100% of seagoing employees are covered under a Collective Bargaining Agreement (CBA), or employed on the Company's terms and conditions, which are on par with, or higher than, the International Transportation Federation's CBA terms. • Whistleblowing/confidential channels and grievance mechanism.
Labour	Principle 4: Businesses should uphold the elimination of all forms of forced and compulsory labour.	• Zero-tolerance approach to modern slavery. • Explicit prohibition of recruitment fees charged to seafarers by manning agencies. • Human Rights and Modern Slavery Policy and annual Modern Slavery and Human Trafficking statements published. • Supplier Code of Conduct in place, which prohibits use of forced/bonded/prison labour. • Critical suppliers framework: Risk-based assessments of critical suppliers. • Training on modern slavery for all shore-based employees, and senior officers. • Human rights audits based on MLC 2006 for manning agencies and ESG Crew Questionnaire for chartered-in vessels. • Monitoring of indicators such as retention rates, contract extensions or repatriation delays. • Whistleblowing procedures are in place for labour/human rights issues.



UNGC Area	UNGC Principle	Measures in Place
Labour	Principle 5: Businesses should uphold the effective abolition of child labour.	• Zero-tolerance approach to modern slavery, which includes child labour. • Human Rights and Modern Slavery Policy in place and annual Modern Slavery and Human Trafficking statements published. • Age verification requirements for manning agencies and shore-based recruitment. • Supplier Code of Conduct in place, which covers child labour prohibition in the supply chain.
Labour	Principle 6: Businesses should uphold the elimination of discrimination in respect of employment and occupation.	• Equal opportunity employer, and DEI Strategy in place. • Diversity & Inclusion Policy, Respect in the Workplace Policy, and Corporate Code of Conduct in place. • Balanced gender mix across the organisation, senior managers and Executive Leadership Team. • Anti-harassment Policy in place, with harassment prevention training provided to all shore-based and seagoing employees. • Monitoring of diversity metrics.
Environment	Principle 7: Businesses should support a precautionary approach to environmental challenges.	• Net Zero GHG emissions by 2050 target, aligned with IMO and supported by Decarbonisation Roadmap and Strategy. • Physical and transition climate risk assessment aligned with TCFD. • Environmental emergency preparedness beyond compliance (e.g. spill response drills). • Vessel performance monitoring with monthly CII and KPI scorecards across the operated fleet. • Biodiversity governance with BIC/BAP manuals in place. • Ballast water treatment compliance. • Waste handling per MARPOL Annex V.
Environment	Principle 8: Businesses should undertake initiatives to promote greater environmental responsibility.	• Net Zero GHG emissions by 2050 target, aligned with IMO and supported by Decarbonisation Roadmap and Strategy. • Voluntary carbon intensity target, which is more ambitious than IMO's target. • Renewable electricity target for offices. • Offset of business air travel. • Carbon Insetting Programme. • Single-use plastic reduction campaign. • Participation in voluntary speed reduction programmes for whale protection initiatives and noise reduction beyond regulatory compliance. • Positive environmental and biodiversity impacts projects: <i>Moana Taka Partnership</i>, Nation-wide recycling campaign, Partnership with Endangered Species International, Project Halo, Circular Rope Project. • Public disclosure of key environmental KPIs and progress in sustainability reporting.



UNGC Area	UNGC Principle	Measures in Place
Environment	Principle 9: Businesses should encourage the development and diffusion of environmentally friendly technologies.	• Trials and adopts Energy Efficiency Technologies (EETs) across the operated fleet. • Use of AI, data analytics, and voyage optimisation tools to improve fuel efficiency. • Retrofits and EETs such as silicone hull coatings, propeller/rudder improvements. • Annual innovation budget to pilot novel EETs. • Low-biocide hull coating (up to 95% less biocide). • Use of second-generation biofuel blends. • Participation in industry collaborations or pilots on low- and zero-carbon fuels. • Collaboration with research institutions, industry bodies and technology partners to evaluate and scale innovative decarbonisation solutions.
Anti-Corruption	Principle 10: Businesses should work against corruption in all its forms, including extortion and bribery.	• Zero-tolerance towards bribery and corruption. • Anti-corruption due diligence for suppliers and intermediaries. • Strong stance against corruption and refusal of any requests for facilitation payments. • MACN membership and reporting facilitation requests received. • Robust sanctions compliance culture. • Annual governance compliance training for all employees. • Active whistleblowing/confidential channels and grievance mechanism.



Environmental Summary



	2023	2024	2025
Total vessels (owned and/or managed/operated) by Swire Shipping	51	42	42
Scope 1 Emissions (tCO₂e)	890,441	888,219	764,643
tCO ₂			745,976
tCH ₄			302
tN ₂ O			12,928
tHFCs			5,437
Emissions from marine fuel	99.53%	99.56%	99.21%
Biogenic CO₂ emissions from biofuel (tCO₂)	-	272	7,058
Scope 2 Location-based Emissions (tCO₂e)	458	506	473
tCO ₂			473
tCH ₄			0.02
tN ₂ O			0.01
Scope 2 Market-based Emissions (tCO₂e)	427	393	146
tCO ₂			146
tCH ₄			0.01
tN ₂ O			0.00
Scope 3 Emissions (tCO₂e) Air travel only	3,928	3,780	4,258
SO_x (mt)	2,730	2,712	1,900
NO_x (mt)	21,350	21,544	3,916
Particulates (PM 10) (mt)	1,689*	1,719*	795
Particulates (PM 2.5) (mt)			69
VOC (mt)	335	333	740
Black Carbon (mt)	27,214	31,473	52
Spills	1 (not significant)**	Nil	Nil

Note:

Data for Scope 1, Scope 2 and other air emissions for FY 2023 / 2024 have been restated (after reviewing prior year calculations) to ensure consistency and enable comparability between reporting periods.

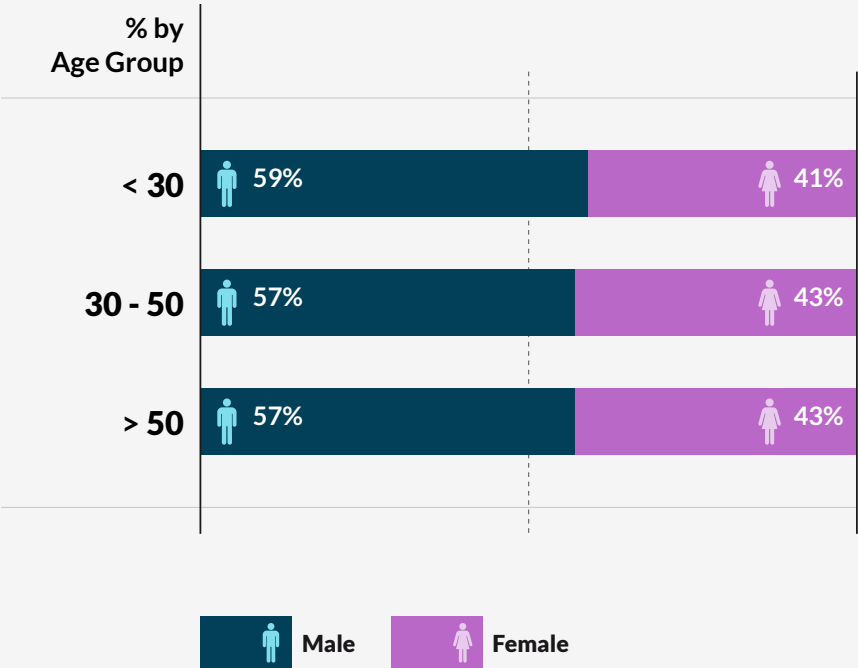
*Previous methodology for calculating particulates did not differentiate between PM 2.5 and PM 10. Methodology has been updated from 2025.

**Please refer to 2023 Data section for details.

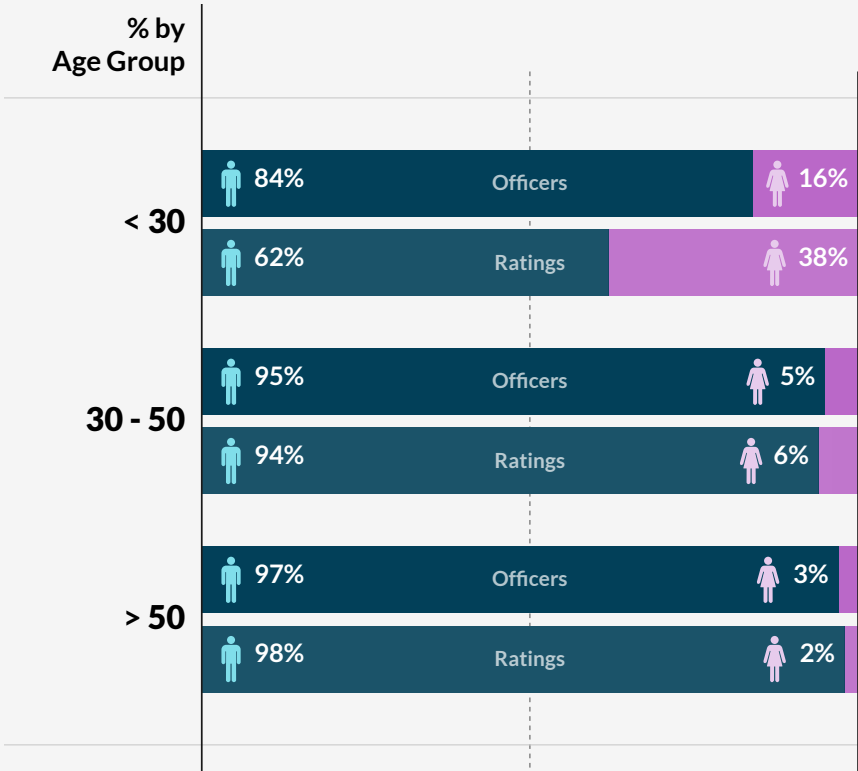
Employment Information



Shore-based employees by gender identity and age groups



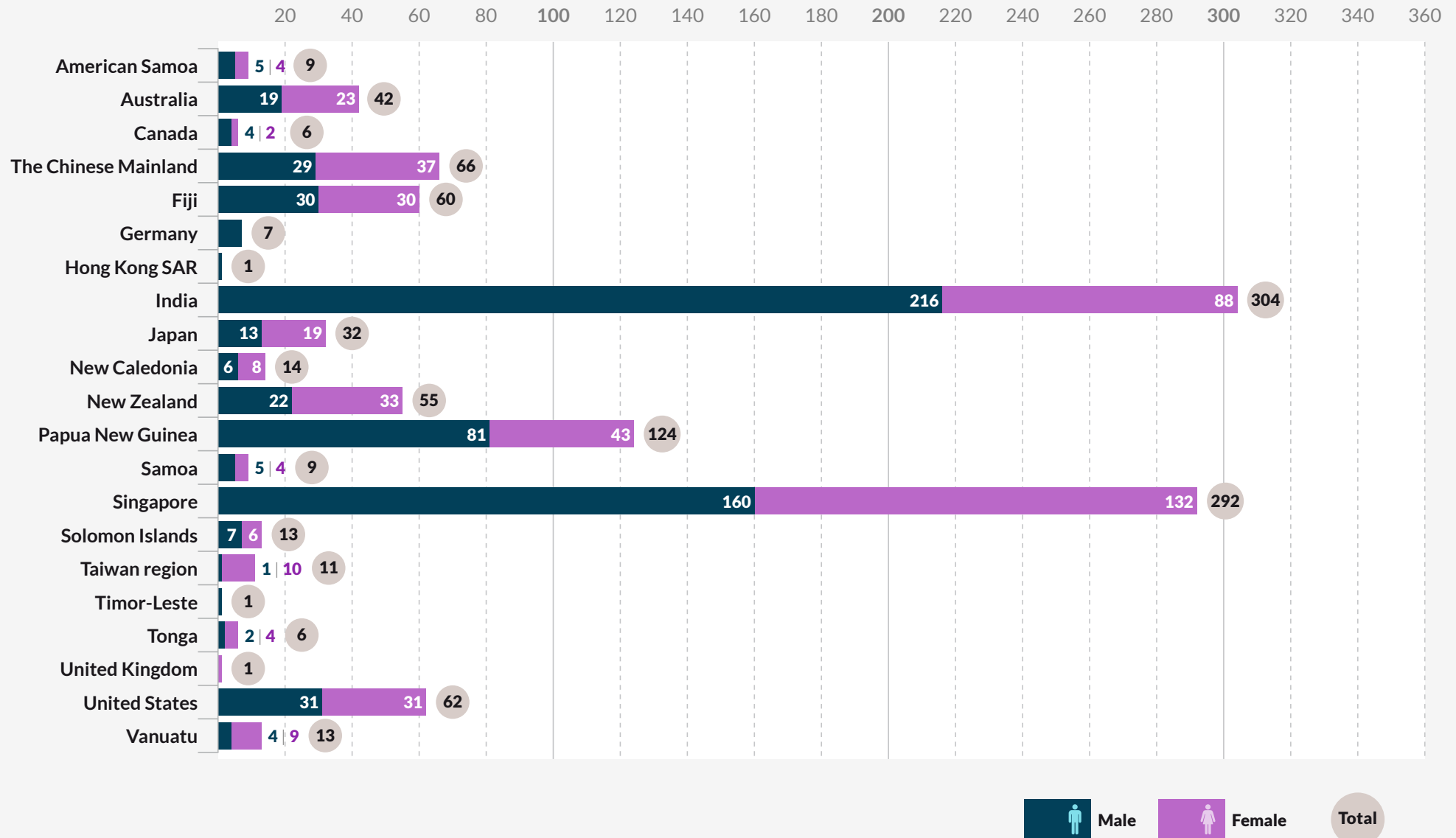
Seagoing employees on Swire Shipping vessels by gender identity and age groups



Employment Information



Number of shore-based employees by gender identity and office location

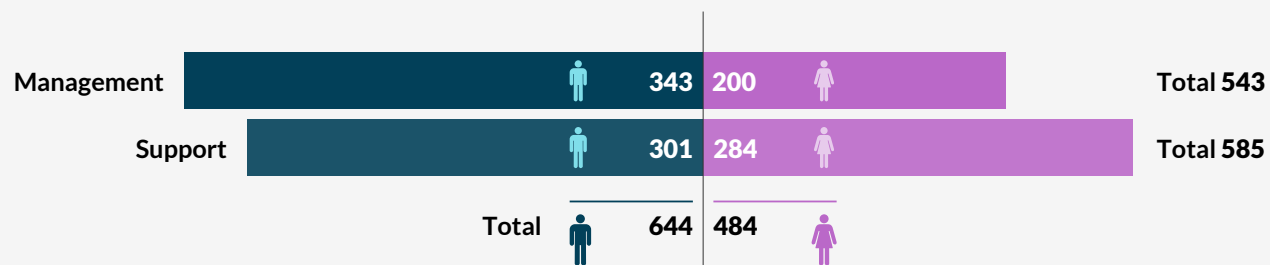


Employment Information



Shore-based employees by Employment level*

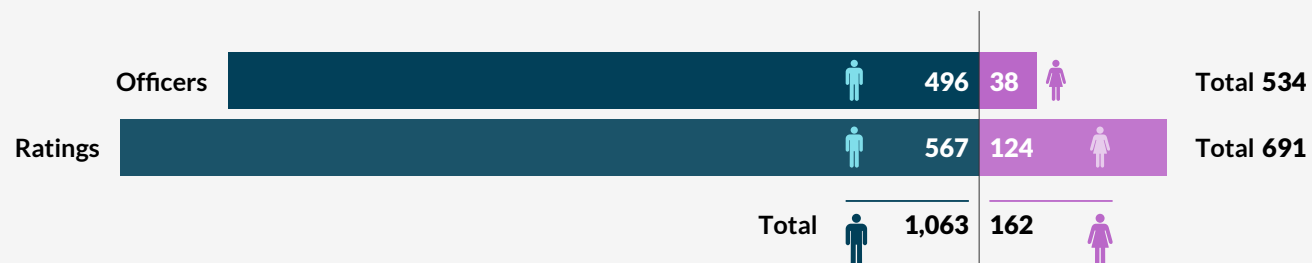
TOTAL 1,128



*One individual identified as "Other" and was excluded from statistical analyses to protect their privacy and ensure confidentiality.

Swire Shipping seagoing employees**

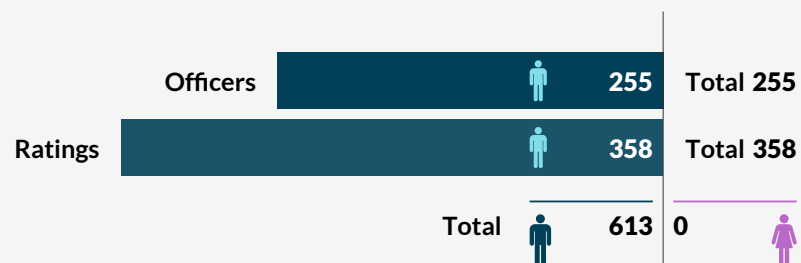
TOTAL 1,225



**The numbers reported represent "active seafarers" that have been on board managed vessels at least once over the 12-month period.

Swire Bulk seagoing employees**

TOTAL 613



Employment Information



Number of Shore-based Employees by
gender identity, employment type, and office location

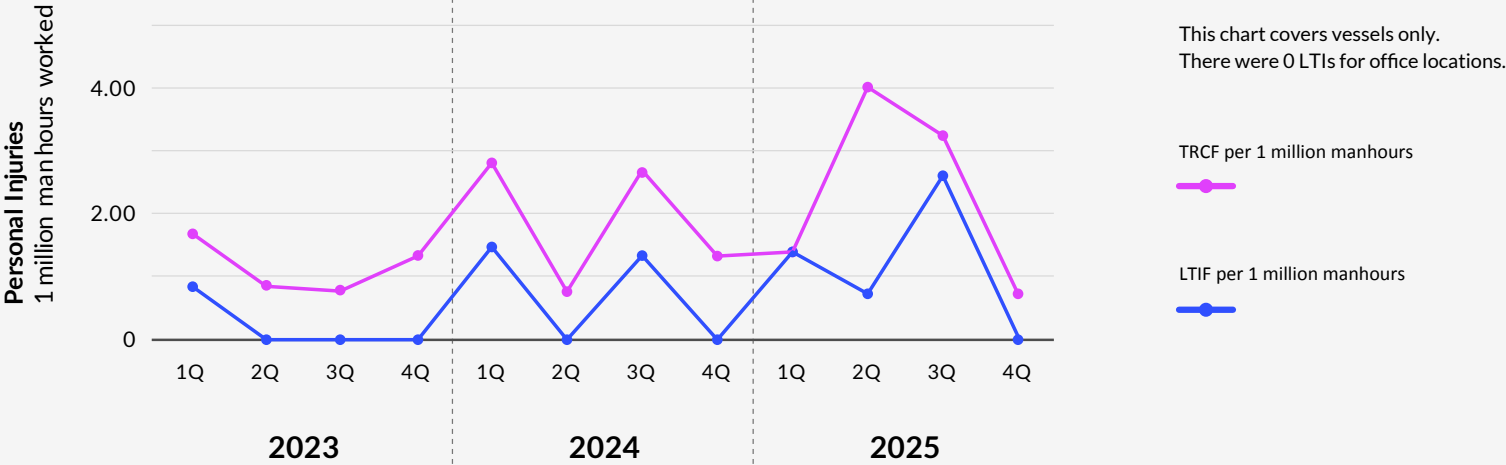
Location	Full-time		Part-time	
	Male	Female	Male	Female
American Samoa	5	4		
Australia	19	23		
Canada	4	2		
The Chinese Mainland	29	37		
Fiji	30	30		
Germany	7			
Hong Kong SAR	1			
India	215	88	1	
Japan	13	18		1
New Caledonia	6	8		
New Zealand	22	31		2
Papua New Guinea	81	43		
Samoa	5	4		
Singapore	160	132		
Solomon Islands	7	6		
Taiwan region	1	10		
Timor-Leste	1			
Tonga	2	4		
United Kingdom				1
United States	31	31		
Vanuatu	3	8	1	1
GRAND TOTAL	642	479	2	5

Number of Shore-based Employees by
gender identity, employment contract and office location

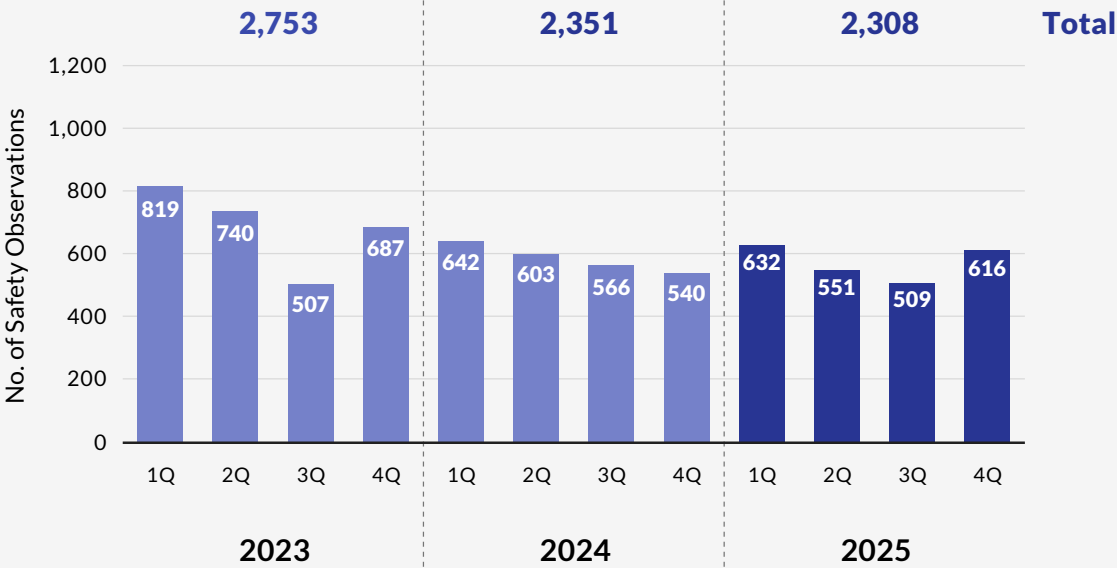
Location	Permanent		Temporary	
	Male	Female	Male	Female
American Samoa	5	4		
Australia	19	22		1
Canada	4	2		
The Chinese Mainland	29	37	1	
Fiji	29	30		
Germany	7			
Hong Kong SAR	1			
India	216	87		1
Japan	11	13	2	6
New Caledonia	6	8		
New Zealand	20	33	2	
Papua New Guinea	81	43		
Samoa	5	4		
Singapore	157	132	3	
Solomon Islands	7	6		
Taiwan region	1	10		
Timor-Leste	1			
Tonga	2	4		
United Kingdom		1		
United States	31	31		
Vanuatu	4	8		1
GRAND TOTAL	636	475	8	9



Injuries



Safety Observations

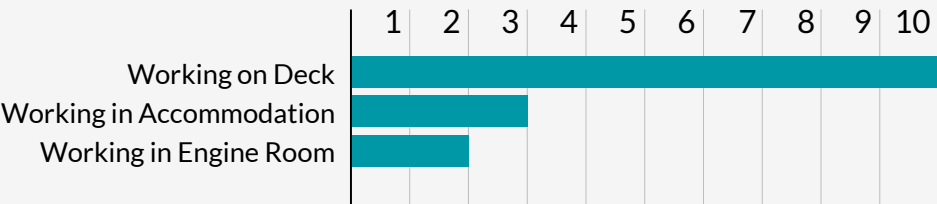


Safety Statistics

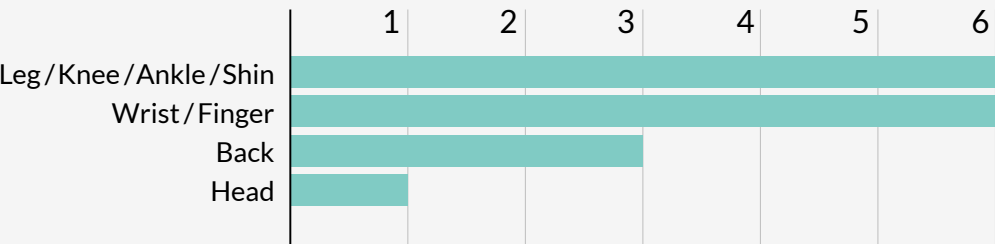


***Total Recordable Cases (fleet) comprises:**
Lost Time Injuries + Medical Treatment Cases + Restricted Work Cases

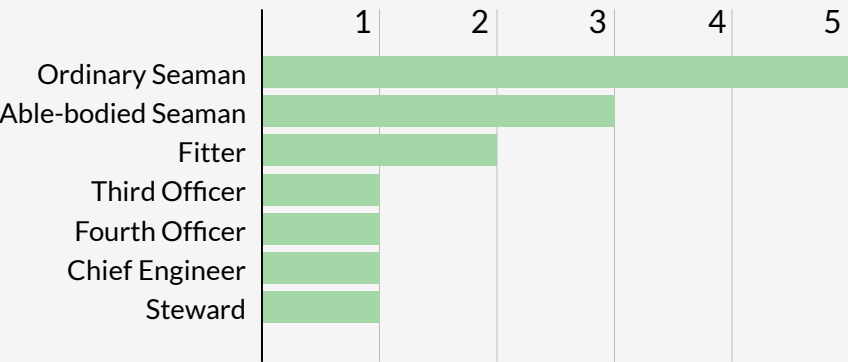
Tasks Performed



Type of Accident



Cases by Rank





Getting to Zero Coalition

Swire Shipping signed a Call to Action for Shipping Decarbonisation under the *Getting to Zero* 2030 Coalition. This is a partnership between the GMF, the Friends of Ocean Action, and the World Economic Forum.



Global Maritime Forum

Swire Shipping is a partner of the GMF. This partnership will promote collaboration with industry leaders and experts to drive initiatives that promote sustainability, diversity, innovation, and safety in the maritime industry.



Singapore Shipping Association

Singapore's national trade association to serve and promote the interests of its members and to enhance the competitiveness of Singapore as an International Maritime Centre.



Singapore Business Federation

The Singapore Business Federation is the apex business chamber championing the interests of the Singapore business community in the areas of trade, investment and industrial relations.



Mærsk Mc-Kinney Møller Center for Zero Carbon Shipping*

Through parent company, John Swire & Sons Ltd., Swire Shipping is a Strategic Partner with the MMMCZCS.

*through parent company, John Swire & Sons Ltd.



Singapore Maritime Foundation

Established to be a conduit between the public and private sectors, the SMF works with stakeholders across the entire maritime ecosystem to strengthen Singapore as an International Maritime Centre and to develop a maritime-ready talent pool.



RMI

RMI, is a global non-profit organisation focused on energy transition and decarbonisation. It works with businesses, governments and industry groups to accelerate the adoption of clean energy and achieve a low carbon economy.



World Shipping Council

A trade group representing the international liner shipping industry. As a member, Swire Shipping collaborates with other companies and governments to develop actionable solutions for global transportation issues and promote environmental stewardship.



British Chamber of Commerce Singapore
A trade association for businesses from UK and Singapore, helping businesses to connect, succeed and grow.



Maritime Anti-Corruption Network
Swire Shipping has been a member of the MACN since 2015.



International Association of Dry Cargo Shipowners
The International Association of Dry Cargo Shipowners (INTERCARGO) represents the interests of quality dry cargo shipowners, and provides the forum to discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence.



Women's International Shipping and Trading Association
Swire Shipping is a member of WISTA in Australia, Singapore, New Zealand and Denmark. Swire Shipping has a close relationship with the association, engaging with them on topics around employee welfare and mental health, diversity and inclusion, and pathways within the maritime industry. WISTA has a consultative status at IMO.



UK Chamber of Shipping*
The trade association and voice of the UK shipping industry, representing around 200 member companies, to work with the government, international organisations and others to champion and protect the industry on behalf of their members.

*through parent company, John Swire & Sons Ltd.

Copeland & Partners Limited

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Assurance Statement

Swire Shipping Pte. Ltd. (Swire Shipping) commissioned Copeland & Partners Limited (CPL) to conduct independent assurance of its 2025 Sustainability Report, in accordance with the scope outlined below. CPL's responsibility for this assignment is only to Swire Shipping and CPL denies any liability or responsibility to others. It is the responsibility of Swire Shipping to collect, analyse and present all information and data within the report, and to sustain operative governance and internal controls over the processes and systems from which the report is derived. Ultimately, the report has been approved by, and remains the responsibility of, Swire Shipping.

Objective and Scope

The objective of the assurance process was to verify a representative sampling of the information included in the report covering the calendar year 2025 and to determine conformance of the report contents with the requirements of the Global Reporting Initiative (GRI) Standards. An assessment of the company's reporting was also conducted, with recommendations provided to the Sustainability team.

Methodology

The assurance process, conducted in September 2026, involved a desktop review of the report and supporting statements and policies accessed through website links, sampling data, information and claims regarding management systems, performance and corporate strategies for verification. Information was provided and content was confirmed by Swire Shipping's Head of Sustainability and team on behalf of those responsible for key material topics. This review resulted in minor amendments to the report and data section, including the GRI Content Index. CPL's methodology assesses conformance with the GRI Standards and uses GRI's reporting principles to review the overall quality of the report and its claims regarding management approaches, strategies and performance.

Findings

Swire Shipping continues to make real progress against its vision to be a model for safe and sustainable shipping, embedding sustainability further into its strategy and operations each year. Highlights from this reporting year include:

- investing further in fleet decarbonisation, through a 2025 drydocking programme that added hull and bow improvements and wider use of second-generation biofuels;
- launching Voyage to Zero, a carbon insetting programme, to support customers in reducing their Scope 3 emissions;
- adopting the new GRI 102: Climate Change 2025 Standard two years ahead of it becoming mandatory;
- disclosing against the latest GRI Biodiversity Standard (GRI 101: 2024), backed by its Biodiversity Action Plan and continued voluntary participation in whale-protection, speed-reduction programmes;
- shipping a further 1,789 tonnes of recyclables out of Pacific Island states through the Moana Taka Partnership in 2025, taking the total shipped since 2018 to 5,634 tonnes, complemented by a nation-wide campaign in Fiji fronted by the Swire Shipping-sponsored Fijian Drua rugby team;

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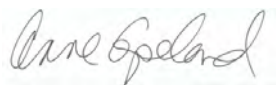
- maintaining a 99.71% cut in single-use plastic (SUP) water bottles against its 2018 baseline, and eliminating SUP cutlery and other items on board its owned fleet;
- taking the Circular Rope Project from pilot to an operating initiative that diverts used mooring coils into remanufactured or recycled products;
- strengthening its Responsible Cargo Carriage Policy with a new ban on the carriage of donkey skins, alongside its "no shark fin" policy that has been in place since 2012;
- earning an EcoVadis Gold Medal in recognition of its sustainability performance across the value chain;
- continuing to increase the representation of women in its seagoing workforce, to 13.1% at the end of 2025, while fostering an inclusive, respectful and harassment-free environment on board;
- undertaking a comprehensive review of its Diversity, Equity and Inclusion (DEI) practices, establishing a maturity baseline and a refreshed five-year DEI strategy built around policy consistency, regional plans, targeted programmes and leadership capability;
- rolling out a voluntary questionnaire on human rights and modern slavery risks to 15 chartered-in vessels, achieving an 80% response rate with no major issues found;
- disclosing grievances individually, with the nature of the issue and how it was resolved; and
- strengthening frontline safety engagement through Gemba Walks and wider use of Stop Work Authority.

Recommendations for the Sustainability Strategy and Reporting

Swire Shipping continues to embed sustainability into its business practices and align its disclosures with recognised reporting standards. As a privately owned company, it goes beyond what is expected on ESG performance and transparency.

As Swire Shipping continues to evolve its sustainability approach, there may be opportunities to further enhance engagement across the supply chain. Building on existing supplier due diligence, ESG assessment processes and supplier governance frameworks, continued dialogue with key suppliers could support improvements in transparency, emission data quality and sustainability performance across the value chain.

Swire Shipping is also encouraged to keep building on its culture of sustainability, drawing on steps already taken this year, including Executive Leaders each holding an ESG SMART Goal, the roll-out of Gemba Walks, the refreshed five-year DEI strategy, and continued investment in leadership development. Sustained leadership attention and clear accountability will support the Company in responding to evolving sustainability standards, operational risks and stakeholder expectations.



Anne Copeland
CEO & Sustainability Advisor, Copeland & Partners Ltd.
9th September 2026

