Alberta

2024
ESG Annual Report

www.albertashipmanagement.com

ESG Report 2024

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About the report

This is our second sustainability report, which communicates our efforts in integrating sustainability into our broader business strategy, and long-term vision, for the calendar year ending December 31st, 2024.

Alberta Shipmanagement Ltd. aims to promote its sustainability performance transparently, honestly and consistently by providing customers with competitive international shipping services and the highest standards of operational excellence in quality, safety and sustainability. The main purpose of this report is to present the company's actions and initiatives to support its employees, business partners, and the community.

This report is prepared annually and in accordance with the Global Reporting Initiatives (GRI) Standards and the Sustainability Accounting Standards Board (SASB) for Marine transportation. The sustainability disclosures are also linked to the United Nations Sustainable Development Goals (UN SDGs).

The sustainability report refers to the period 01.01.2024 – 31.12.2024, it is fully aligned with the reporting period of company's financial reporting and its coverage includes the Athens-based headquarters and the maintained fleet. It has been conducted with the support of the American Bureau of Shipping and its publication date is 01/09/2025.

REPORTING PERIOD:

01.01.2024 – 31.12.2024

REPORTING CYCLE:

Annual

INTERNATIONAL REPORTING STANDARDS:

Global Reporting Initiatives (GRI) Standards and the Sustainability Accounting Standards Board (SASB) for Marine transportation. The sustainability disclosures are also linked to the United Nations Sustainable Development Goals (UN SDGs).

PUBLICATION DATE:

01/09/2025

CREDITS:

With the support of the American Bureau of Shipping

Message from our CEO

It is with great pride and a deep sense of responsibility that I present Alberta Shipmanagement's second Environmental, Social, and Governance (ESG) report for the year 2024. Building on the strong foundation laid by our launching report in 2023, this past year has been one of meaningful progress and reflection.

As a family-owned and family-run company, our identity is rooted in long-standing values—reliability, integrity, and excellence. These principles continue to guide every decision we make, especially as we navigate the evolving landscape of sustainable maritime operations. Our ambition remains clear: to deliver high-quality services while contributing to a more resilient, transparent, and responsible shipping industry.

In 2024, we reached a key milestone in our fleet renewal strategy. Through the continuation of our newbuilding program, we have not only expanded our fleet but have also significantly reduced its average age. By phasing out older vessels and introducing modern, more energy-efficient ships equipped with advanced environmental technology, we are ensuring our operations are both forward-looking and future-ready. This transition enhances safety, operational performance, and, most critically, our environmental footprint.

Our commitment to supporting the International Maritime Organization's (IMO) 2050 decarbonization goals remains unwavering. Throughout the year, we have made tangible strides in improving fuel efficiency, adopting digital tools for optimized voyage performance, and deepening our exploration of alternative, lower-emission fuels. These efforts are complemented by our investment in people—through training, engagement, and a steadfast culture of safety and continuous improvement.

Sustainability for Alberta Shipmanagement is not a destination - it is a journey, built on action and accountability. As we grow, so does our responsibility to our stakeholders, to the environment, and to the communities in which we operate. We recognize the trust you place in us, and it is this trust we aim to honor every day.

This report reflects the progress we've made, the lessons we've learned, and the road ahead. It captures not only our ESG performance but also the material topics that matter most to our stakeholders and define who we are as a company.

Thank you for being part of this journey. Your continued support, dialogue, and partnership fuel our ambition and inspire our commitment to a more sustainable future.

Warm regards,

Nicholas Inglessis, CEO

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Company & ESG Overview

Alberta Shipmanagement Ltd. is a family-owned shipping company conducting a modern, high-quality fleet of tankers and bulk carriers.

The Company is incorporated as a private limited company and our headquarters are in 26a, I.Apostolopoulou str., Chalandri, 15231, Greece.

With almost 150 years of continuous presence in the marine industry, we provide innovative transportation with the highest safety and environmental standards.

Alberta Shipmanagement Ltd is engaged in the technical and commercial management of tanker and dry bulk vessels.

The company operates under formal management agreements with the registered owners of the vessels it manages, ensuring full compliance with international maritime standards and operational excellence.

Our Vision

We are committed to providing safe and environmentally friendly sea transportation services of the highest quality with sophisticated management systems.

Our Mission

Is to be a leader and a trusted partner, providing competitive international shipping services and the highest standards of operational excellence in quality, safety and sustainability performance to our customers in the tanker and dry bulk markets.

Our Values

Our values emerge from our leadership and guide everything we do. We are committed to our long-term contribution to sustainable development and believe that the world changes when we change first. Therefore, we aim to implement ESG best practices from the inside out and improve our ESG performance over time.

Our Goals

Health, Safety, Security and Environmental excellence are our prime operational targets and have officially set the following long-term aspirations and goals:

- Zero incidents
- Zero accidents
- Zero spills or releases to the environment
- Zero customer complaints
- 100% Operations at a stage of excellence

PEOPLE

48
Shore based employees

1008
Seafarers

3%
Turnover Rate in Seafarers

0%
Turnover Rate in shore-based employees

Well-being and Safety programs

Employee engagement programs

FLEET

6.445
Operating days

1.004.860
Total DTW (mt) Tankers fleet capacity

1.269.447
Total DTW (mt) Dry Bulk fleet capacity

456
Port calls

1.097.170
Total DTW (mt) Dry Bulk fleet capacity

215 ports in **74** countries

OFFICE

Gold certification under Leadership in Energy and Enviromental Design (LEED) standard

WiredScore Silver certification

Fully equipped Emergency Team Rooms

Emergency Generator and UPS

Fire Detection System, Fire Stations, Automatic Fire Extinguishing System

1875

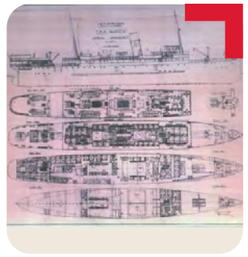
Dimitrios Inglessis (DI), starts business on the island of Samos, trading goods with his sailing boats.

1911

The first official Inglessis family company, D. Inglessis Fils', was created, incorporating the first steamship "Dimitrios".

1918

A dynamic expansion in cargo and passenger ships allows the family to contribute significantly to the trade between Italy, Piraeus and the Greek islands.



1920

The first 'Alberta' passenger ship is purchased.

WWII

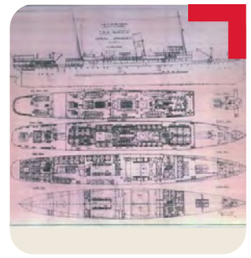
The entire fleet was destroyed. The Inglessis family begins rebuilding the fleet, through the purchase of Liberty and T2 tanker ships from the US.

1960s-70s

These decades there is a sizeable expansion of the fleet through the purchase of 40 new multi-purpose and large bulk carrier ships from esteemed Japanese shipyards.

1963

The Inglessis family joins forces with other Greek shipping families developing 'Pegasus Ocean Services' in Piraeus and 'Pleiades Shipping Services' in London.



1972

Committed to working with quality shipyards, the company also cultivates a relationship with the B&W shipyard that leads to several new building contracts.

1988

The first tanker LR1 'Obelix' is purchased, which is quickly followed by a number of VLCCs.

1991

The offices 'Samos Steamship' in Athens and 'Alberta Shipbrokers' in London, were established.

2004

Expansion into the LPG sector through the acquisition of 'Sweet Dream' as well as the order of 2 new buildings, ordered and delivered from first class Japanese shipyards.

2019

A new modern shipping company, 'Alberta Shipmanagement Ltd' operating a mixed fleet of Japanese built tankers, chemical tankers and bulk carriers.

Our Fleet

We operate a modern mixed fleet of eco-tankers and bulk carriers meeting the highest industry and market quality standards.

TANKERS

NAME	TYPE	BUILDER	DWT	YEAR
Helios	VLCC	JMU / Japan	302,093	2022
Ambelos	Aframax	Namura / Japan	114,606	2017
Lorax	Aframax	Sumitomo / Japan	111,700	2022
Erotokritos	LR2	Sumitomo / Japan	109,992	2024
Ambrosia	LR2	Sumitomo / Japan	105,363	2006
Portofino	Product Tanker / LR1	Minaminippon / Japan	74,905	2010
Dumbledore	Product Tanker / MR2	Shin Kurushima / Japan	53,815	2007
Petalouda	Oil / Chemical Tanker IMO 3	Onomichi / Japan	47,322	2008
Papillon	Oil / Chemical Tanker IMO 3	Onomichi / Japan	47,302	2007
Milou	Oil / Chemical Tanker IMO 2	Hyundai Mipo/ Korea	37,488	2007

DRY BULK CARRIERS

NAME	TYPE	BUILDER	DWT	YEAR
Panoramix	Newcastlemax	CSBC / Taiwan	203,372	2007
Casanova	Capesize	Mitsui / Japan	178,462	2011
Kerkis	Capesize	Namura / Japan	176,862	2007
Marathos	Minicape	Sanoyas / Japan	119,363	2012
Popeye	Post Panamax	Tsuneishi / Thoushan	98,730	2013
Ifestos	Post Panamax	Imabari / Japan	95,790	2010
Falbala	Post Panamax	Imabari / Japan	95,740	2011
Aris	Post Panamax	Imabari / Japan	95,731	2012
Shigaraki	Post Panamax	Oshima / Japan	93,478	2018
Sunrise	Handysize / Boxhold	Saiki / Japan	37,268	2009
Sunset	Handysize / Boxhold	Saiki / Japan	37,334	2009
Sunshine	Handysize / Boxhold	Saiki / Japan	37,317	2009

Our Memberships

INTERCARGO
International Association of Dry Cargo Shipowners

The International Association of Dry Cargo Shipowners (INTERCARGO) represents the interests of quality dry cargo shipowners. It provides a forum where dry bulk ship owners, managers and operators can be informed, discuss and share concerns on key issues and regulatory challenges, particularly in relation to safety, environment and operational excellence. The organization is committed to safety and quality in ship operations, with a focus on operational efficiency and protection of the marine environment.

HELMEPA
ΕΛΛΗΝΙΚΗ ΕΝΩΣΗ ΠΡΟΣΤΑΣΙΑΣ ΘΑΛΑΣΣΙΟΥ ΠΕΡΙΒΑΛΛΟΝΤΟΣ
HELLENIC MARINE ENVIRONMENT PROTECTION ASSOCIATION

The Hellenic Marine Environment Protection Association (HELMEPA) is a Greek-based association founded in 1982 as a result of the commitment of Greek seafarers and shipowners to protect the seas from pollution caused by ships. Under the motto “To Save the Seas”, they have consistently supported their initiative until today. The main objective of HELMEPA is to make the human element of the maritime community aware of the environment and the spirit of safety in order to achieve quality shipping, always at the service of humanity. This is achieved through a highly coordinated voluntary effort to inform, update, educate and motivate everyone, from the shipowner to the last seafarer.

INTERTANKO

The International Association of Independent Tanker Owners (INTERTANKO) is a trade association representing the interests of tanker owners at national, regional and international levels. The organization promotes an industry dedicated to supporting global energy networks by providing safe, efficient and environmentally sound transportation services and is actively involved in a wide range of operational, technical, legal and commercial issues affecting tanker owners and operators worldwide.

BIMCO

Baltic and International Maritime Council (BIMCO) is an international shipping association representing shipowners, managers, agents and brokers in more than 130 countries. Its mission is to be at the forefront of global shipping developments, providing expert knowledge and practical advice to safeguard and add value to its members’ businesses.

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Our Strategy

Sustainability, along with our values, is the foundation of our strategy. Our strong governance is also a key enabler. Sustainability is an integral part of Alberta's foundation and aligned with our power values, business strategy and purpose.

Our purpose is to reimagine shipping for people and our planet. Our sustainability frame underpins our strategy to be an integrated shipping company and translate our purpose into action. It sets out aims in the areas where we believe we can make the biggest difference for our company, our stakeholders and society.

Adopting best practices for operational & sustainability excellence.

Looking beyond our business by adopting sustainability strategies that create positive impacts throughout our value chain and in the communities in which we operate.

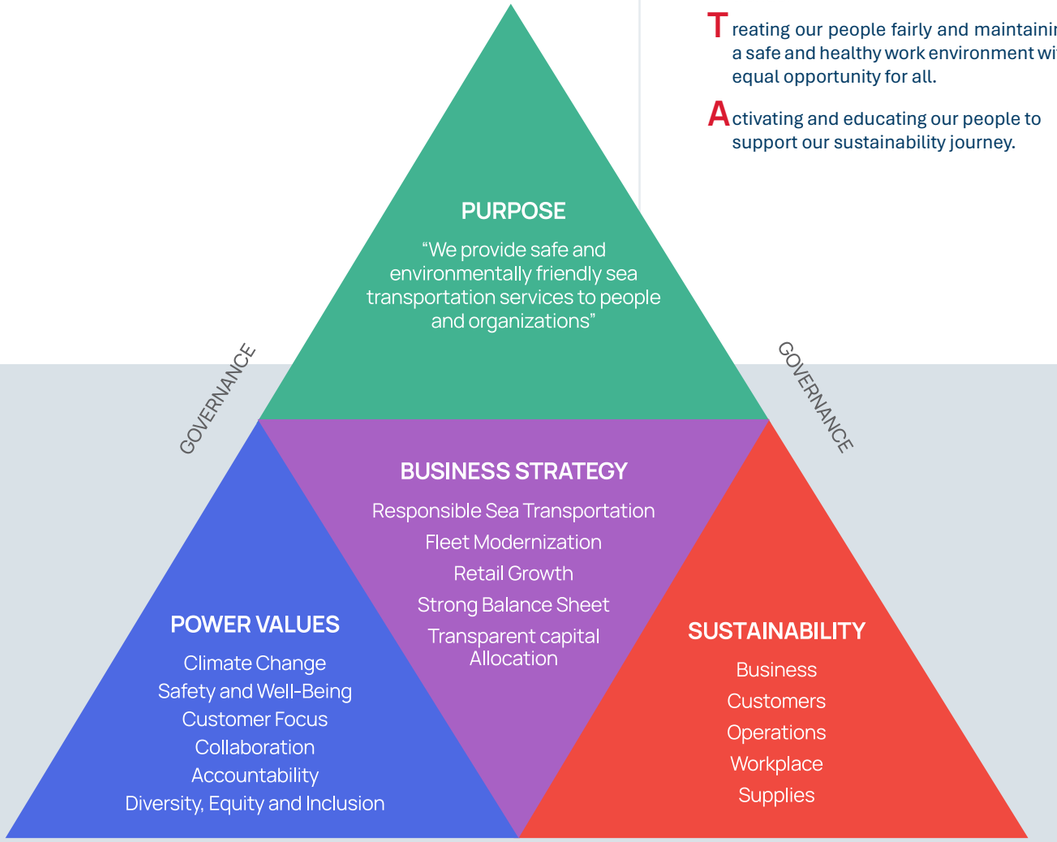
Banning unethical behaviors, in line with our anti-bribery and anti-corruption policies.

Engaging with our stakeholders and promoting collective actions for sustainability.

Reviewing our sustainability strategy and targets, considering the latest scientific evidence, institutional drivers, and market trends.

Treating our people fairly and maintaining a safe and healthy work environment with equal opportunity for all.

Activating and educating our people to support our sustainability journey.



Our aims and objectives

In Alberta, we aim to create value while ensuring long-term sustainability.
We operate in a responsible manner undertaking the commitment to:

Adopt and implement a "Just Culture" and "No Retaliation" policies for those voluntarily reporting Incidents and Near Miss Incidents. The same stands for personal complaints of any kind.

Adopt and implement "Zero Tolerance Policy" for deliberate violations of National or International regulations or the company's internal procedures. The same stands for acts of retaliation against those reporting such violations.

Establish a Supplier Code of Conduct that requires compliance with labor standards.

Cooperate with any Authority investigating Incidents or Violations of any kind.

Prohibit any discrimination against employees because of the individual's race, color, religion, gender, sexual orientation, national origin, age, disability, or any other characteristic protected by law.

Ensure zero incidents of compliance with laws and regulations imposed by United Nations, United States, European Union and other national and supranational authorities and legislators.

Comply with ISM Code | ISPS | MARPOL | SOLAS | IMDG Code | EU MRV | UK MRV | MLC | STCW | COSWP | ILO-OSH 2001

Conforms to the requirements of ISO 9001, 14001, 18001, 27001, 45001 and 50001.

Environment

Improving our fleet's consumption of fuel and other inputs and the resulting impacts of emissions, use of resources and climate change.

FOCUS AREAS

Greenhouse gas emissions / Energy consumption / Air pollution / Waste / Water

Social

Rewarding the skills, experience, behavior and loyalty of our staff and enhancing with fair remuneration and a commitment to health and safety, development and training, equal opportunity and a comfortable and fulfilling workplace.

FOCUS AREAS

Health & safety / Human rights / Diversity & equal opportunity / Training & development

Governance

Evolving management and governance practices for best in-class risk management, transparency and stakeholder confidence.

FOCUS AREAS

Anti-corruption / Risk Management / Transparency / Cyber Security

Alignment with the United Nations Sustainable Development Goals

Our corporate vision and our sustainability strategy are fully aligned with the roadmap to a sustainable shipping industry.

The roadmap was initially launched in 2016, by members of the Sustainable Shipping Initiative, in efforts to address the issues of the environmental impact and present sustainable options for the maritime sector.

The roadmap, consisting of six vision areas – Oceans, Communities, People, Transparency, Finance, and Energy – each aligned with the Sustainable Development Goals, sets out opportunities for positive impact across and beyond the shipping value chain.

1. Oceans

Contribute to responsible ocean governance and the healthy use of marine resources

2. People

Provide healthy, safe and secure work environments, so that people can enjoy rewarding careers and achieve their full potential

3. Communities

Be a trusted and responsible partner in the communities

4. Transparency

Drive performance improvements and enable better, sustainable decision making through transparency and accountability

5. Finance

Develop financial solutions that reward sustainable performance and enable large scale uptake of innovation, technology, design and operational efficiencies.

6. Energy

Change to a diverse range of zero carbon energy sources, using resources efficiently and responsibly for zero emission shipping and avoiding negative environmental and biodiversity impacts

Our New-building Program

We are proud to announce our new-building program, which reflects our dedication to decarbonizing and modernizing our fleet.

This program involves the construction of four state-of-the-art vessels; each designed with cutting-edge technology to enhance operational efficiency and significantly reduce environmental impact.

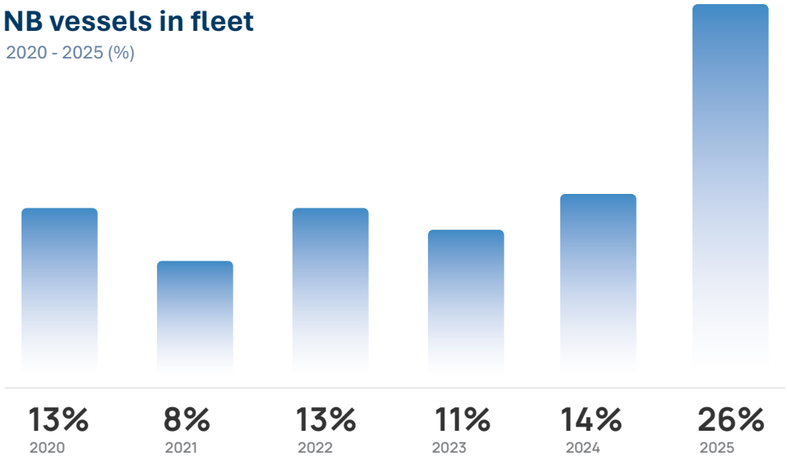
Our newbuilding program is a key component of our proactive strategy to reduce greenhouse gas emissions throughout our operations.

Each vessel will be equipped with advanced, fuel-efficient engines and designed to meet the latest IMO standards for greenhouse gas emissions. To demonstrate our commitment to environmental stewardship, where feasible, our newbuildings are designed to meet higher EEDI performance levels that those required at the time of contracting.

By investing in these state-of-the-art, environmentally friendly vessels, we are not only meeting, but exceeding industry standards, solidifying our position as a leader in responsible and sustainable shipping practices.

NB vessels in fleet

2020 - 2025 (%)



NAME	TYPE	BUILDER	DWT	YEAR
TBN	Aframax / LR2	Sumitomo / Japan	115,000	09/2024
TBN	Handymax / Boxhold	Oshima / Japan	42,000	01/2025
TBN	Suezmax	NSY JMU / Japan	158,600	04/2025
TBN	Suezmax	NSY JMU / Japan	158,600	05/2025

Aframax / LR2 Tanker

Built by Sumitomo in Japan, this vessel features an optimized hull design and energy-efficient propulsion systems to minimize fuel consumption and emissions. Scheduled for delivery in September 2024.

Handymax / Boxhold Carrier

Scheduled for delivery in January 2025, this vessel from Oshima Shipbuilding is designed to efficiently carry a variety of cargoes. It incorporates innovative design features that reduce drag and improve fuel efficiency.

Suezmax tankers

Built by NSY JMU, these two sister ships will join our fleet in April and May 2025. They are designed with the latest maritime technology, including low-resistance hull forms and energy-saving devices, to ensure optimal performance and a reduced environmental footprint.

Modernizing for a Sustainable Future

The modernization of our fleet through our new-building program demonstrates not only our commitment to sustainability, but also to operational excellence. By integrating the latest technological advances, we aim to improve the reliability, safety and efficiency of our operations.

Investing in the Future of Clean Shipping

We closely monitor developments in available vessel designs, technologies and their maturity, as well as the prospects for the availability of alternative fuels on the routes we operate, to make appropriate investments in alternative propulsion vessels that will further improve our operational environmental performance.

Stay tuned!

Our KPIs

We systematically monitor our operational performance using a set of Key Performance Indicators (KPIs) that are dynamically revised and expanded.

Our KPIs have been developed considering SMART (Specific, Measurable, Achievable, Realistic and Time-bound) criteria, industry best practices and guidelines from international associations such as BIMCO's KPI system and OCIMF's Tanker Management & Self-Assessment suite.

They cover a wide range of topics such as environmental, operational, human resources management, technical, health and safety, port state control, navigational safety and security.

Alberta's performance is regularly reviewed, and appropriate actions were taken to align it with the set targets.

Our KPI targets for 2024, along with our more challenging long-term targets, are shown in the table below:

2024 KPI Targets

KPI NO. / DESCRIPTION	TARGET (2024)	LONG TERM TARGET (2030)
KPI001: PSC inspections without findings	90%	95%
KPI002a: PSC deficiencies per inspection	<0.2	<0.1
KPI002b: Zero ISM related deficiencies	0	0
KPI003: PSC Detentions	0	0
KPI004: Vetting Observations/inspection (VIQ 7 and SIRE 2.0)	<3	<2
KPI004: VIQ 7	<3	<2
KPI004a: Observation/Inspection under the VIQ 7/ SIRE 2.0) Chapter 9 "Mooring"	<0.20	<0.10
KPI004a: VIQ 7 Observation/Inspection Chapter 9 "Mooring"	<0.20	<0.10
KPI004a: SIRE 2.0 Observation/Inspection Chapter 9 "Mooring"	<0.37	<0.10
KPI004b: Observation/Inspection under the VIQ Chapter 5(VIQ 7 and SIRE 2.0)	<0.20	<0.10
KPI004b: VIQ 7 Observation/Inspection under the VIQ Chapter 5	<0.20	<0.10
KPI004b: SIRE 2.0 Observation/Inspection under the SIRE Chapter 5	<2.64	<0.10
KPI004c: Observation/Inspection under the VIQ Chapter 10 /SIRE 2.0 Chapter 10 (new) (VIQ and SIRE 2.0)	<0.20	<0.10
KPI004d: Observation/Inspection under the VIQ 7/ SIRE 2.0 Chapter 11 (new)	<0.64	<0.34
KPI004d: Observations/Inspection under RightShip (new)	<13	<7
KPI004f: Zero High Risk Observations	0	0
KPI005: External Audit NCRs/Audit	0	0
KPI005a: Zero high risk observations	0	0
KPI006: External Audit Observations/Audit	<1	0
KPI007: Navigational Audit findings /Audit	<2	<1
KPI007a: Zero high risk observations	0	0
KPI008: Third party audits on tankers	1 per 5 vessels–zero high risk observations	3 per 5 vessels - zero high risk observations
KPI009: Internal Audits NCRs / ship- tankers & ship- bulk carriers (revised)	<4	<2
KPI010: Fatalities	0	0
KPI011: TRCF	0.7	0.5
KPI011a: Number of fatalities due to work injuries	0	0
KPI011b: Number of fatalities due to sickness	0	0
KPI012: LTIF	0.6	0.3
KPI013: TRCF for contractors	0.3	0.2
KPI014: Near Misses/ship/ month	3	5 (low risk)
KPI015: Safety Best Practices Identified /ship/ year	3	4
KPI016: Collisions	0	0
KPI017: Fire/Explosions	0	0
KPI018: Groundings	0	0
KPI019: Allision	0	0
KPI020: Spill at sea	0	0
KPI021: Spill contained on deck	0	0
KPI022: Off hire days/service days rendered %	0	0
KPI023: Cargo claims / 100 port calls	0	0
KPI024: Security incidents	0	0
KPI025: Cyber Security Incidents	0	0
KPI026: Tankers -PMS rescheduled jobs < 2% per month	<2%	<1%
KPI027: Bulk carriers- PMS rescheduled jobs < 2% per month	<2%	<1%
KPI028: Overdue planned maintenance critical jobs	0	0
KPI029: Lube oil analysis Alert report %	5%	2%
KPI030: Fleet availability %	100%	100%
KPI031: Blackout /ship	0.1	0.05
KPI032: Loss of maneuverability (per ship/year)	0	0
KPI033: Incidents or out-of-service times attributed to failure of critical equipment.	0	0
KPI034: Mooring lines failure/ship/year	0	0
KPI035: Offset Engines Performance reports (%)	3.50%	1%
KPI036: Critical spares in shortage (%)	0	0
KPI037: Lubs (ltrs/tmile) (all fleet)	0.022	0.02
KPI 038: Zero conditions of Class	0	0
KPI039: Positive D&A crew members (%)	0	0
KPI040: Crew complaints made – solved (%)	100%	100%

2024 KPI Targets

KPI NO. / DESCRIPTION	TARGET (2024)	LONG TERM TARGET (2030)
KPI041: Number of violations of rest hours (3 or more days containing "non-conformance" by individual on board)	0	0
KPI042: Technical Attendances on Tankers (visits/ship) *Note for all attendance KPIs 042-045: applied only to vessels that were in our company's management for the whole year 2024.	2 per year/per vessel (at least 1 sailing)	3 per year/per vessel
KPI043: Technical Attendances on Bulk Carriers (visits/ship)	2 per year (at least 1 sailing)	3 per year
KPI044: Vetting Attendances on Tankers (visits/ship)	2 per year (at least 1 sailing)	3 per year
KPI045: Vetting Attendances on Bulk Carriers (visits/ship)	2 per year (at least 1 sailing)	3 per year
KPI045: Senior Management visits	1 attendance/5 vessels	2 attendances/5 vessels
KPI046: Managing Director Attendances per year	1 attendances/8 vessels	4 attendances / 10 vessels
KPI047: Superintendent's findings/inspection (revised)	>15	>20
KPI047a: Zero high risk observations.	0	0
KPI047b: Training needs identification/ training conducted during Sups. Attendances (new)	4	5
KPI048: ORB remote reviews per ship/year	2	8
KPI049: Top4 Officers retention rate %	97%	98%
KPI050: Officers retention rate %	90%	95%
KPI051: Ratings retention rate %	93%	95%
KPI052: Senior Officers contract violation days	0.25%	0.15%
KPI053: Officers contract violation days	0.20%	0.10%
KPI054: Ratings contract violation days	0.2	0.1
KPI055: Office employees' retention rate	80%	90%
KPI056: Key personnel retention rate	90%	95%
KPI057: Cadets per ship (No of cadets/ per vessel	2	4
KPI058: Number of human rights grievances reported (% of grievance investigated and closed)	100%	100%
KPI059: Number of training sessions given to address human rights. 1course/ per seafarer (New)	100%	100%
KPI060: Zero human and seafarer's rights violation (New)	0	0

Where KPIs are qualitative in nature, performance is evaluated based on management review, internal monitoring, and the effectiveness of implemented controls

Towards a Sustainable Value Chain

Although Alberta Shipmanagement Ltd does not own the cargo or directly engages with end users, its role as a manager ensures that vessels meet operational and safety standards to support the global commodities supply chain efficiently and sustainably.

Alberta Shipmanagement Ltd provides full-scope ship management services, including:

Technical management

Maintenance, Repairs, Dry-docking

Crew management

Recruitment, Training & Deployment

Safety & compliance oversight

ISM, ISPS, MARPOL

Commercial operation support

Where applicable

Marine related procurement and invoicing

The company's operations primarily serve international markets, transporting crude oil, refined petroleum products, and bulk commodities such as coal, iron ore, and grain.

Services are rendered globally, with vessel trading routes spanning major shipping corridors in the Atlantic, Pacific, Indian Ocean, and Middle East.

Organization's upstream entities basically include its supply chain, which relies on the global maritime supply chain. This is composed of:

Crew Providers and training centers: sourcing qualified seafarers and delivering required certifications and ongoing training

Service Providers: classification societies, flag state administrations, port agents, surveyors, IT and software providers (e.g., for fleet management systems)

Insurance Providers: P&I clubs and hull & machinery insurers

Fuel and Lubricant Suppliers: bunkering companies at various ports worldwide

Technical Suppliers: marine spare parts and equipment vendors, shipyards for repair and dry-docking

The company maintains a network of vetted vendors and partners to ensure compliance, safety, and service reliability across all operations.

Company's downstream entities include the charterers, the cargo owners, and finally the end users of the commodities transported. More specifically, these categories include:

Charterers

Trading houses, oil major companies and commodity companies that charter vessels for transporting crude oil, refined petroleum products, and dry bulk cargoes.

Cargo owners & traders

Major oil companies, multinational corporations involved in energy, mining, and agriculture.

End customers

Refineries, power plants, steel producers, and food processing industries relying on the timely delivery of raw materials.

The maritime operational VC includes fueling, provisioning, and cargo handling. Faster turnarounds raise capital productivity.

Bunker locations, fuel prices, and weather conditions impact the routing, and, hence, operational efficiency. It is our responsibility to accomplish efficiency improvement through our VC, towards a more sustainable future.

Steaming speed is an important factor; synchronization along the chain is critical. Technology provides solutions to improve fluidity and reduce costs and emissions.

Optimizing the number of ship types can reduce fuel consumption per transported unit. Exploring multiple ways of optimization is necessary until the alternative marine fuel VC is sufficiently developed.

Simply put, there are five key performance indicators (KPIs) to watch to reduce GHG emissions along our ship operational VC:

- Cargo space utilization rate (i.e. the percentage of available cargo space used during transportation. A higher utilization rate means more cargo is being moved with the same resources).
- Economies of scale (i.e. use larger units to transport more cargo at once, where possible without lowering the utilization rate).
- Operating a ship at optimal design-speed balancing fuel efficiency, voyage planning and operational requirements.
- Energy-Efficient Technologies (i.e., including advancements in propulsion systems and hull design optimization and energy-saving devices, aimed at reducing fuel consumption and greenhouse gas emissions throughout the vessels' lifecycle
- Transitioning to Alternative Fuels (i.e., we actively investigate cleaner alternatives such as liquefied natural gas (LNG), biofuels, and other sustainable options to power our vessels).

Globally bulk carriers travel about 56% of the time in ballast, with a small or no payload, while tankers may spend 25-50% of their operating time in loading mode.

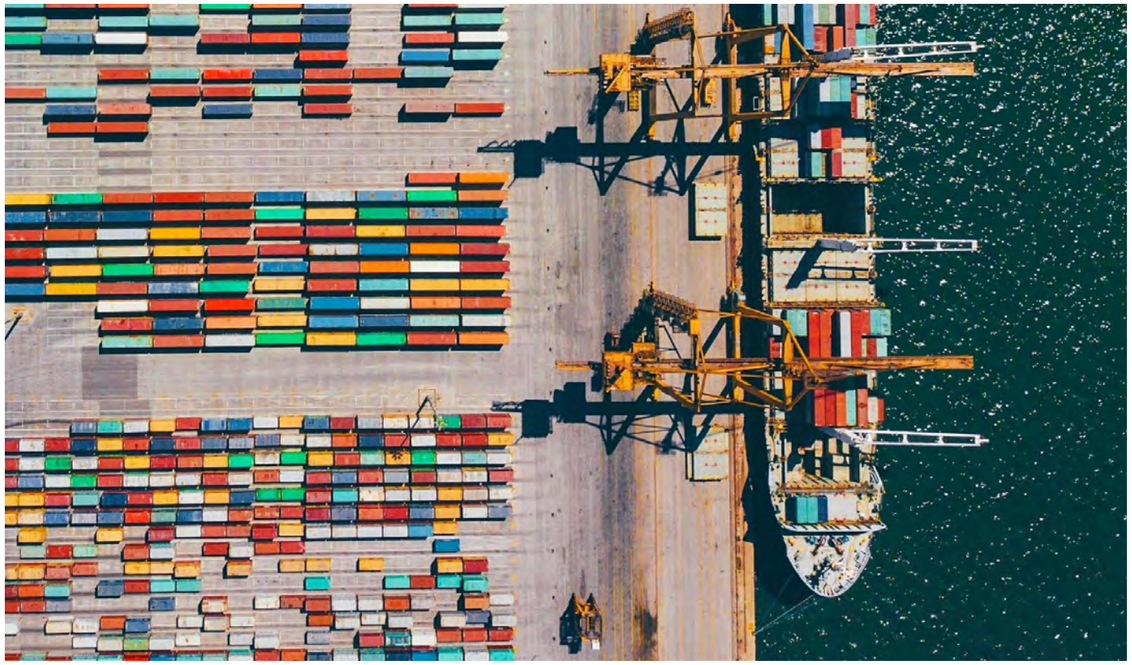
Minimizing ballast voyages is a common goal across various vessel segments — not only for bulk carriers but also for tankers — as it directly contributes to lower bunker consumption and emissions.

Achieving higher ship utilization and better synchronization requires coordinated effort among all stakeholders, including shipowners, charterers, ports, and regulators.

Initiatives such as virtual arrivals, horizontal partnerships, and dynamic fleet management are gaining traction, supported by an increasing number of industry players.

The adoption of digital platforms and real-time data sharing between ships and ports further enhances transparency and planning efficiency.

While challenges remain, the collective momentum indicates that a transition toward more energy-efficient and collaborative maritime operations is not only desirable but also increasingly achievable.



By prioritizing climate action, we aim not only to reduce the environmental impact of our operations but also to position ourselves as leaders in sustainability within the maritime sector. Our ambition extends beyond mere compliance to drive positive change and contribute to a more resilient and sustainable future for generations to come.

At Alberta Shipmanagement, we are committed to supporting the transition toward a low-carbon maritime value chain.

Building an inclusive stakeholder engagement

Alberta prioritizes inclusiveness through robust stakeholder engagement throughout its operations. Recognizing the diverse interests at stake, including onshore employees, clients, suppliers, investors, regulators and seafarers, we have established multiple channels for communication and dialogue.

These include meetings, forums, surveys and digital platforms to ensure accessibility and participation.

Active consideration of stakeholder feedback, concerns and suggestions is an integral part of our approach, and we are committed to incorporating their input into our decision-making processes wherever possible. Consultation on relevant issues ensures that diverse viewpoints are considered and promote well-informed and inclusive decision-making.

Services are provided globally, with vessels operating across major shipping corridors in the Atlantic, Pacific, and Indian Oceans, as well as the Middle East region.

4/ MATERIALITY ASSESSMENT

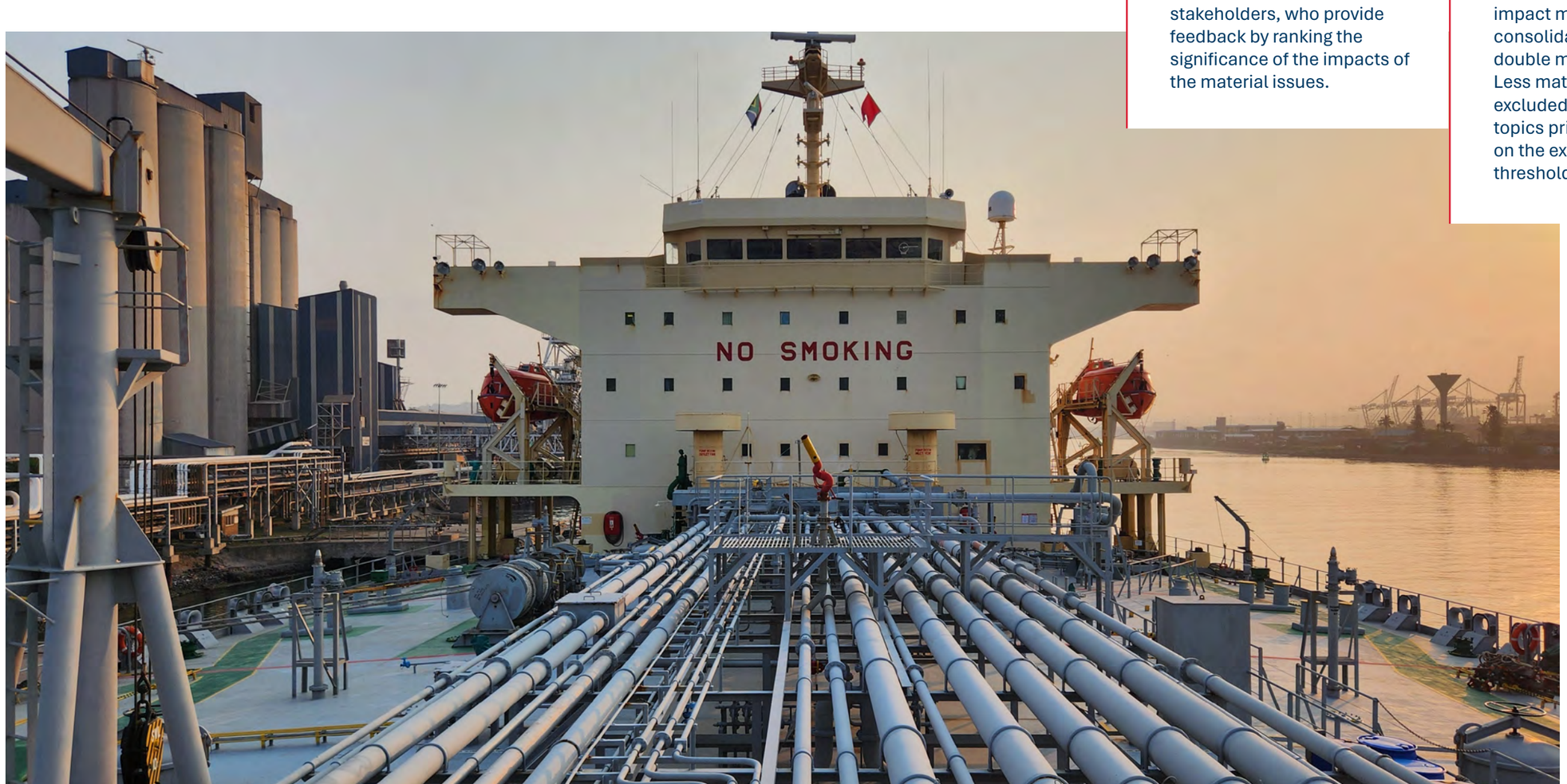
ESG Report 2024
4 / MATERIALITY ASSESSMENT

Mapping Relevance Impact

In preparing the materiality assessment, we considered the most recent international sustainability reporting standards, market guidelines and best practices.

In that context, we conducted an inclusive stakeholder survey which applied the principles of double materiality, engaging with both our internal and external stakeholders (financial institutions, charterers/brokers, classification societies, flag states, port authorities, regulatory bodies, international/ industry organizations, issuers/P&I clubs, shipyards, manning agents, academic institution, NGOs, government authorities etc.), to obtain their input regarding our material ESG topics and sustainability priorities.

Through this process we gain significant knowledge about both (a) the ESG issues which pose significant risks or opportunities to our business (financial materiality) and (b) the ESG issues through which Alberta could have a substantial impact on society and the environment (impact materiality).



The process for conducting the double materiality assessment included the following steps:

Identify potential material ESG issues

The first step in conducting the double materiality assessment is to list and group potential ESG issues based on peer review, relevant maritime literature, and guidance from relevant sustainability standards and frameworks.

Analyze and prioritize

Rank material aspects based on strategic importance, stakeholder impact and ESG value chain impact and prepare a materiality matrix.

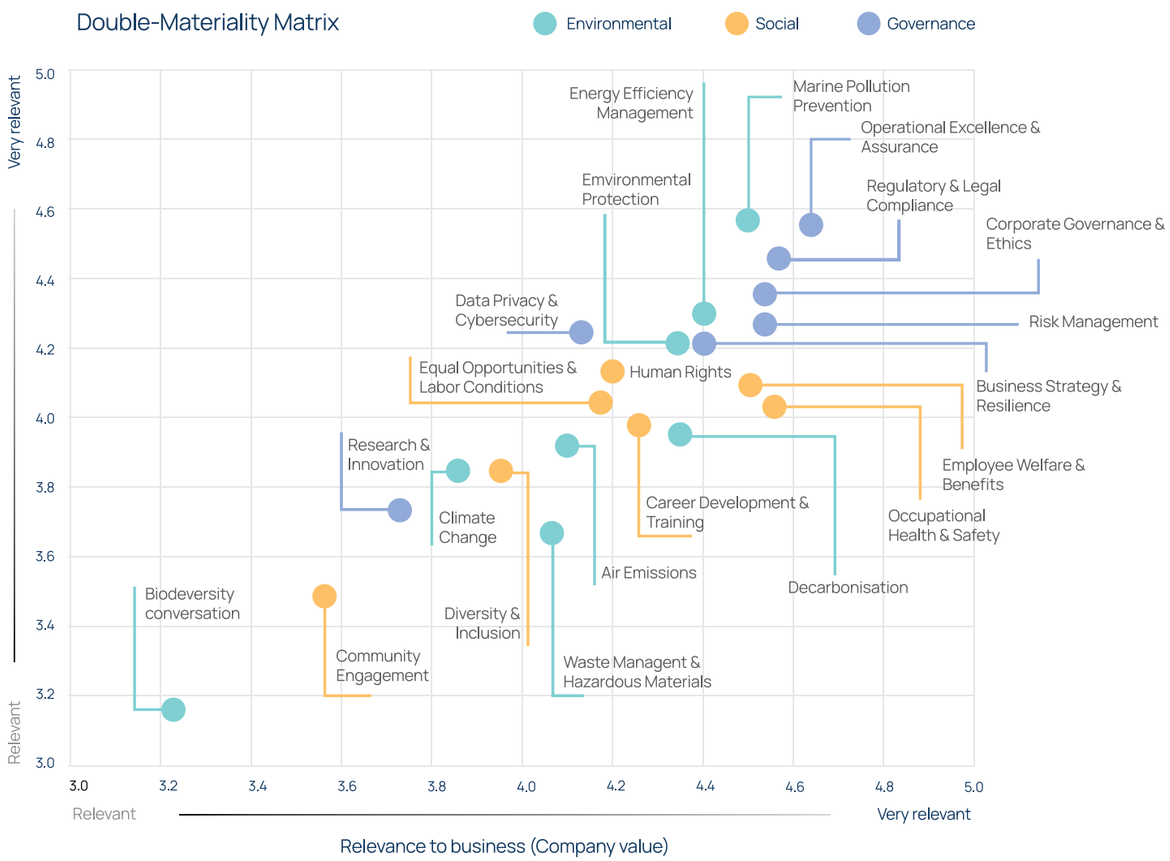
A critical step in the process was stakeholder engagement through a survey in the form of online questionnaires sent to internal and external stakeholders, who provide feedback by ranking the significance of the impacts of the material issues.

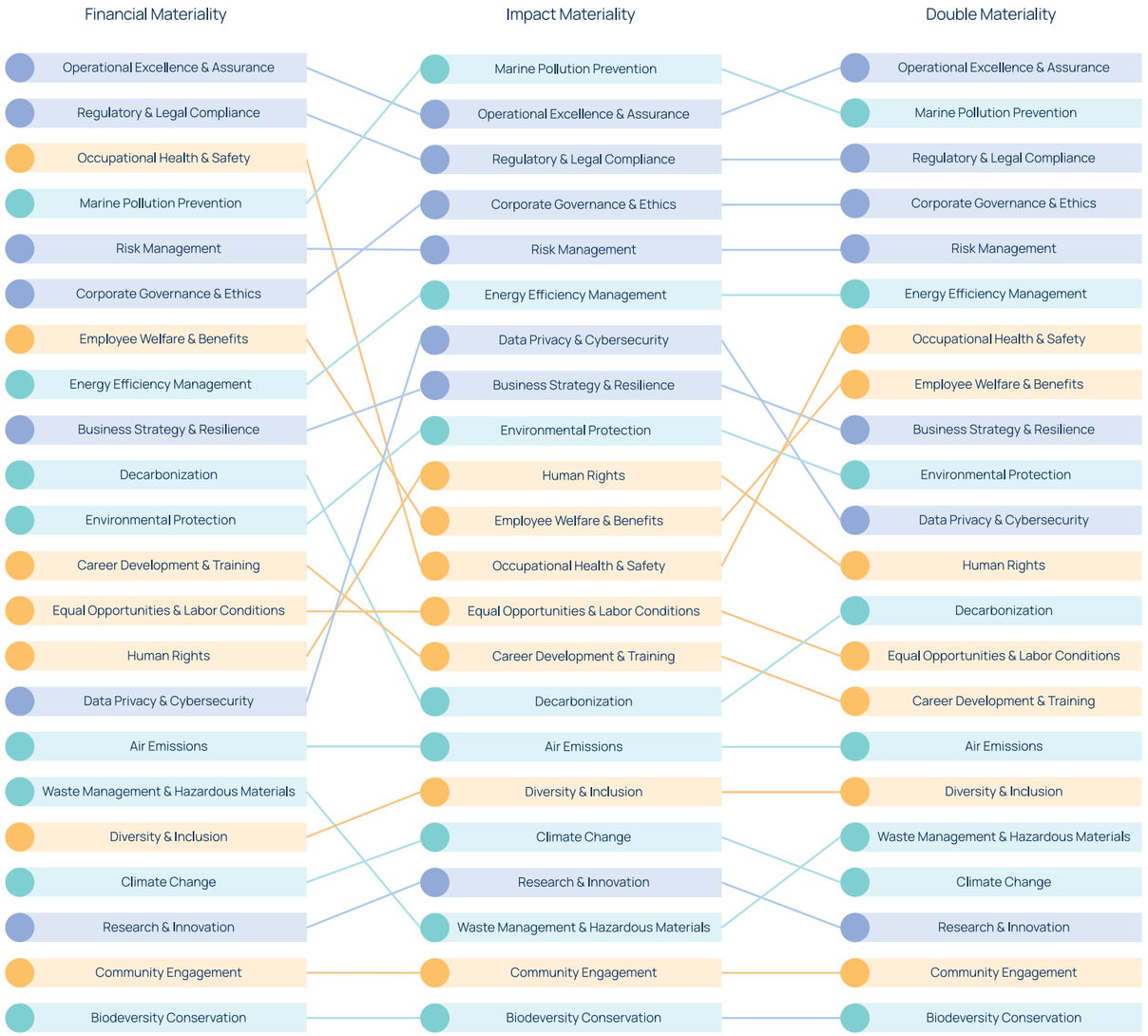
Validate, Review and Approve

After conducting the initial double materiality assessment, we reached out to internal and external subject matter experts to obtain their valuable feedback and ultimately seek approval from our senior management.

The average financial and impact materiality scores are consolidated into the final double materiality matrix. Less material topics may be excluded from the final ESG topics prioritization list based on the existing significance thresholds set by Alberta.

Our materiality matrix





ESG Report 2024
5 / ENVIROMENT

5/ ENVIRONMENT

Highlights

ENERGY: 5,419,150 GJ

FLEET

75.6%	15.2%	9.2%
HFO	LFO	MDO/MGO

EMISSIONS: 417,791 t CO2e

SCOPE 1

99.9%	0.01%	0,09%
CO2	CH4	N2O

163.04 t CO2e

SCOPE 2

82%	18%
DRYDOCKING	OFFICE CONSUMPTION

501.30 t CO2e

SCOPE 3

94%	6%
CATEGORY 1	CATEGORY 7

WASTE: 1,333.02 m3

FLEET

54%	27%	19%
DISPOSED TO SHORE	DISPOSED TO SEA	INCINERATED

84,2kg Recycled

OFFICE

58kg	19kg	7,2kg
PLASTICS	ALUMINUM	GLASS

WATER:

BALAST

4,725,485 m3
WITHDRAWN/TREATED/DISCHARGED

OFIICE

3,40 m3
OFFICE WATER CONSUMPTION

7 AFFORDABLE AND CLEAN ENERGY

13 CLIMATE ACTION

12 RESPONSIBLE CONSUMPTION AND PRODUCTION

6 CLEAN WATER AND SANITATION

14 LIFE BELOW WATER

Roadmap to 2050

At Alberta Shipmanagement Ltd., we recognize our responsibility to contribute to the global effort to combat climate change.

In alignment with the International Maritime Organization's (IMO) target for net-zero greenhouse gas (GHG) emissions by 2050, **we have developed a comprehensive strategic plan to phase out CO2 emissions from our operations in the coming years.**

Our vision is to be one of the world's leading companies in the maritime segment, delivering sustainable and environmentally responsible sea transportation services of the highest quality.

In alignment with the IMO's revised GHG reduction strategy, Alberta Shipmanagement Ltd. has developed a phased approach to achieving net-zero emissions:

2030 Milestone

Short-term decarbonization deadline

Reduce GHG emissions by at least 20%(striving for 30%) through operational improvements, fuel efficiency measures, and partial adoption of low-carbon fuels.

2040 Milestone

Mid-term decarbonization deadline

Achieve a 70% (striving for 80%) reduction by increasing the use of alternative fuels, further fleet modernization, and incorporating zero-emission technologies.

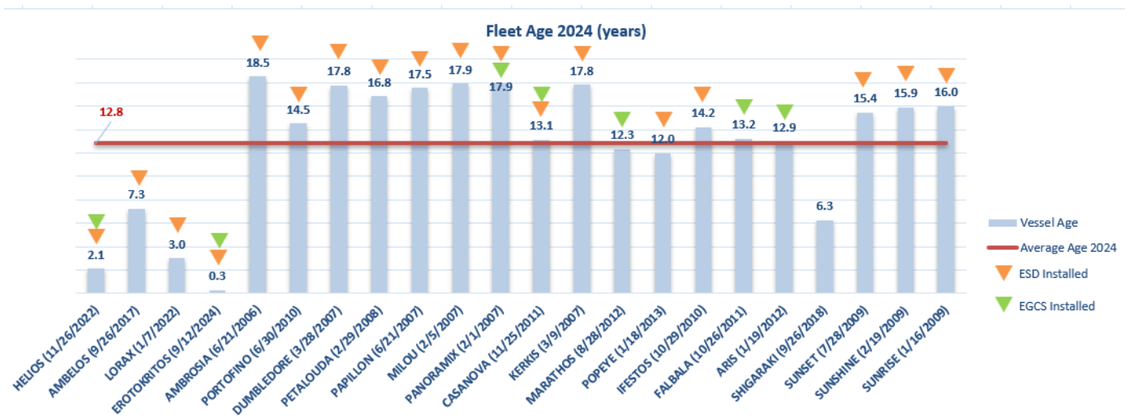
2050 Target

Long-term GHG reduction target

Reach net-zero GHG emissions by fully transitioning to carbon-neutral fuels and next-generation vessel designs.

Periodically, we conduct a thorough review of our strategy to ensure it remains fully aligned with the latest technological advancements, regulatory updates, and emerging industry's best practices. This proactive approach allows us to make the necessary adjustments and stay firmly on track toward achieving our decarbonization objectives.

Aligning with our strategy, we are trying to **increase our new building percentage in our fleet** throughout the years, as well as the **retrofit installations of EGCS and ESD.**



Energy and Emissions

Decarbonization and **energy performance** are high on the agenda of our sustainability strategy. We have made strategic investments in fleet renewal and modernization that are expected to have a significant positive impact on our decarbonization efforts in the coming years. We are constantly looking for new and innovative ways to optimize the energy performance of our fleet and integrate industry's best practices.

Scope 1

Direct Emissions

Maritime transport, responsible for carrying approximately 90% of global trade goods, stands out as a highly energy-efficient mode of transportation, as it only contributes around 3% to global greenhouse gas (GHG) emissions.

Recognizing this, we diligently monitor our direct GHG emissions to ensure accuracy and accountability. Adhering to the EU Monitoring, Reporting, and Verification (MRV) regulations and the International Maritime Organization's Data Collection System (IMO DCS) requirements, we have implemented a robust and validated procedure for comprehensive emissions monitoring. Our GHG emissions are verified by a third-party.

In 2024, our fleet emitted in total **417,791 t CO2e**, considering the MEPC emission factors*. The gases included in this calculation were CO_2, CH_4, and N_2O. This is analyzed in the next charts.

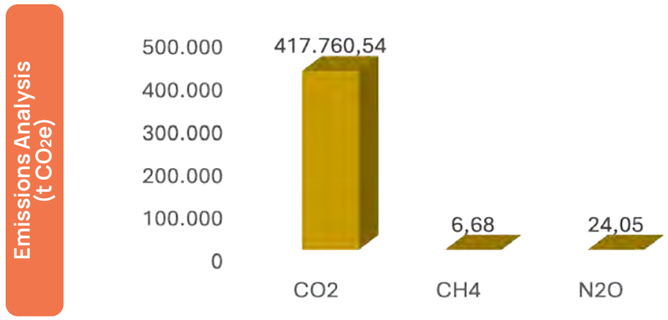
To address and reduce these emissions, we are committed to a series of technical and operational improvements.

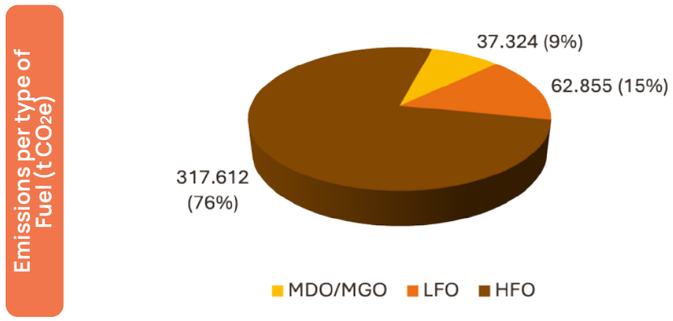
These include renewing our fleet, making technical modifications, monitoring fuel consumption, reducing vessel speed, and optimizing shipping routes.

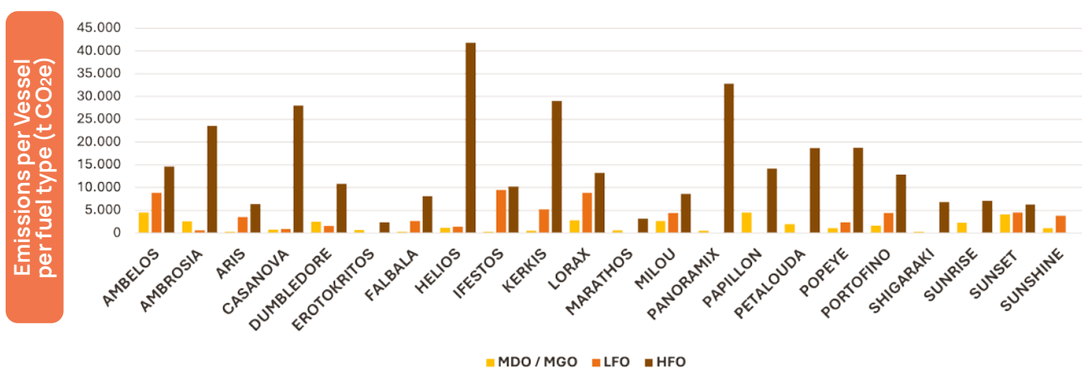
Additionally, on a skill-based approach, we also perform environmental audits, target awareness campaigns, participation in environmental committees, crew and shore personnel trainings and motivational programs.

These initiatives are integral components of our long-term strategy for environmental protection and sustainability.

*Emission factors for fuel consumption: RESOLUTION MEPC.364(79) 2022 GUIDELINES ON THE METHOD OF CALCULATION OF THE ATTAINED ENERGY EFFICIENCY DESIGN INDEX (EEDI) FOR NEW SHIPS







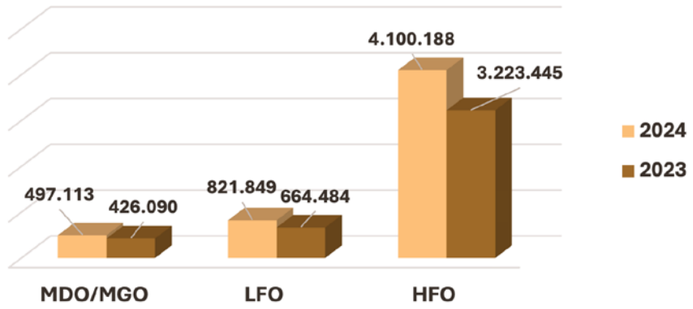
Energy Consuption Fuels

The energy consumption from the company's fleet in 2024 amounted to **5,419,150 GJ**.

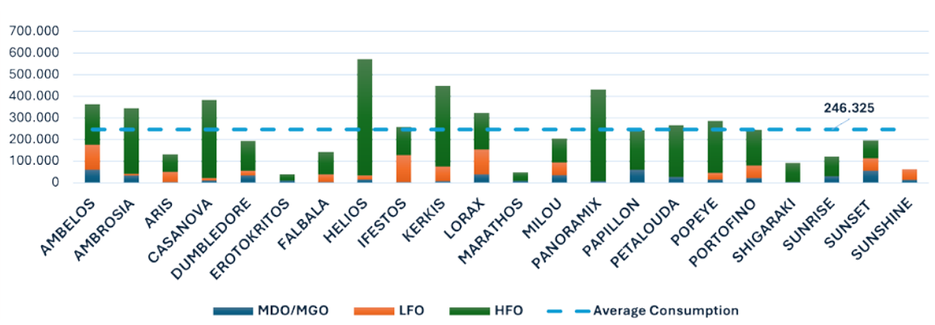
In 2024, the energy consumption from the fleet rose, compared to the previous year. The reason for that is the increase in the number of company vessels, which ranged between 19 and 22 during 2024. Additionally, from the chart it is observed that the respective increase of HFO, in 2024, is higher compared to the other two types of fuel. This is due to the installation of supplementary exhaust gas cleaning systems on certain vessels enabling the compliant use of HFO in accordance with applicable regulations.

The use of scrubber-equipped vessels is currently considered a technically and economically viable compliance option under existing regulatory frameworks. The Company continues to monitor regulatory developments, operational performance, and environmental considerations associated with fuel and abatement technology choices.

Annual Energy Consumption per type of Fuel (GJ) (t CO2e)



Energy Consumption per Vessel per fuel type (GJ)



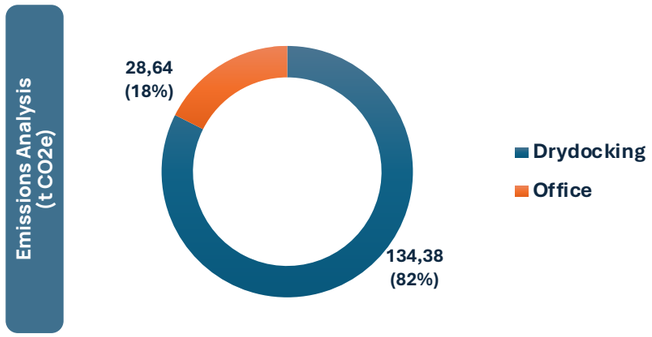
Scope 2

Energy Indirect Emissions

The total energy indirect emissions for 2024 amounted to **163.02 tCO2e**. Our Scope 2 emissions include the emissions from the electricity consumption in our Athens premises and the emissions from the drydocking services of 8 vessels, occurred during 2024 in UAE, China and Greece.

Considering the average emission factor for the electricity grid of each of the above-mentioned countries, the respective Scope 2 emissions for Athens's office were **28.6 tCO2e (18%)**, and the emissions generated from drydocking accounted for **134.4 tCO2e (82%)**.

The energy consumed from drydocking operations in 2024 was 225,584 kWh.



Electricity consumption (Office)

The electricity consumption in Alberta's premises for 2024 was **100,649.80 kWh or 362.3 GJ.**

n this point it is noted that the office consumption is almost **15,000 times less** than the fleet consumption.

In keeping with green design standards, our offices feature window walls that optimize natural light, creating a more comfortable work environment for our employees while reducing the energy required for lighting. Office lighting uses only LED bulbs, and motion sensors have been installed in certain areas, such as restrooms, to efficiently control lighting.

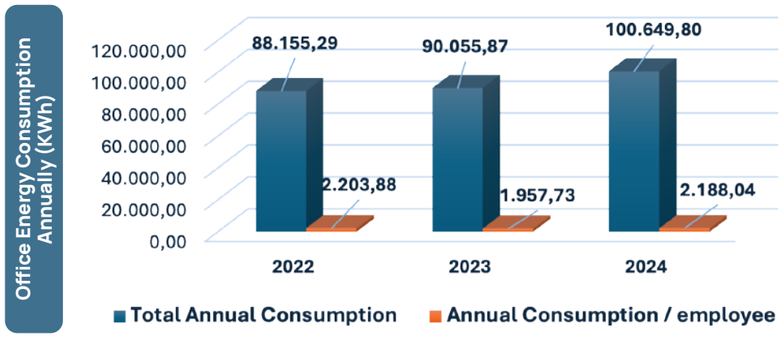
Selecting more energy efficient devices to equip our offices was a priority to reduce our energy consumption:

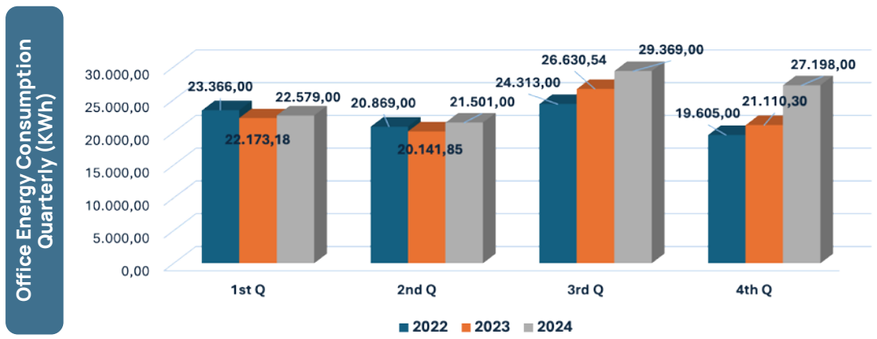
→ All printers are multifunction devices (printer/photocopier/scanner in one)

→ All computers are connected to a network multifunction device.

→ All PCs and devices are under the ENERGY STAR certification, including energy saving features and power down/ go to sleep mode when not in use.

However, in 2024 there was an increase in the total annual energy consumption of our premises, due to the fact that there was a growth in our workforce. Yet, the annual consumption per employee remained almost at the same level.





As presented in the chart, energy consumption in the third quarter is usually higher than the rest of the year due to the increased usage of air conditioning during summer months.

Scope 3

Other Indirect Emissions

Scope 3 greenhouse gas emissions represent indirect emissions that occur across the Company's value chain and are not directly controlled by Alberta Shipmanagement Ltd.

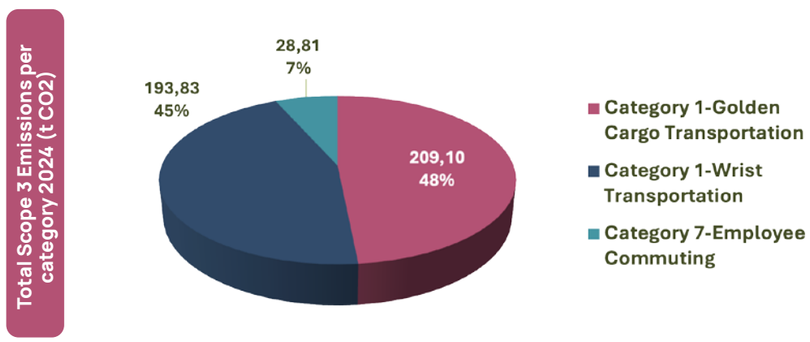
Regulatory agencies worldwide are tightening environmental standards and demanding greater transparency in carbon reporting, compelling companies to assess their entire supply chain's environmental impact.

We, in Alberta, recognize the importance of sustainability in enhancing corporate reputation and ensuring long-term business viability. Consequently, we have started processing all relevant data from our value chain (upstream and downstream activities) to calculate Scope 3 GHG emissions in order to meet these diverse expectations, remain competitive, and contribute to global efforts to mitigate climate change.

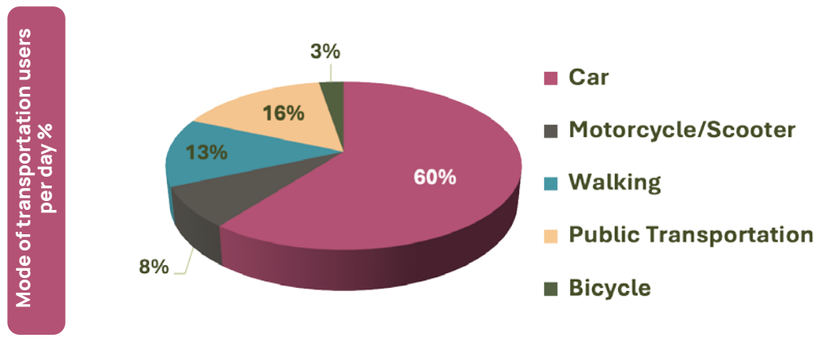
For the reporting year 2024, Alberta Shipmanagement Ltd. calculated Scope 3 emissions for selected categories that were assessed as material and for which reliable data were available. These included: Category 1- Purchased Goods and Services, and Category 7 Employee Commuting.

Scope 3 reporting will be expanded in future reporting cycles in line with data availability, materiality assessments, and evolving regulatory expectations.

- Our total Scope 3 indirect emissions for 2024 were **431.74 t CO2e**.
- Scope 3 emissions under category 1: Purchased Goods and Services, included the emissions produced from our two collaborating logistics companies, Golden Cargo and Wrist.



Scope 3 emissions under category 7: Employee Commuting, included the emissions derived from the transportation of employees between their homes and their worksites (Alberta's premises) during the reporting year 2024 (in vehicles not owned or operated by Alberta Shipmanagement Ltd.).



Energy Efficiency

Alberta Shipmanagement maintains a fleet with a high CII rating.

The Carbon Intensity Index (CII) measures a vessel's carbon dioxide (CO_2) emissions relative to its transport work, expressed as grams of CO_2 per deadweight tonnage and nautical mile sailed. By indicating CO2 emissions per unit of energy or product, the CII helps compare and evaluate organizations' efforts to reduce their carbon footprint.

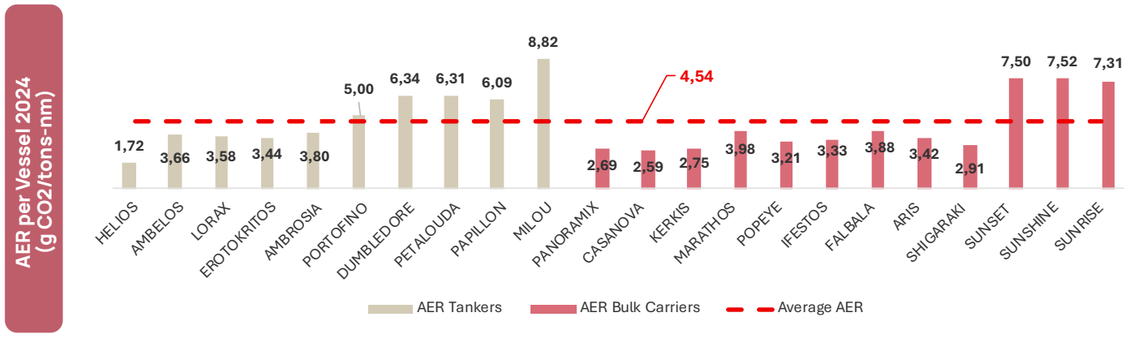
Alberta monitors and influences the CII ratings of its fleet by optimizing operations and ensuring vessels are in good condition. Our ambitious mid-term emissions reduction target includes achieving a B rating and above for our entire fleet.

• In 2024, 13 of our vessels rated B and above (6 vessel rated A, 7 Rated B and 4 Rated C and 2 rated D)*.

• The CII Rating ratio for 2024 was (A+B)/(C+D) =13/6, showing a more efficient fleet, closer to our target, than in 2023 with 11/8. To assess the carbon intensity of our vessels, we use the Annual Efficiency Ratio (AER). AER expresses the ratio of a vessel's carbon emissions (g CO2) per carrying capacity (deadweight tonnage) multiplied by distance traveled (nautical miles).

• The average AER of the fleet in 2024 was 4.54 g CO2 / tons-nm.

*This number was estimated from a total of 19 vessels instead of 22, as PANORAMIX, SUNRISE and SUNSHINE were acquired in the middle of 2024.

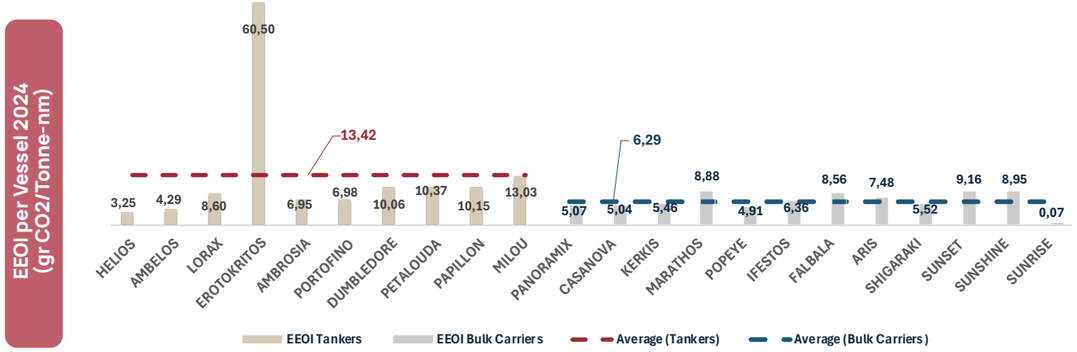


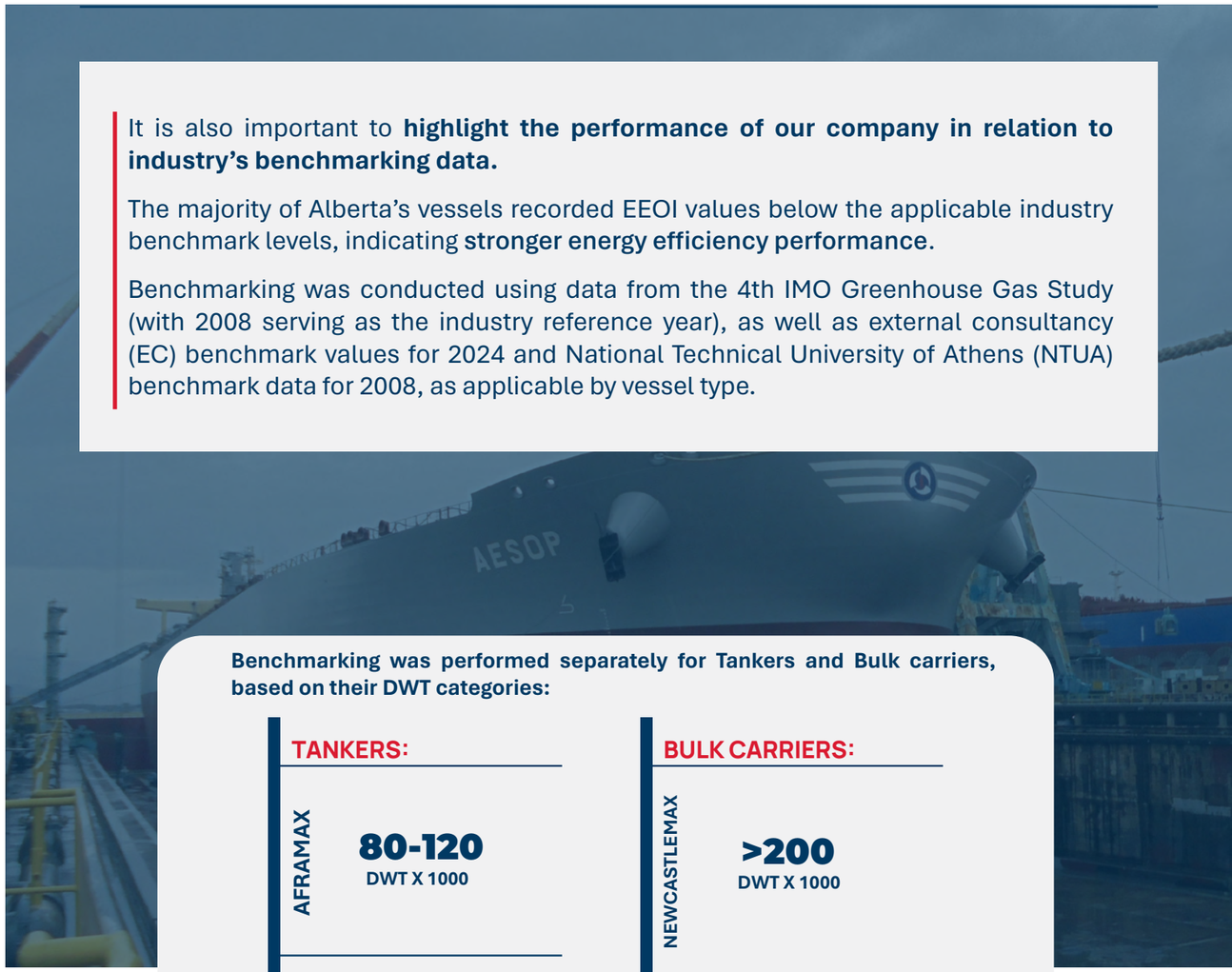
→ MILOU's highest AER value is primarily attributable to its commercial trading pattern (which includes mostly short-distance voyages) rather than to vessel energy efficiency characteristics. The Energy Efficiency Operational Indicator (EEOI) was established by the International Maritime Organization (IMO) in 2009 and represents the ratio of the annual total CO2 emissions per transport work (actual cargo transported X distance sailed) in grams of CO2/Transport ton-mile.

→ In 2024 the Average Tankers EEOI was 13.42 gCO2/ton- nautical mile and the Average Bulk Carriers EEOI was 6.29 gCO2/ton-nautical mile.

→ We have set a target of 2% annual reduction in our vessel's EEOI. For 2024 the annual reduction target for bulk carriers was achieved (2023: 7.1 gCO2/ton-nm).

→ EROTOKRITOS's highest EEOI value is primarily attributable to a period of approximately one month during which the vessel remained out of service for cargo tank coating, resulting in reduced transport work during the reporting period.





It is also important to **highlight the performance of our company in relation to industry's benchmarking data.**

The majority of Alberta's vessels recorded EEOI values below the applicable industry benchmark levels, indicating **stronger energy efficiency performance**.

Benchmarking was conducted using data from the 4th IMO Greenhouse Gas Study (with 2008 serving as the industry reference year), as well as external consultancy (EC) benchmark values for 2024 and National Technical University of Athens (NTUA) benchmark data for 2008, as applicable by vessel type.

Benchmarking was performed separately for Tankers and Bulk carriers, based on their DWT categories:

TANKERS:

AFRAMAX	80-120 DWT X 1000
PANAMAX	60-80 DWT X 1000 40-60 DWT X 1000
VLCC	>300 DWT X 1000

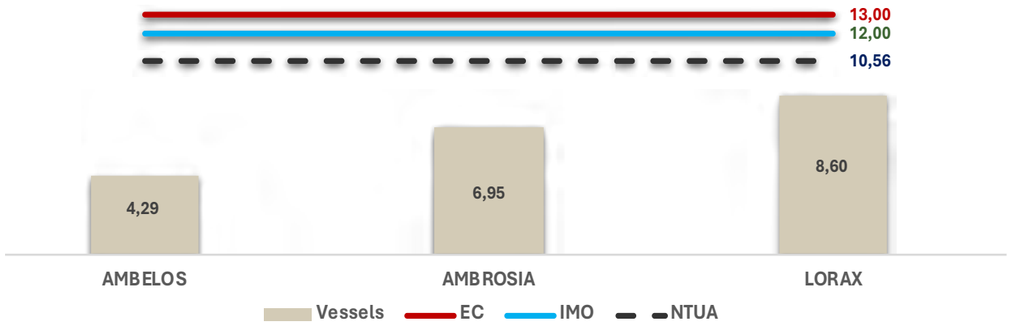
BULK CARRIERS:

NEWCASTLEMAX	>200 DWT X 1000
POST-PANAMAX	85-120 DWT X 1000 35-65 DWT X 1000

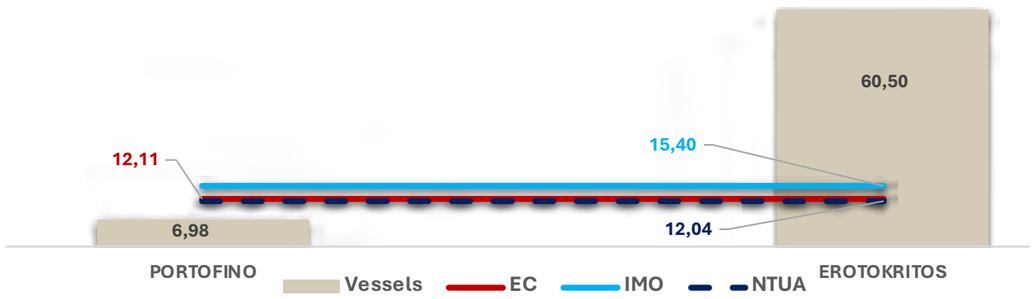
EEOI INDUSTRY BENCHMARKING

TANKERS

AFRAMAX — **TANKERS 2024**

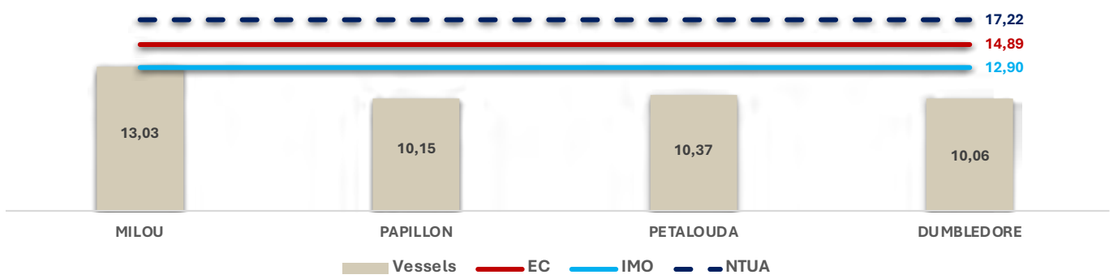


PANAMAX — **TANKERS 2024**



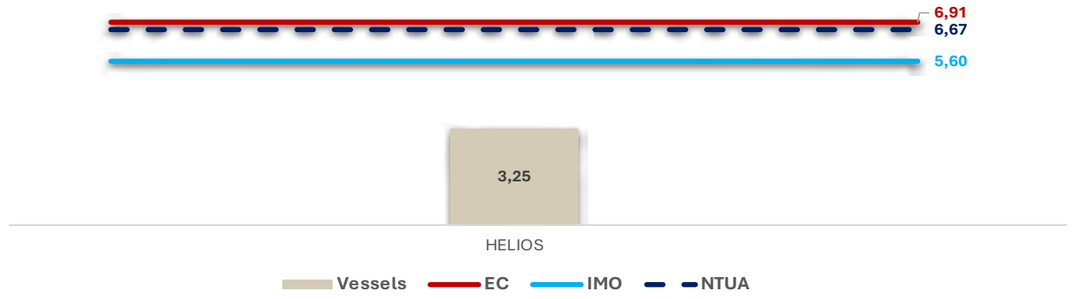
→ As above, EROTOKRITOS's highest EEOI value is explained due to the vessel's remaining in idle condition for one month during cargo tank coating.

OIL/CHEMICAL — **TANKERS 2024**



→ Even though AER value for MILOU was higher than the average value for the Alberta fleet, her EEOI value is still in line with the IMO benchmarking average for Oil Chemical Tankers.

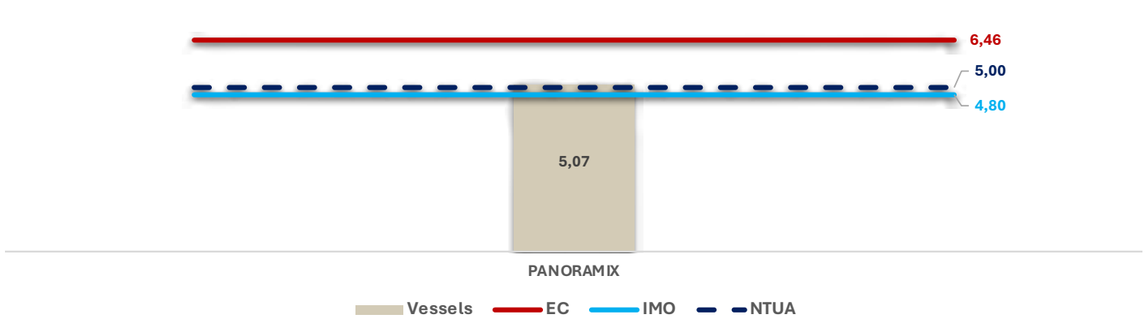
VLCC



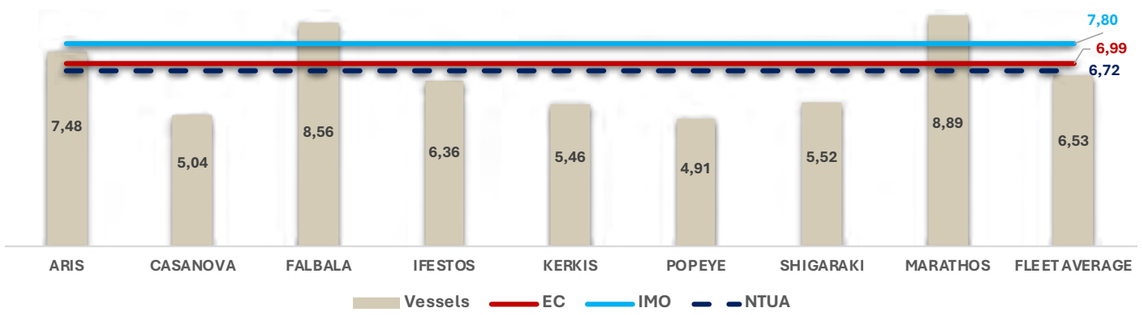
EEOI INDUSTRY BENCHMARKING

BULK CARRIERS

NEWCASTLEMAX — **BULK CARRIERS 2024**

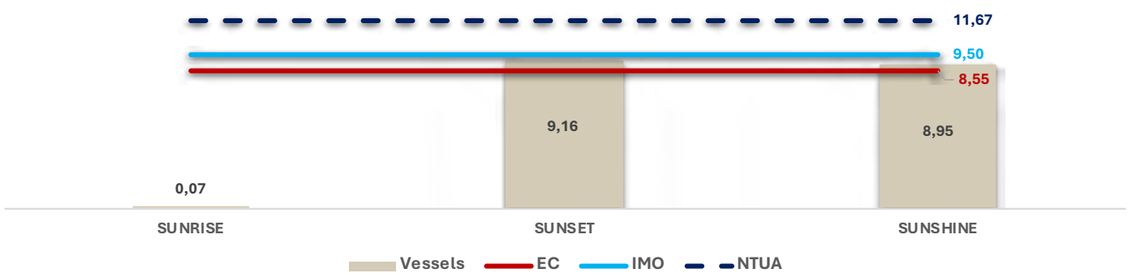


POST PANAMAX 85-120 (DWTx1000) — **BULK CARRIERS 2024**



→ **FALBALA and MARATHOS were acquired in Q2 and Q4 of 2024 respectively, and thus, they had fewer operating days during the year, resulting in less distance covered and therefore higher EEOI values.**

POST PANAMAX 35-65 (DWTx1000) — **BULK CARRIERS 2024**



Another important indicator for assessing the efficiency "by design" is the **Energy Efficiency Design Index** (EEDI). EEDI was introduced by the IMO as an amendment to MARPOL Annex VI. EEDI aims to promote the use of more energy efficient engines and requires a minimum energy efficiency level in amount of CO2 emitted per unit of transport work (ton-nautical mile) for different ship types and sizes.

Therefore, Alberta Shipmanagement, conducts a **very thorough selection process for its new building program.** Our decision-making process includes a detailed evaluation and prioritization of shipyards, based on their proposed designs' energy efficiency profiles and manufacturing capabilities.

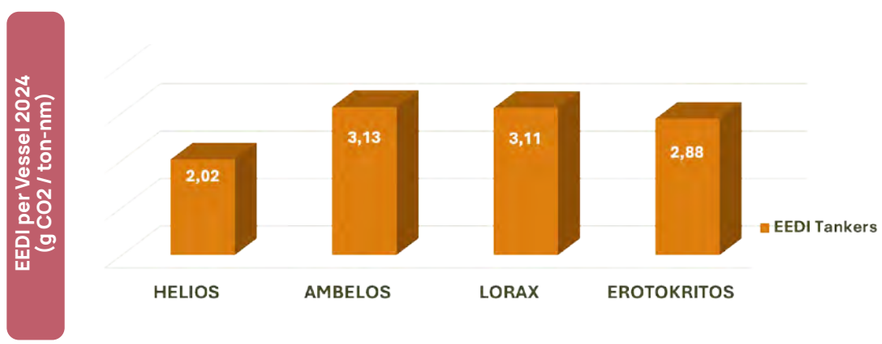
Additionally, we perform internal market assessments and ship design benchmarks to select the most suitable and efficient ship by design.

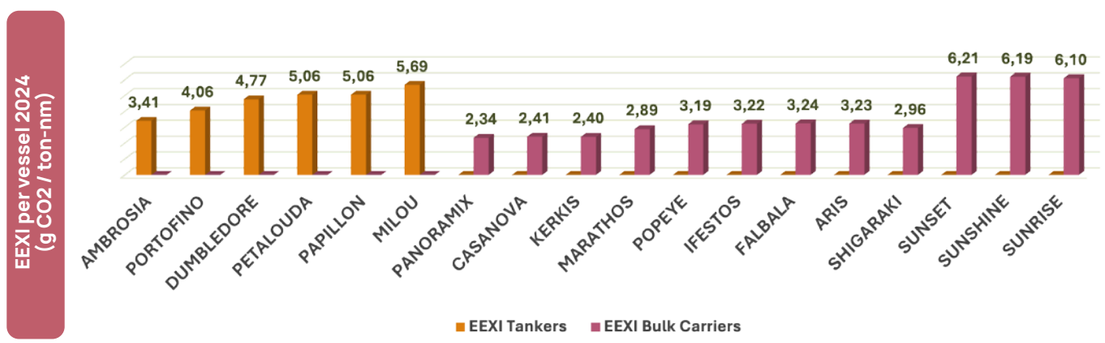
→ Our tankers **"LORAX", "AMBELOS", "HELIOS"** and **"EROTOKRITOS"** are **EEDI compliant and meet EEDI Phase II**, exceeding the requirements of Phase I, which is required based on new-building contract dates, demonstrating Alberta's commitment to energy efficiency.

→ Similarly, **newbuilding vessels, "JMU Hull No. 5193"** and **"Hull No. 5194"**, expected to be delivered during Q2 2025, **meet EEDI Phase III requirements**, above and beyond the regulatory mandate for a Phase II design

The **Energy Efficiency Existing Ship Index (EEXI)** measures the performance of the existing fleet. In order to reduce the associated greenhouse gas emissions, we utilize ESD solutions, while our team of experts are constantly researching for innovative technologies, advanced engineering solutions and for more effective propulsion systems.

- In 2024 the average fleet EEDI was 2.79 gCO2 /ton-nautical mile
- In 2024 the average fleet EEXI was 4.06 gCO2 /ton-nautical mile





Strategic Actions for GHG Reduction

To achieve our GHG reduction goals, we operate and maintain a robust Management System in compliance with the ISM Code, ISO 14001:2015, and recognized industry standards. Moreover, we continuously assess our Health Safety Environmental Management System (HSEMS) using the TMSA Key Performance Indicators (KPIs) to drive continuous improvement.

Our decarbonization strategy is focused on the following key initiatives:

1. Modernization of the Fleet

Alberta Shipmanagement Ltd. has initiated an ambitious newbuilding program aimed at increasing fuel efficiency and reducing carbon emissions. This program includes:

- The delivery in September 2024 of M/T Erotokritos, an Aframax / LR2 Tanker, built by Sumitomo in Japan, this vessel features an optimized hull design and energy-efficient propulsion systems to minimize fuel consumption and emissions.
- The acquisition of M/V Lucky Luke, a new building Handymax / Boxhold Carrier, in January 2025, which was constructed at Oshima Shipbuilding and designed to efficiently carry a variety of cargoes. It incorporates innovative design features that reduce drag and improve fuel efficiency.
- The addition in 2025 of two Suezmax Tankers, designed with optimized hull design, including Super Stream Duct® (SSD®) in front of the propeller, advanced Low Viscous Resistance Fin (ALV-Fin®) on the aft body, rudder fin with bulb (SURF-BULB®) and twisted leading edge.

At the same time, we are implementing a fleet renewal program by acquiring relatively new second-hand vessels while phasing out older, less efficient ones. This process aims to replace vessels with older engine types with those equipped with new, more fuel-efficient, electronic engines (ME-C).

A reduction in the average fleet age from about 12 to almost 9 years old is expected within a three-year period, ensuring a more modern and environmentally friendly fleet.

2. Technology Adoption

• The integration of **Exhaust Gas Cleaning Systems (EGCS)** and **onboard energy management solutions** can enhance fuel efficiency and operational sustainability. These retrofitted technologies enable the use of Heavy Fuel Oil (HFO) with a lower emission factor compared to VLSFOs, ensuring compliance with environmental regulations while maintaining cost-effective operations.

→ Technological advancements such as air lubrication systems, wind propulsion assistive equipment and waste heat recovery applications are also considered as possible innovative decarbonization solutions.

3. Operational Efficiency and Performance Monitoring

• Continuous monitoring and improvement of operational efficiency through advanced digitalization and data analytics.

• Adoption of energy-saving devices and optimized hull designs to reduce fuel consumption.

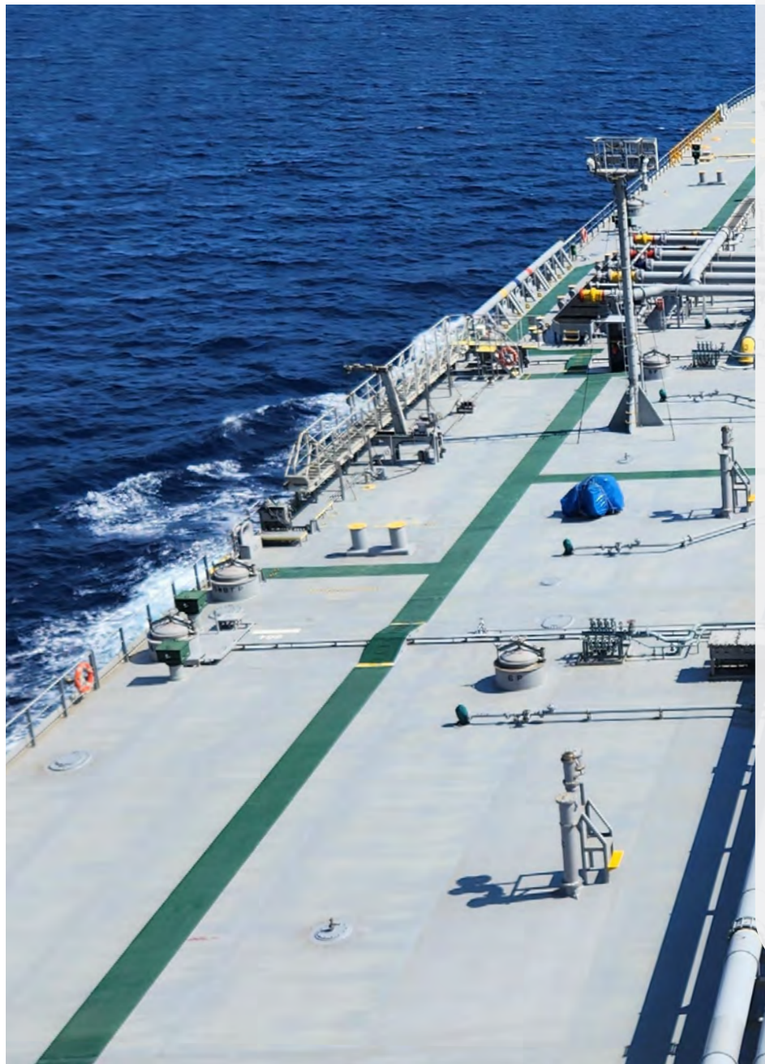
• Regular benchmarking of our Health, Safety, and Environmental (HSE) performance against industry standards to ensure compliance and leadership in sustainability.

4. Exploring Alternative Fuels and Future Investments

• Assessing the feasibility of alternative propulsion systems and low-carbon fuel options such as biofuels, methanol, and hydrogen-based fuels.

• Evaluating the availability of alternative fuels on our trade routes to make strategic investment decisions.

• Strengthening partnerships with stakeholders across the maritime value chain to drive innovation and accelerate the transition to cleaner fuels.



	ENERGY SAVING DEVICES (ESD) INSTALLED	EXHAUST GAS CLEANING SYSTEM (EGCS) INSTALLED
HELIOS	-Stream Duct (as built) -Ax-Bow for reduced friction (as built) -High Lift rudder (as built) -Accommodation design for low wind resistance (as built) -Rudder fins (as built)	Yes
AMBELOS	-Stern frame fins (as built) -Rudder bulb & fins (as built) -Electric Heaters in E/R (2022)	
LORAX	-Semi-Duct (as built) -Aft part parallel fins (as built) -(Partial) LED lights -Silicone paint for the propeller	
EROTOKRITOS	-Ax-Bow for reduced friction (as built) -High lift rudder (as built) -Accommodation design for low wind resistance (as built) -Energy fins on the aft side of the hull (as built) -Rudder bulb with fins (as built)	Yes
AMBROSIA	-Shaft Power Limitation (2023)	
PORTOFINO	-Propeller Boss Cap Fins (as built) -Shaft Power Limitation (2023)	
DUMBLEDORE	-Turbo-ring Duct (as built) -Shaft Power Limitation (2023) -Low friction A/F paint (2022)	
PETALOUDA	-Propeller Boss Cap Fins (2023)	
PAPILLON	-Aft part parallel fins (as built) -Propeller Boss Cap Fins (2022) -Low friction A/F paint & special coating for propeller (2022)	

	ENERGY SAVING DEVICES (ESD) INSTALLED	EXHAUST GAS CLEANING SYSTEM (EGCS) INSTALLED
MILOU	-Mewis duct (as built) -Propeller Boss Cap Fins (2022) -Shaft Power Limitation (2023)	
PANORAMIX	-Shaft power generator (as built) -Aft part parallel fins (as built) -Propeller Boss Cap Fins (2023) -Engine Power Limitation (2023) -Special coating for the propeller (2023))	Yes
CASANOVA	-Aft part parallel fins (as built) -Propeller Boss Cap Fins (2024) -Engine Power Limitation (2024) -Low friction A/F paint & special coating for propeller (2024)	Yes
KERKIS	-Aft part parallel fins (as built) -Shaft Power Limitation (2023) -Silicone paint for the propeller (2022)	
MARATHOS	-M/E Eco cam	Yes
POPEYE	-Rudder bulb (as built) -Aft part parallel fins (as built) -Shaft Power Limitation (2023)	
IFESTOS	-Rudder bulb (as built) -Aft part parallel fins (as built) -Shaft Power Limitation (2023)	
FALBALA	-Rudder bulb & fins -EPL -Low-friction antifouling paint -Ultrasound antifouling protection for propeller	Yes
ARIS	-Rudder bulb & fins -EPL -Low-friction antifouling paint -Ultrasound antifouling protection for propeller	Yes
SUNRISE	-Aft part parallel fins (as built) -Propeller Boss Cap Fins (2024)	
SUNSET	-Propeller Boss Cap Fins (to be installed)	
SUNSHINE	-Aft part parallel fins (as built) -Propeller Boss Cap Fins (2023)	

Air Emissions

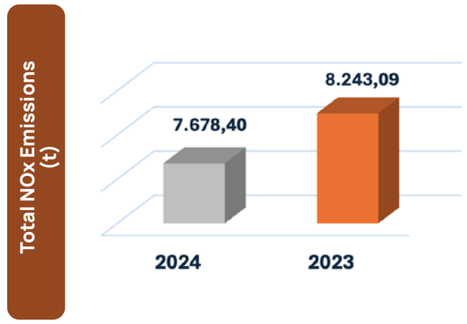
Alberta Shipmanagement Ltd. closely monitors the significant emissions of air pollutants into the atmosphere, from the operations of its fleet - nitrogen oxides (NOx), sulfur oxides (SOx) and particulate matters (PM) – in order to take steps to improve fleet performance and mitigate associated impacts. The production of air emissions is based on the reaction of nitrogen and oxygen gases, when fuel is burned in marine auxiliary engines, which releases NOx emissions and on the sulfur content of the fuel mix which is responsible for the associated SOx and PM emissions.

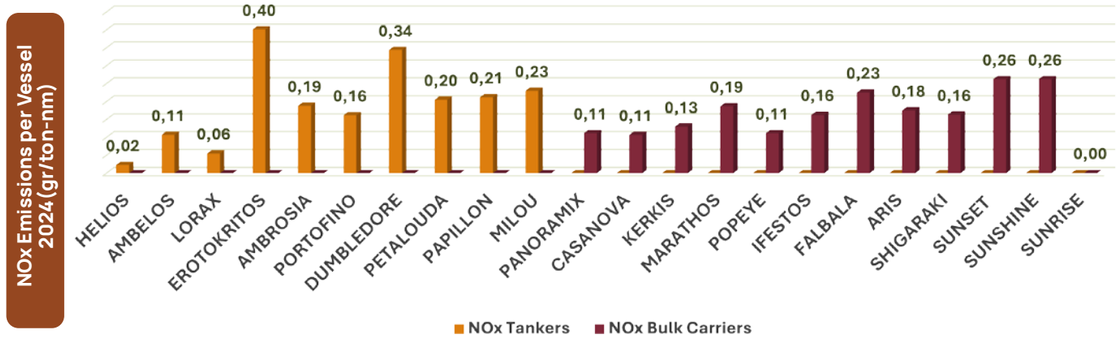
NOx emissions

Where applicable, Alberta Shipmanagement complies with the IMO Tier III nitrogen oxides (NOx) emission requirements through the installation and operation of Selective Catalytic Reduction (SCR) systems on selected vessels. SCR systems reduce NOx emissions from diesel engines by injecting a urea-based reducing agent into the exhaust stream, where it reacts with a catalyst to convert nitrogen oxides into nitrogen and water.

For vessels not subject to IMO Tier III requirements, NOx emissions are managed in accordance with the applicable IMO regulatory framework.

- The total NOx emissions from our fleet in 2024 were 7,678.40 t.
- The total NOx emissions decreased by 564.69 t in 2024 compared to the previous year.





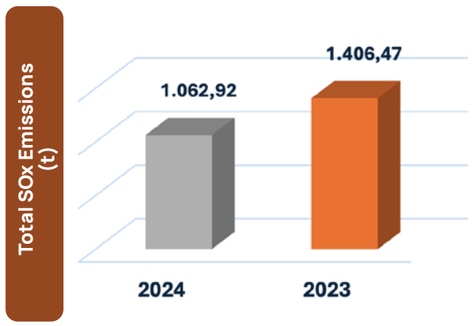
TANKERS	MAIN ENGINE RATED POWER (KW)	RATED SPEED (RPM)	TIER	NOX EMISSION LIMIT (G/KWH)	ENGINE'S ACTUAL NOX EMISSION VALUE CYCLE (GR/KWH)
Ambelos	11730	88	II	14.4 g/kWh	13.3g/kWh
Ambrosia	12000	103	I	15.4 g/kWh	10.1g/kWh
Papillon	8580	127	I	17.0 g/kWh	12.7 g/kWh
Petalouda	8580	127	I	17.0 g/kWh	12.7 g/kWh
Milou	7860	129	I		14.93 g/kWh
Dumbledore	10620	100	I	17.0 g/kWh	16.9 g/kWh
Portofino	12.240	105	I	17.0 g/kWh	14.3 g/kWh
Lorax	11110	77	II-III	II:14.4 g/kWh-III:3.4 g/kWh	III: Use of SCR
Helios	22860	66.2	II-III	II: 14.4 g/kWh - III: 3.4 g/kWh	II: 13.89 g/kWh - III: Use of SCR – 3.33
Erotokritos	10300	75.9	II / III	14.4 g/kWh / 3.4 g/kWh	14.2 g/kWh / 3 g/kWh

BULK CARRIERS	MAIN ENGINE RATED POWER (KW)	RATED SPEED (RPM)	TIER	NOX EMISSION LIMIT (G/KWH)	ENGINE'S ACTUAL NOX EMISSION VALUE CYCLE (GR/KWH)
Casanova	18660	91	I	17.0 g/kWh	14.1 g/kWh
Ifestos	12950	101	I	17.0 g/kWh	13.4 g/kWh
Kerkis	16860	91	I	11.3 g/kWh	10.9 g/kWh
Popeye	12700	99	I	17.0 g/kWh	12.7 g/kWh
Sunset	7080	133	I	16.9 g/kWh	15.9 g/kWh
Aris	12950	101	I	17.0 g/kWh	13.4 g/kWh
Falbala	12950	103.4	I	17.0 g/kWh	15.0 g/kWh
Marathos	13560	105	I	17.0 g/kWh	13.8 g/kWh
Shigaraki	9120	84	II	14.4 g/kWh	12.52 g/kWh
Lucky Luke (2025)	5500	102	II / III	14.4 g/kWh / 3.4 g/kWh	13.0 g/kWh / 2.6 g/kWh

SOx Emissions

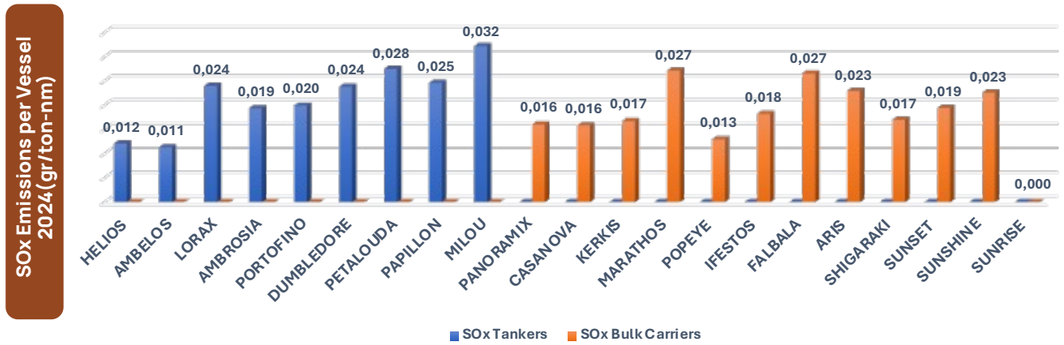
Alberta Shipmanagement, **complies with the IMO 2020 regulation** by using compliant fuels and have installed open-loop **Exhaust Gas Cleaning System (EGCS)** on seven (7) of its vessels and particularly on **"HELIOS", PANORAMIX", "CASANOVA", "ARIS", "FALBALA", "EROTOKRITOS" and "MARATHOS".**

- The total SOx emissions from our fleet in 2024 were 1,062.92 t.
- The decrease of 343.55 t that appeared in 2024 compared to 2023, is based on the effort of Alberta to equip more of its vessels with the EGCS technology, which effectively removes sulphur oxides from the exhaust gases before their release in the atmosphere.



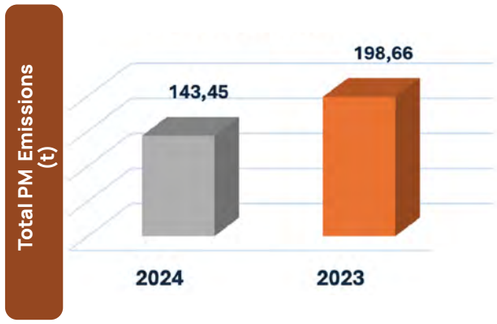
*IMO 2020 Regulation limits further the amount of Sulphur in commercial marine fuels for ships operating worldwide to 0.5% (the previous limit was 3.5%).

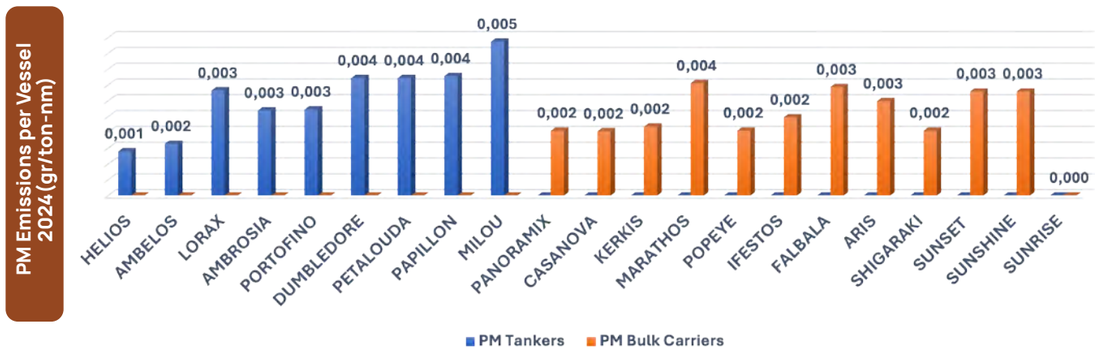
→ The reported SOx emissions are calculated based on the sulphur content of the fuel bunkered and are not indicative of a real increase in environmental emissions.



PM Emissions

- The total PM emissions from our fleet in 2024 were 143.45 t.
- As observed in the SOx emissions, the decrease of 55.21 t of PM that appears in 2024 compared to 2023, is based on the ongoing retrofit program of Alberta and specifically on the use of EGCS systems.





Ozone-depleting Substances

No Ozone-depleting substances or other hydro-chlorofluorocarbons (HCFCs) are installed or used in the onboard systems or equipment, as indicated in the vessels International Air Pollution Prevention (IAPP) Certificates.

Waste management

Vessels

All our vessels are covered with the appropriate **Garbage Management Plans.**

Prevention and minimization

Based on our **waste hierarchy,** waste prevention and minimization are the first step towards **effective waste management.** We have initiated an ongoing discussion with our suppliers about the **reduction of the packaging materials** to the lowest possible levels, to prevent waste generation.

To minimize the volume of the generated waste and increase the storage capacity onboard, all our vessels are equipped with garbage compactors.

Treatment and management

Waste streams that can be reused on board are stored separately. Waste streams that cannot be reused on board are stored separately (by waste type where possible) for further recovery (reuse or recycling) by our waste management contractors. Waste that cannot be recovered is disposed of in the most environmentally sound manner.

- In 2024, a total of 1,333.02 m3 of waste was produced by our fleet.
- Compared to 2023 a decrease of 127.98 m3 was observed. This fact shows the effort of Alberta to reduce its impact through effective waste management.

Oil Spills

As part of our commitment to the environment, we apply the **highest standards** to prevent oil and lubricant spills and minimize the associated risks to marine ecosystems.

We fully comply with all relevant local, regional and international regulations. We use Environmental Acceptable Lubricants in compliance with the U.S. Vessel General Permit (VGP) which are **biodegradable, less toxic and non-fossil based, and we have installed in our vessels stern tube seal system for extra protection.**

In addition, our vessels, as part of their Health Safety Environmental Management System, follow strict protocols and procedures to prevent oil spills and the discharge of hazardous substances into the sea.

A comprehensive system is in place to ensure spill prevention, and in the unlikely event of an incident, dedicated oil spill response procedures are activated.

These procedures are regularly tested through frequent drills, including SOPEP/ SMPEP exercises and table-top simulations, to ensure crew preparedness and effective response.

Antifouling

In line with our commitment to environmental stewardship and in full compliance with the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention), **all vessels in our fleet are coated with organotin-free anti-fouling systems.**

Specifically, we avoid the use of tributyltin (TBT)-based compounds, which have been internationally recognized as highly toxic to marine life and banned under the AFS Convention.

Instead, we apply **environmentally responsible hull coatings** that effectively prevent biofouling while minimizing ecological impact.

This practice supports both regulatory compliance and our broader sustainability objectives by contributing to reduced drag, improved fuel efficiency, and lower greenhouse gas emissions.

Ship Recycling (EoL)

While the dismantling and recycling of end-of-life (EoL) ships offers significant cash flow from the value of steel scrap and a number of environmental benefits, including limiting the depletion and over-exploitation of natural resources, it also poses a number of environmental and social challenges, depending on the scrapyard standards and the dismantling method used.

The International Maritime Organization (IMO) is the key body addressing **ship recycling.** The Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (Hong Kong Convention) is a major international agreement on this issue. Additionally, UNFCC, Paris Agreement and Kyoto Protocol's broader framework for environmental responsibility, can be seen as a catalyst for the development of stricter regulations and practices in ship recycling, to **minimize its environmental impact.**

Recognizing the importance of responsible ship recycling, we are committed to include specific terms in our future S&P contracts (scrap brokers, cash buyers, recyclers) that require buyers to recycle in an environmentally and socially responsible manner.

To date, our company has not engaged in ship dismantling or recycling activities. However, should such activities occur in the future, we are committed to ensuring that they are carried out in strict adherence to best practices and regulatory frameworks worldwide.

Cargo operations - Inventories of Hazardous Materials

We comply with the **Hong Kong Convention** and the **EU Ship Recycling Regulation** by maintaining valid/approved Inventories of Hazardous Materials **(IHM)**.

This procedure is crucial for our vessels to **ensure compliance with environmental regulations and promoting sustainable practices in cargo operations.**

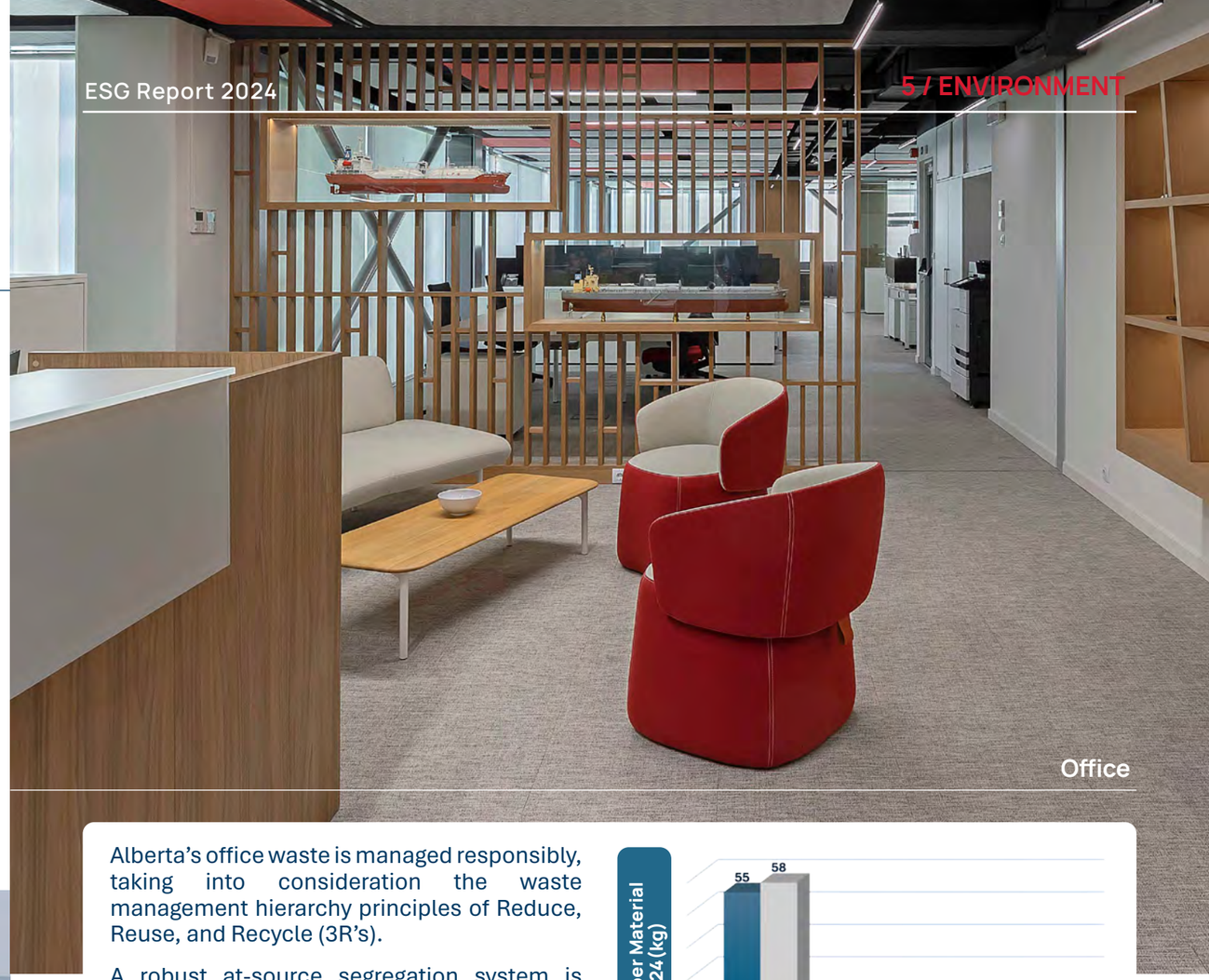
To achieve this, we employ two state-of-the-art platforms known for their reliability and effectiveness in IHM management.

The first platform plays a key role in **verifying the accuracy and validity of IHM declarations**, ensuring that all information regarding hazardous materials onboard our vessels is meticulously reviewed and authenticated.

Simultaneously, the second platform **focuses on promptly incorporating any newly identified hazardous substances into our IHM.**

This **proactive approach** ensures that our IHM remains comprehensive and up to date, meeting the stringent requirements for third-party verification.

By leveraging these **market-leading solutions**, we uphold our commitment to environmental stewardship and operational excellence in the maritime industry, promoting safety, compliance, and sustainability across our fleet.


Office

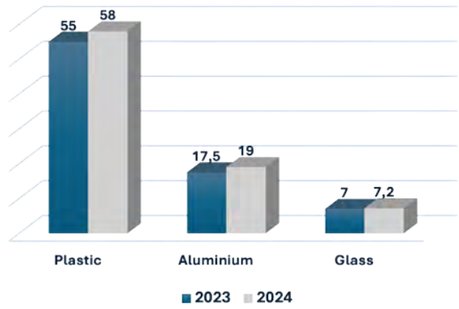
Alberta's office waste is managed responsibly, taking into consideration the waste management hierarchy principles of Reduce, Reuse, and Recycle (3R's).

A robust at-source segregation system is used that allows collection of different waste streams separately for recycling.

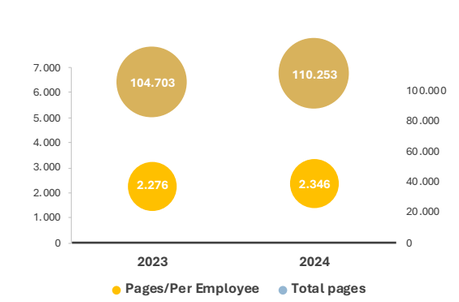
In addition, the use of reusable alternatives to consumables is encouraged and instructions to limit the use of printing paper consumption are provided, promoting digitized alternatives and reducing the amount of waste generated.

- **The total waste recycled from Alberta's premises for 2024 was 84.2 kg.**

Total Waste per Material 2023-2024 (kg)



Paper Consuption 2023-2024



Water

Ballast Water management

Ballast water is used onboard vessels to maintain stability, structural integrity, and safe operating conditions.

In line with the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention), any water withdrawn from the sea can be discharged back to the sea after the appropriate treatment.

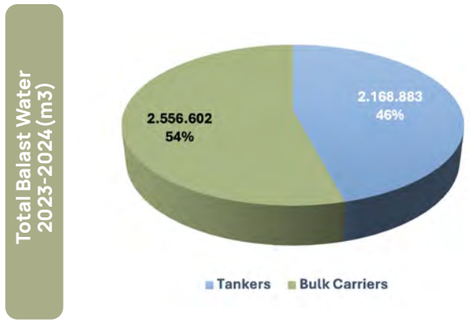
- **100% of our Fleet is equipped with Ballast Water Treatment Systems.**

Recognizing the risks to marine biodiversity from Ballast Water management, i.e. the spread of invasive species and other harmful organisms, we have adopted the best practices and relevant preventive measures, fully compliant with IMO's International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention).

We carefully study the locations for seawater withdrawal or discharge strictly avoiding water-stressed or environmentally sensitive areas.

According to BWM D2 standards, our approved ballast water treatment technologies include UV lamps, direct electrolysis, filtration, chlorine dioxide treatment and electro chlorination.

- **In 2024, the total quantity of ballast water withdrawn, treated and discharged, was 4,725,485 m3.**
- **Ballast water usage increased by 21% (819,631 m3) compared to 2023, due to the respective increase in Alberta's fleet.**
- **All ballast water belongs to the "other water" category, as seawater typically has a high Total Dissolved Solids (TDS) concentration, more than 35,000 mg/L TDS.**
- **The total quantity of consumed water for drinking purposes, from vessels, within 2024 was 6,719.6 m3.**
- **All consumed drinking water belongs to the "freshwater" category (< 500 mg/L TDS).**



Office water consumption

- **In 2024, the total freshwater consumption in our premises was 3.40 m3.**

Measuring our office water consumption provides a comprehensive understanding of current water use, paving the way for the development of strategies to promote more sustainable water practices.

Biodiversity conservation

Our approach to marine ecosystem protection

The shipping business is inextricably linked to the oceans and the blue economy. The oceans and seas, which are the means of maritime transport, have a prominent role in the maintenance of life and prosperity on our planet through the provision of a wide range of vital ecosystem services.

Maintaining healthy oceans and minimizing the associated risks to marine ecosystems from our operations is a top priority for us.

Through a systematic approach outlined in our vessel's ISO 14001 management system, we ensure that our fleet follows the industry's best practices, guidelines, and regulations to protect the marine environment, especially when operates in areas of high biodiversity risk, marine protected areas, designated Emission Control Areas (ECAs), and Particularly Sensitive Sea Areas (PSSAs).

In 2024, we achieved **zero violations of environmental regulations.**

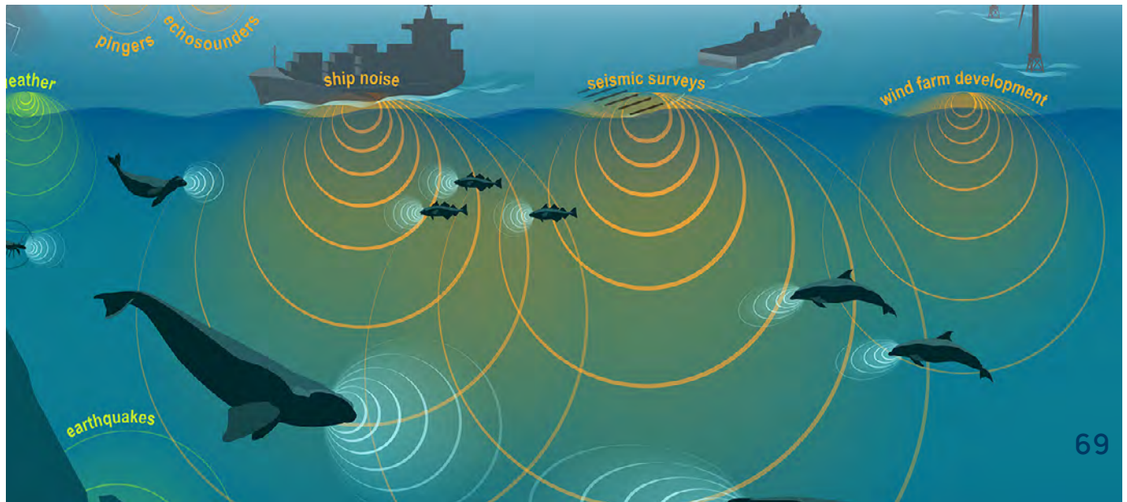
- **Zero significant findings / detentions by Port or Flag state authorities**
- **Zero incidents or violations of environmental regulations in Emission Control Areas (ECAs) and Particularly Sensitive Sea Areas (PSSAs)**

Underwater noise

Underwater noise pollution from ships is a significant concern for marine ecosystems. Commercial ships emit continuous anthropogenic noise, primarily generated by propellers, machinery, and hull movement.

This noise negatively impacts marine life, especially marine mammals. The IMO has regulations to reduce onboard noise and protect personnel, while recently, it approved guidelines for reducing underwater noise from commercial shipping.

To mitigate the underwater noise produced by our ships, we incorporated noise-reduction strategies during the vessel design phase, combined with operational measures e.g. speed reduction in biodiversity high-risk areas.



6/ SOCIAL

Highlights

WORKFORCE

SEAFARERS
909
ON-BOARD

SHORE BASED
48
EMPLOYEES
29 MALE
19 FEMALE

TRAINING

SEAFARERS
68,5
AVERAGE TRAINING HOURS PER EMPLOYEE

SHORE BASED
47
AVERAGE TRAINING HOURS PER EMPLOYEE

HEALTH & SAFETY

TRCF
0,27
TOTAL RECORDABLE CASE FREQUENCY

LTIR
0,000001
LOST TIME INCIDENT RATE

0
ZERO WORK RELATED FATALITIES

SUPPLY CHAIN

ORDERS
17,08%
FROM LOCAL SPARE SUPPLIERS

ACCIDENT & SAFETY

TOTAL FLEET
0,76
DEFICIENCIES PER PSC, 0 DETENTIONS

TANKERS
0,75
DEFICIENCIES PER PSC, 0 DETENTIONS

BULK CARRIERS
0,78
DEFICIENCIES PER PSC, 0 DETENTIONS

Workforce

We provide a safe, modern, and attractive work environment based on the highest standards, embracing the principles of inclusion and diversity at all levels, offering equal opportunities to all our employees.

Shore-based human capital

- **48 Shore-based employees**
- **67% of our Board of Directors are Females**
- **41% female employees**
- **2% increase in female employees since 2023**

Our company owes its seamless operations and long-term success to the dedicated contributions of our employees.

Their well-being remains our top priority, and we have implemented a range of initiatives to address this. As an organization, we genuinely value our employees' needs, concerns, and challenges.

We consistently strive to provide **comfortable working conditions** and foster a motivating environment that inspires their passion for work. Additionally, we actively **promote diversity** among our onshore employees, ensuring equal opportunities for growth and inclusion.

Our primary objective is to cultivate a work environment based on mutual respect, open communication, and collaboration - the pillars of our company culture.

We adhere to National Labor laws, ensuring fair and transparent employment practices.

In Alberta Shipmanagement, the minimum notice period for significant operational changes, affecting employees, typically ranges from one to four months, depending on the employee's length of service

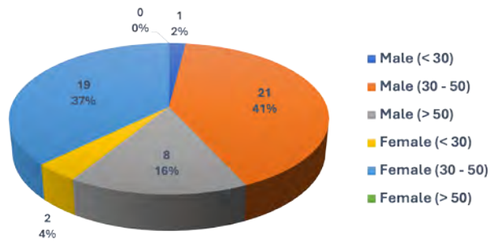
- **100% of our employees are covered by collective bargaining agreements.**

In 2024, our office workforce comprised 48 full-time employees, with females accounting for 41% and males constituting 59%. To be noted that the 8.33% (4 out of 48 employees) of senior management employees are females.

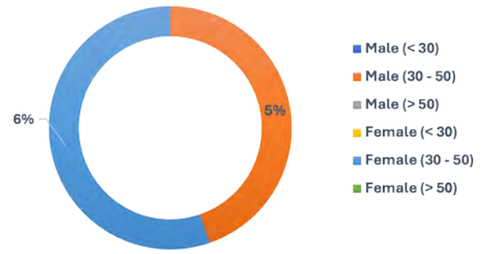
- **In 2024 there were 2 hires of shore-based employees which indicate a 4% hire rate.**

- **In 2024 there were 0 redundancies of office personnel.**

Shore Based Employees Diversity (No, %)



Shore Based Employees Hire Rate by age group



Seafarers

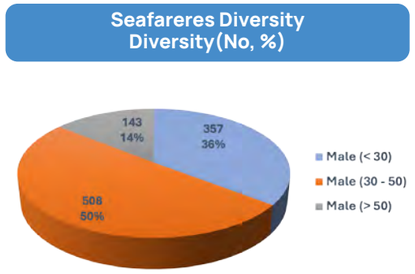
- **1008 Seafarers on board during 2024**

Our company maintains an active pool of 1008 seafarers representing a rich tapestry of nationalities, ethnicities and cultures.

We actively encourage the integration of new seafarers and in 2024 alone we welcomed 251 talented individuals to our team, marking a hiring rate of 25%.

Our seafaring workforce is a harmonious blend of young, skilled professionals and seasoned seafarers with academic credentials and extensive experience navigating the world's oceans. Each member of our crew plays a vital role in ensuring the sustainable operation of our business.

At the same time, in 2024 there were 34 redundancies of seafarers who were assessed as non-qualified for contract renewal. This number indicates a very low turnover rate of 3%.



Employee welfare

We provide attractive salary packages, performance incentives and opportunities for personal development and continuous training. Our Company ensures employee satisfaction though our human resources management system.

More specifically we provide for all our shore-based employees:

- **Company Healthcare Insurance**
- **Travel insurance**
- **Parental Leave**
- **Maternity benefits i.e. pregnancy-postpartum, supplementary maternity allowance, special maternity leave and special maternity protection benefit**
- **Childcare leave**
- **Special healthcare programs**

Furthermore, the return-to-work rate after parental leave in Alberta Shipmanagement is 100%.

For the on-board personnel, in addition to their monthly wages, annual total compensation including re-employment bonuses, based on the number of years with the company, as well as HSE performance bonuses, are provided.

Training and Career development

We **invest in training programs** to keep our talented people up to date in their areas of expertise, while fostering a **culture of continuous learning and development.**

Minimum training requirements are identified for each role in the organization. The training needs are identified during internal and external audits, performance evaluations, assessment of skills and knowledge levels, review of incident reports, and feedback from supervisors.

Training is **provided by external reputable training academies and institutions. In-house training and mentoring are conducted by employees holding the Trainer certificate.**

It is to be noted that all work-related training is provided in the **working language, free of charge, and is mandatory.** For the seafarers, onboard training is provided during paid hours.

We evaluate the effectiveness of our training programs through below methods:

- **Feedback from participants**
- **Feedback from supervisors or mentors regarding observed improvement or deficiencies**
- **Comparison of training outcomes with predetermined KPIs**
- **Through internal and external audits**
- **Identified during internal and external inspections**
- **During management reviews (review of trends - root cause analysis)**

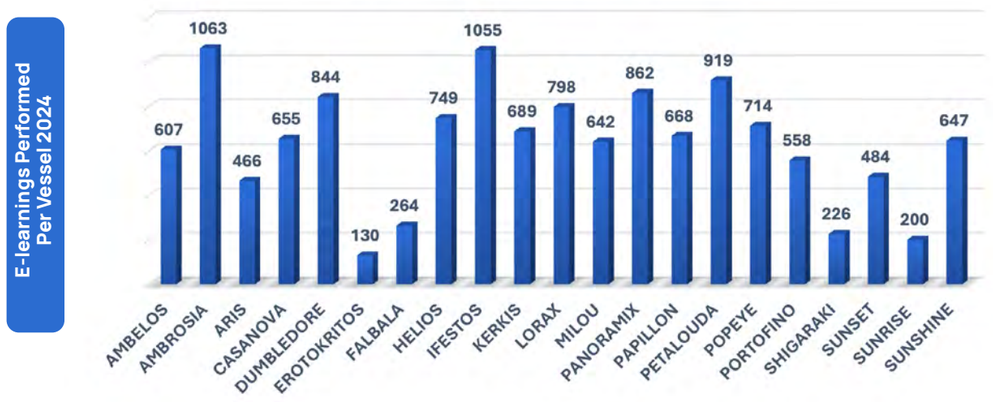
- In 2024, the Average Training Hours per shore-based male employee was **45,6 h** while the Average Training Hours per shore-based female employee was **45,1 h.**

Training on-board

- In 2024, the Average Training Hours per seafarer was **68,5 h** with total training hours reaching **62,278 h.**

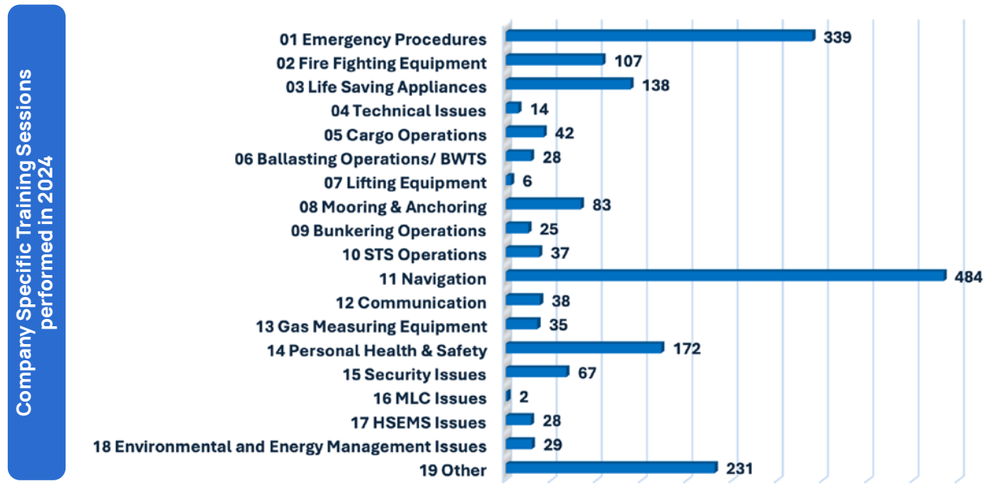
E-Learnings

- Performed individually by the crew members as per the Training Matrix.
- Included in each crew member's requirements
- Frequency: 24 months



Company Specific Training (CST)

Company Specific Training programs, intended to **upgrade employees' skills**, are tabulated to ascertain in which areas training needs were identified, based on day-to-day operations, audits, attendances, third party audits, inspections, new legislation and amendments of our HSEMS.



Employee personal development

Alberta places significant emphasis on employee learning and development.

Our annual evaluation system allows us to identify strengths, areas for improvement, and weaknesses that require attention. This process benefits both individual employees and the company, in achieving their goals.

Each employee undergoes personalized annual evaluations conducted by their respective departmental managers. These evaluations, involving participation from both managers and the managing director, occur at the end of each year.

Additionally, we support our employees in enhancing their skills and qualifications by offering flexibility and assistance, allowing them to pursue academic programs of their choice or obtain additional certifications.

- **100% of Alberta's employees received mid-year performance evaluation and career development reviews during 2024.**

Health & Safety

Our employees are encouraged to be engaged in the development, implementation and evaluation of our occupational Health & Safety management system.

Their active participation and consultation play a crucial role in overall safety standards and fostering a culture of well-being throughout our organization.

One of the primary avenues for employee engagement is our biannual company forum.

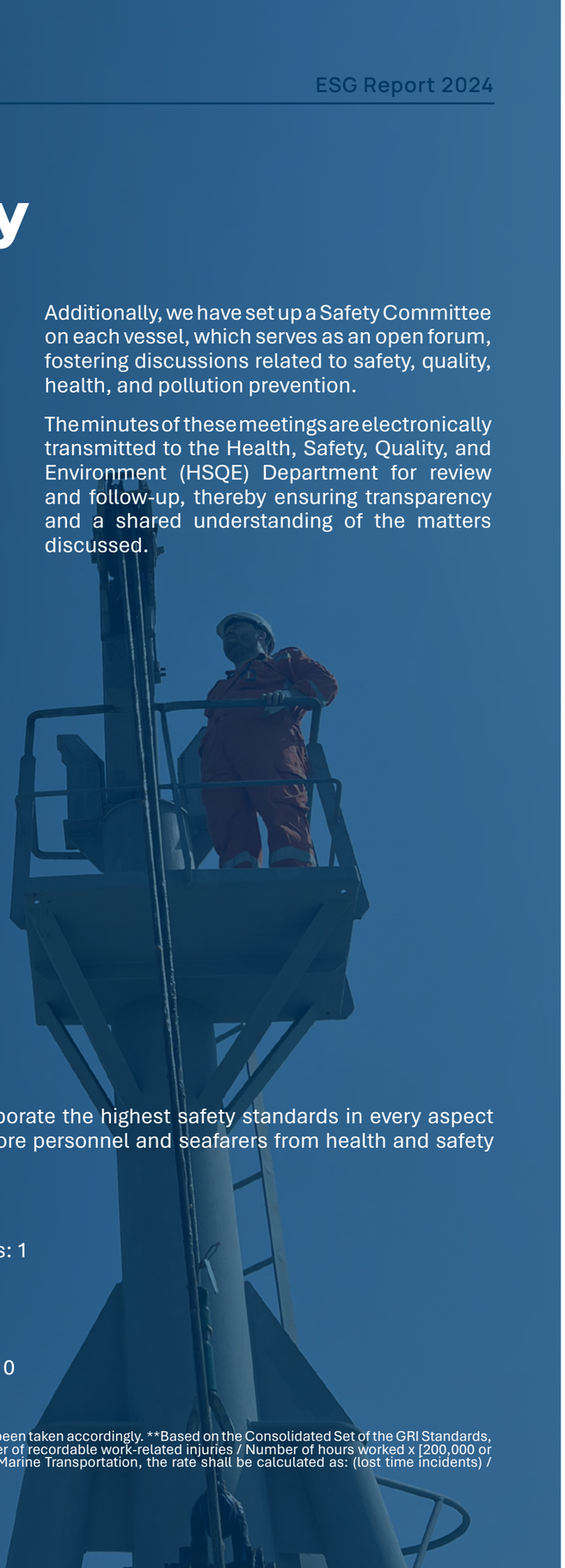
During these forums, our personnel have the opportunity to express their opinions and provide feedback on our Health Safety Environmental Management System (HSEMS).

Departmental workshops, briefings, and debriefings also support employee engagement.

Ship and shore personnel actively contribute their insights, ideas and suggestions for further improvements and their feedback is used to continuously enhance the effectiveness of our occupational health and safety practices.

Additionally, we have set up a Safety Committee on each vessel, which serves as an open forum, fostering discussions related to safety, quality, health, and pollution prevention.

The minutes of these meetings are electronically transmitted to the Health, Safety, Quality, and Environment (HSQE) Department for review and follow-up, thereby ensuring transparency and a shared understanding of the matters discussed.



Safety performance

Safety is at the core of our operations. We incorporate the highest safety standards in every aspect of our operations while protecting both our onshore personnel and seafarers from health and safety hazards.

In 2024 we achieved:

→ Total number of recordable work-related injuries: 1

→ Total Recordable Injury Rate (TRIR) : 0.28

→ Lost Time Incident Rate (LTIR) : 0.000001

→ Total number and rate of work-related fatalities: 0

*This incident has been investigated, and relevant preventive actions have been taken accordingly. **Based on the Consolidated Set of the GRI Standards, the Rate of recordable work-related injuries shall be calculated as: Number of recordable work-related injuries / Number of hours worked x [200,000 or 1,000,000] ***Based on the Sustainability Accounting Standard Board – Marine Transportation, the rate shall be calculated as: (lost time incidents) / (1,000,000 hours worked).

Occupational Health and Safety

At Alberta, we are committed to **fostering a safe and healthy work environment** for all employees, visitors, and stakeholders. Our dedication is exemplified by our robust Occupational, Health and Safety Management System (OHSMS), which is designed to identify, assess, and mitigate workplace hazards and risks, ensure compliance with the requirements of the ISM Code, ISO 45001 and recognized and accepted industry standards, and promote a culture of continuous improvement and safety awareness.

The company assesses its **Safety Management System against TMSA Key Performance Indicators (KPIs)**. The assessment results are used to develop phased improvement plans that support continuous improvement of the Safety Management System.

Proactive Hazard Management

To proactively address workplace hazards, we have implemented **hazard identification and risk assessment processes.**

Utilizing tools such as **TAKE-5 Hazards Library**, we systematically manage and document these assessments, forming the backbone of our safety protocols.

This structured approach ensures early identification and effective mitigation of potential risks, significantly reducing the likelihood of accidents and occupational illnesses.

Effective Risk Management and Safety Measures

In our pursuit of **safety excellence**, robust controls and safeguards are paramount. We've meticulously designed and implemented measures to mitigate risks, aligning rigorously with industry standards and regulatory mandates.

Regular monitoring and evaluation, driven by the **HSEMS guidelines**, ensure the ongoing effectiveness of these controls. This continuous review process enables us to adapt swiftly to changing conditions and consistently enhance our safety practices.

Our Health, Safety and Environmental Management System (HSEMS) relies on **transparent communication channels and robust reporting mechanisms.** Systems like near miss reporting and stop work authority as well as safety meetings foster open dialogue, encouraging employees to promptly report safety concerns and propose solutions. This transparency cultivates a safety-aware culture, facilitating swift issue resolution.

Audits and inspections serve as critical tools for verifying compliance with safety standards and identifying areas for enhancement.

Regular audits and thorough inspections pinpoint weaknesses and enable prompt corrective actions. Our **Safety Committee Meetings** provide a vital platform for discussing health, safety, and environmental issues. Chaired by the Master, these monthly meetings encourage active participation from all crew members, ensuring safety representatives' voices are heard and concerns are promptly addressed. Our organization prioritizes risk management and safety through a comprehensive approach.

Periodic risk assessments play a pivotal role in identifying new hazards and evaluating existing controls, ensuring effective risk mitigation. Additionally, our training programs remain up to date with safety procedures, regulatory changes, and emerging risks.

Management reviews, benchmarking against industry standards, and thorough documentation reviews are integral to maintaining high safety levels.

Our commitment to **continuous improvement** is evident in our iterative processes.

Social initiatives

As part of our sustainability strategy, we are dedicated to enhancing our contributions to Non-Profit Organizations, while carefully addressing community needs and assessing our impact.

At our company, we recognize the importance of actively engaging with and contributing to social causes that have a meaningful impact on communities and society at large.

Our commitment to social responsibility is demonstrated through various initiatives aimed at **fostering education, supporting disaster relief efforts, promoting cultural enrichment, and advancing research and innovation in key sectors.**

Scholarship Funding

We are dedicated to promoting access to education and cultivating talents. Through our scholarship funding programs, we empower deserving individuals to pursue their academic aspirations, thereby facilitating personal growth and contributing to the development of skilled professionals in various fields.

Disaster Relief Support

In times of crisis, we stand in solidarity with affected communities by providing timely support and assistance. Our donations to flood victims exemplify our commitment to alleviating suffering and aiding in the recovery process, offering hope and stability to those grappling with the aftermath of natural disasters.

Cultural Enrichment

Cultural preservation and promotion are integral to our social responsibility efforts. By contributing to cultural associations, we actively support initiatives aimed at preserving heritage, fostering artistic expression, and enriching the cultural fabric of society, thereby nurturing a sense of identity and belonging.

Research and Innovation

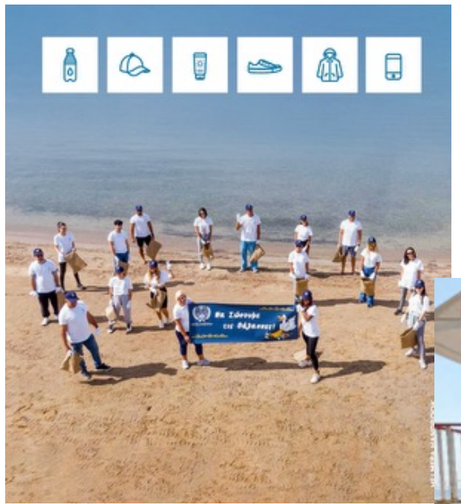
We are dedicated to driving progress and innovation in key industries. Our contributions to prototype research centers exemplify our commitment to advancing scientific knowledge and technological innovation, paving the way for groundbreaking discoveries and transformative solutions to complex challenges.

HELMEPA Membership

The Hellenic Marine Environment Protection Association (HELMEPA) is a unique nonprofit organization that was jointly founded by Greek seafarers and shipowners in 1982 with the mission to eliminate ship-generated pollution by enhancing environmental awareness.

In 1991, HELMEPA became the national coordinator of the International Coastal Cleanup (ICC) which helped organize its beach cleaning efforts under a globally accepted protocol. From 2023, the ICC activities in Greece include over 90,000 volunteers removing 260 tons of debris from 2,850 beach and underwater cleanup sites.

In 2024, Alberta Shipmanagement and ABS participated as volunteers in the cleanup of beach “Votsalakia” in Piraeus, where, with the aid of the Marine Debris Tracker application, we managed to remove 96 items from a coastline of 130m. With such efforts, we show our commitment to sustainable development, and we help save our seas.



Indirect economic impacts

Our operations in the transportation of crude oil, petroleum products, and dry bulk commodities (such as coal, iron ore, and grain) play a critical role in facilitating global trade and supporting energy security, industrial development, and food supply chains. These services generate significant indirect economic impacts across the regions we operate in and serve.

By enabling the efficient, large-scale movement of essential raw materials, we support:

- **Energy supply chains, critical to power generation and heating,**
- **Heavy industries such as steel, cement, and chemicals, reliant on bulk imports,**
- **And the agricultural sector, by ensuring timely and cost-effective delivery of fertilizers and grain.**

Our presence in key ports drives demand for:

- **Local and regional infrastructure development (ports, terminals, bunkering facilities),**
- **Ship agency, pilotage, and logistics services,**
- **Employment in port operations, customs handling, and stevedoring.**

Furthermore, our focus on fleet modernization and compliance with **IMO environmental regulations** indirectly stimulates shipbuilding and marine technology industries, particularly in the areas of energy efficiency and emissions reduction.

Specifically, our shipbuilding operations in Japan during 2024 had a meaningful impact on local communities and regional economies. Positively, they contributed to sustained employment for hundreds of skilled workers and fostered investment in local supply chains for components and services. At the same time, vessel construction could lead to localized emissions and noise. Therefore, to address these potential impacts, we implemented rigorous environmental controls and operated in full compliance with Japanese environmental regulations, ensuring that our activities remained responsible and sustainable for surrounding communities.

As a global operator, we helped reduce transport costs, we promoted trade access for resource-exporting and importing economies, and we particularly developed regions reliant on bulk shipping for essential goods. Thus, we contributed to the stability of global markets, aligned with macroeconomic goals around energy affordability, supply chain resilience, and sustainable development.

From a stakeholder perspective, our operations were essential to:

- **Maintaining competitive export routes for resource-producing countries,**
- **Ensuring timely delivery of critical imports to developing nations, and**
- **Facilitating investment in coastal infrastructure, such as ports, shipyards, and refueling stations.**

Additionally, by adopting IMO-aligned technologies and supporting cleaner transport solutions, we indirectly stimulated demand for green innovation and low-carbon infrastructure, aligning with SDG 9 (Industry, Innovation, and Infrastructure) and SDG 13 (Climate Action).

In this context, our indirect economic impacts were not only significant, but they were also strategic. They underpinned the health of entire value chains, from energy and manufacturing to agriculture and trade, reinforcing our importance in shaping both economic development and stakeholder value globally.

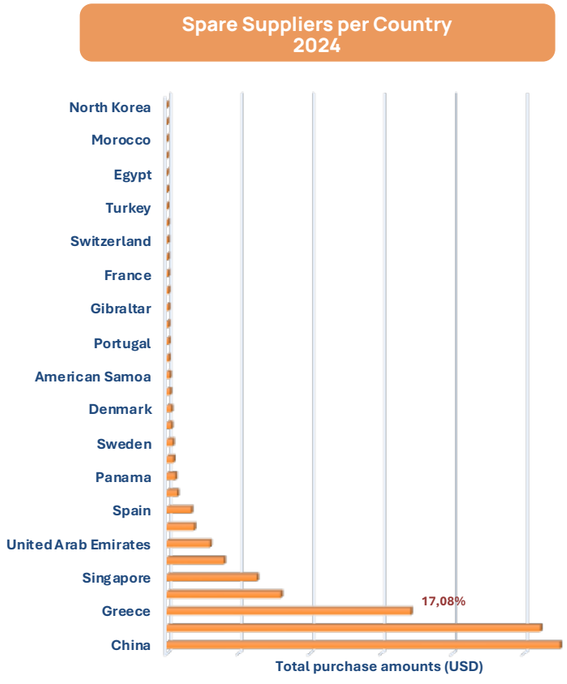
Supply chain

Recognizing that our sustainability choices as a company can have a positive impact on us, but also drive positive changes throughout our supply chain, we have established a **Suppliers Code of Conduct** to screen our suppliers and ensure that they are sourcing their materials and services ethically and responsibly.

Alberta's Suppliers Code of Conduct serves as a fundamental cornerstone to ensure clear communication and consistent adherence to the company's values, expectations and standards of behavior throughout the supply chain. It establishes **a framework of rules, policies, and procedures that the company requires its suppliers to adhere to.**

The Suppliers Code of Conduct encompasses labor standards, environmental regulations, health, and safety protocols, as well as monitoring and compliance measures. Requires all contractors and suppliers to be initially vetted for inclusion on the Approved Supplier List and their performance to be continually evaluated by completing the appropriate Alberta's evaluation forms and incorporating the relevant evaluation criteria.

Alberta may consider conducting a physical audit or remote review of the documentation provided by suppliers to assess the level of compliance, issue warnings, implement corrective action plans or even debar non-compliant suppliers/contractors.



- Local spare suppliers based in Greece accountedfor **17.08%** of our orders in 2024.

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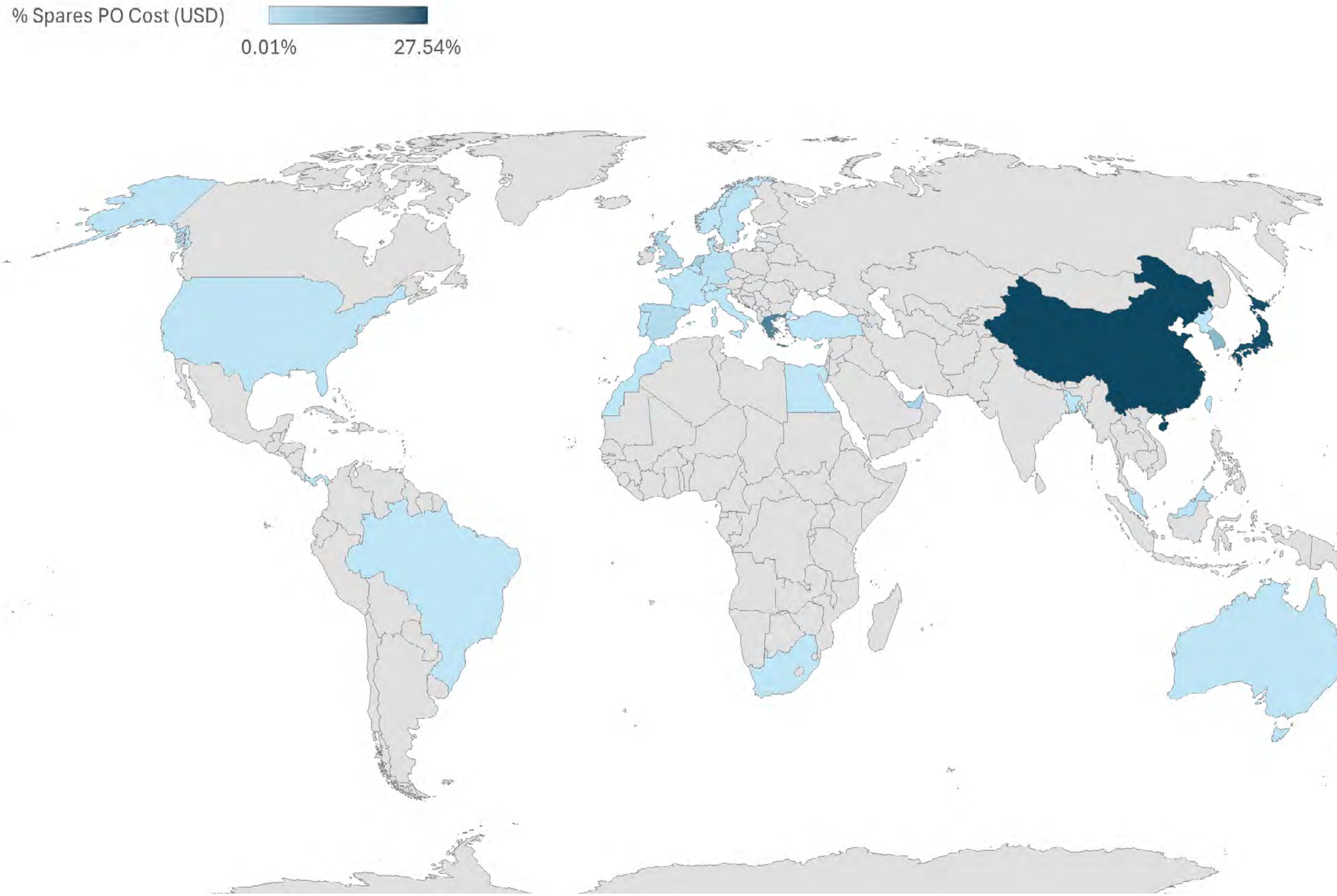
Spares PO Cost / Country



Supplier screening method

→ **100%** of our new suppliers screened and evaluated based on environmental, social and governance criteria in 2024.

→ **100%** of our approved suppliers re-evaluated in 2024.

→ **0** suppliers identified as having significant actual and potential negative social impacts during 2024.

We screen, classify and maintain a list of approved suppliers based on various commercial, technical and sustainability criteria. During this process we are partnering with an external sustainable procurement service provider and use its platform customized for our needs.

Our screening process consists of a five-step approach: initial verification, information validation, review of supplier certificates, membership, and ISO documentation. We also verify makers' authorized suppliers and genuine certificates, while giving preference to class-approved service providers. Supplier information is constantly reviewed.

Remedy actions are applied in case of non-compliance and suppliers are provided with specific guidelines to achieve compliance within a specified timeframe.

Failure to meet these compliance standards will result in suppliers being excluded from future business unless corrective action is taken.

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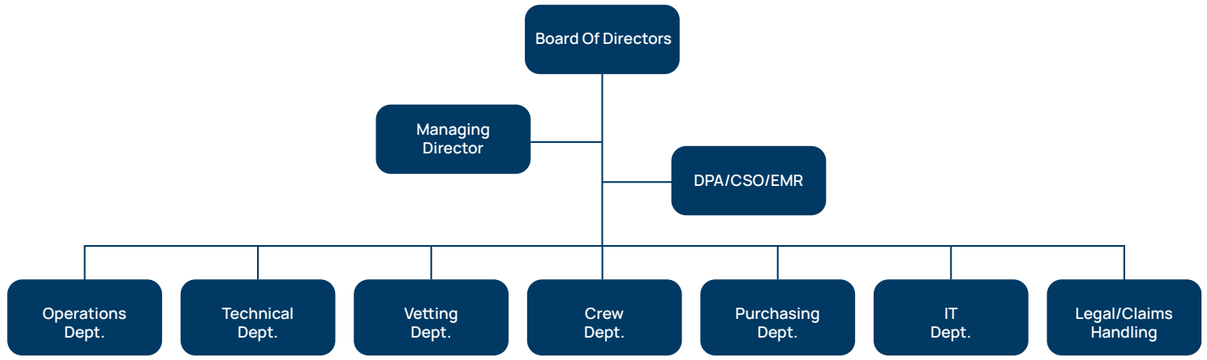
7/ GOVERNANCE

Leadership & Governance

Effective governance lies at the heart of our commitment to sustainability and responsible shipping practices. We recognize that governance is not solely limited to legal and regulatory compliance, but also encompasses a broader framework of ethical decision-making, stakeholder engagement, and long-term strategic planning. By embedding principles of good governance in our corporate strategy and daily operations, we strive to minimize our environmental footprint, ensure the safety and well-being of our workforce, and foster positive relationships with local communities.



The **Board of Directors** is the **Company's supreme governance and strategic decision body**, responsible for decision-making on economic, environmental, and social topics.

The Chair of the highest governance body also serves as a senior executive within the organization, holding the role of Chief Executive Officer. In this dual capacity, the Chair is responsible for both strategic oversight and the day-to-day management of the company's operations.

This arrangement has been adopted due to the organization's structure and size, where a unified leadership role ensures efficiency in decision-making, clear strategic direction, and consistent implementation of company goals.

The highest governance body oversees the organization's due diligence processes to identify and manage its impacts on the economy, environment, and people.

It reviews reports from senior management on risks, impacts, and compliance related to these areas. The outcomes of due diligence and impact assessments are used by the governance body to guide strategic decisions, update policies, and ensure the organization acts responsibly and sustainably.

The effectiveness of the organization's due diligence and impact management processes is reviewed annually to ensure that the organization's economic, environmental, and social practices remain effective, up to date, and aligned with strategic goals.

The highest governance body is also responsible for reviewing and approving sustainability reporting. Draft reports are prepared by management and submitted to the board for review before publication.

Critical concerns are communicated to the highest governance body through multiple channels.

These include an open-door policy that allows employees and managers to raise urgent issues directly, as well as discussions during annual management review meetings.

Additionally, concerns may be escalated through regular reporting lines, quarterly management meetings, and direct communication between senior executives and board members as needed.

- **Zero critical concerns were communicated to the highest governance body during 2024.**

In order to advance the collective knowledge, skills, and experience of the highest governance body on sustainable development, the following measures are taken:

- **Attendance at sustainability conferences or webinars.**
- **Integration of sustainability topics into operation safety meeting and management review meeting agenda.**
- **Regular updates from senior management on environmental and social performance.**

Business Continuity Management Policy

Our top management approves the development and documentation of analytical procedures, as well as the creation of necessary infrastructure to ensure business continuity through an integrated **Business Continuity Management System (BCMS).**

We allocate resources for BCMS development, implementation, and maintenance, covering all critical operations. Our company maintains a Business Continuity Strategy to ensure uninterrupted services for both external and internal stakeholders.

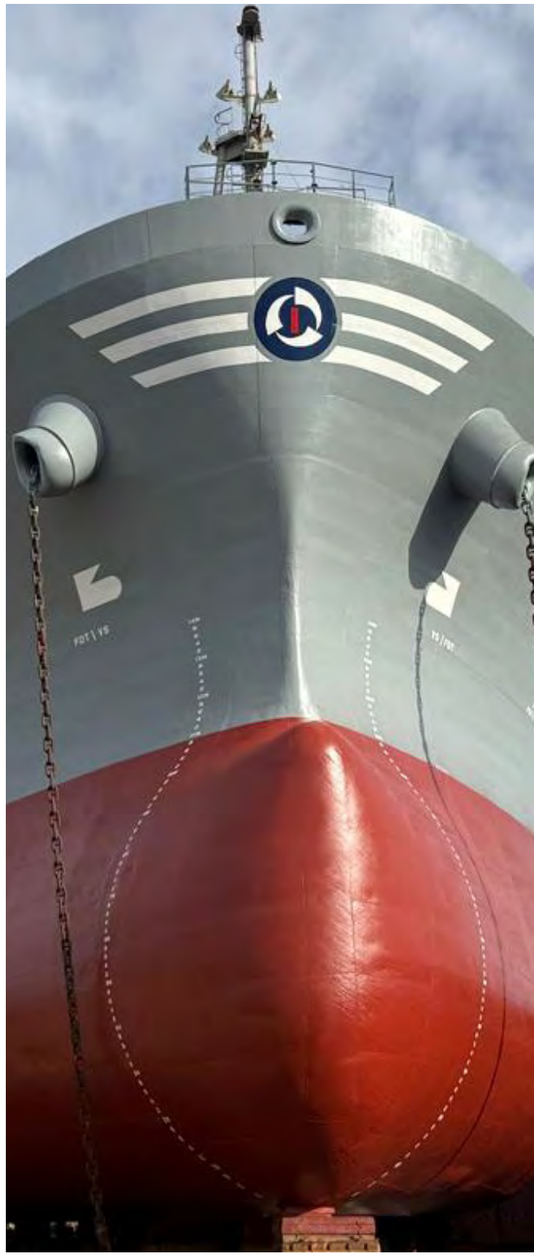
To design, implement, and maintain the BCMS effectively, we conduct **Business Impact Analysis and Risk Analysis.** These assessments identify critical processes, assets, and subsystems within the Information Systems, evaluating the consequences of any business process downtime.

Regular simulation testing ensures BCMS readiness during emergencies, and all employees receive training on its implementation.

Business ethics & integrity

Alberta Shipmanagement Ltd. is deeply committed to conducting its operations with utmost responsibility and legality, while recognizing the broader economic, social, and environmental dimensions of its actions. Grounded in a set of guiding principles, we steadfastly uphold this commitment:

- Fair Competition: We advocate open markets and fair competition, conducting our business ethically and with unwavering integrity. In 2024, we achieved zero legal actions regarding anti-competitive behavior, anti-trust and monopoly violations.
- Human Rights: We are dedicated to upholding international standards on human and labor rights, as articulated in seminal documents such as the United Nations Universal Declaration of Human Rights, ILO Conventions, IMO Conventions, and MLC 2006.
- Child and Forced Labor: We categorically reject all forms of child or forced labor, ensuring that our operations remain untainted by exploitation or coercion. In 2024 zero incidents of child and forced labor were observed in our own operations and in our suppliers.
- Indigenous people: There were zero violations involving rights of indigenous peoples in our own operations and in our suppliers, during 2024.
- Diversity and Inclusion: We actively cultivate a workplace culture that is devoid of discrimination, championing diversity, inclusion, and equal opportunities for every member of our team. In 2024 zero incidents of discrimination were observed on shore and on-board.
- Health and Safety: The well-being of our employees and contractors is paramount. We proactively identify and manage risks to prioritize their health and safety, striving to prevent incidents through rigorous risk management protocols.
- Compliance and Accountability: We strictly adhere to all applicable laws and international norms, fostering transparency and accountability across every facet of our operations. In 2024 there were zero violations regarding the right to exercise freedom of association or collective bargaining in our own operations and in our suppliers.



Social responsibility is ingrained in our sustainability ethos, reflecting our steadfast commitment to managing our impact on the environment, society, and economy.

We integrate this commitment into our daily operations, championing sustainable practices among all members of our workforce.

Through the seamless integration of sustainability into our business practices and relationships, we aspire to make a tangible, positive contribution to global sustainability endeavors.

Policy commitments

Policy commitments are displayed in all onshore workplaces and on-board fleet vessels.

Policy commitments form part of the familiarization process for employees and contractors and apply to the organization's activities and to its business relationships.

Additionally, the Company provides comprehensive training programs to educate employees about the company's policy commitments and the importance of responsible business conduct. All our policy commitments are approved by the Managing Director and are publicly available on the Company's website.

Code of Conduct

The organization, through the Code of Conduct, reports the expectations, values, principles, and norms of behavior of Alberta Shipmanagement.

The company clearly defines roles and responsibilities for implementing policy commitments at different levels within the organization.

The establishment of accountability mechanisms to ensure responsible behavior by all employees is designated individuals or teams to oversee the implementation of the commitments and monitor progress.

These commitments are aligned with the company's mission, vision and values and integrated into strategic planning. Organizational policies incorporate the principles of responsible business conduct in all departments, including vessels. The company communicates policy commitments to external stakeholders, establishes contractual requirements or codes of conduct, and works with partners to promote ethical behavior.

Business relationships are monitored based on standards of responsible behavior, and employees receive training on policy commitments to enhance their understanding and compliance. In terms of human rights, the Company has established a policy aiming to comply fully with relevant EU legislation, the International Labor Organization (ILO) Declaration on Fundamental Principles and Rights at Work, the International Covenant on Economic, Social and Cultural Rights, and the International Covenant on Civil and Political Rights, as well as applicable national legislation.

Privacy and Data Protection

Our Privacy and Data Protection Policy ensures the highest standards of privacy, transparency, and regulatory compliance in handling personal data of clients, suppliers, candidates, and website visitors.

We process data for various purposes, including maritime transport services and recruitment, while adhering to legal obligations and individuals' rights.

Data sharing is conducted with rigorous safeguards, and retention periods are determined based on legal requirements. Data subjects have rights to access, rectify, and object to data processing, which we address promptly.

Our robust security measures protect against unauthorized access, and our website's cookie usage respects user privacy. Complaints and appeals regarding data processing are handled efficiently, and policy updates are communicated promptly.

- **In 2024 zero number of substantiated complaints concerning breaches of customer privacy were observed.**

Information Security

In our company the Information Security Policy governs all systems, personnel, and processes, extending to board members, employees, contractors, and third parties with access to the company's information systems.

The policy commits to the effective implementation and resource provision for the improvement of the Information Security Management System (ISMS).

Its objectives include ensuring continuous protection of information, maintaining confidentiality and integrity, assuring information availability and business continuity, and ensuring compliance with legislative and regulatory requirements.

Key components of the policy include maintaining and testing the Business Continuity Plan, providing adequate training on information security, promptly reporting and investigating security breaches, and ensuring compliance with ISO 27001:2013 standards.

The Information Security Officer oversees policy maintenance and implementation support, while top management is accountable for policy implementation and personnel compliance. Compliance with the policy is mandatory for all parties associated with us.

Anti-corruption and Anti-bribery

Alberta Shipmanagement Ltd. is dedicated to conducting its business with the utmost ethical standards and integrity, maintaining a zero-tolerance approach towards bribery and corruption.

This commitment extends to all employees, consultants, contractors, and associates of the company. The operation areas assessed for risks related to corruption include port authorities, chartering and freight negotiations, procurement of fuel and ship supplies, third-party agents or brokers, crew recruitment, ship registration, safety and environmental inspections, and cargo handling processes. The policy ensures that all business dealings are conducted fairly, transparently, and in compliance with local laws.

Specific contractual terms mandate third parties to adhere to anti-bribery and anti-corruption standards.

The policy defines bribery and corruption while outlining guidelines for gifts, hospitality, facilitation payments, political contributions, and charitable contributions.

Employees are responsible for preventing, detecting, and reporting any instances of bribery or corruption, with breaches subject to termination of contractual relationships.

- **100%** of our operations were assessed for risks related to corruption.
- **100%** of our governance body members and office personnel have received anti-corruption training based on policy commitments.
- In 2024 **zero** incidents of corruption were achieved.

Conflicts of Interest

Our organization proactively manages conflicts of interest through robust policies and transparent communication. We prioritize ethical behavior, train employees, and maintain clear disclosure policies.

Regular training reinforces our commitment to integrity and builds trust with our stakeholders.

Grievance Mechanisms

The organization commits to proactively identifying any negative impacts resulting from its operations, products, or services. This involves conducting regular assessments (risk assessment- management reviews), and utilizing mechanisms such as audits, or feedback channels (terminal feedback evaluation, Master's HSEMS reviews, complaints analysis, incidents) to identify areas of concern.

The organization establishes formal grievance procedures through which individuals can raise concerns about business conduct, including ethical violations, misconduct, or breaches of policy.

Grievance procedures outline clear steps for reporting concerns, investigating allegations, and taking appropriate remedial actions. In cases where internal mechanisms are inadequate or compromised, individuals have the option to report concerns about business conduct to external stakeholders (i.e. RO Lloyds or the Flag Administration).

Once negative impacts are identified, the organization commits to taking responsibility for addressing them, whether they are directly caused or contributed to by its actions. This may involve acknowledging harm caused, accepting accountability, and committing resources to rectify the situation. The Company pledges to collaborate with relevant stakeholders, including affected communities, governments, NGOs, and other businesses, in the remediation process. This cooperation ensures that remediation efforts are comprehensive, transparent, and inclusive of diverse perspectives and expertise.

The Company outlines specific actions it will take to remediate negative impacts, which may include:

- Mitigation measures to prevent further harm.
- Restoration efforts to repair or compensate for damage already done.
- Compensation mechanisms to address harm suffered by affected parties.
- Long-term sustainable solutions to address systemic issues.

The organization provides training and educational resources to empower individuals to understand and implement responsible business conduct policies and practices effectively.

Training programs cover topics such as ethical decision-making, conflict resolution, and navigating complex ethical dilemmas.

Whistleblowing Policy

Our company is committed to transparency, accountability and ethical behavior and has established reporting and whistleblowing mechanisms.

Clear communication channels, anonymous reporting options and a no-retaliation policy encourage open communication.

Formal grievance procedures and whistleblower protection policies protect individuals who report concerns about business conduct.

A culture of openness, responsive leadership and external reporting options as a last resort demonstrate our commitment to responsible business conduct and ethical practices.

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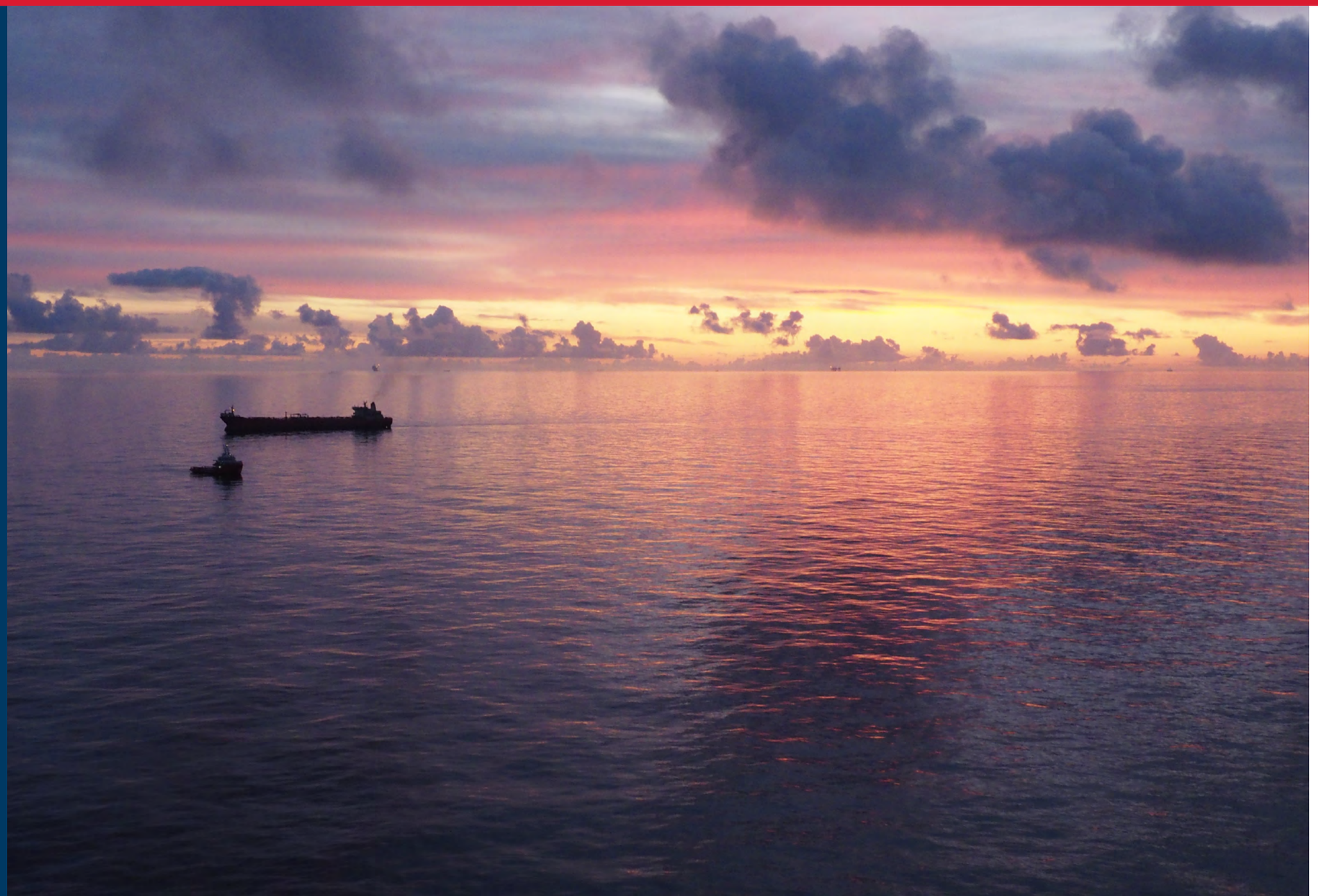

ESG Data Tables

GRI 302-1, 305-1

GRI 302-1, 305-1

FUELS	DESCRIPTION	LOW CALORIFIC VALUE	EMISSION FACTOR
HFO	Heavy Fuel Oil	40.2	3.114
LFO	Light Fuel Oil	41.2	3.151
MDO / MGO	Marine Diesel / Gas Oil	42.7	3.206

BUNKER CONSUMPTION (MT)

	AMBELOS	AMBROSIA	ARIS	CASANOVA	DUMBLEDORE	EROTOKRITOS
MDO/MGO	1,404.40	801.33	97.38	230.76	795.70	224.56
LFO	2,800.20	200.00	1,132.40	298.70	500.00	0.00
HFO	4,690.19	7,564.83	2,033.47	9,004.99	3,477.24	770.60

	FARBALA	HELIOS	IFESTOS	KERKIS	LORAX	MARATHOS
MDO/MGO	82.30	354.06	90.75	171.87	891.67	188.47
LFO	849.13	449.43	3,018.07	1,657.10	2,801.76	0.00
HFO	2,617.90	13,424.90	3,274.86	9,312.79	4,263.96	1,018.92

	MILOU	PANORAMIX	PAPILLON	PETALOUDA	POPEYE	PORTOFINO
MDO/MGO	833.91	171.83	1,415.05	619.13	345.60	503.65
LFO	1,417.77	0.00	0.00	0.00	753.18	1,410.82
HFO	2,764.97	10,565.92	4,567.30	6,013.87	6,020.11	4,115.58

	SHIGARAKI	SUNRISE	SUNSET	SUNSHINE
MDO/MGO	89.58	722.23	1,279.36	328.39
LFO	0.00	0.00	1,445.10	1,214.13
HFO	2,193.23	2,274.76	2,015.34	0.00

	TOTAL FLEET
MDO/MGO	11,642
LFO	19,948
HFO	101,995

ENERGY FROM FUELS (GJ)

	AMBELOS	AMBROSIA	ARIS	CASANOVA	DUMBLEDORE	EROTOKRITOS
MDO/MGO	59,968	34,217	4,158	9,853	33,976	9,589
LFO	115,368	8,240	46,655	12,306	20,600	0
HFO	188,546	304,106	81,745	362,001	139,785	30,978

	FARBALA	HELIOS	IFESTOS	KERKIS	LORAX	MARATHOS
MDO/MGO	3,514	15,118	3,875	7,339	38,074	8,048
LFO	34,984	18,517	124,344	68,273	115,433	0
HFO	105,240	539,681	131,649	374,374	171,411	40,961

	MILOU	PANORAMIX	PAPILLON	PETALOUDA	POPEYE	PORTOFINO
MDO/MGO	35,608	7,337	60,423	26,437	14,757	21,506
LFO	58,412	0	0	0	31,031	58,126
HFO	111,152	424,750	183,967	241,758	242,008	165,446

	SHIGARAKI	SUNRISE	SUNSET	SUNSHINE
MDO/MGO	3,825	30,839	54,629	14,022
LFO	0	0	59,538	50,022
HFO	88,168	91,445	81,017	0

	TOTAL FLEET
MDO/MGO	497,113
LFO	821,849
HFO	4,100,188

SCOPE 1 EMISSIONS CO2

	AMBELOS	AMBROSIA	ARIS	CASANOVA	DUMBLEDORE	EROTOKRITOS
MDO/MGO	4,503	2,569	312	740	2,551	720
LFO	8,823	630	3,568	941	1,576	0
HFO	14,605	23,557	6,332	28,042	10,828	2,400

	FARBALA	HELIOS	IFESTOS	KERKIS	LORAX	MARATHOS
MDO/MGO	264	1,135	291	551	2,859	604
LFO	2,676	1,416	9,510	5,222	8,828	0
HFO	8,152	41,805	10,198	29,000	13,278	3,173

	MILOU	PANORAMIX	PAPILLON	PETALOUDA	POPEYE	PORTOFINO
MDO/MGO	2,674	551	4,537	1,985	1,108	1,615
LFO	4,467	0	0	0	2,373	4,445
HFO	8,610	32,902	14,251	18,727	18,747	12,816

	SHIGARAKI	SUNRISE	SUNSET	SUNSHINE
MDO/MGO	287	2,315	4,102	1,053
LFO	0	0	4,554	3,826
HFO	6,830	7,084	6,276	0

	TOTAL FLEET
MDO/MGO	37,324
LFO	62,855
HFO	317,612

SCOPE 1 EMISSIONS CH4

	AMBELOS	AMBROSIA	ARIS	CASANOVA	DUMBLEDORE	EROTOKRITOS
HFO	0.07	0.04	0.00	0.01	0.04	0.01
LFO	0.14	0.01	0.06	0.01	0.03	0.00
MDO/MGO	0.23	0.38	0.10	0.45	0.17	0.04

	FARBALA	HELIOS	IFESTOS	KERKIS	LORAX	MARATHOS
HFO	0.00	0.02	0.00	0.01	0.04	0.01
LFO	0.04	0.02	0.15	0.08	0.14	0.00
MDO/MGO	0.13	0.67	0.16	0.47	0.21	0.05

	MILOU	PANORAMIX	PAPILLON	PETALOUDA	POPEYE	PORTOFINO
HFO	0.04	0.01	0.07	0.03	0.02	0.03
LFO	0.07	0.00	0.00	0.00	0.04	0.07
MDO/MGO	0.14	0.53	0.23	0.30	0.30	0.21

	SHIGARAKI	SUNRISE	SUNSET	SUNSHINE
HFO	0.00	0.04	0.06	0.02
LFO	0.00	0.00	0.07	0.06
MDO/MGO	0.11	0.11	0.10	0.00

	TOTAL FLEET
HFO	0.58
LFO	1.00
MDO/MGO	5.10

SCOPE 1 EMISSIONS N2O

	AMBELOS	AMBROSIA	ARIS	CASANOVA	DUMBLEDORE	EROTOKRITOS
HFO	0.25	0.14	0.02	0.04	0.14	0.04
LFO	0.50	0.04	0.20	0.05	0.09	0.00
MDO/MGO	0.84	1.36	0.37	1.62	0.63	0.14

	FARBALA	HELIOS	IFESTOS	KERKIS	LORAX	MARATHOS
HFO	0.01	0.06	0.02	0.03	0.16	0.03
LFO	0.15	0.08	0.54	0.30	0.50	0.00
MDO/MGO	0.47	2.42	0.59	1.68	0.77	0.18

	MILOU	PANORAMIX	PAPILLON	PETALOUDA	POPEYE	PORTOFINO
HFO	0.15	0.03	0.25	0.11	0.06	0.09
LFO	0.26	0.00	0.00	0.00	0.14	0.25
MDO/MGO	0.50	1.90	0.82	1.08	1.08	0.74

	SHIGARAKI	SUNRISE	SUNSET	SUNSHINE
HFO	0.02	0.13	0.23	0.06
LFO	0.00	0.00	0.26	0.22
MDO/MGO	0.39	0.41	0.36	0.00

	TOTAL FLEET
HFO	2.10
LFO	3.59
MDO/MGO	18.36

GRI 305-2

SHORE POWER ENERGY SUPPLY (KWH) FOR ALL VESSELS DRYDOCKED IN 2024

VESSEL	LOCATION	ENERGY	FUEL MIX FACTOR (kg CO2e / kWh)	CO2 EMISSIONS (MT)
AMBROSIA	Dubai, UAE	27,810.0	0.4010	11.15
CASANOVA	Longshan, China	15,640.0	0.5572	8.71
ARIS	Longshan, China	35,844.0	0.5572	19.97
EROTOKRITOS	China	0.0	0.5572	0.00
PORTOFINO	Syros, Greece	11,165.0	0.3366	3.76
SUNSET	Wenchong, China	109,001.0	0.5572	60.74
FALBALA	Longshan, China	41,100.0	0.5572	22.90
SUNRISE	Longshan, China	12,834.0	0.5572	7.15
TOTAL DD		225,584.0		134.38
TOTAL OFFICE		100,649.8	0.2846	28.64
TOTAL		326,233.8		163.02

GRI 305-4, 305-7

TANKERS

VESSEL	EEOI TANKERS	EEOI BULK CARRIERS	AER TANKERS	AER BULK CARRIERS	EEDI TANKERS	EEXI TANKERS
HELIOS	3.25	0.00	1.72	0.00	2.02	
AMBELOS	4.29	0.00	3.66	0.00	3.13	
LORAX	8.60	0.00	3.58	0.00	3.11	
EROTOKRITOS	60.50	0.00	3.44	0.00	2.88	
AMBROSIA	6.95	0.00	3.80	0.00		3.41
PORTOFINO	6.98	0.00	5.00	0.00		4.06
DUMBLEDORE	10.06	0.00	6.34	0.00		4.77
PETALOUDA	10.37	0.00	6.31	0.00		5.06
PAPILLON	10.15	0.00	6.09	0.00		5.06
MILOU	13.03	0.00	8.82	0.00		5.69

VESSEL	EEXI BULK	NOx TANKERS	NOx BULK CARRIERS	SOx TANKERS	SOx BULK CARRIERS	PM TANKERS	PM BULK CARRIERS
HELIOS		0.02	0.00	0.012	0.000	0.001	0.000
AMBELOS		0.11	0.00	0.011	0.000	0.002	0.000
LORAX		0.06	0.00	0.024	0.000	0.003	0.000
EROTOKRITOS		0.40	0.00	0.171	0.000	0.024	0.000
AMBROSIA	0.00	0.19	0.00	0.019	0.000	0.003	0.000
PORTOFINO	0.00	0.16	0.00	0.020	0.000	0.003	0.000
DUMBLEDORE	0.00	0.34	0.00	0.024	0.000	0.004	0.000
PETALOUDA	0.00	0.20	0.00	0.028	0.000	0.004	0.000
PAPILLON	0.00	0.21	0.00	0.025	0.000	0.004	0.000
MILOU	0.00	0.23	0.00	0.032	0.000	0.005	0.000

BULK CARRIERS

VESSEL	EEOI TANKERS	EEOI BULK CARRIERS	AER TANKERS	AER BULK CARRIERS	EEDI TANKERS	EEXI TANKERS
PANORAMIX	0.00	5.07	0.00	2.69		0.00
CASANOVA	0.00	5.04	0.00	2.59		0.00
KERKIS	0.00	5.46	0.00	2.75		0.00
MARATHOS	0.00	8.88	0.00	3.98		0.00
POPEYE	0.00	4.91	0.00	3.21		0.00
IFESTOS	0.00	6.36	0.00	3.33		0.00
FARBALA	0.00	8.56	0.00	3.88		0.00
ARIS	0.00	7.48	0.00	3.42		0.00
SHIGARAKI	0.00	5.52	0.00	2.91		0.00
SUNSET	0.00	9.16	0.00	7.50		0.00
SUNSHINE	0.00	8.95	0.00	7.52		0.00
SUNRISE	0.00	0.07	0.00	7.31		0.00

VESSEL	EEXI BULK	NOx TANKERS	NOx BULK CARRIERS	SOx TANKERS	SOx BULK CARRIERS	PM TANKERS	PM BULK CARRIERS
PANORAMIX	2,34	0.00	0.11	0.000	0.016	0.000	0.002
CASANOVA	2.41	0.00	0.11	0.000	0.016	0.000	0.002
KERKIS	2.40	0.00	0.13	0.000	0.017	0.000	0.002
MARATHOS	2.89	0.00	0.19	0.000	0.027	0.000	0.004
POPEYE	3.19	0.00	0.11	0.000	0.013	0.000	0.002
IFESTOS	3.22	0.00	0.16	0.000	0.018	0.000	0.002
FARBALA	3.24	0.00	0.23	0.000	0.027	0.000	0.003
ARIS	3.23	0.00	0.18	0.000	0.023	0.000	0.003
SHIGARAKI	2.69	0.00	0.16	0.000	0.017	0.000	0.002
SUNSET	6.21	0.00	0.26	0.000	0.019	0.000	0.003
SUNSHINE	6.19	0.00	0.26	0.000	0.023	0.000	0.003
SUNRISE	6.10	0.00	0.00	0.000	0.000	0.000	0.000

	EEOI TANKERS	EEOI BULK CARRIERS	AER TANKERS	AER BULK CARRIERS	EEDI TANKERS	EEXI TANKERS
AVERAGE	6.10	3.43	2.22	2.32	2.79	1.56

	EEXI BULK	NOx TANKERS	NOx BULK CARRIERS	SOx TANKERS	SOx BULK CARRIERS	PM TANKERS	PM BULK CARRIERS
AVERAGE	2.47	0.09	0.09	0.017	0.010	0.002	0.001

GRI 306-3, 306-4, 306-5

VESSEL NAME	TOTAL DISPOSED (M3)	DISPOSED TO SHORE (M3)	INCINERATED (M3)	DISPOSED TO SEA (M3)
AMBELOS	21.00	7.82	9.03	4.15
AMBROSIA	49.77	33.88	12.04	3.85
DUMBLEDORE	23.77	14.66	5.43	3.68
EROTOKRITOS	12.20	12.20	0.00	0.00
HELIOS	14.25	6.05	5.55	2.65
LORAX	36.25	4.30	26.73	5.22
MILOU	48.45	15.18	23.43	9.84
PAPILLON	18.05	12.69	3.98	1.38
PETALOUDA	46.86	18.83	21.07	6.96
PORTOFINO	25.11	19.92	3.41	1.78
TOTAL TANKERS	295.71	145.53	110.67	39.51

VESSEL NAME	TOTAL DISPOSED (M3)	DISPOSED TO SHORE (M3)	INCINERATED (M3)	DISPOSED TO SEA (M3)
ARIS	52.52	24.18	10.11	18.23
CASANOVA	65.88	23.72	35.63	6.53
FALBALA	517.57	43.27	6.14	468.16
IFESTOS	31.45	14.37	11.17	5.91
KERKIS	36.25	4.30	26.73	5.22
MARATHOS	32.53	27.00	4.89	0.64
PANORAMIX	32.07	10.00	19.45	2.62
POPEYE	27.06	20.90	4.92	1.24
SHIGARAKI	11.74	11.10	0.00	0.64
SUNRISE	20.11	11.89	5.45	2.77
SUNSET	200.89	21.82	18.56	160.51
SUNSHINE	9.24	7.32	1.22	0.70
TOTAL BULK CARRIERS	1,037.32	219.88	144.27	673.17
TOTAL VESSELS 2024	1,333.02	365.41	254.93	712.68

OFFICE WASTE

RECYCLING WASTE CATEGORY	2023		2024	
	Total kg	kg/employee	Total kg	kg/employee
Plastic	55	1.19	58	1.33
Aluminum	17.5	0.38	19	0.42
Glass	7	0.15	7.2	0.16
Total	79.5	1.72	84.2	1.91

GRI 303-3, 303-4

	VESSEL NAME	BALLAST SEAWATER (WITHDRAWN/ DISCHARGED) M3	BALLAST WATER TREATMENT SYSTEM
TANKERS	HELIOS	463,500	YES
	AMBELOS	293,790	YES
	LORAX	293,790	YES
	EROTOKRITOS	153,432	YES
	AMBROSIA	269,556	YES
	PORTOFINO	129,480	YES
	DUMBLEDORE	164,688	YES
	PETALOUDA	110,502	YES
	PAPILLON	128,919	YES
	MILOU	161,226	YES
	TOTAL	**2,168,883**	
BULK CARRIERS	PANORAMIX	333,556	YES
	CASANOVA	403,179	YES
	KERKIS	477,672	YES
	MARATHOS	88,706	YES
	POPEYE	223,176	YES
	IFESTOS	413,208	YES
	FALBALA	184,146	YES
	ARIS	122,764	YES
	SHIGARAKI	124,308	YES
	SUNSET	71,495	YES
	SUNSHINE	42,897	YES
	SUNRISE	71,495	YES
	TOTAL	**2,556,602**	
	TOTAL FLEET	**4,725,485**	

GRI 2-7, 401-1

	OFFICE EMPLOYEES							SEAFARERS
	Male			Female			Total	Total
	<30	30-50	>50	<30	30-50	>50		
No of Hires	0	1	0	0	1	0	2	251
Total No of Employees	1	21	7	2	17	0	48	1008
Rate	0%	5%	0%	0%	6%	0%	4%	25%

	TOTAL SEAFARERS
No of Redundancies	34
Total No of Employees in the beginning of Year	770
Total No of Employees at the end of Year	1008
Turnover Rate	4%

GRI 401-3

2024	TOTAL MALE EMPLOYEES	TOTAL FEMALE EMPLOYEES	TOTAL EMPLOYEES	RETURN TO WORK RATE
Employees entitled to parental leave	0	21	21	100%
Employees took parental leave	0	2	2	
Employees returned after parental leave	0	2	2	

GRI 403-9, TR-MT-320a.1.

TYPE OF INJURY	NUMBER	RATE	LOST TIME INCIDENT RATE (LTIR)
Fatalities	0	0	N/A
High-consequence injuries (recovery > 6 months) - excluding fatalities	0	0	N/A
All work-related (recordable) injuries (including fatalities & high consequence)	1	0.28	0.000001
Hours worked	3,626,258		

GRI 404-1

EMPLOYEE CATEGORIES	MALE EMPLOYEES	FEMALE EMPLOYEES	HOURS OF TRAINING-MALE	HOURS OF TRAINING-FEMALE	AVERAGE HOURS - MALE	AVERAGE HOURS - FEMALE
BoD	1	2	50	50	50	25
Accounts	2	3	77	123	38.5	41
Managing Director	1	0	46	0	46	N/A
IT	5	1	232	46	46.4	46
Technical dept.	9	1	441	46	49	46
Operations dept.	3	1	3	46	1	46
Crew dept.	1	3	34.5	106.5	34.5	35.5
HSQE dept.	5	2	362	181.5	72.4	90.75
Supplies dept.	1	3	31	123	31	41
Total	28	16	1276.5	722	45.6	45.1

SEAFARERS CATEGORIES	MALE EMPLOYEES	HOURS OF TRAINING - MALE	AVERAGE HOURS - MALE
Master	49	4191	85.5
Top 3 Deck Officers	167	15212	91.1
Chief Engineer	44	3240	73.6
Top 3 Engine Officers	132	10135	76.8
Deck crew	289	21733	75.2
Engine crew	126	3081	24.5
Cadets	102	4686	45.9
Total	909	62278	68.5

GRI 405-1

Employee Categories	Male			Female			Total
	<30	30-50	>50	<30	30-50	>50	
BoD			1		2		3
Managing Director			1				1
Accounts dept.		1	1		3		5
IT		4	1	1			6
Technical dept.	1	7	1		1		10
Operations dept.		2	1		1		4
Crew dept.			1		3		4
HSQE dept.		4	1		2		7
Supplies dept.		1			3		4
Admin		1			1		2
Chartering		1			1		2
Insurance -Legal				1	2		3
Total	1	21	8	2	19	0	51
TOTAL	2%	41%	16%	4%	37%	0%	100%

Seafarers Categories	Male			Female			Total
	<30	30-50	>50	<30	30-50	>50	
Master	0	29	20				49
Top 3 Deck Officers	65	99	3				167
Chief Engineer	0	25	19				44
Top 3 Engine Officers	46	85	1				132
Deck crew	86	150	53				289
Engine crew	29	70	27				126
Cadets	102	0	0				102
Cooks & Messmen	29	50	20				99
Total	357	508	143	0	0	0	1008
TOTAL	35.4%	50.4%	14.2%	0%	0%	0%	100%

GRI content Index

GRI 2: GENERAL DISCLOSURES 2021

1. THE ORGANIZATION AND ITS REPORTING PRACTICES

NO.	GRI DISCLOSURE	SECTION
2-1	Organizational details	At a glance
2-2	Entities included in the organization's sustainability reporting	At a glance
2-3	Reporting period, frequency, and contact point	About the report
2-4	Restatements of information	No restatements from previous reporting periods
2-5	External assurance	No external assurance

2. ACTIVITIES AND WORKERS

NO.	GRI DISCLOSURE	SECTION
2-6	Activities, value chain and other business relationships	Towards a sustainable value chain I No significant changes compared to previous reporting periods
2-7	Employees	Workforce
2-8	Workers who are not employees	n/a

3. GOVERNANCE

NO.	GRI DISCLOSURE	SECTION
2-9	Governance structure and composition	Leadership & Governance I Family run company
2-10	Nomination and selection of the highest governance body	n/a
2-11	Chair of the highest governance body	Leadership & Governance
2-12	Role of the highest governance body in overseeing the management of impacts	Leadership & Governance
2-13	Delegation of responsibility for managing impacts	Leadership & Governance
2-14	Role of the highest governance body in sustainability reporting	Leadership & Governance
2-15	Conflicts of interest	Business ethics & integrity I No conflicts of interest
2-16	Communication of critical concerns	Business ethics & integrity
2-17	Collective knowledge of the highest governance body	Leadership & Governance
2-18	Evaluation of the performance of the highest governance body	n/a

4. STRATEGY, POLICIES AND PRACTICES

NO.	GRI DISCLOSURE	SECTION
2-22	Statement on sustainable development strategy	Message from our CEO
2-23	Policy commitments	Business ethics & integrity
2-24	Embedding policy commitments	Business ethics & integrity
2-25	Processes to remediate negative impacts	Business ethics & integrity
2-26	Mechanisms for seeking advice and raising concerns	Business ethics & integrity
2-27	Compliance with laws and regulations	Our strategy
2-28	Membership associations	Membership associations

5. STAKEHOLDER ENGAGEMENT

NO.	GRI DISCLOSURE	SECTION
2-29	Approach to stakeholder engagement	Building an inclusive stakeholder engagement
2-30	Collective bargaining agreements	Workforce

GRI 3: MATERIAL TOPICS 2021

NO.	GRI DISCLOSURE	SECTION
3-1	Process to determine material topics	Materiality assessment
3-2	List of material topics	Materiality assessment

GRI 203: INDIRECT ECONOMIC IMPACTS 2016

NO.	GRI DISCLOSURE	SECTION
203-2	Significant indirect economic impacts	Indirect economic impacts

GRI 204: PROCUREMENT PRACTICES

NO.	GRI DISCLOSURE	SECTION
204-1	Proportion of spending on local suppliers	Supply chain

GRI 205: ANTI-CORRUPTION 2016

NO.	GRI DISCLOSURE	SECTION
205-1	Operations assessed for risks related to corruption	Business ethics & integrity
205-2	Communication and training about anticorruption policies and procedures	Business ethics & integrity
205-3	Confirmed incidents of corruption and actions taken	Business ethics & integrity

GRI 206: ANTI-COMPETITIVE BEHAVIOR 2016

NO.	GRI DISCLOSURE	SECTION
206-1	Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	Business ethics & integrity

GRI 302: ENERGY 2016

NO.	GRI DISCLOSURE	SECTION
302-1	Energy consumption within the organization	Energy and Emissions
302-4	Reduction of energy consumption	Energy and Emissions

GRI 303: WATER AND EFFLUENTS 2018

NO.	GRI DISCLOSURE	SECTION
303-2	Management of water discharge-related impacts	Water
303-3	Water withdrawal	Water
303-4	Water discharge	Water
303-5	Water consumption	Water

GRI 304: BIODIVERSITY 2016

NO.	GRI DISCLOSURE	SECTION
304-2	Significant impacts of activities, products and services on biodiversity	Biodiversity conservation

GRI 305: EMISSIONS 2016

NO.	GRI DISCLOSURE	SECTION
305-1	Direct (Scope 1) GHG emissions	Energy and Emissions
305-2	Energy indirect (Scope 2) GHG emissions	Energy and Emissions
305-3	Other indirect (Scope 3) GHG emissions	Energy and Emissions
305-4	GHG emissions intensity	Energy and Emissions

305-6	Emissions of ozone-depleting substances (ODS)	Air Emissions
305-7	Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	Air Emissions

GRI 306: EFFLUENTS AND WASTE 2016

NO.	GRI DISCLOSURE	SECTION
306-3	Significant spills	Waste management

GRI 306: WASTE 2020

NO.	GRI DISCLOSURE	SECTION
306-2	Management of significant waste-related impacts	Waste management
306-3	Waste generated	Waste management
306-4	Waste diverted from disposal	Waste management
306-5	Waste directed to disposal	Waste management

GRI 308: SUPPLIER ENVIRONMENTAL ASSESSMENT 2016

NO.	GRI DISCLOSURE	SECTION
308-1	New suppliers that were screened using environmental criteria	Supply chain

GRI 401: EMPLOYMENT 2016

NO.	GRI DISCLOSURE	SECTION
401-1	New employee hires and employee turnover	Supply chain
401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	Employee welfare
401-3	Parental leave	Employee welfare

GRI 402: LABOR/MANAGEMENT RELATIONS 2016

NO.	GRI DISCLOSURE	SECTION
402-1	Minimum notice periods regarding operational changes	Workforce

GRI 403: OCCUPATIONAL HEALTH AND SAFETY 2018

NO.	GRI DISCLOSURE	SECTION
403-1	Occupational health and safety management system	Health & Safety
403-2	Hazard identification, risk assessment, and incident investigation	Health & Safety
403-3	Occupational health services	Health & Safety
403-4	Worker participation, consultation, and communication on occupational health and safety	Health & Safety
403-5	Worker training on occupational health and safety	Health & Safety
403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	Health & Safety
403-9	Work-related injuries	Health & Safety

GRI 404: TRAINING AND EDUCATION 2016

NO.	GRI DISCLOSURE	SECTION
404-1	Average hours of training per year per employee	Employee welfare
404-2	Programs for upgrading employee skills and transition assistance programs	Employee welfare
404-3	Percentage of employees receiving regular performance and career development reviews	Employee welfare

GRI 405: DIVERSITY AND EQUAL OPPORTUNITY 2016

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405-1	Diversity of governance bodies and employees	Workforce

GRI 406: NON-DISCRIMINATION 2016

NO.	GRI DISCLOSURE	SECTION
406-1	Incidents of discrimination and corrective actions taken	Business ethics & integrity

GRI 407: FREEDOM OF ASSOCIATION AND COLLECTIVE BARGAINING 2016

NO.	GRI DISCLOSURE	SECTION
407-1	Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk	Business ethics & integrity

GRI 408: CHILD LABOR 2016

NO.	GRI DISCLOSURE	SECTION
408-1	Operations and suppliers at significant risk for incidents of child labor	Business ethics & integrity

GRI 409: FORCED OR COMPULSORY LABOR 2016

NO.	GRI DISCLOSURE	SECTION
409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labor	Business ethics & integrity

GRI 411: RIGHTS OF INDIGENOUS PEOPLES 2016

NO.	GRI DISCLOSURE	SECTION
411-1	Incidents of violations involving rights of indigenous peoples	Business ethics & integrity

GRI 413: LOCAL COMMUNITIES 2016

NO.	GRI DISCLOSURE	SECTION
413-1	Operations with local community engagement, impact assessments, and development programs	Social initiatives

GRI 414: SUPPLIER SOCIAL ASSESSMENT 2016

NO.	GRI DISCLOSURE	SECTION
414-1	New suppliers that were screened using social criteria	Supply chain
414-2	Negative social impacts in the supply chain and actions taken	Supply chain

GRI 418: CUSTOMER PRIVACY 2016

NO.	GRI DISCLOSURE	SECTION
418-1	Substantiated complaints concerning breaches of customer privacy and losses of customer data	Business ethics & integrity

SASB content index

TOPIC	ACCOUNTING METRIC	UNIT OF MEASURE	CODE	DATA
GREENHOUSE GAS EMISSIONS	Gross global Scope 1 emissions	Metric tons (t) SOe	TR-MT-110a.1	417,791
	Discussion of long-term and short-term strategy or plans to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	n/a	TR-MT-110a.2	Strategic plans: EMS, SEEMP I II, MRV, IMO DCS, BWMP, GMP, Environmental Programs, Management Review Report, Newbuilding Project,ESD Installation Performance Analysis: ERP, Company Management Reviews, Industry Benchmarking, Internal and External Audits - including ISO 14001
	(1) Total energy consumed, (2) percentage heavy fuel oil, (3) percentage renewable	1. Gigajoules (GJ) 2. Percentage (%) 3. Percentage (%)	TR-MT-110a.3	1. 5,419,150 2. 75.6% (4,100,188 GJ) 3. 0%
	Average Energy Efficiency Design Index (EED) for new ships	Grammes (8) CO2/ton-nautical mile	TR-MT-110a.4	2.79
AIR QUALITY	Air emissions of the following pollutants: (1) NOX (excluding N_2O), (2) SOx, and (3) particulate matter (PM_{10})	Metric tons (t)	TR-MT-120a.1	1. 7,678.40 2. 1,062.92 3. 143.45
ECOLOGICAL IMPACTS	Shipping duration in marine protected areas or areas of protected conservation status	Number of travel days	TR-MT-160a.1	0 days
	Percentage of fleet implementing ballast water (1) exchange and (2) treatment	Percentage (%)	TR-MT-160a.2	1. 0% 2. 100%
	(1) Number and (2) aggregate volume of spills and releases to the environment	1. Number 2. Cubic meters (m^3)	TR-MT-160a.3	1. 1 oil spill 2. 0.002 m3
EMPLOYEE H&S	Lost time incident rate (LTIR)	Rate	TR-MT-320a.1	0.000001
BUSSINESS ETHICS	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	Number	TR-MT-510a.1	2
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	Reporting currency	TR-MT-510a.2	0
ACCIDENT & SAFETY MANAGEMENT	Number of marine casualties, percentage classified as very serious	1. Number 2. Percentage (%)	TR-MT-540a.1	0
	Number of Conditions of Class or Recommendations	Number	TR-MT-540a.2	0
	Number of port state control (1) deficiencies and (2) detentions	1. Number 2. Number	TR-MT-540a.3	1. 26 2. 0

ACTIVITY METRIC	UNIT OF MEASURE	CODE	DATA
Number of shipboard employees	Number	TR-MT-OOO.A	909
Total distance traveled by vessels	Nautical miles (nm)	TR-MT-000.B	6,445
Operating days	Days	TR-MT-000.C	1,097,170
Deadweight tonnage	Thousand deadweight tons	TR-MT-000.D	2,272,532
Number of vessels in total shipping fleet	Number	TR-MT-000.E	22
Number of vessel port calls	Number	TR-MT-000.F	456

Thank you!

Please feel free to send us your feedback.

You can direct your questions, comments or suggestions about this report, our sustainability program or our performance to our Sustainability Team at:
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