

**LIMAKPORT
SUSTAINABILITY PERFORMANCE TARGET AND MONITORING**

A. Calibration of Sustainability Performance Target (SPT)

LimakPort has selected a Sustainability Performance Target (SPT) that conveys an ambitious goal beyond business as usual commitments, to convert all of its currently diesel-powered vehicles and terminal trucks into EVs and some of its diesel-powered forklifts to electric-powered forklifts starting from 2026 as per the below targets and aims to complete the conversion by 2031:

- 2026 – 15% of the terminal trucks, 15% of the total forklifts, 15% of the vehicles used by the port personnel
- 2027 – 30% of the terminal trucks, 30% of the total forklifts, 30% of the vehicles used by the port personnel
- 2028 – 45% of the terminal trucks, 45% of the total forklifts, 45% of the vehicles used by the port personnel
- 2029 – 60% of the terminal trucks, 60% of the total forklifts, 60% of the vehicles used by the port personnel
- 2030 – 75% of the terminal trucks, 75% of the total forklifts, 75% of the vehicles used by the port personnel
- 2031 – 100% of the terminal trucks, 85% of the total forklifts, 100% of the vehicles used by the port personnel

Sustainability Performance Target (SPT)	100% conversion of diesel-powered vehicles and terminal trucks to electric vehicles and trucks (EVs) and 85% conversion of diesel-powered forklifts to electric-powered forklifts by 2031
Target Observation Dates	31 December 2028 31 December 2031
Trigger Dates	Should the SPT not have been reached as at respective pre-determined Target Observation Date, the Trigger Date will fall on the first coupon payment date following the annual progress report
Calculation methodology	Ratio of electric-powered versus diesel-powered equipment
Factors that support the achievement of the target	<ul style="list-style-type: none"> - Strong commitment of our Board of Directors on Sustainability Strategy; - Potential technology advancement and regulatory environmental over time that could influence the target; - Climate change is one of the most relevant environmental topic addressed in Sustainability Committees of LimakPort and Limak Group of Companies - Some customers prioritizing suppliers that have the electric vehicles in their fleet
Risks to the target	<ul style="list-style-type: none"> - Possibility of limitations related to the availability of EVs and electric-powered forklifts - Unprecedented events, such as pandemics or others, which can affect delivery timing or any other supply factors

B. Monitoring Sustainability Target

1. TERMINAL TRUCKS

Replacing one diesel yard truck with pure electric permanently removes emissions, positively impacting site personnel and the surrounding community. What is that impact in everyday terms? Looking at carbon dioxide reductions alone over a 15-year lifespan, replacing one heavy-use diesel with an Orange EV 100% electric terminal truck reduces emissions equivalent to:

2,500 tons CO₂
26 tons NO_x
13 tons CO
2.7 tons PM_{2.5}

By replacing that engine with a pure-electric terminal tractor, all of those emissions are totally eliminated!

- **Availability of terminal trucks is being investigated**
Terminal trucks were seen to be used effectively at ports. The suitability of the terminal trucks that can be supplied to our current port structure is being investigated.
- **Market research has been done**
It was thought that the electric terminal trucks of TERBERG would be suitable for use in the port. The price offer has been received. The technical details of the vehicles continue to be examined. Alternative suppliers are being sought.
- **Charging stations and battery performances were investigated**
The installation and use of charging stations for electric terminal trucks are being investigated. Battery performances, their adequacy in port operations and related researches are being conducted.

1 (one) unit Terberg Yard Tractor, type YT203 EV – 4x2, based on following specifications:

- *Motor : Continuous 200kW with peak of 300kW*
- *Continuous 1500Nm with peak of 4500Nm*
- *Batteries : Lithium Nickel Manganese Cobalt Oxide 2*48 kWh LiNiMnCoO₂ (NMC)*
- *Cabin : Left hand drive with standard inboard door*
- *Wheel base : 3100 mm*
- *Front axle : Volvo 8,2 low non driven (11T @ 20 km/h)*
- *Rear axle : Terberg TTA 71-05 (38T @ 20 km/h) ratio 12.17:1*
- *Tires : 11R22.5 (6x)*
- *5th wheel : Terberg 2", 36 tons lift capacity*

General battery specifications

Type of battery: Lithium Nickel Manganese Cobalt Oxide LiNiMnCoO₂ (NMC)

Capacity: 2* 48 kWh with optional 1*48 kWh or optional 2* 74 kWh with optional 1* 74 kWh

Nominal Voltage 654 (48kWh) / 666V (74kWh) Maximum discharge/charge rate is 1C Temperature range -30°C till +50°C

User profile:

The expected life time of the electric battery, installed on the Terberg YT203 EV, depends on the type of operation of the Terminal Tractor and the charging intervals of the Battery package. The NMC batteries will benefit from frequent charging, keeping the Dept Of Discharge (DOD) limited. To calculate the Dept of Discharge (max. 85%) of the battery on your specific application, the operational conditions on which the YT203 EV will be operated need to be measured.

The following information should be measured during first week after delivery at site:

- Running hours per year
- Average energy consumption per hour
- Total energy consumption per year
- Charging opportunities per 24h
- Charging time per charging opportunity
- Charging interval (driving time)
- Average Dept Of Discharge
- Max G.C.W.
- Speed limiter set to
- Charger capacity

The above information will be used to form a user profile on your specific application. To obtain full warranty on the battery, the user profile needs to be approved by Terberg

* Dept Of Discharge (DOD) represents the amount of energy that has been extracted from the battery, in between two charging periods, in percentage of the total battery capacity.

** the exact specification of the charger can be adapted to specific customer demands, like capacity, environmental conditions and the present power grid..

Charger:

Charging the vehicle is possible with every charger that fulfils the CCS2.0 with 800Vdc voltage level charging standard.

Loading time/driving time, based on an average energy consumption for logistic operations of 15 kW/h:

- **Charger 40 kW 1/2.7 hours**
 - ✓ With this charger the battery will need charging 27% of the time
 - ✓ one hour of charging will give enough energy for 2.7 operating hours
- **Charger 50 kW 1/3.4hours**
 - ✓ With this charger the battery will need charging 23% of the time
 - ✓ one hour of charging will give enough energy for 3.4 operating hours

- **Charger 80 kW 1/5.4 hours**
- ✓ *With this charger the battery will need charging 16% of the time*
- ✓ *one hour of charging will give enough energy for 5.4 operating hours*

LimakPort is making a plan for the use of the terminal truck with the technical data mentioned above.

2. FORKLIFTS

It has been seen that electric forklifts are not yet available for all desired tonnages. It has been observed that especially electric forklifts with a capacity of 32 tons are not common. Technological developments are followed with suppliers. Market research continues. Negotiations were held with suppliers for electric forklifts with a lifting capacity of 3-16 tons. reference offer has been received. The compatibility of the detected forklifts with working conditions in different areas continues to be investigated.

The benefits of the technological superiority of the new generation electric forklifts as well as being environmentally friendly are envisaged below.

Strength

- » Performance Boost at the push of a button: Fast mode to manage the most extreme loads with the best usage performance in the market
- » Constantly powerful: largest Li-Ion battery capacity and fast lateral battery change
- » Always available: optional Li-Ion technology allows day and night use with intermittent short charges

Precision

- » Adjustable drive modes: maximum handling performance or maximum efficiency
- » Compatible driving style: individual adjustments to driving speed, acceleration and lift style
- » Precise load handling: precise control of lift speed with advanced hydraulic maneuvers
- » Increased handling performance when stacking on high shelves: vertical positioning of the elevator at the push of a button

Ergonomics

- » A comfortable sense of space: spacious driver's cab with large legroom and ample storage space

- » Range of individual control options: multi-arm, mini-arm, etc.
- » Easy reversing: rear bar handle
- » Quiet operation: extremely quiet raising and lowering of the forks

Security

- » Excellent all-round visibility: narrow elevator and wide windows on all sides
- » Superior driving stability: automatic speed regulation when cornering with the Curve Speed Control assist function
- » Intelligent security: Display and control units monitor and control all safety and performance functions

Environmental Responsibility

- » Low energy consumption: high efficiency with modern driving technology
- » Energy conservation at the push of a button: Blue-Q efficiency mode cuts energy consumption by up to 20%
- » Environmental protection in action: more than 98% of all installed materials are recyclable

3. Vehicles

Market research continues for vehicles. The performance of charging stations and vehicles is being investigated. Technological developments are followed.

COLD IRONING

Research is being carried out for the use of the cold ironing system at the port.

Cold ironing or shore connection, shore-to-ship power (SSP) or alternative maritime power (AMP), is the process of providing shoreside electrical power to a ship at berth while its main and auxiliary engines are turned off. Cold ironing permits emergency equipment, refrigeration, cooling, heating, lighting and other equipment to receive continuous electrical power while the ship loads or unloads its cargo. Shorepower is a general term to describe supply of electric power to ships, small craft, aircraft and road vehicles while stationary.

Proposed "Cold Ironing"

