

ZERO EMISSION IN 2035

REPORT 2025

**HUTCHISON PORTS ECT DELTA
HUTCHISON PORTS ECT EUROMAX**

Rotterdam, June 2025



1. INTRODUCTION

The Sustainability Report 2025 is the fourth annual sustainability report by Hutchison Ports ECT Rotterdam (ECT). With these reports we want to provide insight into our ambitions and the results achieved; in this case for 2024.

ECT wants to reduce the ecological impact of its activities. ECT assumes its own responsibility towards customers, employees, the environment, society and shareholders. ECT also endorses national and international government policies to combat climate change. This policy can only succeed if it includes realistic and feasible measures that take into account the competitive position of the business community and a healthy level playing field.

ECT is part of Hutchison Ports, the ports and related services division of CK Hutchison Holdings Limited in Hong Kong. Hutchison Ports is the world's leading port investor, developer and operator with a network of port operations in 53 ports across 24 countries in Asia, the Middle East, Africa, Europe, the Americas and Australasia.

Hutchison Ports has set itself the target of being emission-free by 2050. The Science Based Targets initiative (SBTi) has confirmed that Hutchison Ports' net zero emissions target and pathway towards it are consistent with SBTi's net zero emissions criteria and in line with the pathway to limit global warming to 1.5°C above pre-industrial levels. To achieve its greenhouse gas emissions reduction targets, Hutchison Ports has developed a strategic roadmap, which takes into account past emissions patterns, the future plan for equipment electrification, the adoption of renewable energy and alternative fuels.

As part of Hutchison Ports, ECT naturally endorses that roadmap, but at the same time has sharpened its own ambitions. ECT has set itself the goal of operating emission-free by 2035.

ECT DELTA AND ECT EUROMAX ON THE WAY TO ZERO EMISSIONS



2. HUTCHISON PORTS ECT ROTTERDAM (ECT)

ECT operates the ECT Delta terminal and the ECT Euromax terminal in Rotterdam. Both located on the Maasvlakte, directly on the North Sea. Both terminals are dedicated container terminals where ECT handles an average of around 6-7 million TEU annually. The containers are transported to and from the terminals via deepsea vessels, feeder vessels, inland barges, trains and trucks.

In addition to the terminal activities in Rotterdam, ECT also operates inland terminals in Venlo (NL), Moerdijk (NL, 50-50 joint venture), Duisburg (D) and Willebroek (B). Under the name 'Hutchison Ports Europe Intermodal' (HPEI), ECT offers shipping lines, logistics service providers, shippers and operators an extensive network of high-frequency rail and inland shipping services. These connect the deepsea terminals in Rotterdam directly with a significant number of owned and non-owned inland terminals at strategic locations in the European market. A large part of our own train services uses sustainable energy.

With the continuously developing digital platform 'MyTerminal', ECT is now taking major steps in further presenting real-time operational information via its online platform. This service for various customer groups ensures more efficient and sustainable logistics processes.

The objective of operating emission-free by 2035 concerns the ECT Delta and ECT Euromax terminals as well as ECT's inland terminals. For intermodal transport, ECT will keep up with technical developments.

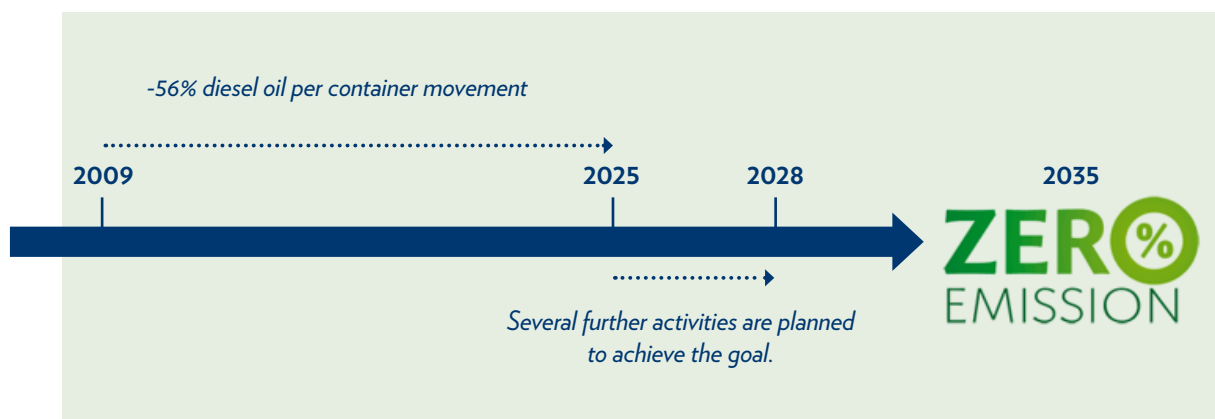
ECT's sustainability policy currently focuses mainly on so-called scope 1 and 2 emissions. This mainly concerns the electrification of its own equipment, such as straddle carriers, terminal tractors and automatic guided vehicles (AGV). In 2024, 75% of ECT's electricity consumption will come from renewable sources, and in 2025 this percentage will increase to 100%. ECT has started mapping its scope 3 emissions, and this will be followed by measures to limit them.

Topics that are important for ECT include:

- realizing onshore power facilities for deepsea and feeder vessels;
- further electrification of the equipment;
- improving the energy efficiency of the buildings;
- meet the requirements for work-related personal mobility;
- sustainable hinterland transport via Hutchison Ports Europe Intermodal.

3. ECT'S ROADMAP

In recent years, the focus has mainly been on further optimizing existing processes and investments in energy-efficient equipment, such as hybrid AGVs, hybrid straddle carriers, electric vehicles and the construction of associated infrastructure, such as charging stations. In addition, full efforts have been made to realize the necessary preconditions for the energy transition, such as preparatory studies, engineering of electrical infrastructure and the application for the necessary increase in the capacity of the grid connection. In 2024, the solid foundation for this was also completed, enabling major steps to be taken in ECT's electrification program in 2025.



The following activities were and are planned for the period 2025 – 2028:

- increasing the network capacity of the ECT Delta terminal, including the construction of associated infrastructure;
- expanding the network of EV charging stations;
- expansion of the fleet of fully electric terminal trucks;
- commissioning of electric straddle carriers, including fast chargers;
- further electrifying the company fleet;
- construction of onshore power facilities;
- construction of electrical infrastructure for charging electric AGVs;
- commissioning of electric AGVs on the ECT Euromax and ECT Delta terminal;
- switch to 100% electricity generated by European solar and wind energy.

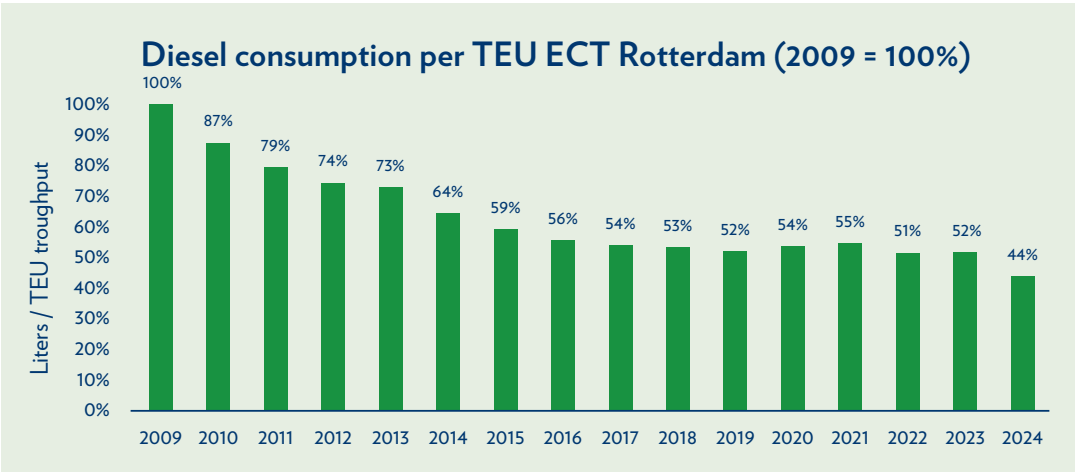
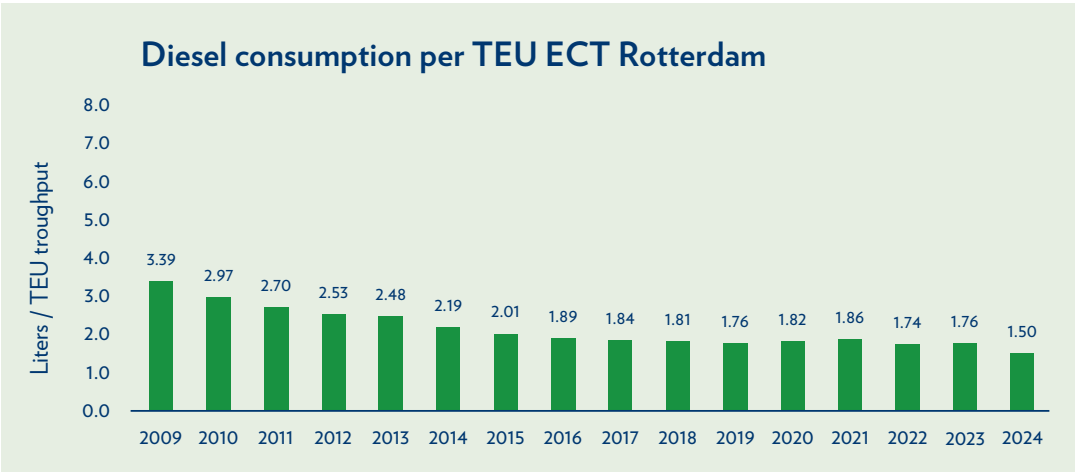
The above list is not exhaustive; promising projects can be added.

4. PERFORMANCE 2024

Presented below are several data points offering insight into ECT’s sustainability performance.

4.1 DIESEL

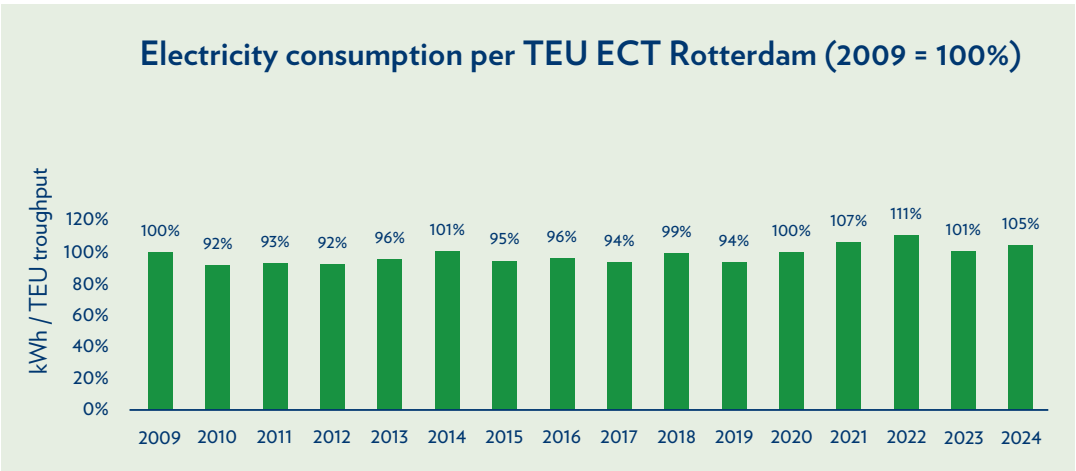
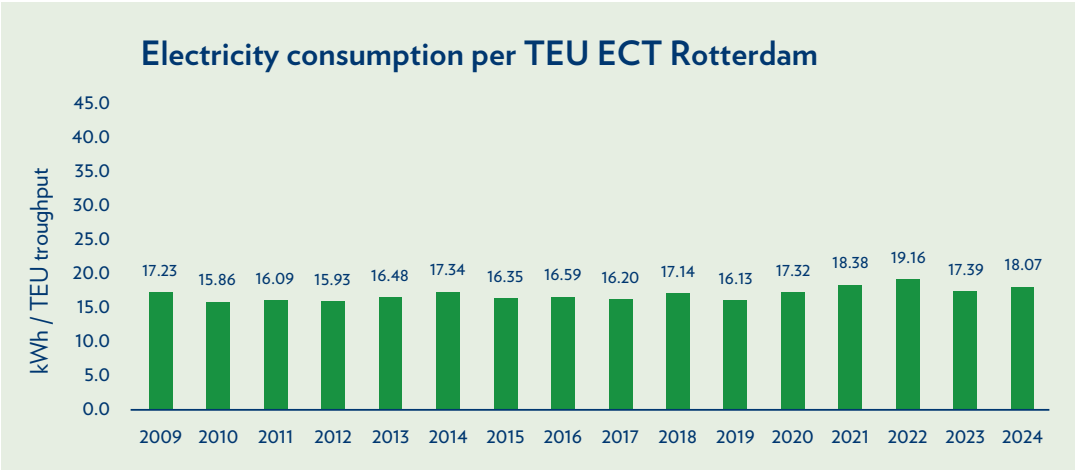
Since 2009, diesel consumption per container movement has more than halved. After a slight increase in 2023 compared to 2022, consumption dropped sharply again in 2024, as expected. The reason for this is the introduction of new hybrid AGVs, electrification of equipment and more efficient logistics.



4.2 ELECTRICITY

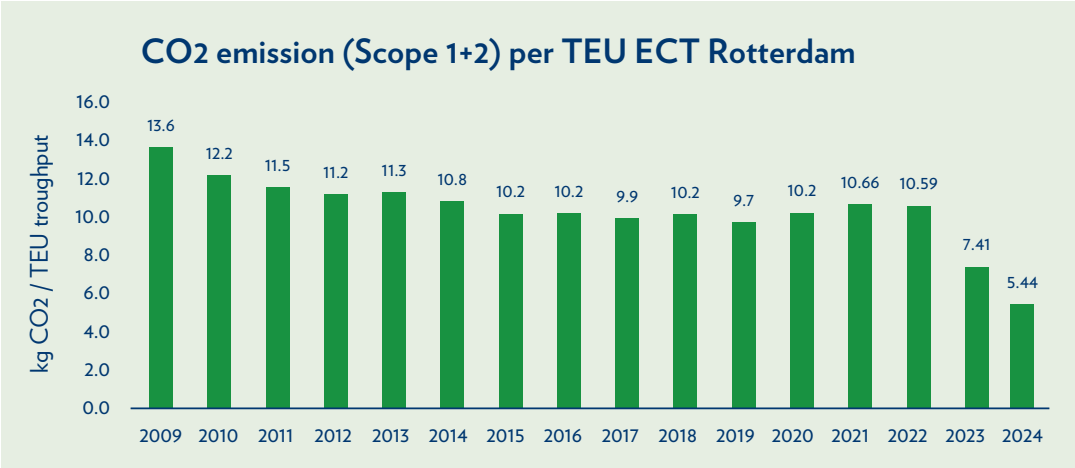
The lower electricity consumption per TEU in 2023 was the result of lower reefer volumes and a shorter dwell-time. However, it was expected, and for 2024 this has come true, that this figure will increase under the influence of further electrification.

The electricity purchased in 2024 consisted of 75% electricity generated by European wind and solar energy. This reduces ECT’s CO2 emissions, see also 4.3.



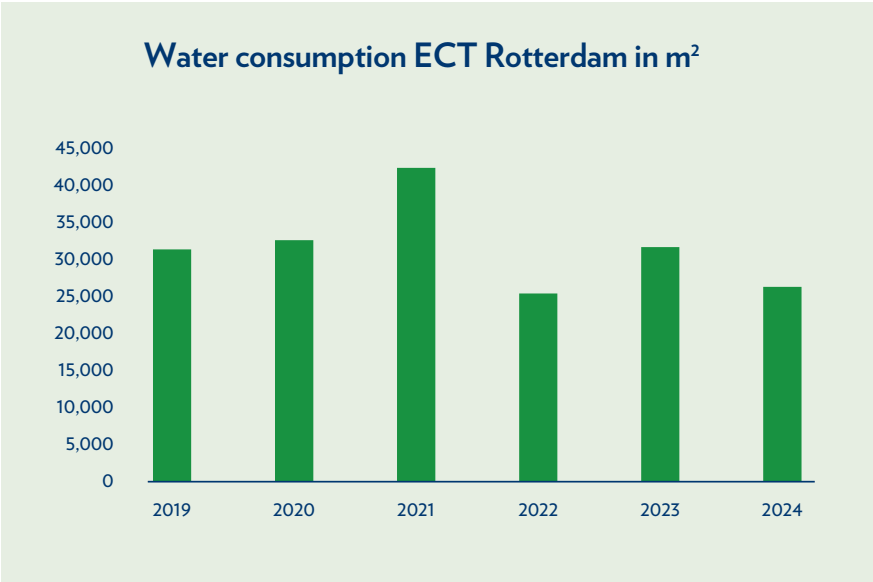
4.3 CARBON FOOTPRINT

ECT’s CO2 emissions decreased significantly in 2024 due to the purchase of green energy and the use of energy efficient equipment.



4.4 WATER

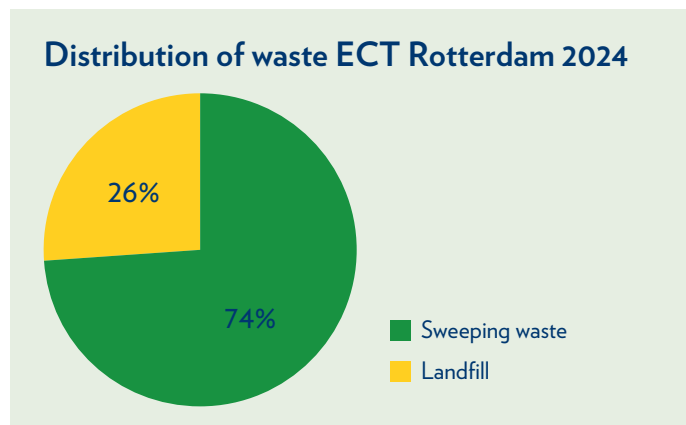
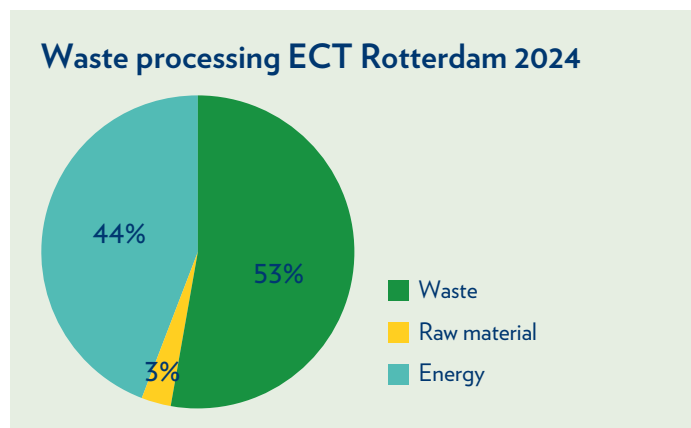
Water consumption within ECT is highly variable and depends on the work carried out at the terminal. Among other things, flushing the fire-fighting water facilities several times as required in ECT’s environmental permits increases water consumption.



4.5 WASTE AND RECYCLING

ECT has several waste flows, such as sweeping waste, wood, metals, hazardous waste flows and residual waste. Unfortunately, we have not been able to reduce the waste flow further in 2023 and there has even been an increase of 9.5% in the total waste weight. This is mainly due to a large increase in the sweeping waste generated at the terminal. In addition, there is a lot of project-related waste, for example demolition waste from cranes, that has contributed to this increase.

By delivering waste separately, 34% of the total waste flow could be recycled and ultimately used as raw material or converted into (green) energy. The various forms of recycling account for 22,666 kg of avoided CO₂ emissions. Waste that cannot be recycled, 66% in 2023, is landfilled.



The vast majority (74%) of the waste comes from sweeping activities. The amount of this depends on the weather conditions and activities in the immediate vicinity of the terminals. This waste is currently not suitable for any form of recycling (waste stream is certified by TNO), which means that the percentage of landfill waste within ECT is relatively high.