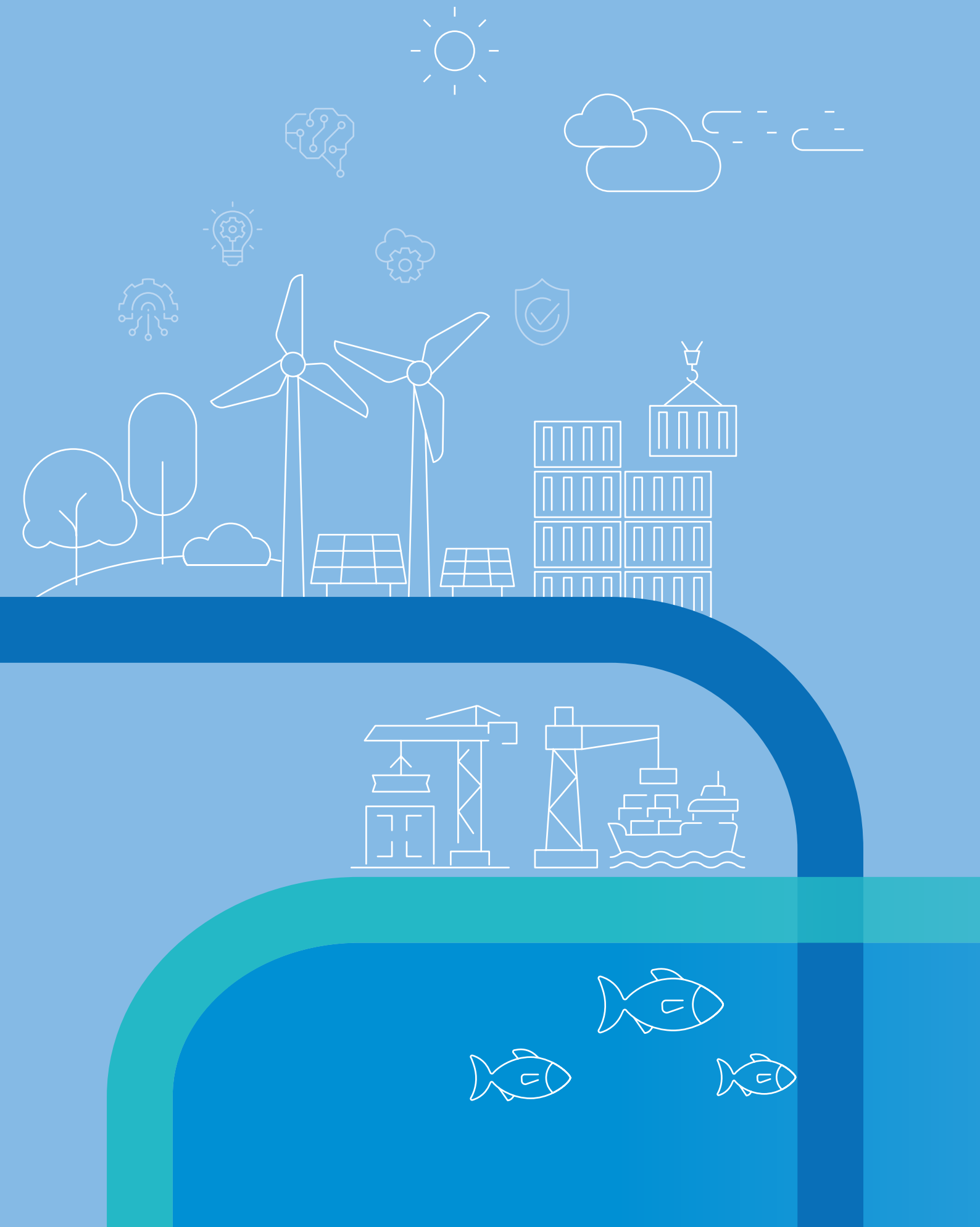
COSCO SHIPPING Ports Limited
中遠海運港口有限公司
(Incorporated in Bermuda with limited liability)
Stock Code : 1199

2024 SUSTAINABILITY REPORT

STRENGTHENING CORPORATE RESILIENCE THROUGH HIGH-QUALITY DEVELOPMENT

CREATING SUSTAINABLE VALUE FROM NEW DEVELOPMENT PHILOSOPHY



CONTENTS

CHAPTER 1
ABOUT THIS REPORT

COSCO SHIPPING Ports Limited (the "Company") and its subsidiaries (the "Group") are committed to integrating the principle of sustainability into its daily operations and core business strategy, and proactively optimising the management systems related to sustainability topics, with the aim of laying a solid foundation for high-quality development. The Group firmly believes that implementing the principle of sustainability is the key to connecting the world and becoming a market leader. To this end, the Group continues to contribute to economic and social development, as well as environmental protection with the goal of creating mutual benefits for stakeholders. This report aims to share the Group's sustainable planning, management and practices, and respond to stakeholders' concerns, hoping to work together to create positive and lasting value and building a sustainable future.

REPORTING STANDARDS

This report is in accordance with the reporting principles of materiality, quantification, balance and consistency, and follows the Environmental, Social and Governance Reporting Guide (the "ESG Reporting Guide") set out in Appendix C2 to the Rules Governing the Listing of Securities of The Stock Exchange of Hong Kong Limited (the "SEHK") and the Universal Standards 2021 of the Global Reporting Initiative (the "GRI"). It is also prepared with reference to the requirements of the International Financial Reporting Standard S2 – Climate-related Disclosures (the "IFRS S2") of the International Sustainability Standards Board (the "ISSB") and the Ten Principles of the United Nations Global Compact (the "UNGC"). For the content indexes of the ESG Reporting Guide and the GRI Standards, please refer to Chapter 12 of this report.

REPORTING SCOPE

The scope of this report covers the initiatives and performance of the Company and its 18 major subsidiaries[1] from 1 January 2024 to 31 December 2024. The Company carefully determines the reporting scope in accordance with the principle of materiality, using the selection criterion of "whether there is actual business operation" and taking into consideration the impact of each entity on the Company's economic performance as well as environmental, social and governance ("ESG"), to filter out units or companies that have no actual operations or those that do have actual operations but have minimal or no impact. Based on the Company's selection criteria, 18 subsidiaries have been identified, as detailed in the table below[2].

	China	Overseas
Terminal Operations	1. Tianjin Container Terminal 2. Jinzhou New Age Terminal 3. Lianyungang New Oriental Terminal 4. Nantong Tonghai Terminal 5. CSP Wuhan Terminal 6. Xiamen Ocean Gate Terminal 7. Quan Zhou Pacific Terminal 8. Jinjiang Pacific Terminal 9. Guangzhou South China Oceangate Terminal	1. Piraeus Terminal 2. CSP Zeebrugge Terminal 3. CSP Abu Dhabi Terminal 4. CSP Valencia Terminal 5. CSP Bilbao Terminal
Supply Chain Operations	10. Xiamen Haitou Supply Chain	6. CSP Zeebrugge CFS 7. CSP Abu Dhabi CFS
Others		8. CSP Guinea Terminal Management SARL

1 CSP Chancay Terminal and Xiamen Haicang Supply Chain, which started operations in November 2024, are not included.

2 The Company's previous sustainability reports covered joint ventures and associates. To reflect the Group's sustainability performance and its ESG impact more accurately and comprehensively, starting from 2024, the sustainability report will no longer cover joint ventures and associates, which are not controlled by the Company, and historical data will be restated. The greenhouse gas ("GHG") emissions of these joint ventures and associates will be included in the Company's Scope 3 GHG emissions in accordance with the standards issued by the Greenhouse Gas Protocol. For details, please refer to Chapter 12 of this report.

INDEPENDENT VERIFICATION

This report was verified by Hong Kong Quality Assurance Agency, an independent third party, to ensure the accuracy and reliability of the content herein. For the verification statement, please refer to Chapter 12 of this report.

ENDORSEMENT AND APPROVAL

This report was endorsed and approved by the board of directors of the Company (the "Board") on 21 March 2025.

FEEDBACK AND COMMENT

If you have any suggestions about this report or the Group's sustainability initiatives, please fill in the report survey questionnaire on the Company's official website under the section headed "Sustainability – Reports on Sustainability", or contact us.

CHAPTER 2
STATEMENT OF THE BOARD

The Board of the Company views ESG as a cornerstone for its high-quality and sustainable development. Focusing on the corporate mission of "The Ports for ALL", the Group proactively engages with stakeholders, and aspires to create value for shareholders, customers, employees, business partners and the public. The Board pays attention to and evaluates the environmental and social impacts of the Group's business activities, and is responsible for leading and overseeing ESG management approaches and strategies, and overseeing and approving sustainability initiatives, including materiality assessment, ESG-related target setting and progress made against those targets, among others. During the year, the Board completed a training on ESG and climate change, covering the revised ESG Reporting Guide of the SEHK, the International Financial Reporting Standard S1 – General Requirements for Disclosure of Sustainability-related Financial Information (the "IFRS S1") and the IFRS S2 issued by the ISSB, as well as the requirements set out in the Corporate Sustainability Reporting Directive (the "CSRD") of the European Union to strengthen climate governance.

The Board has delegated oversight of the Group's sustainability performance and ESG initiatives to the Environmental, Social and Governance Committee (the "ESG Committee"), which reviews the Group's ESG and corporate governance policies, principles and management approaches; examines and monitors ESG targets, performances, and emerging sustainability trends; assesses major ESG risks and opportunities; evaluates implementation of sustainability initiatives; and reviews the impact of business operations and sustainability on stakeholders. During the year, the Company revised the ESG Committee's terms of reference to strengthen

climate governance, with relevant departments regularly reporting ESG initiative progress to the committee. The ESG Committee meets at least twice annually and reports to the Board on timely deliberation and sustainability strategies. For details about the ESG Committee, please refer to the section headed "Corporate Governance Report – Delegation by the Board" in the 2024 Annual Report of the Company.

In 2024, the ESG Committee reviewed the results of climate scenario analysis and double materiality assessment. In terms of climate change, the ESG Committee discussed physical and transition risks and opportunities, commissioned external consultants to analyse the revised ESG Reporting Guide and IFRS S2 development, and discussed global ESG development trends to enhance understanding of sustainability trends and new disclosure requirements. For the double materiality assessment, the Group reviewed sustainability topics through three major steps: identification, analysis and prioritisation, and confirmation. It evaluated highly material sustainability topics that have significant impacts on the Group's business operations and development from both financial materiality and impact materiality perspectives. Through online questionnaires and interviews, the Group gathered stakeholder insights on financial, economic, environmental and social impacts of these topics, leveraging the results to optimise strategies and objectives. For details of the double materiality assessment and the climate scenario analysis, please refer to Chapter 5 and Chapter 8 of this report, respectively.

CHAPTER 3

CHAIRMAN'S MESSAGE

ZHU Tao
Chairman
of the Board

Guided by the corporate mission of "Connecting Different Worlds" and its vision of becoming a "global leading port logistics service provider with a customer-oriented focus", COSCO SHIPPING Ports embraced high-quality and sustainable development in 2024 to advance digital intelligence, green and low-carbon transition on the solid foundation of efficient governance and safety. By prioritising value creation, the Group sought to promote economic, environmental and social development within the port and shipping sector through its own development, contributing to global development.

STRENGTHENING MANAGEMENT AND SOLIDIFYING FOUNDATIONS TO FORGE THE CORE OF EFFICIENT GOVERNANCE

Amid the global shift towards digital intelligence and green and low-carbon development, an efficient corporate governance structure and a robust sustainability management system are crucial for driving high-quality corporate development and ensuring long-term development. The Group has consistently enhanced its corporate governance standards, focusing on risk management, fostering a culture of integrity, and strengthening information security to improve corporate governance effectiveness and solidify the foundation for sustainability initiatives, ensuring a steady progress in transformation and development.

During the year, under the leadership of COSCO SHIPPING Group and the Board, the Group actively enhanced climate governance by clarifying the ESG Committee's oversight responsibilities regarding climate-related work and improving collaborative mechanisms for climate adaptation and response, laying a solid foundation for the Group to enhance climate risk management and resilience building, and to safeguard sustainable development. Meanwhile, the Group established a transparent and robust risk management framework, strengthened compliance management, internal control and risk management systems, and improved governance structures and systems for cybersecurity and data management. By continuously enhancing risk management capabilities across environmental, social, corporate governance and operational dimensions, the Group is better positioned to navigate the complex and dynamic market environment, ensuring its long-term stability and sustainability.

FACILITATING LOW-CARBON TRANSITION AND MOVING TOWARDS GREEN DEVELOPMENT TO ENHANCE THE RESILIENCE FOR HIGH-QUALITY DEVELOPMENT

Guided by global decarbonisation goals, green and low-carbon development is becoming a new driver among ports, shipowners and cargo owners to deepen cooperation, with growing market demand for green port services. To this end, the Group has actively accelerated the pace of green and low-carbon transition using a "dual-track approach" focused on scenario analysis and green and low-carbon port development to enhance competitiveness. On the one hand, the Group conducted scenario analysis to assess the impact of its operations on the climate and the climate impacts on its operations, and enhanced climate resilience through improved contingency plans for extreme weather events and enhanced climate mitigation and adaptation capabilities. On the other hand, the Group advanced green port construction through energy conservation and carbon reduction using the application of renewable energy, resource conservation and efficiency, green and low-carbon infrastructure and technological innovation. This dual focus provides a foundation for the "COSCO SHIPPING Ports solution" for the industry's green and low-carbon transition.

During the year, the Group led China's port industry by releasing COSCO SHIPPING Ports' Green and Low-Carbon Transition and Development Plan. The Group added three distributed photovoltaic projects, achieving a total installed capacity of approximately 12 megawatts of renewable energy and an annual power generation of approximately 11 million kilowatt-hours ("kWh"), corresponding to a reduction of approximately 5,200 tonnes of carbon dioxide equivalent ("CO_2e"). The Group continued to promote port-shipping collaboration by providing high-quality shore power services to shipping companies, connecting 9.59 million kWh of electricity throughout the year and jointly building a green industrial chain with shipping companies. These ongoing efforts have yielded significant progress of the Group's construction of green and low-carbon ports. Among our subsidiaries, Xiamen Ocean Gate Terminal was awarded the GPAS Green Port title for the third time since 2018; Lianyungang New Oriental Terminal was selected as part of the pilot project of the Near-Zero Carbon Terminal by the Ministry of Transport of China; Nantong Tonghai Terminal successfully completed the loading and unloading operations while simultaneously recharging the world's largest river-sea direct electric container ship. The Group is transitioning from an active practitioner to a leader in the green and low-carbon initiatives within the port industry.

ENHANCING SUSTAINABILITY MOMENTUM THROUGH INTELLIGENCE-LED AND INNOVATION-DRIVEN APPROACH

Amid slow global economic growth and increasing complexity, severity, and uncertainty in the external environment, the Group is leading the development of new quality productive forces through technological innovation. By strengthening the integration and application of new technologies through digitalisation, informatisation, and automation, the Group is continuously enhancing operational capabilities and efficiency, driving the construction of 5G smart ports, improving economic benefits, and creating sustainable core competitive advantages.

During the year, the Group led the development of the group standard titled Technical Requirements for Port Driverless Container Vehicles. The intelligent container vehicles at Xiamen Ocean Gate Terminal, CSP Wuhan Terminal, Quan Zhou Pacific Terminal and CSP Abu Dhabi Terminal have commenced commercial operation, achieving cost reduction, efficiency enhancement, and green carbon reduction through intelligent deployment. The automated horizontal transport of containers at Wuhan Yangluo International Port was selected for the Ministry of Transport of China's second batch of the intelligent transportation pilot project, aiming to establish a collaborative operation system for port autonomous driving, terminal operation management systems, and railway automated yard cranes, enabling full-process automation of cargo handling between terminals and rail terminals and higher operating efficiency. The Group also developed CSP Port Digital Twin Integrated Energy Management Platform and an energy efficiency management platform to enable intelligent control and refined management of port energy consumption. In November 2024, CSP Chancay Terminal officially inaugurated, introducing intelligent handling equipment and advanced communication technologies to establish first smart and green port in South America. Building on these achievements, the Group will continue to drive digitalisation and intelligent development, unlocking vitality and opportunities to drive sustainable and high-quality development.

ENSURING A PEOPLE-ORIENTED AND SAFETY-FIRST APPROACH TO STRENGTHEN SAFE PRODUCTION BOTTOM LINE

Safe production is the Group's foundation and the cornerstone for the well-being of employees and contractors, ensuring all units operate steadily. Building on the safety-first approach, the Group prioritises balancing safety and development to achieve a virtuous cycle of high-quality development and high-level safety. The Group ensures secure operational development by strengthening the dual-prevention mechanism, enforcing primary responsibility for safety, improving the management of outsourced labour, and clarifying safety standards for every link across production processes to provide a solid guarantee for business operations and development and ensure a safe production environment around the clock.

During the year, the Group has comprehensively refined its safety production management regulations, clarifying responsibilities of managers and employees at all levels to ensure safe and orderly production. At the same time, the Group continuously supervised its subsidiaries to enhance safety education and training, emergency drills, and the identification and rectification of potential safety hazards, emphasising safety awareness and accountability among employees. These efforts aim to identify and eliminate risks, prevent accidents, and create a safe and harmonious production environment, providing strong support for high-quality development of the Group.

STAYING UNITED TO CREATE VALUE AND SHARE THE RESULTS OF SUSTAINABLE DEVELOPMENT

The Group stays united with upstream and downstream partners and leverages its core capabilities to create value for stakeholders. Through concrete actions, the Group has deepened the concept of sustainability and shared the benefits of its growth. During the year, COSCO SHIPPING Ports was again included in the constituents of FTSE4Good Index Series, the Hang Seng Corporate Sustainability Benchmark Index and the Hang Seng SCHK China Central SOEs ESG Leaders Index, and was awarded the "Best Corporate Governance and ESG Awards 2024 – Special Mention" by the Hong Kong Institute of Certified Public Accountants, reflecting market recognition of the Group's ESG practices and transparency, and underscoring the Group's deepening sustainability efforts.

Looking ahead to 2025, the Group will continue to adhere to the dual drivers of "Global Expansion" and "Lean Operations", while advancing "Integration, Digital Intelligence, Green and Low Carbon" initiatives. The Group will embed sustainability and ESG practices into its development framework, further strengthen corporate governance, green and low-carbon development, and technological innovation, and accelerate the buildup of new quality productive forces. These efforts will drive high-quality development for the Group, as well as the port and shipping industry, fostering mutual benefits and shared success with all stakeholders.

ZHU Tao
Chairman of the Board

21 March 2025

CHAPTER 4

ABOUT COSCO SHIPPING PORTS

CORPORATE OVERVIEW

The Company is a leading port logistics service provider in the world, with a terminal portfolio covering the five main port regions and the middle and lower reaches of the Yangtze River in China, Europe, the Mediterranean, the Middle East, Southeast Asia, South America and Africa, etc.

BUSINESS OVERVIEW

Ports 39

Terminals Operated and Managed 48

Berths 375

Container Berths 226

Annual Handling Capacity 124 million TEU

Supply Chain Companies 4

COSCO SHIPPING Ports' (stock code: 1199) intermediate holding company is COSCO SHIPPING Holdings Co., Limited (stock codes: 1919 (H Share), 601919 (A Share)) whose ultimate holding company, China COSCO SHIPPING Corporation Limited, is the largest integrated shipping enterprise in the world. COSCO SHIPPING held 43.92% of the shares in COSCO SHIPPING Holdings, which in turn held 71.55% of the shares in COSCO SHIPPING Ports.

KEY FINANCIAL PERFORMANCE

Revenue
(US$ million)

2024	1,503
2023	1,454
2022	1,441
2021	1,208
2020	1,001

Total Assets
(US$ million)

2024	12,021
2023	11,932
2022*	11,326
2021*	12,048
2020	11,224

Total Throughput
(million TEU)

2024	144.03
2023	135.81
2022	130.11
2021	129.29
2020	123.82

* Restated

As of 31 December 2024, the Company had a total of 15 terminal subsidiaries, 4 supply chain companies and 33 non-controlling terminals. For the global terminal portfolio and details of the business operations and financial performance, please refer to the 2024 Annual Report of the Company.

VISION AND CORPORATE CULTURE

Guided by its corporate branding "The Ports for ALL", the Group has established a mission of "Connecting Different Worlds", and is committed to maintaining a customer-centric approach, continuously improve the service and capacity of its global network and enhance the strategic positioning of key node ports and optimise logistics resource distribution. Leveraging ports as a conduit to connect global shipping services and serve global trade, the Group is dedicated to establishing a platform for mutual benefits and shared successes for all stakeholders involved with a vision of "becoming the leading global port logistics service provider with a customer-oriented focus".

The Group's eight core values below are crafted with the principles of "Embracing Excellence, Fostering Innovation, and Leading the Way":

I. Corporate Mission: Connecting Different Worlds

II. Corporate Vision: Becoming the Global Leading Port Logistics Service Provider with a Customer-oriented Focus

III. Corporate Values: Customer-oriented, Talent-centred, Leading in Innovation, Openness and Win-win

IV. Corporate Spirit: Companions, Strivers, Achievers

V. Business Philosophy: Establishing a Global Presence, Empowered by Innovation and Lean Operations, Deepening Strategic Collaboration, Safe and Steady Development

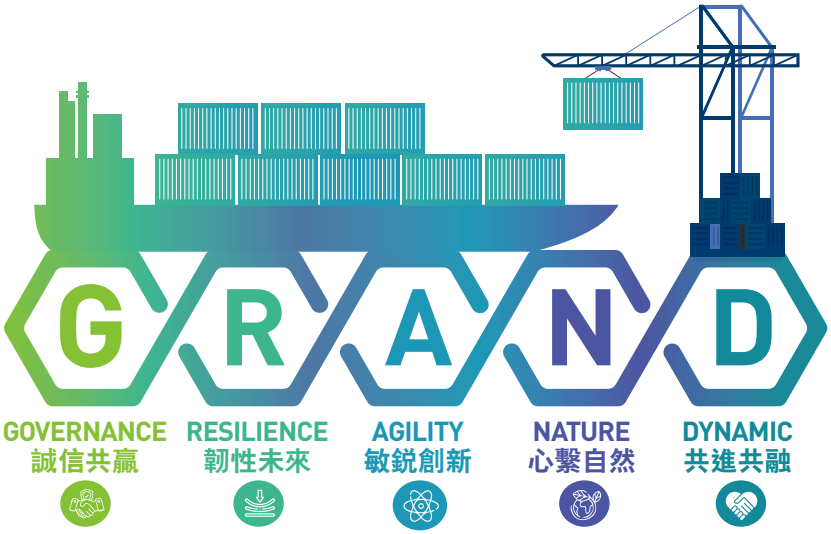
VI. Work Ethos: Practical Efficiency, Disciplined Integrity, Collaborative Unity

VII. Service Philosophy: Focusing on Customer Needs, Delivering Quality Products, Creating Value through Service

VIII. Corporate Brand: The Ports for ALL

For details on COSCO SHIPPING Ports: Core Values of Corporate Culture, please refer to the section headed "About CSP – Corporate Profile – Corporate Culture" on the Company's official website.

SUSTAINABILITY APPROACH



In the process of global expansion, the Group integrates principles of sustainability into its operations and corporate culture, fulfilling responsibilities and commitments to the environment and the society. Centred on the "GRAND" sustainability approach – Governance, Resilience, Agility, Nature and Dynamic – the Group continues to establish and deepen the ESG-leading mindset to create value for stakeholders and contribute to the industry's sustainable development.

In support of the sustainable development goals of the United Nations (the "UNSDGs"), the Group has identified those most relevant to business operations and integrated them into its sustainability approach. For details on the sustainability management approach, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

CHAPTER 5

STAKEHOLDER ENGAGEMENT AND DOUBLE MATERIALITY ASSESSMENT

STAKEHOLDER ENGAGEMENT

Stakeholder engagement is central to the Group's efforts to enhance sustainability management and offers an important reference for decision-making. To this end, the Group values interactive communication with stakeholders and has established a multi-channel and regular engagement mechanism to understand the impact of its operations on stakeholders, and value their feedback on its sustainability strategies, goals and daily operations. By systematically integrating stakeholder engagement into its sustainability management system, the Group fosters long-term and mutual development and creates value for all stakeholders.

For detailed information about the regular communication and channels with stakeholders, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

CASE

COSCO SHIPPING Ports shared green and low-carbon practices and experience

In May 2024, the Company participated in the Exposition on China Brand as part of the delegation of COSCO SHIPPING Group. At the ESG salon themed "Pioneering Carbon Pathways, Greening the Future", the Company shared its practices and experiences in building green and low-carbon ports with investors, customers, suppliers, and business partners which included its "GRAND" approach, carbon neutrality roadmap, the application of green technologies, and measures to respond to climate change.

The Company at the exposition

CASE

COSCO SHIPPING Ports conducted investor reverse roadshow

In September 2024, the Group conducted a reverse roadshow themed "Green Smart Shipping Hub, Technology Leading Efficiency Creation and Cost Reduction". Investors and analysts were invited to visit Xiamen Ocean Gate Terminal and relevant supply chain companies, where management from the subsidiaries introduced their company profiles, business operations, green and smart port initiatives, and extended supply chain logistics.

After the site visit, an investor exchange salon was organised, during which the Public Relations Division of the Company and the management of the subsidiaries presented company performance and ESG development, engaging in discussions and exchanges with investors and analysts.

Reverse roadshow at Xiamen Ocean Gate Terminal

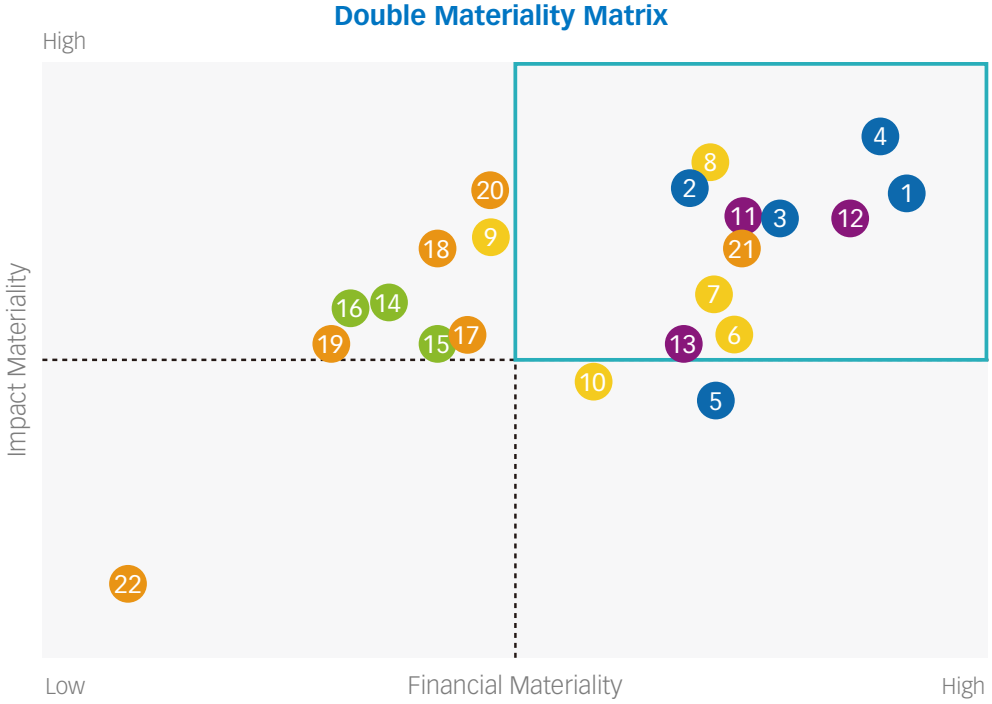
DOUBLE MATERIALITY ASSESSMENT

To understand stakeholders' concerns, the Group conducted stakeholder engagement during the year via surveys and interviews. To continue with double materiality assessment, risks and opportunities that significantly impact the Group's business operations and development are assessed and analysed from both financial materiality and impact materiality to identify highly material topics.

Identification	The Group conducted research on the trends of ESG and port/shipping industry, and made reference to major standards, e.g., the Listing Rules of the SEHK, the IFRS S2, the UNGC, and the UNSDGs, as well as the requirements of mainstream rating agencies, in conjunction with its own corporate development philosophy, strategies and goals to identify a total of 22 sustainability topics.
Analysis and Prioritisation	The Group conducted surveys focusing on the financial impact of each topic, as well as the economic, environmental and social impacts of its business operations. Interviewees ranked the materiality of each topic based on their level of concern. After evaluation and analysis by internal and external expert teams, highly material topics were identified and the materiality matrix for 2024 was developed.
Confirmation	After reviewing and validating the double materiality assessment results, the ESG Committee endorsed the materiality of the identified topics and reported to the Board for final approval. The Group focused on making disclosures on the highly material topics in this report, and will take them into consideration when conducting business in the future.

During the year, the Group identified 11 highly material topics, which are shown on the top right-hand corner of the materiality matrix. For the boundary mapping of the material topics, please refer to Chapter 12 of this report.

Double Materiality Matrix



List of Sustainability Topics

Governance
1. Corporate governance
2. Business ethics
3. Data privacy protection and cybersecurity
4. Economic performance
5. Tax

Resilience
6. Climate resilience
7. Greenhouse gas emissions
8. Energy management
9. Air emissions
10. Supply chain management

Agility
11. Technological innovation
12. Terminal operation optimisation
13. Customer satisfaction

Nature
14. Water resource management
15. Waste management
16. Biodiversity

Dynamic
17. Employee engagement and development
18. Employee well-being
19. Diversity, equity and inclusion
20. Labour conditions[3]
21. Health and safety
22. Community engagement

3 Based on benchmarking against peers, sustainability disclosure standards and market analysis, and considering the Group's actual situation, the original "human rights management" was renamed "labour conditions".

RESPONSES TO STAKEHOLDERS

The Group attaches great importance to the suggestions and expectations of stakeholders and responds to their concerns in a timely manner. The topics and impacts of stakeholders' concerns and the Group's responses are summarised as follows:

Category	The Materiality and Impacts of the Topics	Responses
Governance	• **Corporate governance:** Efficient corporate governance and sound internal control are essential for establishing a solid foundation for compliant operations, achieving sustainable business and protecting the rights and interests of stakeholders.	The Group has strengthened ESG and climate-related training, improved climate governance and incorporated ESG topics into its risk management framework to continuously enhance corporate governance and provide support for strengthening risk prevention. For details, please refer to Chapter 7 of this report.
Resilience	• **Climate resilience:** Frequent extreme weather and natural disasters may lead to loss of assets, reduce operational efficiency and increase maintenance costs. • **GHG emissions:** Maritime trade is considered one of the key factors to keep global warming within 2°C. Green and low-carbon transition has already become a development direction to the port and shipping industries.	During the year, the Group completed a climate scenario analysis and a comprehensive inventory of Scope 3 GHG emissions, which served as an important foundation for improving climate resilience and supporting the building of a green shipping industry chain, as well as an effective tool for continuous improvement in energy management. For details, please refer to Chapter 8 of this report.
Agility	• **Technological innovation:** Digitalisation, informatisation and intelligence are essential for the Group to drive transformation and upgrading, thus improving competitiveness and thereby further facilitating the building of green shipping industry chain. • **Terminal operation optimisation:** Promote the globalisation of key node ports and logistics resources to create high-quality terminal service products, which can build a systematic capability to serve customers efficiently.	Focusing on the world's latest development trends, the Group is committed to becoming a leading global port logistics service provider with a customer-oriented focus through digital, technological and product innovations that lead to business model revolution and upgrades. For details, please refer to Chapter 9 of this report.
Dynamic	• **Health and safety:** Build a solid safety defence and create a secure, healthy working environment to enhance staff morale and loyalty, and strengthens the trust of partners.	The Group continues to improve its health and safety management system and reinforced subcontractor safety management to build a solid and reliable defence line for safe production. For details, please refer to Chapter 11 of this report.

CHAPTER 6

2024 ESG PERFORMANCE HIGHLIGHTS

MAJOR ESG INDICES AND RATINGS

Remained a constituent of the FTSE4Good Index Series

Hang Seng Corporate Sustainability Index Series Member 2024-2025

Rated as A+ and remained a constituent of the Hang Seng Corporate Sustainability Benchmark Index

SUSTAINALYTICS
a Morningstar company
RATED

Rated as "Low Risk"

商道融绿 SynTao Green Finance E S G 评 级
2024 Q4
A-
D C- C C+ B- B B+ A- A A+

Rated as A–

GOVERNANCE

100%
Anti-corruption and ESG training for the Board

ESG Committee's terms of reference cover climate issues

Performance assessment of the management is linked to **ESG indicators**

0
Cybersecurity incident

0
Data breach incident

0
Financial or tax-related non-compliance

RESILIENCE

Revised carbon reduction targets

To achieve carbon neutrality no later than **2050**

To achieve Scope 1 and 2 GHG emission intensity **↓55%** by 2035 against baseline year 2020

To achieve energy consumption intensity **↓45%** by 2035 against baseline year 2020

2024 GHG emission intensity

1.36 tonnes CO_2e per US$10,000 of revenue

↓ 13.1% year-on-year
↓ 35.3% against 2020

2024 energy consumption intensity

0.014 TJ per US$10,000 of revenue

↓ 5.8% year-on-year
↓ 29.5% against 2020

12 MW
Total installed capacity of photovoltaic projects

6,028 vessels
Shore power connection

Released **COSCO SHIPPING Ports' Green and Low-Carbon Transition and Development Plan**

Climate scenario analysis completed

First inventory of Scope 3 GHG emissions completed

Enhanced ESG requirements for suppliers and completed dynamic evaluation of **3,369** suppliers

AGILITY

Built
South America's first green and smart port – CSP Chancay Terminal

Launched the **world's first CSP Port Digital Twin Integrated Energy Management Platform**

675,000 TEU
were handled by driverless container vehicles
↑ 221.6% year-on-year

New patents accepted and licensed
23

NATURE

Water consumption intensity
7.98 m^3 per US$10,000 of revenue
↓ 5.9% year-on-year
↓ 21.9% against 2020

Animal rescue in the vicinity and protection of the **biodiversity** and bird habitats in the neighbouring wetlands during the construction of CSP Chancay Terminal

100%
Hazardous waste was handled by certified recyclers

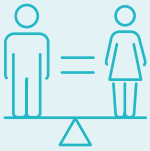
Xiamen Ocean Gate Terminal was selected for **"Waste-Free Terminal"**

DYNAMIC

0
Work-related fatalities

0.01 per 200,000 working hours
Rate of high-consequence work-related injuries

32 hours
Average training hours



Compliance with the **principle of equal pay for equal work** at the Company level

17%
Female employees

US$ **1,580,283**
Total donation

394
Registered employee volunteers

857 hours
Employee volunteer service

CHAPTER 7
GOVERNANCE

Material topics covered:

- Corporate governance
- Business ethics
- Data privacy protection and cybersecurity
- Economic performance*
- Tax

The Group believes that upholding integrity and a win-win philosophy are essential for long-term and stable operations. As its business expands and partnerships deepen, the Group not only strictly compiles with all applicable laws and regulations but also upholds commercial integrity and ethical standards. The Group continuously strengthens and improves its governance structure, focusing on precise control of major risks, and standardising business practices to protect the rights and interests of stakeholders and ensure its high-quality development.

* For details, please refer to Chapter 4 of this report and the 2024 Annual Report of the Company.

PERFORMANCE HIGHLIGHTS IN 2024

Corporate Governance – The Group revised the terms of reference of the ESG Committee to specify that its roles and responsibilities cover matters related to climate change to improve climate governance. To this end, the Group provided sufficient resources to the Board and the ESG Committee, including arranging trainings on sustainability and climate change, to enhance ESG management capabilities and climate risk management capabilities.

Risk Management – To enhance climate change adaptation and response capabilities, the Company conducted scenario analysis across its subsidiaries. The ESG Committee discussed the physical and transition risks and opportunities faced by each subsidiary across the short, medium and long-term horizons in high emission and low emission scenarios, laying a solid foundation for the Group to continuously improve its climate resilience.

Information Disclosure – In response to the new climate-related provisions in Appendix C2 to the Listing Rules of the SEHK, the Group planned ahead and proactively advanced climate-related assessment and information disclosures, aiming to comply with certain provisions ahead of schedule and maintain high standards of transparency.

Data Privacy Protection and Cybersecurity – The Group revised its data protection policies, developed a contingency plan under extreme circumstances, and established the Cybersecurity Committee and the Data Management Committee to further improve its data protection system and safeguard personal data, laying a good foundation for the Group's corporate governance and sustainability.

MANAGEMENT SYSTEM

For the management approach to each topic, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

During the year, Piraeus Terminal held certification to ISO 27001 Information Security Management systems.

CORPORATE GOVERNANCE

A robust corporate governance framework is the cornerstone for achieving high-quality and sustainable development, as well as a vital tool for enhancing market value management to safeguard the mutual interests of the Group and its stakeholders. The Group adheres to high standards of business and work ethics, fostering an environment based on integrity. By continuously improving risk management and internal control, the Group ensures long-term and stable development of business, strengthens corporate resilience and competitiveness, and demonstrates its influence in the industry.

The Group actively enhances its corporate governance system, upholding the core responsibilities of the Board and management to form a transparent, co-ordinated and balanced governance system. This ensures that the Group operates efficiently and in compliance with all applicable laws. During the year, the Group revised the Rules of Procedures of Board Committees, clarifying the responsibilities of the ESG Committee for climate-related governance and incorporated them into its terms of reference, further improving its corporate governance standards.

During the year, the Group did not make any monetary contributions to any political campaigns, political organisations, lobbyists or lobbying organisations.

CORPORATE GOVERNANCE STRUCTURE

The General Meeting is the highest decision-making body of the Group, exercising decision-making power over all material matters, protecting shareholder interests, and ensuring that all major decisions fully reflect the will of shareholders and the long-term development needs of the Group. The Board is responsible for implementing General Meeting resolutions, overseeing business operations and performance, leading corporate development strategies and managing resource allocation. The Board consists of seven committees, each with clearly defined terms of reference that specify their authority and responsibilities, enabling them to assist the Board in fulfilling its management and governance functions efficiently.

Board Independence and Diversity

As at 21 March 2025 (the day on which the Board approved this Report), the Board consisted of eight members, including one executive director, two non-executive directors and five independent non-executive directors. Among them, the independent non-executive directors represented 62.5% of the Board, ensuring robust independent oversight, sufficient checks and balances on the Board and an objective review of the Group's operations and management.

The Audit Committee consists of three independent non-executive directors, while the Remuneration Committee, Nomination Committee, and ESG Committee are predominantly composed of independent non-executive directors, inclusive of their chairpersons. These individuals possess extensive experience in different industries and fields, enabling them to effectively supervise the Group's compliance and providing professional recommendations to the Board.

The Group recognises the importance of Board diversity in promoting scientific and effective decision-making and enhancing its overall business performance. To this end, the Group has established the Board Diversity Policy to ensure the Board would not consist solely of members of the same gender and shall have diversified backgrounds and experiences. When considering candidates for directors, the Nomination Committee takes full consideration into the gender, age, skills, cultural background, knowledge, and professional experience of the candidates, aligning them with the Group's business model and specific needs. The final decision is based on the candidates' strengths and the potential contributions to the Board, with the aim of optimising the governance structure and enhancing the competitive advantage of the Group.

1.	**Designation**	Executive Director (1)	Non-executive Director (2)	Independent Non-executive Director (5)
2.	**Gender**	Male (7)	Female (1)	
3.	**Ethnicity**	Chinese (8)		
4.	**Age group**	40-50 (2)	51-60 (2)	Over 60 (4)
5.	**Length of service (years)**	Over 10 (2)	3-10 (3)	Less than 3 (3)
6.	**Skills, knowledge and professional experience**[Note 1]	Terminal operation and management (3)	Accounting and financing (4)	Banking (1)
		Law (2)	Management and commercial (1)	Capital market (1)
		Investment and acquisitions (1)	Strategic planning (1)	
7.	**Academic background**	University (8)		

Note 1: Directors may possess multiple skills, knowledge and professional experience.
Note 2: The number in brackets refers to the number of directors under the relevant category.

For details on corporate governance, please refer to the section headed "Corporate Governance Report" in the 2024 Annual Report of the Company.

ESG GOVERNANCE

ESG Governance Framework

The Board authorises the ESG Committee to supervise ESG matters of the Group, ensuring the effective implementation of relevant policies and initiatives. The ESG Committee consists of three members: two independent non-executive directors (including the committee chairman), and one Chairman of the Board. This structure ensures independent oversight of ESG initiatives, while enhancing the Group's execution and performance in this area. Under the Board's leadership, the ESG Committee is responsible for introducing and advocating leading principles and concepts related to corporate governance, instructing the Public Relations Division in organising and implementing ESG initiatives with the support of all functional departments and subsidiaries, reporting to and providing the Board with professional recommendations to the Board on corporate social responsibility and sustainability strategies.

ESG Capacity Building

To enhance the Board's expertise in sustainability, the Group organised ESG trainings for all Board members, covering global ESG development trends and disclosure policies such as the ESG Reporting Guide, the ISSB standards and the CSRD. In addition, professional consultants provided detailed interpretations of the SEHK's climate-related disclosure requirements to the ESG Committee and management, facilitating discussions on climate change-related topics such as scenario analysis, climate-related financial quantification, and Scope 3 GHG emissions. These efforts aim to enhance awareness of climate change impacts and prepare the Group to address climate challenges effectively.

ESG Management System

The Group established a series of systems related to risk management, anti-corruption, information security management, energy saving and carbon reduction, ecological and environmental protection, supplier and procurement management, customer service, safe production, human resource management, and information disclosure. These systems are designed to regulate the Group's ESG initiatives, enabling it to fulfil corporate responsibilities and effectively create economic, social and environmental values for the Group's sustainable development. For details on the Group's management and initiatives of each topic, please refer to Chapters 7 to 11 of this report.

ESG Assessment Mechanism

The Group integrates a series of ESG performance indicators, including safe production, energy saving and emission reduction, and ecological and environmental protection, into its management assessment process, linking annual performance to ESG achievements and results. The Group also includes these indicators in the performance assessments of subsidiary leaders with quantifiable assessment standards, rewards or penalties based on the annual assessment results. By incorporating ESG performance indicators and responsibilities at management, business units, and individual levels, the Group is able to enhance awareness of sustainability among its management personnel and employees.

RISK MANAGEMENT

During the year, the Group reviewed and enhanced its risk management and internal control systems, issuing revised Compliance Management Measures to clarify behavioural guidelines for the Group's business operations. All employees are required to strictly adhere to national laws and regulations, regulatory provisions, industry standards, international treaties, as well as the requirements set out in the Company's articles of association and internal rules and regulations. During the year, the Group did not encounter any risk incidents.

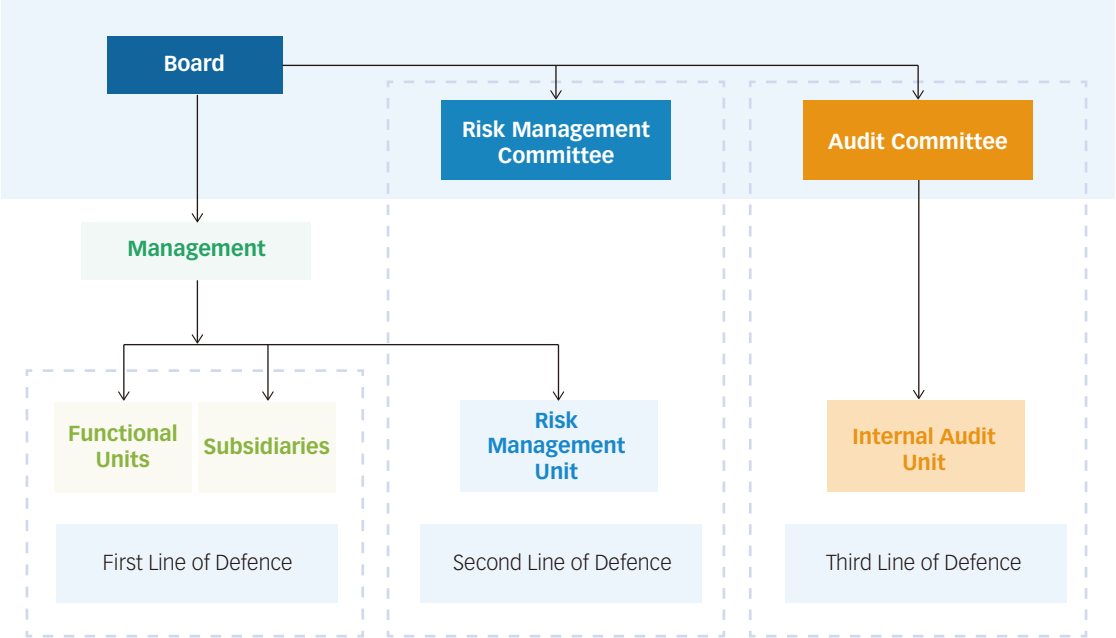
The Group developed a "three lines of defence" risk management and internal control system based on the current regulatory environment, risk assessment and response strategies to effectively identify, analyse and address potential risks in its business. The Group also developed a comprehensive risk management framework which covers five dimensions, including corporate strategy, market, finance, legal and operations, with reference to national and internationally recognised guidelines[4]. The Board, Risk Management Committee, Audit Committee, management, Legal & Compliance Division, Audit & Supervision Division, other functional departments and the subsidiaries jointly form the Group's risk management and internal control structure. Each entity fulfils its responsibilities in decision-making, execution, and supervision, creating a scientifically structured and collaborative mechanism to ensure the effectiveness of the risk management and internal control system.

The Group has incorporated climate-related risks into its risk management process in accordance with the new climate-related disclosure requirements set out in the ESG Reporting Guide of the SEHK, enhancing sustainable development and climate disclosure. For details on the climate-related risk management process, please refer to Chapter 8 of this report.

4 Including the COSO Framework established by the Committee of Sponsoring Organisations of the Treadway Commission of the United States of America, the "General Risk Management Guidelines for State-owned Enterprises" issued by the State-owned Assets Supervision and Administration Commission of the State Council, the "Basic Norms of Internal Control for Enterprises" and complementary guidelines issued by the Ministry of Finance and four other ministries and commissions of the People's Republic of China, and the guide on internal control and risk management issued by the Hong Kong Institute of Certified Public Accountants.

During the year, the Group organised all functional departments, its subsidiaries and external experts to carry out internal control evaluation and risk assessments to scientifically and comprehensively assess major risks of the Group based on likelihood and impact, prioritising risk management and formulating response strategies. The risk assessment was conducted through interviews and questionnaires, covering risks relating to the macroeconomy, business compliance, economic situation and policies, as well as ESG topics on energy, labour, information system and data security, extreme weather, safe production, environmental protection, and human resources.

RISK MANAGEMENT STRUCTURE



RISK MANAGEMENT PROCEDURES

For details of the risk management system and risk assessment, please refer to the section headed "Corporate Governance Report – Risk Management and Internal Control" in the 2024 Annual Report of the Company.

BUSINESS ETHICS

The Group regards business ethics and integrity as the foundation of business success, adheres to high standards of ethics and compliance, conducts business operations with a responsible attitude to protect the rights and interests of stakeholders and establish a good corporate reputation.

INTEGRITY AND ANTI-CORRUPTION

The Group upholds high standards of business ethics and integrity and has a zero-tolerance approach towards suspected corruption, fraud and other misconduct. To this end, the Group has formulated the Anti-corruption Policy to ensure all employees strictly comply with applicable laws and regulations and to minimise improper conduct. The anti-corruption principles and regulations in the Company's Employee Handbook prohibits employees from using the Company's name or their positions to seek personal gains and emphasises that employees must abide by ethical standards and professional conduct, upholding the core values of compliance, integrity, and lawfulness.

To strengthen a culture of integrity and corporate ethics, the Group regularly arranges anti-corruption trainings and requires all subsidiaries to carry out anti-corruption education programmes. During the year, all directors of the Company completed anti-corruption training which included a series of training materials on anti-corruption produced by the Independent Commission Against Corruption of Hong Kong. A total of 4,943 employees participated in different forms of anti-corruption trainings, which included education on the prevention of bribery and conflict of interest, broadcast of videos on corruption prevention, learning the Governance and Internal Control Anti-Corruption Guide for Non-Governmental Organisation and filling in self-study questionnaires, to enhance the awareness of business integrity of all employees.

In 2024, the Group did not receive any reports or complaints on bribery and corruption.

WHISTLEBLOWING AND PROTECTION OF WHISTLEBLOWERS

The Group has formulated the Whistleblowing Policy, which details the Group's process of receiving and investigating reported issues. It offers formal reporting channels to all members of the Company and business partners, including customers and suppliers. This policy ensures the confidentiality of channels, safeguarding the privacy and safety of whistleblowers, and prohibits any form of retaliation against them.

ANTI-TRUST AND ANTI-UNFAIR COMPETITION

The Group has formulated the Anti-trust Compliance Guide and the Overseas Mergers and Acquisitions Legal Guide to strengthen anti-trust management, ensure compliance, and promote fair market competition, supporting the sustainability of the port industry.

DATA PRIVACY PROTECTION AND CYBERSECURITY

GOVERNANCE STRUCTURE

Data privacy protection and cybersecurity are top priorities for the Group to achieve good corporate governance and sustainability in the context of digital transformation. The Group has established a robust governance structure to form a solid data security network to ensure that personal information privacy is appropriately protected and handled. During the year, the Group established the Data Management Committee, composed of the Company's management, dedicated departments and heads of various functional departments, to formulate strategic objectives and decide material issues related to data governance, and to review matters related to data management. The Data Joint Working Group and the Data Management Office have been set up under the Data Management Committee to regulate and standardise the use of data to continuously enhance data management and realise data asset value, thereby improving the level of digital management.

To enhance cybersecurity initiatives and regulate cybersecurity management for stronger protection, the Group established the Cybersecurity Committee during the year, led by management, dedicated departments and heads of various functional departments, to coordinate and lead cybersecurity initiatives and formulate cybersecurity objectives, approach and policies. The Cybersecurity Committee Office, set up under the Cybersecurity Committee, is responsible for managing cybersecurity risks, contingency plans and responses, as well as the implementation of cybersecurity initiatives across the Group, to provide comprehensive support and guarantee for business operations.

In 2024, no cases of data breaches or cybersecurity incidents occurred.

CONSTRUCTION OF POLICIES AND SYSTEMS

The Group prioritises information security and privacy protection, and strives to create a robust and stable environment for information protection to safeguard the data security of both the Group and its customers. To this end, the Group conducted a comprehensive review of its cybersecurity policies and issued the Data Management Measures (Interim), Regulations and Procedures for Data Standard Management (Interim), and Contingency Plan under Extreme Situations to further improve the data protection system, strengthen data and personal information safeguards, and strengthen emergency response capabilities.

In response to the privacy protection requirements of various regions, including the Data Security Law and Personal Information Protection Law of China, as well as the General Data Protection Regulation of the European Union, cross-border data flows, cybersecurity emergency response mechanism, access rights management, and data monitoring and early warning mechanism related to compliance risks are standardised and guided in the Data Management Measures (Interim). Regular reviews and risk assessments on the process of data handling promotes lifecycle management of privacy data. By revising policies and systems, the Group's data management processes are enhanced, effectively preventing cyberattacks, illegal intrusions, disruptions, destruction, and misuse of data, ensuring network stability, data integrity and confidentiality, thereby enhancing digital management and laying a solid foundation for high-quality corporate development.

To better fulfil privacy compliance requirements related to privacy protection in different countries, the Group initiated a data compliance consultation project during the year and engaged experts in personal data and privacy protection, to continuously review and improve the Group's personal data and privacy management regulations. A data compliance officer was appointed to identify and advise on potential risks, implement timely reviews, establishing a closed-loop compliance management system. The consultation project aims to ensure that while the Group advances its digital transformation, the personal data and privacy involved are effectively protected, thereby strengthening data security.

SECURITY ENHANCEMENT

In terms of digital management, the Group is committed to accelerating digital transformation. A "1+1+3+N" data middleware, which is established by building one port data middleware foundation, forming one data governance system, constructing three major port data management pillars, and supporting multiple port data applications, is implemented and operated on the Group's intelligent data integration platform, achieving automatic data collection, aggregation, integration, and value analysis, significantly enhancing the efficiency of data governance. During the year, the intelligent data integration platform was connected to the systems of most subsidiaries in China, processing large volumes of data efficiently and speedily on a daily basis, providing a solid foundation for subsequent business innovation and intelligent decision-making.

During the year, the Group continued to drive the subsidiaries in China to comprehensively adopt security systems. Through regular testing and scanning, security vulnerabilities were identified and addressed to effectively prevent virus and intrusion attacks. Additionally, the Group regularly rectified and addressed cybersecurity vulnerabilities to prevent potential risks in system security, ensuring that the information of the Group and its customers is properly protected.

TRAINING, EDUCATION AND EMERGENCY DRILLS

To raise the awareness and response capabilities of all employees regarding privacy protection and cybersecurity, the Group regularly conducts cybersecurity trainings and educational campaigns which impart the latest security knowledge and practical skills. Additionally, the Group organises the subsidiaries to develop contingency plans tailored to their specific circumstances and conduct regular drills to continuously improve the Group's cybersecurity emergency response and management system, strengthening the barrier against cyber risk. The Group also carries out annual cybersecurity drills, and completed exercises focused on ransomware prevention and data recovery during the year.

CASE

Nantong Tonghai Terminal completed an emergency drill for business system support not in place

During the year, Nantong Tonghai Terminal conducted an emergency drill to simulate a scenario where business support system was unavailable. Before the drill, Nantong Tonghai Terminal developed a detailed drill plan and formed a leading group to specify the division of responsibilities. After the emergency drill started, the relevant departments quickly switched to manual operation mode in accordance with the plan. Through the concerted efforts of all departments, the terminal was able to resume normal operations in a short period of time. This emergency drill effectively enhanced employees' ability to handle accidents and their communication and cooperation skills.

Detailed planning for the emergency drill

Simulated on-site troubleshooting of information malfunctions

CASE

Lianyungang New Oriental Terminal carried out cybersecurity training

In July 2024, Lianyungang New Oriental Terminal organised a cybersecurity training, focusing on cybersecurity basics, password security strategies and phishing email prevention techniques, and real-world case studies. This initiative aimed to enhance employees' cybersecurity awareness and protection capabilities, facilitating the development of a strong cybersecurity defence system. In the future, the terminal will carry out regular cybersecurity trainings and education to cope with the ever-changing cybersecurity threats and safeguard corporate information assets.

TAX

The Group strictly adheres to national tax laws and regulations, ensuring timely tax filing and payments. To enhance tax compliance, the Group has formulated the Tax Management Measures, outlining tax management procedures and responsibilities to standardise key processes such as tax declaration, planning and file management, eliminating risks of tax evasion and avoidance. During the year, the Group strictly followed all applicable tax law requirements, completing tax declarations and payments legally, compliantly, and in a timely manner.

In 2024, no financial or tax-related illegal or non-compliant incidents were reported.

CHAPTER 8
RESILIENCE

Material topics covered:

- Climate resilience
- GHG emissions
- Air emissions
- Energy management
- Supply chain management

At the 29th Conference of the Parties to the United Nations Framework Convention on Climate Change (the "UNFCCC"), which concluded in November 2024, developed countries pledged at least US$300 billion of climate finance annually to developing countries by 2035 to address climate change challenges. All countries are required to submit updated nationally determined contributions (the "NDC") and climate action plans by February 2025 to accelerate the progress towards global carbon neutrality. As one of the first parties to the UNFCCC and also one of the first countries to sign and ratify the Paris Agreement, China attaches great importance to addressing climate change and is currently working on updating the NDC. The shipping industry is a key sector for GHG emissions. As a port logistics service provider with a shipping company background and an active global presence, the Group integrates climate change factors into its daily operations and business development, continuously advancing energy saving and carbon reduction efforts. It supports the construction of green shipping corridors and collaborates closely with all stakeholders to jointly promote the achievement of carbon neutrality.

PERFORMANCE HIGHLIGHTS IN 2024

Scenario Analysis and Scope 3 GHG Emissions Inventory – The Group completed a qualitative analysis of climate scenarios, assessing physical and transition risks and opportunities to further enhance its climate adaptability and resilience by managing the identified climate-related risks and opportunities. The Group also conducted its first comprehensive inventory of Scope 3 GHG emissions to understand the emission hotspots within the value chain. Categories 1, 3, 9 and 15 were identified as the main sources of Scope 3 GHG emissions, laying a solid foundation for value chain emission reduction.

Green and Low-carbon Transition – During the year, the Group released the COSCO SHIPPING Ports' Green and Low-Carbon Transition and Development Plan. For details, please refer to Chapter 9 of this report. To fulfil its commitment to building green and low-carbon ports, the Group continued to reduce operational GHG emissions through equipment electrification, the application of driverless and electric container vehicles, the use of renewable energy and technological innovation and research. During the year, green and low-carbon investment amounted to approximately US$2.48 million. By the end of 2024, the Group's total installed capacity of photovoltaic projects increased to 12 MW, with an estimated annual power generation of approximately 11 million kWh. The proportion of new energy and clean energy container vehicles at the terminal subsidiaries in China exceeded 50%, while shore power connection to 6,028 vessels was made for the year, representing an increase of 48% year-on-year. Xiamen Ocean Gate Terminal was recognised as the APSN Green Port for the third time; the largest photovoltaic building-integrated project among all ports in China was officially connected to the grid and put into use at Guangzhou South China Oceangate Terminal; Lianyungang New Oriental Terminal was selected as one of the five pilot near-zero carbon terminals nationwide; Tianjin Container Terminal began using hydrogen-powered container vehicles for operations; the world's largest pure electric container ship docked at Nantong Tonghai Terminal to complete charging and battery replacement. These efforts not only demonstrated the Group's commitment to low-carbon transition and environmental protection but also solidified its leading position in promoting the construction of green ports and sustainability.

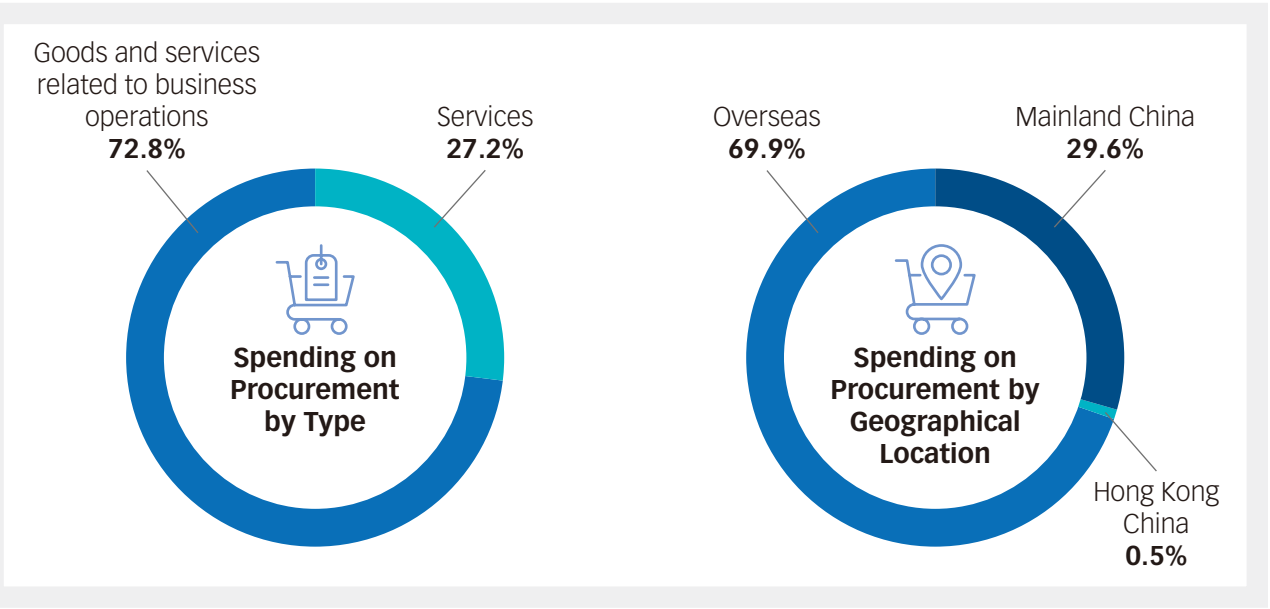
Revising Energy Saving and Emission Reduction Targets – The Group's digital and green and low-carbon transition initiatives have yielded significant results, with the terminal subsidiaries achieving mid-term targets ahead of schedule. Therefore, the Group has set more ambitious energy saving and emission reduction targets as follows:

Targets		Performance[5]
Carbon reduction	Long term: • To achieve carbon neutrality no later than 2050 Mid-term: • To reduce Scope 1 and 2 GHG emission intensity of the Group by 55% in 2035, setting 2020 as the baseline year	Scope 1 and 2 GHG emission intensity: 1.36 tonnes of CO_2e per US$10,000 of revenue ↓ 13.1% year-on-year ↓ 35.3% against 2020
Energy saving	Mid-term: • To reduce energy consumption intensity of the Group by 45% in 2035, setting 2020 as the baseline year	Energy consumption intensity: 0.014 TJ per US$10,000 of revenue ↓ 5.8% year-on-year ↓ 29.5% against 2020

5 CSP Chancay Terminal and Xiamen Haicang Supply Chain, which commenced operations in November 2024, are not included.

Supply Chain Management – Adhering to the core principles of sustainable procurement, the Group gradually added and refined a series of ESG requirements for suppliers during the year to ensure the long-term sustainability of supply chain.

During the year, the Group's spending on procurement was as follows:



MANAGEMENT SYSTEM

For the management approach to each topic, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

The Group continuously improves the environmental management system, regularly reviews the environmental performance of the subsidiaries, and encourages them to enhance management through third-party certification and assessment. During the year, the ISO 14001 Environmental Management System certification, ISO 14064 Greenhouse Gas Accounting and Verification certification, ISO 50001 Energy Management certification and EMAS EU Eco-Management and Audit Scheme certification obtained by each subsidiary are as follows:

Subsidiaries	ISO 14001	ISO 14064	ISO 50001	EMAS
Tianjin Container Terminal	√			
Lianyungang New Oriental Terminal	√		√	
Nantong Tonghai Terminal	√		√	
CSP Wuhan Terminal	√		√	
Xiamen Ocean Gate Terminal	√		√	
Guangzhou South China Oceangate Terminal	√		√	
CSP Abu Dhabi Terminal	√			
CSP Abu Dhabi CFS	√			
CSP Valencia Terminal	√	√	√	√
CSP Bilbao Terminal	√		√	√

In addition, the Group has achieved remarkable results in promoting the construction of green ports and the terminal subsidiaries that have obtained green port titles and the years of acceptance are as follows:

Terminal Subsidiaries	Green Port Certification
Xiamen Ocean Gate Terminal	APEC Port Services Network (APSN) "Green Port" (2024) China Ports & Harbors Association "Four-star Green Port" (2023)
Lianyungang New Oriental Terminal	"Four-star Green Port" in Jiangsu Province (2023)
Nantong Tonghai Terminal	"Three-star Green Port" in Jiangsu Province (2021)
Tianjin Container Terminal	China Ports & Harbors Association "Four-star Green Port" (2020)

CLIMATE RESILIENCE

The Group has integrated climate change into its risk management and decision-making processes. During the year, in accordance with the requirements and standards of the IFRS S2, the Climate-related Disclosures set out in the ESG Reporting Guide of the SEHK and the recommendations of the Task Force on Climate-related Financial Disclosure (the "TCFD"), the Group completed its first forward-looking climate scenario analysis, to further identify, assess, and comprehensively manage climate-related risks, and to grasp climate opportunities and improve its climate governance and management capabilities. This report discloses climate-related information around the four pillars of governance, strategy, risk management, and metrics and targets.

MANAGEMENT STRUCTURE

The Group has established a robust management structure and is committed to systematically promoting green and low-carbon transition and enhancing climate resilience. The Group has set up a Green and Low Carbon Leading Group, comprising the Company's management, to lead and set directions for the overall green and low-carbon strategy, planning, development and initiatives, with the aim of achieving carbon neutrality. The Green and Low-carbon Working Group and various project teams, each comprising the Company's management and key personnel from relevant departments or persons-in-charge of the subsidiaries, have been set up under the Green and Low-carbon Leading Group to lead and direct the implementation of green and low-carbon projects, prepare and publish development plans and annual work plans of green and low-carbon ports, coordinate green and low-carbon investments, and guide the subsidiaries on budget planning.

In addition, the Group has set up the Energy Saving and Emission Reduction Leading Group, which is composed of the Company's management and the persons-in-charge of energy saving and emission reduction of each subsidiary in China, to take charge of the implementation of energy saving and emission reduction work plans and the approval of major matters relating to energy saving and emission reduction. The Energy Saving and Emission Reduction Management Office, set up under the Energy Saving and Emission Reduction Leading Group, is responsible for formulating the energy saving and emission reduction management system, organising the implementation of the work plans, participating in the energy saving assessment of major investment projects and reviewing the assessment of energy saving and emission reduction investment projects.

To strengthen the safety management of typhoon and flood prevention, the Group has established the Typhoon and Flood Prevention and Control Office, which is responsible for overseeing and guiding the subsidiaries in China on coping with extreme weather and resolving major problems or hidden hazards. The subsidiaries in China are the main body of responsibility for their typhoon and flood prevention initiatives and are responsible for the day-to-day management and supervision of typhoon and flood prevention.

CONSTRUCTION OF POLICIES AND SYSTEMS

During the year, the Group conducted a comprehensive review of its climate-related policies, and revised and issued the Regulations on Management of Typhoon and Flood Prevention and the Guidelines on Standardisation of Container Handling to further regulate the operation standards under extreme weather, enhance the Company's ability to provide comprehensive instruction and coordination to the subsidiaries in coping with extreme weather, thereby strengthening the overall climate resilience.

CLIMATE-RELATED RISK MANAGEMENT PROCESS

During the year, the Group identified climate risks and opportunities for scenario analysis in accordance with the internal climate-related risk management process. Through stakeholder engagement, the Group identified significant risks and opportunities under different scenarios, reviewed existing measures, and incorporated the results of the analysis into its climate change response plan as the basis for quantifying the financial impact, to assess the comprehensiveness and adequacy of the existing measures, and continue to strengthen its climate mitigation and adaptation measures.

Step 1 Identification of Risks and Opportunities	Step 2 Scenario Analysis	Step 3 Risk Management	Step 4 Risk Monitoring
A series of potential climate risks and opportunities were systematically identified in accordance with the TCFD recommendations and based on the actual situation of business development, combined with in-depth research on industry dynamics and global trends.	After defining high, medium and low carbon scenarios and different time dimensions, qualitative analysis was conducted to identify significant risks and opportunities based on the likelihood and severity of occurrence of the climate impact indicators; transmission pathways of the financial impacts of the significant risks and opportunities were defined to quantify the expected financial impacts on the Group through financial model.	The existing climate management policies and measures were reviewed to assess their adequacy and effectiveness; response measures and actions in response to significant risks and opportunities were formulated to continuously improve the Group's overall climate management plan.	Climate risks are incorporated into all aspects of the Group's risk management process; key climate-related indicators and targets are set, and progress made against the targets and the effectiveness of climate actions are continuously monitored.

SCENARIO ANALYSIS

To obtain a comprehensive understanding of the climate risks and opportunities faced by the Group, it has analysed the climate risks and opportunities faced by each of the terminal subsidiaries and supply chain companies over short, medium and long-term timeframes using the widely used climate science datasets published by the Intergovernmental Panel on Climate Change of the United Nations (the "IPCC") and the International Energy Agency (the "IEA") to define high, medium and low carbon scenarios. This analysis enables the Group to gain an in-depth understanding of the climate pressures it faces under extreme scenarios and to grasp the opportunities arising from green and low-carbon transition.

Types of Risks and Opportunities	Timeframes	Scenario Selected
Physical Risks		
• Acute (covering a total of eight physical disasters including extreme heat, extreme cold, riverine flooding, extreme precipitation flooding, coastal flooding, typhoons, wildfires, and landslides.) • Chronic (including water stress and drought)	• Baseline[6] • 2030[7] • 2050[7] • 2080	Shared Socioeconomic Pathways ("SSP") set out in the IPCC Sixth Assessment Report: • Low-carbon scenario, which is consistent with the Paris Agreement: SSP1-2.6 • Medium-carbon scenario: SSP2-4.5 • High-carbon scenario: SSP3-7.0
Transition Risks		
• Policies and regulations • Technology • Market • Reputation	• 2030 • 2040 • 2050	IEA: • Low-carbon scenario, which is consistent with the Paris Agreement: Net Zero Emissions Scenario ("NZE") • High-carbon scenario: Stated Policies Scenario ("STEPS")
Transition Opportunities		
• Energy efficiency • Energy sources • Products and services • Market		

6 The baseline covers climate data from 1985 to 2014.

7 The year 2030 and 2050 cover climate data from 2015 to 2044 and from 2035 to 2064, respectively.

The main results of the scenario analysis and the response measures of the Group are as follows:

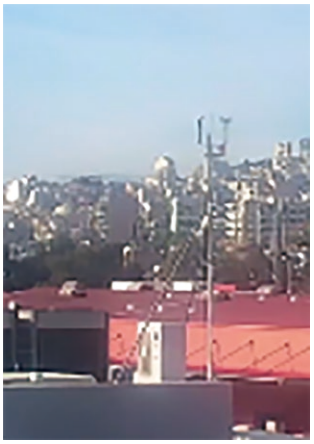
Physical Risks

Main Disasters	Potential Risk Description and Impact	Ri 2030
Coastal flooding	• Floods may damage critical sites and infrastructure, such as yards, warehouses, container handling equipment, and shore power equipment, leading to asset impairment and an increase in repair expenditure. • Floods may block major shipping routes and affect operations, hindering the Group from completing cargo handling on time, and resulting in a decrease in revenue and an increase in operating cost. • Contaminated floodwaters may cause equipment scrapping. • Floods may pose a threat to the health and safety of workers, resulting in evacuation and disruption of work, a decrease in revenue, and an increase in labour cost.	High
Riverine flooding/ Extreme precipitation flooding		Low
Typhoons	• High wind speed and debris from a typhoon may damage critical sites and infrastructure, such as yards and warehouses, as well as vehicles, port railways, and container handling equipment, leading to an increase in repair expenditure and asset impairment; ships berthed in the port may collide or drag their anchors, affecting operations. • Typhoons may destroy power transmission systems, causing operational disruptions. System maintenance may lead to a decrease in revenue and an increase in maintenance costs in that period. • Debris from a typhoon and resulting floods may block major shipping routes, posing a threat to the health and safety of workers, and resulting in evacuation and disruption of work, a decrease in revenue and an increase in labour costs.	Medium

Risk Level 2050	Risk Level 2080	Response Measures
High	High	• Conduct safety inspections to identify areas that are susceptible to flooding, and assess whether it is necessary to raise the foundation height or enhance flood prevention, such as installing floodgates, placing sandbags, improving drainage systems, and adding additional pumps.  *Floodgate in Nantong Tonghai Terminal* • Inspect the flood discharge facilities, clear drainage ditches, identify flood risks, and develop emergency plans for critical equipment damage or failure before rainy season and typhoons.
Low	Low	• Develop the Typhoon and Flood Prevention Management Regulations and issue the Guidelines for Standard Container Handling to regulate operational processes. • Arrange flood control training and emergency drills for employees to improve their ability to respond to floods.
High	High	• Check whether the container handling equipment can withstand the maximum estimated typhoon wind speeds in the future. • Inspect the strong wind protection measures before a typhoon arrives. • Closely monitor typhoon warnings from local meteorological agencies, develop contingency plans in advance, and develop emergency plans for critical equipment damage or failure. • Develop the Typhoon and Flood Prevention Management Regulations and issue the Guidelines for Standard Container Handling to regulate operational processes, and provide guidance on responses to extreme weather. • Organise typhoon response training and emergency drills for employees to improve emergency response capabilities. • During the year, Xiamen Ocean Gate Terminal, Quan Zhou Pacific Terminal and Jinjiang Pacific Terminal, which are located in the typhoon-prone Fujian region, achieved a 100% success rate in typhoon prevention after taking effective defensive measures.  *Xiamen Ocean Gate Terminal prepared for Typhoon Gaemi*

Main Disasters	Potential Risk Description and Impact	2030	Ri
Extreme heat	• The health and safety of workers (especially outdoor workers in container handling and other key areas) may be affected, resulting in susceptibility to heat stroke and sunburn. • An increase in indoor cooling demand may lead to an increase in energy consumption for air conditioning, resulting in an increase in operating costs.	Low	
Extreme cold	• Energy demand for indoor heating may increase to prevent equipment from freezing and protect the health of workers, leading to an increase in operating costs. • At extremely low temperatures, electrical equipment may be prone to failure, which may lead to accidents such as short circuits and electric shocks, or accidents caused by the deformation, rupture or failure of equipment and metal structures, resulting in a decrease in revenue and damage to reputation, as well as posing health and safety risks to outdoor workers. • Severe cold or icy events may cause blockage of shipping routes, leading to minor operational disruptions and a decrease in revenue.	Low	

In future climate scenarios, the risk of wildfires and landslides are assessed to be at low-risk level.

Risk Level		Response Measures
2050	2080	
Medium	High	• Provide shaded rest areas for outdoor workers; set up special funds to ensure that the site is equipped with sufficient heatstroke prevention and cooling materials, such as electric fans and cool drinking water; ensure adequate sleep, rest, and hydration for employees working in high temperatures. • When the temperature exceeds local workplace heat standards, shift work will be reasonably arranged reasonably to shorten single work period. • Regular health checks are arranged, and heatstroke prevention trainings are provided to enhance awareness of heatstroke prevention and cooling, thereby improving emergency response capabilities.  *Heatstroke prevention and cooling emergency drill*
Low	Low	• Provide shaded rest areas equipped with windproof and heating facilities for outdoor workers to mitigate the impact of severe cold and cold winds on the workers. • Facilitate remote operations through digital and automated transition to reduce the outdoor working hours in extreme weather conditions. • When temperature reaches local severe cold standards, shift work will be reasonably arranged to shorten single work periods. • Piraeus Terminal's already established weather station has been further supplemented in 2024 with 22 weather stations in several operational areas through which the weather conditions can be monitored in real time and provide weather forecast of high accuracy via artificial intelligence technology.  *Supplementary weather station installed in Piraeus Terminal*

Transition Risks

Type of Risks	Potential Risk Description and Impact	2030	Ri
Policy and regulations	• The EU Emissions Trading System[8] and EU Carbon Border Adjustment Mechanism[9] may increase the operational and compliance costs of assets in the European Union. • Capital expenditure may increase due to investments in technological innovation, technological transition and facility upgrades and iterations against the backdrop of China's "3060" dual carbon targets, the green and low-carbon transition development strategy for ports and the International Maritime Organization's (the "IMO") 2050 emission reduction targets. • Rising carbon pricing may lead to increased costs for energy and raw materials, resulting in an increase in operational and compliance costs. • Stricter requirements for climate-related disclosures may increase operational and compliance costs. • The Poseidon Principles industry framework may raise financing costs. • Climate-related litigation may increase operational costs and result in damage to reputation.	Low	
Technology	• To align with the energy transition of the shipping industry, ports may need to develop corresponding technologies and infrastructure, which results in increasing capital expenditures. • To achieve carbon neutrality as early as possible, ports may need to promote measures such as the supply of shore power for vessels, the electrification of container handling equipment, and the application of renewable energy, and eliminate high energy-consuming equipment, resulting in an increase in capital expenditure and research and development costs.	High	
Market	• The market demand for green shipping and low-carbon services is increasing. If ports and terminals fail to meet customer demand, it may lead to a decrease in revenue.	Low	
	• Amid low-carbon transition, fluctuations in electricity and fuel prices may lead to an increase in operational costs.	Low	
Reputation	• External stakeholders are increasingly concerned about climate action. If the Group fails to make additional efforts to reduce emissions, it may lead to damage to reputation.	Low	

8 The world's first emissions cap-and-trade system which covers the member states of the European Union, member countries of the European Free Trade Association and Northern Ireland.

9 A policy tool, introduced by the European Union, which imposes taxes on the embedded carbon emissions of certain imported goods to address the issue of carbon leakage amid the European Union's efforts in mitigating climate change.

sk Level		Response Measures
2040	2050	
Medium	Medium	• Keep abreast of the updates to climate-related laws and regulations, and regularly assess progress on shipping emission reductions and green port policy requirements, to identify potential risks in advance, and develop response strategies. • Comply with the latest climate-related information disclosure requirements to improve information transparency. • Continue to promote energy saving and emission reduction initiatives, such as the supply of shore power to vessels and the electrification of container handling equipment at ports, to meet the requirements of climate policies such as the dual control of energy consumption.
High	Medium	• Actively invest in technology research and development as well as application, and orderly promote the implementation of projects such as energy conversion of port equipment, the application of renewable energy, and the construction smart port.
Low	Medium	• Speed up green transition, actively invest in the construction of green shipping corridors, closely monitor the transition to non-fossil fuels for vessels to take the lead in researching and planning alternative fuel refuelling facilities, and at the same time participate in the formulation of international industry rules to provide green and low-carbon solutions.
Medium	Medium	• Closely monitor the development of the energy market, actively engage in the planning and application of renewable energy, and explore the development and application of low-carbon energy sources such as hydrogen energy.
Low	Low	• Disclose climate actions and improve information transparency in accordance with the latest and widely adopted climate disclosure frameworks.

Transition Opportunities

Type of Opportunities	Opportunity Description and Impact	Oppo 2030
Resource efficiency	• Electrification of terminal equipment through gradual replacement of traditional fuel-powered equipment to get rid of fossil fuels, reduce energy costs, and improve operational efficiency. • Optimise energy management, reduce energy waste, and further reduce operational costs through digitalisation, green and low-carbon transition, and other means.	High
Energy sources	• Under the trend of energy transition, gradually phase out fossil fuels, accelerate the deployment and application of renewable energy, reduce the procurement of and dependence on fossil fuels, and meet the demand for green shipping.	Low
Market	• Seize market opportunities, plan early and provide low-carbon products and services to increase market share as customer awareness of low carbon gradually increases.	Low
Products and services	• The increasing demand for green solutions is creating new market needs. In combination with the development of green shipping corridors and a focus on new technology applications, this presents new opportunities for growth.	Low

GHG EMISSIONS

To support China in achieving carbon peak by 2030 and carbon neutrality by 2060, and respond to international initiatives su energy saving and emission reduction in its own operations. Simultaneously, the Group is working with customers to reduce committed to driving sustainable practices to achieve carbon neutrality.

rtunity Level		Response and Planning
2040	2050	
High	High	• Accelerate the upgrading and iteration of equipment, and switch to using electricity or renewable energy as main energy sources; gradually phase out high-energy-consuming and high-emission fuel-powered machinery by introducing electric container handling equipment and electric trailers. • Improve energy use efficiency through technological innovation, together with cutting-edge technologies such as artificial intelligence, the Internet of Things, big data, and cloud computing, to speed up the realisation of smart port services and achieve the efficient integration of cost reduction, efficiency improvement, and green transition.
Low	Low	• Deploy photovoltaic solar energy and wind power, promote the use of hydrogen-powered container vehicles and other renewable energy facilities to increase the proportion of renewable energy use.
Low	Medium	• Promote the construction and use of shore power to provide power supply to berthing vessels, while increasing revenue from green services. • Expand intermodal transportation services such as rail-water intermodal transportation to achieve strong synergy and provide efficient, convenient and low-carbon port logistics supply chain solutions.
Medium	Low	• Participate actively in the development of green shipping corridors, conduct research and application of new low-carbon shipping fuels, and explore the feasibility of bunkering methods for low-carbon fuels such as methanol and biomass fuels to provide shipping companies with clean energy support.

ch as the IMO's target to achieve net-zero emissions in international shipping around 2050, the Group has actively promoted GHG emissions across the value chain. By providing "COSCO SHIPPING Ports green and low-carbon solutions", the Group is

CARBON NEUTRALITY ROADMAP

Continuous Carbon Reduction Measures

Terminal equipment electrification

Digital and intelligence transformation

Energy regeneration from cranes

Renewable energy use

2020-2024 Achievements

>50%	New energy and clean energy-powered container vehicles*
12MW	Renewable energy installed capacity*
87%	LED lighting^
20%	Electrification of mobile machinery*
97.7%	Electrification of gantry cranes*

2025 Targets

60%	New energy and clean energy-powered container vehicles*
14MW	Renewable energy installed capacity*

Carbon Reduction Measures for Industry Chain

100% container berths equipped with shore power supply facilities since 2021 (will be gradually extended to other berths)*

>80% terminals to be equipped with shore power supply facilities at container berths by 2030^

GREEN CORRIDOR support for green shipping corridors

* Terminal subsidiaries in China

\# The Group

^ Terminal subsidiaries in China and over

2030 Targets

100% New energy and clean energy-powered container vehicles*

19MW Renewable energy installed capacity*

2035 Targets

↓55% Scope 1 and 2 GHG emission intensity#

↓45% Energy consumption intensity#

2050 Carbon Neutral

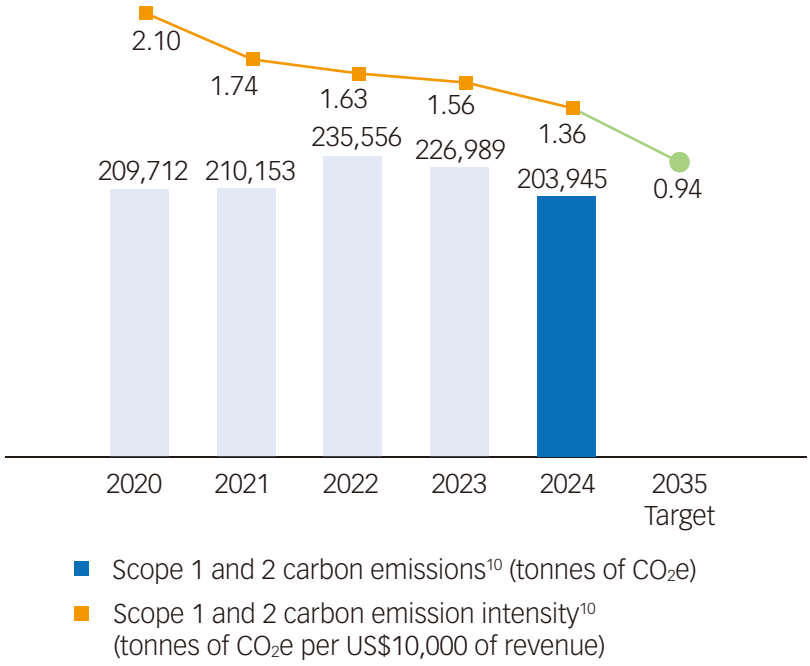
CO_2 neutral

seas

SCOPE 1 AND SCOPE 2 CARBON EMISSIONS

Under the leadership of the Board, the Group regularly reviews the progress made against its energy saving and carbon reduction targets and the effectiveness of related initiatives to ensure that its green and low-carbon transition plan is in line with actual development with the aim of achieving sustainable and high-quality development. Upon the approval of the Board, the Group has revised more ambitious energy saving and carbon reduction targets. On the one hand, these targets have been expanded to the supply chain companies in which the Company has a controlling stake, reflecting its vision to become a global port logistics service provider. On the other hand, the targets are aligned with the global and industry low-carbon transition timetable, underscoring the Group's commitment to providing customer-centric services. In particular, the Group will strive to achieve carbon neutrality in 2050, which is ten years earlier than the original plan, and to reduce the Scope 1 and 2 GHG emission intensity by 55% in 2035, as compared to 2020.

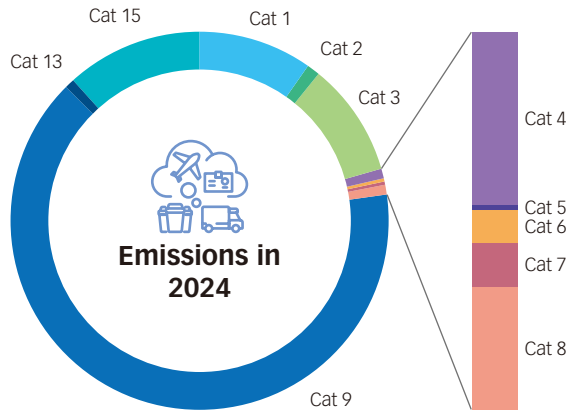
During the year, the Group's Scope 1 and 2 GHG emissions totalled 203,945 tonnes of CO_2e, representing a year-on-year decrease of 10.2%; GHG emission intensity was 1.36 tonnes of CO_2e per US$10,000 of revenue, representing a year-on-year decrease of 13.1%.



10 The reporting scope of the sustainability reports for previous years covered joint ventures and associates. To more accurately and comprehensively reflect the Group's environmental performance, the relevant data will only cover the Company and the subsidiaries within the reporting scope from 2024 onwards, and will no longer include joint ventures and associates which are not controlled by the Company. For details, please refer to Chapter 1 of this report.

SCOPE 3 GHG EMISSIONS

During the year, the Group further enhanced the disclosure of Scope 3 emissions and conducted a comprehensive inventory for 11 categories[11] in accordance with the Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard (2011) and the Greenhouse Gas Protocol Technical Guidance for Calculating Scope 3 Emissions. After calculation, the Group's Scope 3 GHG emissions in 2024 totalled 630,438 tonnes of CO_2e, with the majority originating from downstream transportation and distribution, investments, fuel- and energy-related activities, as well as purchased goods and services. The Group will continue to improve the completeness and granularity of Scope 3 GHG emissions inventory. By optimising internal processes and closely collaborating with suppliers and business partners, the Group will actively identify and evaluate primary sources to effectively reduce carbon emissions across the value chain.

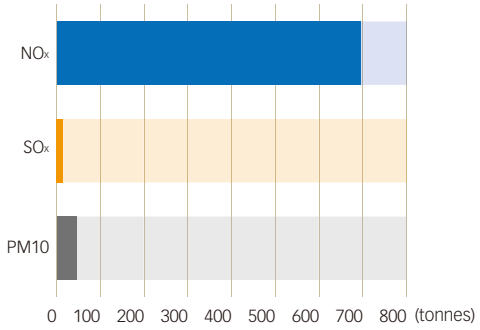


Cat 1 –	purchased goods and services	61,010 tonnes (9.73%)
Cat 2 –	capital goods	8,002 tonnes (1.28%)
Cat 3 –	fuel- and energy-related activities	60,169 tonnes (9.59%)
Cat 4 –	upstream transportation and distribution	6,381 tonnes (1.02%)
Cat 5 –	waste generated in operations	173 tonnes (0.03%)
Cat 6 –	business travel	1,199 tonnes (0.19%)
Cat 7 –	employee commuting	1,640 tonnes (0.26%)
Cat 8 –	upstream leased assets	4,540 tonnes (0.72%)
Cat 9 –	downstream transportation and distribution	406,807 tonnes (64.85%)
Cat 13 –	downstream leased assets	4,652 tonnes (0.74%)
Cat 15 –	investments	72,767 tonnes (11.60%)

AIR EMISSIONS

The Group's air emissions in 2024[10] was as follows:

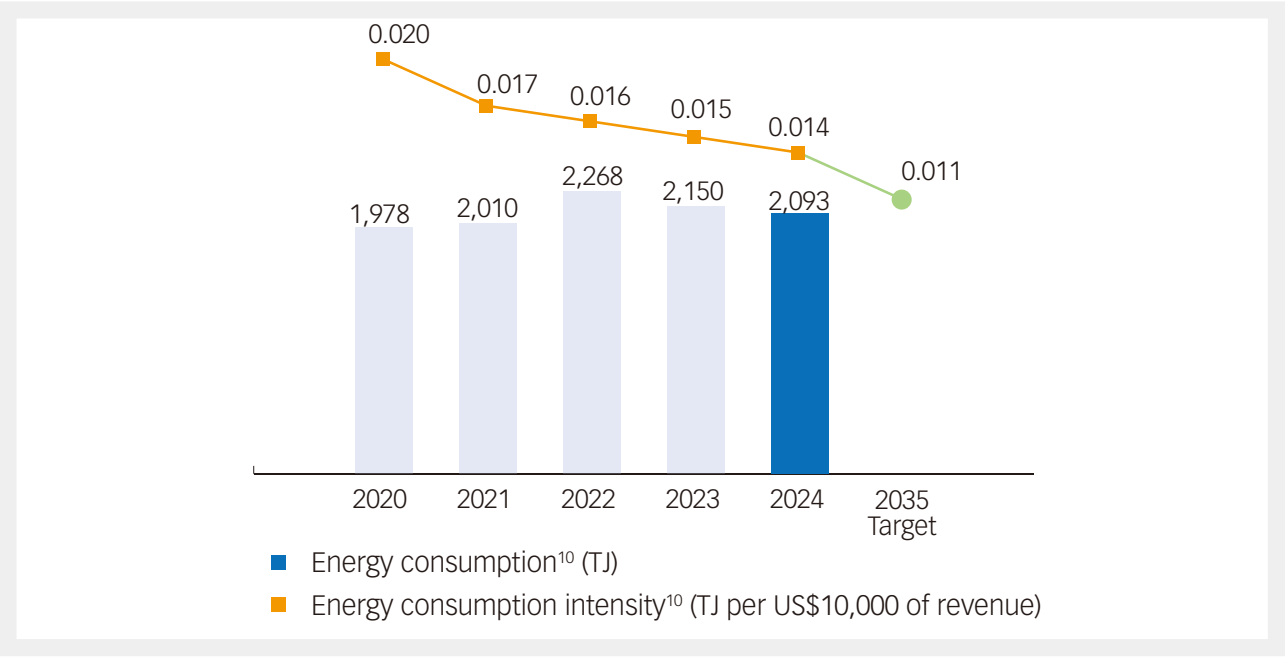
Nitrogen Oxides (NO_x)	**696 tonnes**
Sulphur Oxides (SO_x)	**15 tonnes**
Particulate Matter 10 (PM10)	**46 tonnes**



11 The Group is mainly engaged in the provision of port logistics services and is not involved in the production and sale of products. Therefore, the scope of the inventory check did not include the following four categories, i.e. processing of sold products (Category 10), use of sold products (Category 11), end-of-life of sold products (Category 12) and franchises (Category 14).

ENERGY MANAGEMENT

Under the new energy saving and carbon reduction targets, the Group will strive to reduce the Group's energy consumption intensity by 45% in 2035 compared to 2020. During the year, the Group's energy consumption totalled 2,093 TJ, representing a decrease of 2.6% year-on-year; energy consumption intensity was 0.014 TJ per US$10,000 of revenue, representing a decrease of 5.8% year-on-year.



To further accelerate green and low-carbon transition, the Group has actively implemented energy saving and carbon reduction initiatives in its own business operations and along the value chain, supporting the construction of green shipping industry chain.

DECARBONISATION OF OWN OPERATIONS

ELECTRIFICATION OF TERMINAL EQUIPMENT AND VEHICLES

The Group has actively promoted the electrification of equipment in the terminal subsidiaries in China with the aim of improving energy efficiency and effectively reducing GHG and air emissions. As of the end of 2024, the terminal subsidiaries in China had largely completed the transition from diesel to electric-powered gantry cranes, where cranes, forklifts, loaders, reach stackers, straddle carriers, stacker cranes and other equipment achieved an overall electrification rate of 20%. In terms of terminal vehicles, the Group continued to advance the iteration of new energy and clean energy-powered container vehicles at the terminal subsidiaries in China, accounting for more than 50% during the year.

CASE

Tianjin Container Terminal deployed a series of clean energy-powered machinery and equipment including hydrogen energy-powered container vehicles

During the year, Tianjin Container Terminal gradually put into use 20 hydrogen energy-powered container vehicles and one modified electric empty container stacker, with a cumulative use of more than 400 kilograms of hydrogen energy. Those hydrogen energy was a by-product of the surrounding factories, i.e. by-product hydrogen, and hydrogen generated by photovoltaic electrolysis, which fully embodied the concept of environmental protection. According to statistics, each hydrogen energy-powered container vehicle can reduce emission of approximately 61.5 tonnes of CO_2e per year.

GREEN AND SMART LIGHTING APPLICATION

The Group continued to promote the green and intelligent development of lighting fixtures, with all terminal subsidiaries achieving significant results in lighting energy conservation. During the year, Xiamen Ocean Gate Terminal completed LED energy-saving retrofits for 98% of its high-power lighting fixtures; Quan Zhou Pacific Terminal upgraded its yard high-mast lights to LED and equipped newly-purchased quay cranes with LED smart lighting systems; Lianyungang New Oriental Terminal's lighthouse lighting system had been fully converted to energy-efficient lighting; Jinzhou New Age Terminal successfully implemented energy-saving retrofits for quay crane lighting, with an estimated annual electricity savings of 60,000 kWh, corresponding to a reduction of approximately 58.95 tonnes of CO_2e. During the year, the terminal subsidiaries in China and overseas had installed over 15,000 LED fixtures, accounting for more than 87% of the total lighting equipment.

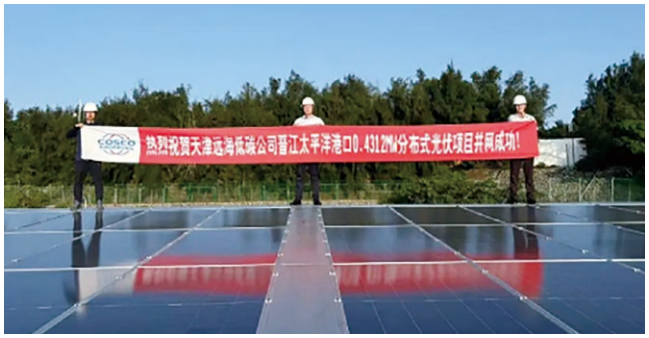
RENEWABLE ENERGY APPLICATION

The Group is committed to promoting the application and technological exploration of renewable energy, to optimise energy mix in the ports and reduce the consumption of fossil fuels and GHG emissions. As of the end of 2024, the total installed capacity of photovoltaic systems at the terminal subsidiaries in China reached 12 MW, with an estimated annual power generation of approximately 11 million kWh, corresponding to a reduction of approximately 5,200 tonnes of CO_2e. All photovoltaic power generation projects adopt the "self-generation and self-consumption with surplus power back to the grid" model. During the year, the Group's total renewable energy generation reached 7,844,282 kWh.

During the year, Guangzhou South China Oceangate Terminal completed the largest 7.3 MW building-integrated photovoltaic project ("BIPV") among the ports in China, which had been officially put into operation and achieved full-capacity grid connection. With an operational period of 25 years, it is expected to generate an average of 6.8 million kWh annually, corresponding to a reduction of 4,338 tonnes of CO_2e. In October 2024, the 0.43 MW BIPV project at Jinjiang Pacific Terminal had been connected to the grid and started generating electricity. It is expected to generate an annual average of 450,000 kWh of electricity, corresponding to a reduction of approximately 316 tonnes of CO_2e.

In addition, Tianjin Container Terminal's 4.5 MW distributed wind power project has been connected to the grid in the first quarter of 2025 and is expected to generate over 9 million kWh of electricity annually, corresponding to a reduction of approximately 6,700 tonnes of CO_2e.

The 7.3 MW BIPV project of Guangzhou South China Oceangate Terminal



The 0.43 MW BIPV project of Jinjiang Pacific Terminal

CONSTRUCTION OF DIGITAL, SMART AND AUTOMATED TERMINALS

The Group actively leads corporate development by innovative thinking through digital and intelligent empowerment of customer service, port production automation and intelligent information management. During the year, the Group actively increased its efforts in technological innovation, pioneering the CSP Port Digital Twin Integrated Energy Management Platform, which empowers ports to achieve multi-dimensional control of energy consumption processes before and after the move, and supports the enhancement of energy efficiency of ports. For details, please refer to Chapter 9 of this report.

VALUE CHAIN COLLABORATION FOR MUTUAL BENEFIT

SHORE POWER APPLICATION

To promote the construction of a green shipping industry chain, the Group has increased its efforts to promote the use of shore power facilities to provide stable power supply to berthing vessels, significantly reducing fuel consumption, GHG emissions, exhaust gas and noise pollution. At the same time, the Group supports its terminal subsidiaries in formulating a sound system for the use and management of shore power to encourage shore power connection.

During the year, the terminal subsidiaries in China achieved full coverage of shore power at container berths, with shore power connection with 6,028 vessels, representing an increase of 48% year-on-year, and electricity demand of approximately 9.59 million kWh, representing an increase of 160% year-on-year, corresponding to a reduction of 8,628 tonnes of CO_2e.

During the year, Guangzhou South China Oceangate Terminal and Guangzhou Nansha Stevedoring Terminal expanded their shore power capacity. In April 2024, Nantong Tonghai Terminal completed recharging for the world's largest pure electric container ship, namely Zhong Yuan Hai Yun Lv Shui 01, achieving net-zero emission operations in river-sea intermodal transport.

Zhong Yuan Hai Yun Lv Shui 01 berthed at Nantong Tonghai Terminal for recharging

SUPPORT FOR GREEN COMMUTING

The Group promotes green commuting among employees and has added electric vehicle charging facilities at its terminal subsidiaries in China. As of the end of 2024, Jinjiang Pacific Terminal has added and put into use six charging piles, while CSP Wuhan Terminal, per employee feedback, will install charging piles for new energy vehicles to address employees' charging needs while also contributing to the reduction of Scope 3 GHG emissions.

SUPPORT FOR THE DEVELOPMENT OF GREEN SHIPPING CORRIDOR

To respond to the future trend of low-carbon transition, the Group adheres to the principle of being proactive and has initiated feasibility studies on the supply of green energy for vessels in ports. This forward-looking measure aims to seize the challenges and opportunities brought by the low-carbon transition, turning crises into opportunities and promoting corporate sustainable development.

In 2024, Piraeus Terminal conducted a research on providing biofuels to shipping companies by analysing the types of biofuels currently available in the market and their bunkering methods. The terminal also planned to carry out within 2025 a market study on alternative fuel sources for shipping, and proceed with the design of bunkering manuals for methanol and liquefied natural gas (LNG). These efforts aim to provide more decarbonisation support for customers and seize new opportunities brought by the industry's transition.

COOPERATION WITH BUSINESS PARTNERS TO PROMOTE CARBON REDUCTION

As a council member of Hong Kong Business Environment Council ("BEC"), the Company signed the BEC Net-zero Carbon Charter in early 2024 and actively participated in the advisory groups and seminars organised by BEC to provide suggestions and encourage exchanges with peers on the low-carbon transition of the industry, with the aim of contributing to climate transition and carbon reduction.

COSCO SHIPPING Ports has signed the BEC Net-zero Carbon Charter

SUPPLY CHAIN MANAGEMENT

The Group has established a sound management structure. During the year, departments dedicated to procurement management and supplier management were designated to strictly regulate the Group's procurement activities. Each subsidiary has formulated their own management regulations in accordance with applicable laws and regulations of the places where they operate. These measures aim to standardise procurement practices and ensure supply security. During the year, the Group comprehensively reviewed and continuously improved its management system.

In 2024, there were a total of 6,329 suppliers in the Group's supplier database, of which 3,214 were in Mainland China and 3,115 were in countries and regions outside Mainland China.

SUPPLIER ADMISSION AND MANAGEMENT

The Group has developed detailed management regulations for supplier admission, selection, evaluation, and rewards and penalties to continuously optimise the supplier structure, strengthen cooperation with high-quality suppliers, and effectively manage procurement and supply risks. During the admission stage, the Group reviews supplier information and ensures that suppliers understand and commit to complying with the Group's business principles and ESG-related requirements. The review process comprehensively covers legal compliance, safe production, environmental protection, prohibition of using child labour and forced labour, compensation management, anti-discrimination, among others.

During the year, the Company introduced a series of ESG assessment requirements for newly-onboarded suppliers and plans to gradually extend these requirements to all suppliers in the database by 2025 to enhance supplier assessment. These requirements include carbon reduction and carbon neutrality targets, Scope 1 and 2 GHG emissions and intensity, assessment of climate-related risks and opportunities, nature or biodiversity assessments, anti-corruption and anti-bribery policies, and the level of information disclosure in sustainability report.

Additionally, the Company also requires suppliers to confirm that they have read and agree with the following principles:

- Operating in an environmentally friendly manner, ensuring compliance with all applicable environmental laws, regulations and standards, and establishing a robust environmental management system to seek continuous improvement and to mitigate or minimise any adverse impact on the environment;
- Creating an equal, inclusive, and diverse workplace for all employees, opposing any form of discrimination in recruitment and employment, strictly prohibiting child labour, forced labour or human trafficking, and ensuring no modern slavery exists in their operations;
- Providing a safe and healthy working environment for all employees, ensuring compliance with all applicable laws, regulations, and standards, and establishing an effective occupational health and safety management system;
- Adhering to the highest standards of ethical conduct in business operations, ensuring compliance with all applicable anti-corruption and anti-bribery laws, directives, and regulations as well as anti-trust and other competition laws, and avoiding any form of corrupt or bribery practices; and
- Committing to international initiatives including the Universal Declaration of Human Rights of the United Nations and the standards of the International Labour Organization.

REGULAR EVALUATION AND ASSESSMENT

The Group conducts dynamic evaluations of suppliers with whom they have conducted transactions during the year. The evaluation results categorise suppliers into four groups from excellent (A), qualified (B), coaching or improvement required (C) to unqualified (D). The assessment covers but is not limited to ESG-related criteria such as environmental and safety assurance, innovation, commercial bribery and ethical risks. Unqualified suppliers will be removed from the supplier database.

During the year, the Group completed dynamic evaluations of 3,369 suppliers, of which 56.9% were rated as excellent and 40.7% as qualified.

GREEN PROCUREMENT PRACTICE

The Group practices green procurement principles. When conducting project engineering and equipment procurement, the Group requires suppliers to comply with relevant environmental laws and regulations in the project locations, taking local environmental protection requirements into regard, reinforcing the Group's sustainability philosophy.

When preparing procurement tender documents, the Group focuses on the performance of manufacturers in terms of quality, occupational health, and environmental protection systems. Suppliers with green product certification, green factory certification, or other green manufacturing certifications are given additional points as an incentive to encourage and guide suppliers to adopt more environmentally friendly production practices.

In 2024, CSP Valencia Terminal and CSP Bilbao Terminal put into use a total of 11 hybrid-powered cranes, aiming to reduce GHG and air emissions while saving approximately 40% on fuel costs compared to the original equipment.

CHAPTER 9
AGILITY

Material topics covered:

- Technological innovation
- Terminal operation optimisation
- Customer satisfaction

As a leading global port logistics service provider, the Group keeps abreast of market demands and industry trends, adopting a customer-oriented approach to foster strong collaboration among port and shipping resources. The Group actively enhances the level of terminal operations through lean operations and explores the potential for port development through digital and intelligent innovation to accelerate the construction of smart ports, and to create a shared and mutually beneficial ecosystem through in-depth collaboration with business partners along the global industry chain.

PERFORMANCE HIGHLIGHTS IN 2024

Business Scale – The Group made steady progress in operating performance and solidly advanced high-quality development with a strategy-led and innovation-driven approach. In 2024, the total throughput reached 144,032,722 TEU, representing an increase of 6.1% year-on-year. For detailed information on the business performance for the year ended 31 December 2024, please refer to the section headed "Business Review" in the 2024 Annual Report of the Company.

Leading the Way in Innovation – The Group focuses on digital intelligence and accelerates the cultivation of new productive forces, achieving breakthroughs in high-quality development. By enhancing the volume and efficiency of automated operations, the Group has comprehensively advanced the construction of smart ports and the sustainable development of the port and shipping industry. During the year, the Group successfully launched the CSP Port Digital Twin Integrated Energy Management Platform, which is the first of its kind in the world, pioneering the high-level integration of "energy management" and "digital twin technology", achieving intelligent energy control and refined energy management in ports, thereby allowing effective implementation of the green and low-carbon development strategy. In 2024, after a pilot run at CSP Wuhan Terminal, the platform has achieved a reduction of approximately 7% in the energy consumption per TEU for large port machinery. Additionally, driverless container vehicles were put into commercial operation and scaled application, with a total annual handling volume of 675,000 TEU, representing an increase of 221.6% year-on-year.

Construction of South America's First Green and Smart Port – When launching new projects, the Company focuses on the concepts of digitalisation, intelligence, automation, and green and low-carbon development to advance the construction of smart ports. In November 2024, CSP Chancay Terminal in Peru, a key project under the "Belt and Road" Initiative, was officially inaugurated. It represents the latest practice of the Company in promoting smart port construction.

Leading Research into Cutting-edge Digital and Low-carbon Technology – Leveraging on the technological support generated from the Research and Development Center of Transportation Industry of Automated Terminal Technology, the Company has taken the lead in advancing the "14th Five-Year Plan" scientific research project of COSCO SHIPPING Group titled Research and Development Project on Green and Smart Ports, and gathered its subsidiaries, business partners and industry leaders to discuss and tackle common problems facing the industry in technology seminars.

During the year, the Group did not incur any fines or non-economic penalties due to violations of laws and regulations related to products and services.

MANAGEMENT SYSTEM

For the management approach to each topic, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

In 2024, a total of 8 subsidiaries held certification to ISO 9001 Quality Management systems, including Tianjin Container Terminal, Lianyungang New Oriental Terminal, Xiamen Ocean Gate Terminal, Guangzhou South China Oceangate Terminal, CSP Abu Dhabi Terminal, CSP Abu Dhabi CFS, CSP Valencia Terminal and CSP Bilbao Terminal. Additionally, 2 subsidiaries held certification to ISO 22301 Business Continuity Management systems, including Piraeus Terminal and CSP Abu Dhabi Terminal.

TECHNOLOGICAL INNOVATION

Ports are key nodes in the global shipping network connecting shipping companies with global customers and are an essential part of the global supply chain system. The safe and efficient operation of ports is a vital prerequisite for the smooth functioning of the global supply chain. The Group is committed to driving the automation of port production, the intelligent development of port operations, and the smart development of port services through technological innovation, thereby enhancing operational efficiency and safety, and expanding service capabilities.

In terms of the automation of port production, the Group actively promotes the full-process automation of production and operations through hardware and software upgrades to realise the integration of automated quay-side operation, smart tallying, automated horizontal transportation, automated yard operations, intelligent gatehouse, and multimodal transportation and supply chain services, thereby empowering lean operations internally and providing efficient customer service externally. The Group has already built the first 5G-enabled full-scenario smart port for demonstration application in Xiamen Ocean Gate Terminal, creating an integrated intelligent handling system with remote-controlled quay cranes, driverless container vehicle platooning, and automated yard operations, which has reached an internationally leading level. CSP Wuhan Terminal and CSP Chancay Terminal, as greenfield projects, have implemented full-process and full-element automation planning from the outset of construction, and have respectively developed China's first rail-water intermodal automated terminal in Wuhan and South America's first automated terminal in Chancay in Peru.

In terms of the intelligent development port operations, the Group has been strengthening digital and intelligent construction. By optimising the advanced functions of the Terminal Operating Systems ("TOS"), building an intelligent operation management system, and applying technologies such as artificial intelligence and digital twins, the Group enhances its operational management capabilities through technological empowerment. Firstly, with intelligent TOS as the core, it connects with the automated quay crane and remote-controlled yard crane system, driverless container vehicle management platform, and intelligent gatehouse system, and introduces modules such as intelligent yard expert dispatching, intelligent loading, and container vehicle path planning, achieving full-process automated operations. Secondly, the Group has developed a data management system as a means to enhance visual management to provide effective support for higher terminal management and decision-making capabilities. Thirdly, the Group has widely deployed intelligent gatehouse systems, built intelligent security systems covering various scenarios, and pioneered the development of CSP Port Digital Twin Integrated Energy Management Platform, among others, to improve operational efficiency.

In terms of the smart development of port services, the Group is committed to providing holistic and smart customer services covering shipping companies, railway companies, vehicle fleets, electronic ports, cargo owners, and freight forwarders, thereby transitioning from pure terminal handling to comprehensive logistics services. By building a comprehensive logistics community platform connecting with systems of shipping companies and their agents, railways, trailers, and customs and inspection units, the Group has achieved interconnectivity among port, shipping, and cargo systems, and accelerated cargo turnover, helping customers reduce logistics costs.

To advance the technology and innovation-driven strategy, during the year, the Company's Engineering, Technology & Innovation Division has set up a dedicated Sci-tech Innovation Department and established the Management Measures for Technology Innovation to regulate the technology innovation system and operating mechanisms. This policy aims to enhance the Group's technology innovation capabilities and management levels, systematically promote technology development plans, build technology innovation platforms and research projects, and provide guidance to the subsidiaries on the transformation and application of technology innovation achievements.

SMART AND LOW-CARBON PORT IN FOCUS: CSP CHANCAY TERMINAL IN PERU

CSP Chancay Terminal is the Company's first greenfield multipurpose port invested, constructed, and operated in South America. Throughout the entire lifecycle of the project from initial design to construction and operation, the Company has fully integrated the concepts and elements of smart innovation, green, and low-carbon. Quay cranes, rail-mounted gantry cranes, gantry cranes, reach stackers, forklifts, and other major port machinery are powered by electricity. The electricity used at CSP Chancay Terminal is entirely sourced from hydropower. Additionally, the Company has adopted remote-controlled port machinery, intelligent tallying and intelligent gatehouse and successfully implemented full-scenario 5G technology application at CSP Chancay Terminal, covering horizontal transportation and real-time communication. The terminal also adopts world-leading smart handling solutions, such as remote-controlled quay cranes, automated rail-mounted gantry cranes, and intelligent container vehicles, significantly improving operational efficiency and safety.

In line with the initiatives for sustainability, CSP Chancay Terminal combines new quality productive forces with the concepts of "smart advancement, and green and low-carbon development". It has put into use a series of innovative and intelligent technologies, including autonomous driving, environmental perception, and green and low-carbon elements, to achieve the highest level of port intelligence in South America.

Technological Solutions	Practices of Smart and Green Port Construction	
Autonomous driving technology of driverless container vehicles	• 40 driverless container vehicles equipped with a full-stack self-developed autonomous driving system were put into use. These vehicles have a parking precision of less than 5 centimeters, with a success rate over 99%, thereby significantly enhancing the efficiency of terminal operation.	 *Autonomous driving system*
Automated rail-mounted gantry cranes	• The automated rail-mounted gantry cranes are equipped with advanced equipment management system, container vehicle guidance systems, video systems, intelligent recognition system, and monitoring system, and apply automated operation mode for container vehicles, which allow one operator to handle multiple rail-mounted gantry cranes, thereby promoting the efficiency of terminal operation.	 *Automated operation solutions*

Technological Solutions	Practices of Smart and Green Port Construction	
Energy optimisation management	• All main port machinery is powered by green electricity. • Smart energy management system is in place to monitor and optimise energy use in real time. • Large and high-performance lithium batteries are used to reduce energy consumption by 25% compared to traditional fuel-powered container vehicles. • Semiconductor light-emitting diodes are used for all equipment lighting, which have longer service life and lower energy consumption. • Renewable energy such as solar power and wind power are expected to be used in the future.	 *Smart energy management*
Intelligent handling and tallying systems	• International cutting-edge intelligent handling solutions are adopted to improve port operation efficiency and safety. • The remote-controlled quay cranes are equipped with vessel scanning, container vehicle guidance, automatic anti-sway and torsion control, intelligent tallying, online fault monitoring and remote diagnosis systems, which can meet the handling requirements of container vessels with a capacity of 24,000 TEU.	 *Intelligent handling and tallying system*
Environmental perception technology	• By integrating multiple sensing technologies such as laser, vision, and millimeter-wave radar, along with the latest bird's-eye view perception algorithms, the driverless container vehicles can accurately identify containers and the operating environment even under adverse weather conditions, guaranteeing a safe working environment and ensuring the safety of frontline workers.	 *Brand new perception algorithms*

Technological Solutions	Practices of Smart and Green Port Construction
Environment-friendly measures	• All automated rail-mounted gantry cranes have been brushed with waterborne fluorocarbon paint in the manufacturing process, which is more environmentally friendly without releasing benzene volatiles. • The use of highly intelligent super-large self-mobile piling platform at sea not only improves the construction efficiency, but also protects the water quality and creatures of the construction sea area. • Local professional environmental protection team and animal rescue office have been set up.

Green and low-carbon port development

As a cooperation project between China and Peru under the "Belt and Road" Initiative, the Company has not only created a significant number of job opportunities for the local community and shortened the time required for one-way sea freight shipping between China and Peru through CSP Chancay Terminal, but also protected the nearby wetland ecosystem, making contributions to carbon reduction actively.

CSP Chancay Terminal is the first smart and green port in South America

CSP Chancay Terminal shortens the shipping time from Peru to China to 23 days

ENERGY MANAGEMENT AND CONTROL AND APPLICATION OF DIGITAL TWIN TECHNOLOGY

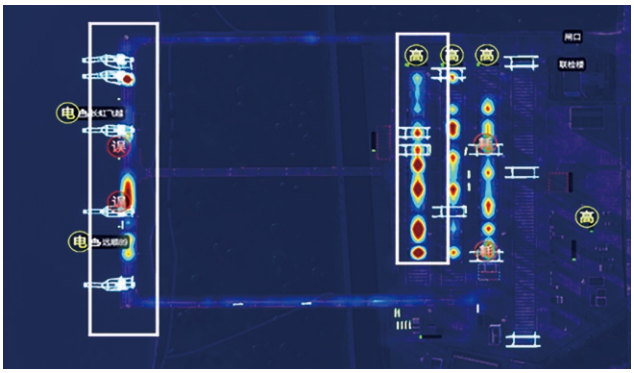
To promote energy efficiency management and control as well as smart operations at the terminal subsidiaries, the Group has developed an energy efficiency platform with complete independent intellectual property rights. By integrating an internal dedicated equipment and material management information system and Internet of Things technology, the platform enables real-time access to energy consumption data, significantly enhancing operational management efficiency.

As of the end of 2024, the Group had completed the integration of the energy efficiency platform for all terminal subsidiaries in China. This includes data on port machinery energy consumption, electricity and water usage, photovoltaic power generation, and shore power connections, and allows effective monitoring of key indicators such as comprehensive energy consumption and GHG emissions. The energy efficiency platform provides four-dimensional energy management methods, which cover horizontal comparison via the headquarters interface, vertical comparison via the terminal interface, energy consumption per TEU analysis via the analysis interface, and time-segmented monitoring via the monitoring interface, ensuring all-rounded energy management.

Energy efficiency platform of COSCO SHIPPING Ports

To further realise intelligent management and control of port energy use and refined energy management, the Group has built CSP Port Digital Twin Integrated Energy Management Platform, which is first of its kind, based on the data gathered by the energy efficiency platform, achieving a breakthrough in the seamless interaction of port data in the whole process, thereby building a 3D visual, analysable and quantifiable global port energy digital twin management and control platform base.

Through the carbon footprint heatmap built on the platform, energy consumption is transformed from rigid numbers into a visual analytical tool. For instance, if it is observed that the energy consumption during the outbound journey is higher while the return trip consumes less, operators can optimise the overall scheduling strategy to achieve maximum efficiency and improve energy utilisation. Additionally, the system can trace the historical energy consumption process of the entire terminal, facilitating relevant departments in reviewing operational conditions and optimising energy efficiency.



Carbon heatmap

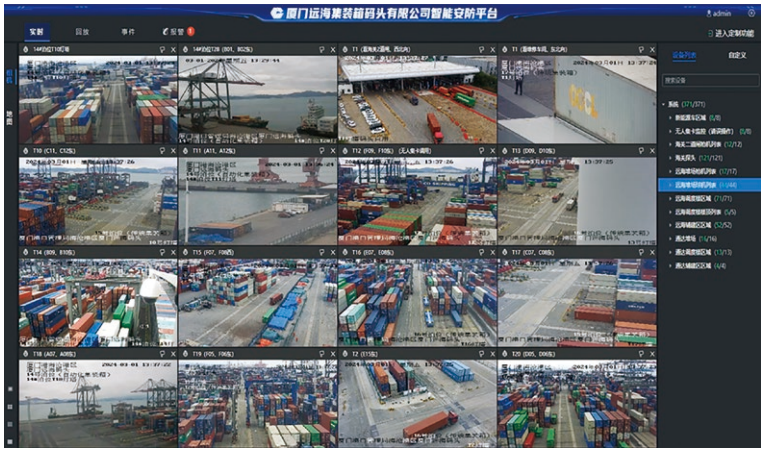
In the future, the Group will continue to focus on energy digitalisation, leveraging digital twin technology to enhance energy management efficiency and precision, thereby providing strong support for the green transition and sustainable development of ports.

APPLICATION OF ARTIFICIAL INTELLIGENCE

Using satellite navigation positioning system, combined with key technologies such as multi-sensor integrated with artificial intelligence, customised flatbed unmanned autonomous container vehicles without cabins have been developed. This vehicle achieves functions such as two-way driving, battery-powered, high-precision positioning, and intelligent control, supporting the automation and intelligent transformation of terminal upgrades.

Terminal Driverless Container Vehicles

To strengthen the foundation of safety management and enhance risk control capabilities, AI visual and other cutting-edge technologies to build an intelligent security system. This system enables real-time, automated detection of safety hazards within the port, addressing the shortcomings of traditional manual monitoring, which has blind spots and low efficiency, thereby improving the Group's safety risk warning and control level.



Intelligent Security System

MANAGEMENT SYSTEM OF CONTAINER VEHICLE RESERVATIONS FOR ENTRY, EXIT AND QUEUEING

During the year, the Group launched a management system for external container vehicles to make reservations for entry, exit and queueing to optimise the process for external container vehicles entering and exiting the port, thereby enhancing terminal operation efficiency and reducing operating costs for vehicle fleets. Taking Quan Zhou Pacific Terminal as an example, this system is expected to reduce the average turnaround time for external container vehicles by approximately 22%, saving approximately US$280,000 in fuel costs for external container vehicles annually.

STRONGER COOPERATION AND COLLABORATION WITH GLOBAL PORT AND SHIPPING ENTERPRISES

In April 2024, the Company held the 2023 Technology Innovation Conference cum the first "Green, Digital and Intelligence" Conference. At the conference, the Company officially released the COSCO SHIPPING Ports' Green and Low-Carbon Transition and Development Plan, which detailed five key tasks for building green and low-carbon ports, covering green and low-carbon transition of energy, resource conservation and efficient utilisation, the construction of green and low-carbon infrastructure, digital and intelligent enhancement, and innovation in green and low-carbon technology. Xiamen Ocean Gate Terminal and CSP Wuhan Terminal, subsidiaries of the Company, shared their experiences in constructing green and low-carbon smart ports. Business partners were invited to share the latest developments and technological advancements in the green and low-carbon development of ports. Together, the participants discussed future trends in the port industry and explored collaborative efforts to promote digital, intelligent, green and low-carbon transition of the industry.

2023 Technology Innovation Conference cum the first "Green Digital and Intelligence" Conference

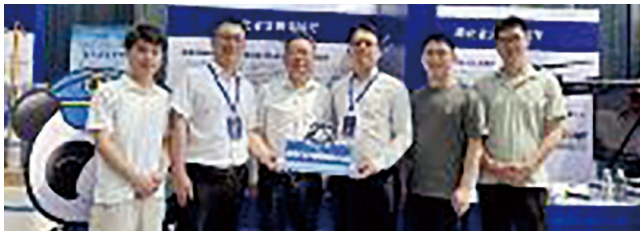
COSCO SHIPPING Ports' Green and Low-Carbon Transition and Development Plan released

The conference not only showcased the Group's latest achievements in green, low-carbon, digital and intelligent transition, but also demonstrated its scientific and technological innovation and sustainability leadership, reflecting the Group's practical efforts in fulfilling its environmental and social responsibilities in the global port industry, thereby contributing to the realisation of green, low-carbon and efficient port operations.

CULTIVATING A CULTURE OF TECHNOLOGICAL INNOVATION

Embedding technological innovation into corporate culture, the Group enhances employees' innovative spirit through a series of technological innovation activities while promoting sustainability in the technology field across the industry chain. In May 2024, the Group organised multiple thematic seminars and salon exchanges on topics such as GHG emissions accounting and the application of remote-controlled port machinery video systems at ports, equipment retrofitting and green environmental protection processes, and the collaborative application of driverless container vehicles and terminal operation management systems. These activities have created an innovative culture and ecosystem, providing a positive atmosphere and environment for driving technological innovation and cultivating technological talent.

Jinzhou New Age Terminal held a technology advancement seminar to discuss current initiatives and future planning



CSP Wuhan Terminal demonstrated the application of driverless container vehicles and terminal operation management systems

Going forward, the Group will continue to increase investment in science and technology, strengthen the development of talent pipeline, and cultivate innovative thinking, thereby promoting the sustainable development of the port industry.

MANAGEMENT OF INTELLECTURAL PROPERTY RIGHTS

Amid the increasing importance of technological innovation in business operations and industry development, the Group actively strengthens the protection and management of intellectual property rights. During the year, 23 patents, including 16 invention patents, were authorised to the Company and its subsidiaries. As of the end of 2024, the Company, together with its subsidiaries, held a total of 124 patents, and won a total of 34 external awards, including the 2024 Standard Innovation Contribution Award from China ITS Industry Alliance.

The Group strictly abides by laws and regulations related to intellectual property rights in daily operations. During the year, the Group did not violate any laws and regulations related to intellectual property rights.

CASE

Quan Zhou Pacific Terminal obtained a certificate of utility model patent for an innovation project on gantry crane interlocking and twin-lifting

Quan Zhou Pacific Terminal obtained a certificate of utility model patent for an innovation project on gantry crane interlocking and twin-lifting from China National Intellectual Property Administration in June 2024. This project aims to enhance the management of operations involving the handling of oversized and irregular-shaped rough stone blocks, thereby further improving service quality. The innovation involves the development of a "balanced beam lifting device" for interlocking and twin-lifting operations by gantry cranes, enabling the handling of oversized cargo weighing up to 80 tonnes. This not only effectively addresses the environmental safety issues associated with the direct unloading of oversized rough stone blocks beneath the quay cranes but also increases operational efficiency while reducing the costs associated with renting large-tonnage mobile cranes.

Gantry crane interlocking and twin-lifting

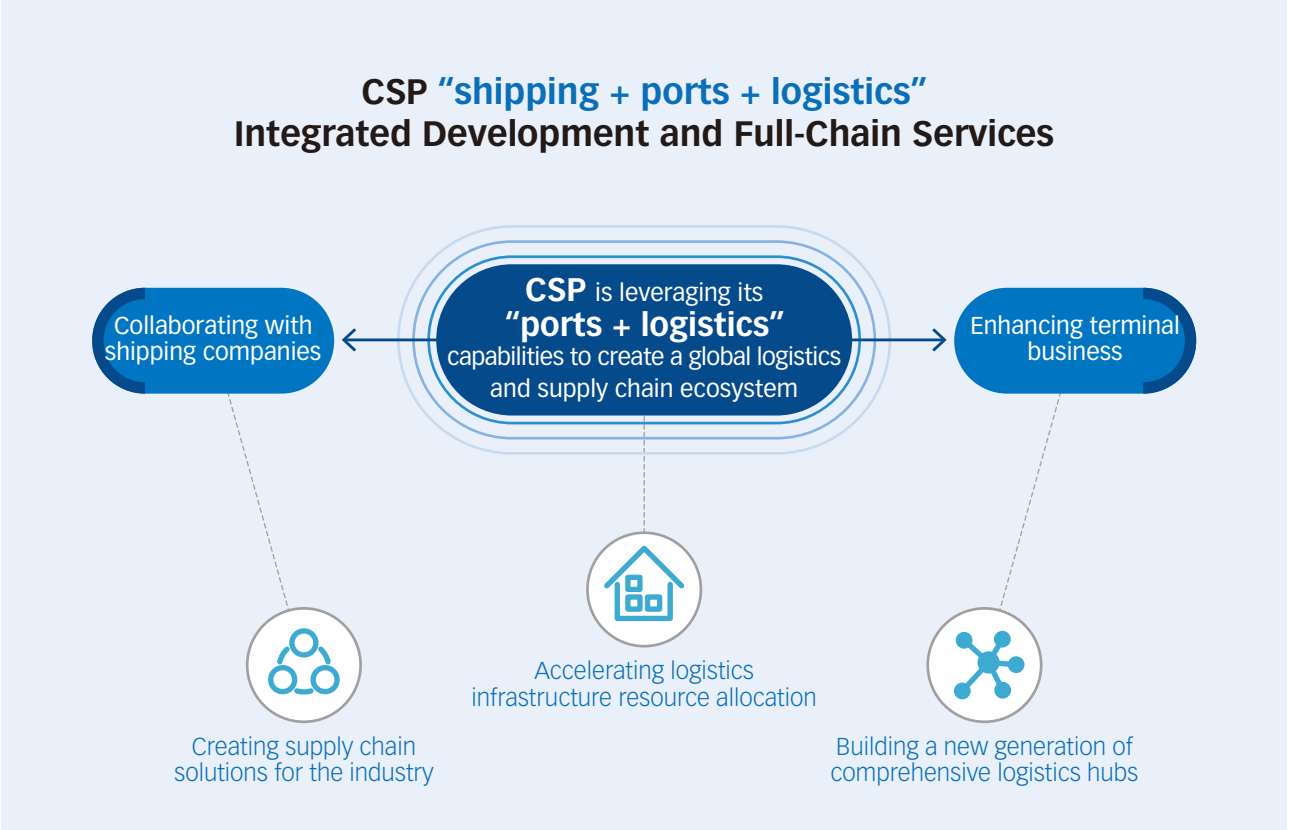
TERMINAL OPERATION OPTIMISATION

Centred around the corporate brand of "The Ports for ALL" and the vision of becoming a global leading port logistics operator with a customer-oriented focus, and based on the integrated development strategy of "shipping + ports + logistics", the Group maintains a customer-centric perspective and leverages resources from its global terminal network, supply chain bases, and digital capabilities, with the aim of enhancing holistic service mindset and comprehensive coordination and operational capabilities that integrate terminal and supply chain resources, thereby creating high-quality and efficient terminal service products, making ports a key node supporting the logistics supply chain.

STRENGTHENING THE CONSTRUCTION OF PORT-RELATED SUPPLY CHAIN RESOURCES

With ports being positioned as the centre, the Group extends its business to the multi-logistics scene, constantly puts forward innovative products and comprehensive solutions, and realises the transformation from terminal investor and operator to port logistics service provider. In 2024, Xiamen Haicang Supply Chain and CSP Wuhan Terminal warehouse have officially put into operation, with an annual increase of 26,650 m^2 of warehouse area. As of the end of 2024, the Group has laid out supply chain resources in Xiamen, Quanzhou and Wuhan in China, as well as Abu Dhabi in the United Arab Emirates (the "UAE"), Zeebrugge in Belgium and other places, continuously building a global logistics supply chain ecosystem, thereby laying a solid foundation for its terminal business.

During the year, the Group added new logistics corridors, including the inland rail-water multimodal transport channel in Spain, a rail corridor covering the entire UAE with Abu Dhabi as the node, and a new rail-water corridor in Wuhan. These initiatives continue to create efficient export channels for various products and provide end-to-end logistics supply chain services for customers. This not only saves transportation time and ensures timely delivery of cargoes, but also promotes the integrated and collaborative operation of "port-shipping-cargo".



CASE

The Group has developed whole car supply chain, pulp supply chain products and green supply chain overseas warehouse centred around the integrated "port-shipping-cargo" philosophy

Leveraging its abundant terminal resources, the Group has developed a supply chain network created by the global supply chain bases and terminal-extended services and products to provide customers with efficient and safe full-process supply chain services.

Product 1: Whole vehicle supply chain

The Group fully utilises its terminal operation resources and integrated supply chain advantages to offer end-to-end transportation solutions for whole vehicles, ensuring the bulk export of domestic automobiles. During the year, the Group has integrated the data chains and business functions covering ports, shipping, logistics and container freight stations based around its global integrated logistics supply chain service ecosystem, and pioneered the CSP Automobile Digital Supply Chain Platform, which has been trusted by major automakers such as SAIC, BYD, and Dongfeng. This platform provides intelligent, visual, and digital solutions and value-added services for customers.

Product 2: Pulp supply chain product

The Group offers a comprehensive range of services for pulp customers, including containerised and bulk cargo handling within the port, bonded and non-bonded warehousing, in-port inventory control, and multimodal transfer and distribution services via road, waterway, rail, and feeder lines. Combined with the digital pulp supply chain platform, these services make the pulp supply chain product visible, controllable, quantifiable, and linkable, reducing trailer transfer costs and time while enhancing the efficiency of the entire cross-border logistics chain and the time required for cargo delivery.

Product 3: Green supply chain product

The Company's terminal subsidiaries and container freight stations, leveraging its global layout, have established solid and long-term partnerships with numerous clients in the photovoltaic and energy storage sectors both domestically and internationally. For example, CSP Abu Dhabi CFS participated in the Al Dhafra PV2 solar power plant project, which was undertaken by China Machinery Engineering Corporation in Abu Dhabi. This project is the world's largest single-site photovoltaic project and a significant new energy project under the "Belt and Road" Initiative. As the full-process logistics service provider for the photovoltaic modules of this project, CSP Abu Dhabi CFS worked closely with the client to provide high-quality "port-shipping-cargo" integrated logistics services. Approximately 4 million photovoltaic modules were safely transported to the project site, achieving "zero cargo damage, zero accidents, and zero vehicle congestion".

CSP Wuhan Terminal rail-water intermodal transportation

CSP Abu Dhabi CFS will start construction of the second phase in 2025. Upon completion, it will become one of the largest container freight stations in the Middle East

CSP Zeebrugge Terminal and CFS become a new gateway for Chinese automobiles and cross-border e-commerce to enter Europe

CSP Spain Related Companies and container freight stations have achieved multimodal transportation

CASE

Xiamen Ocean Gate Terminal + Xiamen Haitou Supply Chain + Xiamen Haicang Supply Chain have achieved full-chain synergy

Xiamen Ocean Gate Terminal is China's first fully automated terminal, focusing on independent innovation to achieve full-chain intellectual property rights for automated terminal "solutions + equipment + processes + intelligent scheduling systems". With features such as remote operation, intelligence, safety, and sustainability, it has become one of the largest container throughput terminals in the Port of Xiamen.

Xiamen Haitou Supply Chain is a key domestic port-adjacent supply chain base developed by the Group, covering an area of approximately 486,900 m^2. It mainly operates port-adjacent logistics, cold chain logistics, and container yards. Located just 1 kilometre from Xiamen Ocean Gate Terminal, it is integrated into the "port + logistics" integrated platform of COSCO SHIPPING Ports, offering end-to-end customised services for customers.

With a warehousing area of 20,000 square meters, Xiamen Haicang Supply Chain is situated behind Berth No. 13 of Xiamen Ocean Gate Terminal, seamlessly connecting with the terminal's water-rail intermodal transport. It provides multi-level, customisable warehousing and logistics services, including regional distribution centres and urban delivery warehouses.

By integrating Xiamen Ocean Gate Terminal, Xiamen Haitou Supply Chain, and Xiamen Haicang Supply Chain, the Group has achieved one-stop comprehensive services for supply chain solutions in industries such as automobiles, cross-border e-commerce and new energy. Looking ahead, the Group plans to replicate and upgrade this model at other terminal subsidiaries, positioning Xiamen as a benchmark to become a leading port logistics service provider in the world with a customer-oriented approach.

Leveraging the port geography and information interconnection, Xiamen Haitou Supply Chain shortens the customs clearance time of cross-border e-commerce

Xiamen Haicang Supply Chain possesses extremely convenient collection and distribution channel resources

CUSTOMER SATISFACTION

DIVERSIFIED PRODUCTS AND SERVICES

The Group pays close attention to market trends and customer needs in the industry, maintaining close communication with business partners. It actively promotes the export of diversified cargo types and provides high-quality services to customers. As of the end of 2024, the Group had exported green and low-carbon products, including photovoltaic solar panels, electric vehicles, wind power projects, and energy storage cabinets.

During the year, Guangzhou South China Oceangate Terminal has collaborated with BYD to launch an energy storage cabinet export project to the Middle East. This project has strict requirements for loading operations. The terminal has successfully developed a hook-padded loading method, which has significantly improved loading efficiency while ensuring the appearance of the energy storage cabinets remained intact. This innovation provides strong support for the export loading business of energy storage cabinet, which is an emerging cargo type.

CUSTOMER SATISFACTION SURVEY

The Group regularly communicates with customers through different ways such as surveys, phone calls, meetings, on-site visits, seminars, and exhibitions to share the latest business updates and gain an in-depth understanding of customer feedback on its products and services. In 2024, the Company completed the annual customer satisfaction survey, with 100% of respondents expressing satisfaction, reflecting a high level of recognition for the Company's service quality.

During the year, the Group did not receive any significant complaints regarding products and services.

CHAPTER 10
NATURE

Material topics covered:

- Water resources management
- Waste management
- Biodiversity

While promoting corporate sustainability, the Group also shoulders responsibility for protecting the ecosystem and the environment. The Group is committed to reducing the negative impact of its operations on the environment and continues to strengthen the management of natural resources and the protection of the ecosystem and the environment, to fulfil its responsibilities and obligations as a global citizen.

PERFORMANCE HIGHLIGHTS IN 2024

Water Resources Management – By ensuring proper utilisation of water resources through the implementation of strict management measures, the Group is able to improve water use efficiency, reduce unnecessary consumption and promote sustainable utilisation of water resources.

Target	Performance[12]
To enhance the management of water resources and improve water use efficiency	Water consumption intensity: 7.98 m^3 per US$10,000 of revenue ↓ 5.9% year-on-year ↓ 21.9% against 2020

Waste Management – As always, the Group maintains rigorous protocols for waste storage and disposal, advancing waste reduction targets through recycling and reuse initiatives.

Targets	Performance[12]
Hazardous waste: To maintain 100% hazard-free disposal	All hazardous waste was processed by certified recyclers for hazard-free disposal.
Non-hazardous waste: To reduce domestic waste and, in the long term, achieve the goal of zero landfill disposal	–

Biodiversity – During the process and upon completion of the construction of CSP Chancay Terminal in Peru, the Group implemented proactive measures to rescue local wildlife and restore adjacent wetlands and habitats, contributing to biodiversity conservation.

During the year, the subsidiaries in China conducted a minimum of two third-party monitoring tests, with no instances of wastewater discharge exceeding the standard. The Group's quarterly environmental inspections of the subsidiaries in China identified zero material pollution incidents or hazardous substance leaks.

MANAGEMENT SYSTEM

For management policies to each topic, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

In 2024, a total of 10 subsidiaries obtained the ISO 14001 Environmental Management System certification. For details, please refer to Chapter 8 of this report.

12 CSP Chancay Terminal and Xiamen Haicang Supply Chain, which began operations in November 2024, are not included.

ECOLOGICAL AND ENVIRONMENTAL GOVERNANCE

GOVERNANCE FRAMEWORK

As a leading port logistics service provider in the world, the Group is fully committed to the protection of natural resources, the ecosystem and the environment. The Group has established a robust ecological and environmental governance framework to mitigate the negative environmental impacts of the Group's business, and promote environmental sustainability through a top-down approach to foster a green future.

The Chairman of the Board is the primary person responsible for ecological and environmental protection, bearing overall leadership responsibility. The Group has established an Ecological and Environmental Protection Working Group, composed of senior management and heads of relevant functional departments of the Company, responsible for reviewing and approving environmental protection plans and systems. The Ecological and Environmental Protection Management Office has been set up under the Ecological and Environmental Protection Working Group to coordinate implementation of ecological and environment protection initiatives across the Company and each subsidiary in China. Each subsidiary in China is the responsible entity for the management of its own ecological and environmental protection performance and is responsible for the daily management and supervision of ecological and environmental protection initiatives.

CONSTRUCTION OF POLICIES AND SYSTEMS

Ecological and environmental protection is complementary to corporate development. In the process of promoting high-quality development, the Group integrates corporate social responsibility and adheres to the path of green and circular development. During the year, the Group conducted a comprehensive review of ecological and environmental protection policies, revised and issued the Comprehensive Contingency Plan for Environmental Emergencies to strengthen the Company's overall command capabilities, emergency rescue response, and coordination level across the subsidiaries in dealing with environmental emergencies, and to specify the responsibilities and obligations of relevant personnel in emergency rescue, with the goal of preventing and minimising the occurrence of various types of environmental emergencies.

DEVELOPMENT OF ASSESSMENT SYSTEM

To implement the ecological and environmental protection initiatives of the Group and to strengthen each subsidiary's primary responsibilities, the Group has established a mechanism for the supervision, operation, accountability and performance assessment of ecological and environmental protection, fostering employee awareness and promoting green development and sustainability. The Company has signed responsibility agreements for safe production, and ecological and environmental protection with each subsidiary, and has set ecological and environmental protection management targets, which include:

1. Zero environmental emergencies at the level of relatively serious (inclusive) or above. A relatively serious environmental emergency refers to an emergency that results in at least 2 fatalities, 10 severe injuries or poisoning, direct economic loss of RMB5 million, or evacuation or transfer of more than 500 people;
2. Zero administrative penalties, such as suspension of construction or production for rectification, issued by relevant national and local government departments; and
3. Zero major violations of laws and regulations related to ecological and environmental protection.

The Ecological and Environmental Protection Management Office of the Group conducts an annual ecological and environmental performance assessment for all the subsidiaries. In the event of any environmental emergency at the level of relatively serious or above, or in case of any concealment, false reporting, omission or delayed reporting of an environmental emergency, the annual performance bonus of the responsible personnel of the relevant subsidiaries will be deducted.

During the year, the Group had no violation cases against the above-mentioned.

TRAINING AND EDUCATION

The Ecological and Environmental Protection Management Office of the Group is responsible for organising, implementing and launching ecological and environmental protection campaigns, training and exchanges. The subsidiaries are required to include ecological and environmental protection into the staff training programmes, and to systematically organise ecological and environmental protection campaigns, so as to raise the employee awareness and promote environmentally friendly practices. In 2024, the Group's training rate for safe production and ecological and environmental protection reached 35.7%, with a total of 1,777 people participating in the relevant training sessions.

WATER RESOURCES MANAGEMENT

RISK ASSESSMENT

In 2024, the Group conducted a climate scenario analysis of water risks for its terminal subsidiaries and supply chain companies based on the water stress data provided in Aqueduct 4.0, a water risk assessment tool released by the World Resources Institute, combined with the water consumption data of the year, to identify whether these assets are located in water-scarce regions. The results indicate that under both low-carbon and high-carbon scenarios, some of the regions where these assets are located will face the risk of water scarcity by 2030, 2050, and 2080 However, the overall water pressure and drought risks are relatively low in future scenarios.

During the year, the total water consumption of the terminal subsidiaries and supply chain companies totalled 1,196,389 m^3. According to the water consumption of the water-scarce regions identified in the water stress assessment results, approximately 15% came from regions with high water stress. Among the assets located in these water-scarce regions, approximately 98% of the water usage was sourced from municipal water supplies, and 2% from other water supply facilities, with no groundwater extraction. According to the assessment results, the Group will actively implement water-saving measures for assets located in high-risk water-scarce regions.

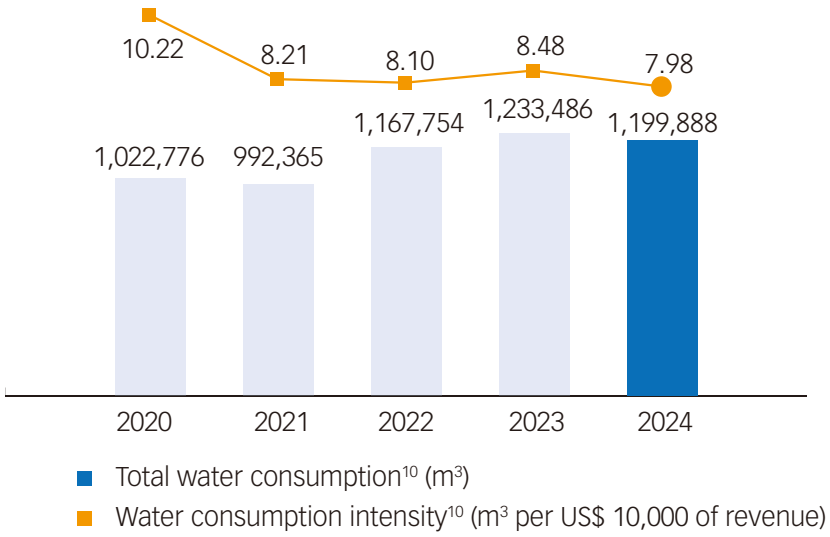
2024 Water Consumption by Water Stress Risk Level of Relevant Location

In terms of water usage, since the Group is primarily engaged in the provision of port logistics services, water resources are not a necessary resource for business operations. The domestic water used by the subsidiaries is mainly for office buildings and canteens, while the production water is primarily used for daily facility construction, equipment maintenance and repair, dust suppression sprinkling, and cleaning of berths and yards. These uses do not involve any critical business processes. Therefore, the overall water stress risk faced by the Company's terminal subsidiaries and supply chain companies is relatively low.

WATER CONSERVATION

The Group advocates water conservation in its daily operations by monitoring the monthly water consumption of its subsidiaries through the energy efficiency management platform to reduce unnecessary consumption. The subsidiaries are strictly required to enhance water management by conducting regular inspections and maintenance of water supply networks and water-saving equipment and systems, monitoring water usage, repairing leaks promptly to avoid unnecessary consumption or waste. The Group raises the awareness of water-saving among employees through educational campaigns and posted notices to emphasise the importance of water resources management.

During the year, the Group's water consumption totalled 1,199,888 m^3, representing a decrease of 2.7% year-on-year. The water consumption intensity was 7.98 m^3 per US$10,000 of revenue, representing a decrease of 5.9% year-on-year.



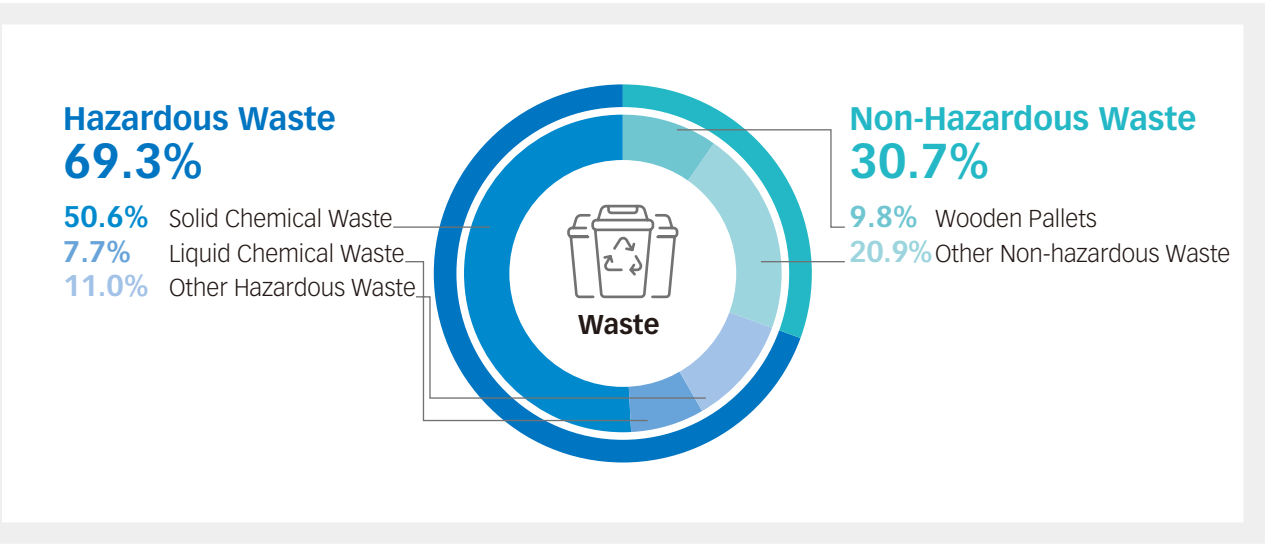
SEWAGE DISPOSAL AND MANAGEMENT

Terminals and container freight stations are important infrastructures along coastal areas. In particular, maintenance sites and vehicle cleaning sites generate sewage with oil, therefore proper treatment of wastewater is of great significance for protecting the surrounding area and the marine and ecological environment. The Group strictly complies with national and regional sewage treatment requirements, and implements the environmental impact assessment system for construction projects. It standardises the production wastewater and commercial sewage outfalls of the subsidiaries, connects them to the sewage treatment stations for treatment and purification, and discharges them after reaching standards. The control of stormwater outfalls is also regulated to prevent direct discharge of sewage into the stormwater network and leakage or excessive discharge, to avoid negative impacts on the ecological environment and marine life. In addition, the Group has strengthened the management of rainwater and sewage and environmental inspections. Regular inspections of the rainwater and sewage networks are carried out, and thorough cleaning is done before the flood season and sealing after it to ensure that problems such as pipeline aging and damage are detected in a timely manner, preventing sewage leakage and environmental pollution.

WASTE MANAGEMENT

WASTE REDUCTION

The Group strictly regulates the subsidiaries to implement waste separation and reduction to minimise negative impact on the environment and to prevent and control the risk of pollution. Solid chemical wastes generated by the Group's daily operation and production include waste oil-contaminated rag, waste wire rope, scrap metal, waste oil drums and waste oil sludge. Liquid chemical wastes include waste lead-acid batteries and waste oil. Non-hazardous wastes include wooden pallets and domestic rubbish. The Group's waste generation during the year is as follows. For detailed data on waste generation, please refer to Chapter 12 of this report.



CASE

Xiamen Ocean Gate Terminal has been selected for "Waste-free Terminal"

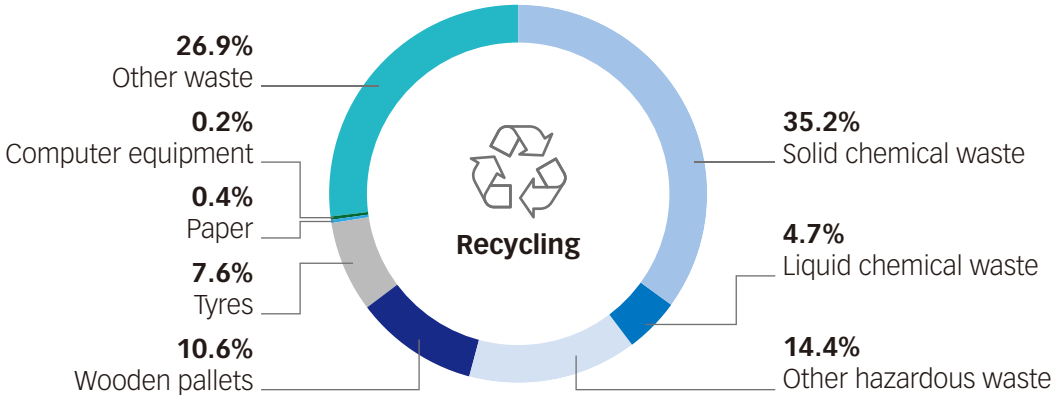
To keep up with the trend of green and low-carbon port development, and guided by the green, open and sharing concepts of the new development philosophy, Xiamen Ocean Gate Terminal is committed to building a "waste-free terminal" by promoting waste reduction and recycling at source, and has added a new rubbish collection service for vessels in its port services. The "waste-free terminal" assessment is consisted of 16 indicators including organisational management, waste management and publicity activities.

Currently, the Group's waste management requirements to the terminal subsidiaries have fully covered the local government's requirements for the "waste-free terminal".

WASTE SEPARATION, TREATMENT AND RECYCLING

In terms of waste management and separation, the Group follows the 3R principles, i.e. reduce, reuse and recycle, and strictly regulates the separation, storage and treatment of waste. Subsidiaries are required to separate and store hazardous waste, which is then removed by certified hazardous waste treatment companies. Non-hazardous waste is separated and stored in designated port area collection pools, which are treated by the local environmental hygiene department or by certified recyclers, so as to ensure "daily collection and daily clearance" and closed transfer. Meanwhile, the Group actively promotes the recycling of resources through restoration and innovation of old equipment and parts, which can be transformed into practical tools for daily work, hence reducing waste generation.

During the year, the Group's waste recycling is as follows. For detailed data on waste recycling, please refer to Chapter 12 of this report.



CASE

Quan Zhou Pacific Terminal promotes retrofitting and reuse of old equipment

Quan Zhou Pacific Terminal reduces waste through recycling and retrofitting outdated equipment. During the year, Quan Zhou Pacific Terminal recycled and repurposed discarded components through innovative design, assembling them into a mobile emergency fire truck to address on-site fire emergencies. Additionally, by enhancing operational efficiency through technological upgrades, the terminal improved equipment maintenance processes, reduced maintenance costs, and minimised environmental pollution.

Retrofitted mobile emergency fire truck

Practical training on the operation of the mobile emergency fire truck

BIODIVERSITY

Ports and terminals are located in coastal areas and are bound to have certain impacts on natural and marine ecosystems. As a leading port logistics service provider with a worldwide presence, the Group fully recognises that biodiversity is fundamental to maintaining the stability of the earth's ecosystem. Upholding the vision of building a maritime community with a shared future, the Group implements rigorous sewage and waste management systems, conducts ecological surveys and monitoring, and supports biodiversity conservation initiatives, striving to minimise negative impacts on ecosystems and biodiversity while actively compensating biodiversity loss.

ECOLOGICAL SURVEYS AND MONITORING

During the year, the Group required each terminal subsidiary in China to complete more than two third-party monitoring tests on noise and emissions of air and wastewater, in which the results confirmed that there were no exceedances or anomalies. In addition, the Group conducted quarterly inspections at each subsidiary in China on their ecological and environmental protection performance, and did not find any significant environmental pollution or leakage.

The Group encourages each terminal subsidiary to conduct regular investigations on the nearby sea areas and the water quality around the sewage outfall, to assess the condition of the environment and the status of biological habitats.

SUPPORTING ECOLOGICAL AND BIODIVERSITY CONSERVATION

The Group is fully committed to ecological and environmental stewardship, proactively working with non-governmental organisations and local communities to support biodiversity conservation initiatives with practical actions to offset negative impacts on the ecosystem and the environment. The Company is a member of the Hong Kong Business Environment Council, thereby joining hands with various sectors to promote partnerships and strengthen commitment towards environmental protection, and advocating the concept of sustainable development, with the aim of realising economic, social and environmental sustainability.

The Company is a corporate partner of World Wide Fund for Nature Hong Kong, and is keen on supporting the restoration of coral communities, thereby contributing to the protection and restoration of the marine ecosystems. Meanwhile, the Company supports the Conservation Hero Support Programme organised by the Ocean Park Conservation Foundation Hong Kong, funding research and conservation projects around Asia, and cetacean stranding response programme, among others, to support wildlife conservation and fight against illegal wildlife trades.

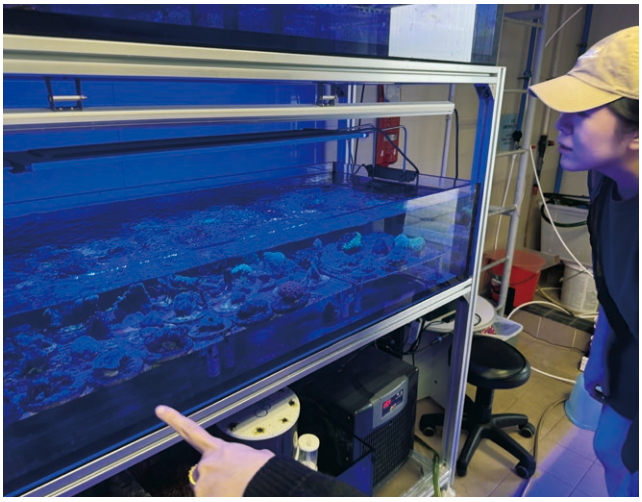
CASE

COSCO SHIPPING Ports held coral exploration publicity and education activity

Coral reefs, one of the most biodiverse and critical ecosystems on Earth, serving as a home for over 25% of marine life and providing habitat for a multitude of species, are vital to sustaining marine biodiversity, earning them the title of "rainforests of the ocean". Healthy coral reefs act as natural breakwaters that protect the coastline from wave erosion. They also absorb carbon dioxide through photosynthesis, which helps reduce global warming and plays an important role in the ocean carbon cycle.

In November 2024, the Company organised a "Coral Exploration Activity at Hoi Ha Wan Marine Park in Sai Kung" for employees and their families. Guided by World Wide Fund for Nature Hong Kong, participants learned about rare corals and marine life in the area, observed coral breeding facilities, and closely experienced the importance of marine conservation and biodiversity, hence raise their awareness of marine biodiversity conservation.

Participants saw coral and marine life through a glass-bottomed boat



Participants observed the coral nursery facilities in the laboratory

CASE

COSCO SHIPPING Ports conducted a series of biodiversity conservation initiatives at the Port of Chancay in Peru

CSP Chancay Terminal, the Company's first green and smart port invested in South America, was successfully inaugurated in mid-November 2024. During the construction phase, the Company firmly adhered to the concept of sustainability, fulfilled its corporate social responsibility, and undertook a variety of biodiversity conservation projects.

The Company actively supported the conservation of the Santa Rosa Wetland to the south of CSP Chancay Terminal, joining the environmental monitoring committee of the wetland and collaborating on wetland ecosystem protection. This included jointly organising publicity and educational activities, as well as wetland clean-up activities with local authorities, community committees, and fishermen's associations in the Santa Rosa Wetland, advancing the progress of biodiversity conservation in the area.

CSP Chancay Terminal is adjacent to the habitat of the Peruvian Booby. To control and compensate for the impacts of construction work, the Company has established buffer zones around the Booby habitat. Through weekly monitoring and protection efforts, the Company continuously observes the distribution and changes of the Booby population, and assesses the health of the ecological environment and the effectiveness of the protection measures. During the monitoring period, the number of Booby nests has increased rather than decreased.

The Company also cooperated with local community groups to organise a series of clean-up activities in the coastal areas of the Port of Chancay, to clean up waste along the shoreline and help protect local wildlife and ecosystems. In addition, the Company initiated a biological monitoring programme in the terminal operation area to observe the surrounding birds, reptiles, micro-algae and fish to assess the effectiveness of the conservation work of various species and the environmental protection efforts. In the future, the Company will further strengthen its ecological and environmental protection efforts with CSP Chancay Terminal and continue to contribute to the sustainability of the area.

Wetland education activity held on World Wetlands Day

Ecological monitoring the nests of Peruvian booby using drones

CHAPTER 11
DYNAMIC

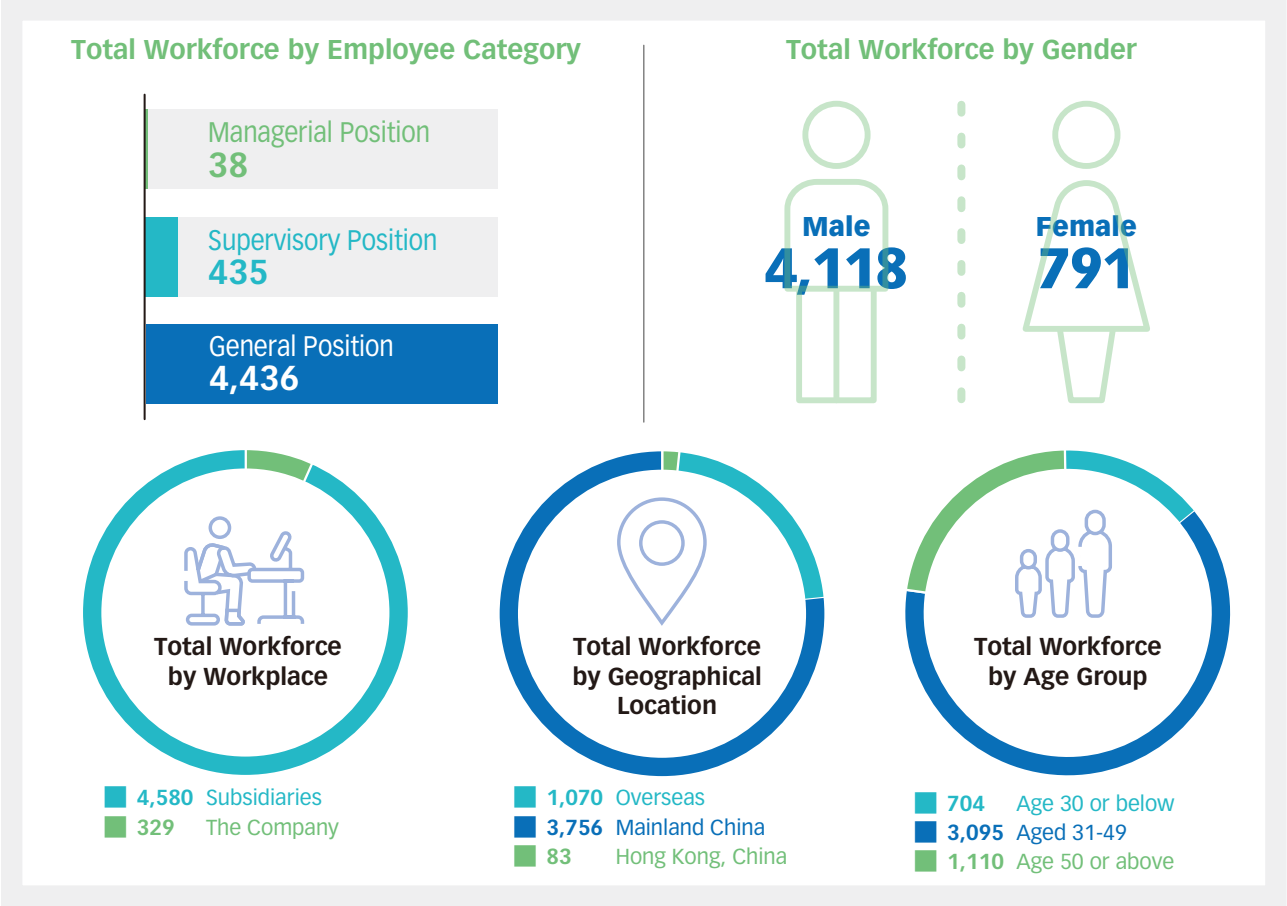
Material topics covered:

- Employee engagement and development
- Employee well-being
- Diversity, equity and inclusion
- Labour conditions
- Health and safety
- Community engagement

The Group embraces a dynamic corporate development philosophy and is committed to working hand in hand with all employees and other stakeholders to jointly pursue healthy, harmonious and long-term development.

PERFORMANCE HIGHLIGHTS IN 2024[13]

Talent Empowers Corporate Success – The Group had a total of 4,909 employees in 2024, which were distributed as follows:



Total Training Hours

158,633 hours

For details of employee statistics, please refer to Chapter 12 of this report.

Health and Safety – Upholding the safety goal of "zero fatality" that includes both employees and subcontractors, the Group strives to create a healthy and safe working environment. During the year, the Group had no fatality incidents or safety responsibility which required reporting to the competent authorities. There was a total of 25 cases of work-related injuries involving employees, with a total of 447 lost days.

13 In previous years, the scope of the sustainability reports covered joint ventures and associated companies. In order to more accurately and comprehensively reflect the Group's social performance, the relevant data will only cover the Company and the subsidiaries within the scope of the report from 2024 and will no longer include joint ventures and associated companies not controlled by the Company. For more details, please refer to Chapter 1 of this report.

Community Engagement – During the year, the charitable donations and voluntary activities organised by the Group are as follows:

Total donation	Total number of registered employee volunteers	Total volunteering hours by employees
US$1,580,283	394	857 hours

- 29.7% Education and youth development
- 26.6% Poverty alleviation
- 15.6% Talent nurturing
- 9.4% Environmental protection
- 3.1% Disaster relief
- 15.6% Others

MANAGEMENT SYSTEM

For the management policies to each topic, please refer to the section headed "Sustainability – Approach & Frameworks" on the Company's official website.

The Group strictly adheres to the Standards for Safe Production of Bulk Cargo (Container) Terminal Enterprises in Ports issued by the Ministry of Transport of the People's Republic of China, aiming to achieve class-1 standard. In 2024, four terminal subsidiaries, namely Tianjin Container Terminal, Lianyungang New Oriental Terminal, Nantong Tonghai Terminal, and Xiamen Ocean Gate Terminal, were qualified as class-1 enterprises; while three terminal subsidiaries, namely Jinzhou New Age Terminal, Quan Zhou Pacific Terminal, and Jinjiang Pacific Terminal, were qualified as class-2 enterprises. A total of eight subsidiaries obtained ISO 45001 Occupational Health and Safety Management System certification during the year, including Tianjin Container Terminal, Lianyungang New Oriental Terminal, Xiamen Ocean Gate Terminal, Guangzhou South China Oceangate Terminal, CSP Abu Dhabi Terminal, CSP Abu Dhabi CFS, CSP Valencia Terminal, and CSP Bilbao Terminal.

EMPLOYEE ENGAGEMENT AND DEVELOPMENT

Talent is the core resource for company development. Embracing the concept of "recognising and retaining talents", the Group is able to attract talents, build a sustainable talent pipeline and implement a strategic, position-focused training mechanism. By identifying training needs across different levels and positions, offering diversified training courses, and continuously adjusting future training plans based on employee feedback, the Group is able to ensure systematic, continuous, and effective training efforts and utilisation of training resources. A well-developed training system helps to align training content closely with market changes and the Group's actual development needs, enabling employees to effectively apply what they have learned to their daily work. This provides strong talent support for the Group's high-quality development and strategic transformation, fostering shared achievements and mutual growth.

PRE-JOB TRAINING

The Group emphasises pre-job training for newly hired employees, focusing on topics such as ethical standards of workplace integrity, employee code of conduct, corporate culture, business philosophy, safety and accident prevention etc. The training helps employees shorten their adaptation period to the Group and workflow processes. During the year, the pre-job training rate for newly hired employees reached 100%.

CONTINUOUS TRAINING AND DEVELOPMENT

The Group attaches great importance to the establishment of its education and training system. During the year, approximately US$1.34 million was invested in organising 1,902 training sessions on topics including lean operations management, digital transformation and cybersecurity, technological innovation, green and low-carbon initiatives, climate adaptation and mitigation, risk management, marketing, and customer service. These sessions covered 41,282 participants, totalling 88,923 training hours, ensuring comprehensive training from the Company to the subsidiaries, and from senior management to frontline employees.

To effectively utilise talent resources and promote knowledge sharing, the Group has enhanced its internal mentorship programme, building a team of 37 internal trainers specialising in key areas such as technological innovation, information technology, terminal operations, safety management, and general management. During the year, the internal trainer team developed 35 professional courses and delivered over 200 hours of training, providing employees with extensive learning resources. This included skill training for new employees and frontline operational staff which over 2,000 participants took part, significantly enhancing their professional skills and overall competencies, and laying a solid foundation for talent development and continuous growth.

The Company offers study subsidies to encourage employees to participate in external professional training and continuous education, and actively provides overseas learning opportunities for employees to expand their horizons, enrich their experience and accumulate front-line business experience, so as to ensure that the talent pools align with the Company's long-term growth.

JUST TRANSITION

In response to the productivity changes brought about by technological advancements and industry developments, the Group actively adopts innovative and forward-looking approaches to drive its growth. Upholding the concept of "Just Transition", the Group aligns closely with the development needs of industries such as shipping, ports, logistics, equipment manufacturing, value-added services. It focuses on training highly skilled talent for key positions, supporting employees in adapting to industry changes and enhancing their operational skills. Employees are encouraged to stay ahead by learning new technologies and processes, ensuring balance between terminal digitalisation, intelligentisation, and green and low-carbon transformation while upskilling the workforce. During the year, the Group formulated detailed training plans with regard to digitalisation, artificial intelligence, technological innovation, green and low-carbon practices, and terminal supply chains. A total of 888 specialised training sessions were conducted across the Company and its subsidiaries. For example, four "in person+online" trainings on artificial intelligence generated content (AIGC) were held with the aim of enhancing the employees' artificial intelligence concept and application to strengthen capacity building related to artificial intelligence.

CASE

COSCO SHIPPING Ports carries out data application innovation workshop

To better adapt to the new era of digital intelligence and address the demand for digital talent development, the Group launched a workshop featuring internationally advanced design thinking methods for digital operation innovation. The workshop focused on value-driven digital operation scenarios, exploring models of integrating business and IT solutions. It identified business value scenarios from a user perspective and enabled digital transformation training, fostering digital and intelligent operation talents and teams.

The workshop focused on three key areas: "Total Factor Operation and Control" "Customer Analysis and Precision Service", and "Supply Chain Visualized Supervision".

The project team conducted training sessions on "Digital Transformation Practices and Exploration in the Port Industry" and "Company Data Governance Practice Sharing", with a total of 150 participants.

CASE

Guangzhou South China Oceangate Terminal builds a versatile and multi-skilled talent team

As container terminal operations continue to be optimized, Guangzhou South China Oceangate Terminal launched a learning and training plan aimed at cultivating "multi-skilled" talent. This initiative sought to comprehensively enhance the competencies of control room operators, improve teamwork, and develop versatile talent. The central controller gained first-hand experience through job rotation in all aspects of terminal production operations, covering port planning, dispatch command, on-site supervision, and loading and unloading operations. This expanded their operational perspectives and strengthened their overall capabilities, laying a solid foundation for their future career development.

During the job rotation phase, the central controller rotated to the planning role, mastering professional skills such as yard planning, vessel stowage planning, and barge self-matching.

From the dispatch role, controller learned management knowledge, including shift scheduling, resource coordination, and scientific vessel dispatching.

EMPLOYEE WELL-BEING

REMUNERATION AND PERFORMANCE INCENTIVES

The Group strictly complies with relevant laws and regulations. During the year, the Group comprehensively reviewed and improved the human resources management policies, ensuring reasonable wages and benefits for employees while safeguarding their rights and interests. The Group follows the principle of "equal pay for equal work" and determines salary standards based on factors such as responsibilities, academic qualifications, professional certifications, and work experience, achieving a reasonable match between job responsibilities and salary.

The Group conducts annual performance evaluations for all employees. During the year, the Company thoroughly reviewed and revised the Management Policy on Employee Performance Appraisal to enhance evaluation and supervision mechanisms. Adhering to the principles of fairness, openness, and impartiality, the Group comprehensively evaluates employees' performance and competencies. Based on evaluation results, the salary levels are linked to the job responsibilities, aligning corporate strategic goals with individual performance. The Group strives to establish a talent incentive system that is scientific-based and objective, balancing both employees' abilities and potential, of which it combines motivation and constraints.

In 2024, the employee turnover rate of the Company and the subsidiaries within the reporting scope was 1.2% and 2.2%, respectively.

EMPLOYEE WELFARE

During the year, the Company conducted a comprehensive review and optimisation of employee benefits. Updates included adding work schedule arrangements and contingency measures under "extreme weather circumstances" in company policies, expanding professional association membership fee reimbursements to full-time employees post-probation, and increasing the starting number of paid annual leaves. The Company strives to provide benefits exceeding local government requirements, such as offering Hong Kong employees paid annual leave, full-pay sick leave, full-pay paternity leave, and bereavement leave beyond statutory requirements. Additional benefits include childbirth allowances, marriage allowances, and condolence funds for the death of close relatives, annual health check-ups, reimbursements for professional association membership fees, and financial support for employee continuing education. Additionally, the Company has implemented a share option scheme and launched special reward programs aligned with business development needs, aiming to enhance employee motivation, nurture and retain core talent, and attract diverse talent with greater flexibility to better support the Company's long-term growth.

The Group emphasises work-life balance and proactively organises various types of recreational activities to help employees relieve stress, improve well-being, and foster team cohesion. During the year, the Company organised activities such as orienteering and badminton competitions for employees in Hong Kong. Meanwhile, employees in Shanghai participated in a wide range of team activities, including sports games, fitness classes, hobby groups, spring outings, movie watching, holiday-themed events, and parent-child activities, with a total of more than 2,361 participants. These initiatives allow employees to engage in activities beneficial to their physical and mental well-being based on their personal interests.

In August 2024, CSP Abu Dhabi Terminal held the opening ceremony for the first Chinese language training class, providing a cultural exchange platform for its multi-ethnic and multicultural employees from 15 countries and regions.

In April 2024, the Company organised a spring outing and team-building event in Shanghai to help employees relax and boost team cohesion.

In October 2024, CSP Wuhan Terminal organized employees to participate in the Health Day and Fun Sports games to improve employee fitness and encourage collaboration.

In November 2024, Nantong Tonghai Terminal organized a handicraft event for female employees to create items such as moxa sticks, sachets, and car fragrances, helping them relieve work stress and fatigue.

DIVERSITY, EQUITY AND INCLUSION

The Group proactively maintains a working environment that embeds diversity, inclusion and mutual respect, and is committed to recruiting talents from diverse backgrounds and continuously broadening the channels for talent recruitment. Throughout the talent recruitment and management processes, the Group adheres to the principles of fair selection, comprehensive assessment, and merit-based hiring. Employment discrimination or unfair treatment based on factors such as age, gender, ethnicity, race, disability, religion and nationality for both potential or existing employees will not be tolerated. Our subsidiary companies CSP Valencia Terminal and CSP Bilbao Terminal have both established an "Enterprise Equality Policy" and are committed to creating an equal and friendly workplace for all employees.

The Group attaches great importance to the career development of female employees, striving to eliminate gender barriers and provide equal opportunities and resources to them. The Company has set a quantifiable target regarding gender diversity of the Board, and commits that the Board shall not be composed solely of members of the same gender, with the aim of promoting the spirit of gender diversity from the leadership level. For general employees, the Group has promoted the domestic subsidiaries to include special protection provisions for female employees in their employment contracts to protect their rights and interests. Furthermore, the Group has adopted a family-friendly approach by providing female employees with rooms for breastfeeding, which supports working mums to balance their work and family and enhances their sense of belonging to the Group.

At the frontline business operations level, the Group actively leverages the advantages of digitisation, intelligence, and automation at the subsidiaries to create more remote operation positions, promoting female employment and facilitating the diverse career development of female employees.

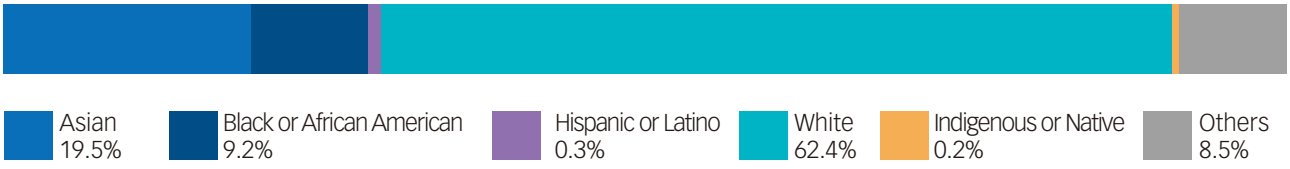
During the year, the proportion of female employees in the Company and the subsidiaries within the reporting scope reached 30.7% and 16.0%, respectively.

Piraeus Terminal hosted an interactive seminar titled "Invest in Yourself" for all female employees

Tianjin Container Terminal commended female employees

The Company's overseas subsidiaries' workforce breakdown according to ethnic and racial indicators is listed below:

Workforce



LABOUR CONDITIONS

COMPLIANT EMPLOYMENT

The Group strictly adheres to applicable laws and regulations in its operational locations. The Employee Handbook outlines that employment practices across the Company and the subsidiaries must comply with local laws and regulations, ensuring labour conditions such as freedom of association and collective bargaining rights are protected. 11 terminal subsidiaries have signed collective bargaining agreements with their employees with a coverage of approximately 82% among all terminal subsidiaries. Some terminals have established a fixed notice period regarding significant operational changes. Depending on commercial and other operational sensitivities, the companies engage in discussions with labour unions to establish reasonable notice periods for any significant operational changes. Some terminals specify notice period and provisions for consultation and negotiation in collective agreements.

The Group maintains a zero-tolerance policy toward forced labour and child labour, enforcing these standards in its recruitment and employment processes. In 2024, there were no cases of discrimination, child labour, forced labour, or violations of other related laws and regulations resulting in convictions.

TWO-WAY COMMUNICATION AND INTERACTION

The Group has established robust two-way communication channels between management and employees, designed to proactively gather employee feedback, suggestions and expectations. The Group regularly updates employees on the latest Group developments and initiatives through meetings, social media platforms and internal publications. Meanwhile, the management of the Company conducts official visits to subsidiaries to understand their specific situations and needs.

The Group values employee feedback and has established open communication mechanisms. Employees are encouraged to raise any work-related difficulties or questions with management or department leaders, or to provide feedback to the labour union, fostering effective communication between individuals and departments as well as between senior management and frontline employees. The Group has also implemented a whistleblowing mechanism, allowing employees and external parties to report any illegal, unethical, or non-compliant behaviour in the Group's operations.

The management of the Company visited Xiamen Ocean Gate Terminal to inspect working conditions during the summer heat

The management of the Company engaged in dialogue with the foreign employees of Piraeus Terminal

HEALTH AND SAFETY

The Group prioritises employee health and safety. It requires senior executives, dedicated safety personnel, and special operations staff at the subsidiaries to hold relevant safety qualifications. A series of comprehensive measures tailored to specific occupational health and safety risks have been developed and implemented.

SAFE PRODUCTION MANAGEMENT

The Group strictly abides by all the applicable laws and regulations. During the year, the Group undertook a comprehensive review and revision of its management regulations related to production safety, and improved the management system for different terminal operations and front-line work positions. The Group has established a clear governance structure, defining key responsible personnel and their responsibilities for workplace safety. The chairmen and general managers of the Company and the subsidiaries are designated as the primary responsible person for work safety matters. In order to strengthen safety management, the Group has set up a Safety Production Committee, which is responsible for coordinating and supervising the implementation of the Group's safety production work, and formulating safety production rules and regulations, operation specifications and accident emergency rescue plans, so as to ensure the effective implementation of policies and guidelines, and create a safe and healthy working environment for employees.

In the first quarter of each year, the Group holds a work safety meeting and regularly holds a special safety meeting to summarise the overall safety performance, identify defects uncovered during safety assessments, and guide the rectification measures to strengthen safety management. In order to strengthen the safe operation of dangerous goods, the Group has also formulated the Regulations on the Safety Management Policy on Dangerous Goods to regulate the operation process, supervision mechanism and management standards of the subsidiaries engaged in the storage and operation of dangerous goods, so as to prevent and reduce accidents caused by dangerous goods, ensuring the safety of people's lives and company assets.

During the year, the Company did not have any fatality incidents.

CSP Wuhan Terminal signed the safety and environmental protection responsibility letter with the heads of all departments

Lianyungang New Oriental Terminal held an open class on the theme of work safety

OCCUPATIONAL HEALTH MANAGEMENT

The Group attaches great importance to the occupational health management of all employees. The Group has formulated the Occupational Health Management Policy to regulate the formulation of prevention and control plans, and implementation plans in relation to occupational health and safety hazards for the terminal subsidiaries in China, as well as the establishment of occupational health management systems and operational procedures. Each terminal has a safety management department which is responsible for formulating work plans for occupational health management.

The Group provides focused training for employees exposed to occupational health risks and requires the subsidiaries to conduct comprehensive pre-assessments and occupational hazard prevention facility design in construction projects. The effectiveness of occupational hazard controls is strictly reviewed, and professional teams are organised to inspect and validate the effectiveness of protective facilities. During the year, the Company organised the subsidiaries to conduct educational campaigns on occupational disease prevention, risk factors, and health check-ups, helping employees at various positions to familiarise with occupational hazards, prevention knowledge, and protective measures. These initiatives aim to foster awareness of occupational health and equip employees with protective skills to safeguard their health.

The Company organised the subsidiaries to strengthen the publicity of occupational disease prevention

Tianjin Container Terminal held health and safety lectures

The Group strictly implements the national occupational health standards, provides workers with protective equipment that meets the standards, and entrusts qualified occupational health technical service institutions to carry out regular testing of occupational hazard factors to ensure the safety and health of the working environment. In order to deal with the possible occupational hazards, the Group has prepared a comprehensive emergency plan for occupational hazards, including heat stroke caused by high temperature in summer, electric ophthalmia and glaucoma caused by welding work in the machinery room, and conducts drills on a regular basis to improve the emergency handling ability of employees.

In addition, the Group arranges special health check up for employees exposed to occupational hazards every year to detect and deal with potential occupational health problems in a timely manner. For third-party sub-contractors, the Group also implements strict supervision and guidance to ensure that the occupational health management meets the same standards as the Group, and jointly maintains the occupational health and safety of employees.

POTENTIAL SAFETY HAZARD IDENTIFICATION AND RECTIFICATION

The Group is committed to strengthening safety risk management and strictly abiding by the Policy on the Reporting and Investigation of Production Safety Accidents. The Group promotes in-depth investigations into potential safety hazards within our subsidiaries, enhances the risk identification mechanism, and effectively implements graded control measures for safety risks to reduce potential risks in production operations. The Group conducts safety production supervision and inspection of the subsidiaries, carries out spot checks on the safety production situation of key units, and requires the subsidiaries to regularly report to the Group on the rectification of safety hazards, ensuring the safety of lives and corporate property.

For major potential safety hazards identified during the inspection by the subsidiaries, the Group will respond immediately and fully guide the responsible departments to organise and formulate rectification plans and take safety precautionary measures during the rectification period. Upon completion of the rectification, the relevant terminal needs to appoint a qualified safety evaluation agency or organise internal technical personnel and experts of the terminal to evaluate the rectification. If the evaluation result is positive, the terminal needs to immediately submit a written report to the local authority responsible for the supervision and administration of safe production for further review. The potential safety hazard needs to be written off once the review is passed.

During the year, the Group amended the Comprehensive Emergency Plan for Safe Production to improve the content and safety management system of special operations, and made corresponding improvements for the Group's emergency response command system, and adjust the responsible personnel accordingly.

The Company went to the subsidiaries to supervise the safety and environmental protection work

Quan Zhou Pacific Terminal organised the fourth quarter safety inspection

ACCIDENT INVESTIGATION

The Group follows the Policy on the Reporting and Investigation of Production Safety Accidents to regulate the procedures followed by the subsidiaries in prompt reporting of production safety accidents, minimising losses arising from accidents.

Upon occurrence of an accident, the Company will instruct the relevant subsidiary to arrange experts to conduct accident investigation or appoint professionals to carry out a rigorous investigation into the cause of the accident on a prompt and accurate basis, and implement mitigation measures to minimise the impact of the accident. Meanwhile, the terminal shall formulate corresponding preventive measures to prevent similar accidents from recurring.

SAFETY MANAGEMENT OF SUBCONTRACTORS

The Group also attaches great importance to the safety of all sub-contractors, firmly establishing that the safety goal of "zero fatality" covers subcontractor employees as well. To this end, the Group has formulated the Management Policy on the Safety of Subcontractors, which regulates sub-contractor safety production management and mandates the integration of subcontractor safety into their management systems, ensuring cohesive safety measures for subcontracted labour and enhancing overall safety standards.

The subsidiaries are responsible for reviewing the qualifications and conditions of subcontractors and continuously tracking their safety performance, under which, priority is given to quality subcontractors with sound safety management systems and good safety management records in recent years. Upon confirmation, the subsidiaries will sign safety management agreement with the subcontractors. The subsidiaries are responsible for providing training on safety and emergency response to the subcontractors' staff prior to commencement of operation, and arranging for the subcontractor's staff to participate in the emergency response drills organised during the operation. In addition, the relevant terminal carries out regular supervision at the subcontractors' operation sites and arranges subcontractors to identify potential safety hazards, including the defects and issues during maintenance, use and management of equipment and tools, and supervise subcontractors to rectify them in a timely manner to reduce the likelihood of safety accidents.

The subsidiaries conduct regular safety assessments on subcontractors and report the results to the Company to strengthen the supervision and management of subcontractors. Subcontractors who fail to pass the assessment will be blacklisted and will not be engaged again.

Guangzhou South China Oceangate Terminal requested subcontractors' on-site representatives to enhance safety patrols and supervision

SAFETY PRODUCTION TRAINING

The Group attaches great importance to cultivating employees' awareness of safety. During the year, the Group reviewed and revised the Management Policy on Safety Education and Training to further standardise the responsibilities of subsidiaries in organising and implementing safety training and emergency drills for employees, so as to enhance their safety operation skills and self-protection awareness and prevent personal injury and fatality incidents.

In 2024, the number of participants in safety education and training from the Company and the subsidiaries in China was 109,355, with a total of 184,296 training hours, safety training investment of US$103,580, with a training rate of 99.7%. The number of full-time safety management personnel trained was 970, with training investment of US$10,125 and a training rate of 100%.

Jinzhou New Age Terminal arranged for its employees and equipment maintenance outsourcing staff to attend a training on safety awareness and emergency response

In November 2024, Lianyungang New Oriental Terminal conducted a series of fire safety training sessions

ASSESSMENT OF SAFE PRODUCTION PERFORMANCE

To implement the Group's safety production measures and strengthen the responsibility of the subsidiaries, the Group reviewed and revised the Policy on Safe Production Performance Assessment during the year. This revision aimed to reinforce mechanisms for safety supervision, accountability, and performance assessment, ensuring a stable safety production environment. The Company signed safety responsibility agreements with its subsidiaries, targeting "Zero Fatality" for both employees and subcontractors. In the event of the following work safety accidents, the annual safety performance bonus will be deducted:

- One fatality case resulting from production safety;
- One or more severe injury case (including acute industrial poisoning); and
- A production safety accident with direct economic losses exceeding RMB1 million.

The Group conducts annual safety performance assessments and risk evaluations for the subsidiaries. In 2024, based on management regulations, overall safety conditions, key indicators from the 2024 Safety Production and Environmental Protection Responsibility Agreement, and quarterly comprehensive inspections and specialised audits, the Group completed the safety performance assessments for its domestic terminal subsidiaries. The evaluation methods included on-site inspections, video monitoring, quarterly self-assessments, and the inspection results were comprehensively evaluated and scored in accordance with the Safety Inspection Standards (2023 edition).

In order to effectively implement the safety management culture, the Group has set assessment indicators related to safety and occupational diseases, which are included in the performance assessment of the subsidiaries' responsible personnels. If a safety incident occurs, the Group will hold individuals accountable and impose penalties subject to the severity of the incident in accordance with the assessment policy. In the event of withholding, misreporting, omission of information or late reporting of safe production incidents which are required to be reported, performance-related bonus will be deducted according to the corresponding management policy.

COMMUNITY ENGAGEMENT

The Group fully understands the importance of community communication and cooperation for long-term development. While advancing its business, the Group remains committed to corporate environmental and social responsibilities, contributing to and serving the communities where it operates. The Company has been recognised for six consecutive years with the "Caring Company" logo awarded by the Hong Kong Council of Social Service for its contributions to community development.

The Group encourages the subsidiaries to establish volunteer service teams or support employees participating in volunteer activities. For instance, CSP Valencia Terminal is a member of the APORTEM-PUERTO SOLIDARIO association, which consists of port-related companies dedicated to improving living conditions for vulnerable groups within the port community.

EDUCATION AND YOUTH DEVELOPMENT

The Group has long been focusing on the field of youth education, leveraging its own industry and education-related resource advantages, sharing cutting-edge information, technology and experience with young people, helping them understand the direction of interest and focus, providing guidance for future career development, and at the same time discovering young people who are aspiring in the port and shipping industry to cultivate talents for the development of the industry.

During the year, the Group organised the Yunnan Yongde Project Public Welfare Research Summer Camp to support local education development. 18 middle and high school students from Yongde County, Yunnan Province, visited CSP Wuhan Terminal to experience automated port operations, intangible cultural heritage handicrafts, miniature workplaces and river city culture, which improved the students' comprehensive literacy.

Additionally, CSP Abu Dhabi Terminal hosted visits from local schools. They observed automated crane operations from the control room, toured port operational areas, and experienced modern port facilities and equipment, offering them firsthand exposure to smart port technology.

In August 2024, CSP Wuhan Terminal hosted students from Yongde County, Yunnan Province, for an on-site visit to observe port operations

In October 2024, local teachers and students visited CSP Abu Dhabi Terminal for a guided tour

ENVIRONMENTAL PROTECTION

The Group recognises the potential environmental impacts of business operations and actively assumes community greening responsibilities while raising employees' environmental awareness. During the year, the Group took measures to mitigate its environmental footprint by adapting to local conditions, such as prioritising tree transplantation over logging and compensating water bodies as per government regulations.

The Group regularly organises environmental protection activities like tree planting and beach cleanups. In 2024, Guangzhou South China Oceangate Terminal established a volunteer service team that conducted activities such as tree planting and greenbelt cleaning, with 295 participants. CSP Wuhan Terminal's union organised voluntary tree planting activities to enhance the environment around the terminal. Lianyungang New Oriental Terminal set up a Marine Commando Team, organising team members who have received professional safety training to conduct multiple marine garbage clean-up activities as to keep the ocean clean.

CSP Wuhan Terminal organised a tree-planting activity

Lianyungang New Oriental Terminal organised employee volunteers to participate in a beach clean-up event

POVERTY ALLEVIATION AND CARE FOR VULNERABLE GROUP

The Group has expanded its philanthropic efforts in areas such as rural revitalisation and child welfare, focusing closely on the needs of vulnerable groups. During the year, the subsidiaries conducted several poverty alleviation volunteer activities, working hand in hand with the community to fulfil their corporate social responsibility through concrete actions and extending care to disadvantaged groups.

In rural revitalization, the Company donated US$1.41 million to the COSCO SHIPPING Charity Foundation to support rural development. Tianjin Container Terminal participated in the "Aid for Agricultural Revitalization Week" by sourcing agricultural and sideline products from Anhua County and Ling County. Guangzhou South China Oceangate Terminal donated to Longxue Street, Nansha District, and carried out targeted poverty alleviation activities, including holiday employee care initiatives and purchasing agricultural products through specific platforms.

In the areas of child welfare and vulnerable group care, Tianjin Container Terminal organised employees to participate in a Children's Day charity performance at the Sunshine Home for children with special needs, expressing warmth through art. Piraeus Terminal provided food assistance to over 500 families during Easter and Christmas with the help of local school parent associations, educators, and churches. The terminal also hosted traditional Greek celebrations at a local nursing home, offering food, music, and desserts to the elderly, demonstrating its commitment to corporate social responsibility.

Tianjin Container Terminal organised employees to participate in Children's Day charity performances

Piraeus Terminal host traditional Greek celebrations at Piraeus retirement home

CHAPTER 12
APPENDICES

KEY PERFORMANCE INDICATORS

WORKFORCE STATISTICS

Workforce Statistics		Total[14]	
		2024	2023[16]
Total Workforce			
Employees	No. of people	**4,909**	4,809
Temporary employees	No. of people	**32**	17
Employee composition[17]			
By employment type			
Full-time	No. of people	**4,903**	4,802
Part-time	No. of people	**6**	7
By geographical location			
Hong Kong	%	**1.7**	1.9
China (ex-Hong Kong)	%	**76.5**	78.3
Overseas	%	**21.8**	19.8
By gender			
Male	%	**83.0**	84.5
Female	%	**17.0**	15.5
By age group			
Age 30 or below	%	**14.3**	14.7
Age 31-49	%	**63.0**	61.8
Age 50 or above	%	**22.6**	23.5
By employee category			
Managerial position	%	**0.8**	0.7
Supervisory position	%	**8.9**	9.7
General position	%	**90.4**	89.6
Gender distribution by employee category[18]			
Managerial position – Male	%	**0.7**	0.7
Managerial position – Female	%	**0.04**	0.04
Supervisory position – Male	%	**7.4**	8.2
Supervisory position – Female	%	**1.5**	1.6
General position – Male	%	**75.7**	75.7
General position – Female	%	**14.6**	13.8
Employee Turnover			
	No. of people	**105**	105
	Turnover rate (%)[19]	**2.1**	2.2
By geographical location			
Hong Kong	No. of people	**4**	7
China (ex-Hong Kong)	No. of people	**18**	59
Overseas	No. of people	**83**	39
Hong Kong	Turnover rate (%)	**4.8**	7.5
China (ex-Hong Kong)	Turnover rate (%)	**0.5**	1.6
Overseas	Turnover rate (%)	**7.8**	4.1

14 The total only covers the reporting scope detailed in Chapter 1 of this report, so the employee data disclosed in this report differs from the Company's 2024 Annual Report.

15 Please refer to Chapter 1 of this report for the scope of the subsidiaries. Since Xiamen Haitou Supply Chain, CSP Abu Dhabi CFS, CSP Zeebrugge CFS, and CSP Guinea Terminal Management SARL have been included in the reporting scope since 2024, this may lead to significant changes in performance in 2024 compared to the historical data from 2022 and 2023.

16 The reporting scope in previous annual sustainability reports included some of the major joint ventures and associates. To reflect the Group's performance more accurately and comprehensively, and in accordance with the GHG Protocol Corporate Accounting and Reporting Standard, the sustainability report no longer covers joint ventures and associates over which the Company has no operational control, starting in 2024. Additionally, historical data has been restated.

	The Company			Subsidiaries[14,15]		
2022[16]	**2024**	2023	2022	**2024**	2023	2022
4,859	**329**	374	348	**4,580**	4,435	4,511
51	**1**	0	0	**31**	17	51
4,855	**329**	374	348	**4,574**	4,428	4,507
4	**0**	0	0	**6**	7	4
2.0	**24.6**	23.5	25.8	**0.04**	0.1	0.1
79.4	**72.3**	67.4	64.7	**76.8**	79.2	80.5
18.6	**3.0**	9.1	9.5	**23.1**	20.7	19.3
84.6	**69.3**	73.0	71.8	**84.0**	85.5	85.6
15.4	**30.7**	27.0	28.2	**16.0**	14.5	14.4
14.9	**15.5**	13.1	13.5	**14.3**	14.9	15.0
61.6	**60.8**	58.6	56.9	**63.2**	62.1	62.0
23.4	**23.7**	28.4	29.6	**22.5**	23.0	23.0
0.6	**1.5**	2.4	1.7	**0.7**	0.6	0.4
6.7	**38.3**	48.7	37.6	**6.7**	6.5	4.3
92.7	**60.2**	48.9	60.7	**92.5**	92.9	95.3
0.6	**80.0**	88.9	N/A	**97.0**	96.3	N/A
0.02	**20.0**	11.1	N/A	**3.0**	3.7	N/A
5.5	**81.7**	83.0	N/A	**83.8**	84.3	N/A
1.2	**18.3**	17.0	N/A	**16.2**	15.7	N/A
78.6	**61.1**	62.3	N/A	**84.9**	85.5	N/A
14.1	**38.9**	37.7	N/A	**15.1**	14.5	N/A
133	**4**	9	8	**101**	96	125
2.7	**1.2**	2.4	2.3	**2.2**	2.2	2.7
8	**4**	7	8	**0**	0	0
79	**0**	2	0	**18**	57	79
46	**0**	0	0	**83**	39	46
8.3	**4.9**	8.0	8.9	**0.0**	0.0	0.0
2.0	**0.0**	0.8	0.0	**0.5**	1.6	2.2
5.1	**0.0**	0.0	0.0	**7.8**	4.3	5.2

17 Figures may not add up to 100% due to rounding.

18 Gender distribution by employee category was started in 2023, and therefore are no comparable figures for 2022.

19 Employee turnover rate was calculated by: the total number of employees who voluntarily resigned (excluding internal reassignment between the companies under COSCO SHIPPING, or the employees who left the Company due to dismissal, retirement or death during employment) divided by the total number of employees during the reporting year.

Workforce Statistics (continued)		Total[14]	
		2024	2023[16]
By gender			
Male	No. of people	**83**	81
Female	No. of people	**22**	24
Male	Turnover rate (%)	**2.0**	2.0
Female	Turnover rate (%)	**2.8**	3.2
By age group			
Aged 30 or below	No. of people	**47**	35
Aged 31-49	No. of people	**49**	67
Aged 50 or above	No. of people	**9**	3
Aged 30 or below	Turnover rate (%)	**6.7**	4.9
Aged 31-49	Turnover rate (%)	**1.6**	2.3
Aged 50 or above	Turnover rate (%)	**0.7**	0.3
New Hires			
	No. of people	**231**	220
	Rate of new hires (%)[20]	**4.7**	4.6
By geographical location			
Hong Kong	No. of people	**6**	13
China (ex-Hong Kong)	No. of people	**89**	112
Overseas	No. of people	**136**	95
Hong Kong	Rate of new hires (%)	**7.2**	14.0
China (ex-Hong Kong)	Rate of new hires (%)	**2.4**	3.0
Overseas	Rate of new hires (%)	**12.7**	10.0
By gender			
Male	No. of people	**186**	164
Female	No. of people	**45**	56
Male	Rate of new hires (%)	**4.5**	4.0
Female	Rate of new hires (%)	**5.7**	7.5
By age group			
Aged 30 or below	No. of people	**139**	98
Aged 31-49	No. of people	**86**	117
Aged 50 or above	No. of people	**6**	5
Aged 30 or below	Rate of new hires (%)	**19.8**	13.8
Aged 31-49	Rate of new hires (%)	**2.9**	3.9
Aged 50 or above	Rate of new hires (%)	**0.5**	0.4

20 The rate of new hires was calculated by: the total number of new employees divided by the total number of employees.

The Company				Subsidiaries[14, 15]		
2022[16]	**2024**	2023	2022	**2024**	2023	2022
102	**2**	4	6	**81**	77	96
31	**2**	5	2	**20**	19	29
2.1	**0.9**	1.5	2.4	**2.1**	2.0	1.5
0.6	**2.0**	5.0	2.1	**2.9**	3.0	3.5
50	**1**	1	3	**46**	34	47
76	**2**	7	5	**47**	60	71
7	**1**	1	0	**8**	2	7
6.9	**2.0**	2.0	6.4	**7.1**	5.2	6.9
2.5	**1.0**	3.2	2.0	**1.7**	2.2	2.5
0.6	**1.3**	0.9	0.0	**0.7**	0.2	0.7
246	**12**	46	25	**219**	174	221
5.1	**3.6**	12.3	7.2	**4.8**	3.9	3.2
8	**6**	13.0	8	**0**	0	0
160	**6**	33.0	16	**83**	79	144
78	**0**	0.0	1	**136**	95	77
8.3	**7.4**	14.8	8.8	**0.0**	0.0	0.0
4.1	**2.5**	13.1	7.1	**2.4**	2.2	4.0
8.6	**0.0**	0.0	3.0	**12.8**	10.4	8.8
184	**7**	33	14	**179**	131	170
62	**5**	13	11	**40**	43	51
4.5	**3.0**	12.1	5.6	**4.6**	3.5	4.4
8.6	**5.1**	12.9	11.3	**5.8**	6.7	7.8
144	**6**	9	15	**133**	89	129
98	**6**	36	10	**80**	81	88
4	**0**	1	0	**6**	4	4
19.9	**11.8**	18.4	31.9	**20.4**	13.5	19.0
3.3	**3.0**	16.4	5.1	**2.9**	2.9	2.2
0.4	**0.0**	0.9	0.0	**0.5**	0.4	0.3

Workforce Statistics (continued)[21]		Total	
		2024	2023
Staff Training			
	Percentage of employees received training (%)	**89.7**	–
	Total number of employees received trainings	**4,434**	–
	Total training hours	**158,633**	–
	Average training hours	**32**	–
By gender			
Male	Percentage of employees received training (%)	**90.0**	–
Female	Percentage of employees received training (%)	**88.6**	–
Male	Total number of employees received trainings	**3,714**	–
Female	Total number of employees received trainings	**720**	–
Male	Average training hours	**33**	–
Female	Average training hours	**31**	–
By employee category			
Managerial position	Percentage of employees received training (%)	**86.8**	–
Supervisory position	Percentage of employees received training (%)	**78.2**	–
General position	Percentage of employees received training (%)	**81.8**	–
Managerial position	Total number of employees received trainings	**33**	–
Supervisory position	Total number of employees received trainings	**340**	–
General position	Total number of employees received trainings	**4,061**	–
Managerial position	Average training hours	**31**	–
Supervisory position	Average training hours	**47**	–
General position	Average training hours	**31**	–

21 Statistics of staff training only cover full-time employees.

The Company				Subsidiaries[15]		
2022	**2024**	2023	2022	**2024**	2023	2022
–	**67.9**	51.7	56.7	**91.3**	–	–
–	**224**	194	198	**4,210**	–	–
–	**19,807**	34,049	21,689	**138,826**	–	–
–	**60**	91	62	**30**	–	–
–	**53.5**	41.2	44	**92.1**	–	–
–	**100**	80.2	88.8	**86.9**	–	–
–	**122**	113	111	**3,592**	–	–
–	**102**	81	87	**618**	–	–
–	**54**	227	50	**31**	–	–
–	**73**	104	94	**25**	–	–
–	**100.0**	66.7	83.3	**81.8**	–	–
–	**31.0**	16.5	27.5	**89.9**	–	–
–	**97.4**	85.9	73.0	**90.9**	–	–
–	**6**	6	5	**27**	–	–
–	**39**	30	39	**301**	–	–
–	**179**	158	154	**3,882**	–	–
–	**71**	176	25	**25**	–	–
–	**42**	21	35	**48**	–	–
–	**71**	156	79	**29**	–	–

Workforce Statistics (continued)		Total[14]	
		2024	2023
Occupational Health and Safety			
Work-related injuries and work-related ill health			
Fatalities	No. of people	**0**	0
High-consequence work related injuries[22]	No. of cases	**1**	1
Recordable work-related injuries[23]	No. of cases	**25**	29
Rate of Fatalities[24]	Per 200,000 working hours	**0**	0
Rate of high-consequence work-related injuries[25]	Per 200,000 working hours	**0.01**	0.01
Rate of recordable work-related injuries[26]	Per 200,000 working hours	**0.41**	0.41
Work related ill health[27]	No. of cases	**3**	5
Lost days and absentees			
Lost days due to work related injuries[28]	No. of days	**1,167**	952
Absentees[29]	No. of days	**13,298**	13,943
Lost day rate[30]	%	**0.07**	0.06
Absentee rate[31]	%	**0.79**	0.83

22 High-consequence work related injuries refer to other injuries from which the worker cannot recover (e.g. amputation of a limb), or does not or is not expected to recover fully to pre-injury health status within 6 months.

23 Recordable work-related injuries include work-related injury or ill health that results in any of the following: death, days away from work, restricted work or transfer to another job, medical treatment beyond first aid, or loss of consciousness, or significant injury or ill health diagnosed by a physician or other licensed healthcare professional even if it does not result in death, days away from work, restricted work or job transfer, medical treatment beyond first aid, or loss of consciousness.

24 Rate of fatalities was calculated by: the total number of fatalities times 200,000 and divided by the number of working hours.

25 Rate of high-consequence work-related injuries was calculated by: the total number of high-consequence work-related injuries times 200,000 and divided by the number of working hours.

26 Rate of recordable work-related injuries was calculated by: the total number of recordable work-related injuries times 200,000 and divided by the number of working hours.

The Company			Subsidiaries[14, 15]		
2022	**2024**	2023	2022	**2024**	2023	2022
0	**0**	0	0	**0**	0	0
3	**0**	0	0	**1**	1	3
51	**0**	0	0	**25**	29	51
0	**0**	0	0	**0**	0	0
0.03	**0**	0	0	**0.01**	0.01	0.03
0.56	**0**	0	0	**0.41**	0.41	0.56
8	**0**	0	0	**3**	5	8
1,787	**0**	0	0	**1,167**	952	1,787
14,073.5	**412**	437	242.5	**12,886**	13,506	13,831
0.14	**0**	0	0	**0.07**	0.06	0.14
0.73	**0.75**	0.80	0.49	**0.79**	0.83	1.12

27 Work-related ill health refers to an illness due to workplace or work-related activities (e.g. high pressure or exposure to harmful chemicals for a long period of time) or work-related injury.

28 Lost days due to work-related injuries refer to time away from work due to work-related accidents or work-related ill health.

29 Absentees refer to an employee absents from work due to incapacity of any kind, not just as a result of work-related injury or work-related ill health. Permitted leave absences such as holidays, study leave, maternity leave/paternity leave, and compassionate leave are excluded.

30 Lost day rate was calculated by: the total number of lost days divided by the total number of scheduled workdays times 100%.

31 Absentee rate was calculated by: the number of days of absence divided by the total number of scheduled workdays times 100%

ENVIRONMENTAL PERFORMANCE

Environmental Performance		Total[14]	
		2024	2023
Direct Energy Consumption			
Diesel	Litre	**26,622,050**	27,168,507
Gasoline	Litre	**173,131**	158,279[34]
Liquefied petroleum gas	Litre	**0**	15,100
Liquefied natural gas	kg	**1,075,324**	3,380,215
Natural gas	m^3	**82,352**	14,884
Indirect Energy Consumption			
Purchased electricity (excluded shore power)	kWh	**273,256,090**	259,113,569
Shore power	kWh	**9,590,000**	3,789,158
Solar energy	kWh	**7,844,282**	755,891
Energy Use[32]			
Direct energy use	TJ	**1,082**	1,214
Indirect energy use	TJ	**1,012**	936
Total energy usage	TJ	**2,093**	2,150
Energy consumption intensity	TJ per US$10,000 of revenue	**0.014**	0.015
Scope 1 and 2 GHG Emissions[33]			
Scope 1 GHG emissions[34]	Tonnes of CO_2e	**76,919**	78,497
Scope 2 GHG emissions	Tonnes of CO_2e	**127,026**	148,492
Scope 1 and 2 GHG emissions	Tonnes of CO_2e	**203,945**	226,989
Scope 1 and 2 GHG emission intensity	Tonnes of CO_2e per US$10,000 of revenue	**1.36**	1.56

Environmental Performance		The Company	
		2024	2023[34]
Scope 3 GHG Emissions[35]			
Category 1 – Purchased goods and services	Tonnes of CO_2e	**61,010**	55,528
Category 2 – Capital goods	Tonnes of CO_2e	**8,002**	8,526
Category 3 – Fuel and energy related activities	Tonnes of CO_2e	**60,169**	58,675
Category 4 – Upstream transportation and distribution	Tonnes of CO_2e	**6,381**	2,776
Category 5 – Waste generated in operations	Tonnes of CO_2e	**173**	125
Category 6 – Business travel	Tonnes of CO_2e	**1,199**	77
Category 7 – Employee commuting	Tonnes of CO_2e	**1,640**	2,149
Category 8 – Upstream leased assets	Tonnes of CO_2e	**4,540**	4,679
Category 9 – Downstream transportation and distribution	Tonnes of CO_2e	**406,807**	341,377
Category 13 – Downstream leased assets	Tonnes of CO_2e	**4,652**	7,874
Category 15 – Investment[36]	Tonnes of CO_2e	**72,767**	73,854

32 Energy consumption of electricity was calculated based on the default factors provided by the Electrical and Mechanical Services Department of Hong Kong: 1 kWh = 0.0036 GJ.

33 GHG emissions were calculated based on the 100-year Global Warming Potentials, provided by the Intergovernmental Panel on Climate Change (IPCC) in its Sixth Assessment Report (CO_2: 1, CH_4: 27, N_2O: 273).

(1) GHG emissions from our operations in China were calculated based on the GHG Protocol Tool for Energy Consumption in China (Version 2.1) issued by Greenhouse Gas Protocol;

(2) GHG emission from our operations in Hong Kong were calculated based on Appendix 2: Reporting Guidance on Environmental KPIs in the Main Board Listing Rules issued by the SEHK;

(3) GHG emissions from our operations overseas were calculated based on the Emission Factors from Cross-sector Tools issued by Greenhouse Gas Protocol;

The Company				Subsidiaries[14, 15]		
2022	**2024**	2023	2022	**2024**	2023	2022
29,264,595	**0**	0	0	**26,622,050**	27,168,507	29,264,595
222,134[34]	**13,076**	12,464	10,478	**160,055**	145,815	211,655
36,300	**0**	0	0	**0**	15,100	36,300
3,772,843	**0**	0	0	**1,075,324**	3,380,215	3,772,843
9,042	**0**	0	0	**82,352**	14,884	9,042
264,166,312	**438,598**	426,693	384,692	**272,817,492**	258,686,876	263,781,620
0	**0**	0	0	**9,590,000**	3,789,158	0
0	**0**	N/A	N/A	**7,844,282**	755,891	N/A
1,316	**0**	0	0	**1,081**	1,214	1,316
951	**2**	2	1	**1,010**	934	950
2,268	**2**	2	2	**2,091**	2,148	2,266
0.016	**N/A**	N/A	N/A	**0.014**	0.015	0.016
84,895	**34**	32	27	**76,886**	78,465	84,868
150,661	**274**	301	271	**126,752**	148,191	150,390
235,556	**307**	333	298	**203,638**	226,656	235,258
1.63	**N/A**	N/A	N/A	**1.35**	1.56	1.63

(4) for those GHG emission factors from electricity generation not covered by (1) to (3) above, the calculation was based on Carbon Footprint Country Specific Electricity Grid GHG Emission Factors v1.1 (Mar 2022) and relevant information provided by local electricity suppliers (applicable to the operations in Hong Kong and overseas); and

(5) the above statistics do not include fugitive emissions from fire-extinguishing systems and refrigeration/air conditioning equipment.

34 The figures were restated after data review.

35 Scope 3 GHG emissions refer to indirect emissions within the upstream and downstream value chain of ports. Based on the "Greenhouse Gas Protocol Corporate Value Chain (Scope 3) Accounting and Reporting Standard", our port conducted a comprehensive inventory of 11 types of emissions related to port operations in 2023 and 2024.

36 Non-subsidiaries, as investment projects, are accounted for under Category 15 – Investment within Scope 3 GHG emissions, instead of being included in the Group's Scope 1 & 2 GHG emissions, starting from 2023. The scope covered in Category 15 is same as last year.

Environmental Performance (continued)		Total[14]	
		2024	2023
Air Emissions[37]			
Nitrogen oxides (NO_x)	Tonnes	**696**	220[38]
Sulfur oxides (SO_x)	Tonnes	**15**	4[38]
Respirable Suspended Particles (PM10)	Tonnes	**46**	14[38]
Total Water Consumption			
Municipal water supply	m^3	**1,184,986**	1,216,113
Wastewater from other organisations	m^3	**11,390**	13,615
Other water utilities	m^3	**3,513**	3,758
Total water consumption	m^3	**1,199,888**	1,233,486
Water consumption intensity	m^3 per US$10,000 of revenue	**7.98**	8.48
Materials Used			
Engine oil and hydraulic oils	kg	**372,888**	425,075
Grease	kg	**60,160**	112,435
Tyres[39]	kg	**601,814**	752,836
Paper	kg	**29,070**	35,133
Waste Generation			
Solid chemical waste	kg	**1,746,370**	2,623,041
Waste oil contaminated rag	kg	**31,283**	56,665
Waste wire rope	kg	**645,764**	786,862
Scrap metal	kg	**972,233**	1,669,430
Waste oil drum	kg	**22,488**	11,310
Waste paint bucket	kg	**11,476**	6,407
Waste oil sludge	kg	**63,126**	92,367
Liquid chemical waste	kg	**266,133**	306,158
Waste lead acid battery	kg	**29,839**	47,519
Waste oil	kg	**236,294**	258,639
Other hazardous waste[40]	kg	**379,277**	192,198
Wooden pallets	kg	**338,518**	479,552
Wastewater	m^3	**645,701**	287,564
Other non-hazardous waste[41]	kg	**723,329**	907,480
Waste Recycling[42, 43]			
Solid chemical waste	kg	**866,101**	1,895,824
Liquid chemical waste	kg	**115,537**	155,494
Other hazardous waste	kg	**355,088**	57,708
Wooden pallets	kg	**262,234**	429,076
Tyres[44]	kg	**187,552**	288,645
Paper	kg	**10,531**	28,885
IT equipment	kg	**4,513**	30,203
Other waste	kg	**661,959**	666,155

37 Air emissions are newly disclosed in 2023 and therefore no comparable figures for 2022.

38 The figures were restated after data review.

39 Tyre consumption was measured in pieces. When calculating the total weight of tyre consumption in kilograms, for tyres weighing less than 10 kg, 10 kg-50 kg, and 51 kg-100 kg, the respective median weight was used for each tyre category (i.e. 5.5 kg, 30 kg, 75.5 kg, respectively). For tyres weighing more than 100 kg, 150 kg was used for calculation.

40 Medical waste, sludge and other contaminated waste were included.

41 Metal, plastic, glass, food waste and other non-hazardous domestic waste were included.

The Company			Subsidiaries[14, 15]		
2022	**2024**	2023	2022	**2024**	2023	2022
N/A	**0**	0	N/A	**696**	220[38]	N/A
N/A	**0**	0	N/A	**14**	4[38]	N/A
N/A	**0**	0	N/A	**46**	14[38]	N/A
1,129,999	**1,481**	1,487	1,114	**1,183,505**	1,214,626	1,128,885
15,520	**N/A**	N/A	N/A	**11,390**	13,615	15,520
22,235	**10**	10	10	**3,502**	3,748	22,225
1,167,754	**1,491**	1,497	1,124	**1,198,397**	1,231,988	1,166,629
8.10	**N/A**	N/A	N/A	**N/A**	N/A	N/A
463,142	**N/A**	N/A	N/A	**372,888**	425,075	463,142
67,431	**N/A**	N/A	N/A	**60,160**	112,435	67,431
631,687	**N/A**	N/A	N/A	**601,814**	752,836	631,687
25,329	**N/A**	1,634	723	**29,070**	33,499	24,606
2,822,748	**N/A**	40,858	N/A	**1,746,370**	2,582,183	2,822,748
49,855	**N/A**	N/A	N/A	**31,283**	56,665	49,855
972,470	**N/A**	N/A	N/A	**645,764**	786,862	972,470
1,684,537	**N/A**	N/A	N/A	**972,233**	1,669,430	1,684,537
24,362	**N/A**	N/A	N/A	**22,488**	11,310	24,362
8,424	**N/A**	N/A	N/A	**11,476**	6,407	8,424
83,101	**N/A**	40,858	N/A	**63,126**	51,509	83,101
289,344	**N/A**	N/A	N/A	**266,133**	306,158	289,344
28,642	**N/A**	N/A	N/A	**29,839**	47,519	28,642
260,702	**N/A**	N/A	N/A	**236,294**	258,639	260,702
442,495	**48**	84	120	**379,229**	192,114	442,375
179,680	**N/A**	N/A	N/A	**338,518**	479,552	179,680
402,943	**N/A**	N/A	N/A	**645,701**	287,564	402,943
473,292	**873**	N/A	N/A	**722,456**	907,480	473,292
1,421,016	**N/A**	N/A	N/A	**866,101**	1,895,824	1,421,016
291,298	**N/A**	N/A	N/A	**115,537**	155,494	291,298
154,229	**N/A**	36	60	**355,088**	57,672	154,169
253,388	**N/A**	N/A	N/A	**262,234**	429,076	253,388
262,827	**N/A**	N/A	N/A	**187,552**	288,645	262,827
17,102	**410**	645	382	**10,121**	28,240	16,720
5,415	**N/A**	N/A	N/A	**4,513**	30,203	5,415
122,231	**N/A**	N/A	N/A	**661,959**	666,155	122,231

42 The solid waste, liquid chemical waste and other hazardous waste were disposed of and recycled by certified third parties. Relevant details were not repeated here.

43 For examples, ink cartridges, light tubes, mercury lamps and circuit boards, etc. Since some of the waste were handled by recycling companies, we are unable to provide the weight of recycled materials of specific category.

44 Tyres recycled was measured in pieces. When calculating the total weight of tyres recycled in kilograms, for tyres weighing less than 10 kg, 10 kg-50 kg, and 51 kg-100 kg, the respective median weight was used for each tyre category (i.e. 5.5 kg, 30 kg and 75.5 kg, respectively). For tyres weighing more than 100 kg, 150 kg was used for calculation.

AWARDS AND HONOURS

Awards and Honours Received	Awarding Party
COSCO SHIPPING Ports	
• Best Corporate Governance and ESG Awards 2024 – Special Mention	Hong Kong Institute of Certified Public Accountants (HKICPA)
• Asia's Best CEO • Asia's Best CFO • Best Investor Relations Company • Best Investor Relations Professional • Sustainable Asia Award	Asian Corporate Governance Magazine
• Most Innovative Port Operator	International Finance Magazine
• Best Container Operator of the Year • Most Socially Responsible Port Operator	Global Business Outlook Magazine
• Best Investor Relations Company in Ports Sector China 2024 • Most Sustainable Company in Ports Sector China 2024 • Best Shipping Ports Operator China 2024	World Business Outlook
• Best Shipping Port Operator Hong Kong • Best Investor Relations Company (Ports sector) Hong Kong • Most Sustainable Company (Ports sector) Hong Kong • Best CSR Company (Ports sector) Hong Kong	International Business Magazine
• Best Team in Hong Kong 2024	Legal 500 GC Powerlist
• Corporate Team of the Year – Real Estate, Infrastructure and Logistics	In-House Community
• Third Prize for Technological Advancement (Award-winning Project: CSP Wuhan Terminal's "CSP Port Energy Digital Supervision Platform")	China Federation of Logistics and Purchasing,
• Excellent Award in the Port and Shipping Technology Innovation Track in the 3rd "Smart and Digital Port and Shipping" Data Innovation Application Competition (Award-winning Project: CSP Wuhan Terminal's "CSP Port Energy Digital Supervision Platform")	Communications and Transportation Information Center, China Ports Association
• Standard Innovation Contribution Award (Award-winning Project: Group Standard "Technical Requirements for Port Unmanned Container Trucks")	China Intelligent Transportation Industry Alliance
• Third Place of the First Prize in the 7th "Blooming Cup" 5G Application Special International Invitational (Award-winning Project: Innovative application of overseas 5G Smart Port)	China Academy of Information and Communications Technology (CAICT), China Communications Standards Association (CCSA)

Awards and Honours Received	Awarding Party
Tianjin Container Terminal	
• Top 30 Innovation Cases in Port and Shipping Logistics Industry in 2024 (Award-winning Project: 15PLUS Seamless Service Digital Platform) • Recommended Case of New Productivity in Port and Shipping Logistics Industry in 2024	China Shipping Weekly
Lianyungang New Oriental Terminal	
• Four-star Green Port	China Ports Association
• Included in the First Batch of Typical Zero-Carbon Pilot Projects for Road and Water Transport Facilities	Ministry of Transport of China
• Second Prize in Technology Category, 6th China Equipment Management and Innovation Achievements (Award-winning Project: Container Yard Crane Power-Taking Trolley and Low-Level Conductor Rail Upgrade)	China Association of Equipment Management
• First Prize for Scientific and Technological Progress in 2024 (Award-winning Project: Key Technology for High-Risk Pollution Warning and Prevention in Sensitive Waters)	China Navigation Society
CSP Wuhan Terminal	
• Wuhan CSP Yangluo Port 5G Smart Port Innovation Application/ICT China Case (2024 Annual) Outstanding Case	China Association of Communication Enterprises
• Outstanding Case of Rail-Water Intermodal Transport in 2024	China Shipping Weekly
• Hubei Province Science and Technology Activity Week Innovation Achievement Exhibition	Hubei Provincial Research Association for Integrated Transportation

Awards and Honours Received	Awarding Party
Xiamen Ocean Gate Terminal	
• Green Port	APEC Port Services Network (APSN)
• Four-star Green Port	China Ports Association
• Included in the "5G Factory Pilot" (Award-winning Project: Xiamen Ocean Gate Terminal 5G Smart Port) • Selected as a Typical Application Case of AI Empowering New Industrialisation (Industry Application Direction) (Award-winning Project: 5G + AI Comprehensive Digital Solution for Multiple Port Scenarios)	Ministry of Industry and Information Technology
• Second Prize in the Final of the State-owned Enterprise Digital Innovation Professional Competition (Award-winning Project: 5G Empowering Smart Port Operations)	Science and Technology Innovation Bureau, State-owned Assets Supervision and Administration Commission
• Trustworthy Port and Shipping Enterprise in Xiamen Port	Xiamen Port Administration
• 21st Golden Wheel Cup China Freight Service Quality Tracking Survey – "Most Satisfactory Container Terminal by Users"	China Shipping Weekly
• First Prize in the 2024 Xiamen Workers' "Five Small" Innovation Competition (Award-winning Project: Portable Maintenance Platform for Automated Rail-mounted Gantry Cranes) • Third Prize in the 2024 Xiamen Workers' "Five Small" Innovation Competition (Award-winning Project: Digitalisation Assisting Lean Port Operations)	Xiamen Federation of Trade Unions
Quan Zhou Pacific Terminal	
• 4A-rated Logistics Enterprise	China Federation of Logistics & Purchasing (CFLP)
Guangzhou South China Oceangate Terminal	
• 2024 Digital Port and Shipping Data Innovation Application Contest – Excellence Award (Award-winning Project: Intelligent Dispatching System for Electric Towing Vehicles)	China Communications and Information Center, China Ports Association, Wenzhou Data Bureau
• Top 30 Innovation Cases in Port and Shipping Logistics Industry in 2024 (Award-winning Project: Intelligent Dispatching System for Electric Towing Vehicles)	China Shipping Weekly

Awards and Honours Received	Awarding Party
Piraeus Terminal	
• Greek Business Champion Award – Protagonists of the Greek Economy Awards	Direction Media Group – Greece
• True Leader Award	ICAP CRIF Greece
• Diamond of Greek Economy	Naftemporiki Media Group Greece
• ESG TRANSPARENCY INDEX – BRONZE AWARD	FORBES MAGAZINE GREECE – EY
CSP Abu Dhabi Terminal	
• 2024 Best Terminal Operator Award in the Middle East and Indian Subcontinent Region	The Maritime Standard Award
• 21st Golden Wheel Cup China Freight Service Quality Tracking Survey – "User-Satisfying Container Terminal"	China Shipping Weekly
• Terminal Operator of the Year – TMS Award 2024	UAE Local Business Association Panel
• EFQM Recognition Program Awards – MAFNOOD 2024	Abu Dhabi Ports Group

MEMBERSHIP AND CHARTERS

Name of Institution	Position
COSCO SHIPPING Ports	
China Ports Association	Director
China Ports Association	Member
China Ports and Ports Association Container Branch	Vice Chairman
Container Branch of China Ports and Ports Association (Including Various Committees Under The Association)	Member
China Shipping Weekly	Director
"China Ocean Shipping" Council	Director
Business Environmental Association	Board Member
"Containerization" Council	Vice Chairman
"World Shipping"	Director
International Port Community Systems Association (IPCSA)	Member
Tianjin Container Terminal	
Tianjin Port Association	Executive Director Unit
China Ports Association	Member
Lianyungang New Oriental Terminal	
Lianyungang Port and Port Association	Vice President
China Ports and Ports Association Container Branch	Member
CSP Wuhan Terminal	
Wuhan Shipping Exchange	Member
Nantong Tonghai Terminal	
China Ports Association	Member
Xiamen Ocean Gate Terminal	
Xiamen Port Association	Vice Chairman
Xiamen Container Shipping Association	Vice Chairman
Xiamen Logistics Association	Vice President
Xiamen Free Trade Zone Chamber of Commerce	Executive Vice President
Xiamen Free Trade Zone and Customs Special Supervision Zone Association	Executive Vice President
Xiamen Federation of Modern Supply Chain	General Member
Xiamen Talent Center Association	Member
"China Ocean Shipping" Council	Director
China Ports Association	General Member
Fujian Port Association	Governing Unit

Name of Institution	Position
Xiamen Haitou Supply Chain	
Xiamen Emergency Management Association	Corporate Member
Quan Zhou Pacific Terminal	
Quanzhou Container Association	Vice President
China Ports and Ports Association Container Branch	Vice Chairman
Quanzhou Port and Shipping Industry Promotion Association	Vice President
Guangzhou South China Oceangate Terminal	
China Ports and Ports Association Container Branch	General Member Unit
Guangzhou Port and Shipping Association	Director
Guangdong Port and Harbours Association	Director
Piraeus Terminal	
National Council for Logistics Development and Competitiveness	Member
CSP Valencia Terminal	
Aportem Puerto Solidario Valencia	Partners
CSP Bilbao Terminal	
Bilboestiba	Member
Bilbao Portlab	Member
National Association of Stevedoring Companies and Port Employment Centres	Member
Chamber of Commerce of Bilbao	Member
Uniport Bilbao	Member
Association of ship consignees and stevedores of the port of Bilbao	Member
Bilbao Port Authority	Member
UNIPORT, ACBE	Member

GRI CONTENT INDEX

GRI Indicator and Description		References or Remarks
GRI 2: General Disclosure (2021)		
The Organisation and its Reporting Practices		
2-1	Organisational details	• Chapter 4 About COSCO SHIPPING Ports • The Company's headquarters is located in Hong Kong.
2-2	Entities included in the organisation's sustainability reporting	• Chapter 1 About this Report
2-3	Reporting period, frequency and contact point	• Chapter 1 About this Report • COSCO SHIPPING Ports Limited reported for the period from 1 January 2024 to 31 December 2024 in accordance with the GRI Universal Standards.
2-4	Restatement of information	• Chapter 12 Appendices
2-5	External assurance	• Chapter 12 Appendices
Activities and Workers		
2-6	Activities, value chain and other business relationships	• Chapter 4 About COSCO SHIPPING Ports
2-7	Employees	• Chapter 11 Dynamic
2-8	Workers who are not employees	• Chapter 11 Dynamic • Chapter 12 Appendices • Seasonal and part-time employment had not caused significant variations in the total workforce.
Governance		
2-9	Governance structure and composition	• Chapter 7 Governance
2-10	Nomination and selection of the highest governance body	• No significant change
2-11	Chair of the highest governance body	• Chapter 7 Governance
2-12	Role of the highest governance body in overseeing the management of impacts	• Chapter 7 Governance
2-13	Delegation of responsibility for managing impacts	• Chapter 7 Governance
2-14	Role of the highest governance body in sustainability reporting	• Chapter 2 Statement of the Board • Chapter 3 Chairman's Message
2-15	Conflict of interest	• Chapter 7 Governance
2-16	Communication of critical concerns	• 2024 Annual Report • Chapter 7 Governance
2-17	Collective knowledge of the highest governance body	• Chapter 7 Governance
2-18	Evaluation of the performance of the highest governance body	• Chapter 7 Governance
2-19	Remuneration policies	• 2024 Annual Report
2-20	Process to determine remuneration	• 2024 Annual Report
2-21	Annual total compensation ratio	• Confidential Information.

Strategy, Policies and Practices			
2-22	Statement on sustainable development strategy	•	Company website
2-23	Policy commitments	•	Company website • Chapter 12 Appendices
2-24	Embedding policy commitments	•	Company website
2-25	Processes to remediate negative impacts	•	Chapter 5 Stakeholder Engagement and Double Materiality Assessment
2-26	Mechanisms for seeking advice and raising concerns	•	Chapter 5 Stakeholder Engagement – Boundary Mapping of Material Topics • Chapter 12 Appendices
2-27	Compliance with laws and regulations	•	Chapter 7 Governance
2-28	Membership associations	•	Chapter 12 Appendices
Stakeholder Engagement			
2-29	Approach to stakeholder engagement	•	Company website
2-30	Collective bargaining agreements	•	Chapter 11 Dynamic
GRI 3: Material Topics 2021			
3-1	Process to determine material topics	•	Chapter 5 Stakeholder Engagement and Double Materiality Assessment
3-2	List of material topics	•	Chapter 5 Stakeholder Engagement and Double Materiality Assessment
3-3	Management of material topics	•	Company website • Chapter 5 Stakeholder Engagement and Double Materiality Assessment
GRI 201: Economic Performance (2016)			
201-1	Direct economic value generated and distributed	•	2024 Annual Report • Chapter 4 About COSCO SHIPPING Ports
GRI 204: Procurement Practices (2016)			
204-1	Proportion of spending on local suppliers	•	Chapter 8 Resilience
GRI 205: Anti-corruption (2016)			
205-3	Confirmed incidents of corruption and actions taken	•	During the year, there were no cases of corruption.
GRI 206: Anti-competitive Behaviour (2016)			
206-1	Legal actions for anti-competitive behaviour, anti-trust, and monopoly practices	•	During the year, there were no cases of anti-competitive behaviour, anti-trust, and monopoly practices.

GRI 301: Materials (2016)		
301-1	Materials used by weight or volume	• Chapter 10 Nature
GRI 302: Energy (2016)		
302-1	Energy consumption within the organisation	• Chapter 8 Resilience
GRI 303: Water and Effluents (2018)		
303-1	Interactions with water as a shared resource	• Chapter 10 Nature
303-2	Management of water discharge-related impacts	• Chapter 10 Nature
303-4	Water discharge	• Chapter 12 Appendices
303-5	Water consumption	• Chapter 12 Appendices
GRI 304: Biodiversity (2016)		
304-2	Significant impacts of activities, products and services on biodiversity	• Chapter 10 Nature
GRI 305: Emissions (2016)		
305-1	Direct (Scope 1) GHG emissions	• Chapter 12 Appendices
305-2	Energy indirect (Scope 2) GHG emissions	• Chapter 12 Appendices
305-5	Reduction of GHG emissions	• Chapter 8 Resilience
GRI 306: Waste (2020)		
306-1	Waste generation and significant waste-related impacts	• Chapter 10 Nature
306-2	Management of significant waste-related impacts	• Chapter 10 Nature
306-3	Waste generated	• Chapter 10 Nature • Chapter 12 Appendices
GRI 308: Supplier Environmental Assessment (2016)		
308-1	New suppliers that were screened using environmental criteria	• Chapter 8 Resilience
GRI 401: Employment (2016)		
401-1	New employee hires and employment turnover in terms of age, gender and geographical location	• Chapter 12 Appendices
GRI 402: Labour/Management Relations (2016)		
402-1	Minimum notice periods regarding operational changes	• Chapter 11 Dynamic

GRI 403: Occupational Health and Safety (2018)			
403-1	Occupational health and safety management system	•	Chapter 11 Dynamic
403-2	Hazard identification, risk assessment and incident investigation	•	Chapter 11 Dynamic
403-3	Occupational health services	•	Chapter 11 Dynamic
403-4	Worker participation, consultation, and communication on occupational health and safety	•	Chapter 11 Dynamic
403-5	Worker training on occupational health and safety	•	Chapter 11 Dynamic
403-6	Promotion of worker health	•	Chapter 11 Dynamic
403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	•	Chapter 11 Dynamic
403-8	Workers covered by an occupational health and safety management system	•	Chapter 11 Dynamic
403-9	Work-related injuries	•	Chapter 12 Appendices
403-10	Work-related ill health	•	Chapter 12 Appendices
GRI 404: Training and Education (2016)			
404-1	Average hours of training per year per employee	•	Chapter 12 Appendices
GRI 405: Diversity and Equal Opportunities (2016)			
405-1	Diversity of governance bodies and employees	•	Chapter 12 Appendices
GRI 406: Non-discrimination (2016)			
406-1	Incidents of discrimination and corrective actions taken	•	During the year, there was no complaint or case regarding discrimination.
GRI 408: Child Labor (2016)			
408-1	Operations and suppliers at significant risk for incidents of child labour	•	Chapter 11 Dynamic
GRI 409: Forced or Compulsory Labor (2016)			
409-1	Operations and suppliers at significant risk for incidents of forced and compulsory labour	• •	Chapter 8 Resilience Chapter 11 Dynamic
GRI 414: Supplier Social Assessment (2016)			
414-1	New suppliers that were screened using social criteria	•	Chapter 8 Resilience
GRI 418: Customer Privacy (2016)			
418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	•	During the year, there was no complaint or case regarding loss of customer information.

CONTENT INDEX OF THE ESG REPORTING GUIDE OF THE SEHK

A. Environment		Reference or Remarks
Aspect A1: Emissions		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to air and greenhouse gas emissions, discharges into water and land, and generation of hazardous and non-hazardous waste.	• Chapter 8 Resilience • Chapter 10 Nature
KPI A1.1	The types of emissions and respective emissions data.	• Chapter 12 Appendices
KPI A1.2	Direct (Scope 1) and energy indirect (Scope 2) greenhouse gas emissions (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility).	• Chapter 8 Resilience • Chapter 12 Appendices
KPI A1.3	Total hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility).	• Chapter 12 Appendices
KPI A1.4	Total non-hazardous waste produced (in tonnes) and, where appropriate, intensity (e.g. per unit of production volume, per facility).	• Chapter 12 Appendices
KPI A1.5	Description of emissions target(s) set and steps taken to achieve them.	• Chapter 8 Resilience
KPI A1.6	Description of how hazardous and non-hazardous wastes are handled, and a description of reduction target(s) set and steps taken to achieve them.	• Chapter 10 Nature

A. Environment (continued)		Reference or Remarks
Aspect A2: Use of Resources		
General Disclosure	Policies on the efficient use of resources, including energy, water and other raw materials.	• Chapter 8 Resilience • Chapter 10 Nature
KPI A2.1	Direct and/or indirect energy consumption by type (e.g. electricity, gas or oil) in total (kWh in '000s) and intensity (e.g. per unit of production volume, per facility).	• Chapter 12 Appendices
KPI A2.2	Water consumption in total and intensity (e.g. per unit of production volume, per facility).	• Chapter 12 Appendices
KPI A2.3	Description of energy use efficiency target(s) set and steps taken to achieve them.	• Chapter 8 Resilience
KPI A2.4	Description of whether there is any issue in sourcing water that is fit for purpose, water efficiency initiatives and results achieved.	• Chapter 8 Resilience
KPI A2.5	Total packaging material used for finished products (in tonnes) and, if applicable, with reference to per unit produced.	• The Group's operations do not involve the use of packaging materials for finished products.
Aspect A3: The Environment and Natural Resources		
General Disclosure	Policies on minimising the issuer's significant impacts on the environment and natural resources.	• Chapter 10 Nature
KPI A3.1	Description of the significant impacts of activities on the environment and natural resources and the actions taken to manage them.	• Chapter 10 Nature
Aspect A4: Climate Change		
General Disclosure	Policies on identification and mitigation of significant climate-related issues which have impacted, and those which may impact, the issuer.	• Chapter 8 Resilience
KPI A4.1	Description of the significant climate-related issues which have impacted, and those which may impact, the issuer, and the actions taken to manage them.	• Chapter 8 Resilience

B. Social		References or Remarks
Aspect B1: Employment		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to compensation and dismissal, recruitment and promotion, working hours, rest periods, equal opportunity, diversity, anti-discrimination, and other benefits and welfare.	• Chapter 11 Dynamic
KPI B1.1	Total workforce by gender, employment type (for example, full- or part-time), age group, and geographical region.	• Chapter 11 Dynamic • Chapter 12 Appendices
KPI B1.2	Employee turnover rate by gender, age group and geographical region.	• Chapter 12 Appendices
Aspect B2: Health and Safety		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to providing a safe working environment and protecting employees from occupational hazards.	• Chapter 11 Dynamic
KPI B2.1	Number and rate of work-related fatalities occurred in each of the past three years including the reporting year.	• Chapter 12 Appendices
KPI B2.2	Lost days due to work injury.	• Chapter 12 Appendices
KPI B2.3	Description of occupational health and safety measures adopted, how they are implemented and monitored.	• Chapter 11 Dynamic
Aspect B3: Development and Training		
General Disclosure	Policies on improving employees' knowledge and skills for discharging duties at work. Description of training activities.	• Chapter 11 Dynamic
KPI B3.1	The percentage of employees trained by gender and employee category (e.g. senior management, middle management).	• Chapter 12 Appendices
KPI B3.2	The average training hours completed per employee by gender and employee category.	• Chapter 12 Appendices

B. Social (continued)		References or Remarks
Aspect B4: Labour Standards		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to preventing child and forced labour.	• Chapter 11 Dynamic
KPI B4.1	Description of measures to review employment practices to avoid child and forced labour.	• Chapter 11 Dynamic
KPI B4.2	Description of steps taken to eliminate such practices when discovered.	• Chapter 11 Dynamic
Aspect B5: Supply Chain Management		
General Disclosure	Policies on managing environmental and social risks of the supply chain.	• Chapter 8 Resilience
KPI B5.1	Number of suppliers by geographical region.	• Chapter 8 Resilience
KPI B5.2	Description of practices relating to engaging suppliers, number of suppliers where the practices are being implemented, how they are implemented and monitored.	• Chapter 8 Resilience
KPI B5.3	Description of practices used to identify environmental and social risks along the supply chain, and how they are implemented and monitored.	• Chapter 8 Resilience
KPI B5.4	Description of practices used to promote environmentally preferable products and services when selecting suppliers, and how they are implemented and monitored.	• Chapter 8 Resilience
Aspect B6: Product Responsibility		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to health and safety, advertising, labelling and privacy matters relating to products and services provided and methods of redress.	• Chapter 7 Governance • Chapter 9 Agility
KPI B6.1	Percentage of total products sold or shipped subject to recalls for safety and health reasons.	• The Group does not have any products which are recallable due to safety and health concerns.
KPI B6.2	Number of products and service related complaints received and how they are dealt with.	• Chapter 9 Agility
KPI B6.3	Description of practices relating to observing and protecting intellectual property rights.	• Although intellectual property rights are not a material issue to the Group, the Group complies with laws and regulations in relation to intellectual property rights in its daily operations.
KPI B6.4	Description of quality assurance process and recall procedures.	• Chapter 9 Agility
KPI B6.5	Description of consumer data protection and privacy policies, and how they are implemented and monitored.	• Chapter 7 Governance

B. Social (continued)		References or Remarks
Aspect B7: Anti-corruption		
General Disclosure	Information on: (a) the policies; and (b) compliance with relevant laws and regulations that have a significant impact on the issuer relating to bribery, extortion, fraud and money laundering.	• Chapter 7 Governance • During the year, the Group did not violate relevant laws and regulations on the prevention of bribery, extortion, fraud and money laundering.
KPI B7.1	Number of concluded legal cases regarding corrupt practices brought against the issuer or its employees during the reporting period and the outcomes of the cases.	• During the year, the Group was not involved in any legal cases related to corruption.
KPI B7.2	Description of preventive measures and whistle-blowing procedures, and how they are implemented and monitored.	• Chapter 7 Governance
KPI B7.3	Description of anti-corruption training provided to directors and staff.	• Chapter 7 Governance
Aspect B8: Community Investment		
General Disclosure	Policies on community engagement to understand the needs of the communities where the issuer operates and to ensure its activities take into consideration the communities' interests.	• Chapter 11 Dynamic
KPI B8.1	Focus areas of contribution (e.g. education, environmental concerns, labour needs, health, culture, sport).	• Chapter 11 Dynamic
KPI B8.2	Resources contributed (e.g. money or time) to the focus area.	• Chapter 11 Dynamic

BOUNDARY MAPPING OF MATERIAL TOPICS

The following table lists the main affected parties of each highly important issue so that the Group can strengthen stakeholder participation and use their suggestions and expectations as a reference for decision-making.

Highly material topics	Scope of impact – Impact within the Company's operations	Scope of impact – Impact within the Croup's operation				References
		Shareholders/ Investors	Suppliers	Customers	Surrounding communities and environment	
Economic performance	✓	✓		✓		Chapter 4
Business ethics	✓	✓	✓	✓		Chapter 7
Corporate governance	✓	✓	✓			Chapter 7
Climate resilience	✓	✓	✓	✓	✓	Chapter 8
Health and Safety	✓		✓			Chapter 11
Terminal operation optimisation	✓	✓	✓	✓	✓	Chapter 9
Technological innovation	✓	✓		✓		Chapter 9
Data privacy protection and cybersecurity	✓	✓	✓	✓		Chapter 7
Greenhouse gas emissions	✓	✓	✓		✓	Chapter 8
Energy management	✓				✓	Chapter 8
Customer satisfaction	✓			✓		Chapter 9

VERIFICATION STATEMENT

HONG KONG QUALITY ASSURANCE AGENCY
香 港 品 質 保 證 局

VERIFICATION STATEMENT

Scope and Objective

Hong Kong Quality Assurance Agency ("HKQAA") was commissioned by COSCO SHIPPING Ports Limited (Stock Code: 1199) (hereinafter referred to as "COSCO SHIPPING Ports") to conduct an independent verification for its sustainability disclosures (the "Selected Disclosures") stated in its Sustainability Report 2024 ("the Report"). The scope of HKQAA's verification covers Selected Disclosures associated to COSCO SHIPPING Ports' sustainability performance for the period from 1st January 2024 to 31st December 2024.

The objective of this verification is to provide an independent opinion with a reasonable level of assurance on whether the Selected Disclosures comply with the disclosure requirements of the Global Reporting Initiative Sustainability Reporting Standards ("GRI Standards 2021") and the Environmental, Social, and Governance Reporting Guide ("ESG Guide") set out in Appendix C2 of the Listing Rules of The Stock Exchange of Hong Kong Limited.

Level of Assurance and Methodology

HKQAA's verification procedure has been conducted with reference to the International Standard on Assurance Engagements 3000 (Revised), Assurance Engagements Other than Audits or Reviews of Historical Financial Information ("ISAE 3000") issued by the International Auditing and Assurance Standards Board. The evidence gathering process was designed to obtain a reasonable level of assurance as set out in the ISAE 3000 by using a risk-based approach.

Our verification procedure included but not limited to sampling the sustainability information stated in the Report, e.g. claims and performance data for detail verification; verifying the raw data and supporting information of the selected samples of the sustainability information; interviewing responsible personnel; and checking the internal control mechanism.

Roles and Responsibilities

COSCO SHIPPING Ports is responsible for the organization's information management system, the development and maintenance of records and reporting procedures in accordance with the system, including the calculation and determination of sustainability information and performance.

HKQAA is responsible for providing an independent verification opinion on the Selected Disclosures provided by COSCO SHIPPING Ports for the reporting period. The verification was based on the verification scope, objectives and criteria as agreed between COSCO SHIPPING Ports and HKQAA.

Independence

HKQAA did not involve in collecting and calculating data or compiling the reporting contents. Our verification activities were entirely independent and there was no relationship between HKQAA and COSCO SHIPPING Ports that would affect the impartiality of the verification.

Limitation and Exclusion

The following limitations and exclusions were applied to this verification due to the service scope, nature of verification criteria, and characteristics of the verification methodology.

I. Our verification scope is limited to compiling the raw data or information for the Selected Disclosures, e.g., claims and performance data stated in the Report. The GHG quantification may be subject to inherent uncertainty.

II. Evaluating the quality of execution and implementation effectiveness of the sustainability practices, the appropriateness of the assumptions made, and the estimation techniques applied are outside the scope of our verification.

III. The verification of raw data or information is based on a sampling approach and reliance on the COSCO SHIPPING Ports' representation. As a result, errors or irregularities may occur and remain undetected.

IV. Any information outside the established verification period is excluded.

Conclusion

Based on the evidence obtained and the results of the verification process, it is the opinion of the verification team, with a reasonable level of assurance, that:

- the Report has been prepared, in all material respects, in accordance with the GRI Standards 2021 and the ESG Guide set out in Appendix C2 of the Listing Rules of The Stock Exchange of Hong Kong Limited.
- the Report reflects the sustainability commitments, policies and performance of COSCO SHIPPING Ports and major subsidiaries, and discloses transparently their sustainability performance that is commensurate with their sustainability context and materiality.

Signed on behalf of Hong Kong Quality Assurance Agency

KT Ting
Chief Operating Officer
February 2025
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ABBREVIATIONS

Company Name	Abbreviation
Antwerp Gateway NV	Antwerp Terminal
Asia Container Terminals Limited	Asia Container Terminal
Beibu Gulf Port Co., Ltd.	Beibu Gulf Port
Busan Port Terminal Co., Ltd.	Busan Terminal
China COSCO SHIPPING Corporation Limited	COSCO SHIPPING
China COSCO SHIPPING Corporation Limited and its subsidiaries	COSCO SHIPPING Group
Conte-Rail, S.A.	Conte-Rail Terminal
COSCO-HIT Terminals (Hong Kong) Limited	COSCO-HIT Terminal
COSCO-PSA Terminal Private Limited	COSCO-PSA Terminal
COSCO SHIPPING Holdings Co., Ltd.	COSCO SHIPPING Holdings
COSCO SHIPPING Lines Co., Ltd.	COSCO SHIPPING Lines
COSCO SHIPPING Ports Chancay PERU S.A.	CSP Chancay Terminal
COSCO SHIPPING Ports Limited	COSCO SHIPPING Ports or the Company
COSCO SHIPPING Ports Limited and its subsidiaries	the Group
COSCO SHIPPING Ports (Spain) Holding, S.L. and its subsidiaries	CSP Spain Related Companies
CSP Abu Dhabi Terminal L.L.C.	CSP Abu Dhabi Terminal
CSP Abu Dhabi CFS Ltd	CSP Abu Dhabi CFS
CSP Iberian Bilbao Terminal, S.L.	CSP Bilbao Terminal
CSP Iberian Rail Services, S.L.U.	CSP Rail Services Terminal
CSP Iberian Valencia Terminal, S.A.U.	CSP Valencia Terminal
CSP Iberian Zaragoza Rail Terminal, S.L.	CSP Zaragoza Rail Terminal
CSP Supply Chain (Xiamen) Development Co., Ltd.	Xiamen Haitou Supply Chain
CSP Zeebrugge CFS NV	CSP Zeebrugge CFS
CSP Zeebrugge Terminal NV	CSP Zeebrugge Terminal
Dalian Automobile Terminal Co., Ltd.	Dalian Automobile Terminal
Dalian Container Terminal Co., Ltd.	Dalian Container Terminal
Dalian Dagang China Shipping Container Terminal Co., Ltd.	Dalian Dagang Terminal
Euromax Terminal Rotterdam B.V.	Euromax Terminal
Fangchenggang Chisha Terminal Co., Ltd.	Chisha Terminal
Guangxi Beibu Gulf International Container Terminal Co., Ltd.	Beibu Gulf Terminal
Guangzhou South China Oceangate Container Terminal Company Limited	Guangzhou South China Oceangate Terminal
HHLA Container Terminal Tollerort GmbH	CTT

Company Name	Abbreviation
Jinjiang Pacific Ports Development Co., Ltd.	Jinjiang Pacific Terminal
Jinzhou New Age Container Terminal Co., Ltd.	Jinzhou New Age Terminal
Kao Ming Container Terminal Corp.	Kao Ming Terminal
Kumport Liman Hizmetleri ve Lojistik Sanayi ve Ticaret A.Ş.	Kumport Terminal
Lianyungang New Oriental International Terminals Co., Ltd.	Lianyungang New Oriental Terminal
Nansha Stevedoring Corporation Limited of Port of Guangzhou	Guangzhou Nansha Stevedoring Terminal
Nantong Tonghai Port Co., Ltd.	Nantong Tonghai Terminal
Ningbo Yuan Dong Terminals Limited	Ningbo Yuan Dong Terminal
Piraeus Container Terminal Single Member S.A.	Piraeus Terminal
Qingdao Port Dongjiakou Ore Terminal Co., Ltd.	Dongjiakou Ore Terminal
Qingdao Port International Co., Ltd.	QPI
Qinhuangdao Port New Harbour Container Terminal Co., Ltd.	Qinhuangdao New Harbour Terminal
Quan Zhou Pacific Container Terminal Co., Ltd.	Quan Zhou Pacific Terminal
Red Sea Containers Terminals Company S.A.E.	Red Sea Containers Terminals
Red Sea Gateway Terminal Company Limited	Red Sea Gateway Terminal
Reefer Terminal S.p.A.	Vado Reefer Terminal
Shanghai Mingdong Container Terminals Limited	Shanghai Mingdong Terminal
Shanghai Pudong International Container Terminals Limited	Shanghai Pudong Terminal
SSA Terminals (Seattle), LLC	Seattle Terminal
Suez Canal Container Terminal S.A.E.	Suez Canal Terminal
Taicang International Container Terminal Co., Ltd.	Taicang Terminal
Tianjin Port Container Terminal Co., Ltd.	Tianjin Container Terminal
Vado Gateway S.p.A.	Vado Container Terminal
Wuhan CSP Terminal Co., Ltd.	CSP Wuhan Terminal
Xiamen CSP Supply Chain Co., Ltd.	Xiamen Haicang Supply Chain
Xiamen Ocean Gate Container Terminal Co., Ltd.	Xiamen Ocean Gate Terminal
Yantian International Container Terminals Co., Ltd.	Yantian Terminal Phases I & II
Yantian International Container Terminals (Phase III) Limited	Yantian Terminal Phase III
Yingkou Container Terminals Company Limited	Yingkou Container Terminal
Yingkou New Century Container Terminal Co., Ltd.	Yingkou New Century Terminal

Others	Abbreviation
Twenty-foot equivalent unit	TEU

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