SEA CARGO CHARTER

Annual Disclosure Report 2024

June 2024

Sea Cargo Charter
Amaliegade 33 B, 3rd floor
1256 Copenhagen K
Denmark

www.seacargocharter.org
info@seacargocharter.org

Foreword

We are delighted to present to you the third Annual Disclosure Report of the Sea Cargo Charter.
This edition comes at a turning point in the maritime industry's journey to address its environmental impact. It also comes at a critical time for Sea Cargo Charter. By increasing our common ambition in line with the latest greenhouse gas (GHG) emissions strategy of the International Maritime Organization (IMO) and deciding to fully integrate shipowners into our framework, we hope to amplify our impact and maximise collaboration on transparency in the industry.

The Sea Cargo Charter is about embedding strong data collection practices into the internal processes of our individual companies while collaborating with key business partners to meet common challenges and benchmark our progress against international climate goals. By bringing together charterers, shipowners, operators, and experts to assess the current performance of chartering activities, we commit to collecting and reporting accurate data with the end goal of being accountable and transparent. In doing so, we are building a new foundation for the shipping industry by providing a framework which enables chartering decisions to be taken with a clear assessment of their climate implications.

Measuring and reporting emissions are considerable achievements and crucial steps to understanding and addressing bottlenecks in the sector's efforts to decarbonise. However, we acknowledge that as an industry we are still lagging behind in meeting the targets and indicative checkpoints set internationally.

The 2023 IMO GHG Strategy has set clear directions for the shipping industry, bringing us one step closer to the objectives of the Paris Agreement. While signatories can take voluntary actions to reduce emissions, full decarbonisation of the maritime sector requires the involvement of the full value chain as well as strong policy measures at scale to support the transition. By showing the extent of the efforts needed at the individual company level to meet the ambitions set by the IMO, this third report is a testament to the work still required to reach our common goal. While we are not yet where we want to be, we are on the right track. By annually measuring and disclosing our activities' environmental footprint against a common baseline, we can drive change collectively.

We remain convinced that the Sea Cargo Charter is a vital tool in the maritime sector's decarbonisation journey. Four years into our development, we continue to pursue our best efforts to refine our ambition and methodology and we are excited to fully welcome shipowners into our framework. We hope that by working together, we will bring the sector closer to reaching its decarbonisation objectives.

June 2024

Rasmus Bach Nielsen
Chair, Sea Cargo Charter Association
Global Head of Fuel Decarbonisation, Trafigura Maritime Logistics

Eman Abdalla
Vice Chair, Sea Cargo Charter Association
Global Operations and Supply Chain Director, Cargill Ocean Transportation

Executive summary

*Upon an internal review after publication, the average climate alignment scores have been adjusted to 17.1% for the minimum and 22.2% for the striving trajectory, with scores ranging from -11.9% to 47.6% (minimum) and -7.6% to 54.7% (striving).

The Sea Cargo Charter is a global framework for measuring and reporting how the activities of charterers and shipowners align with global environmental goals. This Annual Disclosure Report illustrates the increasing integration of environmental considerations into chartering practices and the growing commitment of signatories to transparency in emissions reporting. A total of 35 individual companies, accounting for around 20% of total bulk cargo transported by sea over the year, disclosed the climate alignment of their chartering activities in 2023 against the latest IMO ambition, which aims for net-zero emissions from international shipping "by or around" 2050[1]. With that, this report provides a data-based indication on where the industry stands vis-à-vis the ambition of full decarbonisation by 2050.

While the IMO is still to adopt key measures for implementing the significantly higher ambition in its latest revised strategy, Sea Cargo Charter signatories decided to update their decarbonisation trajectories to match the new ambition of 100% emissions reduction from international shipping by 2050 with intermediary checkpoints in 2030 and 2040. Another major change for this year's reporting is the shift from reporting on a tank-to-wake basis to a well-to-wake basis and including other GHG species (CO_2e) beyond carbon dioxide (CO_2). A majority of signatories reflected on this change as a major achievement and important positive step for the Sea Cargo Charter. The 2023 IMO GHG Strategy includes 'minimum' and 'striving' goals for emissions reductions by 2030 and 2040. To reflect this, signatories are measuring their emissions intensity against both trajectories. This is significantly more ambitious than the previous Sea Cargo Charter reports, which measured emissions against the IMO's initial strategy's aim for a 50% reduction in emissions from international shipping by 2050 compared to 2008 levels. As a result, comparing this year's climate alignment scores to last year's scores is irrelevant, as this year's trajectories are based on a much higher ambition and on including the full life cycle emissions. Therefore, the high number of misaligned signatories does not provide insights into whether the overall emissions of their chartering activities increased or decreased in 2023 compared to 2022.

While some signatories show alignment with both the minimum and the striving trajectories, it comes as no surprise that a majority of signatories are misaligned with both trajectories. As shown in Figure 1, the average climate alignment scores are 16.9%* for the minimum and 21.9%* for the striving trajectory, with scores ranging from -16.5%* to 47.6% (minimum) and -14.8%* to 54.7% (striving)[2]. These ranges reflect the diversity of the signatories' operational and trade profiles. Another important result of this year's report is that signatories testify that they have experienced significant progress in gathering data from shipowners for the Sea Cargo Charter reporting over the past years. This is reflected in the continuous increase of the average reporting rate year after year, despite the onboarding of new signatories in the meantime. This year's climate alignment scores are based on an average reporting rate of 93.2%, which shows a steady increase compared to previous reporting years.

As signatories reflect on this year's results, they are increasingly focused on integrating climate considerations more systematically into key business decisions and making them part of their overall performance assessment, while also adapting to evolving legislations. They stress the importance of large-scale emissions reductions efforts, such as energy efficiency measures, for the industry to be able to deliver on the transition. Within this complex journey, the Sea Cargo Charter is seen as a strong tool that helps individual companies to monitor their emissions and draw relevant conclusions to enable more sustainable practices, allowing them for instance to identify where geographically and on which vessels to focus their efforts. Some signatories note that they start to see a shift in the attitude towards including decarbonisation ambitions into daily decision making across the industry and that the Sea Cargo Charter helps them create awareness both within companies and with business partners. However, signatories also point out that the industry is not yet doing enough and that their climate alignment scores are a clear signal on the progress that still needs to happen in the next years to deliver on these ambitions.

1 See 'Key terms' on page 68 for a definition of climate alignment.

2 A negative or 0 score implies alignment, while a positive score denotes misalignment with regards to the decarbonisation trajectory.

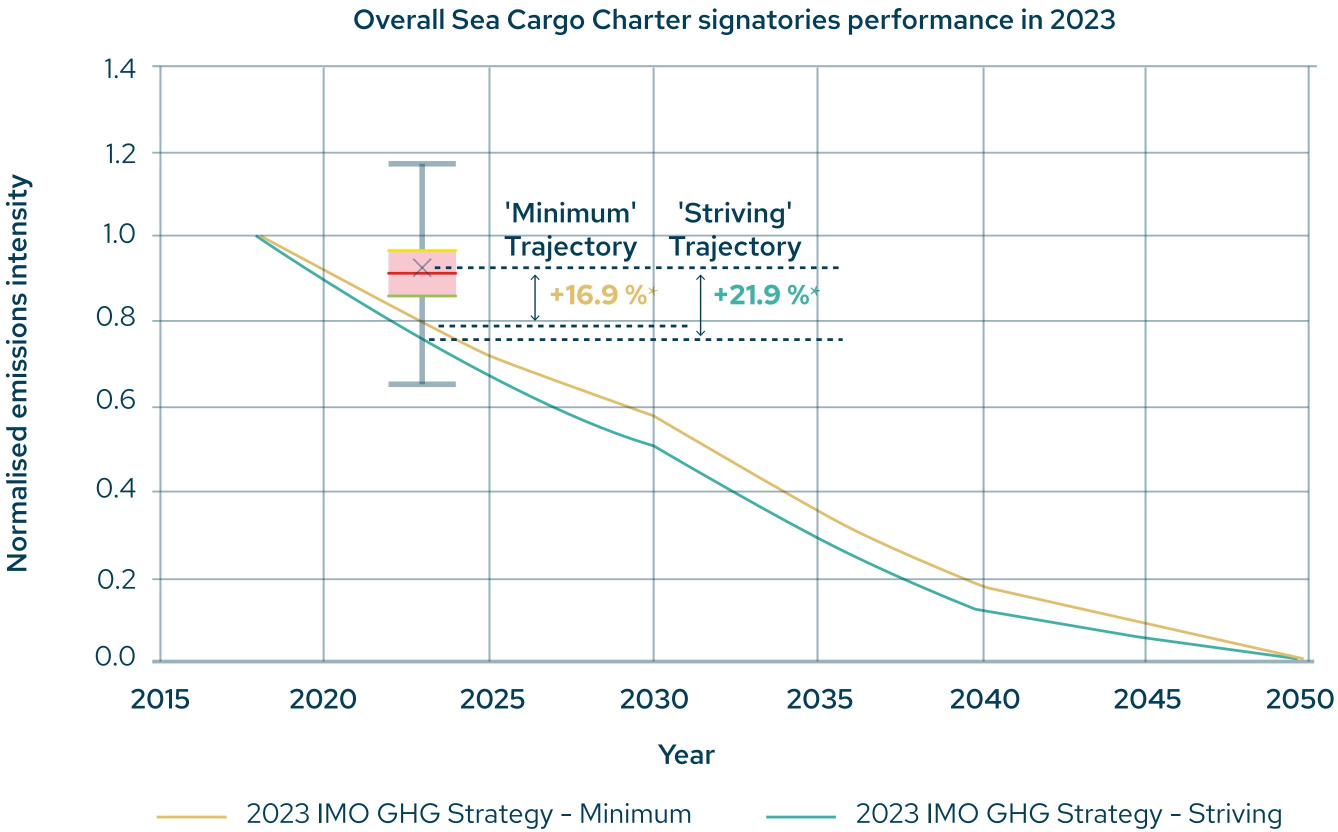


Figure 1

Overall Sea Cargo Charter signatories performance in 2023 against the 2023 IMO GHG Strategy.

The box plot illustrates the performance of all signatories' portfolios in 2023 relative to trajectories consistent with the 2023 IMO GHG Strategy based on their overall climate alignment scores. The mean (average) overall climate alignment scores against the minimum and striving trajectories are illustrated. See more information on how to read a box plot on page 23.

*Upon an internal review after publication, the averages for the 'Minumum' trajectory and the 'Striving' trajectory have been adjusted to 17.1% and 22.2% respectively

Table of contents

1. Introduction

About the Sea Cargo Charter

The Sea Cargo Charter is a global framework for assessing and disclosing the climate alignment of chartering activities of charterers and shipowners worldwide with the aim of promoting international shipping decarbonisation. It enables cargo owners, operators, and shipowners to align their chartering activities with responsible environmental behaviour and shape a better future for the maritime industry and society as a whole.

The Sea Cargo Charter sets a benchmark for measuring what it means to be an environmentally responsible charterer and shipowner. It also serves as an important tool to support decision-making as it establishes a common, global baseline to quantitatively assess and disclose the alignment of chartering activities with global climate ambitions. Guided by four principles – assessment, accountability, enforcement, and transparency – signatories to the Sea Cargo Charter transparently report their activities' climate alignment on an annual basis against common benchmarks. They do so by applying a robust and industry-specific climate alignment assessment methodology as well as carefully considered accountability and enforcement requirements that support practical and robust data collection and analysis.

The Sea Cargo Charter was established in 2020 to support charterers in integrating climate considerations into their business decisions in line with international climate-related goals set by the IMO. It was developed in an effort spearheaded by a diverse group of cargo owners – Anglo American, Cargill, Dow, Total, Trafigura – and shipowners – Euronav, Norden, Stena Bulk – in collaboration with law firm Stephenson Harwood and with expert support from the Global Maritime Forum, UMAS, and the Smart Freight Centre. It has since then also developed to fully integrate shipowners into its framework.

It is one of three initiatives based on the same four principles and developed by the Global Maritime Forum. The Poseidon Principles, the Poseidon Principles for Marine Insurance, and the Sea Cargo Charter share a common objective: fostering transparency in emissions reporting and reducing emissions from shipping. They provide a risk management framework for individual companies to align their activities with responsible environmental behaviour in the maritime sector.

See the Annual Disclosure Report 2023

Evolution of the Sea Cargo Charter

April 2018
IMO Agreement sets level of ambition

September 2018 & April 2019
Workshops in Singapore and Geneva to gather feedback from a broad group of stakeholders

June 2019
Launch of the Poseidon Principles

October 2019
Drafting group kick-off meeting at the Global Maritime Forum Annual Summit in Singapore

7 October 2020
Launch of the Sea Cargo Charter during the Global Maritime Forum Virtual High-Level Meeting

15 December 2021
Launch of the Poseidon Principles for Marine Insurance

15 June 2022
Publication of the first Sea Cargo Charter Annual Disclosure Report

15 June 2023
Publication of the second Sea Cargo Charter Annual Disclosure Report

July 2023
IMO adopts revised GHG strategy with increased levels of ambition

November 2023
Signatories endorse the 2023 IMO GHG Strategy and decide to expand to shipowners

April 2024
The Sea Cargo Charter expands its scope to fully integrate shipowners

13 June 2024
Publication of the third Sea Cargo Charter Annual Disclosure Report with 35 signatories measuring against the 2023 IMO GHG Strategy for the first time

Scope and segments for 2023

In April 2024, two months before the publication of this report, the Sea Cargo Charter expanded its scope to fully welcome shipowners. To that end, the scope of companies that can join the Sea Cargo Charter has been broadened and new reporting segments for shipowners have been added. However, as this report only features the climate alignment scores of signatories that joined in 2023 or earlier based on data collected in 2023, the previous scope and segments apply to this year's report as per below.

For the sake of this Annual Disclosure Report, the Sea Cargo Charter is applicable to bulk charterers:

- on time and voyage charters, including contracts of affreightment and parcelling, with a mechanism to allocate emissions from ballast voyages;
- for voyages carried out by dry bulk carriers, chemical tankers, oil (crude and product) tankers, and liquefied gas carriers; and
- where a vessel or vessels are engaged in international trade (excluding inland waterway trade).

In recognition of the diversity of a charterer's role, the Sea Cargo Charter adopts a twin approach: firstly, flexibility as to the signatories' choice of reporting segments, so as to encourage the widest adoption possible; secondly, certain minimum reporting requirements so as to maximise impact. As to the choice of reporting segments:

SEGMENT 1
Charterparties in which the signatory is the only time charterer and there is no charterparty chain or, if there is a charterparty chain, the signatory is the final time charterer.

SEGMENT 2
Charterparties in which the signatory is the voyage charterer.

SEGMENT 3
Charterparties in which the signatory is an intermediate time charterer in a charterparty chain, or the bareboat charterer.

SEGMENT 4
Owned vessels: if, in addition to being a charterer on certain transactions, signatories or companies within the same group also own vessels, they can also choose to include voyages of their owned vessels in their reporting.

When it comes to minimum reporting requirements, Segments 1 and 2 are mandatory, while Segment 3 is optional. Segment 4 is also optional, but only open to signatories also reporting within Segments 1-3.

Climate alignment is currently the only environmental factor considered by the Sea Cargo Charter. This scope may be reviewed and may be expanded by signatories at their discretion.

Visit the Sea Cargo Charter website

Scope expansion to shipowners

In April 2024, the Sea Cargo Charter expanded its scope to fully include pure shipowners.

While charterer signatories could already report their owned vessels voluntarily, as done by some in this report, the scope expansion ensures that all charterers and shipowners can report under a common framework, thereby increasing the impact, transparency, and collaboration through the Sea Cargo Charter. Find the press release **here**.

As a result of the scope expansion, additional reporting segments have been added to the Sea Cargo Charter's methodology and can be found in the **Technical Guidance**. The reporting segments may be reviewed and expanded by the Sea Cargo Charter signatories.

The Principles

Principle 1

Assessment of climate alignment

"We will annually assess climate alignment in line with the Technical Guidance for all relevant chartering activities falling under the scope of the Sea Cargo Charter."

Our commitment:
Signatories will, on an annual basis, calculate the emissions intensity of their chartering activities, and assess their climate alignment (emissions intensity relative to established decarbonisation trajectories). This requirement takes effect for each signatory in the calendar year after the calendar year in which it became a signatory.

Principle 2

Accountability

"We recognise the important role that verification mechanisms play in providing unbiased information to the industry. We will make our best effort to rely on such mechanisms, and any mandatory regulations, as explicitly identified in the Technical Guidance, for the provision of information used to assess and report on climate alignment."

Our commitment:
For each step in the assessment of climate alignment, signatories will rely exclusively on the data types, data sources, and reporting pathways identified in the Technical Guidance.

Principle 3

Enforcement

"We will ensure ongoing compliance with the Sea Cargo Charter for new chartering activities through contractual means by using the Sea Cargo Charter Clause in charter parties. We will work together with relevant business partners to meet this requirement."

Our commitment:
Signatories agree to work with all relevant players (charterers, owners, disponent owners, and other business partners in the charterparty chain) to collect and process the information necessary to calculate their portfolio's emissions intensity and assess climate alignment.

Principle 4

Transparency

"We will publicly acknowledge that we are a signatory of the Sea Cargo Charter and publish the results of the climate alignment scores of our chartering activities on an annual basis in line with the Technical Guidance."

Our commitment:

1. Upon becoming a signatory, the signatory will publicly acknowledge its membership in the Sea Cargo Charter.
2. On an annual basis, each signatory will report the vessel category climate alignment scores and total annual activity climate alignment scores of its chartering activities and supporting information to the Secretariat no later than 30 April. This requirement takes effect for each signatory in the calendar year after the calendar year in which it became a signatory.
3. On an annual basis, each signatory will publish the vessel category climate alignment scores and total annual activity alignment scores of its chartering activities in relevant institutional reports on a timeline that is appropriate for that signatory. This requirement takes effect for each signatory in the calendar year after the calendar year in which it became a signatory.

Read the Technical Guidance

The Signatories

To date, 37 companies have committed to the Sea Cargo Charter. Signatories are bulk charterers and shipowners who have an interest in advancing good environmental stewardship through their business activities from a variety of segments – agricultural products, aluminium, chemicals, oil and gas, energy, metals, mining, cement, and/or wood.

See all signatories here

Steering Committee

All signatories are members of the Sea Cargo Charter Association, the governing body of the Sea Cargo Charter. The Steering Committee, composed of 15 signatories, coordinates the Association and the Sea Cargo Charter on behalf of its members.

ADM – Hans Christian Jensen, Director Global Ocean Freight, and Patrick Heise, Senior Operations Manager

Anglo American – Peter Lye, Director and Head of Shipping, and Raghav Gulati, Safety, Sustainability and Technical Operations Manager

Bunge – Marcio Valentim Moura, Global Logistics Director

Cargill Ocean Transportation – Eman Abdalla, Global Operations and Supply Chain Director (Sea Cargo Charter Vice Chair)

Chevron – Matt Turns, General Manager for Strategy and Business Performance

Copenhagen Commercial Platform – Christian Bonfils, Chief Executive Officer

Dow – Jürgen Willemsen, Bulk Marine and Terminals Mode Leader

Equinor – Heidi Aakre, Vice President Shipping

Louis Dreyfus Company – Seb Landerretche, Global Head of Freight, and Martin Viquesnel, Technical Supervisor

Norden – Henrik Røjel, Head of Fuel Efficiency and Decarbonisation

Shell – Justine Clark, Shipping Consultancy Manager (Sea Cargo Charter Treasurer)

Torvald Klaveness – Engebret Dahm, Chief Executive Officer, Klaveness Combination Carriers, and Martin Wattum, Head of Project and Business Transformation

TotalEnergies – Sebastien Roche, Head of Shipping Technical Department

Trafigura Maritime Logistics – Rasmus Bach Nielsen, Global Head of Fuel Decarbonisation (Sea Cargo Charter Chair)

Viterra Chartering – Jeff Wakker, Chief Operating Officer

Learn more about the governance of the Sea Cargo Charter

2. An industry making strides

Shipping's decarbonisation pathway

2023 was the warmest year in recorded history, and on average 1.48°C warmer than pre-industrial levels[3]. Climate change and its associated damages to people and the environment are becoming ever more visible, and mitigating climate change by reducing GHG emissions must remain a priority for both policymakers and industry leaders. With its crucial role in the global economy, the shipping industry has an important part to play in reducing emissions and limiting global warming. International shipping is currently responsible for around 3% of global GHG emissions and seaborne trade is projected to grow continuously over the coming years[4]. Due to this projected annual growth, emissions from shipping could increase by up to 130% by 2050 compared to 2008 levels[5]. Therefore, a fast, effective, and equitable decarbonisation of international shipping is needed to reduce emissions globally.

3 Copernicus (2024). Global Climate Highlights 2023.

4 United Nations (2023). Review of Maritime Transport 2023.

5 International Maritime Organization (2020). Fourth IMO Greenhouse Gas Study.

A changing policy landscape

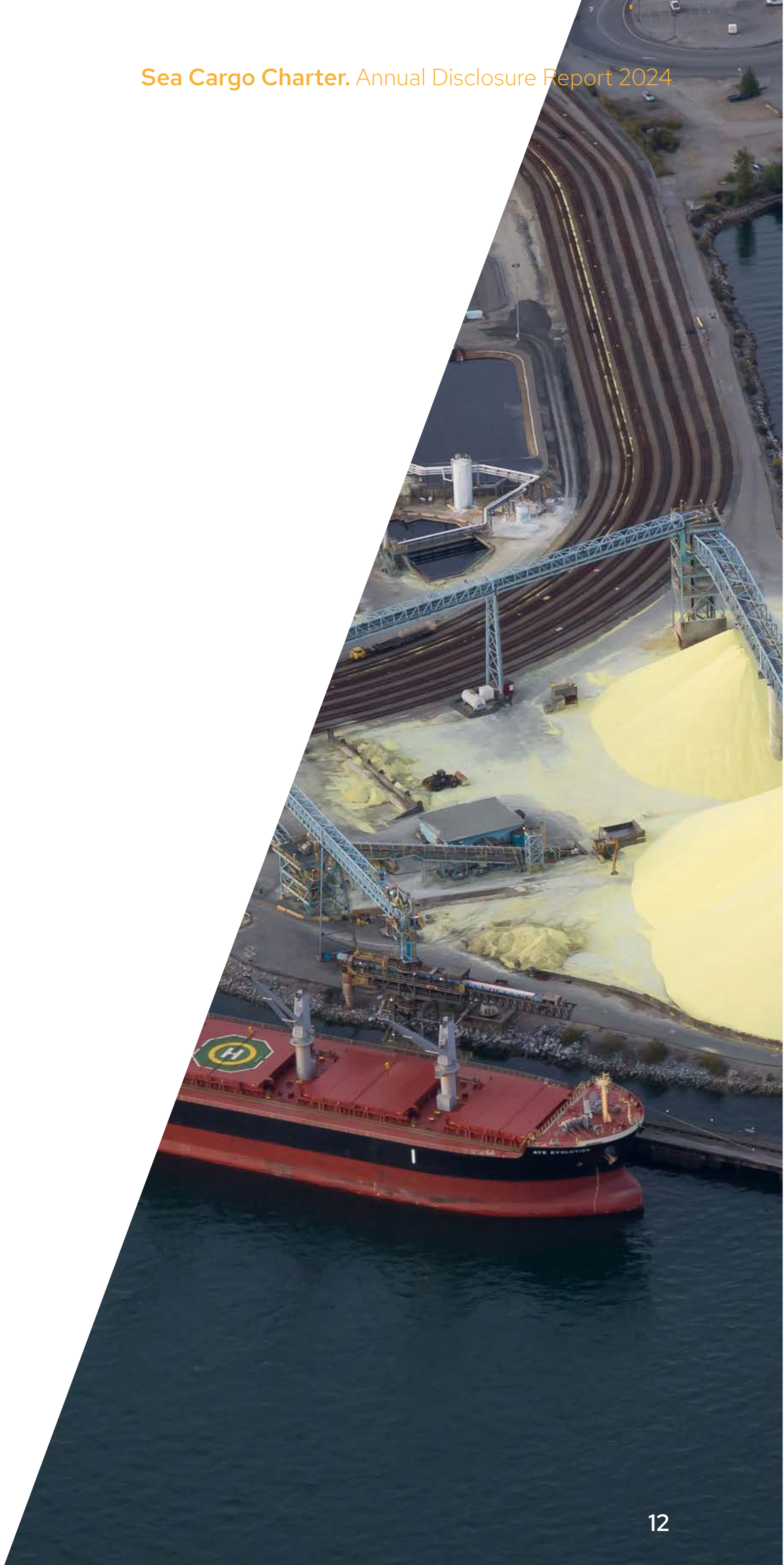
The growing demand for a rapid decarbonisation of the industry has been taken up by both policymakers and industry players. On the policy side, in July 2023, during the 80th meeting of the IMO's Marine Environment Protection Committee (MEPC 80), the IMO revised its greenhouse gas strategy and adopted more ambitious emissions reduction targets for international shipping[6].

At this pivotal meeting for the shipping industry, the IMO also initiated a review of the Carbon Intensity Indicator (CII) regulation with an aim to improve the data collection system. Important legislation adopted at the European Union (EU) level is also shaping the future of the industry globally. The EU Emissions Trading Scheme (EU ETS) was extended to include emissions from maritime transport as of 1 January 2024[7]. Furthermore, and complementing the EU ETS, the FuelEU Maritime Regulation was officially adopted in 2023 as part of the EU's Fit for 55 legislative package, with the objective of aligning maritime transport with the trajectory of the EU's climate targets for 2030 and 2050. Its rules will apply as of 1 January 2025[8].

6 2023 IMO Strategy on Reduction of GHG Emissions from Ships.

7 Directive (EU) 2023/959.

8 Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC.



The next step at the IMO will be the expected adoption of mid-term policy measures in 2025 for entry into force in 2027. Member States agreed at MEPC 80 to develop a number of mid-term measures, including a fuel standard and a GHG pricing mechanism. Both will be pivotal for the adoption of scalable zero-emission fuels in the mid and long term.

All of these are important policy measures to create a regulatory landscape that reflects the needs of an industry transitioning towards decarbonisation.

Being part of the Sea Cargo Charter allows signatories to better assess where they stand vis-à-vis the obligations under the various regulatory schemes. Through its focus on transparency and emissions reporting, the Sea Cargo Charter is also an important platform for collaboration and exchange on these important changing regulatory requirements.

Transparency supports industry action

The industry is also making strides, including through voluntary actions on an individual basis or through the formation of industry initiatives and coalitions. One example is the increasing number of green corridor projects – defined as specific trade routes where the feasibility of zero-emission shipping is catalysed by public and private action. The Getting to Zero Coalition's **Annual Progress Report on Green Shipping Corridors 2023** showed that green corridor initiatives have more than doubled since the previous year, with 44 in total in 2023. The report also found that existing projects are maturing substantially, with many of them progressing quickly, deciding on their priority fuels or setting targets for operation.

There is also an increased uptake of operational efficiency measures across the industry, which is particularly important for many Sea Cargo Charter signatories that are actively trying to reduce the emissions intensity of their fleet both now and in the long term. In 2023, 33 organisations signed an **Operational Efficiency Ambition Statement** and many of them submitted examples of actions they are already taking to improve the operational efficiency of their activities[9]. Measuring their emissions and getting actionable insights from accurate data through the Sea Cargo Charter's methodology is an essential part of their efforts but only one step on their decarbonisation journey. Improving the operational efficiency of vessels is amongst the instrumental measures that can reduce emissions immediately without major capital investments while also being a prerequisite for the uptake of zero-emission fuels in the future.

Accurate data collection, data sharing and transparency are considered by the Sea Cargo Charter signatories as prerequisites for being able to limit emissions over time. Being a signatory of the Sea Cargo Charter provides a practical way to ensure efficient data sharing and creates trustful collaboration among charterers and shipowners. The improvement of the average reporting percentage of signatories (from 84% in 2022 and 90% in 2023 to 93.2% in 2024) despite new signatories being onboarded in the meantime shows that collaboration and data sharing is improving among Sea Cargo Charter signatories.

The Sea Cargo Charter contributes directly to the industry's decarbonisation efforts by establishing a robust standard aligned with international climate goals for the shipping sector and building trust and collaboration among business partners.

What has changed with the adoption of the 2023 IMO GHG Strategy?

At its signatories' meeting in November 2023, just a few months after the MEPC 80 meeting, the Sea Cargo Charter adopted the ambition of the IMO's revised GHG strategy. Formally known as the 2023 IMO Strategy on Reduction of GHG Emissions from Ships, it aims for net-zero emissions from international shipping "by or around" 2050. This is significantly more ambitious than the initial strategy, which aimed for a 50% reduction in emissions from international shipping in 2050 compared to 2008 levels.

The IMO also agreed on concrete indicative checkpoints in 2030 and 2040 for emissions reductions. These checkpoints state that annual

9 These are compiled in the report "Taking Action on Operational Efficiency" available **here**.

GHG emissions should be reduced, compared to 2008 levels, by at least 20%, striving for 30%, by 2030 and by at least 70%, striving for 80%, by 2040.

It is important to note that the indicative checkpoints in 2030 and 2040 are specified as "total annual GHG emissions", not net emission reductions. Only the 2050 target includes "net-zero emissions", leaving it ambiguous whether the latter target includes or excludes offsets. The revised strategy also introduces an ambition for zero- or near-zero-emission fuels and technologies to make up at least 5%, striving for 10%, of the energy used by international shipping by 2030.

The final notable change involves taking into account the full life cycle of emissions by including the impact of other GHG species besides carbon dioxide (CO_2) and a move from considering only operational emissions, or a "tank-to-wake" CO_2 perspective, to considering full life cycle emissions, or a "well-to-wake" CO_2-equivalent (CO_2e) perspective.

A note on 1.5°C:

The trajectories based on the 2023 IMO GHG Strategy, applied to measure climate alignment in this report, are not aligned with the goal of limiting global warming to 1.5°C as set out in the Paris Agreement. However, incorporating the trajectories of the 2023 IMO strategy is still a significant step toward aligning with the Paris Agreement.

TANK-TO-WAKE, WELL-TO-TANK, AND WELL-TO-WAKE EMISSIONS: What is the difference?

WELL-TO-TANK EMISSIONS: from upstream activities including extraction, cultivation, production, processing, storage, transport, and bunkering of fuels.

TANK-TO-WAKE EMISSIONS: from fuel combustion on board a vessel, or "operational emissions".

WELL-TO-WAKE EMISSIONS: a combination of tank-to-wake and well-to-tank. This accounts for both the emissions from upstream activities and operation of a vessel, or the "full lifecycle".

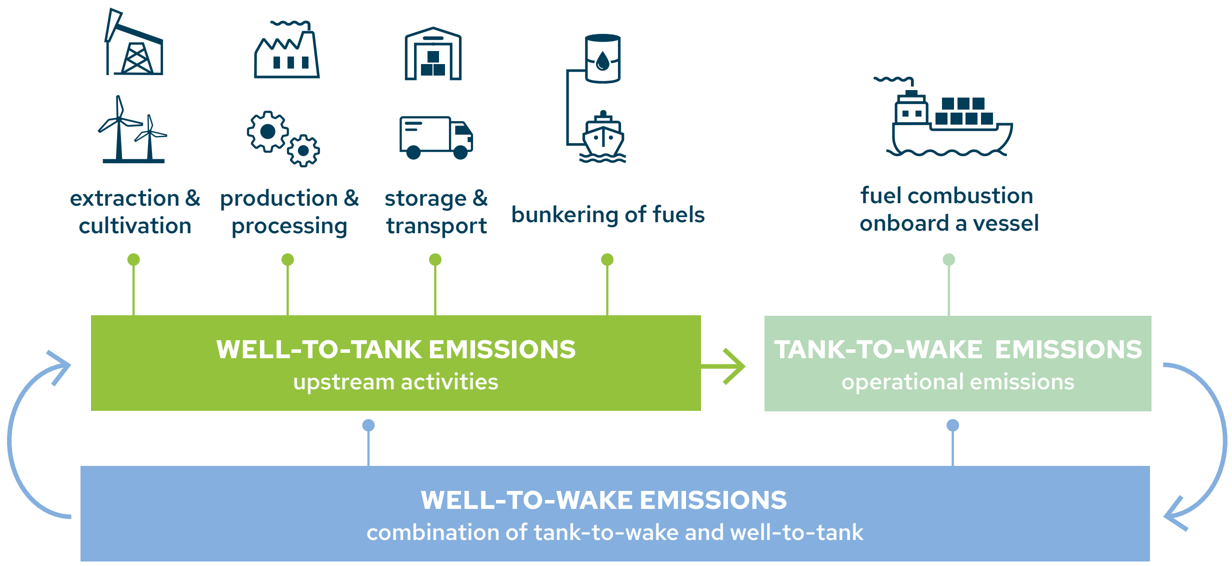


Figure 2.
Visual representation of the differences between tank-to-wake, well-to-tank, and well-to-wake emissions.

Collaboration across maritime transparency initiatives

The Sea Cargo Charter is one of three initiatives developed by the Global Maritime Forum that are based on the same four principles: assessment, accountability, enforcement, and transparency. **The Poseidon Principles**[10], the **Poseidon Principles for Marine Insurance**[11], and the Sea Cargo Charter share a common objective: fostering transparency and collaboration on emissions reporting with the aim of reducing emissions.

In October 2023, these three voluntary transparency initiatives – which gather more than 90 individual institutions in the maritime ecosystem – co-hosted an event in collaboration with the Global Maritime Forum's Annual Summit in Athens. The event marked the first time all three initiatives got together and convened more than 60 influential stakeholders representing various sectors within the maritime ecosystem, including charterers, financial institutions, marine insurers, shipowners, service providers, and brokers.

The discussions explored the common challenges confronting shipping's green transition and the potential for collaborative efforts to address critical issues within the supply chain. There was also a major focus on the crucial role of transparency and open dialogue in understanding emissions data linked to shipping activities, as well as how to manage risk while addressing increasing regulations and shifting consumer expectations.
Despite the prevailing challenges, a shared commitment to openness and data sharing has the potential to drive the industry toward a greener and more transparent future.

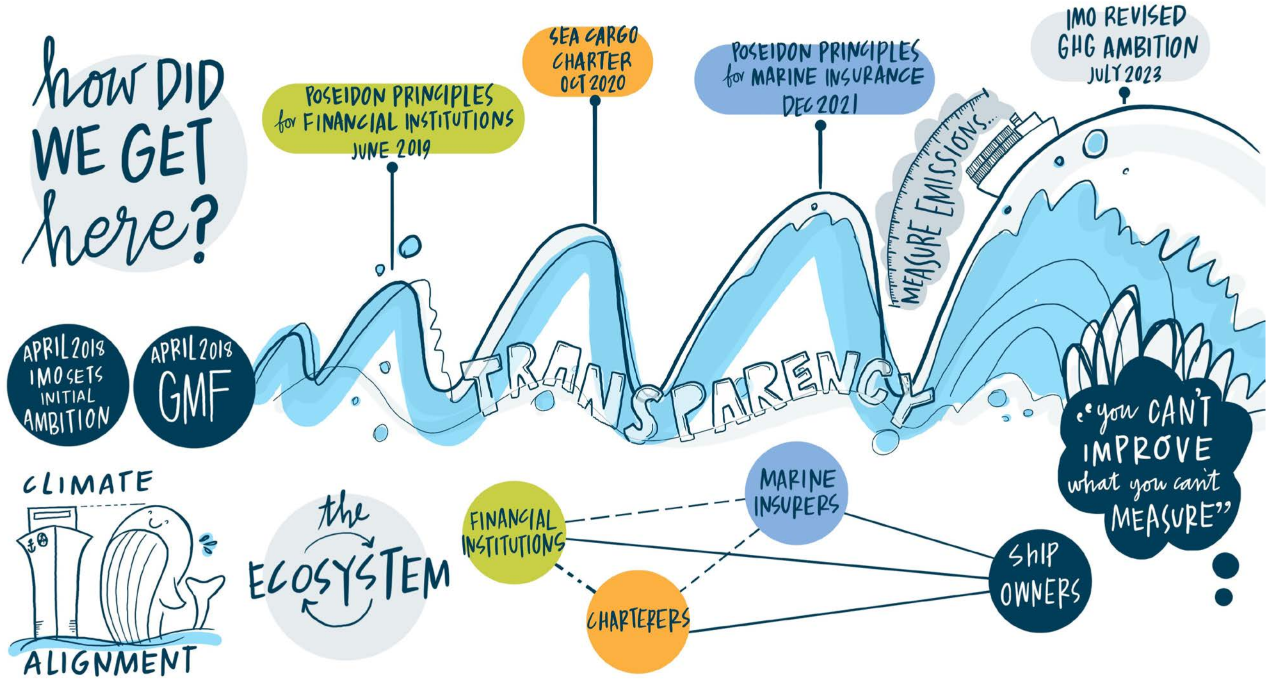


Figure 3.
Timeline of the development of the three transparency initiatives within the maritime ecosystem.
Both Poseidon Principles initiatives and the Sea Cargo Charter originated at the Global Maritime Forum.

10 See the latest Poseidon Principles for Financial Institutions Annual Disclosure Report **here**.

11 See the latest Poseidon Principles for Marine Insurance Annual Disclosure Report **here**.

3. Climate alignment & decarbonisation trajectories

Signatories to the Sea Cargo Charter commit to reporting the climate alignment of their chartering activities for each calendar year. For the purposes of the Sea Cargo Charter, climate alignment is defined as the degree (as a percentage) to which the emissions intensity of a signatory's shipping portfolio is in line with decarbonisation trajectories that meet the 2023 IMO GHG Strategy targets. To assess the climate alignment of a single voyage, the voyage emissions intensity is compared to the required baseline emissions intensity for a ship of its type and size. To assess climate alignment at the vessel category and annual activity levels, the voyage emissions intensities are aggregated[12]. The Sea Cargo Charter's decarbonisation trajectories thereby define the rate of each signatory's emissions intensity reduction that is required to align with the 2023 IMO GHG Strategy's ambitions. The method used for establishing the decarbonisation trajectories up to 2050 is derived from emission and transport work data from the Fourth IMO GHG Study[13].

Figure 4 exemplifies a Sea Cargo Charter decarbonisation trajectory (blue line) for a ship type and size category. Each dot represents the emissions intensity of a voyage. The green dots represent voyages that are aligned, while the red dots represent vessels that are misaligned because their emissions lie above the decarbonisation trajectory[14].

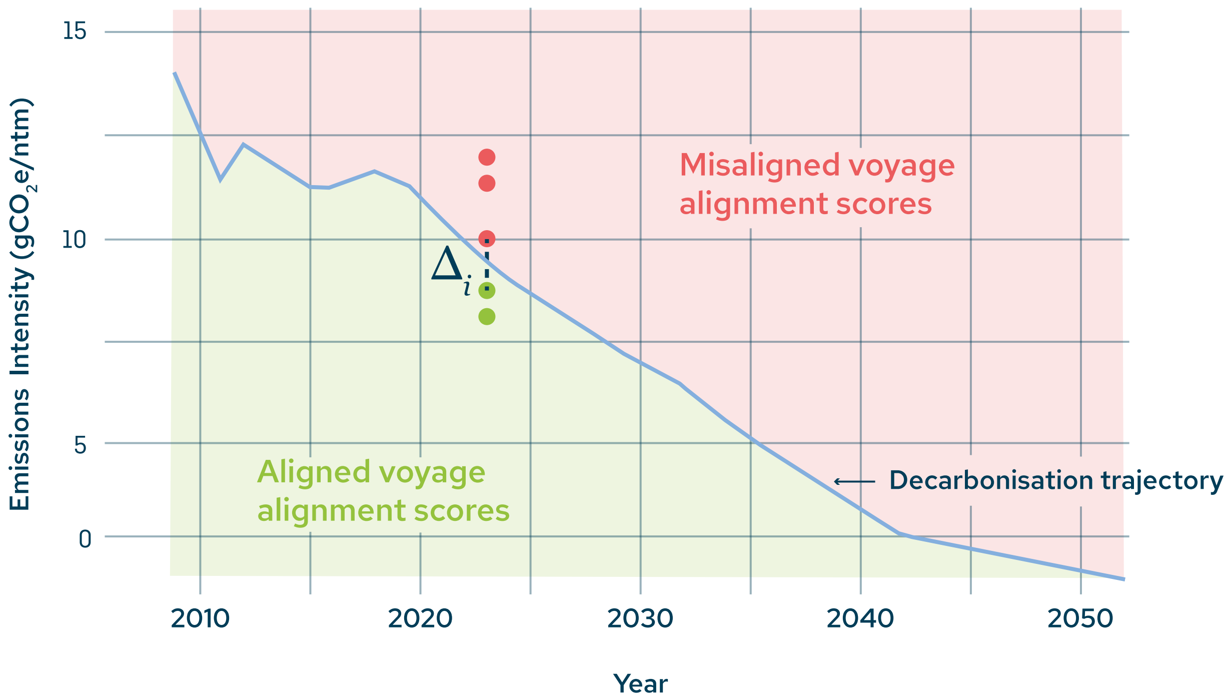


Figure 4.
Assessing alignment at the voyage level.

12 See Equations 3-5 in the **Technical Guidance** for a detailed breakdown of how to calculate the voyage, category, and overall alignment scores.

13 **Fourth IMO GHG Study**.

14 Δ_i shows the discrepancy between the required emissions intensity of each voyage and its actual emissions intensity as per Equation 3 in the Technical Guidance.

Applying the right metric

Emissions intensity can be measured in a number of different ways. To provide the most accurate representation of a voyage's climate impact, it is ideally calculated using measured performance in real operating conditions. The IMO established the voluntary Energy Efficiency Operating Indicator (EEOI), which relates the amount of CO_2 emissions to the actual quantity of cargo transported, whilst also taking into account any time spent on ballast. To measure the emissions intensity of more greenhouse gas species than just CO_2, the Sea Cargo Charter uses a modified EEOI calculation that replaces CO_2 with CO_2e.

$$\text{EEOI } (\textit{adapted}) = \frac{\text{total } CO_2e \text{ emitted during voyage (ballast+laden)}}{\text{amount of cargo transported x total distance laden}}$$

Since this data is not always available to charterers (except those chartering-in vessels on time charter), they are required to collect it directly from owners through agreements set in place in charterparties. For this purpose, the Sea Cargo Charter Association has drafted a clause and data collection templates to ease the administrative burden of both charterers and owners. With the scope expansion to shipowners, the clause has been further amended to include relevant provisions for owners.

What is climate alignment under the Sea Cargo Charter framework?

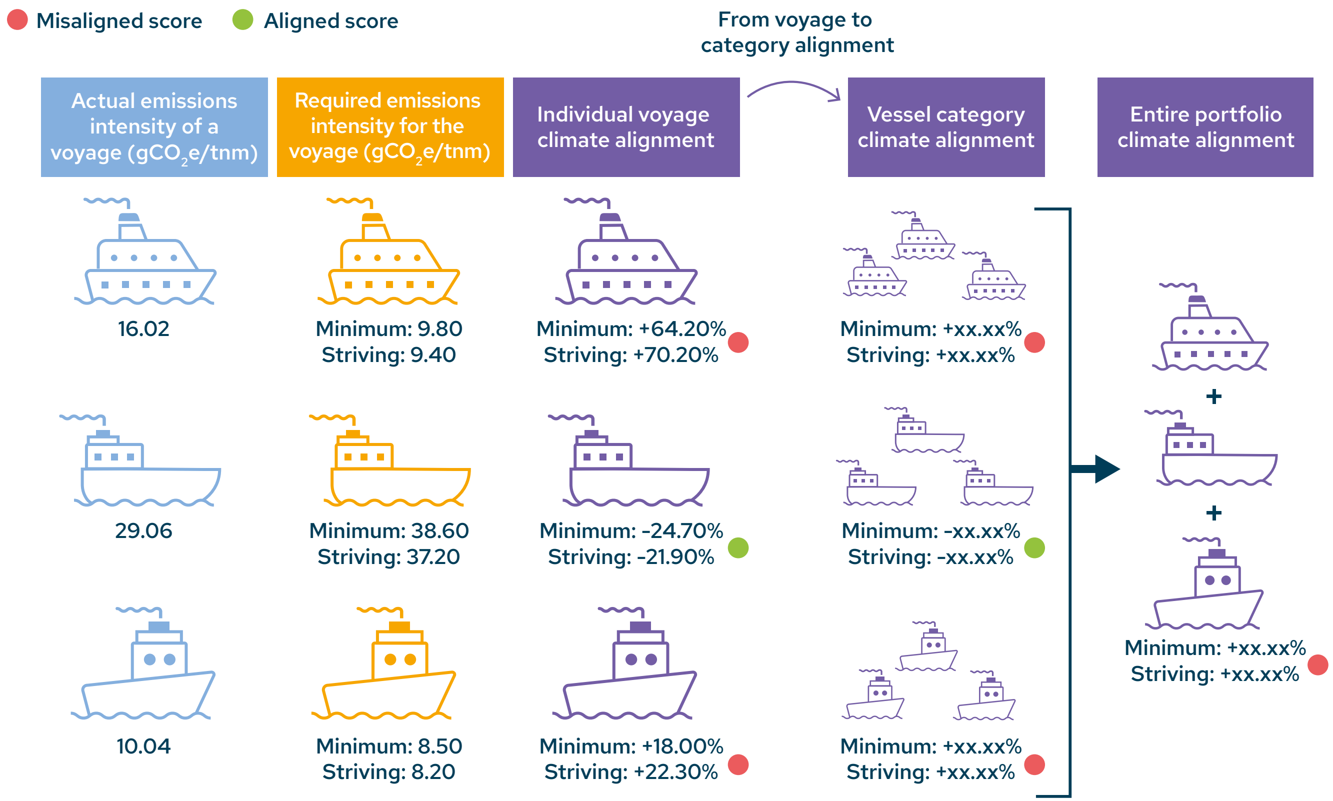


Figure 5.
Calculating climate alignment at the voyage and category levels and for the entire portfolio, measured in grams of CO_2 equivalent per tonne nautical mile (gCO_2e/tnm). The numbers for the individual voyage climate alignment scores are accurate, while the vessel category alignment and the entire portfolio alignment cannot be calculated based on the numbers in this Figure.

Decarbonisation trajectories in the Sea Cargo Charter

The Sea Cargo Charter decarbonisation trajectories are a representation of how many grams of CO_2e can be emitted to move one metric tonne of goods over one nautical mile on a well-to-wake basis (gCO_2e/tnm) each year until 2050. These decarbonisation trajectories rely on two assumptions:

- a projection of the foreseeable growth in transport work (in tonnes per nautical mile) across all ship types between baselines (2018)[15] and the target year (2050).
- the total CO_2e well-to-wake shipping emissions permitted to be aligned with the 2023 IMO GHG Strategy's absolute emission reduction ambition.

While the trajectories are drawn and updated with the latest available research, there are uncertainties linked to the two assumptions above. Notably, depending on the actual growth in transport work, the amount of total emissions permitted per ship may vary, and with that the individual vessel's allowed emissions intensity.

15 2018 IMO data for all the vessel type categories, except for chemical tankers and liquefied gas tankers, which are benchmarked against 2021 EU MRV data.

Values for the total transport demand, total CO_2e emissions, and estimated aggregate well-to-wake emissions intensity for 2008, 2018, and projections up to 2050 with interim targets are shown in Table 1[16].

	2008	2018	2030	2040	2050
Total transport demand (billion tonne nautical miles)	46,003	59,230	81,804	100,616	119,429
Total CO_2e emissions (million tonnes) - 2023 IMO GHG Strategy - Minimum	1,066	1,062	852	320	0
Total CO_2e emissions (million tonnes) - 2023 IMO GHG Strategy - Striving	1,066	1,062	764	213	0
Estimated aggregate emissions intensity (gCO_2e/tnm) - 2023 IMO GHG Strategy - Minimum	23.2	17.9	10.4	3.2	0
Estimated aggregate carbon intensity (gCO_2e/tnm) - 2023 IMO GHG Strategy - Striving	23.2	17.9	9.1	2.1	0

Table 1.
Transport demand, total emissions, and emissions intensity for international shipping.

16 Table 1 presents the emissions budget translation from the Third IMO GHG Study to the 2023 IMO GHG Strategy minimum and striving numbers. These can then be used to build a global emissions budget by using historic data from the Third and Fourth IMO GHG Studies (2008 – 2018) and then linking the subsequent checkpoints linearly.

Revised ambitions following the 2023 IMO GHG Strategy

The Sea Cargo Charter was previously aligned with the IMO's initial level of ambition[17], which called for a 50% reduction of carbon emissions from international shipping compared to 2008 levels. Following the adoption of the 2023 strategy, Sea Cargo Charter signatories decided in November 2023 to incorporate a significant revision of their reporting framework to align with the new ambitions. Consequently, the decarbonisation trajectories were updated to consider:

- The minimum interim targets of 20% GHG reduction in 2030 and 70% GHG reduction in 2040 relative to 2008.
- The striving interim targets of 30% GHG reduction in 2030 and 80% GHG reduction in 2040 relative to 2008.
- A net-zero GHG target in 2050.
- A well-to-wake carbon dioxide equivalent (CO_2e) perspective.

The existing methodology was retained to establish an overall decarbonisation emissions intensity trajectory based on emissions budgets and transport work demand projections.

This resulted in two separate decarbonisation trajectories, the IMO minimum trajectory and the IMO striving trajectory, shown in Figure 6. These trajectories are benchmarked to 2018 IMO data for all the vessel type categories, except for chemical tankers and liquefied gas tankers, which are benchmarked against 2021 EU Monitoring, Reporting, and Verifying (MRV) data.

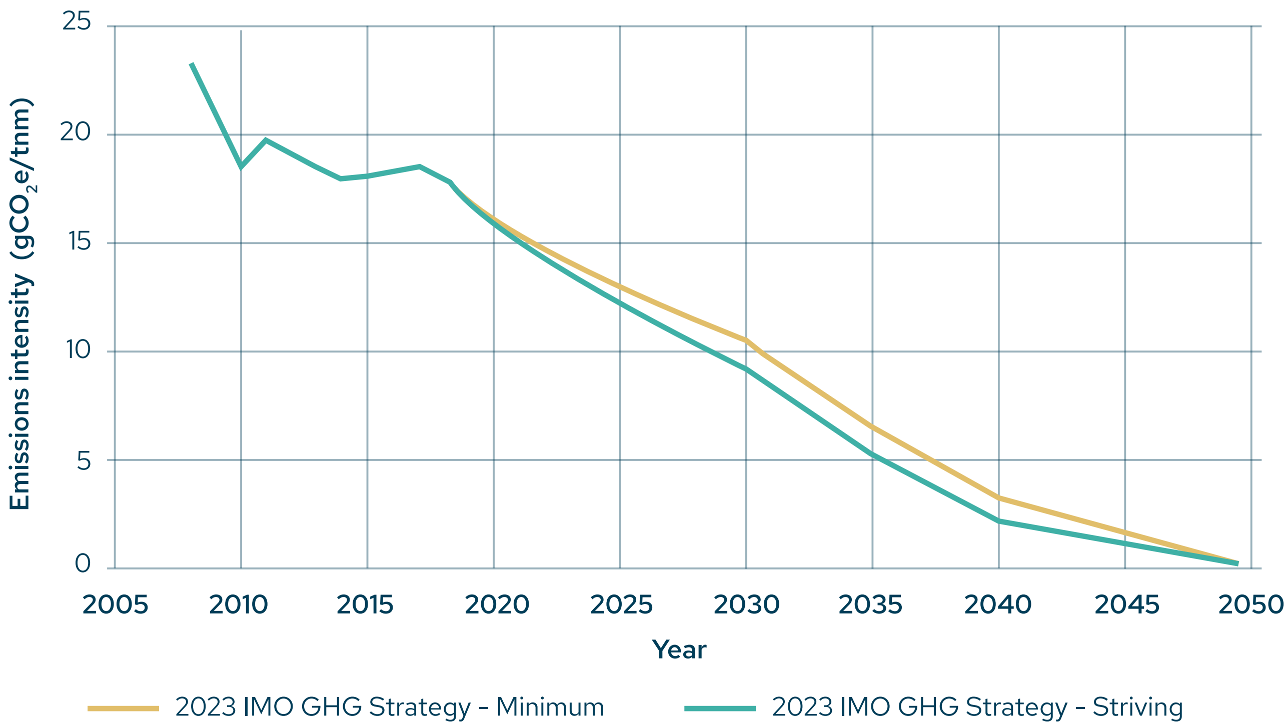


Figure 6.
Global fleet's emissions intensity targets and trajectories defined by the 2023 IMO GHG Strategy (grams of well-to-wake CO_2e per tonne-nautical mile [gCO_2e/tnm]).

17 IMO (2018). Initial Greenhouse Gas Study. RESOLUTION MEPC.304(72).

Other changes to reporting after IMO MEPC 80

As a result of its alignment against the 2023 IMO GHG Strategy, the Sea Cargo Charter's methodology was updated to not only reflect the revised ambition (as illustrated in Figure 6), but also to take into account latest available data sources and a full life cycle approach. Novelties in 2023 correspond to the following changes:

2018 IMO Initial Strategy	2023 IMO GHG Strategy
50% reduction target by 2050, in respect to 2008 emissions	100% reduction target by 2050 (with 2030 and 2040 interim targets)
Operational emissions (tank-to-wake) reduction	Full lifecycle emissions (well-to-wake) reduction: a shift from tank-to-wake to well-to-wake
CO_2 reduction	CO_2e reduction: expanding the emissions boundary from just CO_2 reduction to CO_2, CH_4, and N_2O reduction.
Trajectory benchmarked using 2012 IMO data	Trajectories benchmarked using 2018 IMO data
Continuous baseline set to 2012 IMO data	Continuous baseline set to 2018 IMO data

Table 2.

Summary of changes to the Sea Cargo Charter methodology for the 2024 Annual Disclosure Report. A more detailed explanation of some of the changes can be found **here**.

Including the full life cycle of emissions: a shift from tank-to-wake to well-to-wake

The move from a tank-to-wake to a well-to-wake perspective requires the use of emission factors that incorporate the impact of a fuel's full life cycle.

Based on available sources, the Sea Cargo Charter decided on a set of emission factors to be used in the calculation of the signatories' climate alignment scores.

Depending on the information available to signatories about fuel consumption and machinery on board, default and a set of more granular values have been included. The full list of emission factors can be found in the Sea Cargo Charter's **Technical Guidance**. As emission factors for marine fuels are a developing field, the set of emission factors used by the Sea Cargo Charter will most likely be subject to continuous revisions in the future.

Expanding the emissions boundary

The previous IMO ambition and Sea Cargo Charter trajectory only considered one GHG species, CO_2. The 2023 IMO GHG Strategy expands the emissions boundary from CO_2 to CO_2-equivalent (CO_2e). This now includes CO_2 (carbon dioxide), CH_4 (methane), and N_2O (nitrous oxide). This change was incorporated into both the decarbonisation trajectories and the calculation of emissions intensity.

The use of well-to-wake emission factors

Well-to-wake emission factors are important to quantitatively assess the environmental impact of the full life cycle of a fuel. These factors take into account all of the emissions associated with a fuel, from its extraction and production to its transportation and use.

This is important because the emissions from different stages of a fuel's life cycle can vary significantly. For example, some fuels, such as biofuels, may have higher upstream emissions (from their production and transportation) than conventional fuels, but lower downstream emissions (from their combustion). By using well-to-wake emission factors, one can get a more accurate picture of the environmental impact of different fuels and make informed decisions about which fuels to use.

Evolution of the methodology throughout reporting years

Previous and latest changes

Reporting year	Changes
Annual Disclosure Report 2022	Move from incremental to continuous baselines for bulk carriers, chemical tankers, liquified gas carriers, and oil tankers.
Annual Disclosure Report 2023	Use of 2021 EU MRV data for the generation of the continuous baselines for chemical tankers and liquefied gas tankers.
Annual Disclosure Report 2024	Updates based on the 2023 IMO GHG Strategy continuous baseline definition updated from 2012 to 2018 data.

Table 3.
Summary of changes of the Sea Cargo Charter trajectories throughout the past reporting cycles.

Future revisions

The Sea Cargo Charter, as it continues to expand, is committed to remaining at the forefront of transparency and decarbonisation in the maritime sector, while working continuously to improve its reporting methodology, with the support of its advisory and the Technical Committee composed of signatories. This implies remaining up to date with global evidence and revising the methodology as needed to ensure that the Sea Cargo Charter continues to be a salient tool for signatories and a credible public disclosure initiative. An example of this is the continuous effort to improve the data collection. For the first time, in this year's reporting cycle, the Sea Cargo Charter has for instance provided signatories with verification guidelines defining criteria for verification with a view to ensure minimum requirements and harmonise verification practices.

The IMO is set to update its GHG strategy again in 2028. Until then, the main updates to the Sea Cargo Charter methodology will relate to continuously adjusting the set of emission factors to reflect the most up-to-date data and trying to align with the IMO as much as possible.

Furthermore, signatories decided at the Annual Meeting in May 2024 to increase the reporting requirements by making more reporting segments mandatory. As this reflects a significant change, it will only enter into force for the data collection in 2025 and thus the Annual Disclosure Report 2026. Also, as of next year's Annual Disclosure Report, signatories will publicly disclose their individual reporting percentage and whether their data was verified.

Lastly, as a result of the scope expansion to shipowners, shipowners that join the Sea Cargo Charter will be able to report the year after joining.

These ongoing revisions are a great testament to the Sea Cargo Charter's continuous efforts to remain up-to-date, relevant, and impactful.

4. Reporting results

In this Sea Cargo Charter Annual Disclosure Report, 35 signatories reported the climate alignment scores of their chartering activities for 2023. This marks the first time their activities were evaluated against the more ambitious targets set in accordance with the 2023 IMO GHG Strategy.

Reporting covered 93.2% of signatories' eligible activities, showing a steady rise of the average reporting percentage over the last two cycles from 84% in 2022 and 90% in 2023[18]. Furthermore, the Sea Cargo Charter has grown and reporting signatories now collectively represent 19.6% (by weight) of global wet and dry bulk cargo transported in 2023.

There has been a decrease in the alignment of signatories' activities due to the more ambitious targets. Over the course of 2023, nine signatories (more than a quarter) had a climate alignment score that was less than 10% misaligned with the IMO's new minimum trajectory. Six signatories (around a fifth) were less than 10% misaligned with the striving targets. Two signatories' activities were aligned with both trajectories in 2023.

A negative or 0 climate alignment score implies alignment of the signatory's portfolio with the ambitions set by the IMO while a positive score denotes misalignment with the decarbonisation trajectories derived from these ambitions.

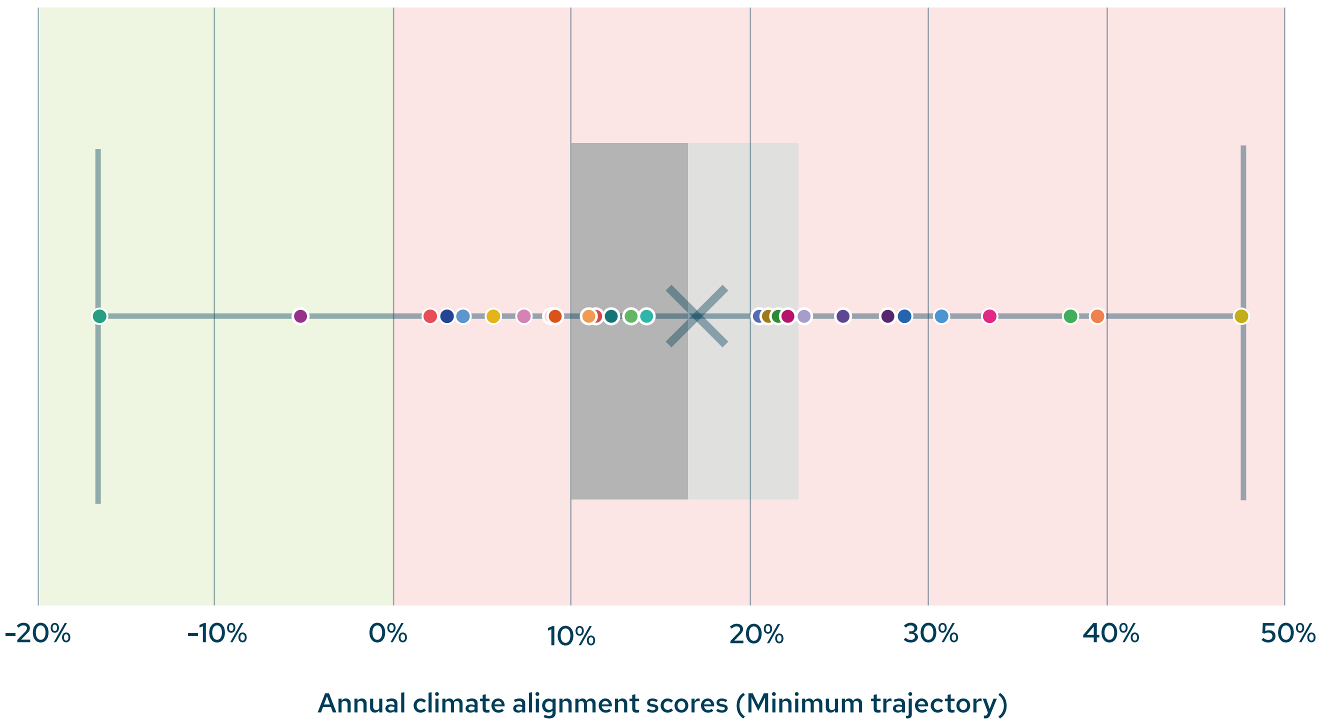


Figure 7.
Box plot illustrating range of overall signatory annual activity alignments against the 2023 IMO GHG Strategy – Minimum trajectory. Each dot represents a signatory's climate alignment score.

18 While there are a total of 37 signatories to the Sea Cargo Charter by the time this report is published, only 35 of them are included in this year's report. Emirates Global Aluminium joined in Q4 2023, resulting in them only being required to report in 2025. NYK Bulkship Atlantic underwent a change in their portfolio composition and did not have any chartering activities falling under the mandatory reporting requirements in 2023. They are therefore exempt from reporting this year.

*Upon an internal review after publication, the average climate alignment scores have been adjusted to 17.1% for the minimum and 22.2% for the striving trajectory, with scores ranging from -11.9% to 47.6% (minimum) and -7.6% to 54.7% (striving).

The average score, i.e. the simple mean score in which each signatory's score is assigned equal weight, was +16.9%* misaligned with the IMO's minimum trajectory; the median was +16.5% misaligned, with scores ranging from -16.5%* to +47.6% (Figure 7). For the striving trajectory, the average score was +21.9%* misaligned and the median was +21.6% misaligned, with scores ranging from -14.8%* to +54.7% (Figure 8).

The change in ambition levels based on the 2023 IMO GHG Strategy makes direct comparison to previous years' reporting irrelevant. The Strategy's emissions reduction trajectories constitute a significant increase in ambition, and this means that in most cases, a portfolio will appear worse (more misaligned) against the 2023 trajectories than against the initial IMO GHG Strategy trajectory used in previous reports. It is therefore important to highlight the collective enhanced ambition represented by adopting and reporting against these new trajectories, especially as it involves reporting on a well-to-wake basis (full life cycle CO_2e emissions), compared to the tank-to-wake (operational CO_2 emissions) perspective previously considered.

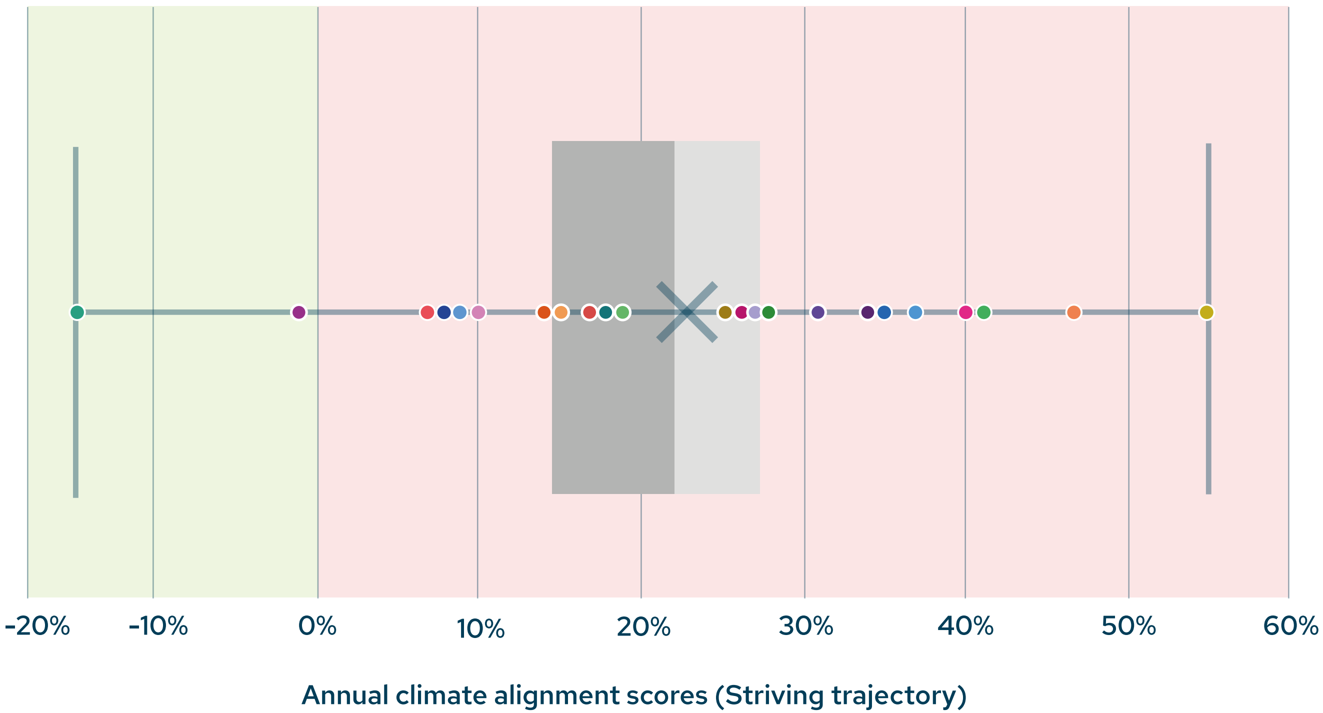


Figure 8.
Box plot illustrating range of overall signatory annual activity alignments against the 2023 IMO GHG Strategy – Striving trajectory. Each dot represents a signatory's climate alignment score.

How to read this graph
The box plot displays the distribution of annual overall alignment scores of signatories in 2023. Each data point represents the overall alignment score of a single signatory, with its placement on the x-axis corresponding to the value of the score. The box in the centre represents the interquartile range (IQR), which is made up of the second quartile (dark shaded area) and the third (light shaded area) quartile. Within the box, the point where the light and dark areas meet corresponds to the median of the distribution and the 'X' corresponds to the mean (average) overall alignment score. The whiskers on either side of the box extend to the lowest overall alignment score on the left and the highest overall alignment score on the right, encompassing the first and fourth quartiles, respectively.

Considering the diverse operational and trade profiles among signatories, the Sea Cargo Charter Annual Disclosure Report offers valuable insight into alignment at a vessel category level (Table 4, Figure 9; Table 5, Figure 10).

Many signatories operate within distinct markets, where the unique characteristics of their trade and associated vessels influence their annual activity alignment. These trade-specific factors can exert a considerable influence on the voyage EEOI and, consequently, the signatories' overall alignment. The noticeable variation within the same vessel type and size depicted in Figures 9 and 10 for certain vessel categories is often attributed to outliers, underscoring the greater representativeness of the median values.

Bulk carrier 0-9,999 (dwt)	46.1%	**Liquefied gas tanker 0-49,999 (cbm)**	17.3%
Bulk carrier 10,000-34,999 (dwt)	34.3%	**Liquefied gas tanker 50,000-99,999 (cbm)**	10.0%
Bulk carrier 35,000-59,999 (dwt)	16.6%	**Liquefied gas tanker 100,000-199,999 (cbm)**	33.0%
Bulk carrier 60,000-99,999 (dwt)	12.4%	**Liquefied gas tanker 200,000-+ (cbm)**	No Data Reported
Bulk carrier 100,000-199,999 (dwt)	24.2%	**Oil tanker 0-4,999 (dwt)**	12.4%
Bulk carrier 200,000-+ (dwt)	20.7%	**Oil tanker 5,000-9,999 (dwt)**	0.2%
Chemical tanker 0-4,999 (dwt)	1.2%	**Oil tanker 10,000-19,999 (dwt)**	1.6%
Chemical tanker 5,000-9,999 (dwt)	6.9%	**Oil tanker 20,000-59,999 (dwt)**	2.0%
Chemical tanker 10,000-19,999 (dwt)	27.8%	**Oil tanker 60,000-79,999 (dwt)**	4.8%
Chemical tanker 20,000-39,999 (dwt)	42.1%	**Oil tanker 80,000-119,999 (dwt)**	-3.3%
Chemical tanker 40,000-+ (dwt)	21.9%	**Oil tanker 120,000-199,999 (dwt)**	-2.5%
		Oil tanker 200,000-+ (dwt)	-0.7%

Table 4.

Median voyage alignment by vessel type and size against the 2023 IMO GHG Strategy – Minimum.

Similar to previous years' reported data, smaller categories across all vessel types exhibited lower alignment and greater variation than their larger counterparts. This can be attributed to the wide diversity of ship designs and heterogeneous operating profiles, even within the same vessel type. Consequently, the emissions intensity baseline required serves as a median that may be more or less applicable, depending on the predominant activity within a signatory's overall portfolio. In many instances, the substantial misalignment of voyages undertaken by smaller vessels, which contribute a smaller share of transport work, is mitigated when calculating the weighted average. This occurs as larger vessels inherently boast lower emissions intensity, thus bolstering overall performance.

Bulk carrier 0-9,999 (dwt)	53.2%	**Liquefied gas tanker 0-49,999 (cbm)**	19.8%
Bulk carrier 10,000-34,999 (dwt)	40.8%	**Liquefied gas tanker 50,000-99,999 (cbm)**	12.3%
Bulk carrier 35,000-59,999 (dwt)	22.3%	**Liquefied gas tanker 100,000-199,999 (cbm)**	36.1%
Bulk carrier 60,000-99,999 (dwt)	17.9%	**Liquefied gas tanker 200,000-+ (cbm)**	No Data Reported
Bulk carrier 100,000-199,999 (dwt)	30.3%	**Oil tanker 0-4,999 (dwt)**	17.8%
Bulk carrier 200,000-+ (dwt)	26.6%	**Oil tanker 5,000-9,999 (dwt)**	5.0%
Chemical tanker 0-4,999 (dwt)	3.3%	**Oil tanker 10,000-19,999 (dwt)**	6.6%
Chemical tanker 5,000-9,999 (dwt)	9.1%	**Oil tanker 20,000-59,999 (dwt)**	6.7%
Chemical tanker 10,000-19,999 (dwt)	30.5%	**Oil tanker 60,000-79,999 (dwt)**	9.9%
Chemical tanker 20,000-39,999 (dwt)	45.1%	**Oil tanker 80,000-119,999 (dwt)**	1.4%
Chemical tanker 40,000-+ (dwt)	24.5%	**Oil tanker 120,000-199,999 (dwt)**	2.4%
		Oil tanker 200,000-+ (dwt)	4.1%

Table 5.

Median voyage alignment by vessel type and size against the 2023 IMO GHG Strategy – Striving.

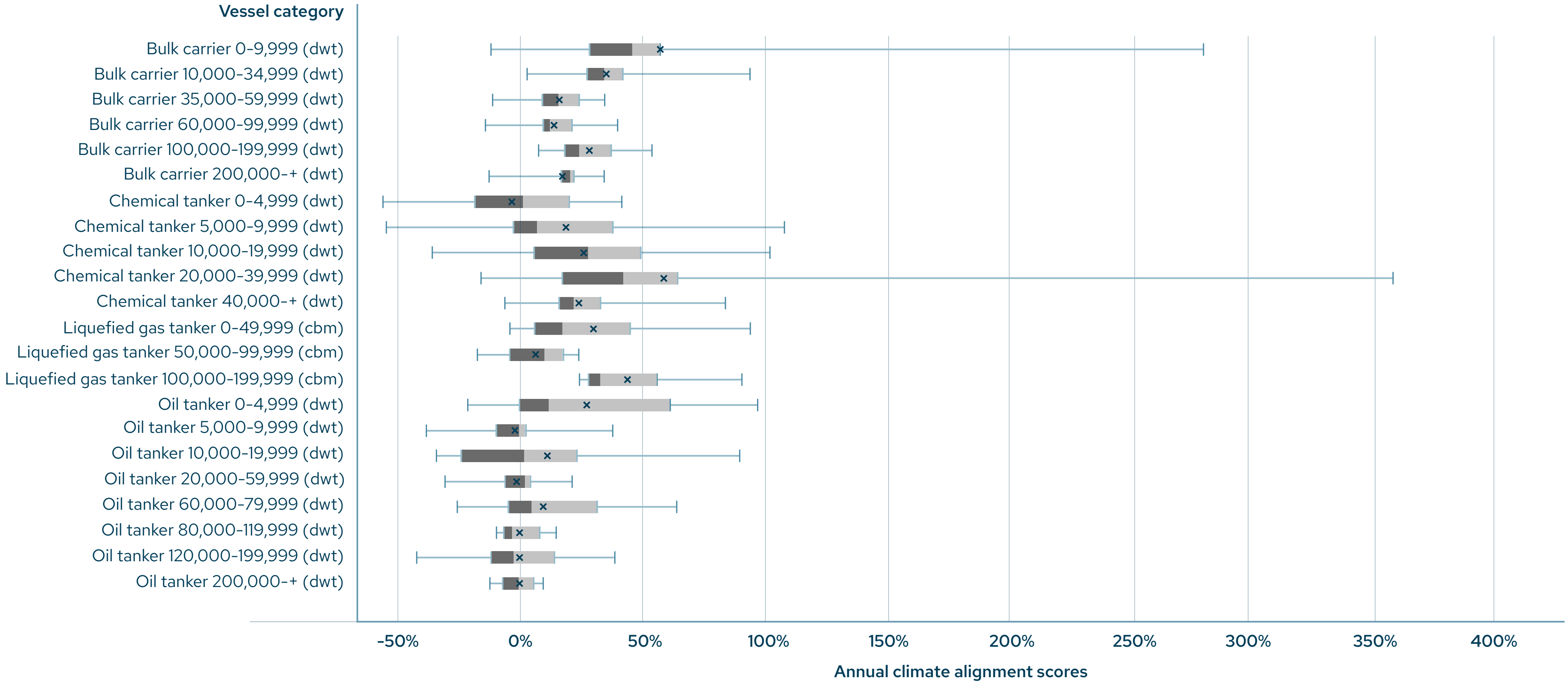


Figure 9.
Box plot illustrating the range of signatory weighted vessel category level alignment against the 2023 IMO GHG Strategy – Minimum.

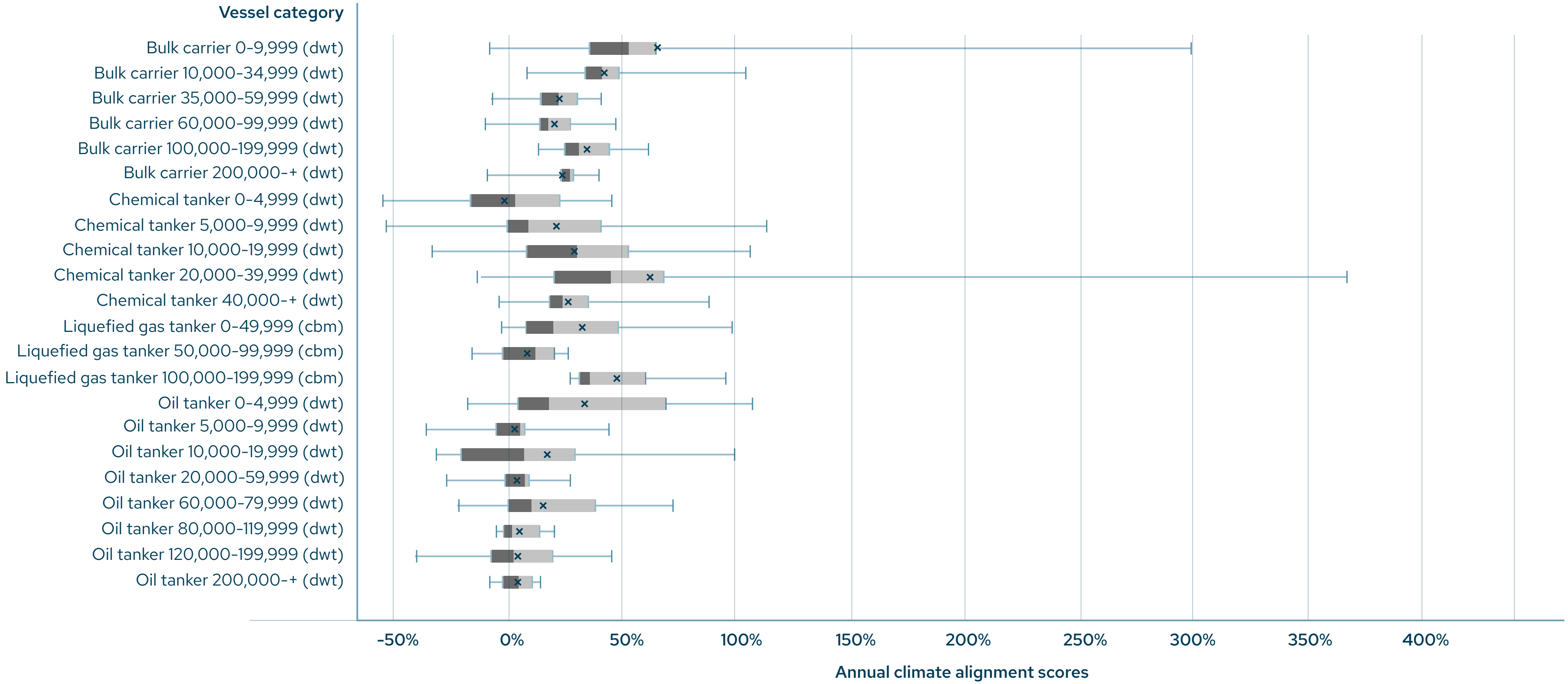


Figure 10.
Box plot illustrating the range of signatory weighted vessel category level alignment against the 2023 IMO GHG Strategy – Striving.

*Upon an internal review after publication, the Mean (average) voyage alignment by vessel type for chemical tankers, have been adjusted to 28.4% for the minimum and 31.2% for the striving.

This year, signatories welcomed the change in ambition by recognising that while for many it resulted in a misaligned alignment score, it provides a more accurate reflection of reality and of what is required to fully decarbonise by 2050. Some signatories expressed how the reporting process and the initiative helped them manage their portfolio in the past year(s) while including climate considerations. For many signatories, gaining insights into the factors exerting the greatest influence on the emissions intensity of voyages within their chartering portfolio was a major benefit of being a part of the Sea Cargo Charter. Highlighted factors include the nature of trade, operational parameters based on ports, commercial operations such as energy-saving retrofit programmes, instructed speed, laden/ballast ratio, and deadweight tonnage utilisation on laden voyages.

While not explicitly cited by signatories as reasons for shifts in their reporting trends, it is noteworthy that changes in reported score trends have also been influenced by alterations in signatories' overall portfolio compositions. Furthermore, geopolitical issues may have once again played a significant role in shaping shipping activity throughout 2023[19].

19 While not explicitly mentioned by signatories, the portfolios' overall climate performance can also be partly attributed to global events such as Russia's war on Ukraine, the effects of normalisation from the impacts of COVID-19 and the situation in the Red Sea and the Panama Canal, leading to disruptions in trade and shipping routes.

	Bulk carriers	Chemical tankers	Liquefied gas tankers	Oil tankers
Median	21.3%	20.0%	21.6%	0.2%
Mean (average)	26.8%	27.2%*	25.8%	4.3%

Table 6.
Median and mean (average) voyage alignment by vessel type against the 2023 IMO GHG Strategy – Minimum.

	Bulk carriers	Chemical tankers	Liquefied gas tankers	Oil tankers
Median	27.1%	22.5%	24.1%	5.0%
Mean (average)	33.0%	29.8%*	28.5%	9.3%

Table 7.
Median and mean (average) voyage alignment by vessel type against the 2023 IMO GHG Strategy – Striving.

The 2024 report highlights that, on average, signatories' overall annual activity in 2023 was misaligned consistently across most vessel types. Oil tankers stood out for their notable performance, achieving an average score of just +4.3% against the minimum trajectory and +9.3% against the striving trajectory. This has been a consistent trend in previous years, which can be partly explained by industry and shipping conditions specific to oil tankers. Liquefied gas tankers witness a deterioration in their performance, achieving an average score of +25.8% against the minimum and +28.5% against the striving trajectories respectively, which can be attributed to the change to a well-to-wake CO_2e emission boundary that accounts for methane slip (on board and upstream) and its associated higher global warming potential. Mean (averages) and median scores for each vessel type can be found in Tables 6 and 7.

Despite the steeper challenge, signatories remain optimistic and committed to delivering on their emission reduction ambitions. Signatories have also signalled strong support for the continuously evolving Sea Cargo Charter framework, which enables them to measure performance against a quantifiable industry standard while collaborating with like-minded progressive peers and supporting the industry in its transition. Similar to previous reports, this year's reported data provides a solid foundation for signatories to utilise and derive strategies to reduce the emissions intensity of their chartering activities and develop compelling business cases for strategic investments and partnerships. These strategies include better energy efficiency and fuel management measures, port-time and vessel speed management, opting for more efficient vessel types, prioritising newer vessels when available and retrofitting older ones when feasible, and entering into long-term charter contracts to distribute benefits.

As the Sea Cargo Charter concludes its third year of reporting, it remains committed to reducing emissions from shipping and increasing transparency. This commitment is demonstrated through increased ambitions, continuous improvements to reporting methodology, embracing emerging scientific evidence, and increasing reporting percentage and verification mechanisms.

Updated signatory climate alignment graph

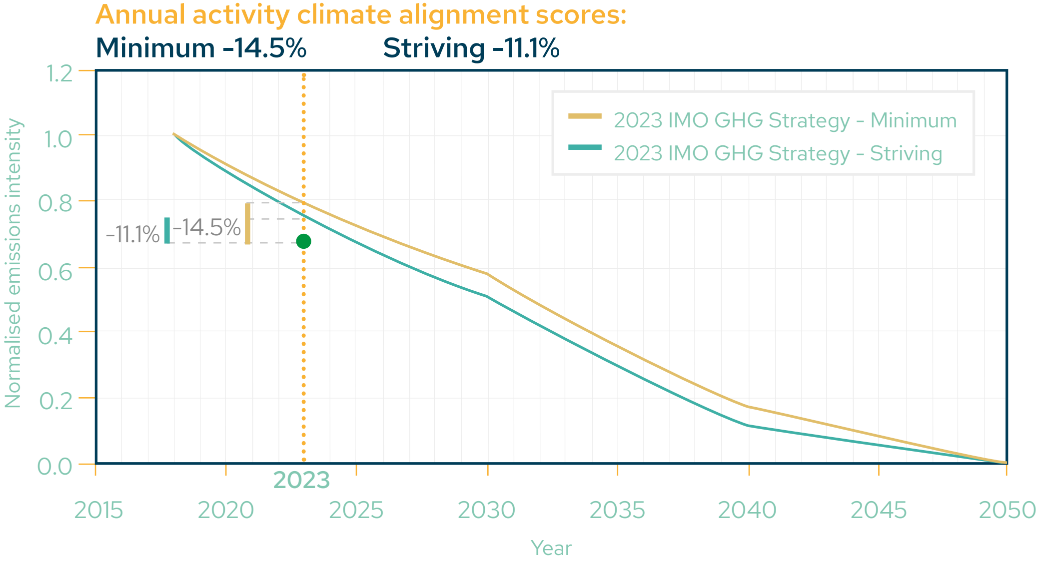


Figure 11.
Example graph for a signatory with aligned climate alignment scores

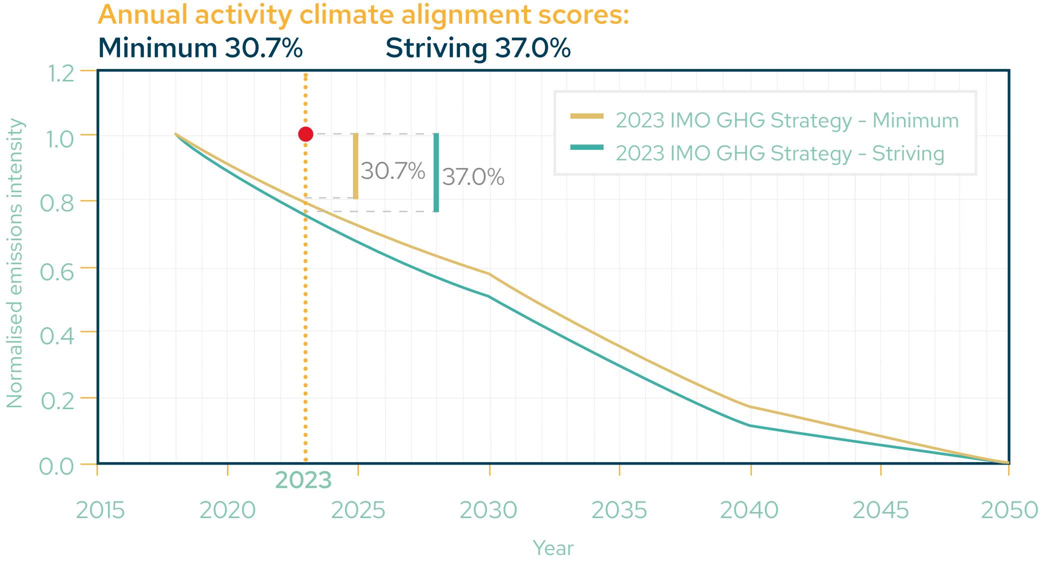


Figure 12.
Example graph for a signatory with misaligned climate alignment scores.

How to read this graph

The lines in Figures 11 and 12 represent the emissions intensity trajectories required to align with their respective IMO ambitions (2023 IMO GHG Strategy minimum and striving) up to 2050. Emissions intensities are plotted on the y-axis and have been normalised against 2018 levels (with 1 indicating the emissions intensity in the base year 2018 and 0 indicating the emissions intensity required in 2050 to reach the IMO ambitions) and the x-axis shows the timeline of the trajectories until 2050 in years.

The red or green dot on the graph indicates the normalised emissions intensity of a signatory's portfolio. Specifically, the distance between this dot and the lines representing each trajectory shows the overall portfolio climate alignment score relative to each trajectory in the reporting year. The exact position of the point is the average of the two values generated when the normalised emissions intensities for the IMO 2023 GHG Strategy minimum and striving trajectories in the reporting year are increased/decreased in line with the signatory's overall portfolio alignment score for each trajectory.

A positive overall portfolio climate alignment score, resulting in a red point above a trajectory, indicates the portfolio is misaligned with this trajectory. Misalignment of a portfolio means the emissions intensity of ships in the portfolio in the given year are, overall, greater than what is required to meet the relevant IMO ambition. A negative or zero overall portfolio alignment score, resulting in a green dot on or below a trajectory, indicates the portfolio is aligned with that trajectory. Alignment of a portfolio means the emissions intensity of ships in the portfolio in the given year are, overall, consistent, or lower than what was required to align with the relevant IMO ambition. Should a dot fall in between the two trajectories it would be aligned with the minimum and misaligned with the striving trajectory.

5. Fulfilling the signatory requirements

ADM

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

In 2023 the Sea Cargo Charter adopted the revised IMO GHG strategy agreed at the MEPC 80 meeting in July 2023. The increased ambition level includes a net zero target by 2050 with minimum interim reduction targets of 20% by 2030 and 70% by 2040. This report marks the first year of benchmarking against the new targets. The results illustrate the high ambition the IMO has set already in the near term.

How does the Sea Cargo Charter influence your business activities and decision-making?

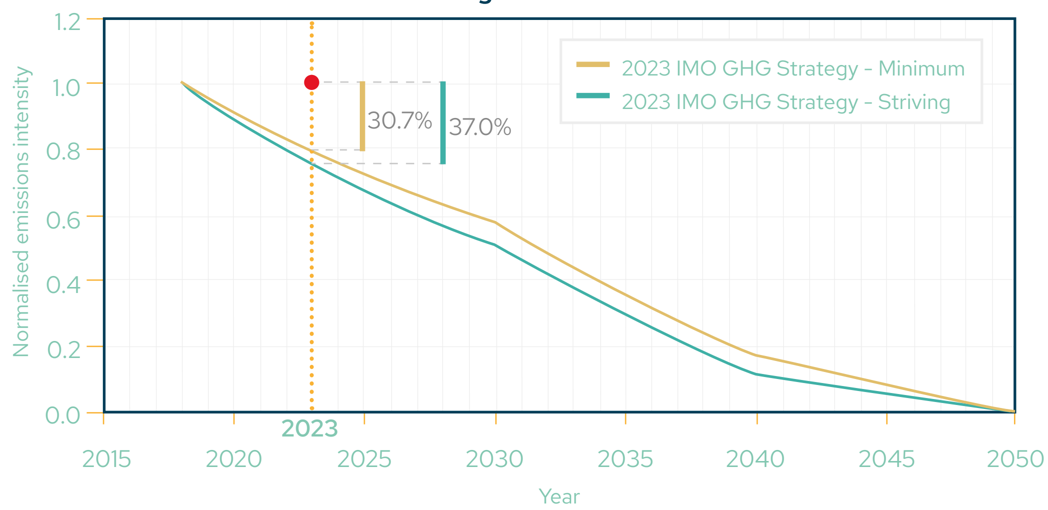
The Sea Cargo Charter and its methodology continue to help ADM in identifying the carbon intensity of its maritime activities. This year's new trajectories mark the start of an increased ambition of the Sea Cargo Charter, which will further positively influence our decisions in our owned-, time- and voyage charter activities.

ADM welcomes Sea Cargo Charter's adoption of the updated IMO Green House Gas strategy. This is a much-needed move in order to increase the ambition of the maritime industry and reach net zero by 2050. It will be a long journey for the industry and more action is needed, but we are moving in the right direction.

Hans-Christian Jensen, Director, Global Ocean Freight

Annual activity climate alignment scores:

Minimum 30.7% **Striving 37.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	43.0%	49.9%
10000-34999 dwt	40.1%	46.9%
35000-59999 dwt	32.5%	38.9%
60,000-99,999 dwt	30.7%	37.1%
100,000-199,999 dwt	53.8%	61.3%
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	6.4%	8.7%
10,000-19,999 dwt	-36.3%	-35.0%
20,000-39,999 dwt	-0.7%	1.4%
40000-+ dwt	-3.8%	-1.8%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Excluded	Included

Alvean Sugar SL

Founding signatory as of January 2023
Reporting period: Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Alvean is proud to share this primary Sea Cargo Charter climate alignment disclosure. This report is the first step in Alvean's commitment to contribute actively to worldwide carbon emissions reduction, through its shipping activities.

We do believe this first score is an encouraging sign that Alvean is already well placed to follow the downward trend of carbon emissions reduction targeted by the Association going forward.

How does the Sea Cargo Charter influence your business activities and decision-making?

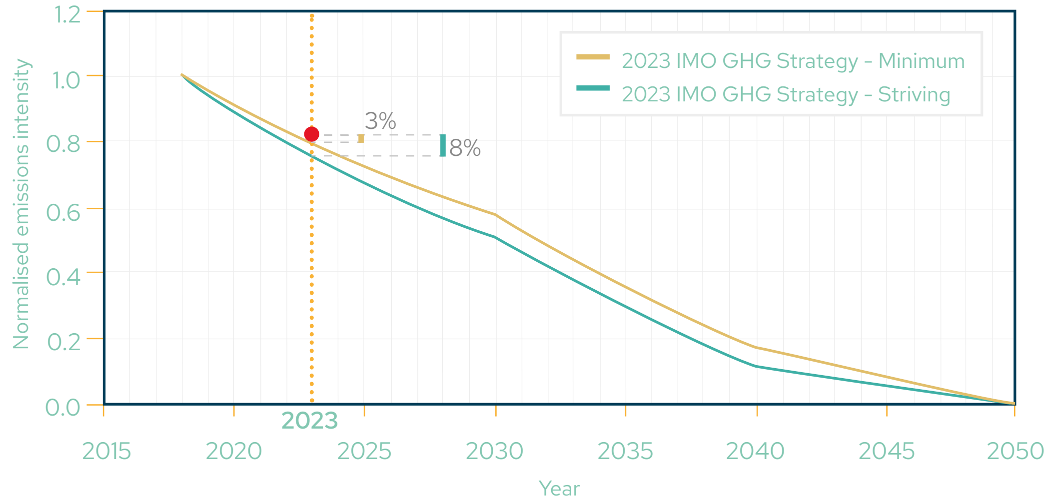
This first reporting exercise helped raising awareness of the impact of carbon emissions on Alvean trade flows within our organisation.

The EEOI has already become an important indicator within the company; it is likely to be taken into account even more when making future business decisions at micro or macro levels. The Sustainability Team of Alvean is currently working on some recommendations in that regard.

> **As part of its global Sustainability improvement journey, Alvean has decided to formally commit taking concrete actions to be part of the carbon emissions reduction trend.**
> **Joining the Sea Cargo Charter initiative is one of Alvean's testimonies to contribute to building a more sustainable world.**
>
> Julien Windhouwer, General Counsel
> Regis Leonhard, Global Head of Treasury & STF

Annual activity climate alignment scores:

Minimum 3.0% **Striving 8.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	31.1%	37.4%
35000-59999 dwt	12.2%	17.6%
60,000-99,999 dwt	-6.6%	-2.0%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**

Amaggi Suisse SA

Signatory as of March 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

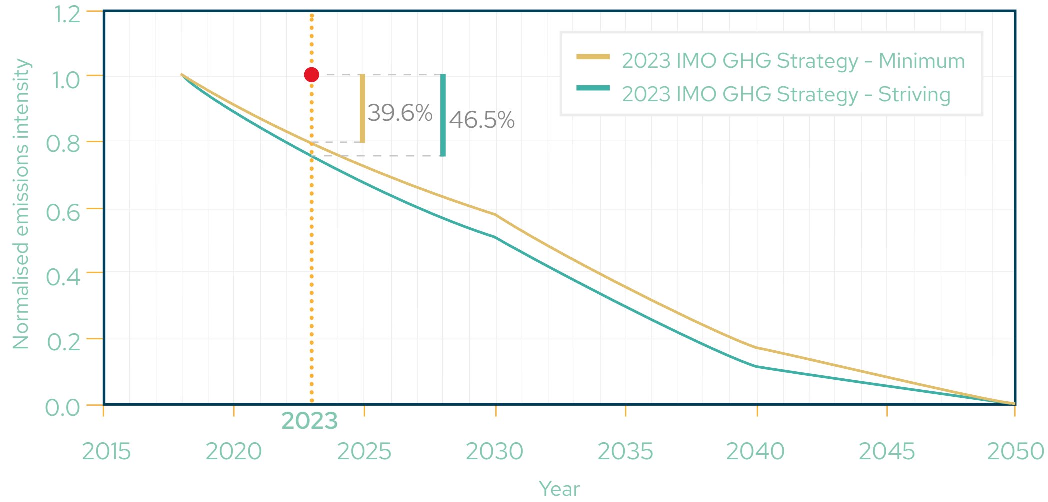
This year, our operational performance was impacted by several factors, notably the increase in vessel volume and extended laden and ballast legs. Additionally, our frequent operations in draft-restricted ports significantly affected our exposure due to limitations in vessel size. Moving forward, it's essential for us to strategize effectively to mitigate these challenges and enhance our climate alignment.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter significantly shapes our business decisions, fitting seamlessly with Amaggi's carbon reduction commitment. This year, its revised methodologies marked a turning point, prompting us to eagerly engage with peers to share insights and contribute best practices. As the Charter, alongside EEOI and Climate Alignment, becomes a common language across our organization and with counterparts, it offers a credible framework to quantify and monitor progress. We anticipate leveraging this collective effort to drive tangible results in achieving our shared sustainability goals.

> We've encountered a significant challenge with trajectory calculations this year. Initially, Amaggi was projected to be slightly over for 2023 compared to old baselines, despite our considerable efforts. However, due to the recalibration of well-to-wake data to 2018, we're now facing a substantial deviation.
>
> Francesco Gargiulo, Senior Freight Trader

Annual activity climate alignment scores:
Minimum 39.6% **Striving 46.5%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	66.0%	74.4%
35000-59999 dwt	31.7%	38.1%
60,000-99,999 dwt	40.1%	46.9%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	13.0%	15.4%
20,000-39,999 dwt	66.3%	69.7%
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Included**	**Not Applicable**

Anglo American

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

At Anglo American, we continue to explore options available to us with a view to build a safe, sustainable shipping business. With the full fleet of 10 dual-fuelled LNG Capesize+ vessels (known as the Ubuntu fleet) fully operational since March 2024, we can expect to see further improvements in future performance scores.

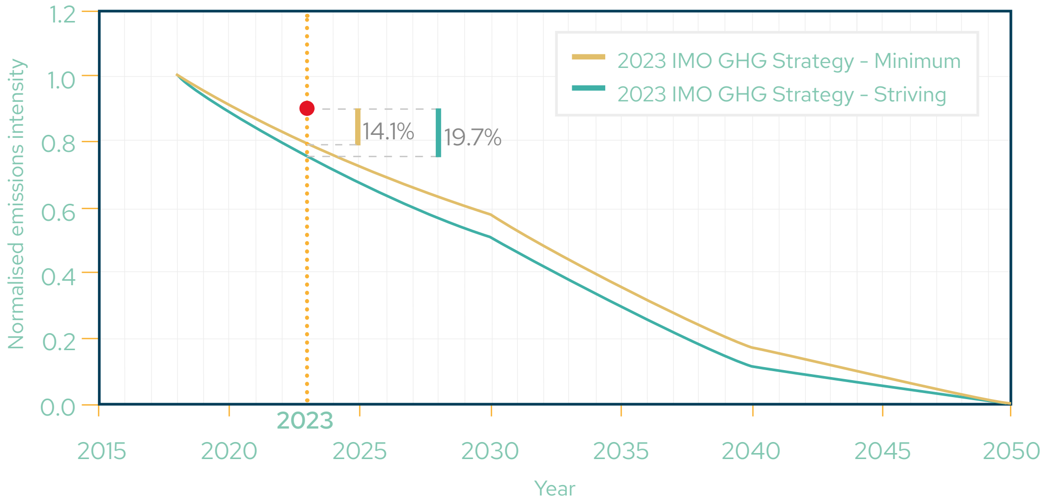
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter continues to be an integral part of our business processes, creating transparency for our ocean freight voyages and paving the way for collaboration with like-minded partners in the ecosystem.

> **A critical part of Anglo American's ocean freight decarbonisation plan is transparent and robust reporting of our progress and performance to date. The Sea Cargo Charter is a key component of our reporting framework and we applaud any and all efforts by industry partners in supporting the decarbonisation push.**
>
> Peter Lye, Head of Shipping

AngloAmerican

Annual activity climate alignment scores:
Minimum 14.1% Striving 19.7%



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	35.9%	42.6%
35000-59999 dwt	-11.2%	-6.9%
60,000-99,999 dwt	5.7%	10.8%
100,000-199,999 dwt	18.6%	24.4%
200000-+ dwt	20.7%	26.6%
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	108.5%	112.8%
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Not Applicable

Bunge

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The Sea Cargo Charter climate alignment curve has been adjusted to match the IMO decarbonisation ambition transpiring the urgent need of the industry to deepen efforts in finding large scale solutions.

How does the Sea Cargo Charter influence your business activities and decision-making?

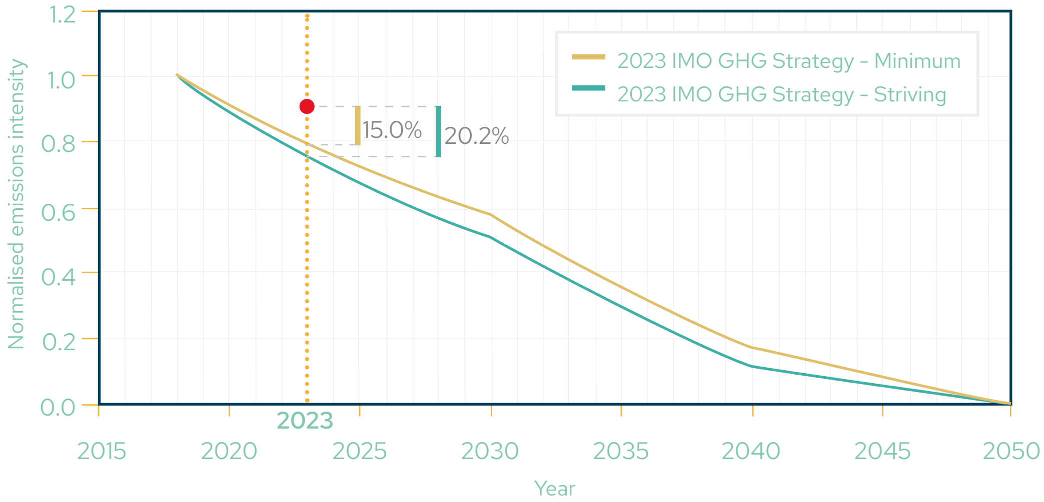
The Sea Cargo Charter continues bringing the necessary transparency allowing for data driven decisions in our chartering and operational activities.

The Sea Cargo Charter framework and data continue to enable our decisions for reducing our ocean freight GHG emissions.

Marcio Valentim Moura, Sr Global Logistics Director

Annual activity climate alignment scores:

Minimum 15.0% **Striving 20.2%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	56.9%	64.4%
10000-34999 dwt	27.0%	33.2%
35000-59999 dwt	16.0%	21.6%
60,000-99,999 dwt	18.9%	24.6%
100,000-199,999 dwt	13.7%	19.2%
200000-+ dwt	21.7%	27.6%
Chemical tanker		
0-4,999 dwt	1.2%	3.3%
5,000-9,999 dwt	-10.6%	-8.8%
10,000-19,999 dwt	-14.0%	-12.2%
20,000-39,999 dwt	4.4%	6.5%
40000-+ dwt	-6.4%	-4.4%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**

Cargill Ocean Transportation

Cargill — Helping the world thrive

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

For 2023 we continued to maintain a consistent trend of emissions reduction, with a 3.2% decrease from 2022 for the new minimum trajectory and 2% for the new striving trajectory. The big difference this year is the change in trajectory, and for bulk carriers in particular this trajectory is significantly more onerous than the previous trajectory used up to 2022, resulting in larger misalignments compared to previous years. Slow steaming has again contributed to the improved results in 2023, together with our decarbonisation efforts including our biofuels, energy saving retrofit program, various operational efficiencies, and voyage optimisation initiatives.

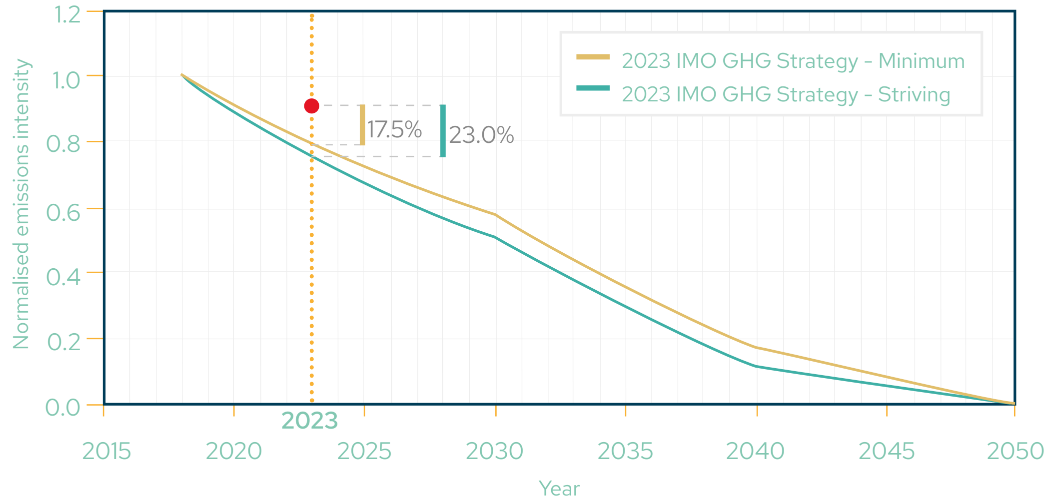
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter provides us with a transparent and consistent framework to track and disclose the carbon intensity of our fleet based on the SCC's trajectory, which is aligned with the IMO's new ambition to achieve net-zero GHG emissions in the shipping industry by 2050. The SCC, EEOI and climate alignment have become a common language used across all levels of our business and increasingly with our counterparties. We work closely with our customers to help them achieve their own decarbonisation goals, and the SCC provides a credible methodology for us to quantify and monitor progress. The SCC also continues to drive us to improve our emissions data quality and granularity, and our in-house digital emissions monitoring systems enable us to monitor the SCC results instantly throughout the year.

> It's been an exciting year for the industry with many new experiments hitting the water, and Cargill is taking bold steps as a first mover with several of these. Despite the year-on-year EEOI improvements of our fleet, we're still misaligned to the SCC trajectories, illustrating the immense task of truly decarbonising the maritime industry and meeting the IMO's targets. We remain committed to collaborating with partners, to exploring new technologies and to preparing for future scale up.
>
> Eman Abdalla, Global Operations Director

Annual activity climate alignment scores:

Minimum 17.5% **Striving 23.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	45.3%	52.3%
10000-34999 dwt	28.5%	34.7%
35000-59999 dwt	20.2%	26.1%
60,000-99,999 dwt	16.4%	22.0%
100,000-199,999 dwt	17.9%	23.6%
200000-+ dwt	13.9%	19.5%
Chemical tanker		
0-4,999 dwt	-10.1%	-8.2%
5,000-9,999 dwt	-3.4%	-1.4%
10,000-19,999 dwt	-0.1%	2.0%
20,000-39,999 dwt	17.3%	19.7%
40000-+ dwt	17.2%	19.7%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	-38.6%	-35.6%
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	-25.8%	-22.2%
80,000-119,999 dwt	-4,0%	0,7%
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Excluded**	**Not Applicable**

Chevron Shipping Company

Signatory as of November 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

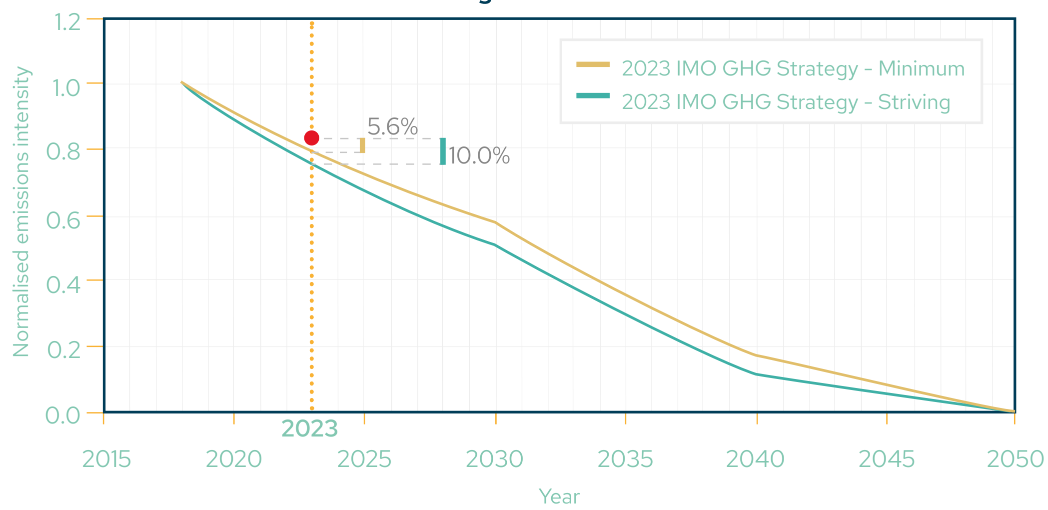
Chevron Shipping Company is pleased to report our climate alignment score for a second time. The change in reporting methodology to Well-to-Wake has shifted our score from -21.1% last year to 5.6% this year. The new reporting methodology does offer a more comprehensive view which expands the possibilities for improvements. Our journey in lowering our carbon intensity of our operations continues.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter continues to be an important tool in our business decision-making. Insights from the Sea Cargo Charter have helped drive investment in increasing the efficiency of our LNG fleet. We look forward to seeing the results as these retrofit projects are delivered.
Maintaining the integrity of high-quality reporting data continues to be important as it lays the groundwork for improving decision making and lowering carbon within our operations.

> **The Sea Cargo Charter is a vital organization that is facilitating the direction for lowering the carbon intensity of the maritime sector. We are following the standards of the Sea Cargo Charter framework which improves our greenhouse gas reporting and supports us in achieving our lower carbon goals. By embracing such frameworks, we aim to show our dedication to environmental responsibility.**
>
> Barbara Pickering, President

Annual activity climate alignment scores:
Minimum 5.6% **Striving 10.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	39.4%	42.3%
10,000-19,999 dwt	102.2%	106.4%
20,000-39,999 dwt	357.8%	367.3%
40000-+ dwt	33.8%	36.6%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	3.0%	5.1%
50,000-99,999 dwt	-11.5%	-9.7%
100,000-199,999 dwt	55.8%	59.6%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	-9.7%	-5.3%
10,000-19,999 dwt	-34.5%	-31.3%
20,000-59,999 dwt	-0.6%	4.2%
60,000-79,999 dwt	8.8%	14.1%
80,000-119,999 dwt	14.6%	20.1%
120,000-199,999 dwt	-16.3%	-12.2%
200,000-+ dwt	-6.9%	-2.3%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Included

Partial submission - Partial submission - the following is excluded from reporting: chemical parceling

COFCO International

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Our 2023 climate alignment score was +11.5% (in terms of the minimum trajectory) or +16.9% (in relation to the striving trajectory). We recognise that our score has declined compared to our 2022 score of +8.9%, primarily due to the fact that we no longer charter vessels over 200,000 dwt, the category in which we had performed better. We remain committed to decarbonising our maritime freight operations, in line with the SCC's ambitions and our own climate strategy, and recognise the importance of monitoring and improving GHG emissions in achieving our goals. In particular, we are continuously exploring cleaner fuels and technologies, and optimising routes for better fuel efficiency.

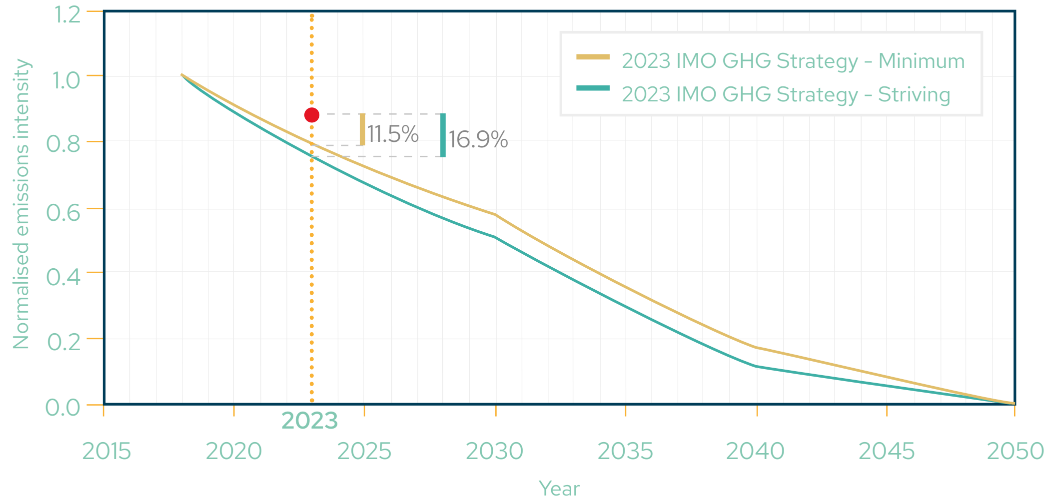
How does the Sea Cargo Charter influence your business activities and decision-making?

Committing to the Sea Cargo Charter forms part of our own ambitions to lower our GHG emissions and adopt cleaner fuels. We recognise the importance of a robust emissions monitoring framework for our business and industry to achieve global freight decarbonisation goals. It may also provide further opportunities to collaborate towards shared climate action goals, while delivering greater transparency to our stakeholders. In 2023, we increased the portion of the activities we report from 65% to 77%, gaining improved visibility. This was achieved through charter party clauses for voyage data reporting, ensuring that ship owners provide us with fuel emission reports upon request. In 2024, the data used to compile our 2023 SCC scores have undergone an external audit. In this way, we aim to better manage our GHG emissions monitoring and reporting.

> **The Sea Cargo Charter provides an important way for our business to raise its performance on monitoring maritime freight GHG emissions, enabling us to take further action towards our climate goals and contribute to more sustainable food supply chains.**
>
> Jian Zhang, Global Head of Freight

COFCO INTL

Annual activity climate alignment scores:
Minimum 11.5% **Striving 16.9%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	34.3%	40.8%
35000-59999 dwt	8.9%	14.2%
60,000-99,999 dwt	10.3%	15.6%
100,000-199,999 dwt	31.7%	38.1%
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Not Applicable	Not Applicable

Copenhagen Commercial Platform (CCP)

Founding signatory as of January 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

CCP is pleased to report our Climate Alignment Score for the third time. The structured collection of emission data and transport-work has provided CCP with valuable insights into the carbon footprint of the fleet of bulk carriers, we operate on behalf of shipowners.
We can confirm that the Climate Alignment Score for a vessel is heavily influenced by the commercial operation of the vessel, such as instructed speed, laden/ballast ratio, and DWT utilisation on laden voyages.

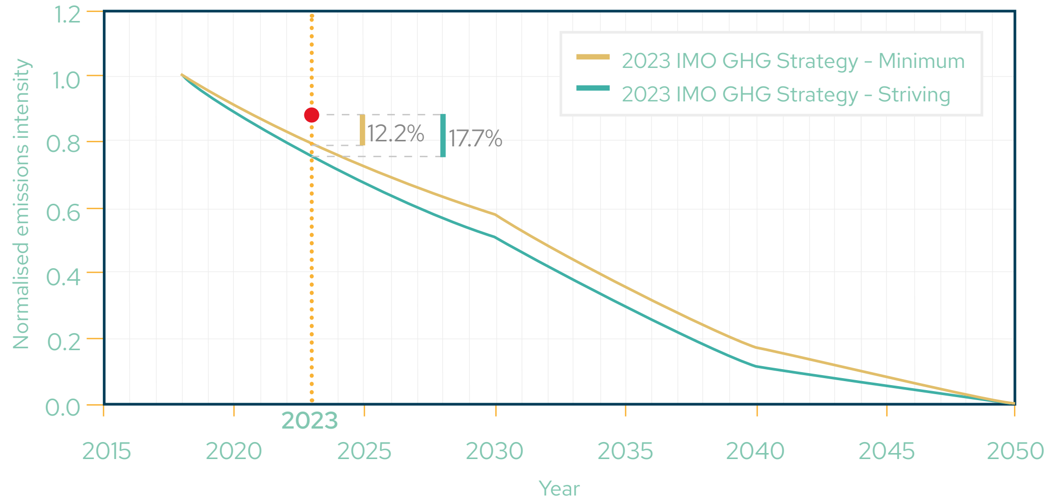
How does the Sea Cargo Charter influence your business activities and decision-making?

The Climate Alignment Score obtained in 2023, provide CCP with the information and data, that enables us to facilitate discussion between shipowners and charterers on how to reduce the carbon footprint on ship and fleet level. CCP will also urge shipowners and charterers to set common goals for Climate Alignment Scores for 2024.

> **CCP is proud to be part of the Sea Cargo Charter and we view the initiative as an important contribution in the decarbonisation of shipping. CCP is committed to transparently report the Climate Alignment Score on behalf of our clients and we will assist shipowners and charterers in reducing the carbon footprint of their shipping operation.**
>
> Christian Bonfils, Chief Executive Officer

CCP
COPENHAGEN COMMERCIAL PLATFORM

Annual activity climate alignment scores:
Minimum 12.2% **Striving 17.7%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	8.8%	14.1%
100,000-199,999 dwt	41.8%	48.7%
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Not Applicable**	**Not Applicable**	**Not Applicable**

Dow

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The new WTW trajectories represent a significant step towards more complete visibility of our bulk marine carbon footprint. While our TTW emissions remained consistent versus last year, the new WTW trajectories clearly highlight the magnitude of the challenge. Achieving our climate objectives will require unparalleled innovation and cooperation with our logistics and business partners.

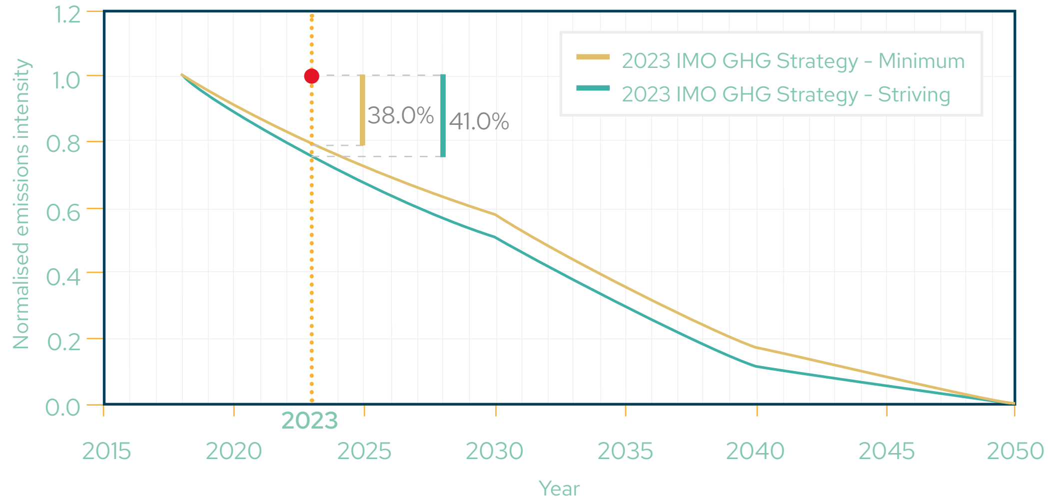
How does the Sea Cargo Charter influence your business activities and decision-making?

Sea Cargo Charter data was key to helping us formulate our emission reduction strategy and identify key actions and opportunities. It enabled us to engage our carriers and internal business units in a more meaningful and data-driven way. Further, as we operate in a dynamic environment with many global challenges, Sea Cargo Charter data remains a key tool helping us to assess the impact of these challenges, make appropriate adjustments, and measure the results.

Many thanks for the diligent efforts of our Dow team and for the cooperation from our carriers. This report represents an impressive team effort that has delivered important insights we can turn into actions. While we have a long way to go on our carbon journey, we remain resolute in our ambition to be the most innovative, customer centric, inclusive, and sustainable materials science company in the world.

Lance Nunez, Global Marine Director

Annual activity climate alignment scores:
Minimum 38.0% **Striving 41.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	30.5%	33.3%
5,000-9,999 dwt	79.7%	83.4%
10,000-19,999 dwt	46.3%	49.3%
20,000-39,999 dwt	28.2%	30.9%
40000-+ dwt	83.9%	87.7%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	94.1%	98.1%
50,000-99,999 dwt	-17.8%	-16.1%
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	-21.7%	-17.9%
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	-30.8%	-27.5%
60,000-79,999 dwt	64.0%	71.9%
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Not Applicable	Not Applicable

DS Norden

NORDEN

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

In 2023, NORDEN reduced emissions significantly compared to 2022. Driven by a busy dry cargo market, we saw emissions increase in 2022 and to counter this, we during 2023 introduced a handful of energy efficiency initiatives, which have improved our overall operational efficiency by 6%.

How does the Sea Cargo Charter influence your business activities and decision-making?

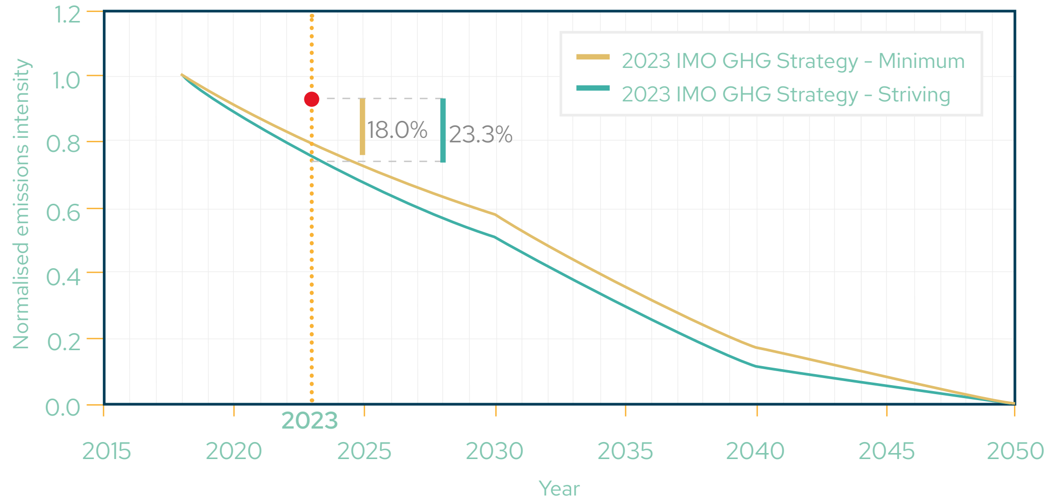
To get a full picture of NORDEN's operational emissions, we have during 2023 focused on collecting full data from NORDEN operated vessels. With a structured approach to emissions data, NORDEN can thereby evaluate actions to improve our operational efficiency and further reduce emissions. Being able to measure the impact of our actions is key to building a roadmap towards a zero emissions operation in 2050.

At NORDEN, our focus is to decarbonise our customers' supply chains. This requires action both in the short term and the longer-term and a focus on creating lasting change in the industry. Being part of the Sea Cargo Charter is part of that journey.

Henrik Røjel, Head of Decarbonisation & Climate Solutions

Annual activity climate alignment scores:

Minimum 18.0% **Striving 23.3%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	280.1%	298.5%
10000-34999 dwt	27.5%	33.6%
35000-59999 dwt	10.8%	16.2%
60,000-99,999 dwt	18.1%	23.8%
100,000-199,999 dwt	50.3%	57.6%
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	143.0%	148.0%
40000-+ dwt	26.5%	29.1%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	6.4%	11.6%
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Not Applicable**	**Included**	**Included**

Eagle Bulk

Signatory as of November 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

We welcomed the Sea Cargo Charter's decision to align its trajectory with the IMO's revised greenhouse gas strategy and to consider a full lifecycle approach to greenhouse gas emissions. The more ambitious trajectories are naturally more challenging to meet, but we are encouraged by how close our TC-In fleet performed to the new trajectories in our first reporting year working with these new targets in place.

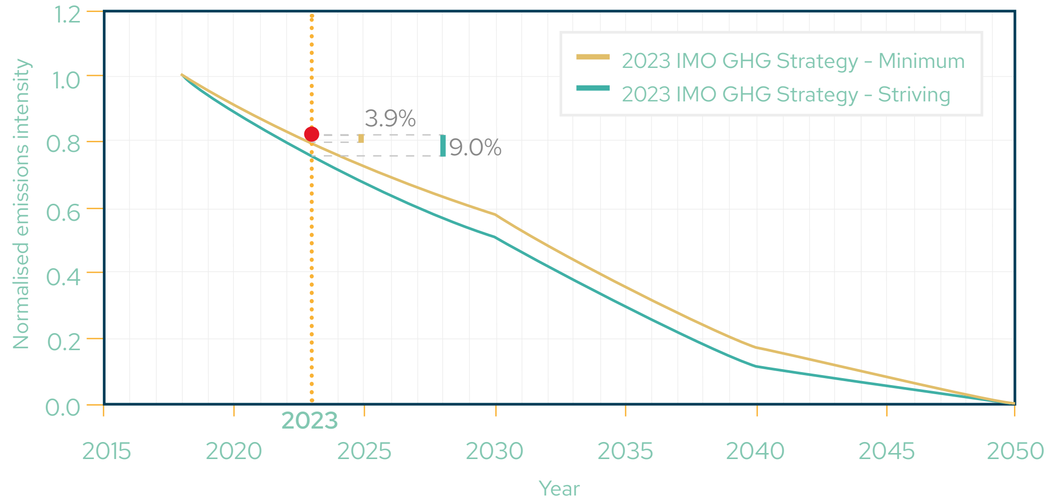
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter allows stakeholders across the shipping value chain to use the same language to understand climate alignment performance against a transparent benchmark. The use of an EEOI metric (as opposed to an AER metric) to determine climate alignment is intuitive and has allowed Eagle Bulk to utilise efficiency improvement initiatives such as cargo intake optimisation, optimal speed selection, and routing optimisation to improve voyage efficiency.

> We are pleased to report our third annual Sea Cargo Charter climate alignment score.
>
> Gary Vogel, CEO

Annual activity climate alignment scores:

Minimum 3.9% **Striving 9.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	19.5%	25.3%
60,000-99,999 dwt	0.5%	5.4%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Excluded**

Equinor

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

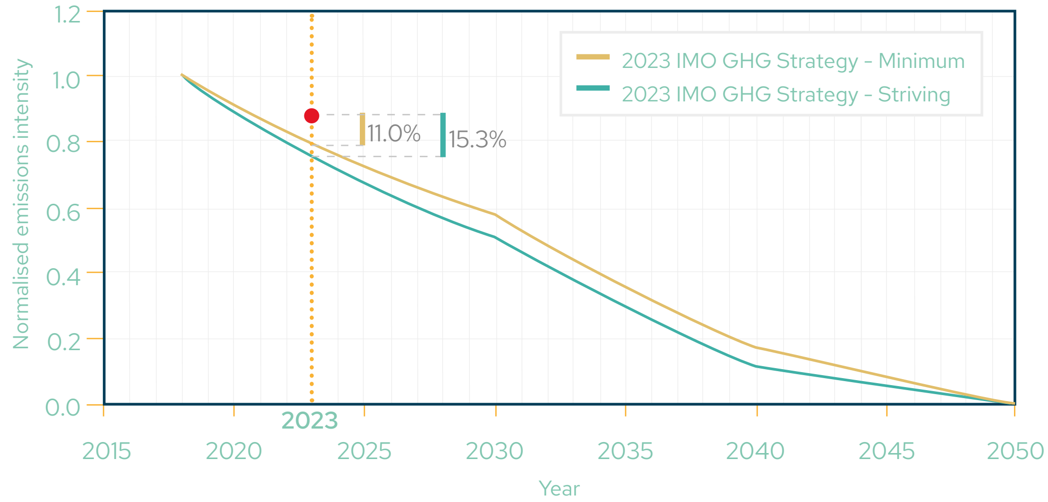
Equinor's 2023 climate alignment scores, while impacted by the shift to Well-to-Wake emissions accounting and strict alignment trajectories, demonstrate our strong commitment to the Sea Cargo Charter's goals. The misalignment in trajectories highlights the complexity of decarbonising shipping operations and the need for increased efforts and innovations in our strategies for reducing emissions. Recognising areas that fall short allows us to focus efforts more effectively and underscores the importance of continuous improvement. We are in favor of the Sea Cargo Charter becoming more ambitious, believing that updated benchmarks aligned with global climate objectives will improve decision-making and industry progress. Our scores serve as a reminder that the path to decarbonisation is not linear, and each step we take is crucial for creating a sustainable shipping future. This journey requires solid action plans, investment in next-generation technologies, and an openness to transformative change.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter remains an essential framework guiding Equinor's commitment to sustainable shipping. It influences our business by enabling clear benchmarks and enabling us to measure our progress against industry-leading standards. The Charter's changing requirements, like the recent update to Well-to-Wake emissions accounting, encourage us to constantly improve and come up with innovative solutions. This drives our investment in cleaner technologies and fuels, strategies for operational efficiency, and collaborations for sector-wide change.

> **Equinor is committed to navigate the complex path of maritime decarbonisation, applying the Sea Cargo Charter as a guide for sustainable advancement and industry collaboration. By uniting with industry peers through the Charter, we are moving towards more responsible shipping, valuing every insight gained and shared in our collective journey.**
>
> Heidi Aakre, Vice President

Annual activity climate alignment scores:
Minimum 11.0% **Striving 15.3%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	56.1%	63.7%
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	41.7%	44.6%
5,000-9,999 dwt	41.2%	44.2%
10,000-19,999 dwt	46.0%	49.0%
20,000-39,999 dwt	115.3%	119.8%
40000-+ dwt	20.3%	22.9%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	17.3%	19.8%
50,000-99,999 dwt	10.0%	12.3%
100,000-199,999 dwt	91.0%	95.0%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	17.2%	22.9%
10,000-19,999 dwt	89.5%	98.8%
20,000-59,999 dwt	21.0%	26.9%
60,000-79,999 dwt	-18.5%	-14.5%
80,000-119,999 dwt	-2.6%	2.1%
120,000-199,999 dwt	38.7%	45.4%
200,000-+ dwt	-12.6%	-8.3%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Included**	**Not Applicable**

Global Chartering Limited

Global Chartering

Global Chartering is a joint venture between ArcelorMittal and Drylog

Signatory as of January 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

We are happy with our overall climate alignment score and will need to continue to increase our efforts for reducing GHG as the updated continuous trajectories will make it difficult for dry bulk vessels to achieve their required intensity. Data accuracy plays important part of climate alignment score and there has been increase in our effort for collection of accurate data related to CO_2 emission for each voyages. Sea Cargo Charter climate alignment calculation support and data collection template provided can be further simplified and made more user friendly.

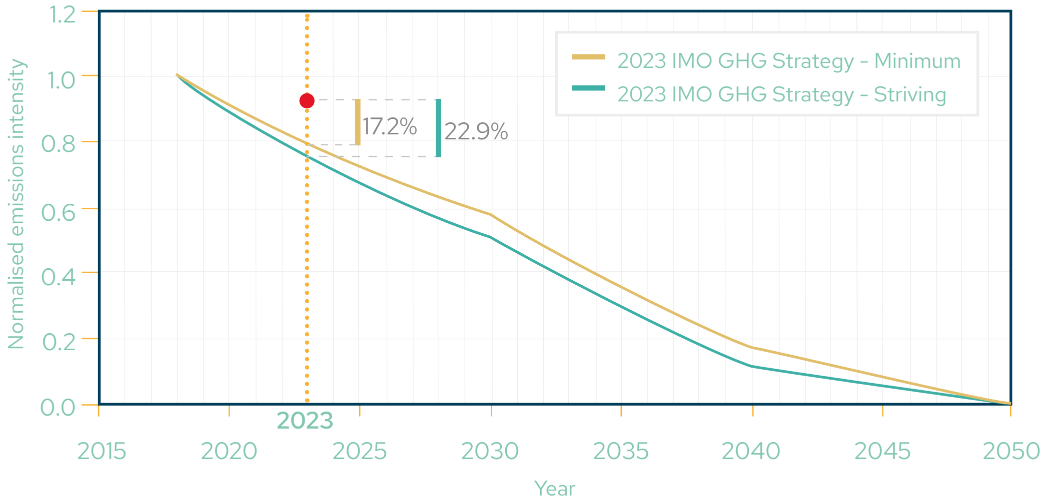
How does the Sea Cargo Charter influence your business activities and decision-making?

Sea Cargo Charter guides us to assess better our present position and strategies for our fleet to align with IMO targets. It gives awareness in the Shipping fraternity that we care about climate change and conscious on how to reduce CO_2 emission.

> We are very happy to report our 2023 annual Sea Cargo Charter climate alignment score. We are implementing various energy saving measures to improve climate alignment score which will reflect in coming years. We are also removing older and less fuel efficient tonnage and more fuel efficient tonnage is being added to fleet.
>
> Nitin Mehrotra, General Manager

Annual activity climate alignment scores:

Minimum 17.2% **Striving 22.9%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	27.6%	33.8%
100,000-199,999 dwt	7.7%	13.0%
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Not Applicable	Excluded	Included

Golden-Agri Maritime Pte Ltd

Signatory as of March 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

We are pleased to report our climate alignment score. Sustainability is an integral part of our ecosystem and we are happy to implement changes and track progress.

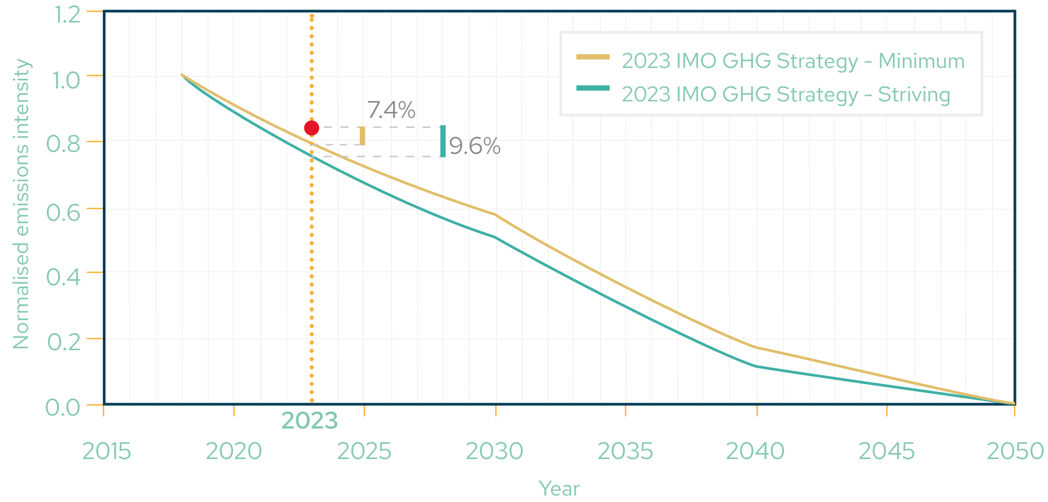
How does the Sea Cargo Charter influence your business activities and decision-making?

Knowing our footprint allows us to create awareness, set goals, and work towards lowering our emissions.

> **We believe that very soon all customers will demand to know the GHG footprint of their products and we want to be one step ahead. The future is here.**
>
> Bjorn Stignor, Managing Director

Annual activity climate alignment scores:

Minimum 7.4% **Striving 9.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	-26.3%	-24.7%
5,000-9,999 dwt	-1.6%	0.5%
10,000-19,999 dwt	11.5%	13.8%
20,000-39,999 dwt	18.6%	21.1%
40000-+ dwt	4.3%	6.5%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Not Applicable	Included

Gunvor Group / Clearlake Shipping

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

It is a guiding tool for aligning the efficiency of shipping activities.

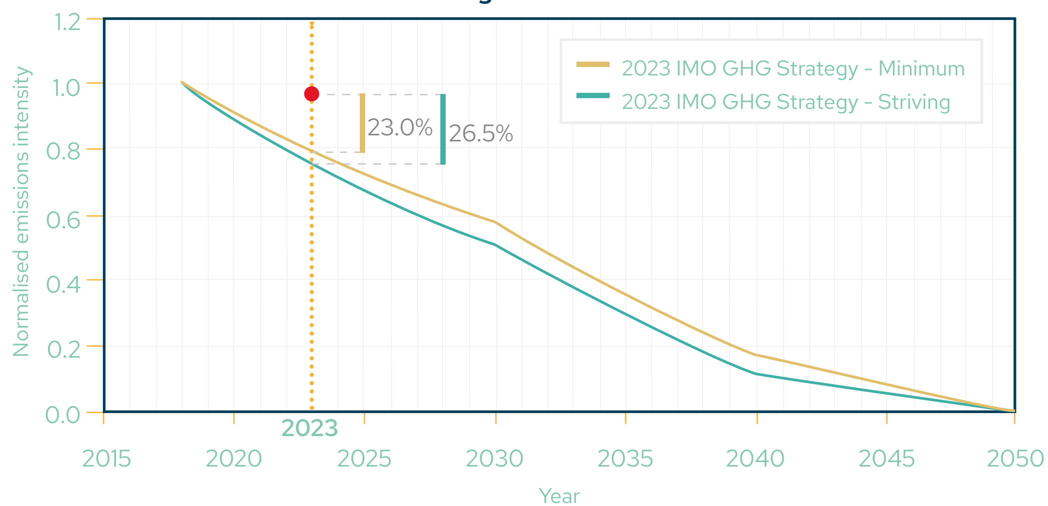
How does the Sea Cargo Charter influence your business activities and decision-making?

Sea Cargo Charter is driving the chartering activities to align with the committed climate alignment.

Aligning with natural forces increases cost efficiency and makes the shipping industry sustainable.

Capt Siva Mani Raaj, Managing Director

Annual activity climate alignment scores:
Minimum 23.0% Striving 26.5%



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	-9.9%	-8.0%
5,000-9,999 dwt	6.9%	9.1%
10,000-19,999 dwt	56.5%	59.7%
20,000-39,999 dwt	46.7%	49.7%
40000-+ dwt	31.9%	34.6%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	19.5%	22.0%
100,000-199,999 dwt	28.0%	31.1%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	-2.4%	2.4%
10,000-19,999 dwt	-9.3%	-4.9%
20,000-59,999 dwt	-5.5%	-0.9%
60,000-79,999 dwt	31.4%	37.8%
80,000-119,999 dwt	-4.7%	-0.1%
120,000-199,999 dwt	-0.6%	4.3%
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Excluded**

Heidelberg Materials Trading

Signatory as of March 2023
Reporting period: Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Since this is the initial report we have submitted since becoming a signatory of the Sea Cargo Charter, we will analyse the result against the outcome of the submissions by our peer-group to establish our performance.

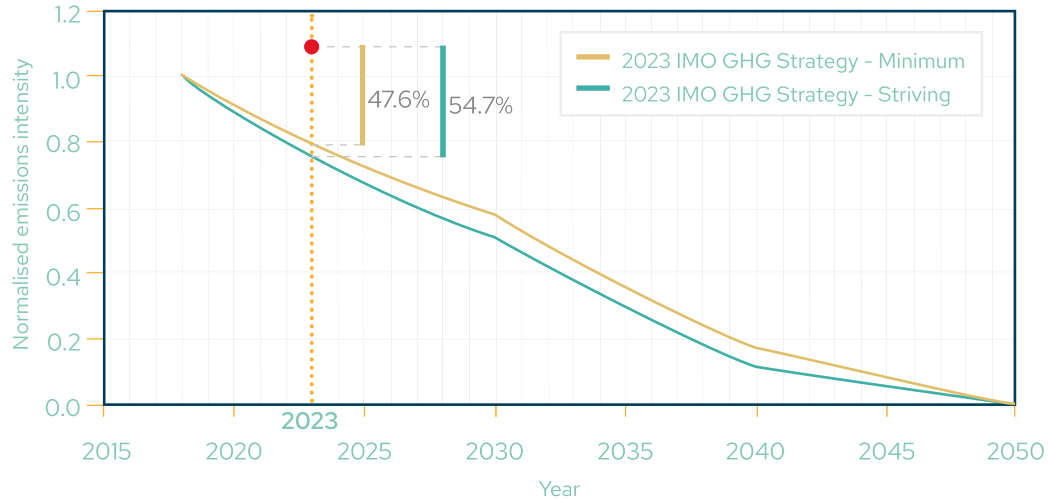
How does the Sea Cargo Charter influence your business activities and decision-making?

First and foremost, we will use the results of this reporting to analyse our performance. Once we have reliably established that, we can then assess which measure we can take to improve our score going forward.

*Upon an internal review after publication, Heidelberg Materials Trading has adjusted the submitted annual activity climate alignment scores to 3.6% for the minimum trajectory and 8.7% for the striving trajectory. The adjusted scores for their bulk carrier fleet in ascending order of the four submitted size categories from 0 to 99,999 DWT are: 41.9% / 27.4% / 6.8% / -12.2% for the minimum trajectory and 48.8% / 33.6% / 12.0% / -7.9% for the striving trajectory.

> The reporting principles of the Sea Cargo Charter enables us to assess our performance and determine further course of actions. We consider being a signatory a significant part of our identity and we are proud to be part of an ever-growing group of engaged companies working for the overall improvement of the environmental challenges we are facing.
>
> Willem Vermaat, Shipping Director

Annual activity climate alignment scores:
Minimum 47.6%* **Striving 54.7%***



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	62.5%*	70.4%*
10000-34999 dwt	94.2%*	103.6%*
35000-59999 dwt	22.9%*	28.9%*
60,000-99,999 dwt	-3.8%*	0.8%*
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Not Applicable	**Included**	**Not Applicable**	**Not Applicable**

Holcim Trading & Shipping

Signatory as of June 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

In 2023, in the Sea Cargo Charter, we took the decision to revise our reporting framework in order to align with the revised IMO's GHG strategy, demonstrating a commitment to shipping industry transformation. By adopting a new and more ambitious decarbonisation trajectory and transitioning from TtW (Tank to Wake) to WtW (Well to Wake) emission measurement, we expected a significant change in our scores this year. 2023 scores improve our understanding on the different carbon reduction needs and actions per vessel size and most importantly underline the imperative for further collaboration of all stakeholders in the value chain. All in all, we recognise and support the transformative potential of the above changes and we will keep pushing boundaries and catalysing meaningful action in pursuit of ambitious goals.

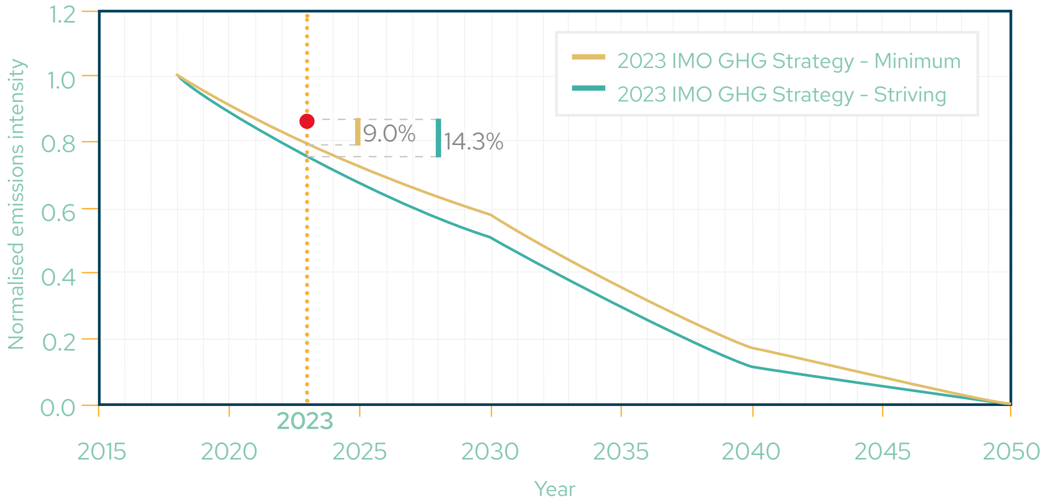
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter profoundly influences our business activities and decision-making in several pivotal ways. Firstly, it has spurred a robust emission data collection with a significant improvement in 2023 in our capability to gather real fuel consumption data directly from the shipowners. Secondly, we've made substantial progress in advancing our digital logistics platform, enabling us to conduct deep and continuous analysis. This analysis allows us to identify hot spots, areas where we encounter long ballast legs and underutilised vessel capacity, empowering us to define and implement targeted optimization strategies. Last, we are actively engaging in discussion with our shipping suppliers to evaluate CO_2 performance, which not only fosters transparency and accountability but also stimulates collaborative efforts to decarbonise our activities collectively.

> **By prioritising collaboration among value chain stakeholders, strategic focus and investment in maritime decarbonisation, we remain steadfast in our commitment to driving positive change within the shipping industry and contributing to global sustainability efforts.**
>
> Berna Voigt, Head of Maritime Decarbonization and CO_2 Transportation

Annual activity climate alignment scores:

Minimum 9.0% **Striving 14.3%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	**54.1%**	**61.6%**
10000-34999 dwt	**3.0%**	**8.0%**
35000-59999 dwt	**6.3%**	**11.5%**
60,000-99,999 dwt	**10.1%**	**15.4%**
100,000-199,999 dwt	**19.9%**	**25.7%**
200000-+ dwt	**N/A**	**N/A**
Chemical tanker		
0-4,999 dwt	**N/A**	**N/A**
5,000-9,999 dwt	**N/A**	**N/A**
10,000-19,999 dwt	**N/A**	**N/A**
20,000-39,999 dwt	**N/A**	**N/A**
40000-+ dwt	**N/A**	**N/A**

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	**N/A**	**N/A**
50,000-99,999 dwt	**N/A**	**N/A**
100,000-199,999 dwt	**N/A**	**N/A**
200,000-+ dwt	**N/A**	**N/A**
Oil tanker		
0-4,999 dwt	**N/A**	**N/A**
5,000-9,999 dwt	**N/A**	**N/A**
10,000-19,999 dwt	**N/A**	**N/A**
20,000-59,999 dwt	**N/A**	**N/A**
60,000-79,999 dwt	**N/A**	**N/A**
80,000-119,999 dwt	**N/A**	**N/A**
120,000-199,999 dwt	**N/A**	**N/A**
200,000-+ dwt	**N/A**	**N/A**

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**

K&S Minerals and Agriculture

Signatory as of January 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

We identified which shipments trigger higher carbon emissions and which are beyond the IMO target. The markets in 2023 were challenging, but we consider this to be a perfect basis for our internal target setting and considerations about our future business.

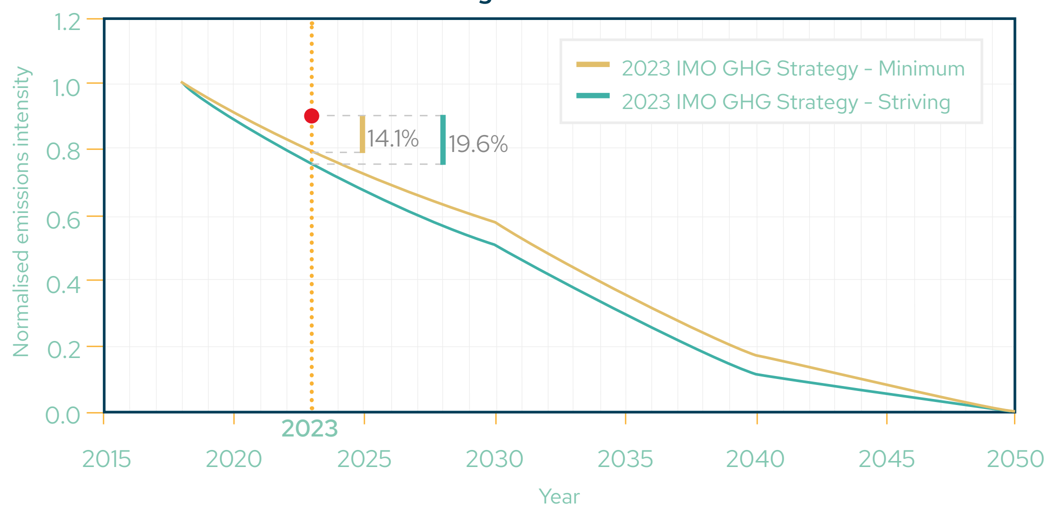
How does the Sea Cargo Charter influence your business activities and decision-making?

The targets of the Sea Cargo Charter are becoming more ambitious. This motivates us to keep pace with the accelarating path to decarbonisation by reducing the carbon emissions in our shipping activities which are a significant part of our supply chain.
The set standard allows us to track real emissions data so that we can align our own business activities and therefore, internal targets with external targets.

> **K+S is proud to be a member of a community which is prioritising an ambitious way into a sustainable and healthy future.**
> **Being a mining company, K+S takes over the responsibility and makes all efforts to extend the strong environmental commitment beyond our mining activities. Our shipping activities are quite restricted to our core trades. Hence, we are reviewing different projects to reduce the carbon emissions as a main aspect within our chartering processes.**
>
> Cathrin Köchling, Senior Chartering Manager Bulk Chartering

Annual activity climate alignment scores:

Minimum 14.1% **Striving 19.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	34.5%	41.0%
35000-59999 dwt	16.6%	22.3%
60,000-99,999 dwt	9.1%	14.4%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Not Applicable	**Included**	**Not Applicable**	**Not Applicable**

Klaveness Combination Carriers

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The Sea Cargo Charter format where our combination carriers (being both a tanker vessel and a bulk carrier) are reported vs. the baseline for bulk carriers is penalising our score. IMO's CII reporting has established a separate baseline for combination carriers, in between tankers and dry bulk carriers. If we had calculated SCC alignment against the bulk carrier trajectory for dry cargo voyages and against tanker for wet cargo, our overall alignment would have been 25% lower than the striving trajectory.
In absolute terms our EEOI was 5% lower in 2023 than 2022, due partly to lower operational speeds and higher cargo intakes. Hull condition management was also improved.

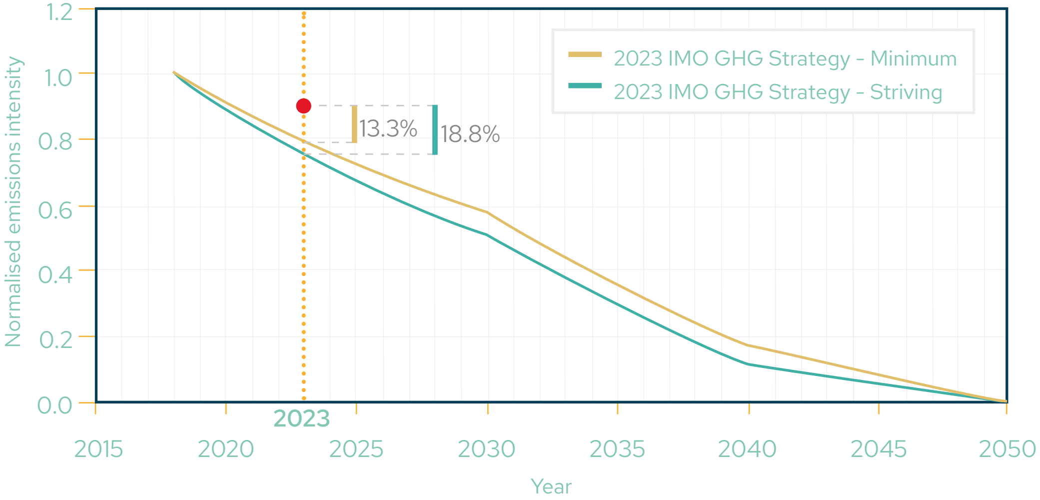
How does the Sea Cargo Charter influence your business activities and decision-making?

We are working to implement large emissions-reduction efforts across our business, including energy efficiency measures, such as air lubrication systems on the fleet. We are carrying out these improvements in order to meet our internal strategic commitments, which are well-aligned with the Sea Cargo Charter trajectories. Through these trajectories, and as a reference point in dialogues with our counterparts, the SCC provides a valuable framework for our emissions reporting.

> **Being a signatory to SCC has been an important inspiration and given us support on our decarbonisation journey including helping us to professionalise our emission reporting.**
>
> Engebret Dahm, CEO

Klaveness Combination Carriers

Annual activity climate alignment scores:
Minimum 13.3% Striving 18.8%



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	13.3%	18.8%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Included**	**Included**

Louis Dreyfus Company

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The Sea Cargo Charter's adoption of well-to-wake emission factors marks a pivotal evolution in the association's approach to measuring climate impact. This method broadens our emissions scope, presenting a more representative measure of the impact of our activity on the environment together with naturally raising our Annual Activity Climate Alignment Score. Additionally, following IMO revision on its decarbonisation target during MEPC 81, the association has set more ambitious target for its signatories. Upon revisiting previous years' data with this new methodology, we are encouraged to see a continuous improvement of our score. This positive trend is a direct outcome of our continuous efforts towards more efficient operations and serves as a proof that our strategy is effective. As we forge ahead, this data not only shapes our path forward but also strengthens our resolve. We are not only adapting to new expectations; we are actively driving improvements. With every step, we're committed to transparency, action, and leadership in environmental stewardship within the maritime sector.

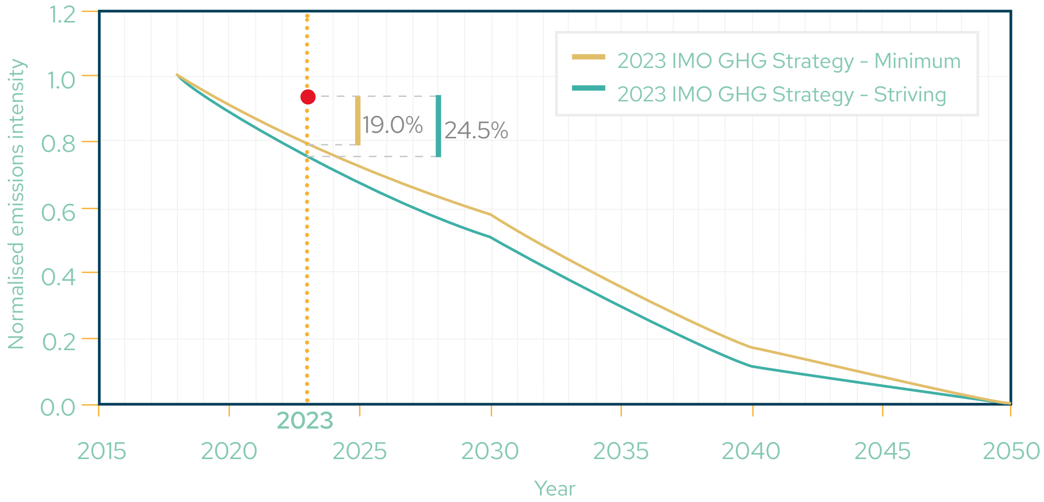
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter's robust framework for tracking emissions on a well-to-wake basis continues to be a compass for our business activities and decision-making processes. Embracing the Charter's principles, we actively advance our decarbonisation initiatives, employing innovative technologies to enhance fleet performance and management. The onboarding of Fuel Efficiency software in our day to day activity together with the upcoming installation of bound4blue suction sails on one of our vessels are prime examples of our commitment to innovation and a lower-carbon future. We're bolstering our decarbonisation team with vessel and performance specialists, underscoring our pledge to leadership in sustainable maritime practices. These steps are in line with our aspiration to be at the forefront of the industry when coming to decarbonisation, as we acknowledge that our actions contribute significantly to the collective ambition of a greener shipping industry.

> **At Louis Dreyfus Company, we welcome these changes which reinforce and strengthen our resolve to contribute to a sustainable maritime future.**
>
> Sebastien Landerretche, Global Head of Freight

Annual activity climate alignment scores:

Minimum 19.0% **Striving 24.5%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	34.2%	40.8%
10000-34999 dwt	15.3%	20.9%
35000-59999 dwt	9.0%	14.3%
60,000-99,999 dwt	22.0%	28.0%
100,000-199,999 dwt	28.5%	34.8%
200000-+ dwt	22.2%	28.1%
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	-3.7%	-1.7%
10,000-19,999 dwt	12.0%	14.4%
20,000-39,999 dwt	-14.1%	-12.4%
40000-+ dwt	16.0%	18.4%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Included**	**Not Applicable**

MC Shipping Ltd. Singapore Branch

Signatory as of March 2021*
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Following the ambitious decision made in IMO MEPC80, this is the first year to report our climate alignment in accordance with the revised emission target and trajectory. With the new LCA guideline of "well-to-wake", we realise the new tasks and challenges ahead in bringing our cargo transport emission down to net zero towards 2050 with some milestones down the line; however, we believe the essence of our commitment remains unchanged and it is now more important to have concerted efforts among the parties across the shipping chain, including the owners, charterers, fuel suppliers, ports operators and the cargo owners.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter will provide us with the transparency we need in decarbonising our own shipping activities and will give us the tool in engaging in the discussion with our various stakeholders including both inhouse and the third party cargo clients who wish to have visibility as well as to reduce the scope 3 emissions.

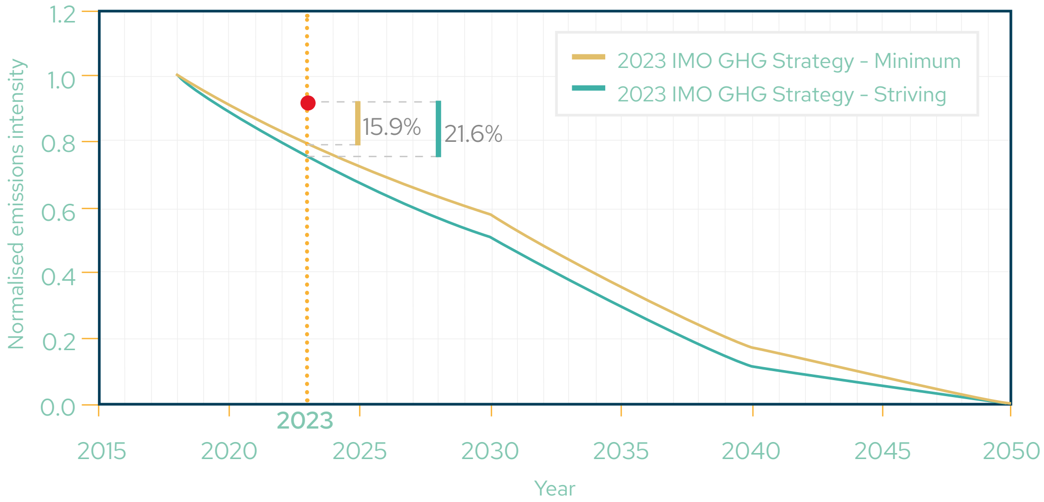
Following the decision made in IMO MEPC80, we are pleased to share our climate alignment for CY23 based on the revised trajectory. We remain committed in our effort to achieve the new ambitious targets, and together with the other like-minded signatories, we believe the SCC reporting continue to play an important role in bringing the climate transparency to the industry and the relevant supply chains.

Naozumi Nagamitsu, General Manager

MC SHIPPING

Annual activity climate alignment scores:

Minimum 15.9% **Striving 21.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	30.0%	36.3%
35000-59999 dwt	16.9%	22.6%
60,000-99,999 dwt	11.6%	17.1%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	34.0%	40.4%
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Excluded

*Diamond Bulk Carriers Pte. Ltd. (DBC) has been merged with MC Shipping Ltd. Singapore Branch (MCSS) as of 1st April 2023 by way of business transfer. The scope of this report includes the activities under DBC (1st January - 31st March), and the activities under MCSS (1st April -31st December) in 2023.

Maersk Tankers

MAERSK TANKERS

Signatory as of January 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

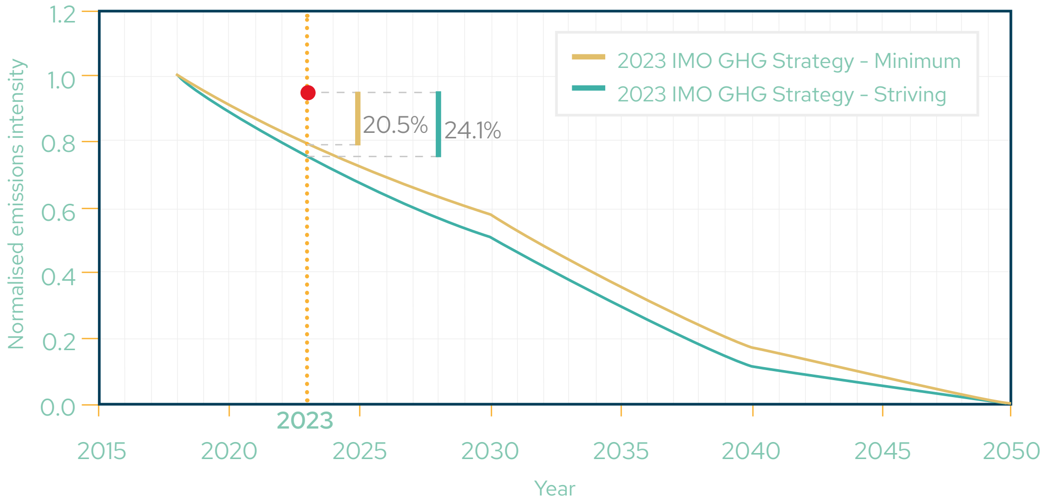
Though we have continued doing fuel optimisation and voyage optimsation on the fleet, our climate score has developed negatively from 2022 reporting cycle. The underlying cause of this is :
1) 2023 is the first reporting cycle where EEOI is based on WtW carbon factor and our all vessels are using 100% hydrocarbon fuel.
2) The issue on classification of vessels based on the IHS data remains to be a challenge, where 70% of our fleet is categorised as Chemical tankers, though the actual cargo carried is oil/product by nature.
3) The technical committee must take into account that the EEOI even if measured with intensity may become an obsolete measure and there must be a measure more aligned with future regulations being implemented to harmonise reporting standards
4) It would be beneficial to do a retrospective analysis on 2021 and 2022 data with the new measures to gain insights in change warranted rather than relegating SCC to a mere reporting standard.

How does the Sea Cargo Charter influence your business activities and decision-making?

Considering the fact that climate alignment Score is well above the baseline, Our Chartering Team and Fuel Optimisation Team will work in close coordination to arrive at solution in order to bring down the climate Alignment score from next year onwards. Since Climate alignment score is based on WtW approach, requirement of upcoming Fuel EU Maritime regulation will promote the use of RFNBOs, which will help in bringing down the climate alignment score.

> **The change in methodology from tank-to-wake to well-to-wake indicates a positive shift amongst the key players within the industry to enhance and double down on the efforts in the decarbonisation journey to net zero.**
>
> Kartik Kathavate, Head Of Fuel Optimisation

Annual activity climate alignment scores:
Minimum 20.5% **Striving 24.1%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	23.5%	26.0%
20,000-39,999 dwt	49.0%	52.2%
40000-+ dwt	19.6%	22.1%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	-28.7%	-25.2%
20,000-59,999 dwt	4.1%	9.1%
60,000-79,999 dwt	31.5%	37.9%
80,000-119,999 dwt	-0.2%	4.7%
120,000-199,999 dwt	1.1%	6.0%
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Not Applicable

Navig8 Group

Signatory as of October 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

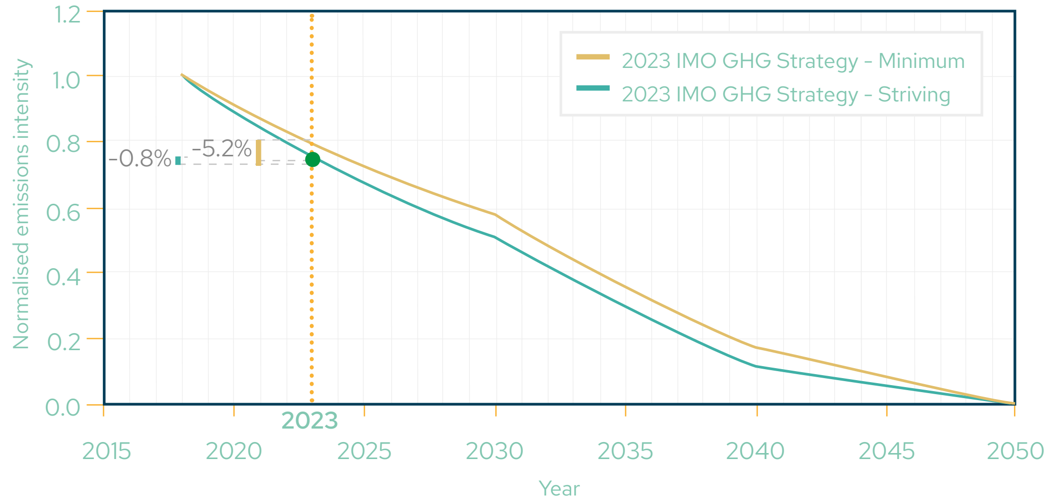
With a longstanding commitment to the decarbonisation of shipping, Navig8 was pleased to become a signatory to the Sea Cargo Charter (SCC) in 2021. The Group's inaugural report for 2022 revealed a 10.4% positive delta from the climate alignment curve and this continued focus is reflected in 2023 reporting, where Navig8's fleet has again surpassed targets (5.19% better than the minimum trajectory; 0.83% above the striving trajectory).
Navig8 is actively investing in innovative technology that reduces the environmental impact of shipping and is deploying these solutions across its own fleet. By demonstrating the effectiveness of these technologies, the Group aspires to encourage and enable other shipowners to meet their decarbonisation targets.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter provides a valuable framework for signatories to assess both objective and peer-group environmental performance. These benchmarks are an essential consideration for high-quality decision-making that delivers both commercial and environmental benefit. By offering reference points for performance evaluation, the SCC enables companies to continuously review and enhance their sustainability practices.

> As an engaged member of the shipping community and committed SCC signatory, Navig8 Group understands the role and responsibility it carries for reducing its environmental footprint over time. Through transparent disclosure of emissions data, this report provides valuable periodic accountability for our ongoing activities in support of industry decarbonisation. By openly sharing our progress and initiatives, we also aim to inspire greater collaboration, innovation, and similar accountability across the sector as we collectively work towards a more sustainable future.
>
> Gary Brocklesby, Chairman

Annual activity climate alignment scores:
Minimum -5.2% **Striving -0.8%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	21.9%	24.5%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	-16.0%	-12.0%
60,000-79,999 dwt	10.8%	16.2%
80,000-119,999 dwt	-9.7%	-5.3%
120,000-199,999 dwt	-42.6%	-39.8%
200,000-+ dwt	9.1%	14.4%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Not Applicable	Not Applicable	Not Applicable

Nova Marine Carriers

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

It is evident that the performance varies significantly across our fleet, particularly when comparing vessel sizes. Our smaller bulk carriers (0-9,999 dwt) demonstrate a relatively high Delta EEOI, largely due to the nature of the trades they partake in. In contrast, larger vessels have a much higher operational efficiency. This disparity underscores the necessity of targeted strategies to enhance the carbon efficiency of smaller vessels.

How does the Sea Cargo Charter influence your business activities and decision-making?

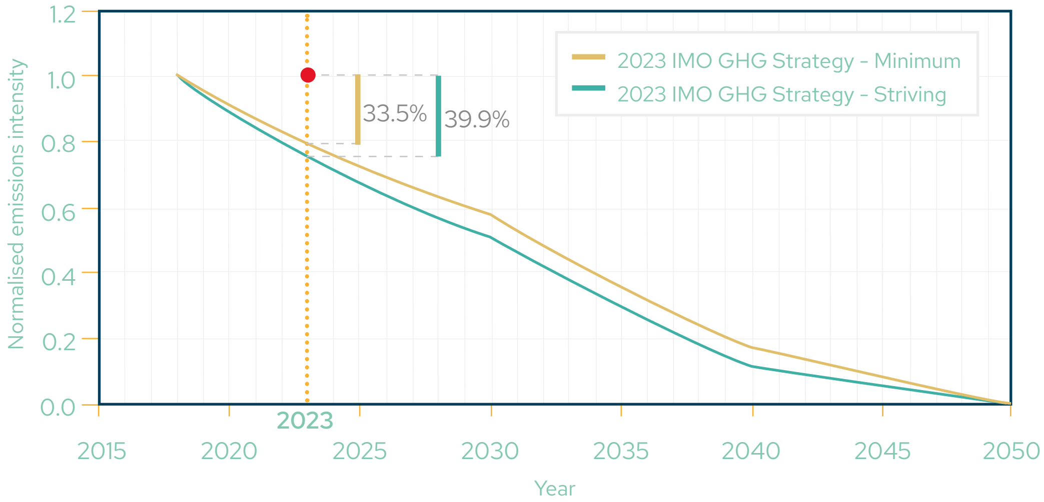
Adherence to the Sea Cargo Charter fundamentally influences our business by setting rigorous emissions reduction benchmarks and promoting accountability. This commitment leads us to integrate eco-friendly technologies and sustainable practices more deeply into our decision-making processes. While the Charter helps steer us toward the right decisions, our integration is calibrated to balance environmental responsibilities with practical operational capabilities.

> **Embracing the Sea Cargo Charter is essential for us. We are aiming to set the pace, leading the change in our industry. Yes, integrating new technologies presents its challenges, but we're excited about pushing the envelope and staying at the forefront of sustainability.**
>
> Vincenzo Romeo di Santillo, CEO

Nova Marine Carriers

Annual activity climate alignment scores:

Minimum 33.5% **Striving 39.9%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	98.9%	108.6%
10000-34999 dwt	43.5%	50.5%
35000-59999 dwt	27.9%	34.1%
60,000-99,999 dwt	21.3%	27.1%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**

Rubis Energie

Signatory as of December 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Rubis Energie strongly supports Sea Cargo Charter of having set up new trajectories in line with IMO and of having changed methodology using Well-to-Wake emissions factors. Consequently, Rubis 2023 alignement score does not meet the SCC trajectory. This reflects the weight of our Caribbean and Mediterranean chartering profile, comprising many voyages with short steaming distances and cargo quantities below vessels deadweights needed to guarantee security of supply to the island markets.

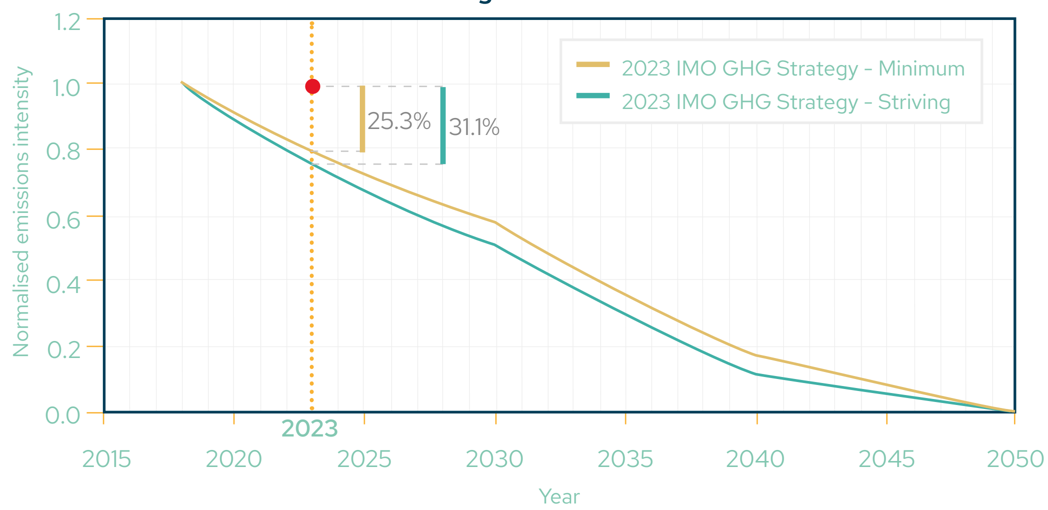
How does the Sea Cargo Charter influence your business activities and decision-making?

For the second year of reporting, collecting and analysing the data of the entire fleet has been a huge benefit, bringing detailed understanding of the shipping emissons. It highlights geographical area / vessel category on which to focus on. From one year to the other it will help monitoring the efforts done.

> During 2023, both internally and with fellow charterers, we in Rubis have been pleased to see how the matters of accurate voyage data collection and EEOI as a performance criterium have picked up. With big decisions ahead with regards to the fleet profile, having the right index helps.
>
> Hervé Chretien, Head of Supply and Shipping

Annual activity climate alignment scores:

Minimum 25.3% **Striving 31.1%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	31.7%	34.5%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	13.2%	18.7%
5,000-9,999 dwt	37.5%	44.2%
10,000-19,999 dwt	69.1%	77.3%
20,000-59,999 dwt	3.0%	8.0%
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Included

Shell International Trading and Shipping Company Limited

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Transparency in emissions reporting is a vital component in charting the shipping sector's course to emissions reduction. We support the Sea Cargo Charter's continued efforts to review and ensure the most consistent and robust reporting framework. We welcome the introduction of the updated trajectories to align with the revised IMO ambition and recognise that this provides a significant step change from previous reporting cycles. Shell's subsequent climate alignment score sends a clear signal on the progress that needs to be made to meet this greater level of ambition. A level playing field will be needed to drive progress, therefore it is important that the IMO strategy ambition becomes mandated through a global regulatory framework in line with the timeline agreed at MEPC-80.

Disclaimer: The figures provided are for comparative purposes only. Shell is not liable for any loss or damages arising out of, or in connection with their use.

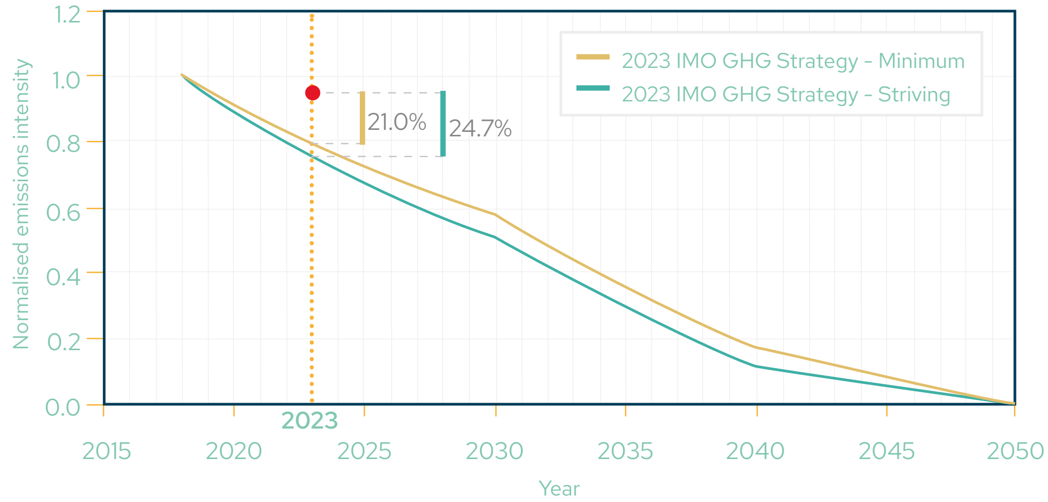
How does the Sea Cargo Charter influence your business activities and decision-making?

Supported by insights from the data, we will harness these learnings to inform our strategy of where further progress is needed to advance the emissions performance of the vessels we operate. We are exploring all operational levers to improve fleet performance including the ongoing delivery of vessels under our existing fleet programme. This is alongside our continued commitment to the research and development of alternative fuels and enabling technologies that will help deliver a decarbonised future for shipping. The Sea Cargo Charter has provided a strong mandate for the transparent self-reporting of shipping emissions, and we welcome the ongoing influence this will have on accelerating the decarbonisation efforts of the industry.

> We welcome the continued commitment to accountability, enforcement and transparency fostered by the Sea Cargo Charter. The insights gathered are critical for driving meaningful collaboration across the shipping sector, while guiding our strategy to further improve the efficiency of the fuels and technologies we use, and the vessels we operate.
>
> Karrie Trauth, SVP, Shipping & Maritime

Annual activity climate alignment scores:

Minimum 21.0% **Striving 24.7%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	13.5%	19.0%
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	17.6%	20.0%
5,000-9,999 dwt	36.4%	39.3%
10,000-19,999 dwt	52.9%	56.1%
20,000-39,999 dwt	33.2%	35.9%
40000-+ dwt	33.7%	36.5%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	-5.0%	-3.0%
50,000-99,999 dwt	3.0%	5.1%
100,000-199,999 dwt	24.5%	27.0%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	-0.3%	4.2%
5,000-9,999 dwt	2.2%	7.2%
10,000-19,999 dwt	23.1%	29.1%
20,000-59,999 dwt	2.0%	6.7%
60,000-79,999 dwt	-3.6%	1.1%
80,000-119,999 dwt	7.8%	13.0%
120,000-199,999 dwt	26.9%	33.0%
200,000-+ dwt	5.6%	10.5%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Not Applicable	Not Applicable

Signal Maritime Services

Signatory as of May 2022
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

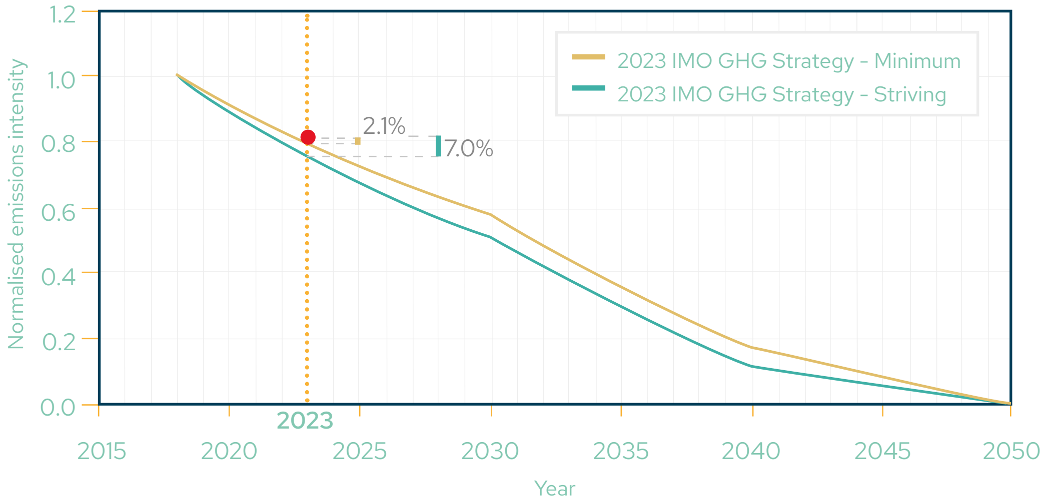
Acknowledging the fact that this year's emission calculation guideline and trajectory, including the introduction of the striving trajectory, have become materially stricter, we expected an intensified alignment score. Some changes in the average profile of our managed fleet along with commercial decisions related to the fleet deployment, driven mainly by external geopolitical factors, have been reflected in our alignment score. Moving forward, with a solid understanding of the emission targets, the updated calculations and the underlying drivers, we will sustain our focus on bolstering our environmental commitment and industry sustainability.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter provides us with the opportunity to collect, measure, and analyse emissions data and share knowledge with like-minded organisations. This process allows us to gain insights into the factors driving our environmental footprint, empowering us to take proactive actions. Moreover, by staying abreast of recent developments and best practices, we ensure that our strategies remain up-to-date and effective. Importantly, it raises environmental consciousness within our commercial team, encouraging mindful decision-making at every stage.

> Signal Maritime Services remains dedicated to navigating towards sustainability. The circumstances are challenging considering geopolitical disruptions around the globe, something that has affected trading patterns and consequently emissions. We welcome the addition of owners in the Sea Cargo Charter initiative as this strengthens the industry-wide effort and awareness towards emissions minimisation.
>
> Panos Dimitracopoulos, CEO

Annual activity climate alignment scores:
Minimum 2.1% **Striving 7.0%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	-5.8%	-1.2%
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	11.7%	17.1%
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Not Applicable	**Not Applicable**	**Included**	**Not Applicable**

Stolt Tankers B.V.

Stolt Tankers

Signatory as of March 2023
Reporting period: Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The 2023 alignment score show that we are making progress towards becoming carbon neutral. We are committed heavily into route planning, energy saving devices along with alternative fuels. As our carbon emission data improves through digitalisation, we will be able refine our figures to show further improvements. We plan to continue exploring ways to reduce overall carbon emissions to help the environment and continue re-shaping the industry.

How does the Sea Cargo Charter influence your business activities and decision-making?

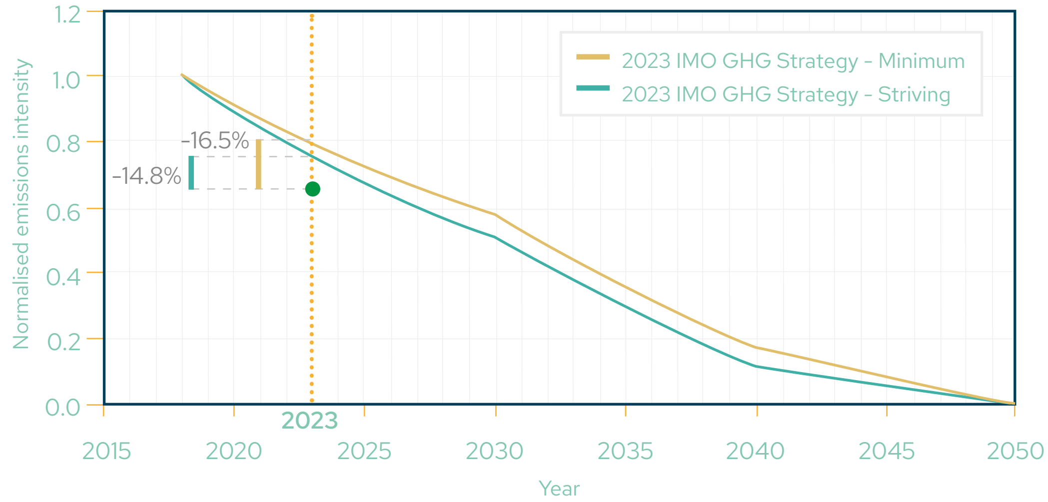
The Sea Cargo Charter forms shows the results of our internal carbon emission reporting on chartererd voayges.

*Upon an internal review after publication, Stolt Tankers has adjusted the submitted annual activity climate alignment scores to -11.9% for the minimum trajectory and -7.6% for the striving trajectory. The adjusted scores for their chemical tanker fleet in ascending order of the five size categories from 0 to 40,000+ DWT are: -15.3% / -8.6% / -13.0% / -11.8% / -6.0% for the minimum trajectory and -11.2% / -4.1% / -8.8% / -7.5% / -1.4% for the striving trajectory.

> **Ensuring transparency in Sea Cargo Charter carbon emission reporting is not just an obligation; it's an opportunity for ship owners and charterers to showcase their joint commitment to sustainability and drive positive change in the maritime industry.**
>
> Maren Schroeder, Managing Director, ST Management

Annual activity climate alignment scores:

Minimum -16.5%* **Striving -14.8%***



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	-55.2%*	-54.2%*
5,000-9,999 dwt	-55.1%*	-54.1%*
10,000-19,999 dwt	-32.5%*	-31.1%*
20,000-39,999 dwt	-15.8%*	-14.0%*
40000-+ dwt	12.9%*	15.2%*

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Excluded**	**Excluded**	**Included**

Tata Steel

Signatory as of July 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

We have come to a solid realization that the current activities we have engaged in to align ourselves are simply not enough.

How does the Sea Cargo Charter influence your business activities and decision-making?

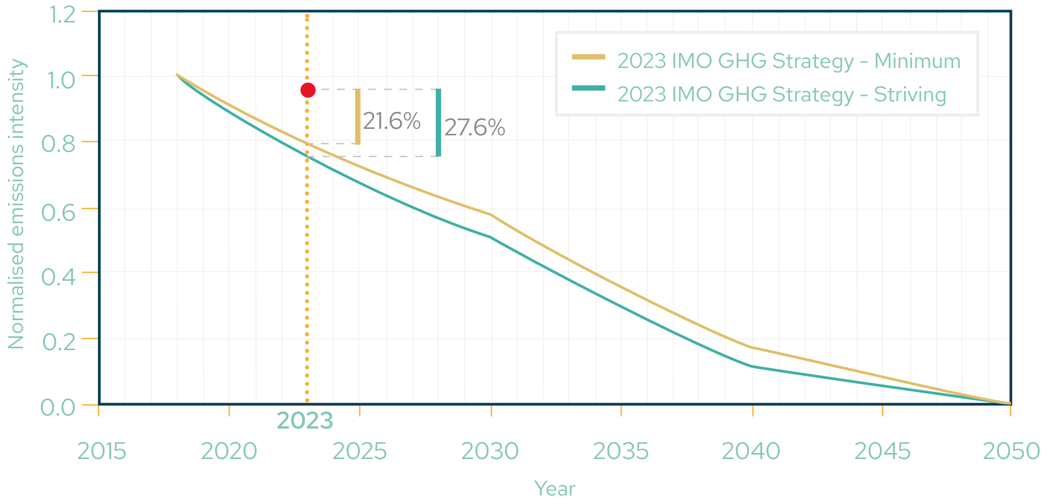
Having a clear methodology and a unified approach with other members will help us to strengthen our Sustainability and Decarbonisation Strategy.

> Transparency in data and reporting is a vital tool to understand where we actually are and where we would like to go. Sustainability and decarbonisation strategies must be reviewed regularly in order to meet the targets. We are entering a further stringent period in terms of Fuel EU Maritime that will shape the way we think, we work and we act. Although we strive to do our best to meet the targets, we are in full awareness that, for us to succeed we need more concrete support from our partners and regulatory bodies. We are committed to reviewing and updating our sustainability and decarbonisation strategies regularly to ensure that we are meeting our targets. We believe that having a clear methodology and a unified approach with other members will help us to strengthen our sustainability and decarbonisation strategy.
>
> Cem Ugur, Director Group Shipping

TATA STEEL
#WeAlsoMakeTomorrow

Annual activity climate alignment scores:

Minimum 21.6% **Striving 27.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	-12.0%	-7.7%
10000-34999 dwt	47.3%	54.4%
35000-59999 dwt	26.9%	33.0%
60,000-99,999 dwt	11.9%	17.3%
100,000-199,999 dwt	32.7%	39.1%
200000-+ dwt	-12.8%	-8.6%
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**

Torvald Klaveness (Klaveness Chartering AS)

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Every trade is a learning opportunity to cut emissions and improve our environmental score. While some routes for our Panamax ships might not be ideal due to port limitations and cargo types, these routes play a vital role in transporting essential goods.

By working together and finding new solutions, we're confident we can make shipping cleaner.

How does the Sea Cargo Charter influence your business activities and decision-making?

Our shipping mix affects our environmental score. We're always looking for ways to improve this by carrying cargo that creates fewer emissions per ton. This might mean some unavoidable trades score higher than ideal, but it's still better than sourcing cargo further away.

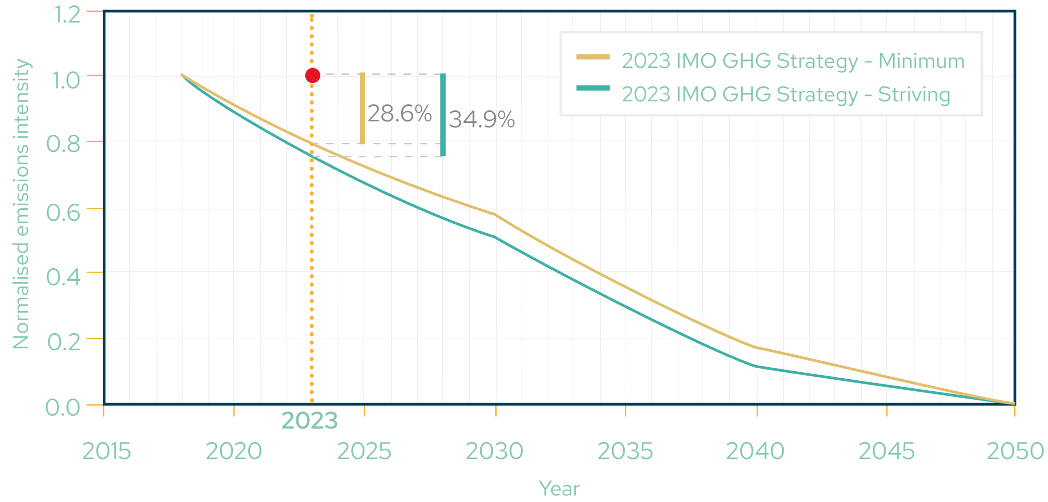
We remain committed to reducing our footprint practically. We use route planning, fuel management, and choose fuel-efficient ships. We also work with customers to avoid delays and maximise cargo on each trip.

> **Working alongside key partners has been crucial. We're seeing a real shift in attitude – there's more openness to exploring ways to cut emissions, whether that's reducing port time, optimising ship speeds, or consolidating smaller loads onto Panamax vessels. I'm happy to say that several of our key industrial partners joined us on this journey in 2023, and we will keep trying even more practical initiatives like these in the coming years.**
>
> Michael Jørgensen, Executive Vice President, Head of Dry Bulk

Torvald Klaveness

Annual activity climate alignment scores:

Minimum 28.6% **Striving 34.9%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	N/A	N/A
10000-34999 dwt	N/A	N/A
35000-59999 dwt	N/A	N/A
60,000-99,999 dwt	28.6%	34.9%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-39,999 dwt	N/A	N/A
40000-+ dwt	N/A	N/A

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	N/A	N/A
5,000-9,999 dwt	N/A	N/A
10,000-19,999 dwt	N/A	N/A
20,000-59,999 dwt	N/A	N/A
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Not Applicable**	**Excluded**	**Not Applicable**

TotalEnergies

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

In 2023, we observed the CO_2 data collection process became even smoother than the previous year. However, it is of paramount importance to maintain a constant pressure on data quality, especially with the increased complexity of the information which are requested. We are continuously improving our systems to make them more robust and automatic. 2023 was marked by the adoption of the new GHG Strategy which will be very challenging for our industry. Logically, Sea Cargo Charter has updated its method to be in line with IMO and we have benchmarked ourselves against two new targets. This sheds a new light on our performance. While we had always been below the target and despite a slight year-on-year improvement, our 2023 alignment score is now 16.5% above the minimum one. This shows how much work will be needed in all directions (operations, business and technical) to meet those very ambitious new goals.

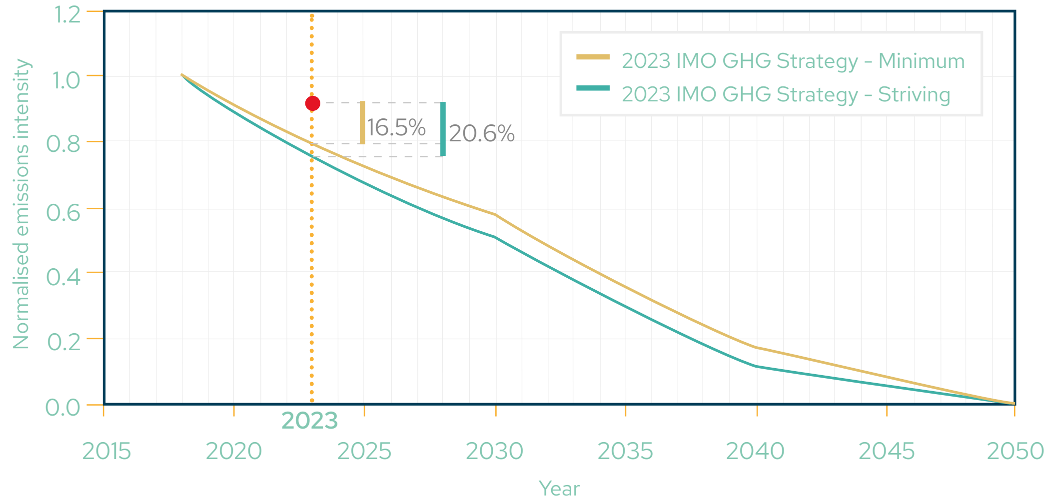
How does the Sea Cargo Charter influence your business activities and decision-making?

The GHG footprint of shipping activity is jointly driven by operations, ships technical qualities and business decisions. The geopolitical changes the world is experiencing have a significant impact and contribute to disorganize the shipping flows and increase emissions. Our 2023 global alignment score demonstrates we need to continue improving our time chartered fleet and make bold decisions. At same time, the recent method changes prevent us from using Sea Cargo Charter score for decision making yet. Since last report, we have taken more efficient LNG carriers into fleet and have signed charters for methanol fuelled tankers. We have also completed the retrofit of rotors sails on one time-chartered MR and are investigating new technologies to limit methane slip. Bunkering cleaner fuels will be a challenge in the coming years due to limited supply and important costs: we are already working on sourcing the fuels we need to meet our commitments.

> **In 2023, the International Maritime Organisation's adoption of a more ambitious decarbonisation trajectory highlighted the significant strides our industry must take to achieve its net-zero goal. Recognising the critical role of low-carbon fuel optionality, TotalEnergies has proactively initiated the construction of Methanol dual-fuel product tankers by committing long-term charters. Additionally, we have joined the Methane Abatement in Maritime Innovation Initiative (MAMII) to expedite the development of essential methane slip reduction technologies for the LNG dual fuel fleet.**
>
> Jérôme Cousin, Senior Vice President Shipping

Annual activity climate alignment scores:

Minimum 16.5% **Striving 20.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	6.7%	11.9%
10000-34999 dwt	3.4%	8.4%
35000-59999 dwt	3.7%	8.8%
60,000-99,999 dwt	-14.5%	-10.3%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	22.7%	25.3%
5,000-9,999 dwt	12.7%	15.1%
10,000-19,999 dwt	45.1%	48.1%
20,000-39,999 dwt	43.5%	46.5%
40000-+ dwt	23.2%	25.8%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	57.5%	60.8%
50,000-99,999 dwt	15.7%	18.2%
100,000-199,999 dwt	37.7%	41.1%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	11.5%	16.9%
5,000-9,999 dwt	1.4%	6.3%
10,000-19,999 dwt	13.3%	18.8%
20,000-59,999 dwt	15.5%	21.2%
60,000-79,999 dwt	0.7%	5.6%
80,000-119,999 dwt	-6.7%	-2.2%
120,000-199,999 dwt	-4.3%	0.4%
200,000-+ dwt	1.1%	6.0%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	Included	Included	Not Applicable

Trafigura

Founding signatory as of October 2020
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

The transition from Tank to Wake (TtW) to Well to Wake (WtW) is a positive step towards emissions monitoring considering a holistic approach as well as aligning with the IMO latest regulatory requirements. In view of that change our overall emissions carbon intensity is placed slightly above our corresponding minimum required trajectory resulting in a positive alignment delta. Nevertheless, for a third consecutive year our shipping activities have resulted in a declining emissions carbon intensity, demonstrating an improvement against the previous year. This reflects our vision and growing emphasis on enhancing efficiency and transparency throughout all aspects of Trafigura's shipping operations.

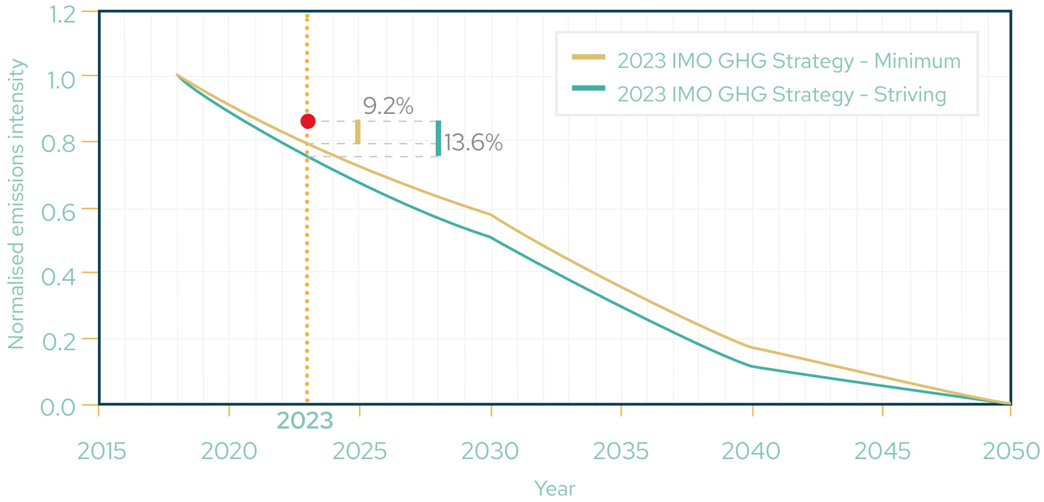
How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter offers a clear and uniform structure that allows us to gauge our shipping efficiency and make well-informed choices. This guarantees that our attention stays on ensuring our shipping practices are efficient and in line with industry standards.

> **The Sea Cargo Charter initiative paves the way for creating a fair and equitable environment for reporting and analyzing emissions data within the shipping sector. The EEOI, recognized as a Key Performance Indicator (KPI), has demonstrated itself as a highly valuable and dependable metric for evaluating shipping performance efficiency.**
>
> Andrea Olivi, Global Head of Oil Chartering

Annual activity climate alignment scores:

Minimum 9.2% **Striving 13.6%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	5.3%	10.4%
10000-34999 dwt	50.4%	57.8%
35000-59999 dwt	24.1%	30.1%
60,000-99,999 dwt	13.0%	18.5%
100,000-199,999 dwt	18.4%	24.2%
200000-+ dwt	19.9%	25.7%
Chemical tanker		
0-4,999 dwt	3.2%	5.4%
5,000-9,999 dwt	6.3%	8.5%
10,000-19,999 dwt	63.8%	67.2%
20,000-39,999 dwt	64.6%	68.0%
40000-+ dwt	32.2%	34.9%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	8.7%	11.0%
50,000-99,999 dwt	23.6%	26.2%
100,000-199,999 dwt	28.3%	31.0%
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	97.6%	107.2%
5,000-9,999 dwt	0.2%	5.0%
10,000-19,999 dwt	1.6%	6.6%
20,000-59,999 dwt	3.9%	9.0%
60,000-79,999 dwt	-4.8%	-0.2%
80,000-119,999 dwt	-8.2%	-3.7%
120,000-199,999 dwt	-7.8%	-3.3%
200,000-+ dwt	-2.5%	2.3%

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Included**	**Included**

Viterra Chartering

*Upon an internal review after publication, the annual activity climate alignment score has been adjusted to 33.8% for the striving trajectory.

Signatory as of October 2021
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

As the IMO has drastically revised its GHG reduction strategy in 2023, the SCC revised the benchmark accordingly. Furthermore, the SCC shifted from a TTW to a WTW approach. Viterra Chartering supports this development to the fullest. To compare our 2022 with 2023 performance, both the revised alignment benchmark and the WTW approach had to be applied on the 2022 data. We are pleased to report that Viterra Chartering has improved the EEOI with close to 7% year over year. In terms of alignment scores, we improved by 21% and 13% on the striving and minimum alignments respectively. Another important observation here is that our data coverage was just over 95%. This can be regarded as an amazing result in a market which in the past was often perceived as being non transparent. We thank all the shipowners we cooperate with and who are responsible for providing these data. Times are clearly changing!

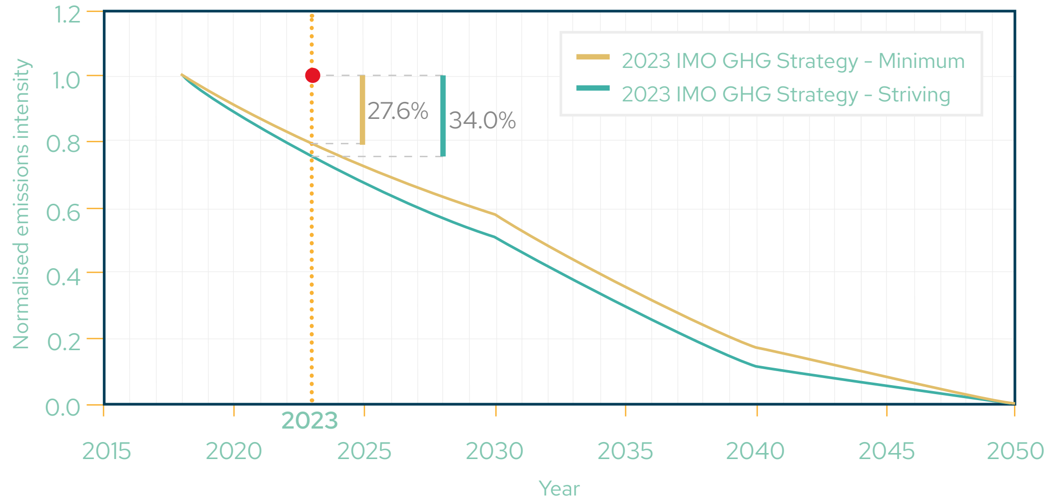
How does the Sea Cargo Charter influence your business activities and decision-making?

The SCC reporting requirement is probably the strongest tool to create decarbonisation awareness on the business floors, both commercially as well as operationally. This created the realisation throughout our entire organisation that whilst optimising our operation from a commercial perspective, it simultaneously delivers an improvement of carbon efficiency. Besides the specific policy in choice of tonnage at the chartering in process, the renewed focus on operational efficiency has been a key factor behind our improved EEOI. Another effect of producing the SCC report is that it complements our data driven strategy. The standard transparent measurement the SCC stands for, illustrates once again the essence of verified, high quality datasets and data analytics.

> We are rather proud of the 7 percent EEOI improvement we achieved last year, especially in the light of the fact that fuel prices were on average close to 30 percent lower in 2023 than in 2022. Despite this commercial incentive to speed up vessels and making the voyages less carbon efficient as a result, our shipping operation became in fact more carbon efficient!
>
> Jeff Wakker, Chief Operating Officer

Annual activity climate alignment scores:

Minimum 27.6% **Striving 34.0%***



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	**28.9%**	**35.1%**
10000-34999 dwt	**37.8%**	**44.5%**
35000-59999 dwt	**34.1%**	**40.7%**
60,000-99,999 dwt	**26.2%**	**32.4%**
100,000-199,999 dwt	**N/A**	**N/A**
200000-+ dwt	**N/A**	**N/A**
Chemical tanker		
0-4,999 dwt	**N/A**	**N/A**
5,000-9,999 dwt	**N/A**	**N/A**
10,000-19,999 dwt	**N/A**	**N/A**
20,000-39,999 dwt	**N/A**	**N/A**
40000-+ dwt	**N/A**	**N/A**

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	**N/A**	**N/A**
50,000-99,999 dwt	**N/A**	**N/A**
100,000-199,999 dwt	**N/A**	**N/A**
200,000-+ dwt	**N/A**	**N/A**
Oil tanker		
0-4,999 dwt	**N/A**	**N/A**
5,000-9,999 dwt	**N/A**	**N/A**
10,000-19,999 dwt	**N/A**	**N/A**
20,000-59,999 dwt	**N/A**	**N/A**
60,000-79,999 dwt	**N/A**	**N/A**
80,000-119,999 dwt	**N/A**	**N/A**
120,000-199,999 dwt	**N/A**	**N/A**
200,000-+ dwt	**N/A**	**N/A**

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Excluded**	**Not Applicable**

Wilmar International Limited

*Signatory since June 2022

Founding signatory as of June 2022*
Reporting period: Q1, Q2, Q3, Q4 of 2023

What are your key takeaways from your climate alignment score?

Our 2023 climate alignment score of -0.04% meets IMO2050 alignment requirements, however there is a gap in the IMO revised Striving Alignment Delta of 26%. We believe in communication and engagement with the stakeholders in Optimize Operations. Implement measures to optimize vessel routes, reduce idle time, and improve cargo loading efficiency to minimize fuel consumption and emissions.

How does the Sea Cargo Charter influence your business activities and decision-making?

The Sea Cargo Charter provide transparency mechanism against which we can measure the impact of our efforts; and by setting the targets that we work toward both short and long term. It helps the stakeholders assess the company contribution to mitigating climate change.

"

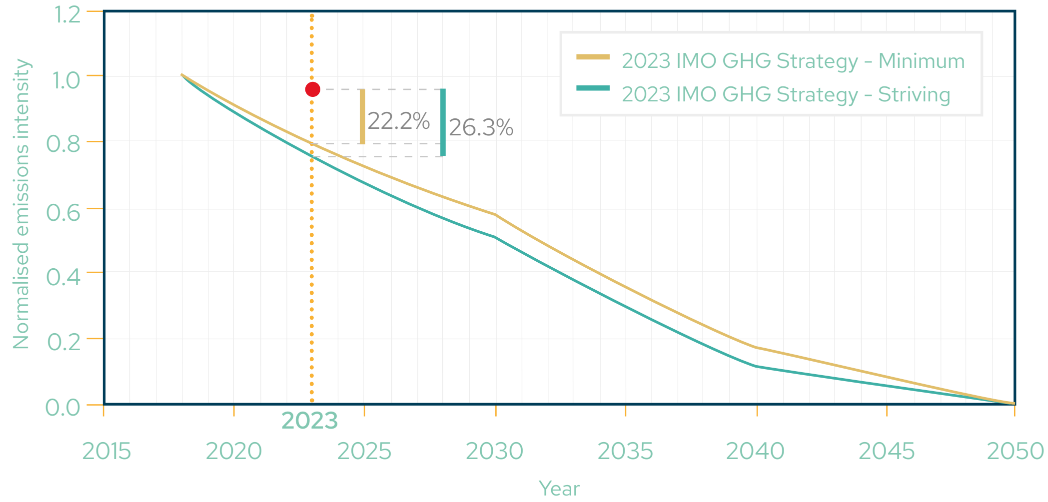
Our shipping division within the Wilmar group is responsible for carbon reduction in maritime transportation. We stay updated on evolving regulations and compliance requirements related to emissions reduction in the maritime industry, and proactively adapt our operations to meet or exceed these standards.

Tan Kim Lee, General Manager (Fleet)

"

Annual activity climate alignment scores:

Minimum 22.2% **Striving 26.3%**



Vessel category climate alignment scores

Bulk carrier	Minimum	Striving
0-9999 dwt	46.9%	54.1%
10000-34999 dwt	18.4%	24.1%
35000-59999 dwt	0.8%	5.7%
60,000-99,999 dwt	10.4%	15.8%
100,000-199,999 dwt	N/A	N/A
200000-+ dwt	N/A	N/A
Chemical tanker		
0-4,999 dwt	-56.2%	-55.3%
5,000-9,999 dwt	15.6%	18.0%
10,000-19,999 dwt	32.2%	35.0%
20,000-39,999 dwt	42.1%	45.1%
40000-+ dwt	37.5%	40.4%

Liquefied gas tanker	Minimum	Striving
0-49,999 dwt	N/A	N/A
50,000-99,999 dwt	N/A	N/A
100,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A
Oil tanker		
0-4,999 dwt	61.5%	69.3%
5,000-9,999 dwt	-28.6%	-25.1%
10,000-19,999 dwt	-24.2%	-20.5%
20,000-59,999 dwt	-15.9%	-11.8%
60,000-79,999 dwt	N/A	N/A
80,000-119,999 dwt	N/A	N/A
120,000-199,999 dwt	N/A	N/A
200,000-+ dwt	N/A	N/A

Segment 1 Only time charterer & final time charterer	Segment 2 Voyage charterer	Segment 3 Intermediate time charterer & bareboat charterer	Segment 4 Owned vessels
Included	**Included**	**Not Applicable**	**Not Applicable**


WINCH
ONLY

Key terms

Charterers – The party which buys freight services from a (disponent) owner under time or voyage charters.

CII – The Carbon Intensity Indicator is a measure of how efficiently a ship transports goods or passengers.

Climate alignment – The degree (as a percentage) to which the emissions intensity of a signatory's shipping portfolio is in line with the decarbonisation trajectories that meet the 2023 IMO GHG Strategy ambition of reducing total annual well-to-wake GHG emissions to net-zero around 2050, including interim checkpoints in 2030 and 2040.

Continuous baselines – In order to avoid bias against vessels due to their position within a vessel category due to their size which could make alignment more challenging, continuous baselines are introduced in the Sea Cargo Charter. This implies that the required intensity is directly related to the size of the vessel through a power law relationship similar to what is currently in place for the Energy Efficiency Design Index (EEDI). Thus, each vessel type has an annual continuous baseline that defines required emissions intensity which is defined in Appendix 4 of the Sea Cargo Charter Technical Guidance.

Decarbonisation trajectory – A representation of how many grams of CO_2e a single voyage can emit to move one tonne of goods one nautical mile (gCO_2e/tnm) over a time horizon. It is produced by the advisory based on agreed and clearly-stated assumptions to be aligned with the 2023 IMO GHG Strategy of reaching net-zero emissions from international shipping by or around 2050, including interim checkpoints in 2030 and 2040. The method used for establishing the decarbonisation trajectory up to 2050 is derived from emissions and transport work data from the Fourth IMO GHG Study (for bulk carriers and oil tankers) and EU MRV data (for chemical tankers and liquefied gas tankers).

EEOI – The Energy Efficiency Operational Indicator was developed by the IMO to allow shipowners to measure the fuel efficiency of a ship in operation. The equation is available on page 17 of this report. EEOI is the intensity metric used by the Sea Cargo Charter, adapted to reflect the full lifecycle CO_2e emissions.

Emissions intensity – The representation of the total well-to-wake emissions generated to satisfy a supply of transport work (grams of CO_2e per tonne-nautical mile [gCO_2e/tnm]). The Sea Cargo Charter uses the EEOI metric for this calculation, adapted to include upstream emissions as well as the impact of CO_2e emissions, i.e., carbon dioxide (CO_2), methane (CH_4) and nitrous oxide (N_2O).

GHG – Greenhouse gas.

IMO – The International Maritime Organization is a specialised agency of the United Nations, and the global standard-setting authority for the safety, security, and environmental performance of international shipping.

LNG – Liquefied natural gas.

LPG– Liquefied petroleum gas.

MEPC – Marine Environment Protection Committee.

Partial submission – Companies can apply for partial submissions, meaning they would exclude certain activities from their reporting. Partial submissions are approved by the Secretariat and reviewed annually. If a partial submission applies for a signatory, it is stated so on their individual page of this report.

Signatory – A charterer or shipowner that has sent a formal document to the Sea Cargo Charter Secretariat, has had that declaration accepted, and has had that declaration announced.

Tank-to-wake emissions – Emissions attributable to operational emissions only from fuel combustion on board.

Technical Guidance – The fundamental document of the Sea Cargo Charter describing the principles and the methodology, accessible on the Sea Cargo Charter website.

Time charter – A contract for the hire of a named vessel from a (disponent) owner, for a specified period of time for the charterer's purposes subject to agreed restrictions. When on time charter, the (disponent) owner is responsible for the vessel's running expenses; the (disponent) owner operates the vessel technically, and the charterer directs the ship's commercial operations. Charterers pay a daily rate for a fixed time period and all voyage costs including bunker.

Vessel type and size (vessel categories) – Emissions intensities vary as a function of ship type and size, as well as a ship's technical and operational specification. To enable the emissions intensity of ships to be compared to a peer group of ships of a similar type and size, a classification system is applied. The classification system is taken from the Fourth IMO GHG Study, to enable consistency with the IMO's process. Under the Sea Cargo Charter, signatories are required to report, among other, their vessel category climate alignments, which categories are defined by vessel type and size.

VLCC – Very large crude carrier.

Voyage charter – A contract for the transportation of a stated quantity by a stated type of cargo on a named vessel between named ports against an agreed price. On voyage charters, the charterer pays a transactional rate based on the amount of cargo transported and the route. The (disponent) owner bears both the operational costs and voyage costs. In this case, charterers do not have access to the actual fuel consumption during the voyage and, in the case of vessels carrying multiple cargos, the proportion of cargo each charterer has on board is unknown. Contracts of affreightment and parceling fall under voyage charters operated under the same cost regime.

Well-to-tank emissions – Emissions attributed to upstream activities only, including extraction, cultivation, production, processing, storage, transport, bunkering of fuels.

Well-to-wake emissions – A combination of tank-to-wake and well-to-tank. This accounts for emissions from both upstream activities and operational activities of a vessel, or the "full lifecycle".

References

2023 IMO Strategy on Reduction of GHG Emissions from Ships. Available **here**.

Copernicus (2024). Global Climate Highlights 2023. Available **here**.

Directive (EU) 2023/959. Available **here**.

Getting to Zero Coalition (2023). Annual Progress Report on Green Shipping Corridors 2023. Available **here**.

Global Maritime Forum (2024). Taking Action on Operational Efficiency. Available **here**.

International Maritime Organization (2018). Initial Greenhouse Gas Study. Available **here**.

International Maritime Organization (2020). Fourth IMO Greenhouse Gas Study. Available **here**.

Regulation of the European Parliament and of the Council on the use of renewable and low-carbon fuels in maritime transport, and amending Directive 2009/16/EC. Available **here**.

Sea Cargo Charter (2024). Technical Guidance Version 4.0. Available **here**.

United Nations (2023). Review of Maritime Transport 2023. Available **here**.

Acknowledgements

The Annual Disclosure Report was developed by the Secretariat and Advisory to the Sea Cargo Charter. Special thanks to all the **signatories**, the **Steering Committee**, and the **Technical Committee** who, through a continuous review process of the methodology, ensure that the Sea Cargo Charter remains practical, effective and ambitious.

Secretariat

Global Maritime Forum

Sophie Deyon, Senior Project Manager
Lena Faber, Project Coordinator
Morgane Graffion, ESG Lead
Molly P Hannon, Senior Communications Manager
Thao Do, Project Assistant

Edited by **Justin Cremer**, Senior Communications Manager

GLOBAL MARITIME FORUM

Advisory

UMAS

Jean-Marc Bonello, Principal Consultant
Akash Kapur, Consultant
Haydn Francis, Consultant

Smart Freight Center

Alan Lewis, Chief Technical Officer

UMAS

Smart Freight Centre

Layout by **Housatonic.eu**

Sea Cargo Charter
Amaliegade 33 B, 3rd floor
1256 Copenhagen K
Denmark

www.seacargocharter.org
info@seacargocharter.org