

TOWARDS DECARBONISATION



SUSTAINABILITY PILLAR — ENVIRONMENT

WHY IT MATTERS

Decarbonisation is a strategic priority for AET as the maritime sector transitions towards a lower-carbon future. Evolving regulations, uncertainty in low-carbon fuel availability and shifting stakeholder expectations are reshaping operating conditions and cost structures. Advancing decarbonisation enables us to manage transition risks, remain competitive and meet the evolving expectations of our customers and stakeholders.

OUR AMBITION

We are committed to achieving net-zero emissions across our operations and value chain by 2050.

HOW WE ARE REALISING OUR AMBITION

- Reducing emissions from our Shipping Operations⁽¹⁾
- Supporting industry decarbonisation through partnerships

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Reduce GHG emissions intensity AERCO _{2e} (CO _{2e} /tonne-nm) in our Shipping Operations ⁽¹⁾ by 40% by 2030 (versus a 2008 baseline)	17% reduction	Commitment in progress
Net-zero GHG emissions by 2050 (AET business and value chain)	On track	Commitment in progress
Our Aspiration	Our Performance	Commitment Status
Reduce absolute GHG emissions (million tonnes CO ₂) in our Shipping Operations by 40% by 2030 (versus a 2008 baseline)	17% reduction	Commitment in progress

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

In 2025, the maritime sector continued to navigate a complex and uneven transition towards decarbonisation. While regulatory momentum is building through regional regimes such as the EU Emissions Trading System (ETS) and FuelEU Maritime, global alignment under the IMO Net-Zero Framework remains under development (see the [Navigating Maritime Regulatory Uncertainty the AET Way](#) chapter). At the same time, the availability and cost of low-carbon fuels, the readiness of supporting infrastructure, and technology maturity continue to shape investment decisions and operational strategies across the industry.

Geopolitical developments and disruptions to global trade routes have further increased operational complexity, in some cases leading to rerouting of vessels and higher fuel consumption. Together with persistent cost pressures and evolving customer expectations, this reinforces the need for a disciplined and adaptive approach to decarbonisation.

While we firmly believe in the energy transition towards a lower-carbon future, we remain focused on advancing practical decarbonisation pathways and actively managing transition risks.

Our decarbonisation approach is underpinned by a commitment to achieving net-zero emissions across our

operations and value chain by 2050. This is supported by an interim target to reduce Scope 1 emissions intensity by 40% and an aspiration for a 40% absolute reduction in Scope 1 GHG emissions both against a 2008 baseline achieved by 2030.

Our pathway is multi-faceted and technology neutral. As one of the early movers in dual-fuel vessels, we are investing in Liquefied Natural Gas (LNG) dual-fuel vessels with the flexibility to adopt bio-LNG and e-LNG over time, while pioneering ammonia dual-fuel newbuilds and exploring ethanol-powered vessels. We are also utilising biofuels within our fuel mix. Meanwhile, we continue to retrofit existing vessels with energy-saving technologies to enhance fuel efficiency and are advancing electrification of selected vessels to further manage our carbon footprint. Beyond our fleet, we engage with charterers, fuel suppliers, shipyards and technology partners to support decarbonisation across our value chain, so that we drive emissions reduction that is beyond our direct control through collaboration.

We recognise that progress towards our decarbonisation targets is closely linked to broader industry and regulatory developments. We therefore adopt a partnership-led, commercially-disciplined approach, working closely with customers to co-develop win-win solutions that balance risk and return, while enabling long-term charter backing for low-carbon investments.

⁽¹⁾ Refers to all owned vessels in our Petroleum and Product fleet

TOWARDS DECARBONISATION

Our Net-Zero Pathway Towards 2050

Our transition to net-zero by 2050 is structured around levers that will enable us to achieve our ambitions, with a clear understanding of the external dependencies that shape our operating environment. This pathway covers emissions across our operations and associated value chain.

We prioritise emissions reduction in areas within our control, while actively engaging customers and value chain partners to unlock reduction opportunities beyond our direct operations.

Our approach focuses on maximising abatement through operational improvements, fleet renewal and fuel transition.

This is complemented by the adoption of direct emissions reduction technologies, including methane abatement, as these solutions reach technical maturity and commercial viability.

Residual emissions that cannot be eliminated through operational and technological measures are expected to be addressed through the selective use of high-quality carbon offsets to support our net-zero ambition.

Reducing Emissions from Our Shipping Operations

Reducing emissions from our Shipping Operations is central to our decarbonisation strategy, as these emissions represent the largest share of our total GHG footprint (see more in Our GHG Performance section). We adopt a Tiered Decarbonisation Strategy that classifies technologies and initiatives into Foundational, Advanced and Transformational tiers based on their maturity and scalability for deployment across our fleet.

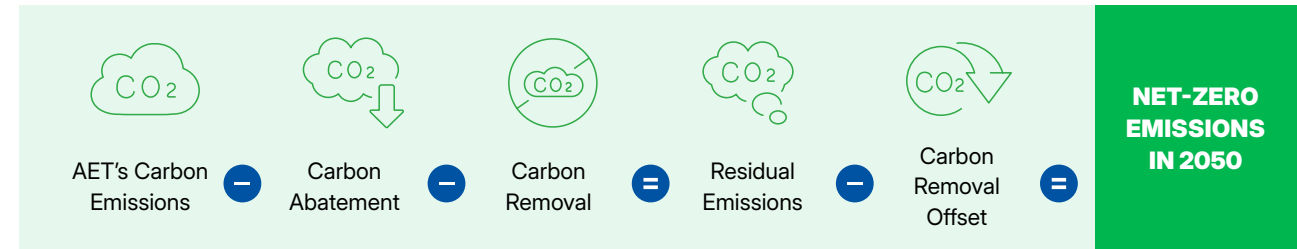
- **Tier 1 Foundational:** Established initiatives such as energy efficiency measures are being integrated onboard our vessels
- **Tier 2 Advanced:** Novel initiatives such as Wind-Assisted Propulsion Systems (WAPS)
- **Tier 3 Transformational:** Initiatives in early-stage development that may be implemented as they mature such as ammonia dual-fuel systems

This framework is continuously reviewed to reflect technological developments and market readiness.

Our current transition approach under this framework focuses on two key decarbonisation drivers:

- Energy efficiency initiatives
- Low-carbon energy

AET'S NET-ZERO PATHWAY TOWARDS 2050



OVERVIEW OF DECARBONISATION DRIVERS WITH REDUCTION POTENTIAL

ENERGY EFFICIENCY INITIATIVES		LOW-CARBON ENERGY		
Operational Initiatives Examples: <ul style="list-style-type: none"> • Route optimisation • Hull cleaning • Weather routing 	Technological Initiatives Examples: <ul style="list-style-type: none"> • Propeller Boss Cap Fins (PBCF) • Pre-swirl duct • Ultrasonic antifouling technology • WAPS 	Dual-fuel Vessel Retrofit and Rejuvenation Examples: <ul style="list-style-type: none"> • Dual-fuel vessel retrofit for LNG (including bio-LNG and e-LNG), ammonia and ethanol • Dual-fuel newbuilds for LNG (including bio-LNG and e-LNG), ammonia and ethanol 	Low-Carbon Technology Examples: <ul style="list-style-type: none"> • Vessel electrification • Methane abatement 	Low-Carbon Drop-In Fuels Example: <ul style="list-style-type: none"> • Biofuel as drop-in fuel
1% - 5% ⁽¹⁾ potential GHG reduction		Reduction potential varies based on the proportion and types of low-carbon energy used ⁽¹⁾		

⁽¹⁾ The estimated emissions reduction potential is indicative and may vary in practice. Actual reduction depends on factors including vessel age and technical configuration, operating profile and trading pattern, and the proportion and type of low-carbon energy used

TOWARDS DECARBONISATION

These drivers reflect the combination of measures within our operational control and solutions that depend on broader industry and ecosystem developments.

In the near term, energy efficiency initiatives are expected to deliver the most immediate and reliable emissions reductions. Over time, the transition to low-carbon fuels and emerging technologies will become increasingly important to achieve deeper decarbonisation.

The adoption of low-carbon fuels — such as ammonia, ethanol and sustainable biofuels — will be shaped by their commercial availability, technical readiness for shipboard use and the pace of supporting infrastructure development across bunkering hubs. Cost competitiveness, safety standards and fuel supply scalability will be equally critical in determining the timing and extent of deployment across the global fleet.

No single driver is sufficient on its own. Achieving our long-term ambition will require a combination of operational improvements, fuel transition and technological innovation.

ENERGY EFFICIENCY OPERATIONAL AND TECHNOLOGICAL INITIATIVES

As our decarbonisation journey evolves, we have identified that improving the efficiency of our operations and assets can play a significant role in helping us achieve our near-term aspirations. We will therefore place greater emphasis on efficiency measures that can deliver tangible emissions reductions.

We continue to introduce a broad range of energy efficiency initiatives across our fleet. Our initiatives encompass two complementary pillars:

- Enhancing vessel technical performance through design and retrofits:** This focuses on enhancing vessel energy efficiency through material design improvements and the implementation of energy-saving retrofits. A structured fleet retrofit plan has been established to guide the integration of these solutions across the fleet. This includes both proven energy-saving technologies and the piloting of advanced, innovative solutions such as wind-assistance technologies.
- Driving operational efficiency through data and digitalisation:** This focuses on improving operational efficiency through fleet digitalisation and data integration. It involves deploying high-frequency data logging, monitoring systems and analytics to support performance monitoring, voyage optimisation and other data-driven operational improvement measures across the fleet.

Efficiency performance is continuously monitored and assessed against regulatory requirements, including compliance with the International Maritime Organization's (IMO) Carbon Intensity Indicator (CII), to ensure alignment with evolving industry standards.

We continued to ramp up the implementation of energy efficiency and low-carbon initiatives across our fleet, implementing 17 decarbonisation initiatives in 2025, compared to four in 2024. We have installed more than 90 energy-saving devices and deployed over 20 technologies fleetwide since 2007.

2025 PROGRESS HIGHLIGHTS

INITIATIVES	HOW IT WORKS	OUR PROGRESS IN 2025
Antifouling and Ultra-Low Friction Coatings	Advanced hull coatings to prevent marine organism attachment and create a smoother hull surface, reducing hydrodynamic drag and fuel consumption while improving vessel efficiency.	Applied on five existing vessels.
Cold Ironing	Enables docked vessels to shut down onboard diesel generators and connect to shore-based electricity, reducing emissions, fuel use, noise and air pollutants such as nitrogen oxides and particulate matter.	At our Galveston, Texas facility, AET Offshore Services continues to utilise onshore electrical power for Lightering Supporting Vessels (LSV) while docked. This has reduced GHG emissions at AET Offshore Services by 89% compared to operating on onboard auxiliary engines for power while vessels are docked.
Fuel Additives	Chemical additives are blended into fuel to enhance combustion efficiency and lower emissions, contributing to improved vessel performance.	New additives from Aderco were trialled in 2025 in an ongoing evaluation programme.
Graphene-Based Propeller Coating	Specialised propeller coatings to maintain a smooth propeller surface. This reduces drag and cavitation erosion, thereby improving fuel efficiency and lowering emissions.	Trial application completed.
Shipshave	A semi-autonomous, crew-operated grooming robot that cleans vessel hulls during transit to prevent biofouling. This significantly reduces hydrodynamic drag and fuel consumption without operational downtime.	Implemented on multiple existing vessels.

TOWARDS DECARBONISATION

INITIATIVES	HOW IT WORKS	OUR PROGRESS IN 2025
Mewis Duct	An advanced pre-swirl duct with integrated fins that optimises wake flow before water reaches the propeller, improving thrust and propulsion efficiency while reducing fuel consumption.	Installed on two existing vessels.
PBCF	Fitted to the propeller hub to reduce hub vortex formation and recover rotational energy, improving propulsive efficiency and reducing fuel consumption.	Installed on two existing vessels.
PureMetrics Emissions Tracking Technology	Advanced emissions monitoring system capturing real-time data from LNG dual-fuel vessels, enabling assessment of methane slip levels and other emissions-related performance metrics.	Investment and partnership with Daphne. Installed on two of our vessels, covering both 2-stroke and 4-stroke engine families. In 2025 we continued the testing and calibration of the solution on our vessels.
Ultrasonic Anti-Fouling Technology	Uses ultrasonic waves to deter marine organism settlement on hull surfaces, reducing biofouling and associated drag.	Installed on four existing vessels.
WAPS	Utilises wind-harnessing technologies such as Flettner rotors, rigid sails or kites to supplement main propulsion, reducing fuel consumption and emissions.	Partnering with the Global Centre for Maritime Decarbonisation under the Pay-As-You-Save (PAYS) framework. Commercial and governance discussions are ongoing.

Fleet Digitalisation to Optimise Vessel Performance and Improve Fleet Reliability

In 2025, we took an important step in advancing data-driven operations through the deployment of the Fleet Digitalisation: High-Frequency Logging and Data Analytics project. This initiative introduces a foundational digital infrastructure designed to capture and analyse high-frequency vessel performance data, enabling us to monitor and optimise vessel performance at scale.

The programme leverages onboard data acquisition systems⁽¹⁾ to automatically capture more than 350 high-frequency data points, including engine performance, weather conditions and machinery data. This data is transmitted to AET's cloud-based Enterprise Data Hub (EDH) and analysed through an analytics platform to generate actionable insights.

Beyond monitoring fuel consumption, the system enables:

- Real-time performance monitoring and efficiency optimisation
- Identification of performance trends and anomalies
- Predictive maintenance through early detection of equipment issues
- Enhanced decision making for voyage and operational planning

This digital capability integrates with and amplifies the impact of other energy efficiency initiatives, creating a more cohesive and responsive optimisation ecosystem.

Following pilot deployment on two vessels, a phased roll-out to eight vessels is planned for 2026.

LOW-CARBON ENERGY VESSEL RETROFIT AND FLEET REJUVENATION

The second key lever in our decarbonisation strategy is the transition to low-carbon energy. For AET, this involves both rejuvenating its existing fleet and investing in newbuilds with the flexibility to adopt lower-carbon fuels.

The pace and economics of this transition are shaped by a range of external factors. These include our customers'

willingness to share the associated cost premium, which is in turn influenced by regulatory developments and development of industry standards. In parallel, the scaling of green fuel production and supporting infrastructure remains dependent on continued innovation and investment across the broader energy ecosystem. The postponement of a decision on the IMO Net-Zero Framework in October 2025 introduced continued uncertainty around the timing and scale of the maritime energy transition.

TOWARDS DECARBONISATION

Against this backdrop, we continue to invest in dual-fuel capable or ready assets⁽¹⁾, while monitoring regulatory developments and assessing the potential implications for us.

Since 2017, AET has invested over US\$1.5 billion in dual-fuel assets. We currently own nine LNG dual-fuel vessels that were among the world's first newbuilds and operate 13 LNG dual-fuel vessels. We also have two owned LNG dual-fuel newbuilds and two in-charterers for LNG dual-fuel newbuilds currently under construction.

LNG is one of several fuel transition pathways AET is pursuing, alongside ammonia and other emerging low-carbon fuels. When operating on LNG, dual-fuel vessels emit approximately 14% to 23% less GHG on a well-to-wake (WTW) basis than those using conventional marine fuels, while significantly reducing particulate matter (PM), sulphur oxides (SO_x) and nitrogen oxides (NO_x)⁽²⁾.

In 2025, we signed shipbuilding agreements with Samsung Heavy Industries (SHI) for the construction of two LNG dual-fuel Suezmax tankers. Upon delivery, AET will have dual-fuel capability in all the tanker segments it operates in: Aframax, Dynamic Positioning Shuttle Tanker (DPST), Suezmax and Very Large Crude Carrier (VLCC).

In February 2026, we successfully completed our first bio-LNG trial on one of our LNG dual-fuel VLCCs, marking

an important step in validating lower-carbon fuel pathways within our existing fleet. While LNG serves as a transition fuel, its role is evolving as the industry shifts towards WTW emissions accounting under FuelEU Maritime and the proposed IMO Net-Zero Framework. In this context, bio-LNG offers the potential for significantly lower lifecycle emissions compared to conventional LNG, enabling our LNG dual-fuel vessels to further reduce their carbon footprint without requiring any major modifications. This reinforces the value of our investment in dual-fuel assets, positioning our fleet to adopt lower-carbon fuel alternatives as they become more widely available.

We are also the world's first shipping company to order ammonia dual-fuel Aframax, which will launch from 2028. They provide charterers with the ability to significantly reduce their GHG emissions by up to 95% on a tank-to-wake (TtW) basis⁽³⁾ and up to 61% on a WTW basis⁽⁴⁾, while potentially benefiting from significant savings under mandatory carbon pricing regimes such as the EU FuelEU Maritime and Emissions Trading (EU ETS) schemes.

In late 2025, we signed an agreement for our first hybrid-electric DPST, designed to be dual-fuel ethanol-ready. The agreement was inked with Dalian Shipbuilding Industry Corp. for the construction of a hybrid-battery 154,000-deadweight-tonne Suezmax DPST equipped with a battery-hybrid system, with projected delivery in 2028.

In addition to our owned fleet, we extend this approach to our in-chartering strategy. Where commercially and operationally viable, we consider chartering in of dual-fuel vessels to enhance fuel flexibility and support lower-emission operations. This complements our continued investment in dual-fuel capacity among our own vessels. For example, we recently added two dual-fuel in-charter newbuilds to our fleet, which lifts our fleet of dual-fuel ships to 21.

ELECTRIFICATION OF OUR FLEET

Electrification represents a complementary pathway to reduce emissions, particularly for specific vessel types and operational profiles.

In partnership with Fleetzero, we are developing a plug-in hybrid-electric solution for one of our Lightering Support Vessels (LSV). The retrofit is expected to reduce TtW GHG emissions by approximately 82% when compared to conventional LSVs⁽⁵⁾, avoiding 1,220 tonnes of GHG emissions per year, while significantly reducing fuel consumption and maintenance costs⁽³⁾.

By early 2026, the project has progressed from conceptual design to execution stage, with the delivery of Lithium Iron Phosphate (LFP) battery cells as a key procurement milestone. The project remains on track for submission of the final regulatory plan packages for Class review.

Our first hybrid-electric DPST, designed to be dual-fuel ethanol-ready, will utilise an onboard energy storage system. This will optimise the usage of conventional fuel-based generators onboard by smoothing out peaks and troughs in power demand during operations through the use of batteries. In addition to optimising engine fuel efficiency it will enhance emissions performance and operational flexibility. Based on preliminary assessments under an ongoing joint study with DNV, this configuration is expected to deliver fuel savings in the range of approximately 18%-22%⁽⁶⁾ during dynamic positioning operations.

LOW-CARBON DROP-IN FUELS

Drop-in biofuels provide an immediate pathway to reduce emissions without requiring significant modifications to existing vessels.

In 2025, we utilised approximately 3,169 tonnes of biofuel blends (B24 and B30), contributing to improved Carbon Intensity Indicator (CII) ratings and measurable GHG emissions reduction of approximately 1,817 tonnes. While biofuels can deliver substantial lifecycle emissions reductions — up to 80%⁽⁷⁾ with B100⁽⁸⁾ biofuel source — their broader adoption remains influenced by cost, availability and scalability considerations.

⁽¹⁾ Dual-fuel capable refers to vessels that are equipped with engines and integrated fuel systems (including tanks and piping) to operate on two fuel types, typically conventional fuel and a low-carbon alternative, upon delivery

Dual-fuel ready refers to vessels that are built to be converted to dual-fuel capable at a later date. This includes engine preparation and structural "space-on-board" reservations for future fuel tanks and gas supply systems, reducing the complexity and cost of future retrofits

⁽²⁾ Emissions reductions on a well-to-wake basis for 2-stroke slow-speed engines: SEA-LNG & SGMF/Sphera, 2nd Life Cycle GHG Emission Study on the Use of LNG as Marine Fuel (2021)

⁽³⁾ Source: ClassNK Alternative Fuels Insight February 2025

⁽⁴⁾ Source: SGMF/Sphera: Lifecycle GHG Emission Study on the Use of Ammonia as a Marine Fuel (2024)

⁽⁵⁾ Reduction in fuel consumption, CO₂ emissions and maintenance costs in comparison with traditionally-run LSVs based on Fleetzero's operational assumptions

⁽⁶⁾ These estimates remain subject to further validation as the system configuration is finalised and operational performance is tested

⁽⁷⁾ Source: Bound4blue

⁽⁸⁾ Biofuels are classified according to the biofuel % as a percentage of the overall fuel volume when mixed with conventional fuels, for example B100 is 100% biofuel

TOWARDS DECARBONISATION

Supporting Industry Decarbonisation Through Partnerships

The transition to low-carbon shipping is shaped by interdependent factors across the maritime value chain as described above. Progress will require coordinated action across the maritime ecosystem, supported by partnerships and shared commitment. A significant portion of our value chain emissions (Scope 3) is influenced by the energy choices and decarbonisation progress of our suppliers.

To support decarbonisation in the maritime ecosystem, we actively participate in industry forums to advocate for change and influence the industry. For example, AET is involved in the Clean Energy Marine Hubs (CEM-HUBS), a cross-sector public-private platform bringing together industry leaders and policymakers to accelerate the development of green fuel supply chains and de-risk investments across the energy-maritime ecosystem. AET's President and CEO, Nick Potter, is part of the industry task force leading this initiative.

We also work with shipyards, engine manufacturers and vendors to address the operational complexities associated with new fuels and emerging technologies. This includes efforts to standardise technical interfaces and reduce integration risks as the industry transitions. We also work with partners, such as WinGD, Fleetzero and Daphne, to pilot and scale innovative solutions, leveraging our vessels as testbeds to validate technologies and support their commercial readiness.

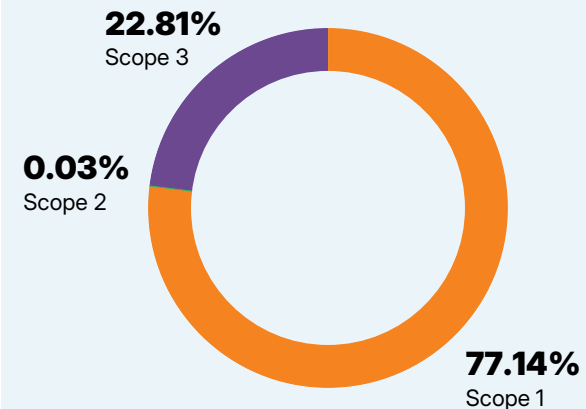
Our GHG Performance

Our GHG emissions come from a range of sources including: the fuel used onboard our ships (Scope 1), energy used in our offices (Scope 2) and the emissions created through our value chain (Scope 3). Given our far-reaching targets for decarbonisation, we are focusing our effort in areas that are most material and where we have the greatest influence over reducing emissions.

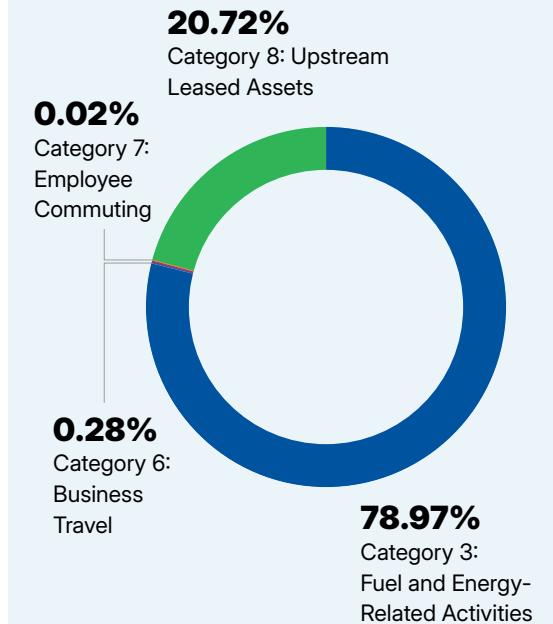
Scope 1 makes up 77.14% of our total estimated emissions and Scope 2 makes up 0.03%. We estimate that Scope 3 makes up 22.81% of our total emissions. Overall, 99.88% (Scope 1 and Scope 3 - Category 3 and Category 8) of our total reported emissions is attributed to fuel usage and its associated upstream emissions in our Shipping Operations. No emissions were recorded under Category 2 and Category 15 for 2025. These categories remain relevant to our business, and we continue to monitor and disclose them as applicable in future reporting periods.

[Read more about our GHG performance in the Climate-Related Financial Disclosures chapter.](#)

TOTAL GHG FOOTPRINT BREAKDOWN



SCOPE 3 EMISSIONS BREAKDOWN BY CATEGORY



PROMOTING A CIRCULAR ECONOMY



SUSTAINABILITY PILLAR — ENVIRONMENT

WHY IT MATTERS

At AET we are committed to the sustainable consumption of natural resources to limit the impact our operations have on the environments we work in, so as to support our licence to operate.

OUR AMBITION

We strive to reduce our environmental footprint through resource efficiency, our procurement policies, recycling and other circular consumption models in both our shipping and non-shipping operations.

HOW WE ARE REALISING OUR AMBITION

- Reducing waste and water impact from our Shipping Operations
- Reducing waste impact from AET Offshore
- Ensuring environmental compliance in ship recycling

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Shipping Operations ⁽¹⁾ : Reduce plastic waste generation (m ³ /vessel/month) by 28% in 2025 (versus 2019 baseline)	15% reduction	○ Not meeting commitment
Shipping Operations ⁽¹⁾ : Reduce paper consumption (ream/vessel/month) by 37% in 2025 (versus 2019 baseline)	36% reduction	○ Not meeting commitment
Ensure all ship recycling complies with the Hong Kong Convention ⁽²⁾	Ship recycling guidelines in place, no ship recycling in 2025	● Meeting commitment
AET Offshore operations: Maintain an annual 4R (Refuse, Reduce, Reuse, Recycle) rate of >95% of hazardous wastes generated	100%	● Meeting commitment
AET Offshore operations: Increase the annual 4R rate of non-hazardous wastes generated to 60% in 2025 from 10% in 2018	57%	○ Not meeting commitment

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

A circular economy focuses on reducing waste and pollution, extending the lifecycle of products and materials, and regenerating natural systems. At AET, we apply these principles by optimising the use of resources across our operations and promoting responsible management of materials throughout the lifecycle of our assets.

As a tanker owner, our primary environmental impact arises from our vessels across three phases. The first occurs during vessel construction, where design choices and material selection can influence durability, operational efficiency and eventual recyclability. Advances in shipbuilding, including the use of lower-impact materials and implementation of energy efficiency devices, can help extend vessel lifespan and reduce environmental impacts during operations and at the end of vessel life.

The second is during vessels' operational life, where energy use, water consumption and waste generation are managed in collaboration with our ship managers. The third phase occurs when vessels reach the end of their operational life, where responsible ship recycling practices are essential to minimise environmental and social impacts.

Environmental impacts are also generated by our AET Offshore unit, which operates a warehouse and provides Ship-to-Ship services in the U.S. Gulf, as well as through waste produced by our global offices that support our business operations.

In short, AET contributes to the circular economy through responsible waste management during vessel operations, circular practices onshore, and the responsible recycling of vessels at the end of their lifecycle.

Reducing Waste and Water Impact From Our Shipping Operations

Working closely with our ship management partners, we manage all ship-generated waste in accordance with the International Convention for the Prevention of Pollution from Ships (MARPOL), ensuring waste is handled responsibly throughout its lifecycle.

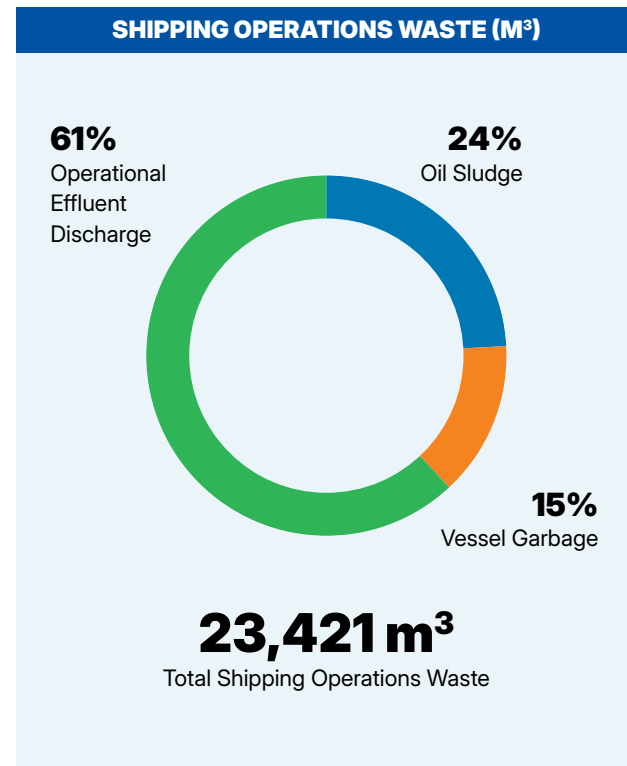
Each vessel operates under a dedicated garbage management plan that governs waste segregation, storage and disposal. Wherever practicable, waste is landed ashore at approved reception facilities for recycling, treatment or recovery. Waste streams that cannot be landed are managed onboard using IMO-compliant incinerators, while food waste is discharged to the ocean strictly in line with MARPOL Annex V requirements.

Beyond regulatory compliance, we actively encourage practices that reduce waste at the source. These include minimising single-use plastics, favouring reusable or biodegradable alternatives, and working with suppliers to reduce packaging through bulk delivery and the use of reusable materials. It also means changes in consumption habits, for example providing drinking water with reusable containers onboard rather than providing individual water bottles and using refillable containers for cleaning chemicals rather than disposable ones.

⁽¹⁾ Shipping Operations encompasses operations onboard all our owned vessels

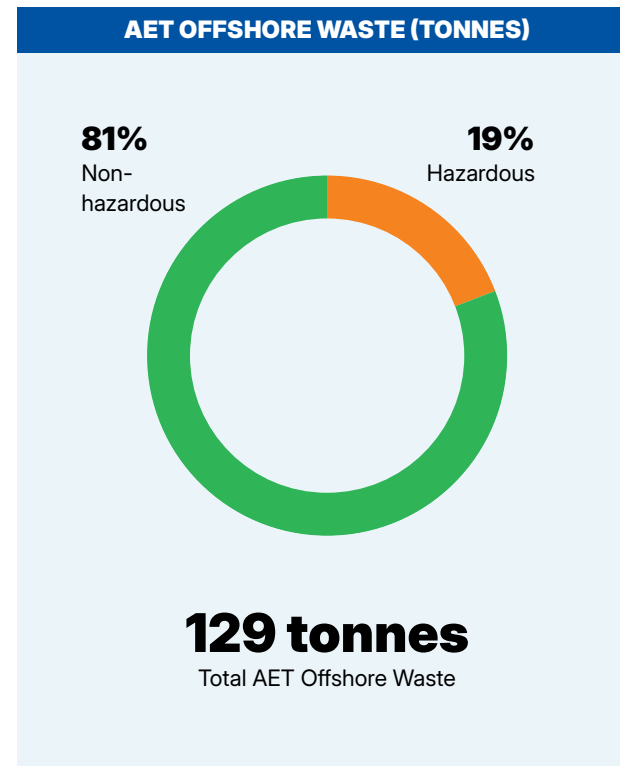
⁽²⁾ Refers to the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships

PROMOTING A CIRCULAR ECONOMY



Waste generated onboard is categorised into defined streams, including operational effluent discharge, oil sludge and vessel garbage, enabling consistent monitoring and control. In 2025, our Shipping Operations generated 23,421 m³ of waste.

We have continued to advance the digitalisation of onboard processes to reduce paper consumption. The Permit-to-Work



(PTW) process has been progressively digitalised through the SOL-X system, with 80.4% of our MISC Marine-managed vessels equipped with the application as of 2025.

While this has reduced reliance on paper-based workflows, certain operational and regulatory constraints remain. In some jurisdictions, physical documentation is still required for compliance purposes, limiting the extent of digital adoption.

In addition, sourcing viable alternatives to single-use plastic items continues to be challenging for certain consumable categories. We will continue to monitor developments and work with suppliers to identify more sustainable options where feasible.

In terms of water-related impacts, our vessels are designed to operate with minimal reliance on shore-based freshwater supplies. Potable water is primarily produced onboard through freshwater generators using seawater, significantly reducing the need to source water from ports and limiting pressure on local water resources. Due to this approach, we do not consider our freshwater withdrawal to have a material impact on the environment.

Wastewater management is governed by strict international standards. All sewage and wastewater generated onboard is treated through approved systems before discharge, in full compliance with IMO MARPOL Annex IV requirements. Discharge only occurs at regulated distances from land, ensuring the protection of marine environments.

Our disciplined approach to waste and water management forms part of a broader commitment to preventing marine pollution across our operations, including the avoidance of oil spills and operational discharges. This commitment is reflected in our long-standing track record in environmental performance. In 2025, 52 of our vessels received the Chamber of Shipping of America (CSA) Environmental Achievement Award for sustained high standards in pollution prevention and environmental performance. This recognition reinforces our commitment to protecting the marine environment through disciplined operations and continuous vigilance. This is our 19th consecutive year receiving this recognition.

Reducing Waste Generated by AET Offshore

At AET Offshore, waste can be grouped into four main categories:

- Domestic waste from Lightering Support Vessels (LSVs) and marine headquarters ashore
- Wooden pallets and plastic wraps that we receive from our suppliers
- Lubricant oils and filters from our LSVs
- Used wire ropes, rubber fenders and tires from our Ship-to-Ship (STS) operations

Waste management at AET Offshore is guided by a clear hierarchy: Refuse, Reduce, Reuse and Recycle. This approach prioritises waste prevention and material recovery, ensuring waste streams are managed as resources wherever possible.

Through the consistent application of this framework, AET Offshore achieved 100% 4R performance for hazardous waste management and continued to improve its recycling performance across non-hazardous waste streams. The overall waste recycling rate was 60% in 2025, compared to 31% in 2024. We are pleased to report a 100% recycling rate for our wood, rubber and metal wastes.

PROMOTING A CIRCULAR ECONOMY



AET Offshore facility and centre of excellence for lightering support in Galveston, Texas

The improvement is the result of several initiatives. They include the reuse and recycling of pallet waste, digitisation to reduce paper usage and the implementation of a no single-use plastic bottle policy for meetings and briefings.

While most of our waste management initiatives are well established, managing packaging waste from supplier deliveries remains an area for improvement. To address this challenge, we are working with suppliers to reduce single-use plastic packaging and explore more environmentally friendly alternatives.

Another challenge lies in ensuring downstream traceability for recycled waste. While we are meticulous in segregating our waste, the final destination of recycled materials depends on local recycling infrastructure. To strengthen oversight, we actively seek partnerships with private recycling providers and continue to assess the reliability of local recycling facilities.

Looking ahead, we will continue to educate frontline personnel on waste segregation, strengthen monitoring of waste streams and work with suppliers and recycling partners to improve waste traceability.

Beyond waste management, we also focus on reducing emissions, noise and fuel consumption when vessels are berthed. Where available and technically compatible, we utilise shore power to operate vessels in port, instead of using onboard generators powered by Marine Gas Oil.

When connected to shore power, ships can switch off auxiliary engines, eliminating exhaust emissions such as carbon dioxide, nitrogen oxides, sulphur oxides and particulate matter. This improves local air quality and reduces greenhouse gas (GHG) emissions, while lowering occupational exposure to pollutants for the crew. Reduced engine running hours also contribute to lower maintenance requirements and operating costs.

In 2025, four Lightering Supporting Vessels (LSV) in our fleet utilised shore power. This has resulted in an estimated 89% GHG emissions avoidance in 2025 and eliminated noise onboard, thereby helping to create a healthier working environment for our LSV crew.

Ensuring Environmental Compliance in Ship Recycling

Responsible ship recycling is a critical element of a circular economy for shipping. When vessels reach the end of their operational life, we prioritise practices that protect both the environment and human health.

Our approach is aligned with the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships 2009 (Hong Kong Convention), which entered into force in 2025.

To prepare for this, we established a Ship Recycling Policy aligned with international requirements and adopted the MISC Group Ship Recycling Guidelines which set principles for responsible ship recycling, docking and repair activities. These include maintaining an inventory of hazardous materials, using approved recycling yards and exercising monitoring rights over the recycling process. In 2025, no AET vessels were recycled.

Most preferred



Least preferred



REFUSE

Avoid generation of waste by refusing to use items that are not needed.



REDUCE

Generate less waste through more efficient practices.



REUSE

Use material or product that is reusable in its original form.



RECYCLE

Convert waste into usable materials.

BIODIVERSITY CONSERVATION



SUSTAINABILITY PILLAR — ENVIRONMENT

WHY IT MATTERS

Ocean health and biodiversity are important to AET due to the interaction between our Shipping Operations and the ocean environment. If not properly controlled, this interaction has the potential to adversely impact marine habitats which in turn may impact our licence to operate.

OUR AMBITION

We seek to minimise the impact our Shipping Operations have on the marine environment and support our employees in having a positive impact on marine biodiversity.

HOW WE ARE REALISING OUR AMBITION

- Transitioning to cleaner energy
- Regulatory compliance and ship-level environmental management
- Conserving marine biodiversity
- Strengthening our approach to nature

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Zero pollution from major ⁽¹⁾ spills on our vessels	Zero	Meeting commitment
Local biodiversity conservation programmes for staff	<ul style="list-style-type: none"> • Partnership with Galveston Bay Foundation to restore damaged coastal structure • Completion of beach clean-ups by our Galveston and Rio offices 	Meeting commitment

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

As a shipowner and operator, AET's business is intrinsically linked to the ocean and coastal regions. We recognise the importance of protecting marine ecosystems and natural capital to ensure the sustainability of our marine operations and long-term business continuity.

While shipping remains one of the most carbon-efficient transportation modes, our maritime activities still have potential impacts on marine ecosystems. Our impact on biodiversity arises primarily from our Shipping Operations, including the generation of emissions, underwater noise, waste, ballast water exchange and wastewater discharge, all of which may adversely affect marine habitats and ecosystems.

Our approach to biodiversity conservation focuses on minimising environmental impacts from our operations, complying with international maritime regulations on pollution prevention, and continuously improving operational practices to protect marine ecosystems.

Transitioning to Cleaner Energy

To reduce nature-related impacts from our operations, we are progressively transitioning to cleaner fuels and energy sources as part of our Tiered Decarbonisation Strategy (see more in the [Towards Decarbonisation chapter](#)).

In addition to greenhouse gases (GHG) emissions, conventionally fuelled vessels emit air pollutants that can lead to air pollution at a local level, such as sulphur oxides (SO_x), nitrogen oxides (NO_x),

and particulate matter (PM), which may pollute marine and coastal ecosystems. Transitioning to cleaner energy sources, including LNG, ammonia, ethanol, biofuel and electrification, helps reduce these pollutants and supports healthier marine and coastal environments.

For example, when operating on LNG, by design dual-fuel vessels can emit between 14% and 23% less GHG on a well-to-wake (WTW) basis than those using conventional marine fuels, while significantly reducing PM, SO_x and NO_x.⁽²⁾ Electrification of propulsion systems can further reduce underwater noise during vessel operations, helping to minimise disturbance to marine species.

As part of our transition to cleaner energy, LNG dual-fuel vessels and biofuels are already deployed in selected operations to reduce emissions and associated environmental impacts. In parallel, we are advancing the testing and pilot deployment of electrification solutions, including hybrid-electric configurations, to improve energy efficiency and reduce underwater noise in specific operating contexts. Looking ahead, we are preparing for the adoption of next-generation fuels such as ammonia and ethanol, supported by ongoing engagement with technology partners, shipyards and fuel suppliers to assess their technical feasibility, safety requirements and infrastructure readiness. Beyond climate benefits, these efforts also contribute to reducing broader environmental impacts, including air pollutants and operational disturbances to marine ecosystems. We remain mindful of potential upstream impacts associated with alternative fuels, such as biofuel feedstock sourcing, and will continue to assess sustainability considerations across the value chain as adoption increases.

⁽¹⁾ Spills are considered major if there is a loss of primary containment at or above the Tier 1 threshold quantity as per American Petroleum Institute (API) 754

⁽²⁾ Source: Emissions reductions on a Well-to-Wake basis for 2-stroke slow-speed engines: SEA-LNG & SGMF/Sphera, 2nd Life Cycle GHG Emission Study on the Use of LNG as Marine Fuel (2021)

BIODIVERSITY CONSERVATION

Regulatory Compliance and Ship-Level Environmental Management

AET manages biodiversity-related impacts through compliance with international maritime regulations and the implementation of ship-level environmental management practices. Our vessels operate in accordance with International Maritime Organization (IMO) regulations, including the MARPOL Convention, which governs the prevention of pollution from ships, including air emissions, wastewater discharge and garbage management ([see more on our waste and wastewater management in the Circular Economy chapter](#)).

To minimise the risk of invasive species transfer between marine ecosystems, all AET vessels are equipped with Ballast Water Treatment Systems (BWTS) and operate in line with the IMO Ballast Water Management Convention. These systems treat ballast water before discharge to prevent the spread of non-native marine organisms into coastal environments.

Working closely with our ship managers, we also implement operational environmental management practices across our fleet, including waste segregation and recycling, reduced paper usage, and the use of shore power ("cold ironing"⁽¹⁾) where available. These measures support continuous improvement in environmental performance while helping to reduce operational impacts on marine ecosystems.

Conserving Marine Biodiversity

Beyond operational controls, we support biodiversity conservation through targeted community investment initiatives ([see more in the Community Investment chapter](#)).

Our employees also contribute through volunteering activities, including participation in aquatic nursery programmes supporting regional habitat restoration.

In addition, we supported tree-planting initiatives in Malacca and Singapore, as well as beach clean-up activities across our locations.

Strengthening Our Approach to Nature

Given the close interaction between our operations and the marine environment, we recognise that the health of ocean ecosystems is integral to our long-term sustainability. Recent international developments, including the entry into force of the Agreement on Biodiversity Beyond National Jurisdiction (BBNJ), a global treaty aimed at conserving and managing marine biodiversity in areas beyond national jurisdiction, further reinforce the need for a structured approach to nature-related risk management.

While evolving regulations may increase compliance expectations, they also create opportunities to differentiate through stronger environmental performance and adoption of cleaner technologies.

To strengthen our approach, we will adopt the Taskforce on Nature-related Financial Disclosures (TNFD) as a guiding framework to evaluate and manage nature-related risks and opportunities. This builds on our established climate risk management practices under the Task Force on Climate-related Financial Disclosures (TCFD), extending our focus from climate to broader nature-related considerations. The adoption plan is being finalised jointly with our parent company MISC Berhad.

Restoring a Vital Coastal Habitat

In 2025, we continued our collaboration with Galveston Bay Foundation to restore coastal habitats at the Chocolate Bay Preserve in Texas. This initiative focuses on rehabilitating a damaged water control structure to reinstate the wetland's natural hydrological balance, which is critical for maintaining appropriate salinity levels and supporting native vegetation and wildlife. By restoring these conditions, the project helps recover habitats for coastal and marine species, improve ecosystem functionality and strengthen the preserve's role as a natural carbon sink, while enhancing coastal resilience against erosion and flooding.

The Chocolate Bay Preserve spans approximately 4,714 acres and supports diverse bird species, rare plants and marine life. Prior to restoration, damage to the water control structure had disrupted the natural exchange of freshwater and seawater, leading to imbalanced salinity levels and stress on sensitive habitats. If left unaddressed, this would have resulted in further habitat degradation and reduced biodiversity.

Through our funding support for repair works, the preserve's natural hydrology is being restored, enabling the recovery of native plant communities and improving habitat conditions for wildlife. These efforts contribute

to stabilising the ecosystem, enhancing its ability to support biodiversity and reinforcing its function as a long-term carbon sink. In addition, our employees contributed through volunteer efforts at the foundation's aquatic nursery, supporting the cultivation of native plants for wetland restoration across the region.

Through initiatives such as Chocolate Bay Preserve, we support tangible biodiversity outcomes by restoring degraded habitats, strengthening ecosystem resilience and contributing to the long-term health of coastal environments.

⁽¹⁾ Cold ironing is the connecting of a ship to onshore power supply and shutting down the ship's engines in order to decrease exhaust emissions and noise

HEALTH AND SAFETY



SUSTAINABILITY PILLAR — SOCIAL

WHY IT MATTERS

Safety is fundamental to how we operate. As a global shipowner operating in complex and high-risk environments, maintaining a strong health, safety and security performance is critical to protecting our people, safeguarding our assets and preserving our licence to operate.

OUR AMBITION

We are dedicated to fostering a Health, Safety, Security and Environment (HSSE) culture that promotes a healthy and safe environment for our employees, seafarers and contractors.

HOW WE ARE REALISING OUR AMBITION

- Establishing robust HSSE policies and processes
- Leading from the top on HSSE best practice
- Embedding a generative HSSE culture
- Proactively focusing on security and crisis management
- Promoting holistic well-being
- Next-generation training for safe operations

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Zero fatalities ⁽¹⁾	Zero	Meeting commitment
Lost Time Injury Frequency (LTIF) <0.22 (per 1 million man-hours) in 2025 ⁽¹⁾	0.36 ⁽²⁾	Not meeting commitment
Total Recordable Case Frequency (TRCF) <0.59 (per 1 million man-hours) in 2025 ⁽¹⁾	0.64 ⁽²⁾	Not meeting commitment

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

Our commitment to health and safety is embedded across our operations and anchored in clear governance and a robust management framework.

At AET, we aim to embed a generative HSSE culture where everyone consistently demonstrates safe and responsible behaviours, even in the absence of supervision. We believe this culture is key to achieving HSSE excellence.

Underpinning this culture, AET's Health, Safety and Environment (HSE) Policy and Security Policy provide the foundation for our approach to managing health, safety and security risks. Together, they set out the principles and expectations that guide safe, secure and environmentally responsible operations across our business.

Building on this foundation, we focus on key priorities that strengthen how health and safety are managed across the organisation. These include fostering a generative HSSE culture, embedding our "Care and Comply" behaviours, and reinforcing shared accountability between leadership and our workforce. Through visible leadership commitment and active employee engagement, we promote a culture where risks are proactively identified, managed and mitigated across all operational activities.

While we recorded no fatalities in 2025, our LTIF and TRIF performance did not meet targets, indicating areas where we can and must do better to meet our ambition of being a top-quartile industry performer. In response, we have strengthened our focus on HSSE excellence by incorporating cross-industry leadership practices, enhancing controls and introducing targeted interventions to address underlying risks.

These efforts are gaining traction, with a marked improvement observed in 2026, including zero LTIs recorded year-to-date.

Our approach is operationalised through our HSE Management System and Security Management System (SeMS), which are aligned with recognised industry standards and best practices, including those from International Association of Oil & Gas Producers (IOGP) and relevant ISO standards. These systems provide a structured and systematic framework for managing HSSE risks, including:

- Setting HSSE policies, objectives and performance expectations
- Defining roles, responsibilities and accountabilities across the organisation and value chain
- Implementing Life Saving Rules (LSR) as a condition of employment
- Identifying hazards and assessing risks, with controls applied in line with the As Low As Reasonably Practicable (ALARP) principle
- Planning and managing operational activities, including change management and emergency preparedness
- Conducting assurance activities and periodic reviews to evaluate system effectiveness and drive continuous improvement

We monitor our health and safety performance through a combination of leading and lagging metrics. Leading metrics (such as safety process audits that seek to reduce the risk of future incidents, and U See, U Act reporting) and lagging metrics (such as LTIF and TRCF) provide insight into past performance. Together, these metrics enable us to evaluate the effectiveness of our HSSE programmes and proactively manage potential risks.

⁽¹⁾ Our HSSE performance encompasses all employees and contractors across AET operations, including those from our ship managers. We also achieved zero incident at AET Offshore in 2025

⁽²⁾ The lost time injuries and total recordable cases increased, mainly due to finger injuries reported on our vessels. Immediate corrective actions have been implemented, and all incidents have been thoroughly investigated and documented

HEALTH AND SAFETY

Safety metric	Definition	Usage
Lost Time Injury Frequency (LTIF)	The rate of total number of Lost Time Injuries (LTI) per one million man-hours worked, where LTI refers to Fatalities, Permanent Partial Disabilities (PTD), Permanent Partial Disabilities (PPD) and Lost Workday Cases (LWC)	Provides a clear indication of the frequency of serious injuries in the workplace
Total Recordable Case Frequency (TRCF)	The rate of total number of Total Recordable Cases (TRC) per one million man-hours worked, where TRC refers to Fatalities, PTD, PPD, LWC, Restricted Workday Cases (RWC) and Medical Treatment Cases (MTC)	Provides a broader view of overall workplace safety by including both serious and minor incidents

Our health and safety responsibilities extend across our onshore employees, seafarers operating AET vessels through our ship management partners, and contractors working across our operations.

Seafarers onboard our vessels operate in complex and high-risk environments, with exposure to hazards such as manual work, confined spaces, equipment risks and challenging conditions at sea. Extended time offshore may also impact mental well-being, while security risks, including piracy, remain relevant in certain regions. As such, protecting the health and safety of our seafarers remains a top priority for AET. For our onshore workforce, we focus on maintaining safe workplaces while supporting overall well-being.

We strengthen our health and safety performance through continuous improvement initiatives, including incident investigations to identify root causes and prevent recurrence, close collaboration with ship management partners to share HSSE learnings, and the use of data analytics and near-miss reporting to proactively identify and mitigate risks.

HUMAN PERFORMANCE PRINCIPLES

- 1 **Error is Normal**
- 2 **Blame Fixes Nothing**
- 3 **Context Drives Behaviour**
- 4 **Learning and Improvement are Vital**
- 5 **How Leaders (You) Respond Matters**

In 2025, we introduced five Human Performance Principles to further strengthen our approach to health and safety. These five principles recognise that human error is normal and predictable, shift the focus from individual blame to systemic conditions, and enabling stronger learning and sustainable preventive actions.

OUR HSSE RULES AND COMMITMENTS

HSSE RULES



Do not look at mobile devices while walking



Do not use mobile phone while driving. Wear a seat belt and follow the speed limit.



Comply with Substance Misuse Policy



Do not smoke outside designated area



Comply with workplace cybersecurity requirements

HSSE COMMITMENTS



Ensure our workplace is safe and hazard free



Report unsafe conditions, unsafe acts and incidents



Segregate and dispose waste responsibly



Adopt behaviours that promote stress management and mental health



Practice journey management

HEALTH AND SAFETY

Establishing Robust HSSE Policies and Processes

AET's Health, Safety and Environment (HSE) Policy and Security Policy, both available on our website, guide our approach to health, safety and security.

Endorsed by our Board, these policies are embedded through our HSE Management System and Security Management System (SeMS), which establish the standards, procedures and controls used to manage HSSE risks consistently across our operations. They are further reinforced by our HSSE Rules & Commitments, including the AET Life Saving Rules, which promote greater safety awareness, accountability and proactive risk management in day-to-day activities. For vessel operations, our ship management partners maintain compliance with the International Maritime Organization (IMO)'s International Safety Management (ISM) Code through their Safety Management Systems (SMS)⁽¹⁾. These systems support the safe operation of our vessels by covering key elements such as occupational health and safety objectives, hazard identification and risk assessments, internal audits, incident investigations, training and emergency preparedness.

For shore-based operations, we conduct health risk assessments every five years to identify and address workplace health risks, with the latest assessment completed in 2022.

Our expectations also extend to contractors working on our behalf. Under our HSE Policy, contractors are required to comply with applicable HSSE laws and regulations and to implement appropriate measures to protect workers, the public and the environment from potential hazards.

Leading From the Top on HSSE Best Practice

Our commitment to safety is driven from the top. AET's Executive Leadership Team (ELT) reinforces HSSE priorities through regular ship visits, quarterly management walkabouts and ongoing engagement with employees and crews, strengthening leadership visibility and promoting consistent safety expectations.

HSSE performance is closely monitored through regular reporting, with key metrics embedded in our Balanced Scorecard and reviewed quarterly by the Board. This ensures strong oversight, accountability and timely responses to emerging risks. All incidents are treated with seriousness, with a focus on prompt action, learning and continuous improvement.

In 2025, our CEO hosted vessel townhalls with crews across multiple regions, reinforcing expectations on safety, operational excellence and crew well-being. These sessions also provide an open platform for dialogue, encouraging crews to raise concerns, share feedback and contribute to continuous improvement.

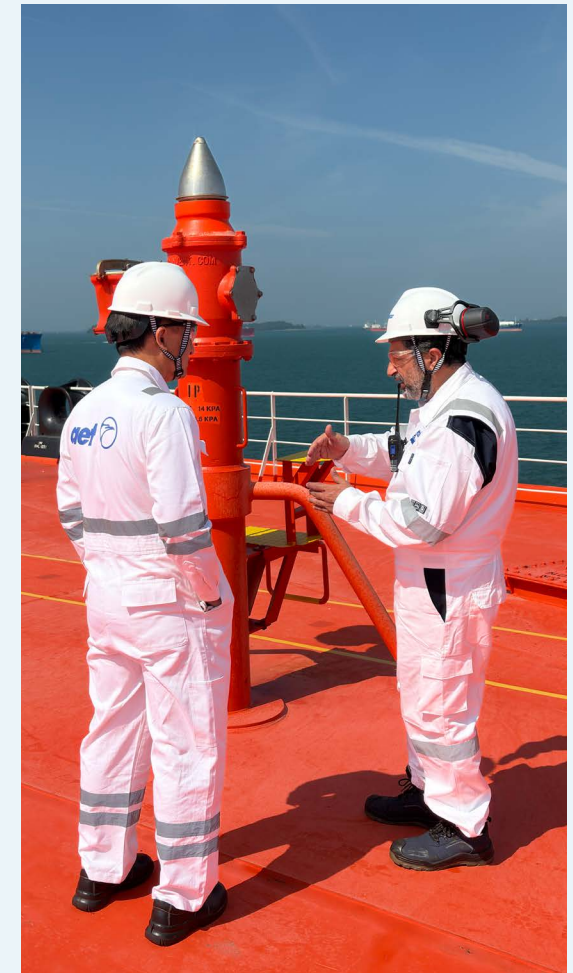
A Training Carnival on the Ocean: Strengthening HSSE Culture Onboard

To reinforce a culture where safety is a shared responsibility rather than a set of rules, AET launched the HSSE Ocean Carnival training programme in 2025. Conducted onboard our vessels, the initiative brought together AET ship crew alongside representatives from our parent company MISC Group and sister companies MISC Marine and MISC Gas for immersive, hands-on learning.

The five-day programme combined interactive learning with practical exposure to vessel operations. Through game-based challenges, facilitated discussions and scenario-based exercises, participants explore key HSSE principles, including risk management, the As Low As Reasonably Practicable (ALARP) approach and the hierarchy of controls. The sessions also focused on operational risk areas identified from recent incidents, particularly Line of Fire and Hand and Finger injuries.

Beyond technical training, the Ocean Carnival is designed to shift mindsets. It reinforces the view that people are not sources of error to be controlled, but active problem solvers who strengthen operational safety. Through collaborative exercises and applied learning, participants build situational awareness, enhance decision making and develop confidence to identify and manage risks proactively.

The pilot session was conducted onboard one of our vessels in 2025, bringing together ship and shore teams in a shared learning environment. Planned roll-out to additional vessels has been scheduled from April 2026.



⁽¹⁾ AET's vessels are operated by ship management partners who maintain SMS in compliance with the ISM Code. Accordingly, AET does not maintain a separate standalone SMS for vessel operations

HEALTH AND SAFETY

Embedding a Generative HSSE Culture

We are committed to fostering a generative HSSE culture where safety is embedded in everyday behaviours and decision making. This is underpinned by continuous engagement, training and empowerment of our workforce.

Our model of generative HSSE culture comprises three focus areas, namely Role Model HSSE, Build Psychological Safety, and Conscious Risk Awareness. The model is materialised through five Generative HSSE Culture Behaviours (5GCBs), which are a set of behaviours that drive the actions of employees and contractors towards achieving zero HSSE incidents.

All employees undergo HSSE induction, supported by ongoing training programmes to reinforce risk awareness and safe practices. In 2025, we rolled out a Generative HSSE Culture programme across the organisation, strengthening a shared understanding of safety responsibilities. This approach is being progressively extended to our ship management partners to promote consistent safety standards across our fleet.

We reinforce this culture through structured engagement platforms, including Safety Moments, Safety Huddles and

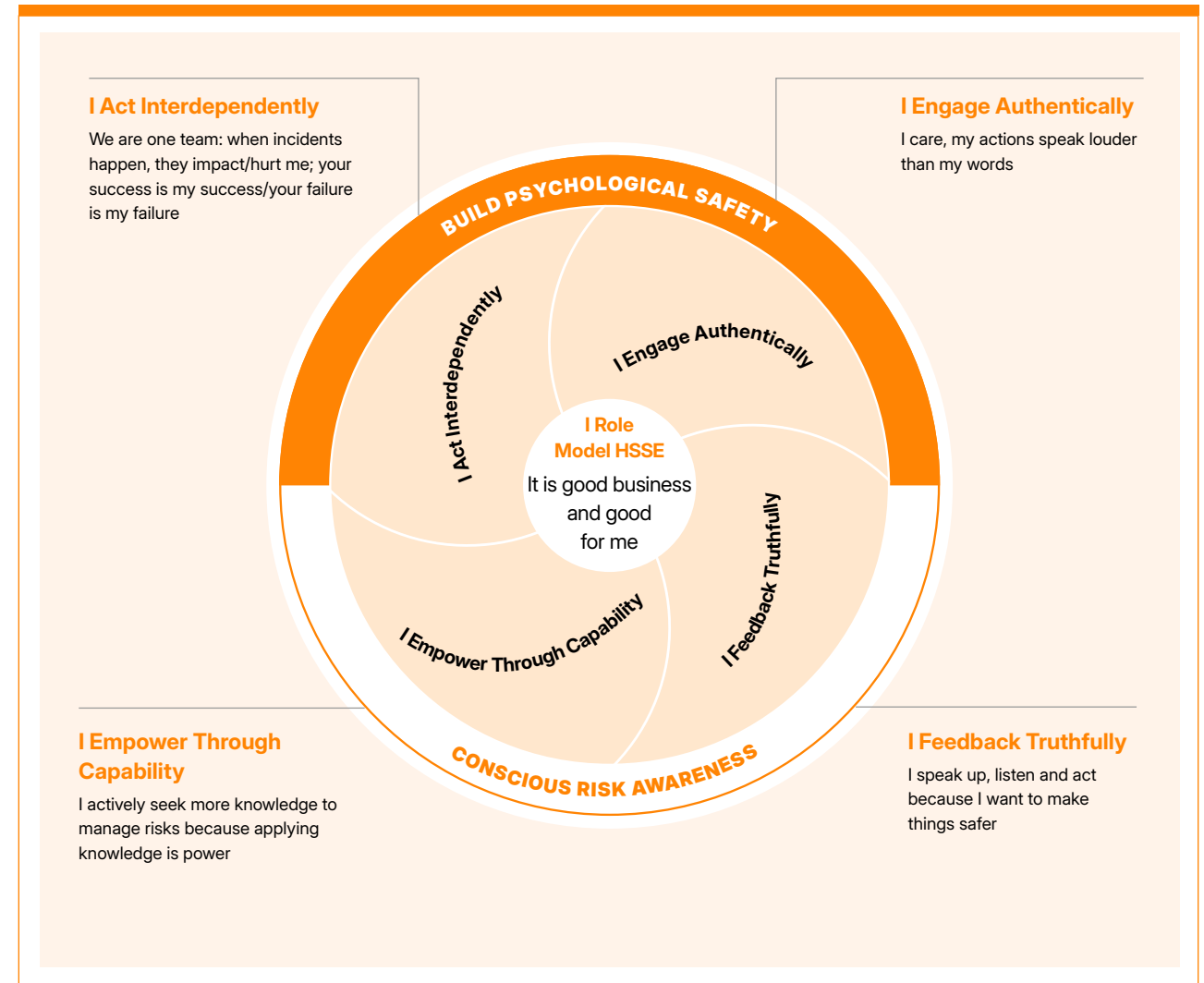
Respect & Integrity sessions, where employees share lessons learnt, near misses and operational insights. These platforms encourage open dialogue, strengthen situational awareness and promote collective ownership of safety outcomes.

Preventive practices are further supported through HSSE Alert emails and our "U See, U Act" programme, which encourages the reporting of unsafe conditions, unsafe acts and near misses. Together with regular management walkabouts and ship visits, these initiatives enable early identification of risks and continuous improvement in safety performance.

These sessions equip our people with the mindset and behaviours needed to identify and raise potential HSSE risks, promote open communication, and cultivate a workplace culture where safety is everyone's responsibility. At AET, we refer to these as our "Care and Comply" behaviours.

We also engage closely with our ship management partners through forums and knowledge sharing sessions to exchange best practices and align on key safety priorities, to reinforce our stance that safety is a shared responsibility across the organisation and our value chain. In 2025, we held two ship manager forums focusing on this principle with our ship manager representatives.

THE 5 GENERATIVE HSSE CULTURE BEHAVIOURS



HEALTH AND SAFETY

Promoting Psychological Safety

At AET, safety extends beyond physical protection. It also means creating an environment where people feel safe to speak up, learn from mistakes and continuously improve. In our view, psychological safety is essential to sustaining trust, collaboration and performance across our global operations.

Leaders play a critical role in shaping this culture by encouraging open dialogue, seeking feedback and promoting inclusive and constructive discussions. Employees are empowered to contribute, raise concerns and participate actively in operational decision making.

To embed these behaviours, psychological safety is integrated into our organisational processes. For example, psychological safety was one of the key dimensions measured in our 2025 Employee Engagement Survey and identified as one of the focus areas in AET's 2026 Balanced Scorecard. Embedding psychological safety into our performance framework underscores its importance in formulating an environment for excellence and continuous improvement.

Through these efforts, we continuously encourage open communication, mutual respect and learning from experience to support both employee well-being and operational safety.

Proactively Focusing on Security and Crisis Management

Operating in a dynamic global environment requires a proactive and structured approach to security and crisis

management. We strengthen organisational resilience through continuous threat monitoring, training, scenario planning and coordinated response mechanisms.

Enhanced protection measures are implemented for vessels operating in high-risk regions, supported by voyage-specific risk assessments and real-time CCTV monitoring of maritime security hotspots. Every voyage through sensitive areas is supported by detailed risk assessments, and we continuously monitor key maritime security hotspots. These measures are designed to safeguard our crews while ensuring operational continuity.

Our Crisis Management Plan (CMP) is regularly tested through simulations and drills to strengthen preparedness and coordination across teams. In 2025, we conducted multiple crisis exercises, including pollution response training and a tabletop crisis simulation. In addition, an integrated crisis drill, involving cross-regional teams and ship management partners, simulated a vessel security incident requiring real-time coordination across multiple response teams. These exercises enhance decision making, communication and response effectiveness during incidents.

We also strengthened alignment with our parent company's crisis management framework to ensure clear escalation pathways and coordinated response. In addition, threat identification assessments across our shore offices, the development of country-specific contingency plans, establishing evacuation procedures, communication protocols and crisis support mechanisms further enhance our preparedness for potential disruptions.

Promoting Holistic Well-Being

In 2025, we further strengthened support for both seafarers and shore-based employees, with a focus on physical, mental and social well-being.

Our seafarers have access to Bigyellowfish, a dedicated digital platform offering confidential support services and well-being resources. This supports their mental resilience and helps them manage the challenges associated with extended periods at sea.

For our onshore workforce, the AET Employee Well-Being Programme delivers a range of well-being initiatives across our global offices. In collaboration with partners such as Singapore's Health Promotion Board, TOUCH Community Services and UK-based well-being providers, employees participated in programmes covering mindfulness, fitness, nutrition and preventive health. Examples include the Mindfulness Moment talk and the global AET Learning Series session, "Can Saying 'Yes' Cost You Everything?" Physical well-being was supported through functional strength training, stretching and fitness sessions, physiotherapy services and chair massages. Nutritional and lifestyle wellness was supported through a nutrition talk with Healthology and other nutrition-focused programmes, complemented by health screening programmes introduced across our offices in Rio, Singapore, Houston, Galveston and London. Our Employees' Children Educational Assistance Programme continues to support the children of our employees ([see more initiatives in the Talent Excellence chapter](#)).

Additional well-being initiatives were delivered as follows:

- In Galveston, crew members benefited from onboard meal planning and healthy eating sessions, workplace injury prevention stretch training and access to a mental health advocate who provided guidance to those seeking professional support
- In Rio, employees participated in virtual sessions focused on stress management and financial well-being
- In Houston, wellness kits were distributed to keep employees healthy during the cold and flu season

Next-Generation Training for Safe Operations

Alternative fuels such as ammonia, ethanol and LNG introduce different operational hazards compared to conventional fuels, including toxicity, flammability, high pressure and cryogenic storage conditions. These characteristics require specialised handling procedures, updated onboard systems and enhanced crew competencies.

Since 2023, AET has partnered with Akademi Laut Malaysia (ALAM), the maritime training academy of the MISC Group, and Swiss engine manufacturer WinGD to develop dedicated training programmes. Through these programmes, we are strengthening capacity and competency to ensure the safe operations of vessels equipped with ammonia dual-fuel engines and other emerging maritime technologies. In 2025, 49 AET crew members completed the Ammonia Basic Training programme.

TALENT EXCELLENCE



SUSTAINABILITY PILLAR — SOCIAL

WHY IT MATTERS

Our people drive innovation, operational excellence and growth. By fostering a dynamic and inclusive workplace we ensure the future success of AET’s business and that we contribute to the vitality of the maritime industry.

OUR AMBITION

AET is committed to being an inclusive employer of diverse talent. We seek to cultivate a culture where all can thrive and contribute to their full potential. We are also dedicated to fostering a sustainable talent pipeline to support the success of our business and that of the wider maritime industry.

HOW WE ARE REALISING OUR AMBITION

- Focusing on organisational effectiveness
- Nurturing an AET culture and behaviours
- Building a strong talent pipeline
- Supporting maritime industry talent excellence

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Achieve a top quartile employee engagement score versus an industry benchmark by 2030 as measured by annual employee survey for shore-based staff	68% (3rd quartile)	In progress
Achieve a 90% retention rate for shore-based staff by 2030	95%	Meeting commitment
Achieve a successor ratio (successors to critical positions) of more than or equal to 2:1 for shore-based staff	2:1	Meeting commitment

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

At AET, we recognise that our people are central to our long-term success. Over the past 30 years, their dedication and expertise have underpinned the growth and resilience of our business.

Guided by this, we are committed to creating an environment where our people are supported to perform at their best and grow in their careers. We focus on four key areas: focusing on organisational effectiveness to support the needs of our people, nurturing an AET culture and behaviours to build a resilient and agile organisation, building a strong talent pipeline through a range of capacity-building programmes, and supporting maritime industry talent excellence.

Our workforce comprises both shore-based employees and seafarers who operate our vessels. Seafarers on our ships are employed through appointed ship management companies. These ship managers oversee crew scheduling, training, development and welfare, while AET works closely with them to ensure that health and safety standards are consistently upheld. In addition, AET directly employs seafarers onboard our lightering support vessels through our AET Offshore unit in the U.S. Gulf who support our Ship-to-Ship (STS) lightering services. At year-end 2025 we employed 193 shore-based staff and 2,377 seafarers via our ship managers.

Focusing on Organisational Effectiveness

Effective leadership, a fit-for-purpose organisational structure and efficient ways of working are key to building the working environment we aspire to and delivering on our people strategy.

To better understand employee perspectives, our CEO led a series of focus groups across AET’s four global locations,

engaging approximately 40% of our workforce. These sessions provided valuable insights into our organisational strengths, areas for improvement and emerging priorities. The feedback informed a targeted action plan across four areas: organisational efficiency, employee development and retention, leadership effectiveness, and communication and collaboration.

This action plan saw 22 major initiatives completed in 2025, with another 12 on track for completion. They cover aspects of digitalisation, new career paths, leadership training, and enhanced employee engagement activities. Outcomes so far include 11 short-term assignments created and filled, monthly learning sessions launched, and expanded staff recognition programmes.

The 11 short-term assignments fulfilled were part of our new divisional Short-Term Assignments (STAs) initiative introduced in May 2025. This programme enables executive and senior executive employees to take on temporary, project-based roles outside their home division and/or opportunities to work on global projects with senior leaders and colleagues from other AET locations. It is designed to build organisational agility, encourage cross-functional collaboration and support innovation, while allowing employees to broaden their skillsets, expand their networks and gain greater visibility for career progression. This also supports our broader ambition to develop a future-ready workforce.

At the global level, our Talent Development Committee (TDC), chaired by our CEO, provides strategic oversight of our people agenda. Taking a forward-looking, enterprise-wide perspective, TDC ensures that talent development, succession planning and career progression are closely aligned with evolving business needs. It supports the shaping of a strong leadership and talent pipeline and enables AET’s long-term success.

Complementing this, the Staff Development Committee (SDC) launched in 2024 translates strategy into action.

TALENT EXCELLENCE

The Staff Development Committee drives structured dialogues through initiatives such as the annual My Development Plan (MDP) process to better understand employees' aspirations and development needs. My Development Plan allows our employees to create a self-development scheme through external training programmes. Last year, following the conversations and engagement during the MDP process, a range of targeted training programmes and career progression opportunities such as STAs were identified, ensuring that development pathways are practical and responsive. By strengthening day-to-day talent development efforts, SDC enhances employee engagement and retention, while supporting greater internal mobility and building leadership readiness from within.

In addition, AET maintains a structured performance management framework to ensure that employees set clear, measurable goals aligned with divisional and organisational priorities. Employees work closely with their line managers at the start of each year to establish performance objectives, followed by formal mid-year and year-end reviews, as well as regular informal check-ins to enable continuous feedback and address development needs in a timely fashion.

In 2025, "Project tHR1ve" was introduced at our parent company and implemented at AET. This HR transformation project focuses on implementing an integrated Human Capital Management System (HCMS) and incorporating data-driven decision-making processes to streamline HR-related processes for efficiency and create a seamless employee experience.

Nurturing an AET Culture and Behaviours

AET is committed to building a workplace where our people feel valued, safe and a genuine sense of belonging. This forms the foundation for the behaviours we seek to embed across the organisation.

We are adopting new ways of working that foster a culture of Accountability, Transparency and Efficiency across the organisation. In 2026, we rolled out AET's five Desired Behaviours, namely Solution Focused, Adapt to Win, Courage to Ask, Act for Enterprise and Own It, to further drive the new ways of working. These behaviours define how we work together, support our customers, and deliver for the organisation. They will be embedded into our employee performance management system, so our people will be measured not only on what they deliver, but also on how they achieve results. By doing this, we emphasise everyone at AET has the responsibility to uphold these behaviours including acting with integrity, taking ownership, speaking up responsibly, and doing what is right with an enterprise mindset.

A key enabler of these behaviours is psychological safety. We continue to prioritise an environment where employees feel respected, supported and confident to contribute. When people feel safe to ask questions, challenge ideas and seek clarity, teams are better able to learn, innovate and work together effectively.

To better understand our progress, we included psychological safety as a key pillar in our 2025 Employee Engagement Survey. The results provide a baseline to guide our efforts moving forward. In 2026, we will focus on embedding psychological safety more deeply into day-to-day behaviours, leadership practices and team dynamics. [Further details can be found in the Health and Safety chapter.](#)

We also continue to advance our Diversity, Inclusion and Belonging (DIB) strategy, with the aim of creating an environment where everyone feels seen, heard and respected. This is led by our DIB Committee which works closely with HR and leadership to integrate inclusive practices across the organisation. Insights from initiatives such as the Diversity Study Group's (DSG) Diversity, Equity & Inclusion (DEI)

survey help us better understand employee experiences and inform ongoing improvements. Across our global offices, we run a range of initiatives to promote inclusion and strengthen connections among employees. These include observances such as International Women's Day and International Men's Day, alongside activities that support well-being and team engagement, such as family day events, wellness sessions in Singapore and team activities in the U.S. These are complemented by programmes like Respect & Inclusion Moments and anti-harassment training, reinforcing a respectful and inclusive workplace.

We remain committed to fair and responsible labour practices across all jurisdictions in which we operate. In the United Kingdom, this includes adherence to statutory requirements on paid annual leave and consultation processes for workforce changes. More broadly, we benchmark employee remuneration against market standards to ensure competitiveness and fairness, actively encourage employees to take their entitled leave through regular reminders, and maintain ongoing dialogue with our people to understand and improve working conditions.

We are pleased to share that our annual Employee Engagement Survey in 2025 achieved a participation rate of 93%. The survey covered three key pillars: Leadership Effectiveness, Psychological Safety and Engagement. It assessed employees' views on AET's performance, their job satisfaction, sense of purpose and overall happiness level at work with benchmarking against a global database. The survey recorded a leadership effectiveness score of 73, outperforming the global benchmark. We reflected on the survey results through focus group discussions across business divisions. These discussions highlighted our strengths in collaboration, learning opportunities and leadership communication, while also identifying areas for improvement, including work autonomy, career progression and day-to-day employee experience. A range of actions were subsequently developed for each division, such as career pathway

conversations as part of the MDP process and defining decision areas that no longer require escalation. These actions are supported by engagement champions to facilitate implementation across the organisation.

At AET, we continue to offer Flexible Working Arrangements (FWA) to our employees to optimise work-life integration and foster a flexible and adaptable working environment. Options range from a hybrid working mode to a compressed work week where employees work longer than standard office hours in order to earn an extra day off periodically.

During the year, our efforts were recognised through industry accolades including runner-up at the 2025 Spinnaker HR Initiative Awards under the Employee Engagement category and finalist at the 2026 Employee Happiness Awards Singapore & Malaysia.

AET's Office in Singapore Won Silver Award for Best Workplace Design

We are pleased to share that the AET office in Singapore has received the silver award for Best Workplace Design at the Employee Happiness Awards 2026 (Singapore & Malaysia).

This recognition reflects our belief in putting our people first and shaping an environment that supports how we work and connect. Jointly designed and shaped by employee input, our office is built to encourage collaboration, creativity and connection, supporting our ways of working while bringing people together.

TALENT EXCELLENCE

Building a Strong Talent Pipeline

As our business continues to grow and evolve, we are investing in strengthening our talent pipeline to ensure AET remains well-positioned to meet the changing needs of the maritime industry.

As part of this, we have started a structured exercise to assess current capabilities and identify key skill gaps in realising AET's 2030 ambitions. This skill development plan will give us a clearer view of where capabilities need to be strengthened and help guide targeted actions across upskilling, reskilling and workforce planning.

We have also been accelerating the Build, Buy, Borrow approach to strengthen our organisational capabilities. This means developing talent internally, building new capabilities where needed, bringing in external expertise and accessing talent from the broader MISC Group to fill critical gaps, taking into consideration the speed, cost and the level of expertise required. In line with this, we have recruited external experienced professionals for several key Extended Leadership Team (XLT) roles to strengthen our leadership bench.

Internally, our career path initiative enhances role clarity at the executive level and supports structured career progression, underpinned by a competency framework aligned with AET's future workforce needs. This has enabled more transparent and differentiated career paths across the organisation.

We continue to invest in early talent through our enhanced internship programme, which now offers broader exposure

through cross-functional engagement and leadership interactions. The year 2025 marked the first year of our three-year Memorandum of Understanding (MOU) with the Singapore Maritime Foundation (SMF), with the award of four AET-MaritimeONE scholarships to students from the Singapore Maritime Academy@Singapore Polytechnic that comes with a six-month internship at AET. We continue our partnerships with universities and NGOs in Galveston, Brazil, and London to offer young talents with hands-on working experience through internships. In 2025, a Global Internship Project was introduced at AET to enhance cross-geography collaboration and knowledge sharing. For the project, our interns from different offices formed teams to work on unique business cases and made presentations to the AET leadership team. On average, we offer 24 internships every year.

Talent exchange across AET offices and within the wider MISC Group is another key enabler in supporting knowledge transfer, cross-region collaboration and individuals' career growth. In this reporting year, we observed job swaps across AET offices and recorded nine secondments between AET and our parent company. This initiative was a success for upskilling, developing cultural awareness and providing valuable experience outside employees' home country.

We are also expanding learning opportunities for our people. In addition to the annual MDP process, we offer targeted training programmes on emerging topics such as artificial intelligence and digitalisation alongside learning sessions led by internal subject matter experts. This Learning Series is designed to provide employees with insights beyond their functional roles, enabling broader business understanding.

Employee Insights: Shaping a More Inclusive Workplace

In 2025, AET's shore staff participated in the Diversity Study Group's (DSG)⁽¹⁾ Diversity, Equity and Inclusion (DEI) survey, with a 52% response rate. The survey provided an external benchmark on how our employees experience inclusion, leadership and organisational culture, and serves as a key input for our DIB strategy and talent planning.

Based on the findings, employees demonstrated strong awareness of AET's DIB initiatives and reported a growing sense of belonging, openness and trust. Many shared that their contributions are valued and that they benefit from supportive teams and a collaborative working environment. These outcomes reflect the impact of our global and regional initiatives, which collectively reinforce a culture of inclusion and psychological safety.



The survey also identified clear opportunities for improvement. Feedback pointed to the need for leaders to more consistently model inclusive behaviours, strengthen psychological safety and ensure HR practices remain equitable and responsive to diverse needs. While most employees feel comfortable speaking up, the need for further improvement was identified, underscoring the importance of continued focus in this area.

These insights are shaping our actions going forward. Psychological safety is one of our 2026 priorities, supported by leadership development programmes, inclusive leadership training and structured mechanisms to encourage open dialogue. Initiatives such as Leaders as Coaches, First Level Leader Programme, mentoring and cultural awareness activities are being strengthened to build leadership accountability and foster environments where employees feel safe to contribute, innovate and learn.

Overall, participation in the DSG survey has strengthened our evidence-based approach to talent development, aligned global and regional DIB efforts, and reinforced shared accountability for inclusion across all leadership levels. Most importantly, it has amplified employees' voices, ensuring that our people continue to shape an inclusive workplace.

⁽¹⁾ The Diversity Study Group Ltd (DSG) is the first organisation dedicated to diversity, equity and inclusion in the workplace across the global maritime sector

TALENT EXCELLENCE

In 2025, there were seven such sessions including decarbonisation, human rights, de-biasing for conscious inclusion and business development.

Leadership development remains a priority. In 2025, we launched the AET First Level Leader programme to equip managers with essential capabilities, including emotional intelligence, motivation, people development and goal setting. The programme saw participation from 52 employees across multiple offices.

The Leaders as Coach programme was also delivered to enhance coaching and team development capabilities among senior managers. The programme was highly rated, with 86% of participants finding it engaging and 79% confirming its usefulness. Participants reported a significant 94% improvement in coaching knowledge following the training, reflecting the programme's effectiveness.

In total, 4,110 training hours were delivered to our onshore employees in 2025.

Supporting Maritime Industry Talent Excellence

We extend our commitment to talent excellence beyond our offices. This includes our three-year MOU with the SMF, under which we offer the AET-MaritimeONE scholarships in Singapore, our collaborations with NGOs such as Dream Learn Work and the Art of Sea initiative in Brazil, and our partnership with Newcastle University in the UK.

As a signatory to the All Aboard Alliance, a coalition under the Global Maritime Forum, we advocate for industry transformation in diversity, equity, inclusion and crew well-being across the maritime value chain and work with the maritime community to identify and address industry-wide diversity and well-being challenges.

In line with this, AET aims to increase the representation of women in seafaring roles where women remain vastly underrepresented. According to the most recent report from IMO's Women's International Shipping and Trading Association (WISTA), women account for only 1% of global seafarers.⁽¹⁾ In collaboration with our sister company and ship manager, MISC Marine Services, we are taking steps to address this gap. This includes establishing a dedicated taskforce to implement practical improvements, such as enhancing onboard facilities and introducing personal protective equipment (PPE) designed for women. As a result, our female seafarer percentage is currently 2%, above the industry average.

In addition, we are strengthening our Employee Value Proposition (EVP) for seafarers and offshore personnel, shore-based operational teams and workboat crew, whose roles are critical to safe and reliable operations. Recognising the demands of extended time offshore and high-intensity work environments, we are enhancing tailored support systems, expanding career development opportunities and ensuring equitable access to resources across vessel and shore operations. Through these efforts, we aim to improve engagement, strengthen retention and build a resilient, future-ready maritime workforce.



⁽¹⁾ Source: IMO-WISTA Women in Maritime Survey 2024

COMMUNITY INVESTMENT



SUSTAINABILITY PILLAR — SOCIAL

WHY IT MATTERS

Investment in communities can significantly improve quality of life and environmental outcomes for local communities. In addition, our investment efforts support our position as a sustainable partner of choice for our customers, our employee value proposition and our standing in the communities we interact with.

OUR AMBITION

We aim to improve environmental and social conditions in our target communities, with a particular focus on improving educational outcomes for students.

HOW WE ARE REALISING OUR AMBITION

- Creating opportunities for young people through education
- Investing in local communities where we operate and in the global seafaring community
- Promoting employee volunteering

OUR COMMITMENTS AND PERFORMANCE


Our Commitment

Award a minimum of 100 scholarships by 2030 starting from 2020

Our Performance

23 scholarships were awarded in 2025, bringing the total to 76 since 2020 (on track)

Commitment Status

 Commitment in progress

OUR CONTRIBUTION TO THE UN SDGS

All the 11 UN SDGs AET subscribes to

Our Approach

We have been steadfast in our commitment to uplift lives, protect the environment and enhance the well-being of people in communities around the world.

We deliver this commitment through three focus areas. Firstly, in line with our belief that education is a powerful enabler that can transform lives, we sponsor education initiatives to help young people realise their potential, both within and outside the maritime industry. Secondly, we contribute to social, humanitarian and environmental projects in the communities where we operate, as well as programmes that benefit the global seafaring community. Lastly, we encourage our people to give their time, skills and expertise through volunteerism, supporting causes that are meaningful to them.

Creating Opportunities for Young People Through Education

AET remains committed to nurturing the next generation of maritime professionals through scholarships and internship programmes.

The year 2025 marked the first year of our three-year Memorandum of Understanding (MOU) with the Singapore Maritime Foundation (SMF), under which we awarded four AET-MaritimeONE scholarships to students from the Singapore Maritime Academy@Singapore Polytechnic studying Maritime Business or Marine Engineering. These scholarships include a six-month internship at AET that provides hands-on exposure to commercial operations, sustainability and health and safety.

In Rio de Janeiro, the strategic hub for our Dynamic Positioning Shuttle Tanker (DPST) business, we strengthened our partnership with Dream Learn Work to provide vocational training for 10 students from underserved communities, bringing our total impact to 27 students since 2023. This sustained investment actively scales educational and employment pathways, bridging the gap between local talent and professional opportunity. Furthering this commitment to social mobility, our staff volunteers collaborated with the Instituto Rogerio Steinberg to lead aspirational workshops for youth while addressing immediate community needs through the distribution of food baskets to 80 families.

Complementing these efforts, we strategically leveraged the Brazilian Federal Law for Cultural Incentive to drive broader youth engagement through the Art of the Sea initiative. By delivering environmental workshops across 15 public schools and deploying digital resources, we translated corporate sponsorship into measurable social impact. This initiative culminated in an art exhibition that fostered both the creative development of students and heightened awareness of the vulnerabilities within Brazil's marine ecosystems.

In the UK, we continued our partnership with Newcastle University through the award of a scholarship for one full-time student undertaking the Master of Science in Naval Architecture, Marine and Ocean Engineering. The scholarship also provided an internship opportunity at AET where the student gained firsthand knowledge of the multifaceted nature of the maritime industry.

In total, AET awarded 23 scholarships globally in 2025, contributing to the development of future young leaders through quality education.

COMMUNITY INVESTMENT

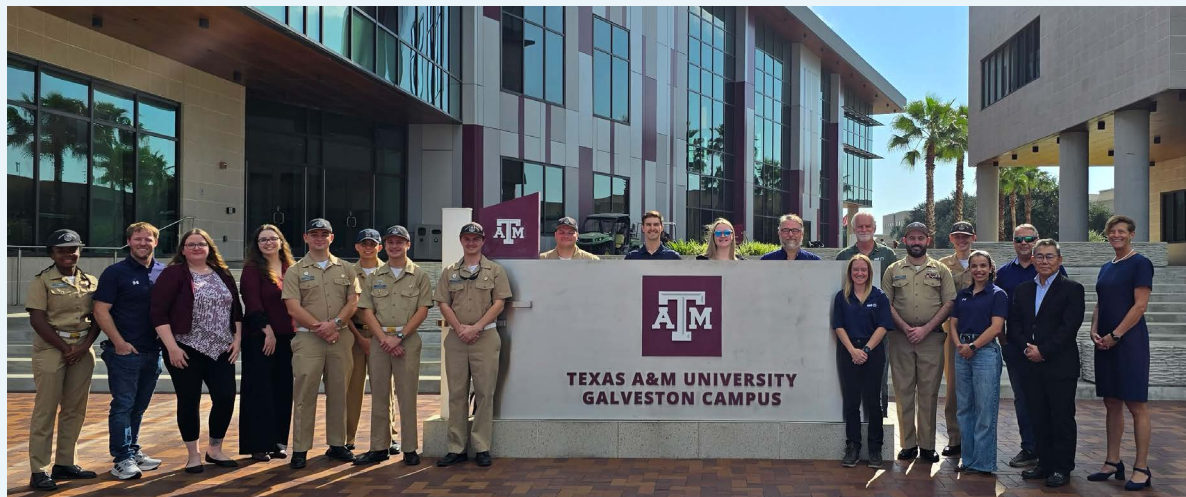
AET Expands Partnership with TAMUG to Prepare the Next Generation of Mariners

In Galveston where our Ship-to-Ship (STS) lightering business is based, AET expanded its collaboration with Texas A&M University at Galveston (TAMUG) through a new two-year cooperative agreement in 2025. Building on our partnership established in 2021, this formalised agreement reflects a shared commitment to advancing maritime education and supporting the development of talent for the growing blue economy.

As part of the partnership, eight undergraduate students from the university's Maritime Transportation

and Marine Engineering programmes were awarded scholarships, supporting their participation in the summer sea term and give them early exposure to seafaring careers. These scholarships help ease financial barriers while strengthening the pipeline of skilled maritime professionals.

In October 2025, the AET Tanker Simulation Lab was officially opened, made possible through AET's sponsorship. This state-of-the-art lab simulates real-life tanker operations providing cadets with practical training in navigation and cargo handling. By bridging classroom learning with operational realities, the lab enhances training quality and prepares students for the safety critical demands of maritime operations.



AET staff at Texas A&M University at Galveston Campus.

Investing in Local Communities and the Global Seafaring Community

We donated to the Singapore Red Cross to support disaster relief efforts for the devastating earthquake that hit Myanmar and neighbouring Thailand in March 2025. Our contribution provided 1,260 blankets, which were distributed to affected communities in Myanmar. The donation is our way of demonstrating support and solidarity with our colleagues from Myanmar who are working onshore and sailing onboard our vessels.

Following the severe flash floods in Central Texas in July 2025, AET donated to the American Red Cross to provide food, shelter, comfort kits and essential hygiene supplies to the families affected. In November, we supported the recovery efforts for Typhoon Kalmaegi, which wrecked devastation across Central Philippines, through the Singapore Red Cross. The donation funded 30 portable water filters, which provided clean drinking water for approximately 500 people in impacted communities.

This year marked over a decade of AET's partnership with the Histiocytosis Association, with AET contributing to the association's annual fundraiser to advance global research and patient support for histiocytic disorders. In Norway, our partnership with Matsentralen Norge facilitated the distribution of over 11,000 meals to address regional food insecurity.

In Singapore, we were conferred the Company of Good – 1 Heart by Singapore's National Volunteer and Philanthropy Centre. The Company of Good – 1 Heart Conferment celebrates companies that are progressing on their purpose journey and contributing to a growing community of

businesses committed to positive impact across the five key areas of People, Society, Governance, Environment and Economic.

As part of the global seafaring community, we continue to support initiatives that promote seafarers' well-being. Since 2007, AET has been supporting the Houston International Seafarers Center's Annual Maritime Gala where the collected funds contribute to services such as transportation, recreation, medical assistance and digital connectivity. We also participated in the centre's Christmas Shoebox programme, where our Houston and Galveston teams actively raised funds and contributed essential items for care packages distributed to visiting seafarers at the Port of Houston.

To promote diversity and inclusion within the maritime sector, we sponsored the Sea of Voices: Empowering Women in Maritime video campaign produced by The Mission to Seafarers, a global seafarer welfare-focused organisation. The funding supported the production of several video case studies that highlight the lived experiences and challenges faced by women working at sea.

Empowering Employee-Led Giving to Local Communities

In March 2025, AET launched the Global Employee Matched Giving Programme, a new dollar-for-dollar initiative that matches local community donations raised by our employees. The Programme encourages our people to support causes they are passionate about while amplifying the impact of their contributions. Beyond financial support, the programme fosters a culture of care, generosity and shared responsibility across the organisation.

COMMUNITY INVESTMENT



AET President & CEO, Nick Potter (left) receiving Company of Good - 1 Heart Recognition conferred by Singapore's National Volunteer & Philanthropy Centre.

Following its launch, our global offices have demonstrated a robust commitment to social equity through a series of matched-giving donations, magnifying the impact of employee-led philanthropy. We successfully doubled contributions to hunger relief and elderly support, funding a combined total of 6,400 meals through Kids' Meals Inc in the U.S. and The Felix Project in the UK and supporting 252 elderly households via the Apex Club of Singapore.

These efforts not only address immediate community needs but also integrate circular economy principles, as demonstrated by our London office repurposing corporate IT assets to generate community funding. Our London colleagues also coordinated winter clothing donations for the homeless and refugee centres and provided targeted resources to Kids in Mind to support youth mental health.

In Singapore, we focused on long-term social empowerment and youth development through our partnership with the Singapore Children's Society. Our staff-led fundraiser sponsored mental wellness workshops, musical equipment for youth members, and essential care packs for the needy. We also hosted a high-energy sports fiesta that brought together our staff volunteers and youth members. These sustained efforts were recognised when AET received a Certificate of Appreciation from Singapore's Senior Minister of State for Digital Development and Information.

And by leveraging government matching schemes, we amplified a single employee's donation into a four-fold impact, which funded 104 specialised training sessions for persons with disabilities through TOUCH Community Services. This multi-faceted approach ensures that our corporate contributions drive measurable, sustainable outcomes across diverse social sectors, from disability support to youth mental health.

Promoting Employee Volunteering

In 2025, our employees contributed over 1,305 volunteer hours across 16 global activities, reflecting growing employee commitment towards meaningful community service.

We continued to strengthen our global community footprint through strategic volunteerism and partnerships that address food insecurity and environmental conservation. At Soup Kitchen London, our staff volunteers served meals to 120 people experiencing homelessness. In the U.S., our team helped pack and sort over 14,000 pounds of food donations at the Houston Food Bank — facilitating nearly 12,000 meals — and engaged in wetland restoration activities with the Galveston Bay Foundation.

This commitment to environmental stewardship was mirrored in Singapore, where AET participated in SMF's Plant A Tree Programme by planting over 120 trees along the Rail Corridor. In Brazil and the U.S., our colleagues volunteered at beach clean-ups, contributing to the preservation of vital coastal ecosystems.

Building on the success of our previous JuniorBuddy initiative, our global teams assembled 54 StudentBuddy solar devices to provide a critical lifeline for communities with unreliable power. This global effort was engineered for long-term, measurable socio-economic impact; it will benefit 270 lives by gifting 394,200 extra study hours at night over 15 years. These initiatives move beyond traditional philanthropy by actively involving our global teams in contributing to the long-term ecological and social resilience of the regions where we operate.

GOVERNANCE AND BUSINESS ETHICS; RESPONSIBLE SUPPLY CHAIN MANAGEMENT



SUSTAINABILITY PILLAR - GOVERNANCE

WHY IT MATTERS

Principled values, governance and business ethics are fundamental to support our long-term financial growth and business value. Poor governance undermines stakeholder confidence, hinders business growth, and heightens risks to people, the environment, local communities and our licence to operate.

OUR AMBITION

We are committed to conducting our business to the highest standards of integrity and corporate governance. We have a zero-tolerance policy on bribery, corruption and human rights violations, whether committed by our employees or any individual or organisation acting on our behalf.

HOW WE ARE REALISING OUR AMBITION

- Embedding a culture of strong corporate governance, business ethics and conduct
- Enhancing our cybersecurity framework to safeguard our operations
- Driving sustainable practices together with our suppliers

OUR COMMITMENTS AND PERFORMANCE

Our Commitment	Our Performance	Commitment Status
Zero major breaches of relevant laws and regulations ⁽¹⁾	Zero	Meeting commitment
Zero human rights breaches	Zero	Meeting commitment
Zero major cybersecurity incidents ⁽²⁾	Zero	Meeting commitment
100% Environmental, Social and Governance (ESG) self-assessment conducted for our shortlisted critical suppliers	80%	Not meeting commitment

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

Shipowners face a range of sustainability-related governance risks, including cyber attacks and potential violations of business ethics and human rights by employees and business partners. Strong corporate governance including rigorous policies, processes, controls and reporting plays a critical role in mitigating these risks.

AET focuses on three key initiatives to address these risks:

- Embedding a culture of strong corporate governance, business ethics and conduct
- Enhancing our cybersecurity framework to safeguard our operations
- Driving sustainable practices together with our suppliers

Other enterprise risks are discussed in the [Our Strategy](#) section of this report, while [specific climate risks and related measures](#) are covered in the [Climate-Related Financial Disclosures](#) chapter.

Embedding a Culture of Strong Corporate Governance, Business Ethics and Conduct

At AET, strong governance and ethical conduct are not just compliance exercises — they are the foundation of how we operate, make decisions and create long-term value.

Our governance framework is designed to be robust, transparent and accountable, ensuring that integrity is embedded across all levels of the organisation.

Oversight of governance, values and business ethics sits firmly with the Board and the Audit, Risk and Sustainability Committee (ARSC), providing clear direction and challenge to management. This top-down commitment sets the tone for responsible leadership and reinforces our zero tolerance stance on unethical behaviour.

Our Enterprise Risk Management framework complements this by providing a structured, enterprise-wide view of governance, compliance and integrity risks, including cybersecurity and data privacy. We monitor compliance steered by our Privacy Policy as part of our governance and compliance risk events, and conduct an internal audit during first-line assurance. Our Privacy Policy, available on our website, applies to all of our staff and third parties whom we engage with on behalf of AET.

Our Code of Conduct and Business Ethics (CoBE) defines the standards expected of directors, employees and all third parties acting on our behalf. It is reinforced by our Compliance Management Framework and Integrity Management System (IMS), which translate our ethical commitments into clear controls, processes and monitoring mechanisms. The IMS is independently audited and certified across our major offices (Houston, London, Rio de Janeiro, Singapore and Stavanger), demonstrating the strength and consistency of our approach to anti-bribery and ethical compliance.

⁽¹⁾ Breaches are considered major if they exceed the pre-defined thresholds for the following risk impact categories: Financial, Media, Stakeholder Reaction and Trust Damage

⁽²⁾ Cybersecurity incidents are considered major if they exceed the pre-defined thresholds for the following risk impact categories: Asset, Data, Environment, People and Reputation

GOVERNANCE AND BUSINESS ETHICS; RESPONSIBLE SUPPLY CHAIN MANAGEMENT

Decision-making authority across the organisation is governed by our Limits of Authority (LOA), which clearly defines accountability, approval thresholds and escalation pathways. The LOA reduces the risk of unauthorised actions while enabling timely and responsible business decisions. Ethical conduct is further embedded through mandatory annual policy acknowledgements and targeted training programmes covering integrity, competition and antitrust, anti-harassment, sanctions, cybersecurity and data protection. In 2025, anti-harassment training was delivered to employees in the U.S., UK and Singapore. In addition, 89% of our employees received training on anti-bribery and corruption.

Compliance expectations, including compliance with the CoBE, are reinforced through performance management appraisals. Additionally relevant KPIs are included in divisional Balanced Scorecards (BSC) which have a direct impact on employees' remuneration. Our Anti-Bribery Management System (ABMS) is independently certified to ISO 37001 across our major offices in Houston, London, Rio de Janeiro, Singapore and Stavanger. Our offices in Houston, London, Rio de Janeiro, Singapore and Kuala Lumpur are certified to ISO 9001 Quality Management Systems.

To ensure accountability and trust, we maintain independent and confidential whistleblowing channels for employees, suppliers and the public. These mechanisms support early identification of potential misconduct and enable timely investigation and remediation.

A Steadfast Commitment to Protecting Human Rights

Respect for human rights is a core principle underpinning our business activities and relationships. We are committed to upholding the rights and dignity of our people and people across our value chain.

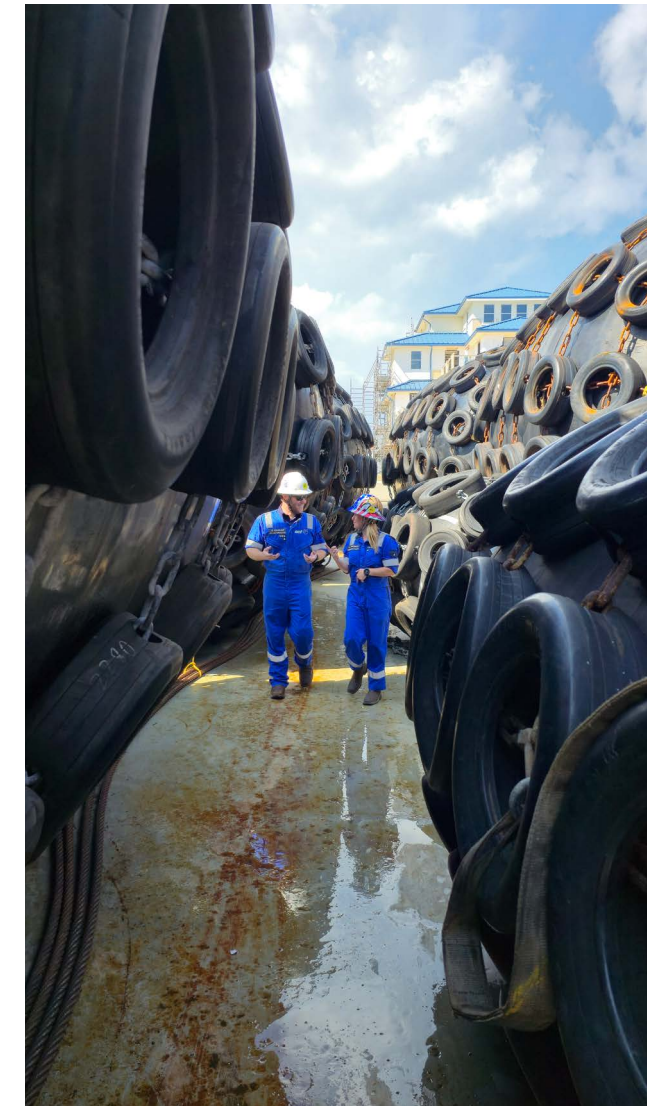
This commitment is formalised through our Human Rights Policy, which provides a clear framework for addressing human rights risks. Aligned with the United Nations Global Compact's Human Rights and Labour Principles, the policy reflects our intent to meet leading international standards and to continuously strengthen our approach.

We adopt a risk-based due diligence process to assess human rights risks within our operations. Human Rights Risk Assessments (HRRAs) enable us to identify salient risks, prioritise actions and implement targeted mitigation measures. Insights from recent assessments highlighted the importance of building awareness. This led to the roll-out of dedicated human rights training programmes across all regions in 2025.

Looking ahead, we will conduct the next HRRAs for AET shore staff in 2026. This exercise was originally planned for 2025 but was deferred to 2026. For seafarers onboard our vessels managed by our sister company MISC Marine Services, a separate HRRAs is also planned for completion in 2026, encompassing salient human rights elements relevant to their operations.

Our commitment extends beyond our own operations to our supply chain. We assess human rights risks among selected suppliers through our ESG self-assessment processes focusing on labour conditions, policies, grievance mechanisms and awareness. For seafarers onboard our vessels, similar self-assessments were completed by our ship manager MISC Marine Services in 2023 covering labour and working conditions, policies, awareness, and grievance mechanisms related to human rights.

We are encouraged by the absence of reported human rights breaches during the reporting period and remain vigilant in maintaining effective controls, transparent reporting and continuous improvement in this critical area. [Read AET's Human Rights Policy and Modern Slavery Statement 2025 on our website for more information on our commitment and approach to human rights.](#)



GOVERNANCE AND BUSINESS ETHICS; RESPONSIBLE SUPPLY CHAIN MANAGEMENT

ARSC CHAIRMAN'S MESSAGE

“Governance is never a constraint on our ambitions. At AET, we believe that strong governance is the very foundation for sustainable growth. It is the ARSC's privilege and responsibility to ensure that this foundation remains firm and unshakable!”

From late 2025 into 2026, increased geopolitical uncertainty drove heightened volatility across global shipping and energy markets. Geopolitical developments, including heightened tensions in the Middle East, materially impacted tanker freight and insurance markets, increased risk across key shipping routes in the Middle East Gulf and Red Sea, disrupted oil flows and reshaped global risk assessments. Against this backdrop, AET delivered its best financial and operating performance since inception. We are thrilled to see our continued financial and business growth supported by our governance and risk frameworks, portfolio resilience, with a strong emphasis on risk management. These foundations continue to support our profitable performance while upholding our commitment to safety, sustainability and ethical conduct.

In a world where disruption has become the norm, the mandate of the Audit, Risk and Sustainability Committee (ARSC) has never been more relevant. 2025 was defined by extraordinary complexity that continued into early 2026: renewed Houthi activity in the Red Sea, the development of the U.S.-Israel war

with Iran and the continued evolution of international climate regulations. The ARSC has adapted to meet these challenges head-on, providing the oversight, foresight and governance discipline that underpin our ability to deliver for our customers, our people and our shareholder.

The ARSC provides critical oversight of AET's key business practices, guiding management in scenario planning and integrating geopolitical and emerging risks into the Enterprise Risk Management (ERM) framework. In collaboration with AET's Legal and Integrity team, our governance structure enables AET to uphold the highest standards of compliance and ethical business practices through adherence to key regulations and robust internal systems.

We maintained our financial resilience in an uncertain 2025 through our strong secured income model with approximately two-thirds of our income delivered through secured contracts. This strategy allowed us to manage risks effectively whilst navigating market volatility, including the softer first half of 2025.

A secured income strategy is also a prime consideration for all our growth capital investments, which is a necessary financial discipline, with a focus on generating shareholder value. Our spot market fleet complements our secured income model by capitalising on surging tanker rates toward year-end, enhancing operational profit.

AET contracted to build three ships in 2025: two newbuild Liquefied Natural Gas (LNG) dual-fuel Suezmax vessels, as well as our first hybrid-electric dual-fuel ethanol-ready Dynamic Positioning Shuttle Tanker (DPST), increasing our dual-fuel fleet to 21 out of the 74 vessels in our fleet.⁽¹⁾ These new asset investments will enable us to build and maintain a young fleet to enhance our growth and decarbonisation plans. We also continued to retrofit our vessels with energy efficiency technologies and advanced our plans with Fleetzero to develop a long-range plug-in hybrid-electric vessel. Together, these initiatives mark progress toward our 2030 target of reducing greenhouse gas emissions intensity, while keeping us on track to achieve net-zero emissions by 2050.

⁽¹⁾ Inclusive of newbuilds and in-charters; Our dual-fuel fleet includes ready and capable vessels where dual-fuel capable vessels are fully equipped to switch between fuel types; dual-fuel ready vessels have design space allocated for future retrofit but require capital investment and downtime to activate the functionality.



GOVERNANCE AND BUSINESS ETHICS; RESPONSIBLE SUPPLY CHAIN MANAGEMENT

ARSC CHAIRMAN'S MESSAGE

The ARSC commends the seafarers and onshore teams of AET for their professionalism and composure in navigating through exceptionally demanding circumstances. The safety and security of our people and assets are our highest priority, and through robust Health, Safety, Security and Environment (HSE) programmes and policies, we are committed to fostering a safe, supportive environment where our employees can perform at their best. To reinforce this, management actively engages with employees through vessel visits, office walkabouts and in-person sessions — providing valuable opportunities to understand their well-being concerns and implement practical, fit-for-purpose solutions.

We refreshed our Sustainability Strategy for the period 2026-2030 to ensure we remain focused on the most material sustainability-related risks and opportunities as the global market evolves. It positions sustainability as a core driver of business direction and long-term value creation; anchored on three pillars, namely Impact, Inclusion and Integrity. Through Impact, we advance our environment and decarbonisation agenda whilst strengthening operational resilience; through Inclusion, we create shared values for our people, partners and communities; and through Integrity, we uphold strong governance and ethical standards to reinforce trust across the organisation.

Our performance was validated through S&P's Global Corporate Sustainability Assessment, where AET ranked amongst the top 15% within the Transportation and Transportation Infrastructure Industry globally. Our score this year reflects our strengths in governance, transparency and our progress in decarbonisation.

2026 is expected to continue to build up to a highly complex and risk-intensive operating environment. Continued uncertainty around the IMO Net-Zero Framework, shifting geopolitical dynamics with impact to historical trade routes, and the accelerating adoption of artificial intelligence are increasing both governance and execution risks. As digitalisation and AI integration deepen across the business, cybersecurity exposure rises materially, while AI deployment introduces additional control challenges. These developments reinforce the need for sustained, rigorous, and forward-looking governance oversight.

Against this challenging operating environment, the ARSC will continue to focus on strong governance, risks and strategic alignment, whilst enabling AET to create long-term value whilst upholding the highest environmental and ethical standards. On behalf of my Board colleagues and the ARSC, I extend my sincere appreciation to our stakeholders, management, and employees for their continued dedication and commitment to AET's success.

Together, we navigate complexity with purpose, discipline and rigour, and an uncompromising commitment to always doing what is right!

Colin Low

Chairman,
Audit, Risk and Sustainability Committee



GOVERNANCE AND BUSINESS ETHICS; RESPONSIBLE SUPPLY CHAIN MANAGEMENT

Sanctions Management as a Rigorous Strategy in a Time of Rapid Change

Global businesses are operating in an increasingly complex landscape shaped by geopolitical tensions, expanding regulatory regimes and heightened enforcement expectations. For AET, which operates across multiple jurisdictions and trades globally with counterparties, sanctions screening is critical to ensure compliance with applicable laws in the countries where it operates and transacts. The maritime and energy sectors in particular face increased scrutiny, making timely and robust sanctions management critical to managing legal, financial and reputational risks.

As a global tanker owner and operator, AET conducts round-the-clock operations across multiple jurisdictions. In this context, timely and consistent sanctions screening is essential. Delays can disrupt operations and decision making, while inconsistencies may expose the organisation to compliance risks. A disciplined and well-coordinated sanctions process ensures that our commercial teams receive clear and timely guidance, supporting both business continuity and strong compliance standards.

In response, AET strengthened its sanctions management approach by implementing a “follow-the-sun” model, enabling continuous global coverage. Under this model, sanctions requests are firstly assessed in the region where they originate, with protocols for escalation and documentation.

As work hours end in one region, cases are seamlessly handed over to the next time zone across Singapore, the United Kingdom, Brazil and the United States, ensuring uninterrupted review and timely resolution. This coordinated approach allows for round-the-clock processing while maintaining consistency and control across regions.

Since implementation, this enhanced approach has improved response times, reduced bottlenecks and increased the efficiency of sanctions reviews across regions. It has also improved visibility of pending cases and strengthened confidence that sanctions risks are identified and managed promptly. Overall, these efforts have reinforced AET’s compliance framework while supporting efficient and well-informed business decisions.

collaboratively with suppliers to promote sustainable and ethical practices.

All prospective suppliers are subject to pre-onboarding screening and are required to meet defined contractual and ethical standards, including compliance with our Code of Conduct and Business Ethics, HSSE requirements and human rights expectations. This establishes a clear baseline for responsible business conduct from the outset.

Supplier due diligence is guided by a risk-based approach, supported by third-party screening processes that consider factors such as spend, country corruption risk and business sector. This is supported by Know Your Customer assessments which cover areas including anti-bribery and corruption, sanctions, data protection, modern slavery and human rights. For existing suppliers, ongoing performance evaluations assess service quality, safety performance and adherence to our ethical standards set out in the CoBE.

Enhancing Our Cybersecurity Framework to Safeguard Our Operations

With digitalisation and Artificial Intelligence (AI) accelerating cyber threats, protecting our information assets and operational continuity is a strategic priority. We take a proactive and disciplined approach to cybersecurity, recognising its critical role in safeguarding our people, data and business resilience.

Our cybersecurity framework is designed to be comprehensive and adaptive, guided by recognised international standards. Dedicated cybersecurity leadership within the MISC Group, supported by a Chief Information Security Officer, ensures consistent oversight and alignment

across the organisation. Policies, procedures and controls are benchmarked against leading frameworks such as the National Institute of Standards and Technology Cybersecurity Framework and ISO/IEC 27001.

Preparedness is reinforced through a clearly defined Cybersecurity Incident Response Plan, which establishes escalation protocols and responsibilities for managing potential and actual incidents. This ensures that threats are identified, assessed and addressed swiftly to minimise disruption and impact.

Independent assurance plays a key role in strengthening our defences through regular third-party review of our cybersecurity processes. In addition, the cybersecurity team also carries out vulnerability assessments and penetration testing to evaluate the resilience of our IT infrastructure and

management systems. The last assessment was conducted in 2025.

Equally important is our focus on people. We actively build cybersecurity awareness through ongoing communication, practical guidance and simulated phishing exercises. These initiatives reinforce a culture of vigilance, empowering employees to act as the first line of defence against cyber threats and strengthening our overall cyber resilience.

Driving Sustainable Practices Together with Our Suppliers

Our suppliers are essential partners in delivering safe, reliable and responsible operations. We take a structured and value-driven approach to supply chain management, working

To further strengthen supplier engagement, we have implemented an ESG Self-Assessment Framework for critical suppliers. This annual assessment focuses on key ESG dimensions, including sustainability strategy, climate action, health and safety, ethics, data privacy and human rights. By prioritising suppliers with higher risk profiles or greater potential impact, we can focus resources where they matter most. Critical suppliers are defined as suppliers who:

- Contribute to the top 80% of AET’s total supplier spend
- Have a high ESG risk rating, based on internal criteria
- Have the potential to have a significant negative impact on AET in the event of a supplier violation

By working closely with suppliers, we seek to build long-term partnerships that support shared value creation, resilience and sustainable outcomes for our business and stakeholders.

FINANCIAL GROWTH PLAN AND GOVERNANCE FRAMEWORK

SUSTAINABILITY PILLAR — FINANCIAL

WHY IT MATTERS

A strong foundation in financial management and industry expertise backed by targeted innovation enables us to remain resilient through market cycles and to seize emerging opportunities. This underpins our long-term financial performance and reinforces the value we deliver to our customers and our shareholder.

OUR AMBITION

We aim to deliver on the goals of our Energy Transition Strategy by developing robust financial plans, ensuring disciplined financial management, and investing in capabilities and technologies that will drive future growth.

HOW WE ARE REALISING OUR AMBITION

- Developing robust financial plans
- Implementing strong financial governance
- Investing in innovation

OUR COMMITMENTS AND PERFORMANCE

AET's financial commitments and performance are discussed in the Financial Performance chapter.

OUR CONTRIBUTION TO THE UN SDGS



Our Approach

As a leading tanker owner and operator, we have a fiduciary duty to our shareholder, MISC Berhad, to maintain our financial performance while taking appropriate levels of risk. As an employer across multiple global locations, we have a responsibility to practice responsible workforce management

based on our financial strength while considering prevailing market conditions. Our financial strength also enables us to offer innovative solutions, such as dual-fuel vessels, that directly benefit our customers. Finally, there are many other stakeholder groups that are indirectly supported by our performance including suppliers, industry groups and local communities. To ensure our continued success, we focus on

robust financial planning, strong financial governance and strategic investment in innovation.

Developing Robust Financial Plans

We maintain a rolling business and financial growth plan extending to 2030. This is reviewed annually to ensure continued relevance and long-term sustainability. These plans set out projected revenues, costs and cash flows, informed by analysis of macro-economic conditions, vessel market dynamics, competitive developments, regulatory change, technology trends and climate-related considerations.

Our financial planning process is rigorous and structured. Plans are reviewed and challenged at multiple levels of management before being submitted to the Board for approval, ensuring both strategic alignment and execution discipline. To further strengthen planning and transparency, we upgraded our enterprise resource planning systems and associated processes, improving data quality, consistency and organisational agility in 2025.

We have also taken proactive steps to strengthen our financial position. By restructuring our long-term debt, we enhanced balance sheet resilience and positioned the business to take advantage of favourable market conditions.

Implementing Strong Financial Governance

Strong governance provides the backbone for effective financial management. Our financial activities are guided by the AET Corporate Financial Policy, which establishes

clear standards for capital allocation, financial controls and decision making.

We prioritise prudent cash management, balance sheet strength and access to diversified funding sources to ensure resilience through periods of volatility. This disciplined approach enables us to manage risk effectively while retaining the capacity to pursue strategic investments as opportunities arise. [See the Financial Performance chapter for more details.](#)

Investing in Innovation

Innovation plays a critical role in sustaining long-term growth. In line with our Energy Transition Strategy, we invest selectively in initiatives that strengthen our Resilient Core while supporting our Decarbonisation objectives. In 2025, one example of this was the continued retrofit of one of our Lightering Support Vessels (LSV) operating in the U.S. Gulf with battery-hybrid technology in partnership with Fleetzero. It will be the longest-range hybrid-battery vessel, and will serve as a test bed for this technology. In late 2025, we signed an agreement for our first hybrid-electric Dynamic Positioning Shuttle Tanker (DPST) designed to be dual-fuel ethanol-ready. An agreement was inked with Dalian Shipbuilding Industry Corp. for the construction of a 154,000-deadweight-tonne Suezmax DPST equipped with a battery-hybrid system, with projected delivery in 2028.

In parallel, we are exploring expanding into New Energy-related business areas, including renewable energy, future fuels, offshore wind and waste-to-value opportunities. Through active engagement with stakeholders, we aim to develop these opportunities further in 2026.

CLIMATE-RELATED FINANCIAL DISCLOSURES

OUR FIRST-TIME ADOPTION OF ISSB IFRS SUSTAINABILITY DISCLOSURE STANDARDS

This is the first year we have voluntarily adopted International Financial Reporting Standards (IFRS) Sustainability Disclosure Standards, specifically IFRS S2 Climate-related Disclosures, for our climate-related financial disclosures. Issued by the International Sustainability Standards Board (ISSB), these standards ("ISSB standards") are increasingly recognised as the global baseline for sustainability-related financial reporting and have been adopted as mandatory sustainability reporting requirements for jurisdictions including Singapore, Malaysia and Australia.

This voluntary adoption builds on our established climate reporting since 2021, aligned with the Task Force on Climate-related Financial Disclosures (TCFD) recommendations. It reflects our view that climate and broader sustainability matters have moved beyond standalone disclosures and are being embedded within enterprise risk management and long-term value creation. In an operating environment shaped by macroeconomic shifts, regulatory uncertainty and geopolitical volatility, climate- and sustainability-related considerations are increasingly linked to cost exposure, regulatory compliance and operational resilience.

We have adopted a climate-first approach, assessing and disclosing climate matters through the lens of financially material risks and opportunities in line with ISSB standards. This provides a basis to understand how climate factors may affect financial performance, risk management and business strategy. We will progressively extend this approach to other sustainability-related topics over time.

In line with ISSB IFRS S2, this chapter is structured around four core pillars:

- **Governance**, covering governance oversight, controls and procedures for management of climate-related risks and opportunities (CROs)
- **Strategy**, covering managing strategy for CROs, including their financial effects
- **Risk Management**, covering the processes to identify, assess and manage CROs
- **Metrics and Targets**, covering key performance indicators and targets

The disclosures in this chapter are intended to enhance transparency, comparability and decision-usefulness of climate-related financial information for our stakeholders.

Basis of Preparation

REPORTING ENTITY

This chapter covers activities from all AET operations, including our owned and operated fleet, lightering operations, corporate offices and material activities of our joint ventures. Our greenhouse gas (GHG) emissions inventory has been prepared following the GHG Protocol Corporate Accounting and Reporting Standard, adopting a financial control consolidation approach.

TIME HORIZON

AET assesses the potential impacts of CROs across time horizons aligned with business planning cycles.

- **Short-Term:** 1 year
- **Medium-Term:** 2 - 5 years
- **Long-Term:** More than 5 years

Each horizon reflects different risks, opportunities and strategic considerations, supporting AET's ability to respond to an evolving regulatory, market and operating landscape.

JUDGEMENTS AND UNCERTAINTIES

We apply judgements based on reasonable and supportable information available at the reporting date. Key areas of judgement include the following:

- **Determination of material climate-related information:** Judgements in identifying the CROs that could reasonably be expected to affect our financial position, performance and cash flows, in line with ISSB standards
- **GHG accounting and consolidation approach:** Judgements in selecting appropriate GHG accounting approach, emission factors and data sources. For example, we may use estimates in Scope 3 computation where supplier-specific data is not available.
- **Assessment of business and financial implications:** Judgements in identifying and assessing the likelihood and magnitude of CROs under selected climate scenarios

Measurement uncertainties arise from the inherent limitations in data availability, modelling assumptions and the forward-looking nature of climate-related scenario analysis. This is particularly relevant in estimating the financial effects of physical and transition risks, where outcomes depend on evolving climate patterns, policy and regulatory

developments, technology readiness and market responses, which may affect the timing and severity of impacts on financial position, performance and cash flows.

Uncertainty is also present in our GHG emissions performance due to the use of estimates and assumptions in GHG accounting.

We seek to manage these uncertainties through standardised methodologies, robust internal controls and ongoing improvements in data quality and processes.

Governance

BOARD AND BOARD COMMITTEES

AET's Board of Directors (Board) retains ultimate responsibility for the oversight of sustainability-related risks and opportunities, including CROs, their management approach and target setting. The Board sets direction and ensures that sustainability and climate considerations are integrated into strategic priorities, business planning and risk management.

The Board reviews and approves AET's sustainability strategy, priorities and targets, and considers sustainability-related risks and opportunities alongside financial performance, capital allocation and risk return trade-offs in its decision making. This includes oversight of major transactions and the approval of capital allocation for sustainability-related initiatives, such as energy efficiency measures, decarbonisation retrofits and other climate-related investments, to support long-term value creation.

CLIMATE-RELATED FINANCIAL DISCLOSURES

The Board is supported by the Audit, Risk and Sustainability Committee (ARSC), a Board-level committee that provides focused oversight of sustainability-related matters.

The ARSC reviews and monitors the implementation of AET's sustainability strategy and decarbonisation plan, including progress against established targets. It oversees the adequacy of frameworks and processes for identifying, assessing and managing sustainability-related risks and opportunities, including CROs, and reviews sustainability performance, key metrics and disclosures. The ARSC also provides recommendations to the Board on sustainability, risk management and related governance matters.

The Board and ARSC meet quarterly every year, with sustainability-related risks reviewed and relevant matters discussed where needed.

Effective oversight is supported by the Board's collective expertise across multiple industries and key business function, [further details are provided in the Board of Directors chapter](#). At the committee level, members possess relevant experience and expertise in sustainability-related matters. Both Board and ARSC received climate-related trainings in 2025, covering topics such as hybrid-electric vessels and IMO MEPC 83 implications for shipowners.

MANAGEMENT

In 2025, we strengthened our risk governance through the establishment of dedicated management-level risk committee and the standardisation of risk reporting processes, enhancing oversight, accountability and decision making across the organisation.

The Risk Committee (RC), established in July 2025, serves as AET's central platform for overseeing the implementation and institutionalisation of Enterprise Risk Management (ERM) and Commercial Assurance (CA). The RC safeguards the Company's interests by ensuring that risks, including CROs, are systematically identified, assessed and managed. It provides oversight to ensure alignment with AET's risk management framework and offers assurance to the ARSC on the effectiveness of risk management practices.

Working closely with the ARSC, the RC oversees sustainability-related risks and opportunities at both enterprise and portfolio levels. It endorses key priorities and targets, monitors performance on a regular basis, and ensures that sustainability considerations, including CROs, are integrated into business strategy and operations. The RC is chaired by our CEO and meets on a quarterly basis.

The Project Risk Assessment Committee (PRAC), a sub-committee of the RC, focuses on capital-intensive projects. It reviews and evaluates associated risks, deliberates on mitigation measures, and provides recommendations to support informed investment decisions. The PRAC convenes on an ad-hoc basis.

Supporting the RC, the Strategy, Sustainability and Enterprise Risk Management function works closely with risk owners across key business functions, including Decarbonisation, Commercial, Finance, Legal & Integrity, Human Resources & Facilities Management, and Business Development. These functions are collectively responsible for executing business and sustainability strategies, monitoring performance against

targets, integrating climate considerations into investment decisions, and ensuring alignment with AET's ERM framework.

Strategy

BUSINESS MODEL AND STRATEGIC CONTEXT

As an owner and operator of a diversified tanker fleet, AET supports global energy transportation across conventional and specialised segments. Our competitiveness is driven by fleet efficiency, reliability and safety performance, alongside the ability to meet evolving regulatory and customer requirements for lower-emissions shipping solutions. [See Our Business section for further details on our business portfolio](#).

AET's business and operating model shapes its exposure to climate-related factors across the value chain, including vessel design and procurement, fleet operations, fuel sourcing and service delivery. Key considerations include fuel availability and cost, carbon regulation and pricing mechanisms, demand for lower-emissions transport solutions and, to a lesser extent, physical climate risks affecting routes and port operations. These factors influence operating costs, asset utilisation and capital allocation decisions, and are incorporated into fleet planning, decarbonisation pathways and commercial strategy across short-, medium- and long-term horizons.

This context underpins AET's assessment of CROs and their potential effects on strategy, financial performance and resilience.

MATERIAL INFORMATION IN LINE WITH ISSB STANDARDS

In assessing and disclosing CROs, AET applies the concept of financial materiality in accordance with ISSB standards. The CROs are considered material where they could reasonably be expected to affect AET's financial prospects over the short-, medium- or long-term. Accordingly, information is considered material if it could reasonably be expected to influence the decisions of primary users of general-purpose financial reports.

This approach is aligned with AET's broader double materiality assessment approach which incorporates financial and impact materiality (that is, have an impact on the environment and society) across all relevant sustainability topics. [See the Our Sustainability Approach chapter for more information](#).

The identification of CROs is based on an assessment of AET's operations, business model and value chain, including key activities, critical resource inputs, relationships and interdependencies and how these interact with external climate-related drivers.

CLIMATE-RELATED FINANCIAL DISCLOSURES

Key considerations include:

- Operations and footprint:** Headquartered in Singapore with management offices in seven countries, lightering operations based in Galveston, and a tanker fleet operating globally
- Regulatory environment:** Exposure to international and regional regulations, including those established by the International Maritime Organization (IMO), the EU Emissions Trading System (EU ETS) and FuelEU Maritime
- Key resources and dependencies:** Fuel supply and pricing, shipbuilding and maintenance inputs, port and logistics infrastructure, financial capital and skilled workforce
- Customer demand:** Our customers are placing emphasis on lower-emissions shipping solutions. This creates opportunities to secure long-term contracts at a premium for efficient and low-emissions vessels, while also posing risks of reduced utilisation or pricing pressure if the fleet transition lags market and regulatory expectations. Broader geopolitical developments may further influence the pace of transition and demand patterns, which are closely monitored as part of our business planning.
- Strategic partnerships:** Engagements with technology providers, classification societies, research institutions and industry platforms support access to innovation and solutions required for decarbonisation and operational improvements

AET's identification of relevant CROs is further informed by internal and external inputs. This includes the enterprise risk register, business plans, benchmarking against industry practices and reference to SASB Standards for Marine Transportation.

Only CROs that could reasonably be expected to affect AET's financial position, performance or cash flows are disclosed. These are assessed based on their likelihood of occurrence and potential financial implications.

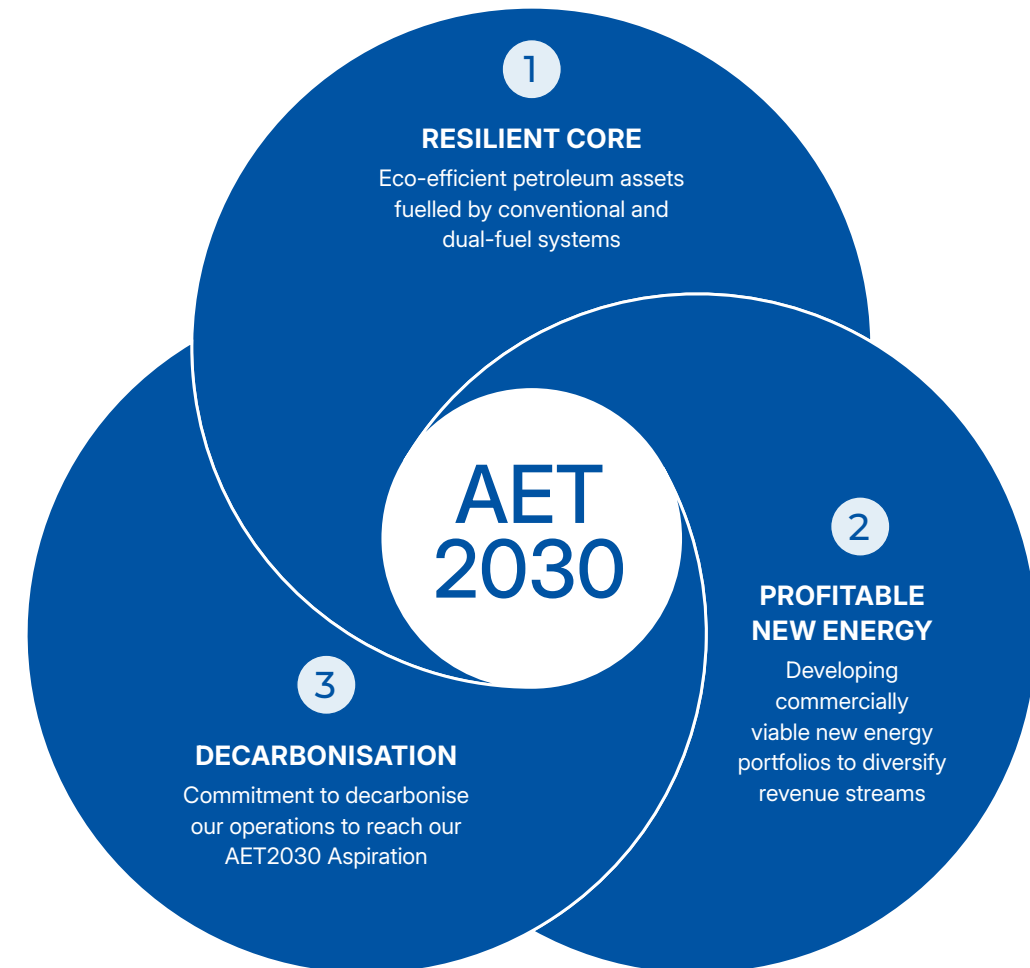
AET'S CLIMATE-RELATED TRANSITION PLAN

Our Climate Strategy

AET's climate strategy is embedded within its broader business strategy and supports its long-term ambition to achieve net-zero by 2050. It reflects how the company manages CROs while maintaining a competitive tanker business. Our business strategy, Energy Transition Strategy, is anchored on three pillars, namely Resilient Core, Profitable New Energy and Decarbonisation.

The Resilient Core pillar provides a strong, cash-generating foundation to support earnings visibility, capital discipline and funding for fleet renewal and decarbonisation. The New Energy pillar aims to develop businesses beyond fossil fuels including in offshore wind and future fuels. Decarbonisation aims to accelerate AET's transition towards low-/near-zero carbon operations to meet regulatory and customer requirements.

See the Energy Transition Strategy chapter for more information on our business strategy.



CLIMATE-RELATED FINANCIAL DISCLOSURES

OUR TRANSITION PATH

Our climate strategy and transition path cover operations within the defined reporting boundary, with GHG emissions measured under a financial control approach (also see the [About This Report](#) chapter).

OVERVIEW OF DECARBONISATION DRIVERS WITH REDUCTION POTENTIAL

ENERGY EFFICIENCY INITIATIVES		LOW-CARBON ENERGY		
Operational Initiatives Examples: <ul style="list-style-type: none"> Route optimisation Hull cleaning Weather routing 	Technological Initiatives Examples: <ul style="list-style-type: none"> Propeller Boss Cap Fins (PBCF) Pre-swirl duct Ultrasonic antifouling technology WAPS 	Dual-fuel Vessel Retrofit and Rejuvenation Examples: <ul style="list-style-type: none"> Dual-fuel vessel retrofit for LNG (including bio-LNG and e-LNG), ammonia and ethanol Dual-fuel newbuilds for LNG (including bio-LNG and e-LNG), ammonia and ethanol 	Low-Carbon Technology Examples: <ul style="list-style-type: none"> Vessel electrification Methane abatement 	Low-Carbon Drop-in Fuels Examples: <ul style="list-style-type: none"> Biofuel as drop-in fuel
1% - 5% ⁽¹⁾ potential GHG reduction		Reduction potential varies based on the proportion and types of low-carbon energy used ⁽¹⁾		

Decarbonisation is a critical enabler for this transition. We have developed a Tiered Decarbonisation Strategy which is a disciplined and adaptable transition pathway for fleet decarbonisation.

Current efforts prioritise operational and energy efficiency improvements to deliver near-term emissions reductions, followed by the adoption of lower-carbon fuels and emerging technologies across existing and newbuilding vessels. Carbon offset solutions may be considered for residual emissions where appropriate.

This sequencing reflects differences in technology maturity, cost and infrastructure availability. The transition path is reviewed periodically to reflect changes in regulation, market conditions and technology development.

Further details on AET's decarbonisation initiatives and external dependencies are set out in the [Towards Decarbonisation](#) chapter.

PROGRESS MONITORING

Decarbonisation progress is monitored using GHG emissions performance, with a focus on Shipping Operations, which represent the majority of AET's emissions. Performance is assessed against a 2008 baseline and established targets. Oversight is provided through established governance structures, with performance regularly reviewed by the management and the Board.

CAPITAL ALLOCATION AND INTERNAL CARBON PRICING (ICP)

AET's climate transition is supported through capital and operating expenditure. Climate risk considerations are integrated into investment decision making to ensure alignment with decarbonisation objectives and financial discipline.

We apply an ICP as a strategic tool to manage climate transition risks, support strategic planning and assess the financial impact of climate change. The ICP serves as a shadow price reflecting the anticipated future cost of carbon and is applied, where relevant, in the evaluation of capital projects.

The ICP is reviewed periodically taking into account evolving regulatory developments including carbon pricing mechanisms across our operations, such as the EU Emissions Trading System (EU ETS), FuelEU Maritime and the proposed IMO Net-Zero Framework.

CLIMATE-RELATED RISKS AND OPPORTUNITIES (CROS)

AET continues to refine its assessment of CROs to ensure alignment with evolving climate science, regulatory developments and market expectations. This assessment shapes our response to climate change and decarbonisation.

In assessing CROs, AET considers a range of drivers. Drivers for transition CROs include policy and regulation, technology, market dynamics, technological developments and customer expectations, supported by internal analysis. Physical CROs are assessed through forward-looking portfolio-level assessments of climate hazards across defined scenarios and time horizons.

The following CROs have been identified as material.

TRANSITION CROS	PHYSICAL CROS
<ul style="list-style-type: none"> Market transition towards a low-carbon economy Regulatory compliance risk for GHG emissions Low- and zero-carbon technology transition risk 	<ul style="list-style-type: none"> Typhoon and extreme storms Rising sea level Flooding Extreme heat (heat wave)

⁽¹⁾ The estimated emissions reduction potential is indicative and may vary in practice. Actual reduction depends on factors including vessel age and technical configuration, operating profile and trading pattern and the proportion and type of low-carbon energy used

CLIMATE-RELATED FINANCIAL DISCLOSURES

TRANSITION CLIMATE-RELATED RISKS AND OPPORTUNITIES (CROS)

This section outlines the material transition CROs, including their nature, business and financial implications, and AET's mitigation and adaptation responses.

MARKET TRANSITION TOWARDS LOW-CARBON ECONOMY Short-, medium- and long-term	
Description	<p>AET operates in a tanker shipping sector undergoing a transition towards a lower-carbon economy, driven by evolving customer expectations, regulatory developments and shifts in global energy demand. While oil demand is expected to grow in the near to medium term, longer-term demand may moderate as alternative energy sources scale, potentially affecting cargo volumes and fleet utilisation.</p> <p>The pace and direction of this transition remain uncertain, influenced by regulatory developments, fuel availability and cost, infrastructure readiness and technology maturity. Customer demand for lower-emissions shipping is also shaped by cost considerations and willingness to share transition-related premiums.</p> <p>This evolving landscape presents both risks and opportunities. Key risks include shifts in demand patterns, asset obsolescence, pricing pressure and higher capital requirements, which may be further exacerbated by geopolitical disruptions. At the same time, opportunities arise from fleet renewal, efficiency improvements and the adoption of lower-emissions fuels and technologies.</p>
Business and strategy effects	<ul style="list-style-type: none"> The transition affects core business activities, including fleet operations, customer demand and value chain dependencies Greater reliance on shipyards, technology providers and fuel suppliers introduces execution, cost and capacity risks Evolving customer expectations and regulatory requirements may affect vessel utilisation, pricing and overall competitiveness The transition requires continued fleet rejuvenation and capability development to support emerging energy segments These changes increase capital requirements and operational complexity, with exposure to fuel, technology and cost uncertainties
Mitigation and adaptation efforts	<p>As outlined above, AET's response is anchored in the Energy Transition Strategy, which guides how it manages transition risks while maintaining a competitive tanker business. The three pillars within the strategy support revenue diversification and the shift towards lower-emissions operations.</p>

Guided by this, AET's key actions include:

- Improving energy efficiency through operational optimisation and technological retrofits
- Advancing low-emissions vessels through fleet rejuvenation, including dual-fuel capability and electrification
- Evaluating emerging solutions such as methane abatement
- Working with customers and business partners to develop commercially viable low-carbon shipping solutions
- Support industry decarbonisation through partnerships with technology providers

Further details are set out in the [Towards Decarbonisation chapter](#).

CURRENT AND ANTICIPATED FINANCIAL EFFECTS

(See [Quantitative Financial Effects From Transition CROs section below](#) for more information.)

Current financial effects	<p>In 2025, financial effects mainly arose from:</p> <ul style="list-style-type: none"> Capital expenditure on energy efficiency initiatives Capital expenditure on newbuilds with dual-fuel capability and electrification <p>These investments resulted in associated depreciation and cash outflows from investing activities.</p> <p>AET also invested in workforce upskilling to support implementation of these new technologies. These costs were not material in 2025.</p>
Anticipated financial effects: short-term	<p>In 2026, no significant change in market conditions is expected from the low-carbon transition. AET will continue progressing existing initiatives and investments, with financial impacts broadly aligned with the approved business plan, including fleet renewal and decarbonisation retrofits.</p> <p>As such, associated capital expenditure is expected to continue, alongside incremental operating costs from testing and adopting lower-carbon technologies. These will be funded through a combination of working capital and external financing, resulting in higher liabilities, increased depreciation and higher finance costs.</p> <p>A portion of these costs may be recoverable through charter arrangements, subject to commercial negotiations. However, the extent and timing of cost recovery remain uncertain given evolving regulatory developments and customer willingness to absorb decarbonisation costs.</p>

CLIMATE-RELATED FINANCIAL DISCLOSURES

CURRENT AND ANTICIPATED FINANCIAL EFFECTS

(See Quantitative Financial Effects From Transition CROs section below for more information.)

Anticipated financial effects: medium- and long-term	<p>Over time, decarbonisation investments are expected to scale in line with AET's transition pathway, influenced by regulatory developments (including the IMO Net-Zero Framework (NZF)), market conditions and technology readiness.</p> <p>As the market evolves, we expect a stronger linkage between decarbonisation investments and commercial outcomes, including potential improvements in utilisation and higher pricing for lower-emissions vessels, assuming increased customer willingness to share relevant costs.</p> <p>The timing and magnitude of these effects remain uncertain, given the external dependencies described. AET will continue to adopt a disciplined and flexible investment approach, balancing financial performance with long-term transition objectives.</p>
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REGULATORY COMPLIANCE RISK FOR GHG EMISSIONS

Short-, medium- and long-term

Description	<p>The regulatory landscape for maritime GHG emissions is becoming more stringent across jurisdictions, with increasing requirements on emissions performance, monitoring and reporting. Measures such as the IMO's Carbon Intensity Indicator (CII), EU ETS and FuelEU Maritime are raising operational complexity and compliance costs from the associated carbon pricing mechanisms.</p> <p>Further global measures under the IMO NZF remain under development, creating uncertainty around future carbon pricing, fuel standards and implementation timelines. This adds complexity in aligning fleet strategy, fuel choices and capital allocation.</p> <p>In the absence of a global mechanism such as the IMO NZF, the expansion of regional carbon pricing regimes may further increase AET's exposure to compliance costs. Failure to keep pace may result in higher costs, reduced operational flexibility and potential commercial disadvantage.</p>
Business and strategy effects	<ul style="list-style-type: none"> • AET's operations are increasingly subject to regulations such as EU ETS and FuelEU Maritime, resulting in higher compliance obligations and carbon taxes across voyages and jurisdictions • Vessels with higher emissions intensity may face utilisation constraints or require operational adjustments • Rising carbon-related costs may pressure margins, emphasising cost optimisation such as cost pass-through mechanisms and incorporation of carbon-related terms in chartering contracts

- Regulatory developments are a key consideration in capital allocation and investment decisions to ensure continuous compliance
- Strong emissions performance may enhance competitiveness, support customer demand, and create upside from market differentiation

CURRENT AND ANTICIPATED FINANCIAL EFFECTS

(See Quantitative Financial Effects From Transition CROs section below for more information.)

Current financial effects	<p>In 2025, AET was subject to EU ETS and FuelEU Maritime regulations for relevant EU voyages, with compliance costs largely passed through to charterers either through contractual arrangements in time charter or through cost absorption in the spot voyage price we charged. As a result, the net financial impact on AET was not material.</p>
Anticipated financial effects: short-, medium- and long-term	<p>Compliance costs from the associated carbon pricing mechanisms are expected to increase as regulatory requirements evolve, including the adoption of the IMO NZF.</p> <p>AET seeks to recover or share these costs with customers through commercial arrangements, including charter rate adjustments and contractual pass-through mechanisms, where feasible. The extent of cost recovery will depend on market conditions, regulatory clarity and customer willingness to absorb such costs.</p> <p>Overall, AET expects the net financial impact to remain manageable, although uncertainties remain regarding the timing and design of future regulations. No material adjustments are expected in 2026.</p>

LOW- AND ZERO-CARBON TECHNOLOGY TRANSITION RISK

Short-, medium- and long-term

Description	<p>The transition towards a low-carbon economy is driving the development and adoption of low- and zero-carbon technologies across the maritime sector. Evolving customer expectations and regulatory requirements are accelerating the need for new fuel pathways, vessel designs and emissions reduction solutions.</p> <p>However, the commercialisation and large-scale deployment of these technologies remain at an early stage. The transition is constrained by economic barriers, technology maturity, capability gaps and limited supporting infrastructure, creating uncertainty across the maritime ecosystem.</p>
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CLIMATE-RELATED FINANCIAL DISCLOSURES

LOW- AND ZERO-CARBON TECHNOLOGY TRANSITION RISK Short-, medium- and long-term	
	<p>For AET, this presents challenges in technology selection, investment timing and asset readiness. The absence of a clearly dominant fuel pathway, coupled with varying levels of technology maturity, complicates fleet renewal and retrofit decisions. Early adoption may expose AET to performance and obsolescence risks, while delayed adoption may affect commercial competitiveness.</p> <p>The deployment of these technologies also depends on external enabling conditions, including fuel supply development, infrastructure readiness and evolving industry standards, as mentioned in this chapter.</p>
Business and strategy effects	<ul style="list-style-type: none"> • Dependency on ecosystem readiness where technology deployment is constrained by fuel availability, bunkering infrastructure and broader value chain development • Challenges in technology integration, reliability and performance, requiring adjustments to fleet operations, maintenance and vessel specifications • High upfront costs and uncertain returns influencing investment decisions • Need for targeted upskilling and capability development to ensure safe and efficient operations of new technologies
Mitigation and adaptation efforts	<p>AET adopts a multi-faceted and technology neutral approach to manage this risk. Key actions include:</p> <ul style="list-style-type: none"> • Maintaining a diversified approach to fuel and technology adoption (for example, LNG, biofuels, ammonia, ethanol and electrification), enabling our fleet to adapt as technologies mature and industry standards evolve • Partnering with shipyards, engine manufacturers, technology providers and industry platforms to pilot, validate and scale emerging solutions • Investing in future-ready asset with fleet renewal and retrofits programmes to enhance long-term asset resilience • Strengthening workforce readiness through targeted training and knowledge development to support technology deployment • Maintaining optionality in fuel pathways and technologies in line with market developments to calibrate investment timing and operational feasibility <p>Further details are set out in the Towards Decarbonisation chapter.</p>

CURRENT AND ANTICIPATED FINANCIAL EFFECTS

The financial effects associated with low- and zero-carbon technology transition are closely linked to those arising from the broader market transition towards a low-carbon economy, as both relate to AET's decarbonisation pathway and investment decisions.

These impacts are therefore considered together. [Further details on current and anticipated financial effects are provided under Market Transition Towards Low-Carbon Economy risk.](#)

[Also see Quantitative Financial Effects From Transition CROs section below for quantitative financial effects.](#)

QUANTITATIVE FINANCIAL EFFECTS FROM TRANSITION CROS

The quantitative financial effects presented reflect AET's assessment of transition CROs associated with the Market Transition Towards a Low-Carbon Economy and the Low- And Zero-Carbon Technology Transition risks, across the current period (2025) and short term (2026).

These impacts primarily arise from investments in fleet renewal, energy efficiency initiatives and adoption of lower-carbon technologies, as described in the respective risk disclosures in this chapter. Financial effects on revenue have not been quantified due to the high degree of measurement uncertainty on the recoverability of the related capital investments from charterers. As discussed, financial effects associated with Regulatory Compliance for GHG Emissions risk are not material.

The quantification reflects management's current assessment based on the approved business plan, including fleet phasing and decarbonisation initiatives.

Significant uncertainty remains in estimating medium- to long-term financial effects based on factors discussed previously. Accordingly, AET has applied proportionality mechanisms in line with ISSB standards, limiting quantitative disclosure to time horizons where reliable and supportable information is available at the reporting date without undue cost or effort.

We will continue to refine our approach to assessing finance effects arising from CROs.

CLIMATE-RELATED FINANCIAL DISCLOSURES

Financial Effect (US Million)	Current Period (2025)	Short Term (2026)
Financial Position	5.8	36.6
– Increase in property, plant and equipment	5.8	24.0
– Increase in borrowings ⁽¹⁾	–	12.6
Financial Performance	(6.9)	(8.2)
– Increase in finance cost		
– Increase in depreciation charge		
Cash Flow	(5.8)	(12.0)
– Cash outflow from investing activities		
– Cash generated from financing activities		

PHYSICAL CLIMATE-RELATED RISKS AND OPPORTUNITIES (CROS)

In 2025, we refreshed our assessment of physical CROs. Unlike non-shipping companies for which physical risk assessment normally focuses on land-based real estate assets, our primary assets are our vessels which are globally mobile.

Accordingly, our physical risk assessment mainly considers two risk pathways: first, climate hazards such as typhoons that may directly affect or damage the ship itself; second, supply chain disruption from sea level rise and heat waves may lead to reduced demand for our fleet. In addition, by working with our parent company, the MISC Group, we conducted a preliminary physical risk assessment of our offices, identifying that three of these non-shipping assets may have vulnerability to physical climate hazards over the medium- and long-term. Though not owned by AET, climate hazards impacting our offices may affect our onshore operations.

This section outlines the material physical CROs with risk descriptions, effects on our business and financials, and the corresponding mitigation and adaptation efforts.

PHYSICAL CROS	
ACUTE	CHRONIC
<ul style="list-style-type: none"> Typhoons and extreme storms Flooding Extreme heat 	<ul style="list-style-type: none"> Rising sea levels

Medium- and long-term	
Description	<p>The increasing frequency and intensity of extreme weather events may interrupt onshore and offshore operations and cause damage to our assets.</p> <ul style="list-style-type: none"> Typhoons and extreme storms: Severe typhoon and storm events, including high winds and rough sea conditions, can disrupt vessel operations and routing, increase fuel consumption and voyage time, and elevate the risk of asset damage and safety incidents Flooding: Increased rainfall and storm intensity may disrupt port access and operations and damage infrastructure. This may have knock-on impact on vessel logistics and turnaround times. Extreme heat: Periods of abnormally high temperatures and associated heat stress can reduce operational efficiency and compromise employee health and safety Rising sea level: Gradual sea level rise may affect port and coastal infrastructure, particularly where critical facilities are located in low-lying areas
Business and strategy effects	<p>Compared to land-based real estate assets, our direct exposure to physical hazards is inherently limited due to the mobility of our vessels to navigate freely at sea and adjust their routes to avoid severe weather conditions. This flexibility, supported by real-time weather monitoring and voyage planning, enables us to proactively reduce our direct exposure to events such as storms at sea.</p> <p>Potential impacts include:</p> <ul style="list-style-type: none"> Extreme weather events may disrupt voyage schedules and increase transit time and fuel consumption, reducing fleet utilisation and efficiency Extreme weather and heat waves may accelerate wear and tear of vessels and onboard systems, increasing maintenance needs and capital expenditure for repairs and upgrades Higher maintenance, insurance and fuel costs, together with operational disruptions, may affect turnaround time and service reliability

⁽¹⁾ Net of projected repayment and interest of borrowings during the year

CLIMATE-RELATED FINANCIAL DISCLOSURES

Medium- and long-term	
	<ul style="list-style-type: none"> • Extreme heat and adverse weather conditions elevate safety risks for crew, including heat stress, potentially affecting productivity and operational continuity • Weather-related disruptions to ports and our supply chains, both acute and chronic, may delay cargo movements and affect demand for our services
Mitigation and adaptation efforts	<ul style="list-style-type: none"> • Using advanced weather intelligence, satellite data and onboard systems to support real-time weather monitoring voyage planning and route optimisation • Established controls and procedures for vessel operations in adverse weather, including maintenance and emergency response • Enhancing vessel design specifications to strengthen resilience against climate hazards • Maintaining robust safety protocols, training and use of appropriate personal protective equipment (PPE) to manage risks such as heat stress • Maintaining a structured Crisis Management Plan and response framework to manage disruptions, support operational continuity and enable timely recovery • Managing the commercial and operational impact of weather disruptions through close coordination with charterers, including voyage adjustments, speed optimisation and schedule changes, with associated impacts on demurrage, delays and incremental fuel consumption contractually allocated or passed through to charterers, subject to charter party terms
CURRENT AND ANTICIPATED FINANCIAL EFFECTS	
<p>There were no material financial impacts from acute and chronic physical climate risks in 2025, as disruptions were effectively managed through existing controls.</p> <p>In 2026, impacts are expected to remain limited, with potential increases in operating costs from maintenance, insurance and operational adjustments during extreme weather events.</p> <p>Over the medium to long term, more frequent and severe events may lead to gradual increases in maintenance, repair, resilience-related expenditure and insurance costs, as well as potential costs associated with adapting to changes in port infrastructure and routing.</p> <p>The extent and timing of these impacts remain uncertain, given variability in weather patterns and limitations in forward-looking climate modelling and scenario analysis.</p>	

CLIMATE RESILIENCE

To assess our business resilience against climate change, we conducted climate scenario analysis to assess the potential impacts of both transition and physical climate risks on AET's operations across a range of plausible future pathways over three time horizons: short, medium and long term.

These assessments support our understanding of how evolving regulatory developments, market dynamics and climate changes may affect our business model, Energy Transition Strategy and decarbonisation pathways. This enables management to identify potential pressure points, assess operational and financial implications, and determine whether existing strategies remain appropriate or require adjustment.

Scenarios selected for analysis

The IPCC has adopted the use of combined Shared Socioeconomic Pathways (SSPs) and Representative Concentration Pathways (RCPs), referred to as SSP-RCP scenarios, in its climate modelling and projections. The SSPs describe alternative future pathways in which challenges related to mitigation and adaptation range from low to very high.

Resilience outcome

Based on its scenario analysis, AET assesses that its business model and operations remain resilient across short-, medium- and long-term horizons, supported by the mobility of its fleet and its structured risk management approach including disciplined capital allocation and decarbonisation efforts.

[Read more about the business, strategy and financial impact analysis with our mitigation and adaptation efforts in the Strategy section in this chapter.](#)

- **Short-Term (2026):** In the near term, both transition and physical risks are assessed to be manageable within existing operational controls and mitigation measures. No material disruption to business continuity is expected.
- **Medium-Term (2027-2030):** Over the medium term, increasing transition and physical risk drivers may place additional pressure on operations and cost structures. AET's resilience is supported by ongoing implementation of its decarbonisation strategy and operational measures.
- **Long-Term (beyond 2030):** Over the long term, resilience will depend on the effective execution of AET's strategy and its ability to adapt to evolving regulatory, market and physical climate conditions. This includes responding to uncertainties in fuel pathways, technology development and climate impacts.

CLIMATE-RELATED FINANCIAL DISCLOSURES

SCENARIO	AMBITION LEVEL BY 2100	RATIONALE	KEY ASSUMPTIONS, INPUTS AND PARAMETERS
Baseline Scenario: SSP 2-4.5	2.7°C	<p>We have selected SSP2-4.5 as our baseline scenario for assessing both transition and physical climate risks. This scenario reflects a pathway where global emissions remain broadly stable before declining gradually, leading to an estimated temperature increase of around 2.7°C by 2100. It serves as our central benchmark, representing a moderate progression of climate risks and mitigation efforts that is broadly aligned with our current planning assumptions.</p> <p>For transition risks, we also reference the International Energy Agency (IEA) Stated Policies Scenario (STEPS) from the World Energy Outlook (WEO) 2024, which projects that global oil demand will peak in the early 2030s.</p> <p>We note that the IEA WEO 2025, published in late 2025, reintroduced the Current Policies Scenario (CPS), under which oil demand is projected to continue growing through to 2050. We will review and recalibrate our scenario assumptions against these updated pathways, where relevant, in future scenario analysis.</p>	<ul style="list-style-type: none"> • Fractured and regional climate policies and carbon pricing regimes • Oil demand remains resilient in the near term before gradually declining, with alternative energy sources scaling up over time • Multiple fuel and technology options continue to evolve, with varying levels of maturity and no single dominant solution • Lower-carbon fuels and supporting infrastructure expand gradually, with uneven availability across regions • Moderate warming results in more frequent extreme weather events and gradual changes such as sea level rise, within operationally manageable ranges
Low-Emissions Scenario: SSP 1-2.6	1.8°C	<p>We consider SSP1-2.6 as a low-emissions scenario aligned with limiting global temperature increase to below 2°C. This scenario serves as a lower-bound reference to assess our exposure to physical risks that persist even under strong global mitigation efforts, while also stress-testing our resilience against transition risks under a pathway assuming aggressive GHG emissions reduction and policy and technology transition.</p>	<ul style="list-style-type: none"> • Strong and coordinated climate policies, including higher carbon prices and tighter emissions standards, drive accelerated decarbonisation across sectors • Faster reduction in demand for high-carbon fuels, with increased adoption of lower-emissions energy sources and fuels • Rapid scaling of low- and zero-carbon technologies and fuels, supported by improved supply chains and infrastructure development • Higher carbon prices and stronger policy signals improve the viability of decarbonisation investments, with greater potential for cost recovery through commercial arrangements • Lower levels of warming reduce the severity of physical risks, although some residual impacts, such as sea level rise and extreme weather events, remain
High-Emissions Scenario: SSP 3-7.0	3.6°C	<p>We consider SSP3-7.0 as a high-warming scenario reflecting a fragmented global environment with limited coordination on climate action. This scenario provides insights into our business resilience under weaker regulatory support, slower decarbonisation progress and more severe physical climate impacts.</p>	<ul style="list-style-type: none"> • Climate policies remain weak and inconsistent across regions, with limited carbon pricing and fragmented regulatory frameworks • Continued reliance on fossil fuels, with slower adoption of lower-emissions fuels and decarbonisation solutions • Limited investment in new technologies and underdeveloped fuel supply chains constrain the scalability of alternative fuels • Weak policy signals and low carbon prices limit customer willingness to absorb transition costs, reducing the viability of decarbonisation investments • Higher levels of warming lead to more frequent and severe extreme weather events, resulting in greater operational disruption and cumulative impacts over time

CLIMATE-RELATED FINANCIAL DISCLOSURES

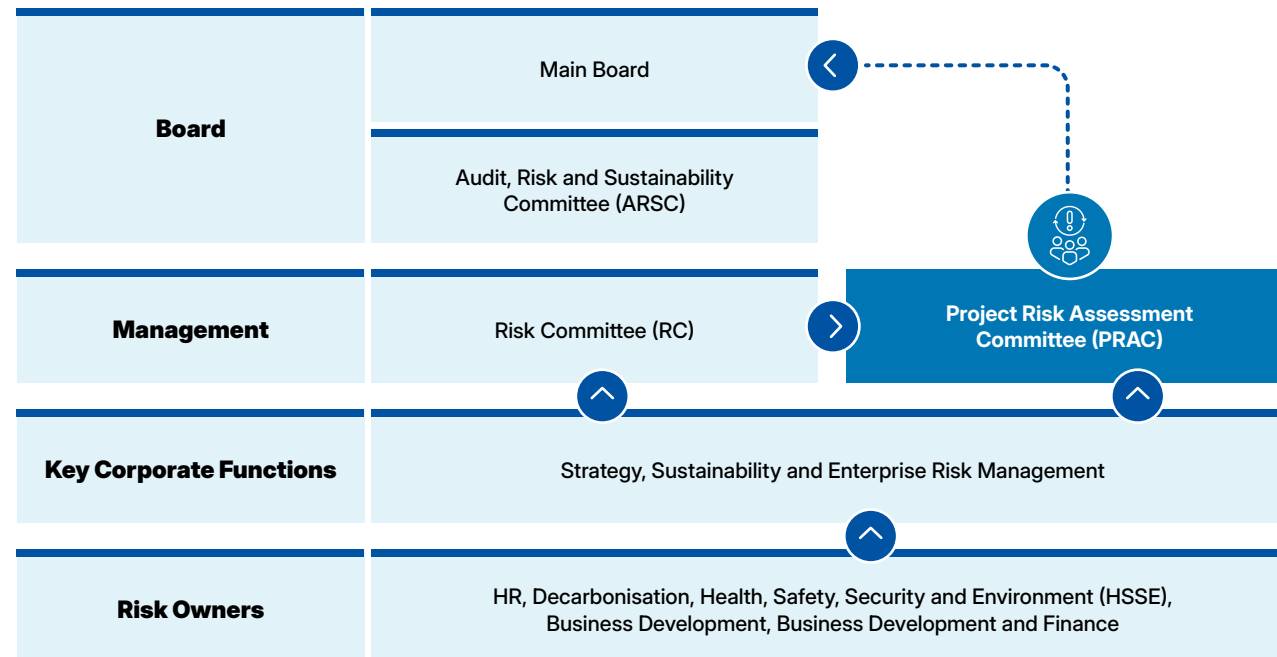
Risk Management

The identification, assessment, prioritisation and monitoring of CROs are integrated within AET's Enterprise Risk Management (ERM) framework.

We incorporate climate-related Key Risk Indicators (KRI) in our enterprise risk register; examples include carbon intensity (AERCO_{2e}) to track our medium term (2030) decarbonisation target.

[Read more about our climate-related targets in the Targets section in this chapter together with the Towards Decarbonisation and Energy Transition Strategy chapters.](#)

AET'S RISK MANAGEMENT STRUCTURE



Our risk management processes are integral to the effective execution of our business strategy and our resilience to climate-related impacts. We embed CROs within our broader risk management framework to enable a structured approach to identifying, assessing and managing risks across the organisation, from corporate functions to operational activities.

Risk management at AET is carried out across two key dimensions. At the enterprise level, we identify and assess material risks, including physical and transition climate-related risks, that may affect our operations and financial performance. In parallel, we assess risks associated with capital-intensive investments through our Project Risk Assessment (PRA) process, which is applied to major projects with significant capital commitments and longer investment horizons.

AET adopts a "three lines of defence" model to ensure effective oversight and accountability. The first and second lines comprise business and corporate functions responsible for risk identification, assessment and management, supported by the ERM function. The third line, an independent internal audit, provides assurance on the effectiveness of risk management processes and reports directly to the ARSC.

Enterprise Risk Management (ERM)

Under AET's ERM framework, climate-related risks are identified and assessed on an ongoing basis across functions, supported by external environment analysis and internal risk reviews. This process informs strategic planning and decision making, ensuring that material risks and opportunities are appropriately considered.

Climate-related risks are integrated into AET's enterprise risk register, with a focus on those that could have a significant impact on business objectives and financial outcomes. Risk owners across functions, including Finance, HSSE and other relevant teams, conduct periodic assessments of their risk exposures and mitigation measures. Key risks and mitigation plans are documented, monitored and reported regularly to the RC, and escalated to the ARSC and Board where required.

Project Risk Assessment (PRA)

For capital-intensive projects, AET conducts a structured PRA prior to investment approval to identify potential risks, including climate-related considerations. This process supports informed decision making by evaluating key risks, mitigation measures and the overall risk-return profile of each project.

Given the global nature of AET's operations, the PRA process is centrally coordinated, with involvement from relevant management functions and oversight by the ERM function. The PRAC reviews key project risks, assesses mitigation strategies and evaluates whether proposed investments meet defined return thresholds.

As part of the PRA process for new vessels, AET incorporates carbon-related considerations, including the application of an internal carbon price in investment evaluations. Sensitivity analyses are conducted to assess the financial implications of climate-related risks and opportunities under different scenarios, supporting more robust investment decisions.

Where risks and opportunities are identified, AET evaluates appropriate responses, including mitigation, transfer or acceptance. These considerations take into account evolving regulatory requirements, potential carbon costs, technology options and asset-level emissions performance, ensuring alignment with AET's broader decarbonisation objectives.

CLIMATE-RELATED FINANCIAL DISCLOSURES

Metrics and Targets

CROSS-INDUSTRY METRICS

Metric	Description	Unit	2025 Value
Scope 1 emissions	Gross Scope 1, Scope 2 and Scope 3 emissions	Refer to the GHG Emissions section below.	
Scope 2 emissions			
Scope 3 emissions			
Climate-related transition risks	The percentage of business activities vulnerable to climate-related transition risks	%	100%
Climate-related physical risks	The amount and percentage of key non-shipping assets vulnerable to climate-related physical risks	Number and %	3 (50%)
Climate-related opportunities	The amount and percentage of revenue generated from New Energy business such as offshore wind and future fuels	US million and %	N.A. (Not quantified due to measurement uncertainty on the recoverability of the related capital investments from charterers)
Capital deployment	The amount of capital expenditure and investments deployed towards decarbonisation initiatives and New Energy businesses	US million	5.8
Internal carbon price	How an entity applies a carbon price in its decision making (for example, investment, transfer pricing and scenario analysis), including the specific price per metric tonne of greenhouse gas emissions used to assess associated costs	USD/tCO ₂ e	Refer to the Capital allocation and Internal Carbon Pricing (ICP) section

Metric	Description	Summary
Remuneration	How climate considerations are factored into executive remuneration and the percentage of pay linked to them	<p>Since 2022, climate-related strategic initiatives and annual GHG emissions intensity targets have been incorporated into AET's Balanced Scorecard (BSC), alongside other performance areas such as financial results, health and safety, and people development.</p> <p>The annual variable bonuses of the President and CEO and the Executive Leadership Team (ELT) are linked to performance against the BSC, including sustainability-related metrics. In 2025, climate-related risks and opportunities accounted for 3% of the BSC weighting.</p>

INDUSTRY-BASED METRICS

Metric	Description	Unit	2025 Value
Carbon intensity AERCO ₂ e ⁽¹⁾	Intensity of Scope 1 emissions from our Shipping Operations	gCO ₂ e/tonne-nm	3.38
Emissions covered under existing carbon pricing regulations	Emissions and percentage of total emissions covered under carbon pricing regulations in force such as EU ETS and FuelEU Maritime This metric is calculated as (Emissions covered under carbon pricing regulations/ Total emissions)	Tonnes CO ₂ e (%)	137,196 (8.1%)
Metrics in SASB Standards – Marine Transportation	Refer to SASB Content Index in the Supporting Information chapter.		

⁽¹⁾ In addition to absolute GHG emissions, AET measures carbon intensity using the Annual Efficiency Ratio (AER), aligned with the IMO's Carbon Intensity Indicator (CII). AER reflects CO₂ emissions per unit of transport work (gCO₂/tonne-nm), based on vessel deadweight and distance travelled. As AER covers only CO₂, AET also reports emissions intensity AERCO₂e in CO₂e per tonne-nm, which includes carbon dioxide, methane and nitrous oxide.

CLIMATE-RELATED FINANCIAL DISCLOSURES

GHG EMISSIONS

The table below summarises our GHG emissions for 2025.

Environment	Unit	2023	2024	2025
Carbon Intensity (Annual Efficiency Ratio (AER) - Petroleum and Product)				
AER	gCO ₂ /tonne-nm	3.51	3.35	3.30
AERCO _{2e}	gCO _{2e} /tonne-nm	3.59	3.34	3.38
GHG Emissions				
Total	tonnes CO _{2e}	2,077,302	2,202,014	2,195,947
(Note: Includes emissions from Scopes 1, 2, 3 and biogenic)				
Scope 1 Emissions				
Shipping Operations – Petroleum	tonnes CO _{2e}	1,616,373	1,654,470	1,688,364
Shipping Operations – Product	tonnes CO _{2e}	21,848	43	0
Shipping Operations – Workboat	tonnes CO _{2e}	5,125	6,034	5,636
Non-Shipping Operations <small>(SASB Metric)</small>	tonnes CO _{2e}	78	51	18
Total	tonnes CO _{2e}	1,643,423	1,660,598	1,694,017
Scope 2 Emissions				
Shipping Operations - Workboat	tonnes CO _{2e}	–	25	139
Non-Shipping Operations	tonnes CO _{2e}	609	610	510
Total	tonnes CO _{2e}	609	635	650
Scope 3 Emissions				
Category 2 – Capital Goods	tonnes CO _{2e}	–	121,697	0
Category 3 – Fuel and Energy-Related Activities	tonnes CO _{2e}	392,832	412,369	395,535
Category 6 – Business Travel	tonnes CO _{2e}	–	1,652	1,426
Category 7 – Employee Commuting	tonnes CO _{2e}	–	302	125
Category 8 – Upstream Leased Assets	tonnes CO _{2e}	40,438	2,398	103,810
Category 15 – Investments	tonnes CO _{2e}	0	0	0
Total	tonnes CO _{2e}	433,270	538,418	500,895
Biogenic Emissions				
	tonnes CO _{2e}	–	2,362	385

MEASUREMENT APPROACH

1. SCOPE AND CONSOLIDATION

Our greenhouse gas (GHG) emissions inventory has been prepared following the GHG Protocol Corporate Accounting and Reporting Standard, adopting a financial control consolidation approach. [See the About This Report chapter.](#)

The inventory includes emissions from three types of GHGs: Carbon Dioxide (CO₂), Methane (CH₄) and Nitrous Oxide (N₂O).

- **Scope 1:** Direct GHG emissions from assets and operations under AET's financial control
- **Scope 2:** Indirect GHG emissions from purchased energy consumed in assets and operations under AET's financial control
- **Scope 3:** Scope 3 emissions included in this report are assessed as material for AET, in line with the approach of our parent company, the MISC Group, following two criteria:
 - Categories that, individually or in aggregate, account for approximately two-thirds of the total Group's Scope 3 emissions
 - Operational emissions from assets not accounted as Scope 1 and 2 of which fall under the relevant Scope 3 categories

The following Scope 3 categories are identified as material⁽¹⁾ to AET in 2025 based on the materiality assessment:

- **Category 2:** Capital Goods, covering emissions from the construction of vessels delivered in the reporting period
- **Category 3:** Fuel-and Energy-Related Activities, covering upstream emissions of fuels and energy purchased or acquired that are not accounted for Scope 1 and 2
- **Category 6:** Business Travel, covering transportation of employees for business-related activities
- **Category 7:** Employee Commuting, covering transportation of employees between their homes and their worksites
- **Category 8:** Upstream Leased Assets, covering emissions from fuel consumed onboard AET's in-chartered vessels where AET is the commercial operator only (neither the vessel owner nor have technical control)
- **Category 15:** Vessels that are jointly owned by AET and other parties, where we have equity ownership

⁽¹⁾ No emissions were recorded under Scope 3 Category 2 and Category 15 for 2025. These categories remain relevant to our business, and we continue to monitor and disclose them as applicable in future reporting periods.

CLIMATE-RELATED FINANCIAL DISCLOSURES

2. CALCULATION APPROACH

GHG emissions from our vessels are calculated in accordance with the IMO guidelines and use emission factors published by the IMO. Two primary references are used namely the Fourth IMO GHG Study 2020 and the Guidelines for Voluntary Use of the Ship Energy Efficiency Operational Indicator. Methane and ethane emissions from our LNG dual-fuel engines are calculated using the corresponding engine-specific methane and ethane slip levels.

Methane emissions from all other vessels (without dual-fuel engines) and nitrous oxide emissions are calculated using emission factors published in the Fourth IMO GHG Study 2020. For non-marine sources, our primary scheme used is the 2006 Intergovernmental Panel on Climate Change (IPCC) Guidelines for National GHG Inventories, with GWP from IPCC Fifth Assessment Report (AR5). Emission factors from the UK Department for Environment, Food & Rural Affairs (DEFRA) and the US Environmental Protection Agency (EPA) are used where specific elements are not available in the IPCC guidelines.

Category	Calculation Method
Category 2: Capital Goods	Average-product method where newbuild gross tonnage is multiplied by a Life Cycle Assessment (LCA) emission factor based on a cradle-to-gate assessment
Category 3: Fuel-and Energy-Related Activities	Average-data method, as described in the Scope 3 Technical Guidance by the GHG Protocol, using industry-average emission factors from the UK Department for Energy Security and Net Zero applied to actual fuel and energy consumption data
Category 6: Business Travel	Activity-based estimation, based on distance travelled multiplied by relevant emissions factors. We currently monitor the emissions from air travel only based on data from our travel agents
Category 7: Employee Commuting	Distance-based method using employee commuting survey data on transport modes and travel distances. Emissions are based on relevant emission factors (from UK Department for Energy Security and Net Zero and Ecoinvent) and extrapolated for all employees
Category 8: Upstream Leased Assets	Asset-specific method, as described in the Scope 3 Technical Guidance by the GHG Protocol, where emissions are based on actual fuel consumption data provided by the ship operator of each leased asset
Category 15: Investments	Investment-specific method, as described in the Scope 3 Technical Guidance by the GHG Protocol, where emissions data is obtained from associated/affiliated companies and accounted for based on AET's share of investment

TARGETS

Refer to the [Towards Decarbonisation](#) chapter for more information on our climate-related targets.

Decarbonisation Targets

Timeframe	Medium-Term Target	Medium-Term Aspiration	Long-Term Target
Target	40% reduction in GHG emissions intensity (for Shipping Operations ⁽¹⁾) by 2030	40% reduction in GHG emissions (for Shipping Operations ⁽¹⁾) by 2030	Net-zero GHG emissions by 2050
Scope	<ul style="list-style-type: none"> Shipping operations that fall within AET's GHG Organisational Boundary (Financial Control) Vessels not subjected to the requirements of Regulations 21 and 25 of MARPOL Annex VI are excluded 		AET's value chain: <ul style="list-style-type: none"> AET's own operations (Scopes 1 and 2) Relevant upstream and downstream operations (Scope 3)
Carbon Offsets for Residual Emissions	No	No	Yes
Target Type	Intensity reduction	Absolute reduction	
Metric	AERCO ₂ e (gCO ₂ e/tonne-nm)	CO ₂ e (gCO ₂ e)	
Base Year	2008		
GHGs Included	All material GHGs: CO ₂ , CH ₄ , N ₂ O		

Note: We include an aspiration of a 40% reduction in GHG emissions. This stretch goal complements our commitment of a 40% intensity reduction.

⁽¹⁾ Refers to all owned and chartered-in vessels in our Petroleum and Product fleet