



GOLDENPORT SHIPMANAGEMENT LTD.

2022

**Environmental
Social and
Governance
Report**



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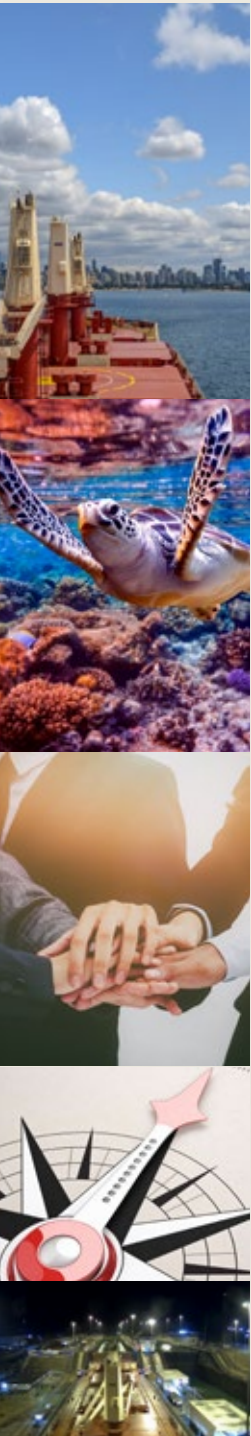
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Message from our CEO

It is with great pleasure that I present to you our first Environmental, Social and Governance (“ESG”) Report covering the years 2021 and 2022. This report marks the beginning of our ESG journey, reflects our commitment to a sustainable growth and will serve as one of our primary communication channels with our key stakeholders in the context of our ESG performance and our past, present, and future goals and initiatives.



Our business strategy is to create long-term value by providing world-class management services to the Dry Bulk and Containers transportation industry. We will focus on integrating key ESG objectives into our business strategy, which we believe will lead to a convergence of profitability and stakeholder value creation. Balancing the needs, interests and expectations of all our stakeholders, while respecting and protecting the environment, will be the overarching principle of our action plan to implement our business strategy.

We envisage that a people-first approach will be the flagship of our ESG strategy. Attracting and retaining talent, the upskilling of our existing manpower both on shore and on board our vessels and the improvement of their health, safety and wellness will be to the epicenter of our future efforts and initiatives.

On the environmental front, fleet renewal and modernization has also been one of our key objectives over the past five years. We will continue to monitor the development of new ship designs, emerging fuel technologies that reduce fuel consumption and our carbon footprint, as well as their operational readiness and, last but not least, fuel availability. For newbuildings, flexibility, both in the choice of engines and in the structure and specifications of the vessel, will be of paramount importance during the transition period to decarbonisation. Finally, digitalization and technological advancement will be pursued either in the form of co-operation or through equity partnerships with first class technology service providers in the shipping industry.

Good corporate governance is an equal contributor to the application of a sustainable business model. Our corporate code of business ethics and conduct outlines the expectations from all our employees to maintain integrity and transparency when conducting business and engage with our stakeholders, to protect the environment and respect people and the society they live in. This includes giving back to the local societies where we as a Company are active and can have an impact.

We are used to operating in markets that are highly cyclical and volatile. Dealing with the additional uncertainty brought about by events such as the impending need to address the climate crisis, including the degradation of marine ecosystems, inequality, the outbreak of pandemics, geopolitical instability, energy insecurity and macro-economic challenges all make our business environment extremely challenging. We must all understand that achieving sustainability in shipping cannot and will not be a static, but rather a dynamic and moving target.

Agility, constant adaptability and collaboration with all the key stakeholders will be required and, in that context, we encourage an open dialogue with our employees, charterers, financiers, suppliers and our peer community in safely navigating our Company throughout its life lasting ESG journey.

Stay tuned!
John Dragnis



About this Report



This is our first Environmental, Social, and Governance (ESG) report. This report presents our ESG performance, initiatives and measures for the period from January 1st, 2022, to December 31st, 2022.

Goldenport Shipmanagement Ltd is engaged in working toward its commitments to meet the goals set by the industry, to improve its operations' impact to the environment and the society and to adapt to the industry's transition towards decarbonization.

Data of 2021 is also included in the report for comparative reasons.

This report is prepared in accordance with the **Global Reporting Initiative (GRI 2021 Standards)**, and the **Sustainability Accounting Standards Board (SASB) for Marine Transportation** and with the **guidance of PwC Greece**.

Reporting frameworks



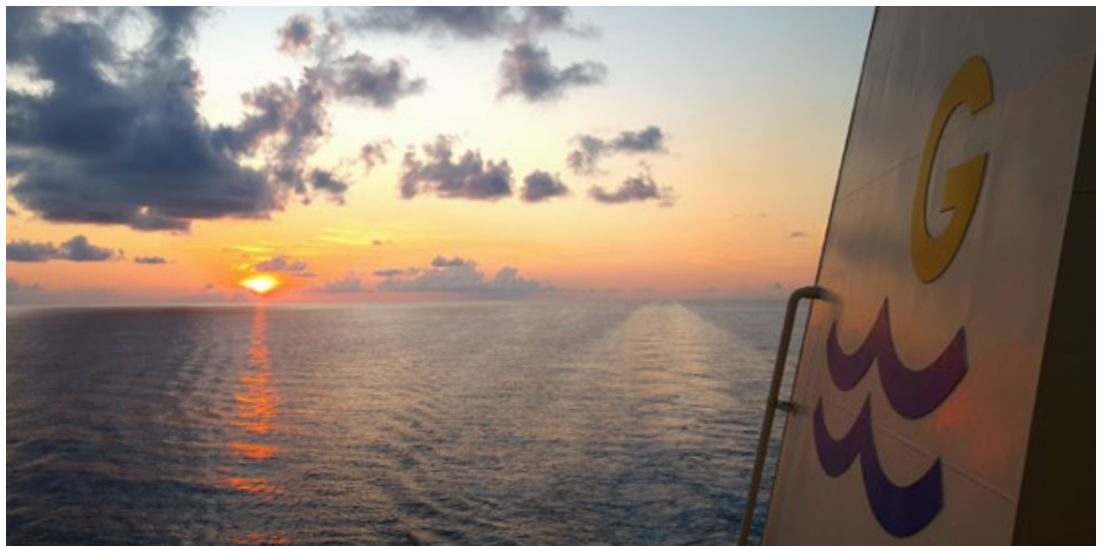
Global Reporting Initiative (GRI 2021 Standards)

Reporting based on the GRI Standards ensures that the content and issues discussed are relevant, consistent, and comparable across companies and sectors.



Sustainability Accounting Standards Board (SASB) for Marine Transportation

The report discloses information based on SASB maritime industry-specific metrics.





Key Highlights



Environment

↓12%

in average fleet AER compared to 2021

↓2%

in Scope 1 emissions compared to 2021

↓15.6%

in Scope 2 emissions compared to 2021



Social

42.4%

Female employees onshore in 2022

0

Lost Time Injury Frequency in 2022

0

PSC Detentions in 2022



Governance

0

Legal and regulatory fines associated with bribery or corruption in 2022

0

Cyber security incidents in 2022

0

Complaints concerning customer data breaches in 2022

About Goldenport Shipmanagement Ltd.

Company profile

Established in 1982, Goldenport Shipmanagement Ltd. is a fully integrated management group that provides comprehensive services across all aspects of ship management. Our fleet consists of both Dry cargo and Container vessels, which are operated on a global scale, serving various regions worldwide.

We are responsible for the technical and commercial management of our vessels.

Since our establishment, we have managed to develop and maintain strong relations with first class Charterers, Traders and Operators in both Dry Bulk and Container markets. Our biggest asset is the agility and swift attention to any requirement that may arise to provide a wide range of services and customized solutions. The Company's staff is dedicated to monitor the performance of the vessels under management in order to meet the contractual obligations and to satisfy our clients.



Our mission

Our company provides world-class ship management services that meet or exceed safety, security and environmental requirements as well as, customers' needs, while conducting its operations in a manner that protects human health, the quality of the services provided, the environment and our assets.



Our vision

We seek to set the highest standards for products and services in shipping industry by conducting our business with zero accidents, zero harm to the environment, the communities and our people, as well as with respect for all our stakeholders. We anticipate that the continued update and expansion of our fleet will remain a crucial component of this vision and strategy to minimize the environmental impact of our operations on land, marine ecosystems, and people.



Our business strategy

Our philosophy and business strategy are to operate a modern and efficient fleet and to develop the most sophisticated and advanced systems available on the market today, with safe operation and environmental protection at the core of all our activities.

Everyone in the company has a role and responsibility in achieving HSSEE (Health, Safety, Security, Energy & Environment) excellence. This can only be achieved if everyone in the company shares the same safety culture, concept of safe operations and ethics in relation to their assigned roles and responsibilities. Our management is committed to actively participate in the implementation of the company's management system and create the necessary conditions to improve performance in all areas of safety, operations and environmental protection.

We are dedicated to maintaining the safety record and high environmental standards of our fleet and expect all employees, both on board and onshore, to be engaged in this effort to achieve and sustain long-term success.

Our strongly embedded risk culture ensures continuous awareness of the rapidly changing business landscape, analyzing, adapting and responding to all relevant risks and opportunities.

Our strengths



Extensive knowledge of the shipping market with strong connections to the major players in our key markets



Strong and efficient technical team



Established pool of seafarers for crew management



Detailed financial control and reporting



Skilled operations team with a seagoing experience

History of our company

1982

Incorporation of GoldenPort Ship Management Ltd.

2004

Incorporation of GoldenPort Odessa, our Crewing company

1998

Establishment of a technical representative office in Shanghai

2009

Incorporation of GoldenPort Marine Cyprus Ltd.



About Goldenport Shipmanagement Ltd.

Our fleet

23
Vessels

16
years
Average age of
Containers

7.85
years
Average age
of Bulk Carriers

We are committed to maintaining a modern, high-quality fleet that adheres to industry standards and meets the requirements of charterers. As of the release date of the report, our fleet consists of 23 vessels. 17 of them are Bulk Carriers, which facilitate the transportation of raw materials worldwide and 6 of them are Containers, which are used for the transportation of finished and semi-finished goods. As of December 31, 2022,

our fleet vessels' carrying capacity ranged from 34,816 to 93,281 mt DWT for the bulk carriers and from 21,423 to 34,589 TEU for Containers. Additionally, the average age of our Container carriers is 16 years and 7.85 years of our Bulk Carriers.

The majority of our vessels was built by reputable shipyards in China and South Korea.

Vessel	Type	Year of built
SAN AMERIGO	Container	2008
SAN ALFONSO	Container	2007
SAN ALBERTO	Container	2007
ERATO	Container	2011
CALYPSO	Container	2010
CALLIOPE	Container	2002
TRAMMO STANTON	Bulk Carrier	2015
TRAMMO INDEPENDENT	Bulk Carrier	2016
TRAMMO BAUMANN	Bulk Carrier	2015
THETIS	Bulk Carrier	2015
SYMI	Bulk Carrier	2014
SOFIA	Bulk Carrier	2011
SIFNOS	Bulk Carrier	2010
RELIABLE	Bulk Carrier	2017
PISTI	Bulk Carrier	2011
IOANNA D	Bulk Carrier	2012
GW MATHILDE	Bulk Carrier	2020
GW ELENI	Bulk Carrier	2020
EPOS	Bulk Carrier	2015
EVANGELIA D	Bulk Carrier	2014
LAOURA	Bulk Carrier	2017
SIKINOS	Bulk Carrier	2022
KYTHIRA	Bulk Carrier	2022

About Goldenport Shipmanagement Ltd.

Locations

In addition to our offices in Greece, Goldenport Shipmanagement Ltd. has established offices in other strategic locations to support our operations and facilitate collaboration:

- Odessa, Ukraine
- Shanghai, China
- Limassol, Cyprus
- Manila, Philippines

All of these offices operate in close cooperation and contribute constructively to the achievement of our targets as Goldenport Shipmanagement Ltd. They enable us to have a strong presence in key maritime hubs, enhance our operational efficiency, and ensure the delivery of high-quality services to our clients.



About Goldenport Shipmanagement Ltd.

Our operational performance

Our fleet operates globally in an efficient, responsible, and safe way, transferring our cargo. Our Dry Bulk fleet includes vessels ranging from Handysizes to Ultramaxs, representing the smaller, more versatile and less volatile asset types, all of which are high specification, modern and fuel efficient, and mostly carry major bulks such as iron ore, minerals and grain, and minor bulks

such as bauxite, fertilisers and steel products. At the same time, we are committed to meet our sustainability goals and promote ESG throughout our culture. We have built a strong relationship with our vendors, stakeholders, and partners targeting the continuous improvement of our operations and the minimization of our impact to the environment.



Despite the operational and market challenges, including the pandemic, the war in Ukraine and the energy crisis, in 2022 we managed to maintain our business continuity and demonstrate a solid operational performance. At Goldenport Shipmanagement Ltd, we believe that the essential building blocks to maximizing economic value and maintaining a sustainable performance are a combination of continuous

innovation, drive for improvements and financial strength. We always strive to identify potential risks and opportunities related to our organization's business and strategy to align our financial and operational goals with our environmental, social, and corporate sustainability commitments. Moreover, to ensure and enhance our strong financial performance, we foster long-term relationships with reputable counterparties.

About Goldenport Shipmanagement Ltd.

Our value chain

Value Chain Upstream

- Suppliers
- Crewing agents
- Port agents
- Onshore and onboard personnel
- Regulators and authorities
- Insurers
- Fuel providers
- Energy providers

Business activities

- Vessel acquisition
- Crew management
- Technical management
- Operational management
- Commercial management
- Financial management

Value Chain Downstream

- Charterers
- Receivers
- Consumers



Memberships and associations



INTERCARGO is an association that represents the interests of owners, operators and managers within the dry cargo shipping industry. INTERCARGO provides the forum to discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence.



BIMCO is an international shipping association representing shipowners and has members in more than 130 countries, including managers, brokers and agents. BIMCO aims to help build a resilient industry and provide practical advice and solutions to add value to its members.



UNION OF GREEK SHIPOWNERS
FOUNDED IN 1916

The **UGS** represents the interests of Greek shipowners and supports policies that ensure a truly competitive business environment, free trade, global rules and regulations, safety of life at sea and a sustainable environment. The UGS is actively engaged with international and EU institutions and closely follows developments in the IMO, ILO, OECD, and other global bodies.



Our ESG Performance

Environment



KPIs	2021	2022
Average Annual Efficiency Ratio (AER) (gr CO ₂ / DWT-mile)	9.26	8.15
Scope 1 emissions (tn CO ₂)	425,602	416,758
Scope 2 emissions (tn CO ₂)	85.31	72.01
Total fuel consumption (tn)	134,798	132,573
Energy consumption (GJ)	5,576,923	5,435,813
SOx emissions (tn)	1,224	1,169
NOx emissions (tn)	14,056	13,555
PM10 emissions (tn)	1,514	1,425
PM2.5 emissions (tn)	1,393	1,311
Garbage generated (m ³)	883	867
Sludges generated (m ³)	2,991	2,087
Fleet with ballast water system (%)	100%	100%
Number and volume of spills and releases to the environment	0	0

Social



Number of seafarers onboard	568	577
Seafarers' retention rate (%)	68.8%	69.9%
Employees onshore	65	66
Gender diversity (%) onshore	61.5% men 38.5% women	57.6% men 42.4% women
% of onshore employees with seagoing experience	20.0%	20.0%
Port state control deficiencies/inspection	59.5%	68.3%
Port state control detentions	0	0
Lost time injury (LTIF) rate per 1,000,000 manhours	2.3	0
Number of recordable work-related ill health cases	0	0

Governance



Port calls in countries that have the 20 lowest rankings in the CPI (%)	14.3%	17.5%
Amount of legal and regulatory fines associated with bribery or corruption	0	0
Incidents of non-compliance with laws and regulations	0	0
Cyber security incidents	0	0
Complaints concerning customer data breaches	0	0

4th

IMO GHG Study
is used by Goldenport

Sustainability at Goldenport Shipmanagement Ltd.

Our alignment with Sustainable Development Goals (SDGs)

In 2015, the United Nations Member States adopted the SDGs as a framework to promote prosperity, protect the planet, and improve the well-being of all people. Goldenport, is fully aligned with the aspirations of the International Maritime Organization (IMO) for a more sustainable future and thereby committed to contribute towards attaining the United Nations Sustainable Development Goals (UN SDGs), aiming to contribute towards sustainable development by 2030.



We recognize the importance of integrating the SDGs into our business practices to drive positive change and foster a more sustainable shipping industry. By aligning our company's vision with the SDGs, we are actively working towards addressing key global challenges, such as poverty eradication, climate action, responsible consumption and production, and promoting sustainable communities. Our efforts are aimed at creating a positive impact on the environment, society, and the economy, setting targets and implementing initiatives that support these goals. This integration allows us to measure our progress, identify areas for improvement, and align our activities with the broader global agenda for sustainable development.

Our ESG Priorities



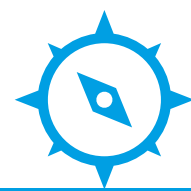
Environment

We are committed to prioritizing the reduction of our environmental footprint and the protection of the ecosystems in which we operate by investing in energy-efficient vessels, continually exploring alternative fuels and embracing responsible waste management.



Social

We place great emphasis on the health and safety of our employees and are committed to implementing strict safety protocols and rigorous trainings. We also prioritize ongoing development programs for our employees, equipping them with skills for professional growth.



Governance

We recognize that a robust corporate governance framework is not just a regulatory requirement, but a fundamental pillar of our integrity and long-lasting success, and therefore prioritize transparent decision-making, ethical practices and accountability.

Sustainability at Goldenport Shipmanagement Ltd.

Materiality Analysis

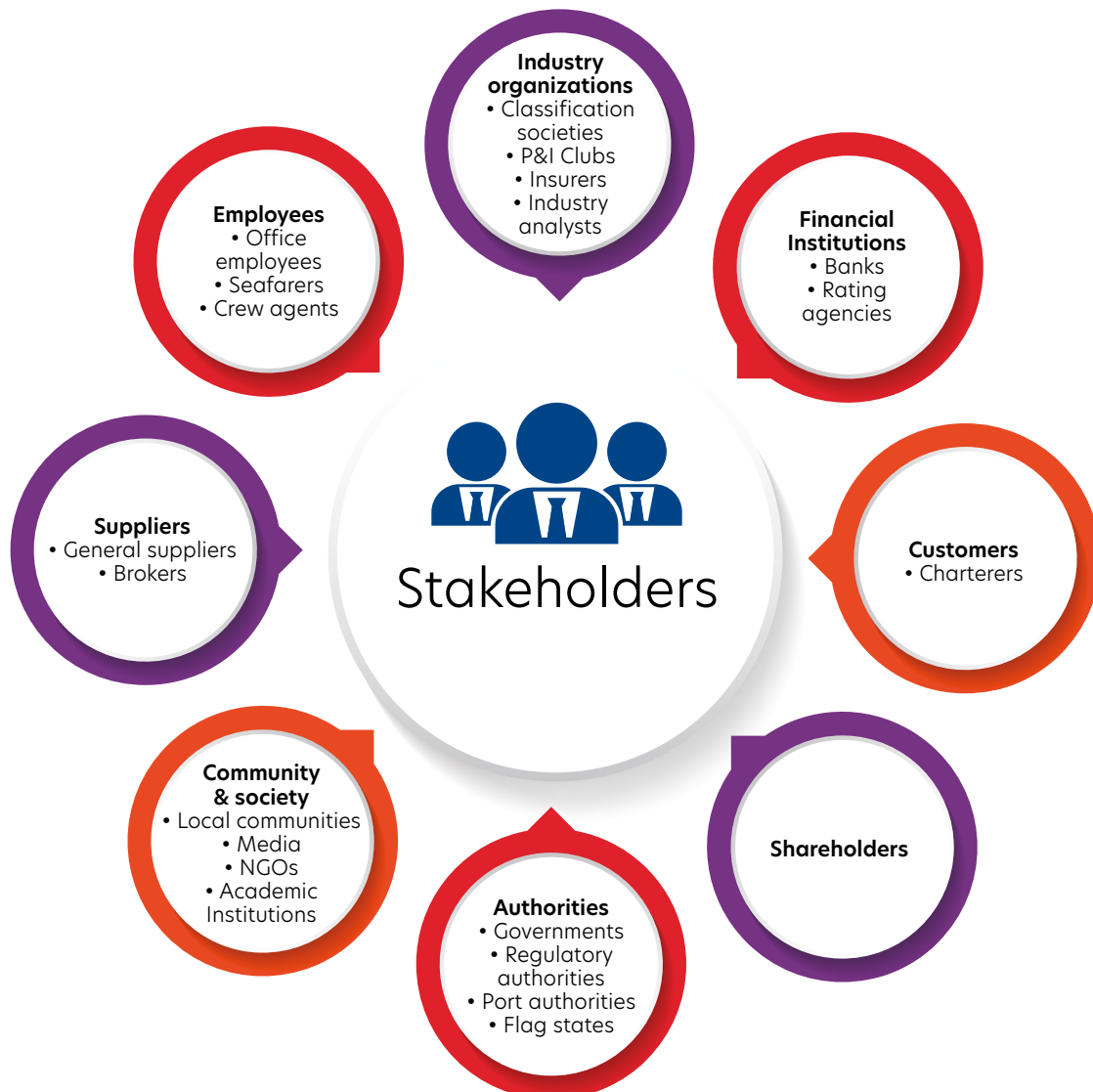
Our Company is committed for a robust and effective environment, social and governance (ESG) performance, which help us create sustainable value for our business and society too.

How we engage with our stakeholders

Our Company engages with both internal and external stakeholders, as part of our commitment to enhance our processes and initiatives for sustainable development. Stakeholders' viewpoints are vital for us to understand the impact of our activities, potential risks and opportunities associated with our operations and how to evolve our ESG practices and

disclosures in the future and implement a purpose-driven leadership.

To ensure that we address issues that are most relevant to our stakeholders and business strategy, we conducted a double materiality assessment to gather internal and external stakeholder perspectives on relevant ESG topics. The key stakeholder groups in our business are:



Double Materiality Assessment

By conducting a double materiality assessment, we gain a holistic view of the ESG landscape, the risks and opportunities that affect our company and can align our strategies with the interests of both our stakeholders and the broader society. For our first ESG report, we performed a double materiality assessment to establish the cornerstone of our sustainability approach.

- **Impact materiality:** Focuses on the “Inside-out” perspective- how the company impacts the people and the environment.
- **Financial materiality:** Focuses on the “Outside-in” perspective- how the risks and opportunities in the external environment affect the company.

Process

In line with best practice, our process involved the following steps:

Identification of ESG Topics

Our initial step was to gather industry-related data and information from other maritime companies and peers, and to reference prominent sustainability standards and frameworks such as the UN SDGs and IMO goals. This comprehensive approach enabled us to develop a comprehensive list of ESG topics potentially relevant to our business. We then narrowed the initial list down to a specific set of 14 areas that are crucial to Goldenport Shipmanagement Ltd.

impacts. The assessment was carried out through online questionnaires structured around specific criteria:

For all impacts – Scope:

How widespread would the impact be on populations, economies and ecosystems affected. Scale: How beneficial would the impact be.

For negative impacts – Irremediable Character:

Would it be possible to counteract or make good of the resulting harm and how difficult hard it would it be.

For potential impacts – Likelihood:

How likely is the impact to occur.

All impacts were evaluated using a three-point scale ranging from 1 (low significance) to 3 (high significance).

During our financial materiality assessment, we collaborated with key stakeholders and Subject Matter Experts (SMEs), including the company’s Chief Financial Officer (CFO), to assess risks and opportunities. This evaluation considered both the size of the potential effect and the likelihood of occurrence, rated on a scale that ranged from low to high for impact size and from rare to almost certain for likelihood.

Impact and Financial (Double) Materiality Assessment

The next step was to conduct a meticulous evaluation and examine our activities, operations, and entire value chain. The aim of this assessment was to identify positive and negative, actual, and potential impacts Goldenport Shipmanagement Ltd on the environment, society, and the economy.

In addition, we considered sustainability-related advancements and factors that may pose risks or provide opportunities to our company for enhancing our business performance.

Final Results and Priorization of ESG Topics

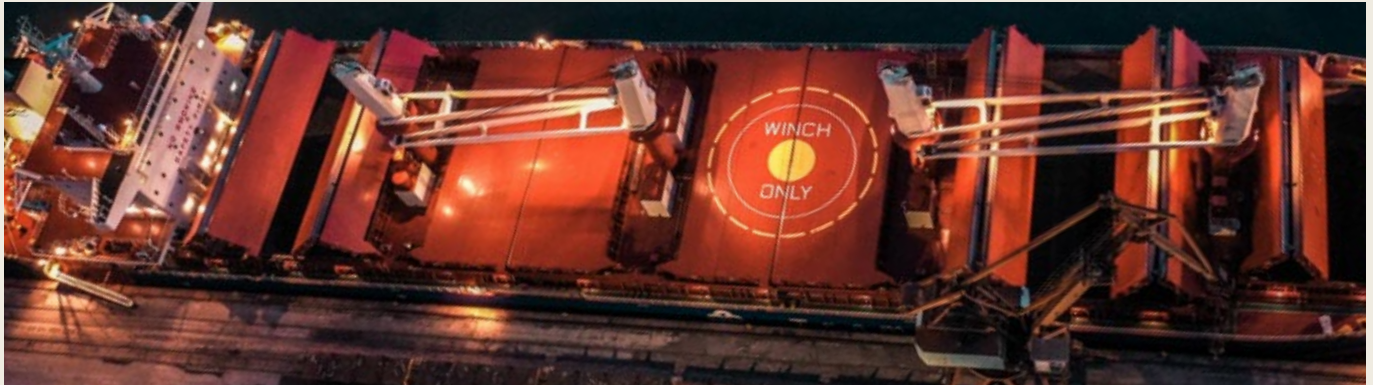
To prioritize the topics from a double materiality perspective we consolidated the outcomes of both the impact and financial materiality assessments. In particular, we calculated the average score for each topic and set a significance threshold to identify which topics are considered material to our business.

Engagement with Stakeholders

Gathering input from key stakeholders is a fundamental step in comprehending their needs and expectations and in addressing the issues that are of utmost importance to them. In this step, we conducted a survey, inviting both internal and external stakeholders to rate the perceived significance of these

Outcome of double materiality assessment

The following table presents a comprehensive summary of the significance and scope of each impact, as well as the link between our material topics and the 17 United Nations Sustainable Development Goals (UN SDGs).



Material Topics	Impact Materiality				Financial Materiality	Double Materiality		
	Impacts	Nature of impact	Impact materiality significance	Links to UN SDGs	Financial materiality significance	Double materiality significance		
ENVIRONMENT	Greenhouse gas emissions and energy consumption	Mitigation of Company's GHG footprint, through the implementation of technical and operational measures for the improvement of vessels' energy efficiency.	Positive Potential	2.77	13 CLIMATE ACTION	2.25	2.46	
		Increased emission of air pollutants due to the use of fossil fuels for vessels' operation.	Negative Actual	2.58	15 LIFE ON LAND			
	Marine biodiversity	Protection of the marine biodiversity, through the installation of ballast water systems, the adoption of anti-fouling systems and the use of low-friction paints and biodegradable chemicals.	Positive Actual	2.71	14 LIFE BELOW WATER	1.75	2.19	
		Distortion of ocean ecosystems due to the release of oil and lubricant spills.	Negative Potential	2.58				
	Ship lifecycle optimization	High environmental and health and safety standards, through the alignment with the Hong Kong Convention.	Positive Actual	2.65	3 GOOD HEALTH AND WELL-BEING	1.75	2.20	
		Environmental and work-related accidents due to the poor treatment of hazardous materials and the improper vessel recycling.	Negative Potential	2.64				
	Green Innovation	Promotion of sector's decarbonization, through the transfer of knowledge, the active participation in relevant initiatives, the use of bio-blending fuels and the investments in alternative fuel (i.e., methanol-ready) vessels.	Positive Potential	2.66	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE	2.50	2.58	
					12 RESPONSIBLE CONSUMPTION AND PRODUCTION			
	SOCIAL	Health and safety	Safe working conditions and increased sense of safety onboard, through the implementation of a certified Occupational Health and Safety Management system.	Positive Actual	2.94	3 GOOD HEALTH AND WELL-BEING	2.25	2.52
			Insufficient protection of employees' physical and mental health due to inadequate safety practices and the lack of proper monitoring of labor conditions.	Negative Potential	2.65			

Material Topics	Impact Materiality			Links to UN SDGs	Financial Materiality	Double Materiality	
	Impacts	Nature of impact	Impact materiality significance		Financial materiality significance	Double materiality significance	
GOVERNANCE	Ethics & Compliance	Ethical and trustworthy working environment, through the early prevention and detection of behaviors that are not aligned with the Company's Code of Conduct.	Positive Actual	2.66	8 DECENT WORK AND ECONOMIC GROWTH	1.83	2.21
		Incidents of corruption or bribery due to the lack of internal compliance controls and the implementation of appropriate trainings that enhance ethical awareness across all business parts.	Negative Potential	2.53	16 PEACE, JUSTICE AND STRONG INSTITUTIONS		
	Cyber security and data protection	Zero cyber security incidents and data breaches, through the implementation of IT security measures, penetrations tests and the regular monitoring of phishing attacks.	Positive Actual	2.63	4 QUALITY EDUCATION	1.75	2.19
		Data-privacy incidents due to the lack of relevant training programs that endorse a cyber-security awareness culture.	Negative Potential	2.65	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE		
	Financial performance	Enhanced socioeconomic conditions for business partners and employees, through a robust commercial strategy and a strong financial performance.	Positive Actual	2.61	8 DECENT WORK AND ECONOMIC GROWTH	2.00	2.30
		Reduced profitability of business partners due to the Company's low economic performance.	Negative Potential	2.58			



Promoting Environmental Protection

RELATED SDGs

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	12 RESPONSIBLE CONSUMPTION AND PRODUCTION 	13 CLIMATE ACTION 	14 LIFE BELOW WATER 
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Acting on climate change



Maritime sector is considered one of the most efficient transport modes, since over 90 percent of world trade is carried across the world's oceans. Nevertheless, due to the massive scale of the sector and like all modes of transportation that use fossil fuels, ships produce carbon dioxide emissions and other pollutants that contribute to global climate change.

Goldenport is deeply committed to addressing the pressing issue of climate change and recognizes its significance in shaping the future of our planet. As a responsible company, we are actively implementing measures to swiftly adapt to these changes and operate in an environmentally sustainable manner that aligns with our objectives and values.

At the core of our approach is the goal of minimizing harm to the environment. Therefore, we are dedicated to actively contributing to global emission reduction efforts. We are investing in advanced technologies and innovative solutions to decrease the carbon footprint of our operations across our fleet. This includes exploring alternative fuels (i.e. investing in methanol ready new-buildings), optimizing vessel performance to decarbonize our operations, and implementing energy-efficient measures. We are committed to providing safe and sustainable marine transportation services. By adhering to stringent protocols and implementing best practices, we aim to minimize the potential impact of our operations on marine ecosystems and promote responsible maritime practices. On the same direction, we conduct on a regular basis training seminars to our on-board staff related to cargo operations, ballast water management systems, engines, and boilers amongst others to upskill seafarers to meet our goals and achieve a more efficient management.

Company's policy & standards

Our company is fully dedicated to adhering to both national and international rules and regulations that govern the trading and operation of our managed fleet. We strive to consistently meet the highest management standards outlined in the International Standard ISO 9001:2015 and ISO 14001:2015. Our commitment to compliance is further reinforced by possessing all the necessary certificates and licenses to ensure our adherence to environmental regulations.





Regulatory frameworks



International Maritime Organization (IMO)

In 2018, the IMO, adopted a strategy for the reduction of GHG emissions from ships, at least 50% by 2050 compared to 2008 and the reduction of carbon intensity as an average across the maritime sector, by at least 40% by 2030, pursuing efforts towards 70% by 2050. In 2023, the IMO introduced enhanced targets to tackle harmful emissions, by reaching net-zero GHG emissions from international shipping close to 2050, a commitment to ensure an uptake of alternative zero and near-zero GHG fuels by 2030.

European Union (EU)

In 2019, the European Commission developed the Green Deal, a series of policy initiatives, which aims to set the EU on the path to a green transition, with the goal of reaching climate neutrality by 2050. Green Deal aims to reduce CO₂ emissions from transport by 90%, compared to 1990 levels, by 2050. In addition, EU introduced the EU taxonomy, a tool to help investors understand whether an economic activity is environmentally sustainable and navigate the transition to a low-carbon economy.

The European Commission published in 2021 the "Fit for 55" package of legislation, which refers to the EU's target of reducing net greenhouse gas emissions by at least 55% by 2030. The Fit for 55 package covers a variety of sectors, with shipping to be included within the EU Emissions Trading System (EU ETS) from 1 January 2024 onwards.

Our response to the regulations

As climate change affects all our business activities and will have a long-term impact on business going forward, we strongly believe it is our responsibility to take decisive steps and advance innovative solutions to mitigate our climate impact. Therefore, we closely monitor all regulatory frameworks and upcoming decisions and comply with all targets set, in order to go beyond regulatory requirements. We are unequivocally committed to the IMO's strategy and EU targets and initiatives, adopt fuel efficiency technologies and new operating practices and invest in the acquisition of modern and technologically equipped vessels.

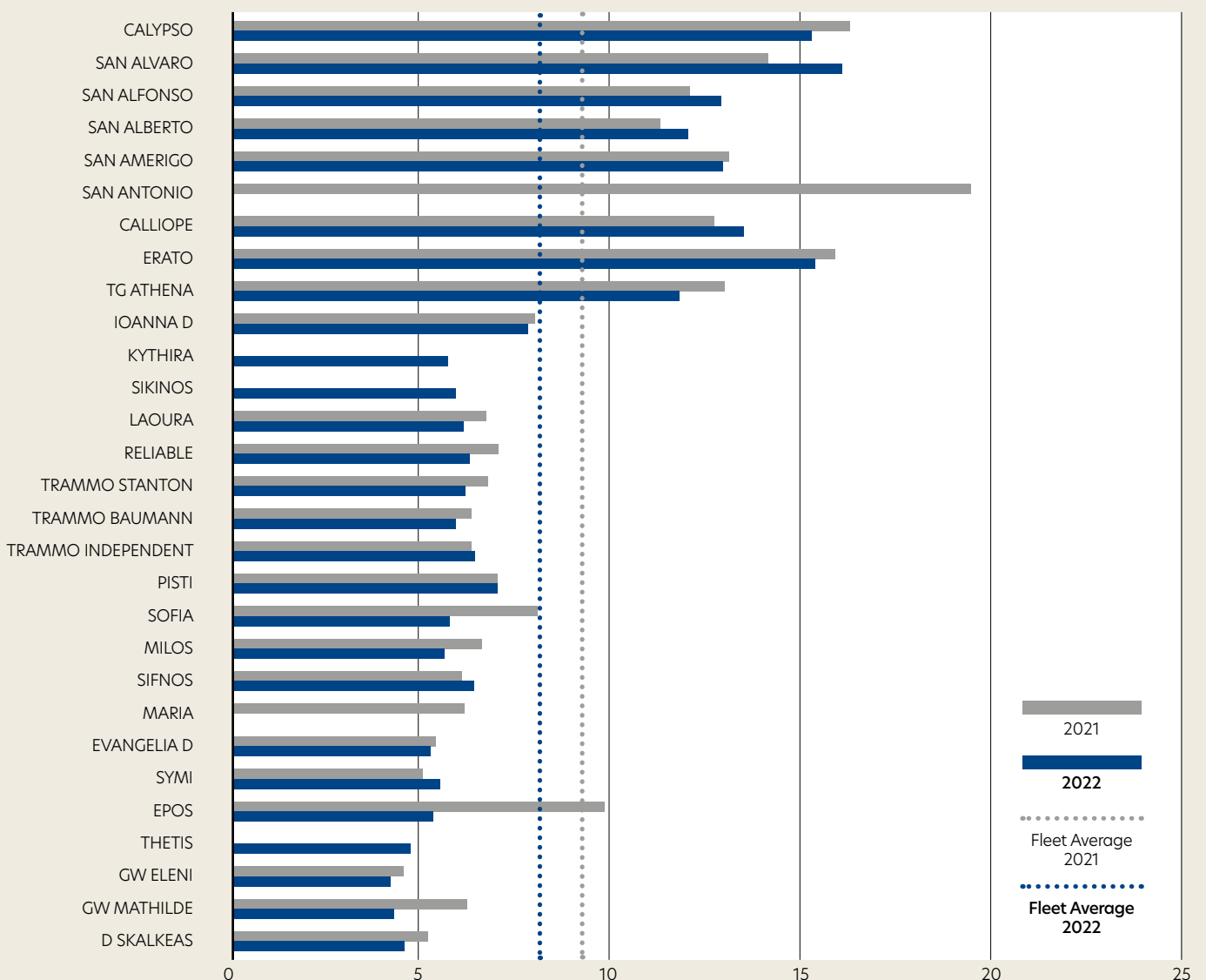
Energy efficiency and consumption

Annual Efficiency Ratio (AER)

The Annual Efficiency Ratio serves as a carbon intensity metric, adopted by the Poseidon Principles, to evaluate the energy performance of our vessels. It quantifies the total transport work accomplished by a ship, considering factors such as the distance travelled and deadweight tonnage (DWT), and is expressed as grams of CO₂ per DWT-mile. In 2022, the average AER for our fleet was recorded at 8.15 grams of CO₂ per DWT-mile, recording a significant decrease of 12% compared to 2021, when average AER was 9.26 gr CO₂ per DWT-mile.

8.15gr
CO₂/DWT-mile
Average AER in 2022

Annual Efficiency Ratio -AER (gr CO₂/DWT -mile)

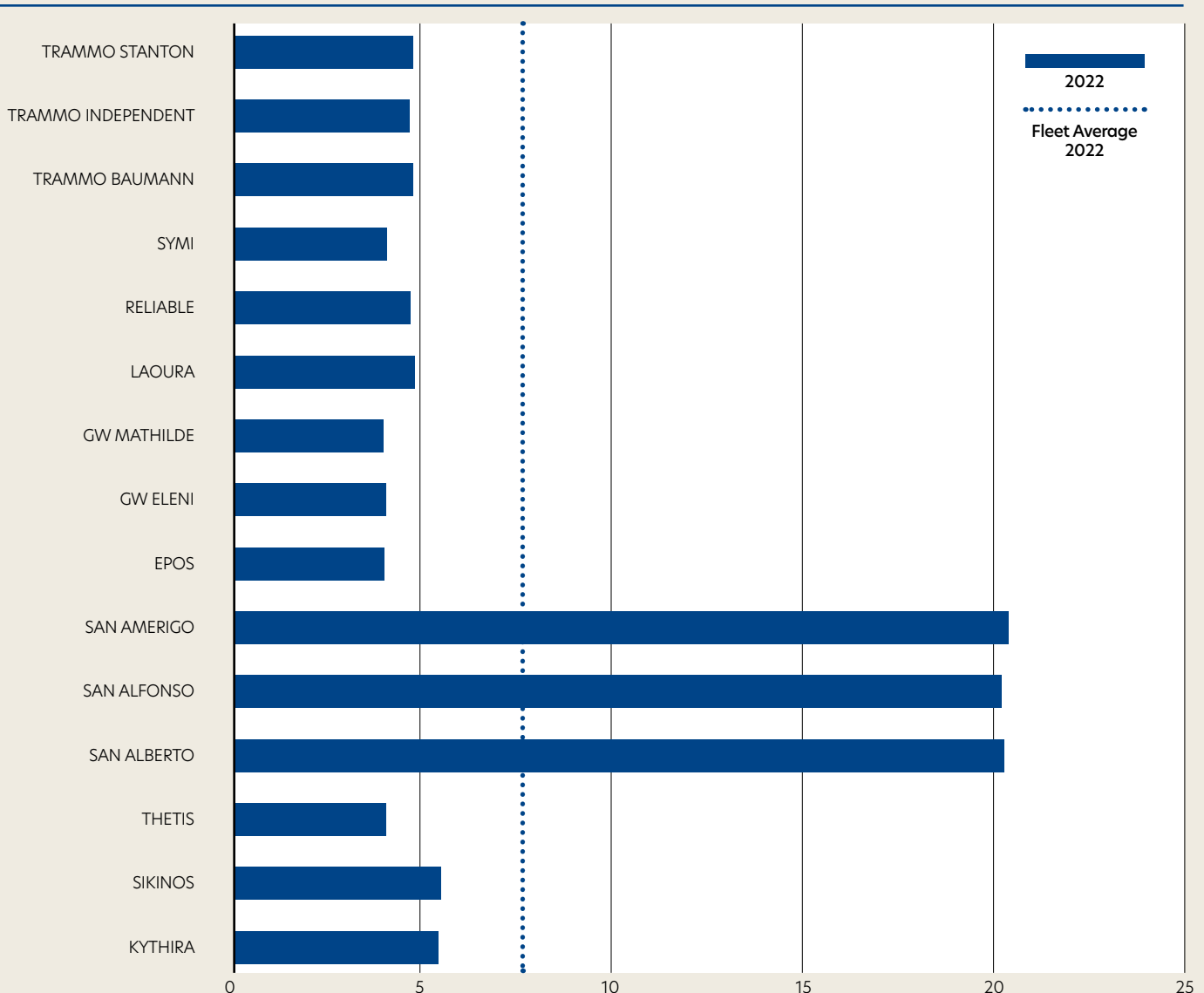


EEDI (Energy Efficiency Design Index)

The Energy Efficiency Design Index quantifies the energy efficiency of a ship's design by providing a specific measurement, expressed as grams of carbon dioxide (CO₂) emitted per capacity-mile of the vessel. EEDI is a mechanism that allows the shipping sector to use the latest technologies for designing vessels as long as they meet the required energy efficiency levels and parameters. In 2022, the average EEDI of our fleet was 7.68 grams of CO₂ per tonnes-mile, improved by 8.13% in comparison with 2021, due to the lower EEDI of the new vessels acquired, which are more efficient and have eco-design and state of the art technologies.

7.68gr
CO₂/Tonne-mile
Average EEDI in 2022

EEDI (gr CO₂/tonne-mile)

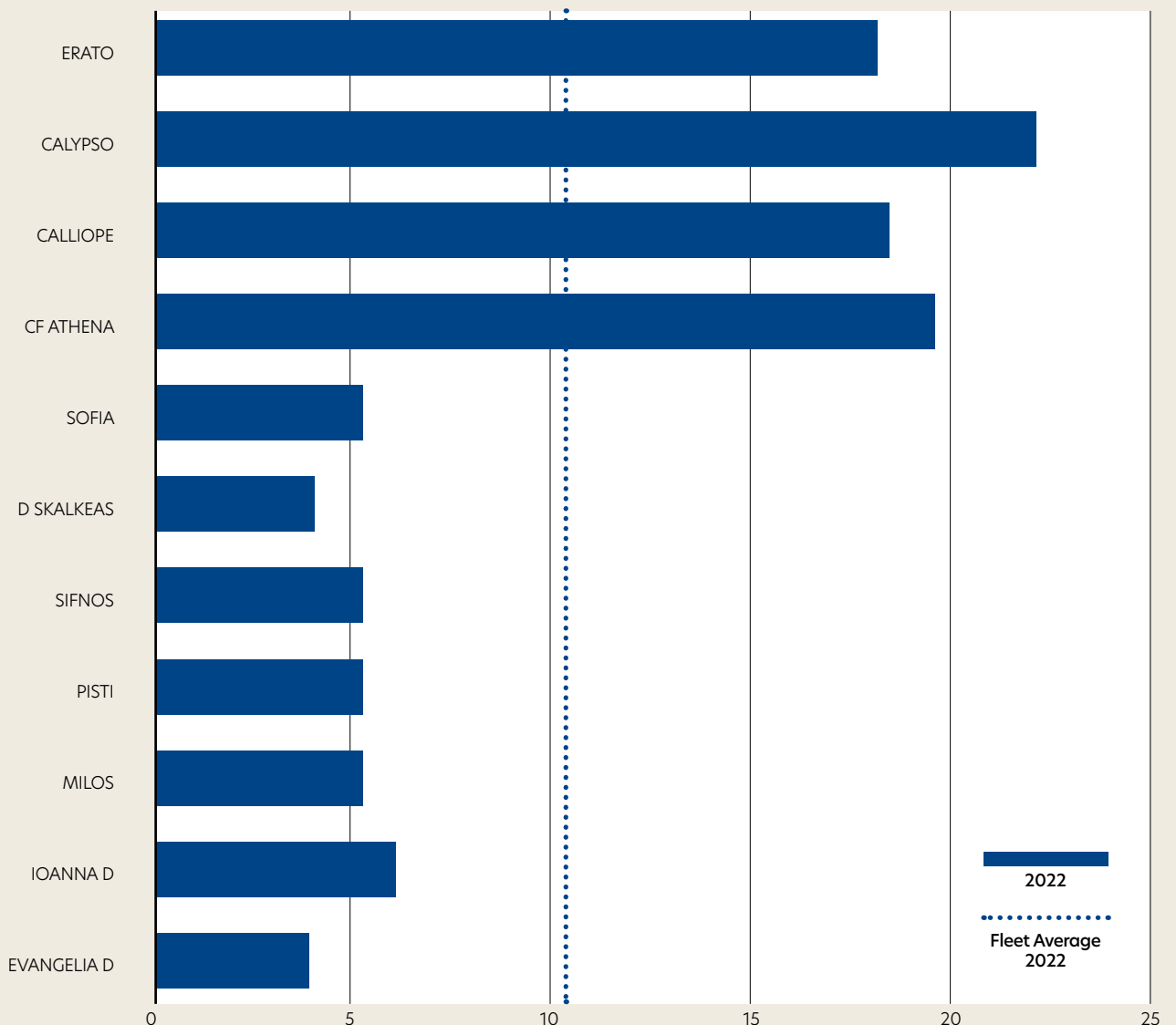


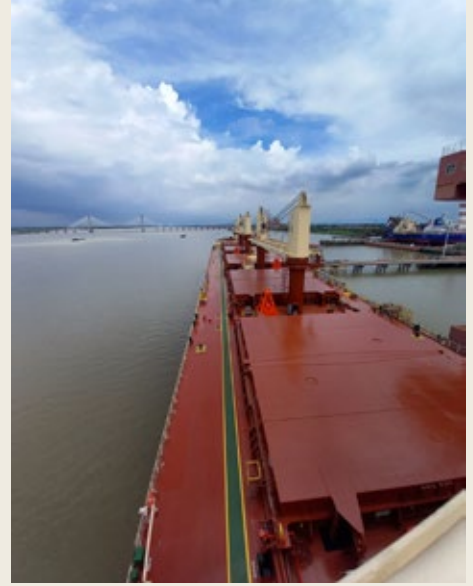
EEXI (Energy Efficiency Existing Ship Index)

The Energy Efficiency Existing Ship Index was implemented by the IMO as a means to mitigate greenhouse gas emissions from ships. The attained EEXI value indicates its energy efficiency in relation to a predefined baseline and assesses the technical design aspects of a vessel. In the year 2022, our fleet's average EEXI stood at 10.01 grams of CO₂ per tonne-mile.

10.01gr
CO₂/Tonne-mile
Average EEXI in 2022

EEXI (gr CO₂/tonne-mile)



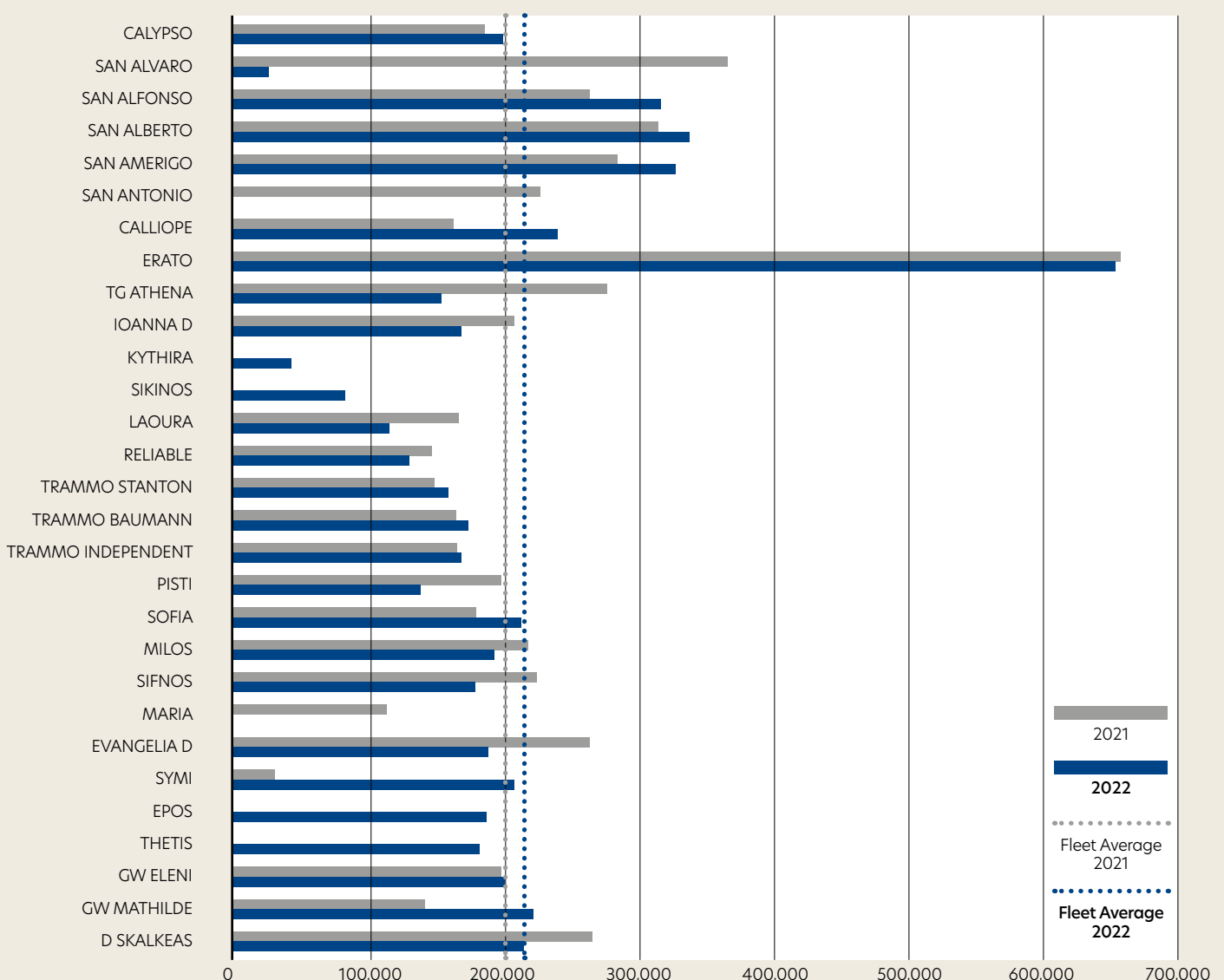


Energy consumption

We track our fleet's energy consumption in order to adopt proactively the appropriate measures towards reducing it remarkably. During 2022, our vessels consumed 5,435,813 GJ, while in 2021 the energy consumption totaled 5,576,923 GJ. In addition, the average energy consumption of our fleet decreased by 6.14%. In particular, our average energy consumption was 201,326 GJ during 2022, and 214,497 GJ during 2021.

5,435,813 GJ
Energy consumed in 2022

Energy Consumption (GJ)



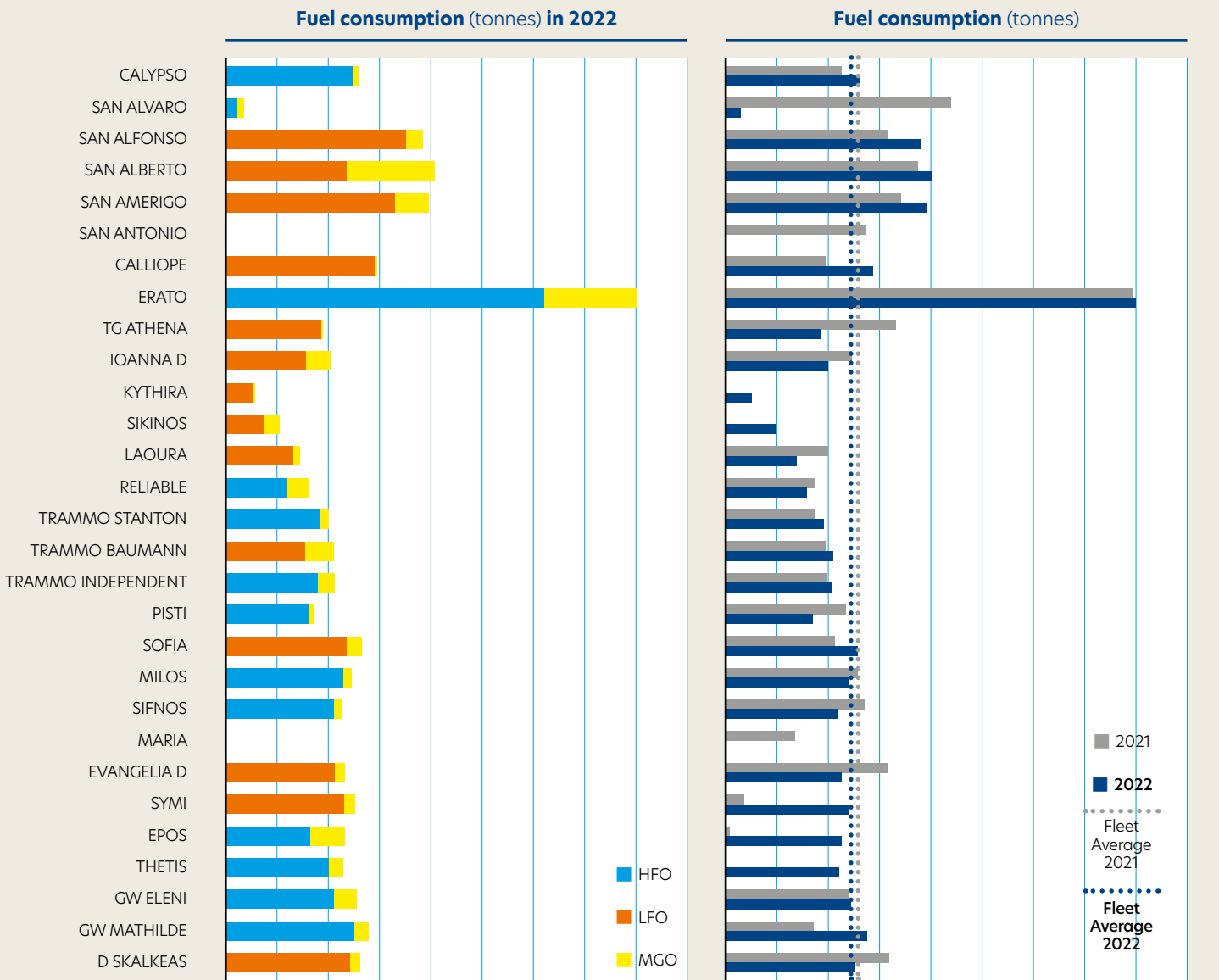
Emissions Management

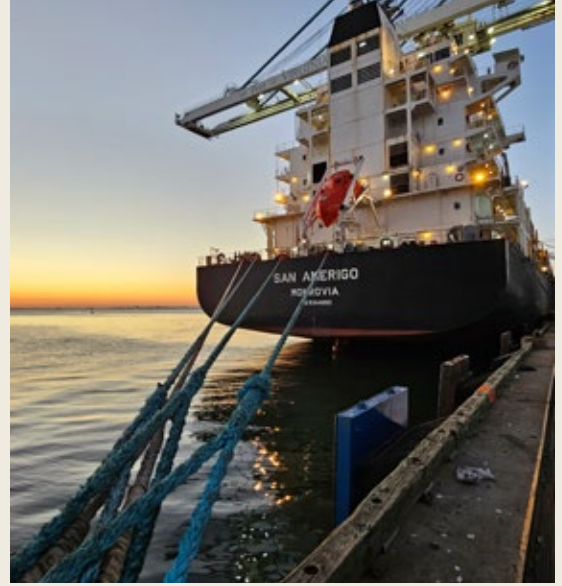
Fuel Consumption

As fuel oil is the main energy source of our activities, we continuously monitor the use of fuel oil consumed onboard. Additionally, we follow Energy Efficiency Management Plans (SEEMP), and we use the European Union’s Monitoring, Reporting and Verification (MRV) regulation and the mandatory Fuel Oil Data Collection System (DCS) to record our ships’ emissions.

132,573
tonnes
Fuel consumed in 2022

Our fleet relies on HFO, LFO and MGO. VLSFO contributes to meet the 0.5% Sulphur content limit and to comply with the highest safety standards. During the reporting year, our vessels consumed 19,601 tonnes of MGO, 57,373 tonnes of LFO and 55,586 tonnes of HFO, while the total fuel consumption for the year was recorded at 132,573 tonnes, marking a 1.6% decrease compared to 2021.



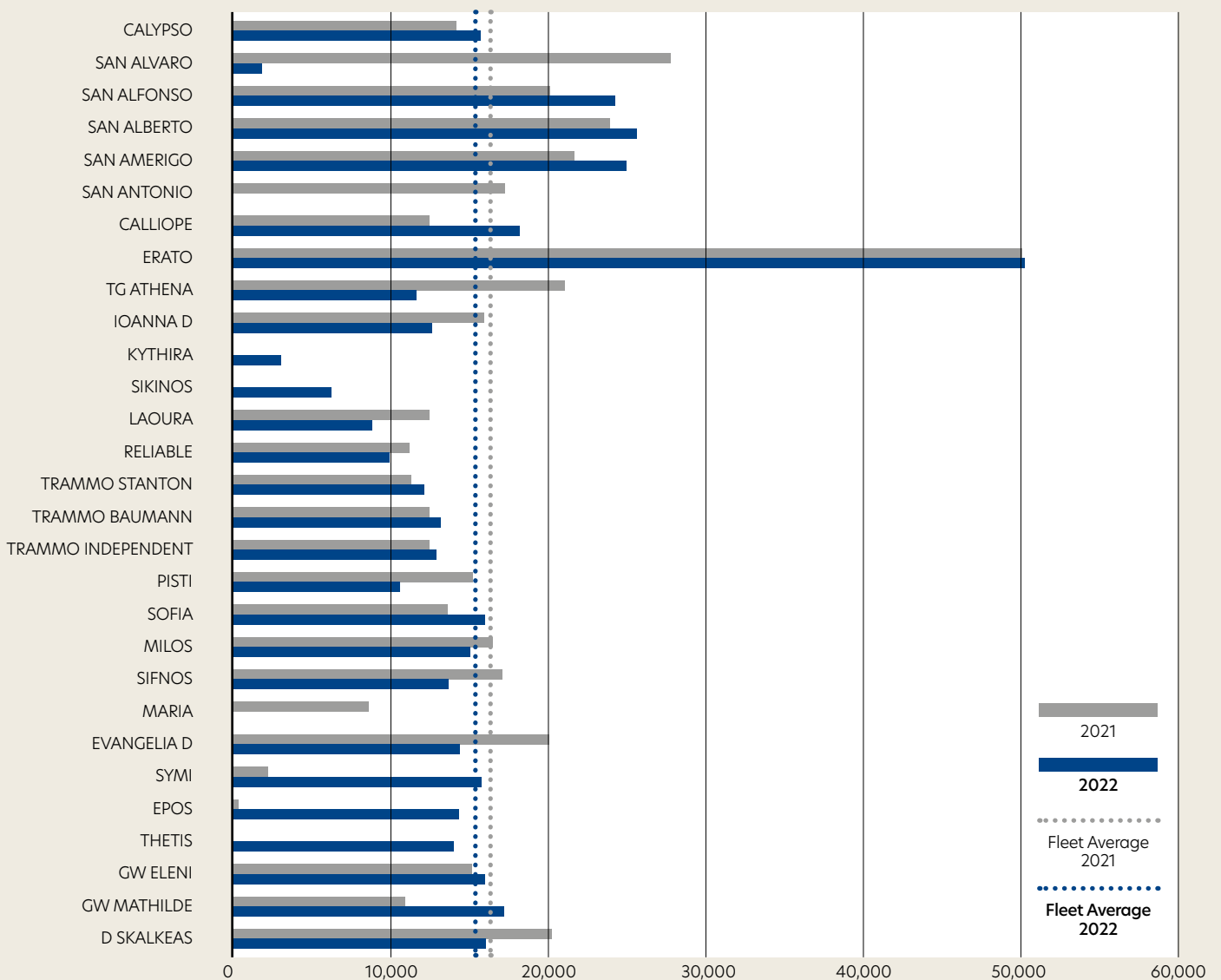


CO₂ emissions

Mainly due to the rapid growth and the sheer size of its business, maritime sector contributes significantly to the emissions that cause climate change. Therefore, we explore and evaluate potential technical and operational initiatives to be adopted on board and we closely monitor our carbon footprint. In 2022, our vessels emitted 416,758 tonnes of CO₂, marking a decrease of 2% compared to the previous year, despite the increase in the number of vessels in our fleet. In terms of average CO₂ emissions per vessel, they were 15,435 tonnes in 2022, slightly lower than in 2021, when they were 16,369 tonnes.

416,758
tonnes
of CO₂ emitted in 2022

CO₂ emissions (tonnes)



Air Emissions

Sulfur Oxides (SOx)

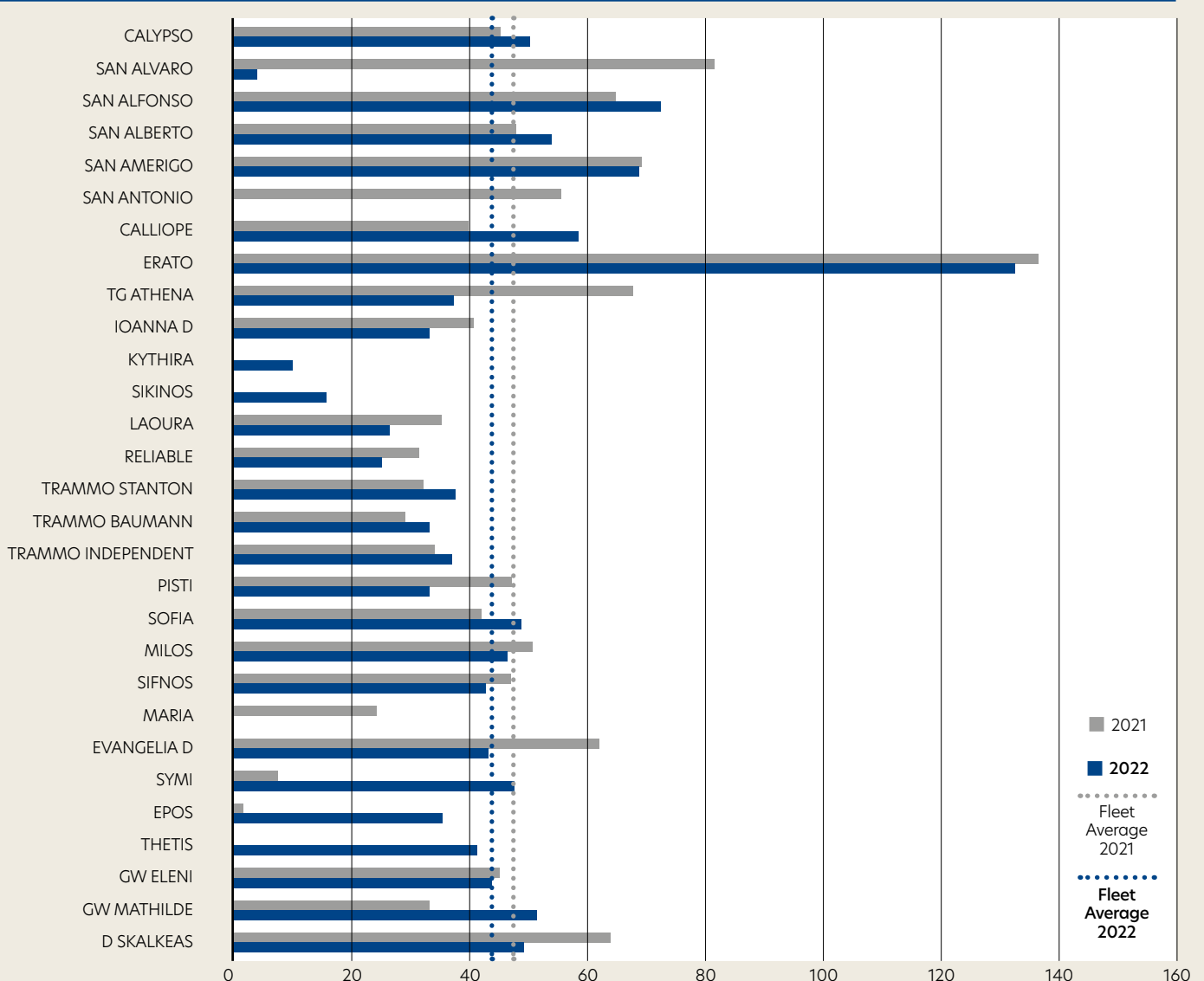
Ship exhaust emissions contain three main pollutants: sulphur oxides (SOx), nitrogen oxides (NOx) and particulate matter (PM), which degrade air quality.

The primary source of sulfur oxides in the engine exhaust is the sulfur compounds present in the fuel burnt. During marine fuel combustion, smoke carrying sulfur oxides is released, which can undergo further oxidation, resulting in the formation of sulfuric acid. In compliance with the global Sulphur limit, we purchase Low-Sulphur fuel (0.5%) in order to reduce the generation of SOx emissions.

In 2022 our vessels generated a total of 1,168.9 tonnes of SOx emissions, reduced by approximately 4.5% in comparison with 2021, despite the fleet expansion. In terms of average SOx emission per vessel, it decreased by 8%, from 47.08 in 2021 to 43.29 tonnes in 2022.

1,168.9
tonnes
SOx emitted in 2022

SOx emissions (tonnes)



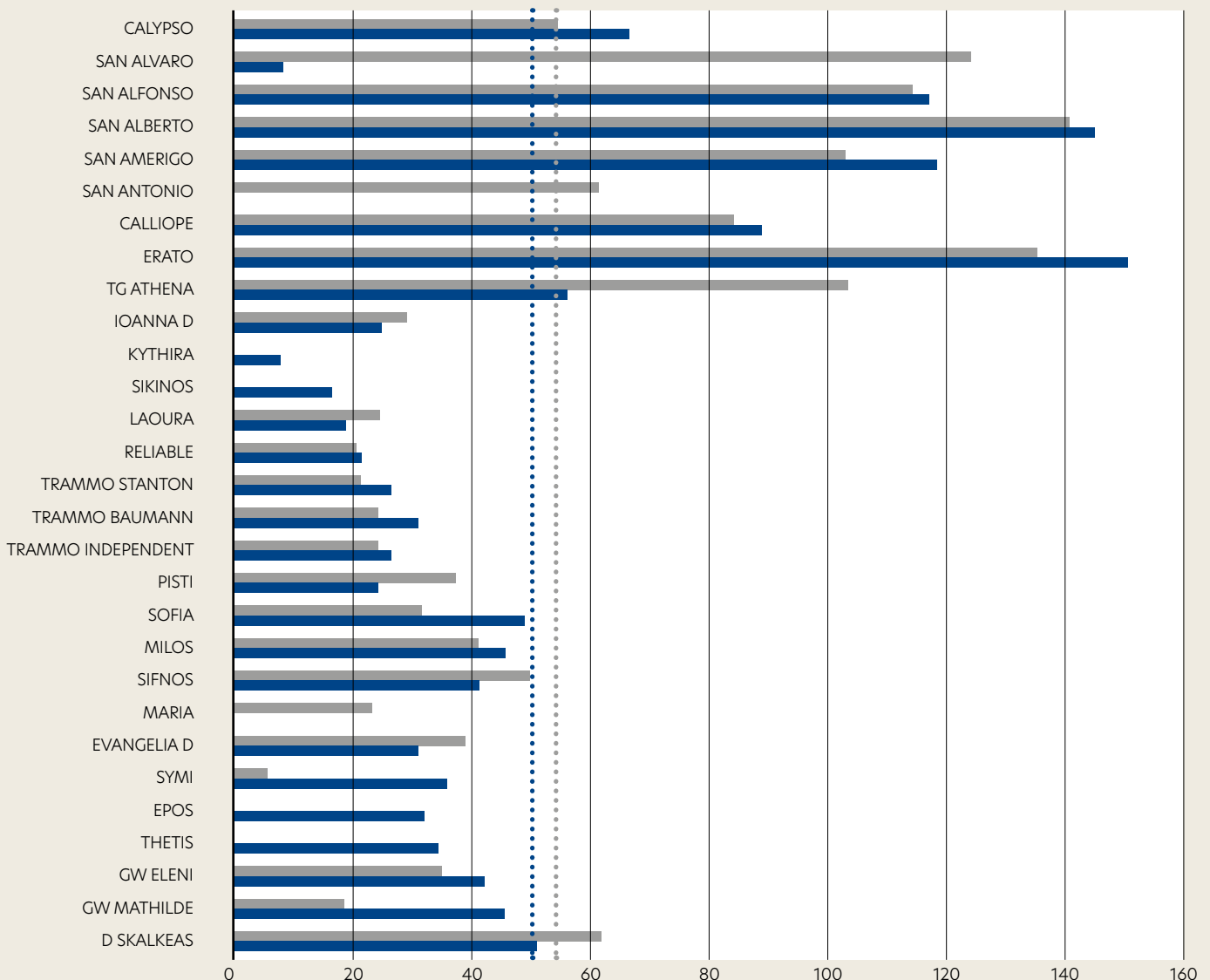


Nitrogen Oxides (NOx)

Nitrogen oxides in ship exhaust emissions form when nitrogen reacts with oxygen at high combustion temperatures. We place great emphasis in the monitoring of NOx emissions of our fleet, to establish mechanisms useful in mitigating polluting gases. In the year 2022, our fleet generated a total of 13,555 tonnes of NOx emissions, while in 2021, 14,056 tonnes of NOx were emitted. The average NOx per vessel in 2022, was 502.03 tonnes, reduced by approximately 7.1% in comparison with 2021 (540.61 tonnes).

13,555
tonnes
NOx emitted in 2022

NOx emissions (tonnes)



Particulate Matter (PM)

PM10 and PM2.5

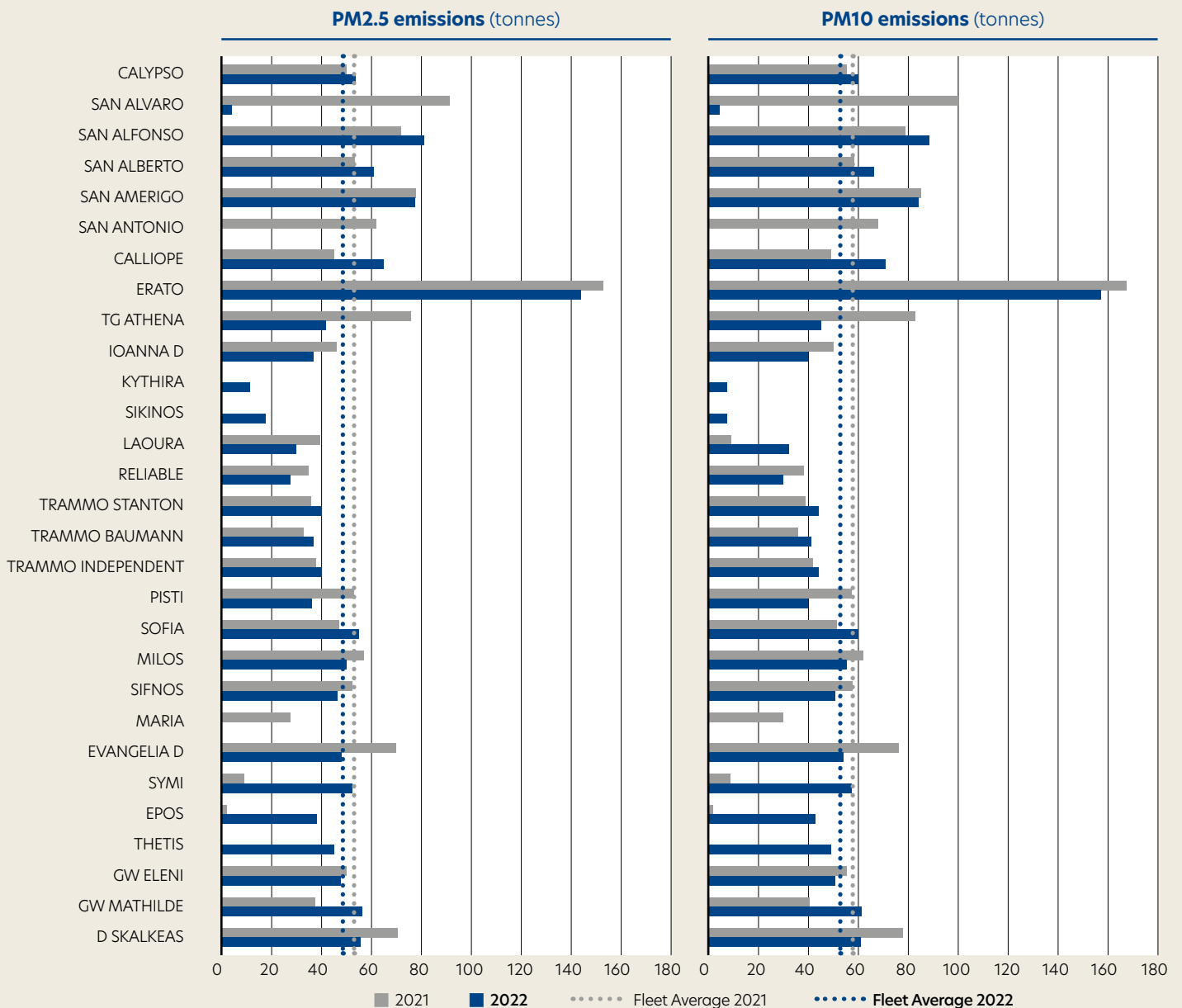
PM is an abbreviation for particulate matter, which refers to a combination of solid particles and liquid droplets present in the air. The majority of these particles are released into the atmosphere through intricate chemical reactions involving pollutants such as sulfur dioxide and nitrogen oxides. PM10 emissions are defined as particulate matter with a diameter of 10 micrometers,

while PM2.5 are defined as particulate matter with a diameter less than 2.5 micrometers.

During 2022 our vessels emitted 1,425 tonnes of PM10 and 1,311 tonnes of PM2.5, both decreased by approximately 5.9% compared to 2021. Furthermore, average emission per ship for both PM2.5 and PM10 both reduced in comparison with the previous year.

1,425
tonnes
PM10 emitted in 2022

1,311
tonnes
PM2.5 emitted in 2022





Waste management

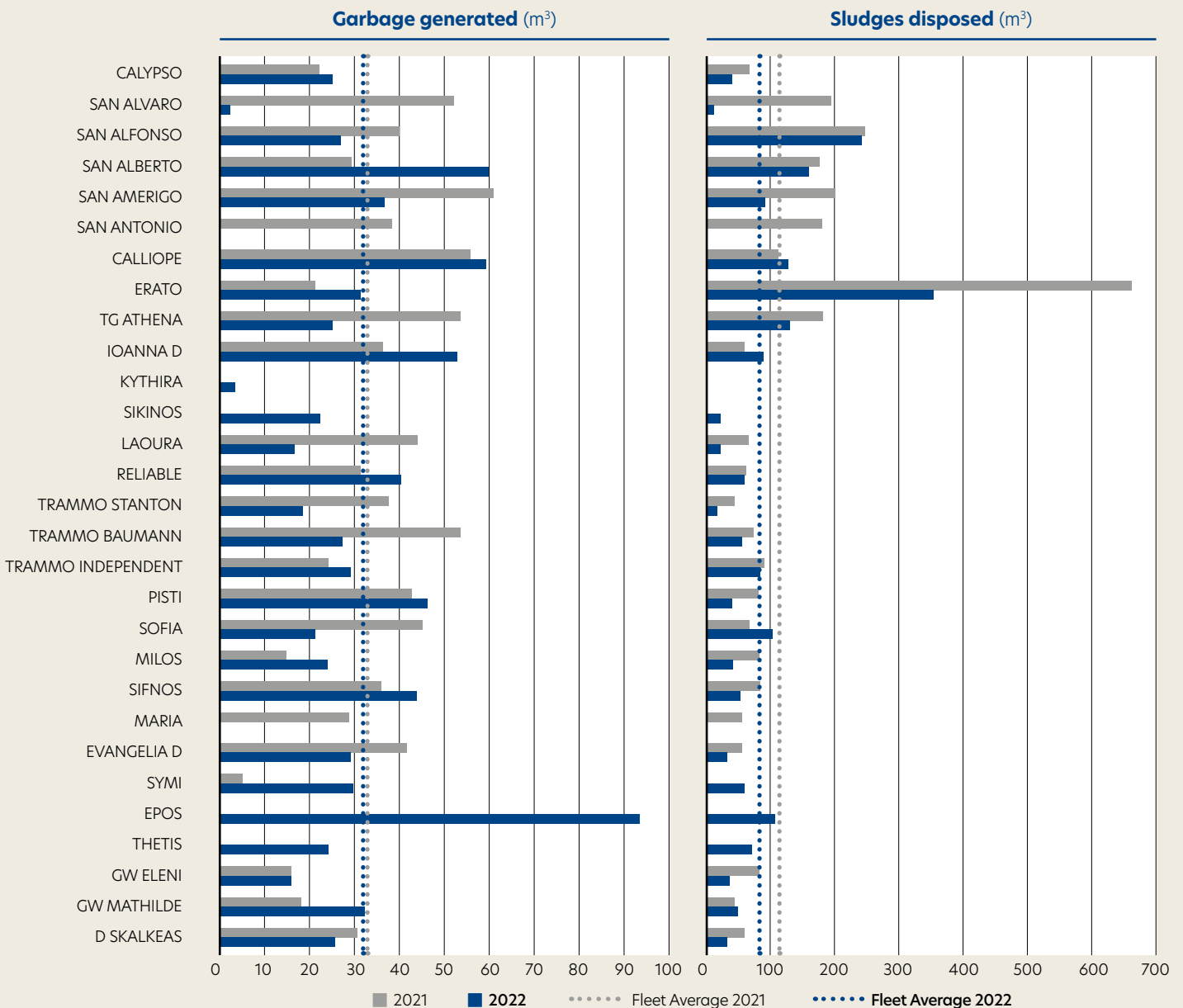
We are deeply committed to actively contributing to environmental protection. As part of our efforts, we have established a comprehensive Garbage Management Plan that outlines our waste management procedures and monitoring protocols. Monitoring the disposal of garbage is a crucial aspect of achieving our environmental objectives, such as the proper collection, segregation, and disposal for the different waste types.

In 2022, the total amount of garbage generated onboard was 867 m³, representing a slight decrease from the 883 m³ produced in 2021. Furthermore, during the year we managed to achieve a notable reduction in the amount of sludges generated onboard. In 2022, we recorded a total of 2,087 m³, reduced by 30%, compared to the 2,991 m³ of sludge generated in 2021.

2,087 m³
of sludge generated on board in 2022

↓ 30%
of sludge generated compared to 2021

867 m³
of garbage waste generated on board in 2022



Water Management



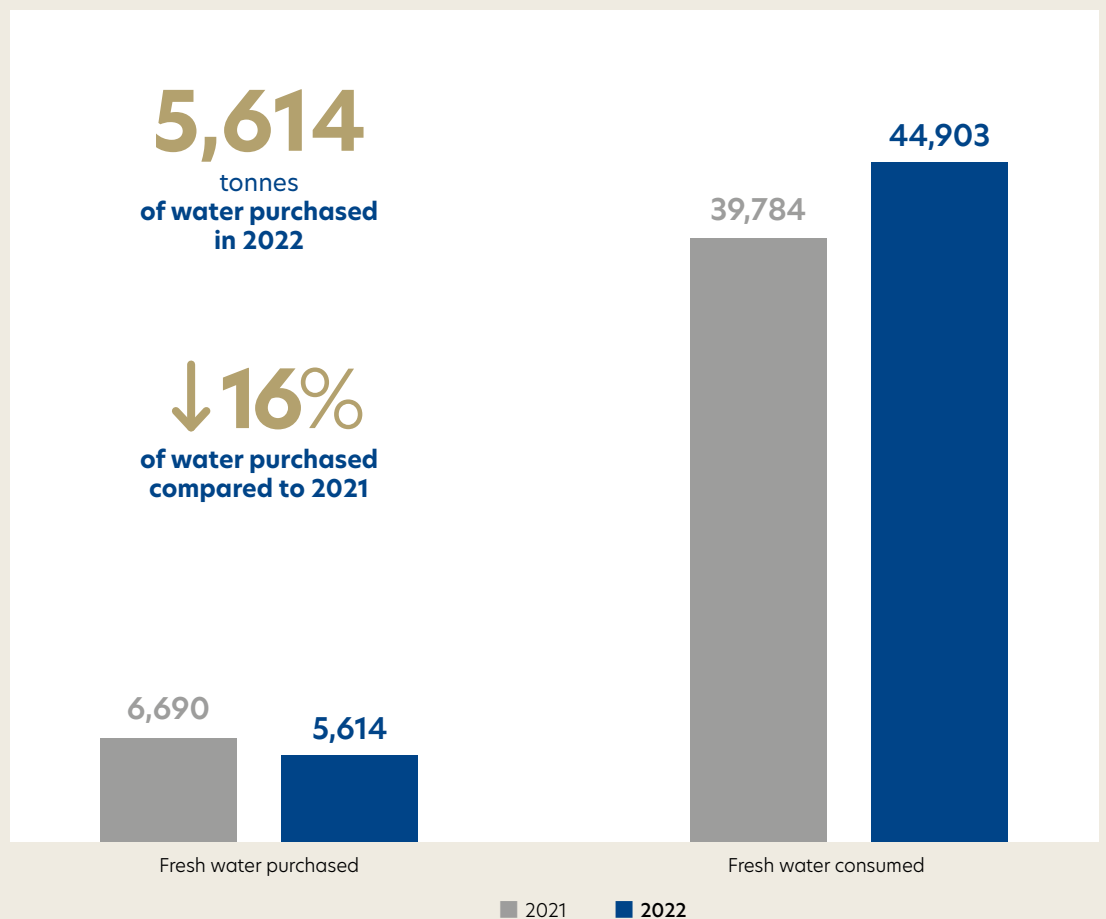
We diligently oversee our water management processes, carefully tracking the utilization, production, and acquisition of fresh water for our entire fleet. Our objective is to reduce water consumption and minimize water waste.

Fresh water plays a crucial role in various operations within the shipping industry. We actively undertake decisions to decrease water consumption, with a strong focus on implementing these measures in the years to come. Freshwater generators have been installed in our vessels to generate fresh

water from seawater, reducing our reliance on freshwater resources. We are dedicated to further improvement and are eagerly anticipating the implementation of several initiatives aimed at optimizing our water usage and minimizing our environmental impact.

In the year 2022, the total amount of water purchased was 5,614 tonnes, representing a significant decrease of 16% compared to the previous year. The overall freshwater consumption by our vessels totaled 44,903 tonnes.

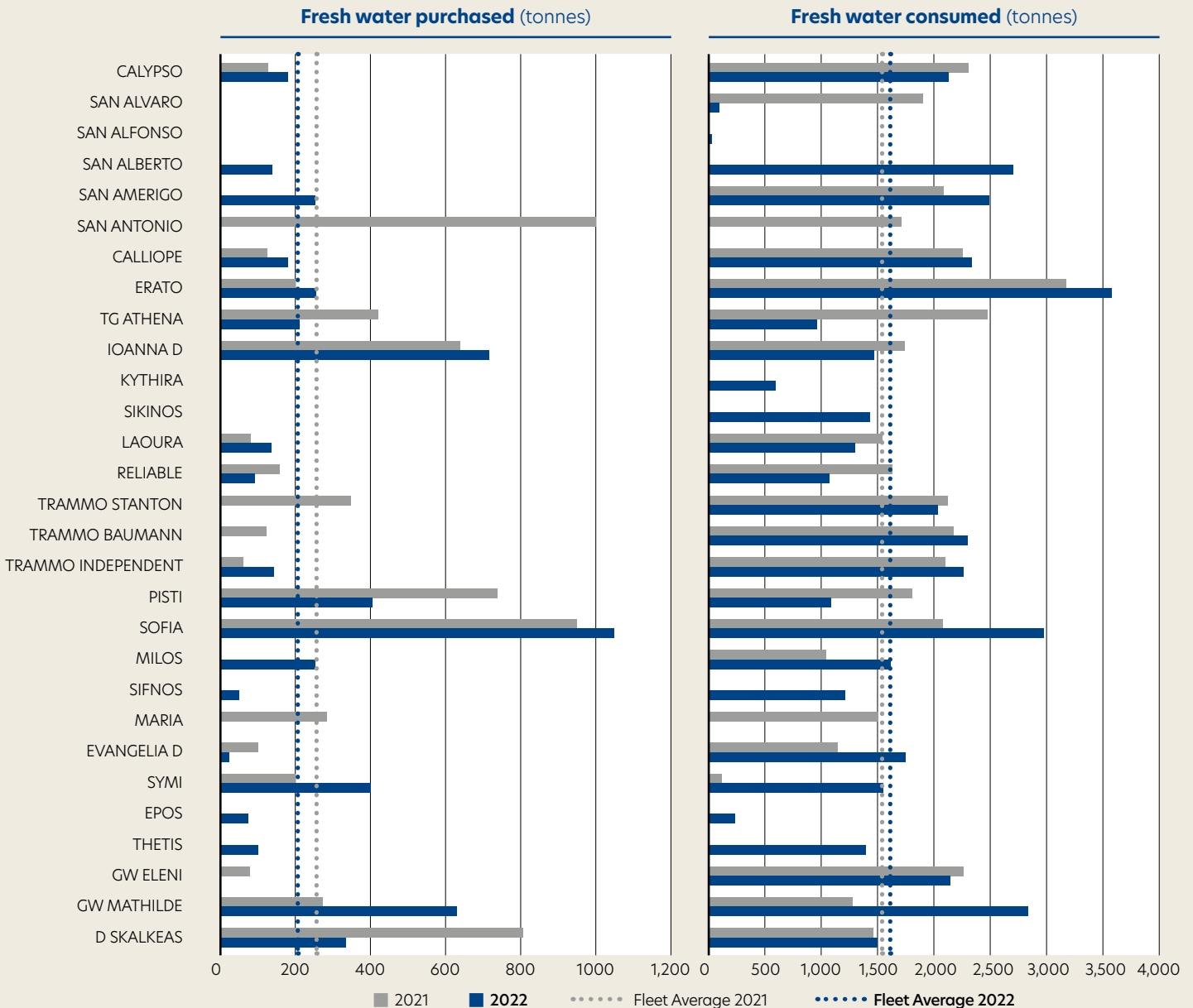
Fresh water data (tonnes)





185,086 bottles

supplied on board in 2022



Moreover, at Goldenport Shipmanagement Ltd, we closely monitor the consumption of single-use plastic bottles on board and our prior concern is to minimize them. Providing clean and easily accessible drinking water is a top priority. We use mineral plastic bottles for drinking and environmentally friendly disposable options to reduce waste generated. During 2022, 185,086 bottles of water were supplied, while in 2021 a total of 151,819 of bottles were purchased for our fleet. Our commitment lies in finding suitable solutions that promote improved plastic bottle management while fulfilling our seafarers' desire for mineral water bottles.

Protecting the marine ecosystem

Ballast water management

The proper management of Ballast Water is an essential measure for the protection of the marine biodiversity. While ballast water is crucial for safe and efficient operations, it may pose serious ecological problems due to the multitude of marine organisms (i.e., bacteria, algae, zooplankton etc.) carried in ships' ballast water. The transferred organisms may survive to establish a reproductive population in the host environment. The International Convention for the Control and Management of Ships' Ballast Water and Sediments, (BWM Convention), which entered into force on 8 September 2017, requires all ships to closely monitor their ballast water and adopt a management plan.

Ballast Water Treatment System (BWTS) is a system installed to eliminate marine species from ballast water. In 2022, all our vessels implemented ballast water treatment system.

100%

of the fleet implemented ballast water treatment plan in 2022

Spills and releases to the environment

Protecting marine biodiversity is a complex endeavor. Oil and lubricant spills releases at the oceans pose a danger to fauna and flora and cause damage to sea and shores ecosystems. At Goldenport Shipmanagement Ltd, we are committed to reduce pollution to oceans. To achieve our objectives and minimize environmental spills, we diligently comply with current relevant local and international legislations and maintain an active Health, Safety, and Environmental management system. In 2022, we achieved a record of zero spills to the environment, and there were zero violations of environmental protection regulations, and it remains a priority to sustain it in the years ahead.

0

Spills to the marine environment in 2022

Anti-fouling paints

The management of the conservation of ocean life is of the utmost importance to us. To address and control the marine pollution from our ships, we implement sustainable practices and adopt a variety of eco-friendly materials, such as self-polishing anti-fouling paints and low-friction paints. Anti-fouling paints are applied to the ship's hull to prevent marine species and organisms from attaching to the surfaces of vessels that come into contact with water. By doing so, anti-fouling paints play a crucial role in limiting the transfer and spread of invasive species by vessels and ensuring that they can navigate without unnecessary resistance, improving their overall performance and sustainability of their voyages. Moreover, the application of low-friction paints improves the energy efficiency and contributes to the fuel consumption and emissions reduction.

Responsible ship recycling

We are committed to responsible ship recycling practices in accordance with the Hong Kong Convention (HKC). In addition, all our vessels comply with the strict Inventory of Hazardous Materials (IHM) requirements of the EU Ship Recycling Regulation (EU SRR).

100%

Compliance with IHM

Our environmental footprint onshore

Minimizing energy consumption to reduce our energy use and emissions of our operation's environmental impacts is a priority for us. Therefore, we are closely monitoring the emissions of our head office operations. Our efforts focus on generating significant energy savings and switching to eco-friendly technologies.

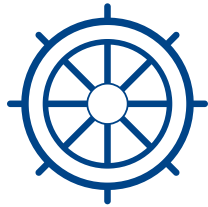
The total electricity consumption for 2022 onshore stood at 147,225 kWh, resulted in the production of 59.51 tonnes of CO₂ (Scope 2). We reduced the purchased electricity in our offices by 4.1%, since in 2021, 153,460 kWh consumed. Moreover, the electricity consumed during the drydocking procedures was 12.5 tonnes CO₂ in 2022.

72.01
tonnes CO₂
Scope 2 emissions in 2022

↓4.1%
In Electricity consumption
in our offices in 2022

Advancing sustainability

To drive the future of sustainable development, we execute on and track a series of technical and operational measures both onboard our vessels and, in our offices, to improve our energy performance and reduce the environmental impacts linked to the operations of our fleet. In addition, we implement a variety of initiatives onshore, and we strive to promote a culture of environmental responsibility.



Onboard

- Implementation of energy efficient design (i.e. establishment of fan duct, propeller cap, bilge keel)
- Use of eco-friendly materials
- Minimization of forwarding activities
- Installation of ballast water systems
- Hull performance monitoring
- Engine performance monitoring
- Propeller Polishing
- Installation of flow meters



Onshore

- Establishment of separate bins for the collection of recycling materials such as paper, glass, plastic, e-waste etc
- Replacement of conventional bulbs with new LED bulbs
- Replacement of old air conditions with new eco-friendly and energy-efficient air condition system.





Creating a Better Work Environment



RELATED SDGs

3 GOOD HEALTH AND WELL-BEING 	4 QUALITY EDUCATION 	5 GENDER EQUALITY 	
8 DECENT WORK AND ECONOMIC GROWTH 	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	10 REDUCED INEQUALITIES 	11 SUSTAINABLE CITIES AND COMMUNITIES

Our people onshore

66

Employees onshore in 2022

20%

Employees with seagoing experience in 2022



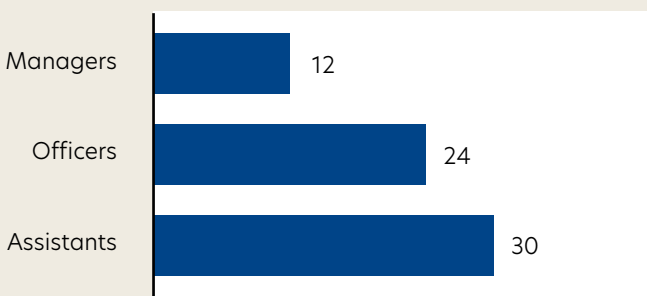
The dedicated contributions of our employees have been integral to the Company's seamless operations and long-term success. Consequently, our foremost objective revolves around prioritizing their well-being, and is addressed through a range of initiatives implemented.

As an organization, we genuinely value our employees' needs, concerns, and challenges, and we consistently take appropriate measures to provide them with comfortable working conditions and foster a motivating environment that inspires their passion for work.

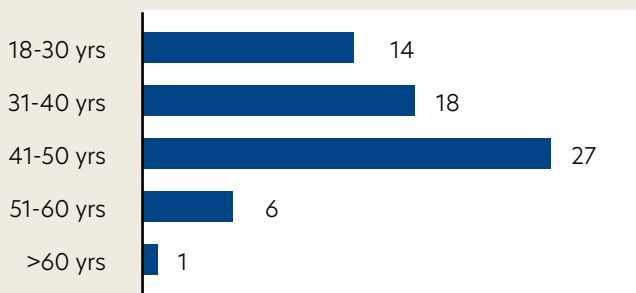
On top of that, we actively encourage diversity among our onshore employees, ensuring equal opportunities for promotion, growth, and inclusion for all individuals within our organization. Our primary objective is to cultivate a work environment that thrives on mutual respect, open communication, and collaboration. These values serve as the fundamental pillars of our company culture. We follow National Labor laws and the Industry's Collective Bargaining agreements to adhere to fair and transparent employment practices.

In 2022, our workforce consisted of 66 full-time employees. Out of the total, females accounted for 42.4% while males constituted 57.6% of the workforce. In comparison to 2021, a 3.9% increase was observed in the proportion of female employees. From the 66 employees, 30 of them are assistants, 24 officers and 12 managers. Moreover, 20% of our shore-based personnel have considerable seagoing experience.

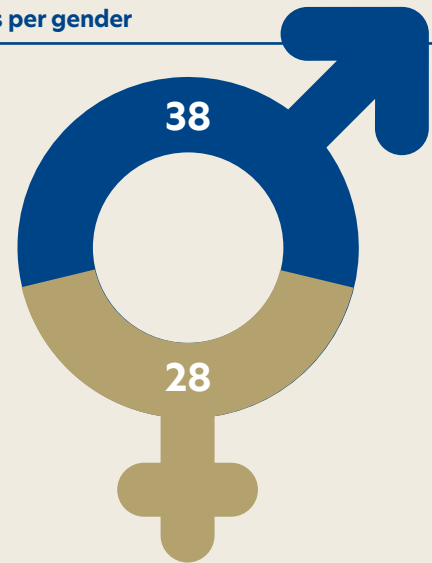
Employees per hierarchical level



Employees per age group



Employees per gender



42.4%
women representation

57.6%
men representation

Development of our employees

Goldenport Shipmanagement Ltd prioritizes the learning and development of our employees. To this end, we have implemented an annual evaluation system that enables us to identify our strengths, areas for improvement, and weaknesses requiring attention. This evaluation process not only assists our employees as individuals, but also our company as a whole, in achieving the goals set.

Each employee at our Company undergoes annual evaluations carried out by their respective departmental managers. The evaluation process is tailored to each department and is not standardized. It involves the participation of both managers and the managing director. These evaluations take place at the end of each year and serve as a valuable opportunity to assess employee performance, deliver constructive feedback, and establish goals for the following year.

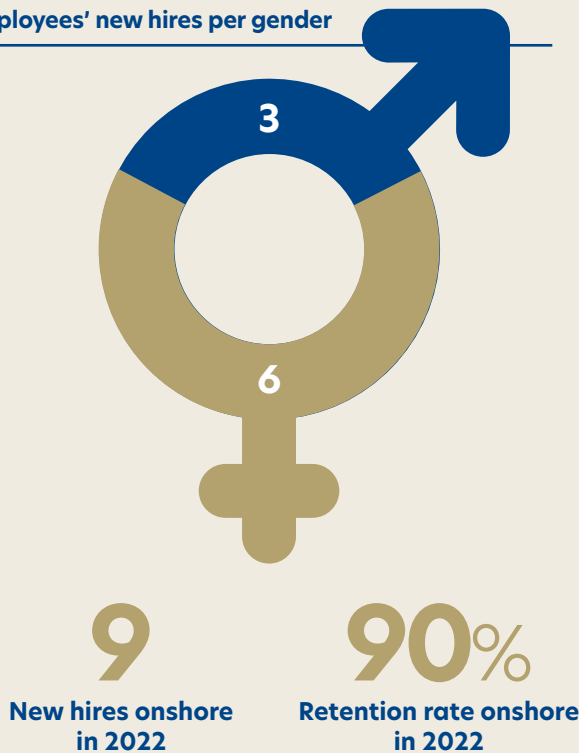
Recruitment and retention

Our recruiting philosophy focuses on assessing and hiring people that have high and competitive skills required for our business. At Goldenport Shipmanagement Ltd, we are also promptly fulfilling pressing recruiting demands. To achieve our business strategy, we follow fair and transparent employment procedures and ensure that diversity and inclusion are embedded in our hiring practices.

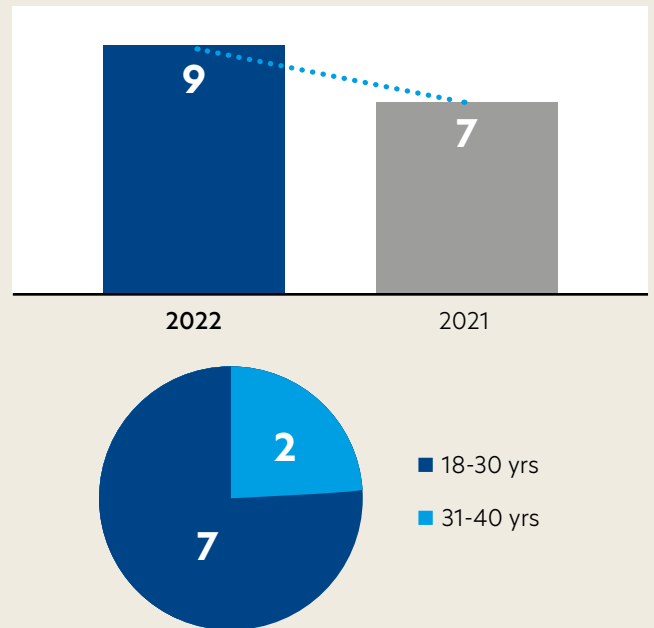
In 2022, we expand our headcount onshore with 9 new hires. 7 of them were between 18-30 years old and 2 between 31-40 years old. The newly hired employees attended training programs, which were facilitated by the manager and their colleagues. The respective training sessions were conducted internally.

Moreover, during 2022, we managed to maintain a high retention rate. In particular, we recorded 90% retention rate, which reflects our staff's commitment and motivation. Additionally, we monitor the turnover rate, which was 10% in 2022, to create a plan and predict succession needs.

Employees' new hires per gender



Employees' new hires



Health and Safety benefits

Health Insurance coverage is provided to all our employees. It facilitates access to care and is associated with better health outcomes, and improved productivity. Meaningful health care coverage is critical for our personnel to feel safe and secure. Our comprehensive Company Health Insurance encompasses a plethora of benefits, such as life and death insurance, hospitalized and non-hospitalized treatment insurance and the provision of a free checkup amongst others.

Our seafarers

37 years
Average age of seafarers in 2022

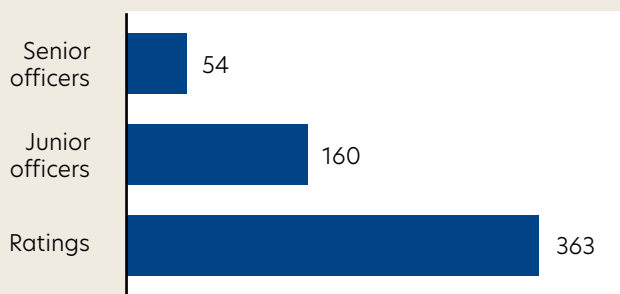


Our seafarers are paramount to our business and a crucial part of our sustainable competitive advantage. Our top priority is to foster an inclusive workplace where everyone feels respected, valued, and safe. We actively encourage our seafarers to embrace continuous learning and skill development, empowering them to enhance their capabilities and excel in their roles.

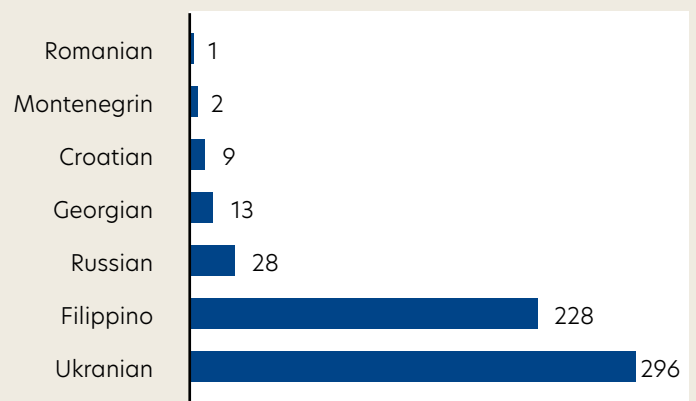
In 2022, we had 577 seafarers on board from a dynamic pool of 1,059 seafarers, increased by 1.58% from the total number of seafarers in 2021. 7 different nationalities were represented, with the majority of our seafarers (91%) being Ukrainians and Filipinos. Among our onboard staff, the largest age group was constituted of individuals between 18 and 40 years old, accounting for 59.8% of the total, while the average age of our crew was 37 years. In terms of hierarchical level, we have 54 Senior Officers, 160 Junior Officers, and 363 Ratings. All our seafarers are covered by Collective Bargaining agreements approved and authorized by the international Trade Federation (ITF).



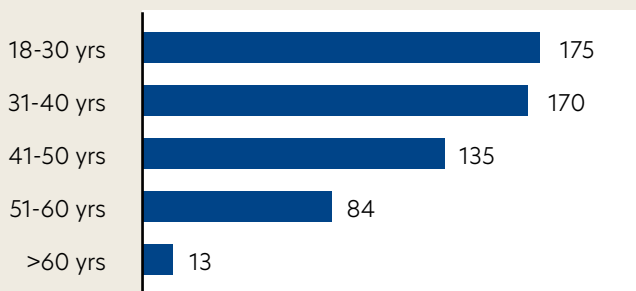
Seafarers per hierarchical level



Seafarers per nationality



Seafarers per age group



577

Seafarers onboard our vessels in 2022

7

Nationalities onboard our vessels in 2022

Remuneration and benefits

In the year 2022, the sum of \$19,936,790 was allocated towards the payment of crew wages, bonuses, and social security benefits. Out of this amount, crew salaries and bonuses accounted for \$19,418,990 and \$384,000 respectively. The remuneration is based on our staff's skills, experience, and overall contribution. Our average crew salary during that period exceeded the local GDP per capita by a significant margin. Specifically, our crew members received salaries that were 735% higher than the local GDP per capita in Ukraine, and 520% higher than the local GDP per capita in the Philippines.



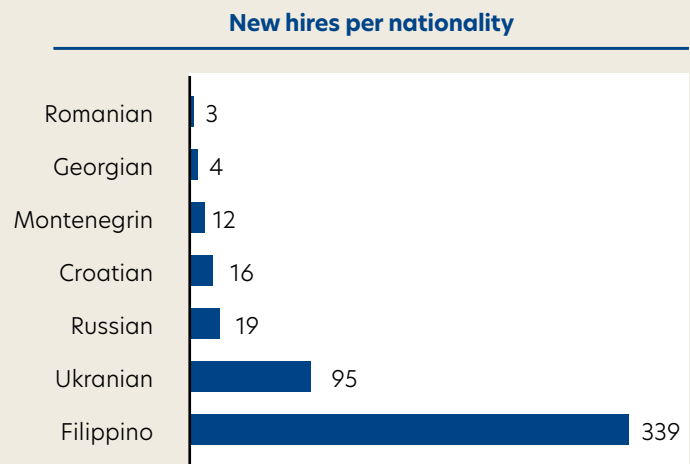
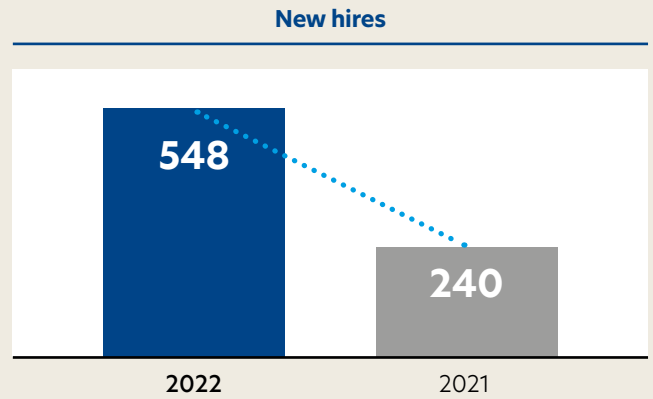
At Goldenport Shipmanagement Ltd, we are committed to building our team with exceptional and qualified individuals. In line with this commitment, we have implemented an inclusive approach to our recruitment practices, striving to build a diverse and high-performing workforce. In 2022, the total number of new hires amounted to 548. The majority of these new hires were from the Philippines and Ukraine.

At Goldenport Shipmanagement Ltd, we firmly believe in recognizing and rewarding our employees for their unwavering commitment, exceptional performance, and overall contributions to our business achievements. In line with this philosophy, we implemented a re-joining bonus program for Masters and Chief Engineers. The bonus amount is determined based on seafarers' cumulative sea service in their respective ranks within our company and the length of their most recent contract on our fleet.

Recruitment and retention

Attracting and retaining highly skilled personnel is of utmost importance to us as it plays a vital role in driving our global strategies and facilitating growth across our operations. When it comes to talent acquisition, our focus lies on attracting seafarers who possess competence and offering them equitable opportunities for career progression and professional development. To facilitate the screening process of seafarers, we utilize both our Crew Department and Crew Agencies.

In 2022, our seafarers' retention rate stood at 69.9%, reflecting a 1.1% increase compared to 2021. We are dedicated to further enhance our crew retention rates, particularly in light of the challenges posed by the pandemic and the ongoing conflict in Ukraine.



548
Crew new hires in 2022

↑ 1.1%
Retention rate compared to 2021

Crew Development

Goldenport Shipmanagement Ltd offers comprehensive training programs designed to meet the knowledge and skill requirements of our crew members. Our primary goal is to create an appealing work environment that provides equal development opportunities and competitive compensation for all our seafarers.

To achieve this, we have established a well-structured training system that familiarizes our crew with new technologies, policies, and regulations. In 2022, we implemented a wide range of training sessions, e-learning programs, and a monitoring system to track the performance of our seafarers during their training courses. This ensures that they acquire new skills and knowledge, ultimately leading to the smooth and successful operation of our vessels.

In 2022, our crew received an average of 47 hours of training, while the investment in crew development and trainings remained close to \$300,000. Furthermore, we provided on average, 2 remote trainings per seafarer. The training sessions throughout the reporting period covered topics such as vessels' operations and systems onboard, cyber security, anti-corruption, waste management, health and safety practices and mental health awareness amongst others.

As a result of the career opportunities and the well-structured training plan offered to upskill our staff, we had 51 promotions during the reporting year. More specifically, promotions raised by 4% in comparison with 2021, with the age group of 18-30 accounting for 67% of all promotions.

51

Promotions in 2022

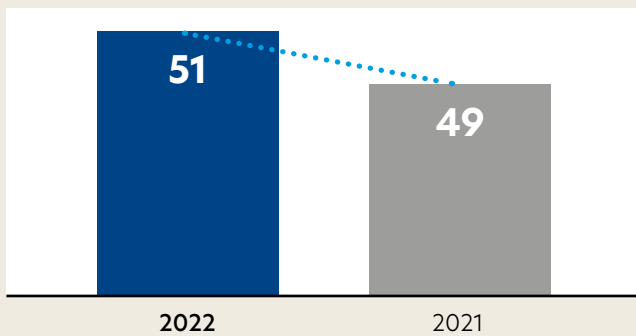
47

Hours of training in 2022

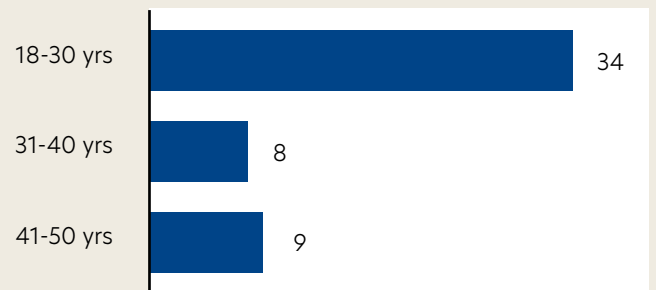
\$300,000

Investments in crew development and trainings in 2022

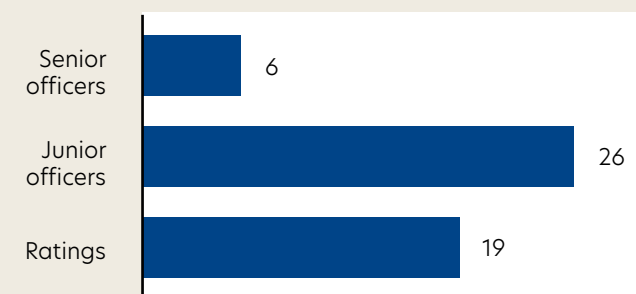
Promotions



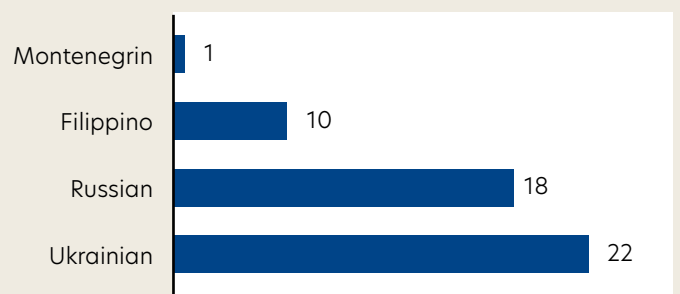
Promotions per age group



Promotions per hierarchical level



Promotions per nationality



Wellbeing of our seafarers



At Goldenport Shipmanagement Ltd, we are deeply committed to the well-being and welfare of our seafarers. We continuously strive to enhance our provisions and meet their desires and needs. To promote the health, education, social, and security aspects, we offer a range of benefits, including:



Health Insurance

We provide comprehensive health insurance coverage to ensure the well-being of our employees.



Chef remote service

We offer a remote service to upgrade the performance of fleet cooks, focusing on improving the quality, diversity, and quantity of meals served onboard.



Welfare Fund

Each vessel is equipped with a Welfare Fund, where a monthly fund of \$150 is allocated. This sum can be utilized by our seafarers for any personal needs, enhancing their everyday lives.



Free access to Evo News

Our seafarers have complimentary access to a Crew Welfare platform, that keeps them informed about global news.



Free access to major sports events

We provide free internet access, enabling our seafarers to enjoy live coverage of the biggest sports events worldwide.



Re-joining bonus

To recognize the remarkable performance of our seafarers and increase retention rates, we have implemented a re-joining bonus as a token of appreciation.



Broadband internet system

We have installed of a broadband internet system in the entirety of our fleet, allowing our crew members to communicate with their families without any hindrance.

Our approach regarding the war in Ukraine

The humanitarian crisis stemming from the ongoing conflict between Russia and Ukraine has been severe. In addition, the conflict has further intensified the disruptions in the supply chain, increased port congestion, and exacerbated crewing challenges—both logistical and psychological—that were initially caused by the COVID-19 pandemic.

The prosperity of our company's business is intricately tied to the welfare of our employees. The Ukrainian seafarers hold particular importance to our company. Therefore, in response to the outbreak of hostilities, we offered our former Ukrainian crew members long-term hotel accommodations upon their request. This temporary assistance, in collaboration with hotels in Piraeus, aimed to support their relocation during the ongoing war in Ukraine.



Protection of human rights at work

GoldenPort Shipmanagement Ltd. holds a steadfast conviction in the importance of upholding and respecting human rights at work. It is our solemn responsibility and moral obligation to ensure that human rights are fully integrated into our corporate values. As a company, we are committed to complying with the United Nations Global Compact Principles (UNGC). By expressing our support for UNGC we are committed to upholding ten internationally recognised principles in the areas of human rights, labor standards, environmental sustainability and anti- corruption and fostering an environment that embraces respect, dignity, non-discrimination, fairness, and equality as the fundamental principles that guide our actions. This ongoing process of integration is driven by our top management, who champion these values and work tirelessly to instill them at every level of our company.

Modern slavery is a criminal offence and is strictly prohibited. Modern slavery can take several forms such as forced and compulsory labor, child labor, domestic servitude, bonded labor (e.g. debt bondage) and human trafficking, all of which deprive a person of their liberty in order

to exploit them for personal or commercial gain. We all have a responsibility to be aware of the risks in our business dealings. Our employees are expected to report concerns and the Board is expected to act on them. By being aware of our employees' concerns, we are able to take prompt and effective corrective actions, addressing the issues at hand and preventing similar incidents from occurring in the future. Moreover, we expect the same high standards from all our business partners.

In this direction, we intend to communicate the Universal Declaration of Human Rights to all our staff. Our primary objective is to promote a profound comprehension of the fundamental rights and freedoms it encapsulates, thereby fostering a fair and inclusive working environment. Through this initiative, we aim to empowering our employees to actively uphold for human rights, as well as we anticipate engaging our employees in constructive discussions and encouraging them to take actions that promote transparency. Our goal is to build a more inclusive society where the principles of the Universal Declaration of Human Rights are embraced and upheld.



Our contribution to the community

At Goldenport we invest in education within our local community, as well as supporting various non-profit organizations and community projects. These investments encompass the dedication of our staff's time, expertise, company resources, and financial assistance. Our contributions to the local community are in line with our objective of fostering and creating employment opportunities within the maritime sector at a local level.

Sponsoring The Inventors FTC | Team #20131

To achieve our shipping decarbonization goals, technological advancements will play a pivotal role. We firmly believe that fostering innovative thinking is crucial, particularly among the younger generations. This involves embracing a diverse range of sources, including tech startups, universities, and schools. As a company, one of our fundamental values is to lead initiatives that support our local community, while simultaneously promoting innovation and fostering excellence in education and technology.

In 2022, we had the privilege of co-sponsoring **The Inventors FTC | Team #20131**, a robotics team from the 4th Primary School of Voula in Athens, Greece who participated in the qualifying tournament of the First Tech Challenge-FTC held in Bucharest, Romania. During our visit to the academy lab, we engaged in insightful discussions with the team members. We explored various aspects of Robotics and STEM education while also delving into their experiences from the First Tech Challenge in Bucharest.



Donations

In the year 2022, we were honored to make contributions to two charitable organizations:

FLOGA, an organization dedicated to providing care and support for children battling cancer.



Open Arms Hug, a foundation that offers comfort to nursing children facing the challenges of chronic illnesses.



Health and safety

HSSE Management System

The health and safety of our personnel onboard is a core value our company, and it stands as a foundation of our goals. We strive to establish a workplace where Health, Safety, Environment, and Security (HSSE) form the fundamental pillars. To achieve this, we have implemented a robust HSSE Management System that ensures occupational safety, minimizes accidents and incidents onboard, and safeguards the well-being of our employees.

Our HSSE Management System is fully compliant with international regulations governing Health, Safety, Environment, and Security in the shipping industry, as well as ISO 45001:2018 certified. We ensure that all our seafarers are aligned with our system and policies through continuous training initiatives and the organization of monthly safety meetings. Furthermore, both the crew and the visitors are fully covered by the Health and Safety Management System.

Key features of our HSSE Management System include:

Management Review System

The Company's HSSE System is reviewed once per annum based on a set agenda including main key points and strategic targets. The results of the minutes of the Management Review meeting are distributed to all departments including fleet.

Reporting Mechanism

Our personnel are encouraged to report work-related hazards and incidents, as well as near misses, enabling us to address them promptly.

Safety Committee Procedure

A safety committee is convened onboard our vessels on a monthly basis. It comprises management and operational-level crew members, including senior support ranks. The committee focuses on discussing near misses, conducting root cause analyses, performing risk assessments, and addressing other health and safety matters to implement appropriate corrective actions.

Health and safety trainings

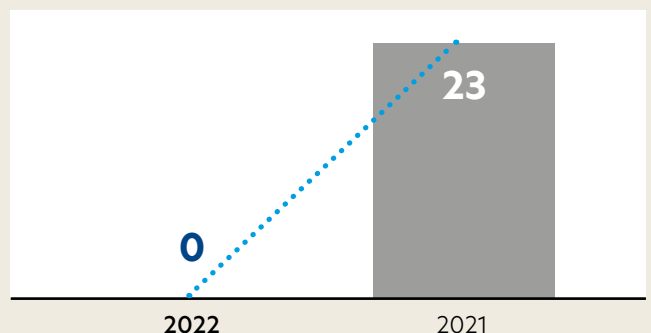
Apart from our seafarers, onshore employees are also trained to minimize safety issues and to be vocal about hazards. A training scheme has been developed utilizing a dedicated platform for crew training and assessment. Additionally, third-party trainings are conducted based on needs identified and which arise from incidents, accidents, or evaluations of near misses. These additional trainings are designed to address specific areas and ensure that our seafarers are equipped with the necessary skills and knowledge to mitigate risks effectively.

0
Lost time injury Frequency in 2022

Health & Safety performance

In 2022, we achieved a remarkable reduction in our Lost Time Injury Frequency (LTIF) from 2.3 to 0, indicating a significant improvement in safety performance. Furthermore, we recorded zero injuries, zero fatalities, and zero work-related injuries throughout the year. These exceptional rates serve as strong indicators of the effective operation of our HSSE Management System.

Lost Time Injury Frequency



Moreover, during the reporting period, two marine incidents occurred where no work-related injuries, fatalities, or instances of pollution or damage to the environment happened. Nevertheless, we remain dedicated to continuously improving our procedures and implementing measures to prevent such incidents from happening in the future.

At Goldenport Shipmanagement Ltd, we have established a safety policy monitoring system to effectively track near misses occurring on our vessels. This system enables us to meticulously analyze the findings, identify the root causes of potential incidents and take appropriate actions to prevent them. In 2022, a total of 348 near misses were reported, encompassing both our Containers and Bulk Carriers.

0

Injuries in 2022

0

Fatalities in 2022

0

cases of recordable work-related ill health in 2022

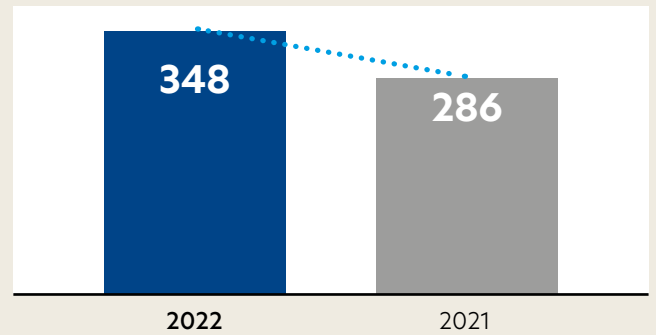
↑ 21.7%

in near misses compared to 2021

Port State Control (PSC) inspections, drills, and audits

Throughout 2022, we conducted a total of 82 inspections, 10.8% more than the previous year. During these inspections, 56 deficiencies were reported, representing an increase compared to 44 identified in 2021. Notably, despite the reported deficiencies, there were zero detentions recorded. We continuously monitor the results of the inspections performed and address any deficiencies that arise to identify areas for improvement and achieve operational excellence.

Near misses



82

PSC Inspections in 2022

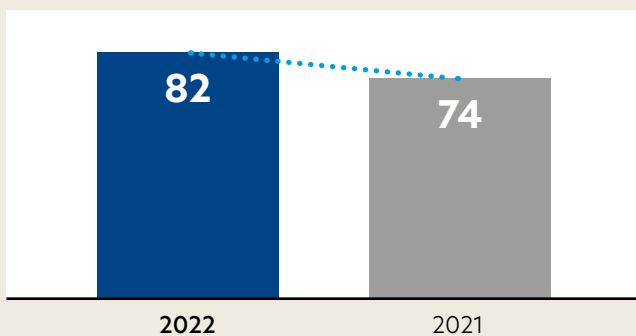
56

PSC Deficiencies in 2022

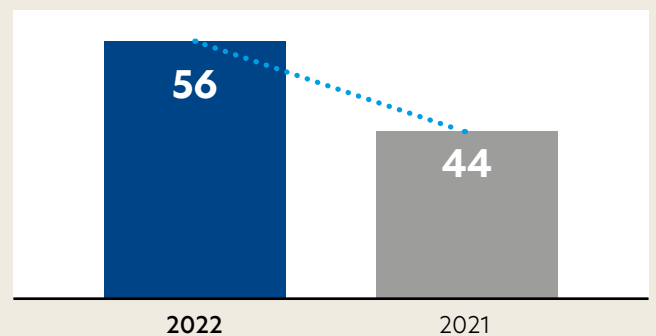
0

Detentions in 2022

PSC Inspections



PSC Total Deficiencies



To ensure the health and safety of our seafarers, we have significantly increased inspections conducted by our technical department onboard our vessels. In 2022, our technical department conducted 75 onboard inspections, a notable increase from the 46 inspections carried out in 2021. Additionally, we have successfully reduced the number of class recommendations from 35 in 2021 to 33 in 2022 and we remain dedicated to further improving this aspect in the coming years.

81

Drills in 2022

Furthermore, during the reporting period, 81 drills were conducted on our vessels, aimed at ensuring strict compliance with regulations and promoting the safe operation of our services. We also carried out 43 internal audits, marking a notable increase of 38.7% audits compared to 31 in 2021. Moving forward, we are determined to make significant improvements in reducing this ratio in the coming years as part of our commitment to maintaining high operational standards.

↑ 38.7%

In audits in 2022



Procurement Practices

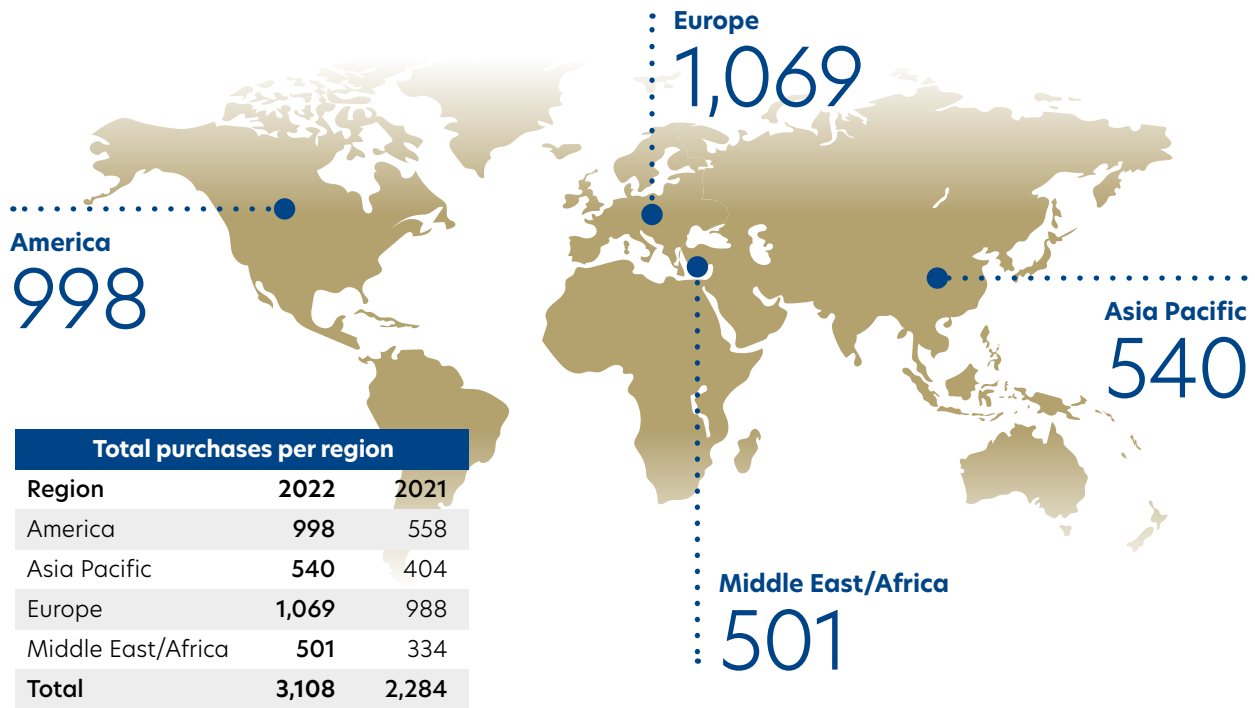
Supply Chain

We are dedicated to delivering top-notch customer service and upholding operational excellence. We use warehouses located in Shanghai, Rotterdam, Athens, and Korea and we acknowledge the vital role we play in establishing resilient and responsible supply chains for essential resources.

Through efficient and responsible supply chain management, we collaborate closely with our suppliers to enhance their understanding of sustainable practices and actively involve them in discussions aimed at enhancing their operational performance. To facilitate supplier evaluation, we have implemented a comprehensive system that allows us to compare different suppliers.

Our selection process involves assessing three suppliers per operational area, utilizing a set of screening criteria, such as product and service quality and delivery time.

In 2022, we evaluated a total of 2,160 suppliers, representing an 15.9% increase compared to the previous year. We strive to select suppliers who have consistently provided satisfactory and reliable service to the company, and who are certified to the ISO 9001/2018 standard. Additionally, our total purchases during that period increased by 36%, with 3,108 purchase orders made in 2022 compared to 2,284 in 2021. Furthermore, our consolidation ratio for 2022 was 80%, remaining at the same levels in comparison with the previous year.



2,160
suppliers
evaluated

↑ 15.9%
increase in suppliers
evaluated compared to 2021

3,108
Purchase orders
in 2022

80%
Consolidation ratio
in 2022

Building a Strong Corporate Governance

RELATED SDGs

8 DECENT WORK AND ECONOMIC GROWTH 	9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 	16 PEACE, JUSTICE AND STRONG INSTITUTIONS
--	--	--

Our Corporate Governance model



Sustainability has become an essential foundation of Goldenport's Shipmanagement Ltd overall strategy. Our foremost focus is to uphold trust and transparency with our stakeholders in order to achieve ESG goals. This strategy, established by our corporate Governance Body, is effectively communicated across our organization, ensuring that all employees are fully unified with it and work together as a cohesive team to successfully implement the strategy and achieve our goals.

We are committed to sound corporate governance in line with best practices. We are dedicated to operating with honesty, transparency and accountability and ethical standards are integrated into every level of our Company. Therefore, we implement the monitoring of compliance and performance, and we work with our suppliers and supply chain partners to uphold the same principles.

Our Management Team is responsible for the execution of Company's strategic decisions and closely collaborates with an independent advisor, experienced in maritime industry and corporate banking. The advisor provides useful advice, industry insights and recommendations to achieve increased profitability and growth, as well as focuses on evolving our ESG strategy and corporate social responsibility.

As part of our efforts to increase our collective knowledge of sustainability issues and to stay abreast of emerging trends, we have initiated training programs. These programs are designed to equip both our employees and senior management with the knowledge they need to integrate ESG considerations into their decision-making processes.

As a private company, the selection and evaluation of the highest governance body is defined from the shareholders who nominate and elect the body that represents their interest and on the basis of relevant expertise and experience. In addition, we regularly assess the performance of the board in a number of areas, including expertise, leadership and governance, value creation, use of technology, sustainability and its overall impact on our business achievements.

Senior Management team

Executive officers

Role

John Dragnis

Chief Executive Officer

Alexis Stephanou

Chief Financial Officer

Iosif Efstathopoulos

Corporate Development and Sustainability Director

George Karavas

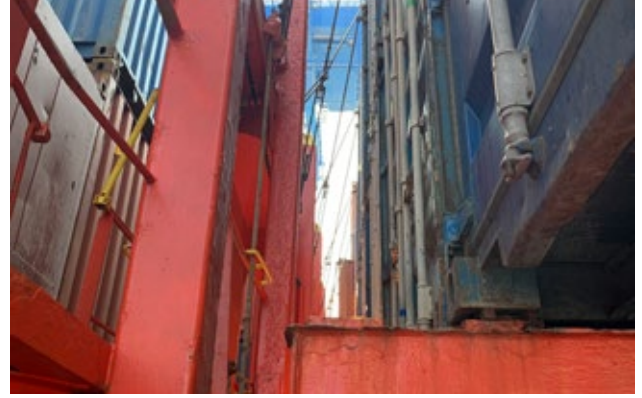
Managing Director

Theoni Kousi

Legal Director

Frans van de Bospoort

Non-Executive Director



Business Ethics

At Goldenport Shipmanagement Ltd, we are dedicated to creating a corporate culture characterized by transparency, trustworthiness and social responsibility.

Our Code of Conduct and Business ethics are the cornerstones of our commitment to responsible and ethical business practices. These guidelines provide a clear framework for all employees, outlining our expectations for fairness, integrity and accountability in every facet of our operations.

Our Code of Conduct applies to all employees, top management, crew members and agents of the Company and encompasses the following areas:

- Environmental imperatives
- Health and Safety
- Human Rights and Modern Slavery
- Compliance with Laws, Rules and Regulations
- Honest and fair Dealing
- Conflict of Interest and Corporate Opportunity
- Confidentiality and Privacy
- Proper Use of Company Assets
- Policies against Discrimination and Harassment
- Integrity of Corporate Records
- Special Ethics obligations for Employees with Financial Reporting Responsibilities
- Illegal payments, Bribery, Entertainment & Gifts
- Reporting of Violations of the Code

Failure to comply with the Code of Conduct may result in disciplinary actions, including termination of employment or legal actions where/if deemed necessary.

Compliance with Laws and Regulations

All our employees are responsible for complying with the various laws, rules and regulations of the countries and regulatory authorities that affect our operations. This encompasses, but is not limited to, protecting the environment, ensuring the safety and well-being of employees, complying with tax and public obligations, promoting fair competition, preventing bribery and corruption, combating money laundering, and protecting data privacy.

Discrimination and Harassment

We strictly prohibit any form of discrimination or illegal harassment directed at employees or potential employees due to factors such as gender, race, color, age, religion, sexual orientation, marital status, disability, ancestral background, political opinion, or any other criterion prohibited by the applicable laws governing our operations. Employees who become aware of or experience discrimination or harassment should report it to those with delegated authority. We also expect our contractors, suppliers and other business partners to adhere to comparable standards of fair treatment and equal opportunity for their own employees.

Whistleblowing

We strongly encourage employees to report immediately to the Corporate Development and Sustainability Director and/or the Independent Director any actions that violate our Code of Conduct. Such information will be treated in confidence. In addition, employees can raise any work-related issue with supervisors, managers and other appropriate personnel if they are unsure about the most appropriate course of action. We have also established an Open Reporting Line, which is available online.

Anti-bribery and Anti-Corruption

Our main purpose is to build trust and conduct business in an ethical and transparent manner, including complying with anti-corruption laws in countries where we operate. Bribery and corruption can jeopardize socioeconomic development; thus, we adopt a zero-tolerance approach towards anti-bribery and anti-corruption principles and share best practice. Therefore, during 2023 we created our company's "Antibribery & Corruption" and the "Compliance with Sanction Policies".

The relevant policy was communicated to all employees through a dedicated platform.

In 2022, our company had zero incidents associated with bribery or corruption.

Conflicts of Interests

A conflict of interest arises when an individual's personal interests, whether financial or otherwise, could potentially affect their decision-making or behavior in a manner that could jeopardize Goldenport's Shipmanagement Ltd best interests. It is essential that we identify, prevent, and manage any conflicts of interest that may arise in the course of our business.

At Goldenport Shipmanagement Ltd, we are committed to conducting our business with the utmost integrity, transparency and accountability. To this end, we have implemented a Conflict-of-Interest Policy, the purpose of which is to establish guidelines and procedures to ensure that all our employees and stakeholders act ethically and transparently when faced with situations that may present a conflict between their personal interests and their professional responsibilities.

Sanctions

At Goldenport Shipmanagement Ltd, we apply the highest level of standards in order to minimize international economic and trade sanctions risks and ensure transparency in our business activities. The framework defined within our policy aims to ensure compliance with applicable sanctions laws, orders, and regulations, as well as apply reasonable controls to detect, prevent and deter attempts to circumvent Sanctions.

The main objectives of our Sanctions Policy are:

- To establish risk-based controls to ensure compliance with all applicable sanction laws, orders, and regulations, and to effectively minimize our sanctions risk exposure.
- To minimize potential compliance, regulatory and financial risks associated with breaches of sanctions.
- To protect the Company's reputation.

0

Amount of legal and regulatory fines and settlements associated with bribery or corruption in 2022

0

Incidents of non-compliance with laws and regulations in 2022

0

incidents of anti-competitive behavior, anti-trust and monopoly practices

0

Political contributions in 2022

Transparency International Corruption Perception Index

Corruption poses a significant threat to the progress of society, environment, and economy. Our industry is particularly susceptible to corruption risks due to its international scope and interactions with authorities at various levels in ports worldwide. In 2022, 17.5% of our vessels port calls were in countries in the 20 lowest rating of Transparency International's Corruption Perception Index (CPI), while in 2021, 14.3% of the total port calls were in countries with the 20 lowest rankings in CPI. To mitigate legal and reputational risks and halt human rights abuses, strict adherence to our corporate ethics and values is imperative, through our policies.

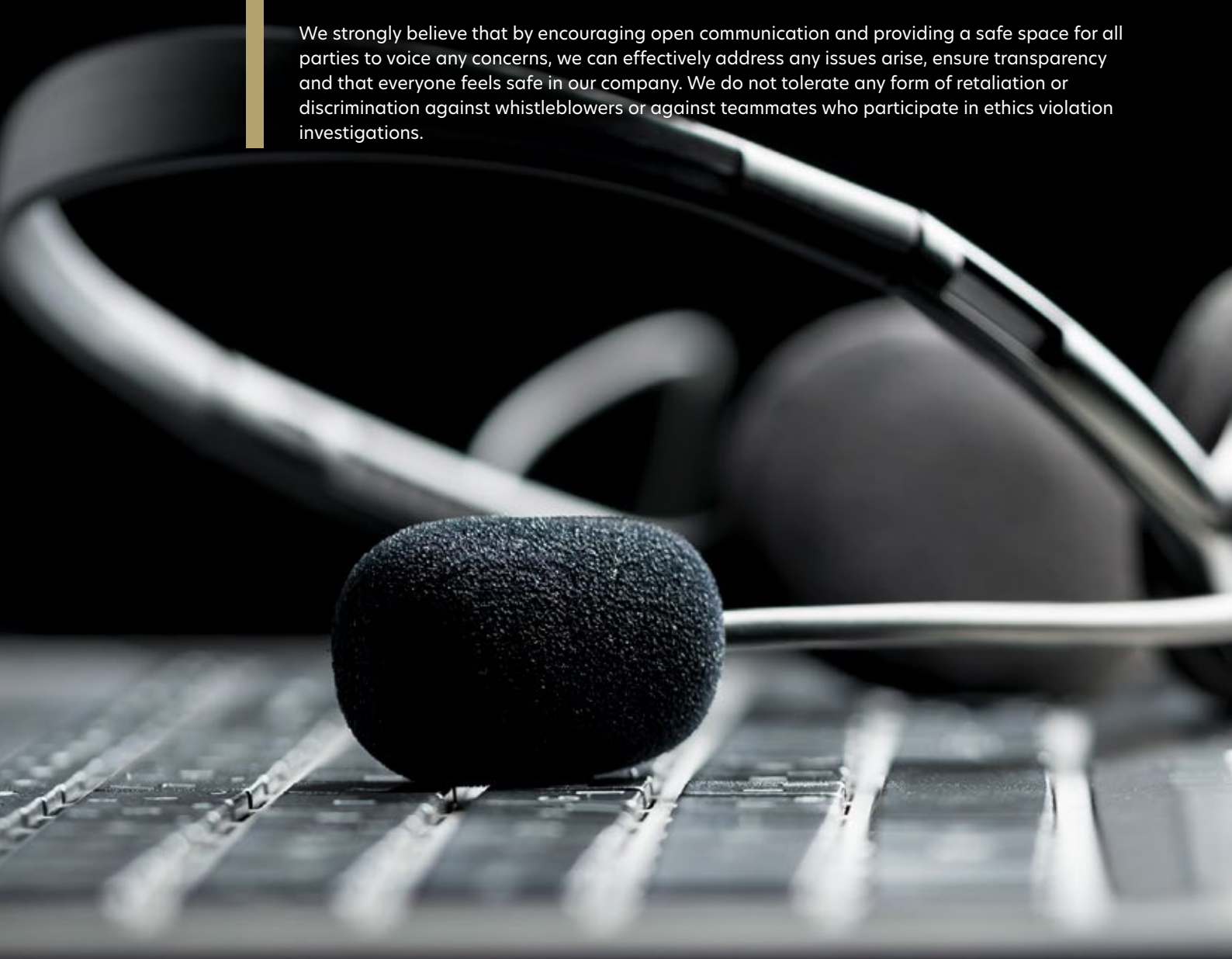
17.5%
Port calls in countries with the 20 lowest rankings in CPI in 2022



Speak-up Line

A cornerstone of our business ethics is our Speak Up Line and is fundamental for our professional integrity. During 2023, we introduced a whistleblower hotline that allows all individuals, both employees and third parties, to make anonymous reports in a responsible and effective manner when they identify any malpractice or violation. Individuals who face a dilemma or an ethical situation and feel uncomfortable to raise the matter through the Company's formal reporting process, are able to address it through this dedicated line. By doing so, we offer protection from victimization, harassment, or disciplinary proceedings. The open reporting hotline is available 24 hours a day.

We strongly believe that by encouraging open communication and providing a safe space for all parties to voice any concerns, we can effectively address any issues arise, ensure transparency and that everyone feels safe in our company. We do not tolerate any form of retaliation or discrimination against whistleblowers or against teammates who participate in ethics violation investigations.



Risk management



As one of the world's most critical industries, shipping faces a multitude of risks that can have significant impacts on operations, safety, and profitability. From operational hazards to financial uncertainties and regulatory compliance, the shipping industry must proactively identify, assess, and manage various risks. Effective risk management practices are essential to operate smoothly

and with security, protect crew and cargo, comply with regulations, and safeguard the environment. Therefore, we implemented Risk Management framework and protocols that empower our employees to recognize, evaluate, track, and minimize any possible risks that may impact our business operations. By developing a risk management system, we ensure that we take immediate actions and implement the appropriate measures.

Our top risks for 2022:

- Vessels' market values may fluctuate significantly which may lead to possible financial losses for the Company.
- The company may not be in compliance with sanctions imposed by the U.S. government, the European Union, the United Nations, or other governmental authorities.
- Non-compliance with the company's Code of Business Conduct and Ethics and/or with applicable anti-bribery legislation, could potentially damage the company's reputation, increase its legal liability, affect its ability to maintain and attract customers and investors, decrease employee's morale or lead to other adverse consequences.
- Business risks are not adequately assessed, leaving the company exposed to undesirable levels of risk.
- Increased crew costs as well as increased other operating expenses (e.g. insurance, repairs and maintenance, lubricants).
- Charterers' credit risk and consequential damages from unpaid trade debt.
- Fluctuations in exchange rates and interest rates.
- Inability to hire and retain competent on-shore personnel and skilled seafarers.
- Non-compliance with IMO (SEEMP, SECAs or ECAs) and local regulations regarding the use of fuels and the monitoring of emissions.
- Major attack on, interruption to or malfunction of the Company's IT infrastructure, systems or programs
- Failure to ensure secure access to Company's network for employees who work outside Company's premises increase the risk of information security incidents.

Cybersecurity and IT Systems

>\$100,000 Invested in cybersecurity systems in 2022

Cybersecurity

Goldenport Shipmanagement Ltd has built its operations and procedures on the fundamental pillar of cybersecurity, recognizing its paramount importance in protecting both our clients and our company's data. As a testament to our commitment, a significant portion of our budget is allocated to investing in advanced cybersecurity systems. In 2022, we specifically allocated more than \$100,000 on cyber security equipment. This included not only our offices, but also our vessels.

To ensure the resilience of our cybersecurity systems and protocols, we perform annual penetration tests to identify any potential vulnerabilities. These tests play a crucial role in shaping our corrective action plan and enhancing our cybersecurity measures. In 2022, we conducted a total of three penetration tests, including one internal assessment and two external evaluations. Furthermore, we carried out four vulnerability scans, all of which yielded highly favorable outcomes, affirming the effectiveness of our procedures against cyber-attacks. In addition, we systematically conduct awareness trainings through a reputable integrated platform and provide informative materials and newsletters to educate our people on how to recognize and respond to a cyber security threat or a phishing attack.

At Goldenport Shipmanagement Ltd, we maintain a strong stance against any unintentional information disclosure and data leak. Throughout the reporting period, we achieved a record of zero complaints concerning customer data breaches.

0

Cybersecurity incidents in 2022

3

Penetration tests in 2022

0

Complaints concerning customer data breaches in 2022

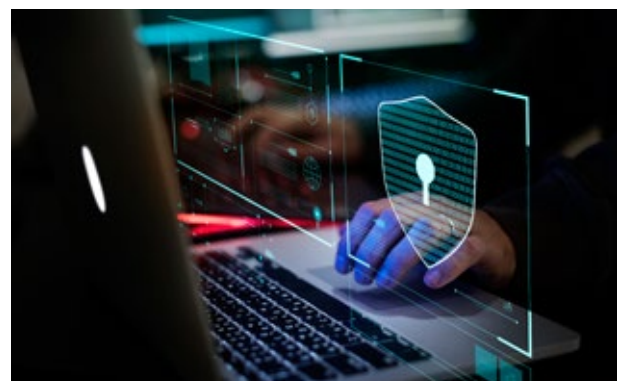
Goldenport has implemented several systems to enhance cyber security, including IT Systems which aim to digitalize our processes, monitor progress, and minimize paper usage, reducing our carbon footprint.

General Data Protection Regulation (GDPR)

The protection of employees and clients in relation to the processing of personal data is a primary right and of major importance for Goldenport Shipmanagement Ltd. The company protects all data that is processed by its personnel and/or related and authorized by the company third parties. We continuously try to improve our methods and procedures of processing and archiving data to ensure lawfulness, fairness, transparency, data minimization, confidentiality, and accountability. All processes conducted that fall within the scope of the EU General Data Protection Regulation (GDPR) 2016/679 are identified, to ensure the privacy and confidentiality, during the collection, processing, transfer, retention and treatment of employees' data.

Advanced software

- For a more effective control and monitoring of assets and operations we use a leading maritime software that automates all the daily functions. In particular, the software consolidates into an integrated maritime ERP system all aspects of the work needed for the efficient management of our vessels by linking seamlessly both office and fleet into a unified environment with fully automatic data transfer and database synchronization.
- For the efficient employees' information management, we utilize a comprehensive human resources software that bundles a large set of HR aspects. The software offers robust performance management features such as the organization of employees' information, the track of historical data, automated time-off requests and approvals, payroll, plan enrollment, and benefits history, monitoring employee training, electronic signatures, performance management.





Appendices



GRI Content Index



Statement of use: Goldenport Shipmanagement Ltd. has reported in accordance with the GRI Standards from 1 January 2022 to 31 December 2022.

GRI 1 used: GRI 1: Foundation 2021

Applicable GRI Sector Standard(s): Not Applicable

GRI Standard	Disclosure	Location		Omissions		
		Section	Page	Requirement(s) omitted	Reason	Explanation
General Disclosures						
The organization and its reporting practices						
	2-1 Organizational details	Introduction	6-11			
	2-2 Entities included in the organization's sustainability reporting	Introduction	6-11			
	2-3 Reporting period, frequency and contact point	Introduction Contact Info	4, 64			
	2-4 Restatements of information	Introduction	13			
	2-5 External assurance	-				
Activities and workers						
	2-6 Activities, value chain and other business relationships	Introduction	8-11			
	2-7 Employees	Creating a Better Work Environment	38-43			
	2-8 Workers who are not employees			Yes	Information unavailable/Incomplete	All the employees performing work for Goldenport Shipmanagement Ltd are permanent and the organization does not have any workers who are not employees.
Governance						
	2-9 Governance structure and composition	Building a Strong Corp. Governance	51-55			
	2-10 Nomination and selection of the highest governance body	Building a Strong Corp. Governance	51-55			
	2-11 Chair of the highest governance body		51-55			
	2-12 Role of the highest governance body in overseeing the management of impacts	Building a Strong Corp. Governance	51-55			
	2-13 Delegation of responsibility for managing impacts	Building a Strong Corp. Governance	51-55			
	2-14 Role of the highest governance body in sustainability reporting	Building a Strong Corp. Governance	51-55			
	2-15 Conflicts of interest	Building a Strong Corp. Governance	51-55			
	2-16 Communication of critical concerns	Building a Strong Corp. Governance	51-55			
	2-17 Collective knowledge of the highest governance body	Building a Strong Corp. Governance	51-55			

**GRI 2:
General Disclosures
2021**



GRI Standard	Disclosure	Location		Omissions		
		Section	Page	Requirement(s) omitted	Reason	Explanation
General Disclosures						
	2-18 Evaluation of the performance of the highest governance body	Building a Strong Corp. Governance	51-55			
	2-19 Remuneration policies			Yes	Information unavailable/Incomplete	As a private company, Goldenport Shipmanagement Ltd does not disclose this KPI for confidentiality reasons.
	2-20 Process to determine remuneration	Creating a Better Work Environment	41			
	2-21 Annual total compensation ratio			Yes	Information unavailable/Incomplete	As a private company, Goldenport Shipmanagement Ltd does not disclose this KPI for confidentiality reasons.
Strategy, policies and practices						
	2-22 Statement on sustainable development strategy	Introduction	3			
	2-23 Policy commitments	Promoting Environmental Protection				
	2-24 Embedding policy commitments	Creating a Better Work Environment Building a Strong Corp. Governance	20-21 45, 52			
	2-25 Processes to remediate negative impacts	Creating a Better Work Environment Building a Strong Corp. Governance	21 34-36 44-46 49, 55			
	2-26 Mechanisms for seeking advice and raising concerns	Building a Strong Corp. Governance	54			
	2-27 Compliance with laws and regulations	Promoting Environmental Protection Creating a Better Work Environment Building a Strong Corp. Governance	21, 34 45, 47 52-53 55			
	2-28 Membership associations	Introduction	12			
Stakeholder engagement						
	2-29 Approach to stakeholder engagement	Sustainability at Goldenport Shipmanagement Ltd	15-18			
	2-30 Collective bargaining agreements	Creating a Better Work Environment	38, 40			
Material Topics						
GRI 3: Material Topics 2021	3-1 Process to determine material topics	Sustainability at Goldenport Shipmanagement Ltd	15-18			
	3-2 List of material topics					

GRI 2: General Disclosures 2021

GRI 3: Material Topics 2021



GRI Standard	Disclosure	Location		Omissions		
		Section	Page	Requirement(s) omitted	Reason	Explanation
TOPIC DISCLOSURES						
Greenhouse gas emissions and energy consumption / Green Innovation						
GRI 3: Material Topics 2021	3-3 Management of material topics					
GRI 305: Energy 2016	302-1 Energy consumption within the organization					
	302-2 Energy consumption outside of the organization					
	302-3 Energy intensity	Promoting environmental protection	22-30			
	302-4 Reduction of energy consumption					
	302-5 Reductions in energy requirements of products and services					
	305-1 Direct (Scope 1) GHG emissions					
	305-2 Energy indirect (Scope 2) GHG emissions					
305-3 Other indirect (Scope 3) GHG emissions			Yes	Information unavailable/Incomplete	Goldenport Shipmanagement Ltd does not monitor its Scope 3 emissions at the moment. Next steps will be decided for potential future disclosures.	
GRI 305: Emissions 2016	305-4 GHG emissions intensity	Promoting environmental protection	22-30			
	305-5 Reduction of GHG emissions					
	305-6 Emissions of ozonedepleting substances (ODS)			Yes	Information unavailable/Incomplete	Goldenport Shipmanagement Ltd does not monitor emissions of ozone-depleting substances (ODS) at the moment. Next steps will be decided for potential future disclosures.
	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	Promoting environmental protection	22-30			
Marine biodiversity						
GRI 3: Material Topics 2021	3-3 Management of material topics					
GRI 304: Biodiversity 2016	304-1 Operational sites owned, leased, managed in, or adjacent to, protected areas and areas of high biodiversity value outside protected areas	Promoting environmental protection	34			
	304-2 Significant impacts of activities, products, and services on biodiversity					
	304-3 Habitats protected or restored			Yes	Information unavailable/Incomplete	Goldenport Shipmanagement Ltd does not monitor these KPIs. Next steps will be decided for potential future disclosures.
	304-4 IUCN Red List species and national conservation list species with habitats in areas affected by operations			Yes	Information unavailable/Incomplete	Goldenport Shipmanagement Ltd does not monitor these KPIs. Next steps will be decided for potential future disclosures.



GRI Standard	Disclosure	Location		Omissions		
		Section	Page	Requirement(s) omitted	Reason	Explanation
Ship lifecycle optimization						
GRI 3: Material Topics 2021	3-3 Management of material topics		34			
	Internal KPI: Compliance with responsible ship recycling regulations	Promoting environmental protection	34			
Health and Safety						
GRI 3: Material Topics 2021	3-3 Management of material topics		47-48			
GRI 403: Occupational Health and Safety 2018	403-1 Occupational health & safety management system					
	403-2 Hazard identification, risk assessment, and incident investigation					
	403-3 Occupational health services					
	403-4 Worker participation, consultation, and communication on occupational health and safety					
	403-5 Worker training on occupational health and safety	Creating a Better Work Environment	47-48			
	403-6 Promotion of worker health					
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships					
	403-8 Workers covered by an occupational health and safety management system					
	403-9 Work-related injuries					
	403-10 Work-related ill health					
Ethics & Compliance						
GRI 3: Material Topics 2021	3-3 Management of material topics		53			
GRI 205: Anti-Corruption 2016	205-1 Operations assessed for risks related to corruption	Building a Strong Corp. Governance				
	205-2 Communication and training about anti-corruption policies and procedures	Creating a Better Work Environment	53			
	205-3 Confirmed incidents of corruption and actions taken	Building a Strong Corp. Governance				
GRI 206: Anti-Competitive Behavior 2016	206-1 Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	Building a Strong Corp. Governance	53			
GRI 415: Public Policy 2016	415-1 Political contributions	Building a Strong Corp. Governance	53			
Financial performance						
GRI 3: Material Topics 2021	3-3 Management of material topics					



GRI Standard	Disclosure	Location		Omissions		
		Section	Page	Requirement(s) omitted	Reason	Explanation
Financial performance						
GRI 201: Economic Performance 2016	201-1 Direct economic value generated and distributed			Yes	Information unavailable/Incomplete	As a private company, Goldenport Shipmanagement Ltd does not disclose this KPI for confidentiality reasons.
	201-2 Financial implications and other risks and opportunities due to climate change	Sustainability at Goldenport Shipmanagement Ltd	15-18			
	201-3 Defined benefit plan obligations and other retirement plans			Yes	Information unavailable/Incomplete	Goldenport Shipmanagement Ltd does not have a defined benefit pension plan. Next steps will be decided for potential future disclosures.
	201-4 Financial assistance received from government	Building a Strong Corp. Governance	53			
Cyber security and data protection						
GRI 3: Material Topics 2021	3-3 Management of material topics					56
GRI 418: Customer Privacy 2016	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data					56
Waste management						
GRI 306: Waste 2020	306-2 Management of significant waste-related impacts	Promoting environmental protection				31
	306-3 Waste generated					
Water management						
GRI 303: Water and Effluents 2018	303-2 Management of water discharge-related impacts					
	303-3 Water withdrawal	Promoting environmental protection				32-33
	303-4 Water discharge					
	303-5 Water consumption					
Diversity and inclusion						
GRI 405: Diversity and Equal Opportunity 2016	405-1 Diversity of governance bodies and employees	Building a Strong Corp. Governance				51
Human capital development						
GRI 404: Training and Education	404-1 Average hours of training per year per employee					
	404-2 Programs for upgrading employee skills and transition assistance programs	Creating a Better Work Environment				38-42
	404-3 Percentage of employees receiving regular performance and career development reviews					
Human rights & Labor practices						
GRI 401: Employment 2016	401-1 New employee hires and employee turnover	Creating a Better Work Environment				39-41
GRI 406: Non-discrimination	406-1 Incidents of discrimination and corrective actions taken	Creating a Better Work Environment Building a Strong Corp. Governance				45, 52

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Topic	Accounting Metric	Code	Page
Greenhouse Gas Emissions	Gross global Scope 1 emissions	TR-MT-110a.1	27
	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	TR-MT-110a.2	20-21 26-27
	Total energy consumed, percentage from heavy fuel oil, percentage from renewables	TR-MT-110a.3	25, 26
	Average Energy Efficiency Design Index (EEDI) for new ships	TR-MT-110a.4	23
Air Quality	Air emissions for the following pollutants: NOx, SOx, and particulate matter (PM)	TR-MT-120a.1	28-30
Ecological Impacts	Shipping duration in marine protected areas or areas of protected conservation status	TR-MT-160a.1	N/A
	Percentage of fleet implementing (1) ballast water exchange and (2) ballast water treatment	TR-MT-160a.2	34
	Number and aggregate volume of spills and releases to the environment	TR-MT-160a.3	34
Employee Health & Safety	Lost time injury rate (LTIR)	TR-MT-320a.1	47
Business Ethics	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	TR-MT-510a.1	53
	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	TR-MT-510a.2	53
Accident & Safety management	Number of marine casualties, percentage classified as very serious	TR-MT-540a.1	48
	Number of Conditions of Class or Recommendations	TR-MT-540a.2	48
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Activity Metrics	Number of shipboard employees	TR-MT-000.A	40
	Total distance travelled by vessels	TR-MT-000.B	10
	Operating days	TR-MT-000.C	10
	Deadweight tonnage	TR-MT-000.D	10
	Number of vessels in total shipping fleet	TR-MT-000.E	8
	Number of vessel port calls	TR-MT-000.F	10
	Twenty-foot equivalent unit (TEU) capacity	TR-MT-000.G	8



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