



Navigating Towards **SUSTAINABILITY**



2021

Sustainability Report

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Our Vision

To enrich the lives of people around the world through maritime shipping

Our Mission

As a Global Leader in the Maritime Transport Industry strive to continue to deliver reliable and sustainable marine transportation and logistics solutions

ABOUT KLPL

“K” Line Pte Ltd (“**KLPL**”) is an established marine transport solutions company incorporated in Singapore, offering a diverse portfolio of shipping services, fulfilled by a modern fleet of bulk carriers, tankers and container vessels. KLPL operates as part of the Kawasaki Kisen Kaisha, Ltd. (“K” Line) Group, founded in Japan in 1919.

“K” Line commenced operations in Singapore in 1973 under Kawasaki Singapore (Pte) Limited (Subsequently known as “K” Line (Singapore) Pte Ltd) and became a fully-fledged shipping agency in 1981.

In 2018, we successfully integrated our containership business into the global container shipping group, Ocean Network Express Pte Ltd, and streamlined our operations in Singapore, grouping “K” Line (Singapore) Pte Ltd and KSP Infosystems Pte Ltd under KLPL.

By introducing a new agency arm of the business in 2018, we are able to support a range of automobile carriage, and high and heavy cargoes, for example, trains, yachts, fabricated machines, agricultural equipment, construction machinery and helicopters. The Agency Division also handles dry docking, bunkering operations, crew changes and other husbandry related services.

Our Fleet and Trading Routes

KLPL operates approximately 20 vessels of various ship sizes. It includes 7 Panamax vessels and 4 Supramax vessels, giving us the flexibility to tailor our shipping service to different capacity and cargo-handling requirements. Our typical dry bulk cargo includes alumina, coal, grain, manganese ore, iron ore and industry raw materials. We also own 2 Aframax tankers, and 3 stainless steel chemical tankers.

As of December 2021

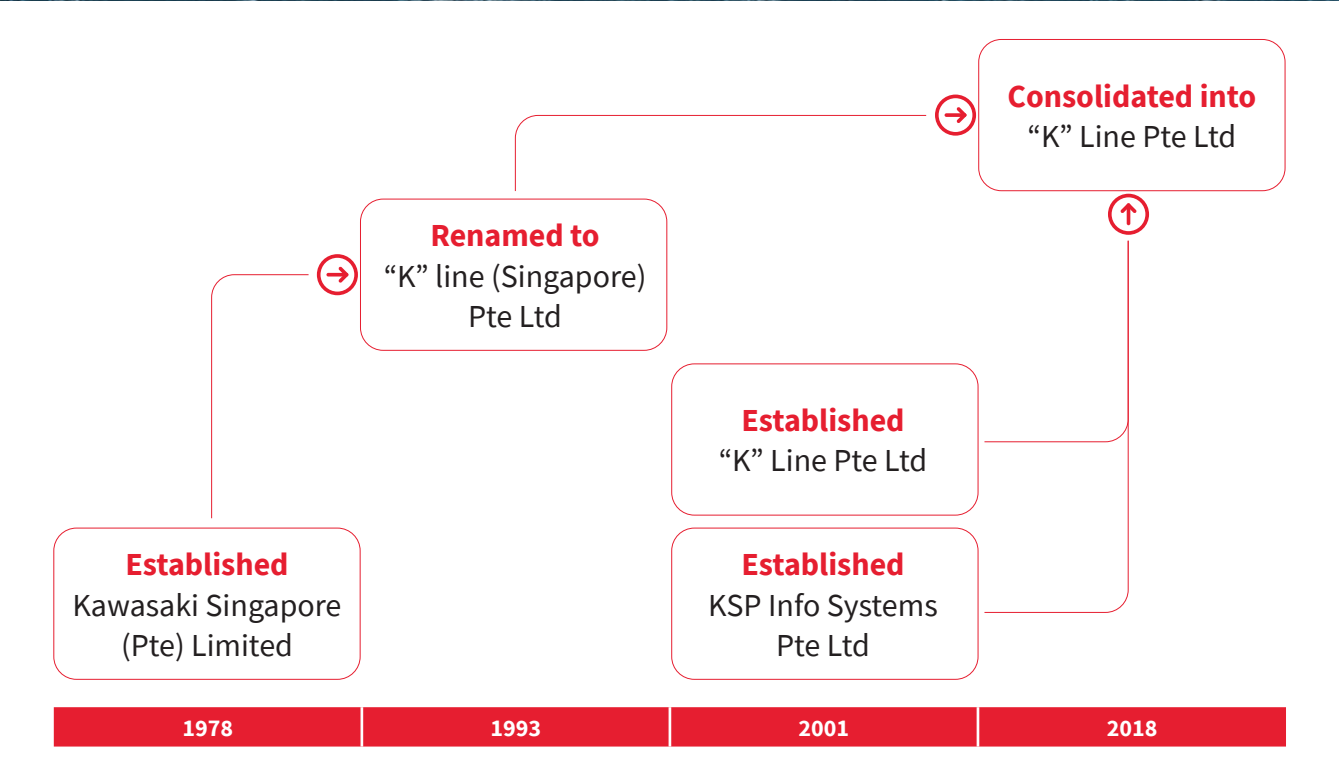
Vessel	Owned	Chartered	Total
Handymax	4	0	4
Panamax	7	4	11
Cape	0	1	1
Aframax	2	1	3
Chemical	3	0	3
Container	1	0	1
Total	17	6	23

Our main trading routes for dry bulk include Australia to the Middle East, the Middle East to India/Southeast Asia, East Coast South America to China, and Australia to the Far East. Our Aframax tankers mainly serve customers in the Asia-Pacific region, and our chemical tankers trade worldwide.



Trust From All Over the World
As an integrated logistics company grown from shipping business, the “K” LINE Group contributes to society so that people live well and prosperously.

We always recognize this principle in our operations.



ABOUT THIS REPORT



We are pleased to present KLPL's first sustainability report. This report (the “**report**”) builds on KLPL's **ESG Framework** published in Jan 2022.

The report covers KLPL's environmental, social and governance (“**ESG**”) performance for the period 1 January 2021 to 31 December 2021 (“**FY2021**”), covering all business operations unless stated otherwise. We have drawn references from our parent company “K” LINE Group's ESG policies and targets relevant to our operations.

ABOUT THIS REPORT

Reporting Standards

This report has been prepared in accordance with the Global Reporting Initiative (“GRI”) Standards: Core option. In addition, we have referred to the SASB Marine Transportation Standard. We have also aligned the report with the United Nations Sustainable Development Goals (“SDGs”) to indicate KLPL's contribution and commitment to achieving the SDGs.

Reporting Process

We have followed GRI's reporting principles to identify, assess, prioritise and validate material topics for reporting. In developing the report, we have considered stakeholder expectations, the sustainability context relevant to KLPL, ESG risks and opportunities and broad sustainability trends in our industry.

We have applied GRI's principles of accuracy, balance, clarity, comparability, reliability and timeliness to ensure report content quality. We have relied on data extracted from primary official records to ensure accuracy and consistency. We have provided previous years' ESG performance data to enable comparison over time in most instances.

Restatements

There are no restatements as this is our first sustainability report.

Assurance

We have reported our ESG performance data in good faith and to the best of our knowledge. We have an internal mechanism for verifying our ESG data for accuracy and reliability. We did not seek external assurance for this report.



Availability

This report is available for download on our website at <https://www.klpl.com.sg/>

Feedback

We welcome stakeholder feedback on this report. For any feedback, questions, comments or suggestions about our sustainability report, please write to us at KLPLGADDGI@klpl.sg.kline.com

“K” Line Pte Ltd

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OUR ESG PRIORITIES AND GOALS



Protecting the environment

KLPL's key environmental goals are to improve energy efficiency, reduce greenhouse gas (GHG) emissions, and maintain high safety standards to ensure our business operations do not negatively impact the environment and global biodiversity (land, air or ocean). We aim to be the industry leader in ecosystem protection and support the decarbonization of society by facilitating the supply and transportation of clean energy fuels.



Advancing societies

Our social goals are to ensure we provide a safe, inclusive and culturally diverse working environment where all employees are respected and are rewarded fairly and according to merit. In addition to offering such a working place in Singapore, we aim to positively contribute to local communities through philanthropic activities and offering our time and expertise to local community-based projects. We aim to uphold the same ethical standards throughout our supply chain both upstream (our suppliers) and downstream (our customers).



Practising responsible governance

We seek to maintain an environment of trust, transparency and accountability within KLPL's operations. To this end, we apply rigorous standards regarding legal compliance relevant to all regions in which we operate, and all staff and Board members adhere to a strict Charter of Conduct, including a strict anti-corruption and data protection policy and principles of corporate ethics. We also implemented a risk management system and business continuity plan.

OUR ESG PRIORITIES AND GOALS



HIGHLIGHTS

1 Green Shipping

Two Tankers certified under the Green Ship Program of the Maritime Singapore Green Initiative

2 Cleaner Fuel

Appointment as Manager for Singapore's first LNG bunkering vessel FUELNG BELLINA

3 Nurturing Young Talent

MaritimeOne Scholarship to develop young talent for the maritime sector in Singapore

4 Student Internships

Supporting MPA Global Internship Programme

5 Developing Local Talent

56% local talent in management team, of which 44% are women

6 Gender Diversity

37.5% women in management team

7 Safe Shipping

A track record in safety in navigation and cargo operations

CEO'S MESSAGE

Maritime shipping forms the backbone of global trade and plays a vital role in our everyday lives. In Singapore, where KLPL is based, the maritime sector has played a crucial role in driving economic growth. Shipping currently contributes to approximately 7% of the nation's GDP, and employs more than 160,000 people.

During the financial year 2021-2022, we celebrated KLPL's 20th anniversary. Our workforce has gone from strength to strength over the past 20 years, with almost 90% of our employees and more than half of our senior management being Singaporeans. Maintaining a firm commitment in promoting Singaporean talent and offering our people a safe and inclusive work environment has always been a core business principle at KLPL. Being brave, open to changes and the tireless promotion of opportunities for Singaporeans are key values that have shaped the company over the past two decades.

Makoto Hashizume
Director, President and former CEO



**EMPLOYS
OVER
160,000
people**

50%
of our senior
management are
Singaporeans

In particular, we have supported the advancement of the maritime sector and the local economy through our work with the Maritime and Port Authority of Singapore (MPA), Singapore Shipping Association (SSA) and Singapore Maritime Foundation (SMF). We have nurtured new talents by participating in various schemes such as the MPA Global Internship Award (GIA), and through our sponsorship of MaritimeOne Scholar, first launched in 2007 by MPA, SSA, SMF and the Association of Singapore Marine Industries (ASMI).

In recent years, KLPL has placed a greater focus on environmental topics and we fully recognise our responsibility in helping the maritime sector transit

with cleaner energy fuels and lower emissions. In January 2022, KLPL's parent company, Kawasaki Kisen Kaisha, Ltd. ("K" Line), published the "K" Line Group's Environmental Vision 2050. KLPL is fully aligned with this vision, with an overarching target of achieving net-zero Green House Gas (GHG) emissions by 2050. This is widely understood as being necessary for limiting future global temperature increases to 1.5 degrees Celsius compared to pre-industrial levels, and was proposed in the Paris Climate Agreement, and further endorsed at the COP26 of UNFCCC held in Glasgow in November 2021.

CEO'S MESSAGE

As part of our environmental focus, we have been supporting MPA's Maritime Singapore Green Initiative that aims to reduce the environmental impact of shipping and to promote clean and green shipping in Singapore. We are also leveraging on "K" Line Group's technological abilities to introduce eco-friendly ships to Singapore, which includes the "K" Line Group's car carrier, Drive Green Highway (fuel oil) and Century Highway Green (LNG Fuel). "K" Line and Shin Kurushima Dock have also obtained joint Approval in Principle for the new concept design of an ammonia-fuelled car carrier from a class society (ClassNK).

On a broader scale, we recognise how the achievement of the emission targets, amongst other ESG targets, will help to reach the 2030 UN Sustainable Development Goals (SDGs) – a set of 17 goals aimed at achieving peace and prosperity for people and the planet.



The innovative and pioneering spirit at KLPL, recently demonstrated by our successful navigation of the COVID-19 pandemic, is being applied across our sustainability endeavours as we contribute to the SDGs.

On governance level, KLPL continues to be guided by our corporate principle of earning customers' trust by providing safe, reliable marine transportation and logistics services, and helping enrich people's lives worldwide. Good governance has always been the cornerstone of our business practices, and the KLPL Charter of Conduct guides our policies and actions, setting high ethical standards across the company.

In January 2022, I stepped down from my position as CEO, after 6 years, passing over the reign to Mr Tsurukawa Takahiko, to lead the company moving forward. I am incredibly proud of all that has been achieved during my time at the helm of KLPL, and I have faith that the company will continue growing, contributing even more to the local economy in the years to come, while also playing a key role in managing important environmental and social issues.

Makoto Hashizume
Director, President and former CEO

INCOMING CEO'S MESSAGE

I am honoured to be part of such an established and respectable company in the maritime sector, and to follow in the footsteps of Mr. Makoto Hashizume, in leading this remarkable company. I am looking forward to help build on the past 20 years of achievements and further harness the pioneering spirit that has propelled KLPL to its role as one of Singapore's global trusted marine transport solutions provider.

As with all industries, the maritime sector is facing a period of tremendous change. Companies need to adjust to the current and future challenges posed by climate change; new innovations are needed in order to transit to a low-to-zero carbon economy; and businesses have a direct responsibility to reduce or eliminate emissions from their operations to curb the rise in global temperature.

Tsurukawa Takahiko
President & CEO



INCOMING CEO'S MESSAGE

At KLPL, we recognise our crucial role in supporting the decarbonisation of the maritime sector, particularly by facilitating the supply and transportation of clean energy fuels. In recent years, our KLPL Energy division has made inroads into the use of Liquid Natural Gas (LNG) as an alternative shipping fuel, and as a measure to support the decarbonisation of the shipping industry. With LNG being an immediately available fuel that emits 25% - 30% less CO₂ than traditional shipping fuels, we aim to support both the supply and transportation of this alternative fuel. The "K" Line Group is providing ship management service to Singapore's first LNG Bunkering vessel, "FuelNG Bellina", and our KLPL Energy division is actively looking to expand the LNG bunkering business in Singapore. Additionally, we are also considering introducing zero-emission fuels, such as ammonia and hydrogen, and services to provide safe transportation of these fuels.

As we continue to reduce GHG emissions from our operations in the years ahead, we are also working towards a number of other key environmental targets, including but not limited to improving energy efficiency and maintaining high safety standards to ensure our business operations do not negatively impact the environment and global biodiversity (land, air or sea). In this regard, we strive to be the industry leader in ecosystem protection.

Beyond environmental goals, we have numerous social ambitions and governance expectations. We will continue to provide a safe and inclusive working environment where all our employees are respected and rewarded fairly and according to merits. We endeavour to uphold the same ethical standards throughout our supply chain, upstream as well as downstream.



LNG fuel that emits 25% - 30% less CO₂. We aim to support both the supply and transportation of this alternative fuel



FuelNG Bellina, Singapore's first LNG Bunkering vessel



KLPL Energy division is actively looking to expand the LNG bunkering business



We are also considering introducing zero-emission fuels, such as ammonia and hydrogen, and services to provide safe transportation

INCOMING CEO'S MESSAGE



We also hope to contribute to the local communities positively through philanthropic activities and offer our time and expertise to local community-based projects

Furthermore, we seek to maintain an environment of trust, transparency and accountability within KLPL's operations by applying rigorous standards regarding legal compliance relevant to all regions in which we operate.

Overall, our ESG strategy supports our corporate purpose of enriching the lives of people around the world through maritime shipping. Our strategic goals and objectives focus on minimising our business activities' environmental and ecological impact, providing trusted and reliable services to our customers, developing our people, practising high ethical standards and making a positive contribution to society.

I invite you to take a look at our initiatives and progress we have made over the past financial year in our first Sustainability Report. I look forward to reporting on our progress across ESG actions and targets in the months and years to come.

GOVERNANCE AND ETHICS



KLPL is committed to upholding the highest standards of governance and business ethics. Although KLPL is a privately owned company, it adheres to the governance and ethical guidelines of its parent company “K” Line Group.

Developing and Strengthening Corporate Governance

The “K” Line Group’s Global Compliance Policy was established in January 2017 to strengthen the Group’s compliance system on a global level. All employees at KLPL must comply with the Global Policy and its policies on competition law, anti-corruption, sanctions, anti-money laundering and data protection laws.

We adopt the “K” Line Group Charter of Conduct, a set of eight principles that guide our contributions toward the sustainable development of society. The eight principles of the Charter of Conduct guide our day to day actions.

In addition to the Charter of Conduct, KLPL has also established various policies and guidelines to strengthen corporate governance and facilitate compliance with relevant laws and regulations. We revise the policies and guidelines regularly to ensure we continuously comply with all applicable laws and regulations. Employees are required to adhere to these policies and guidelines, which include but are not limited to the following:

- “K” Line Pte Ltd – Singapore Competition Law Compliance Manual;
- “K” Line Pte Ltd – Singapore Personal Data Protection Compliance Manual;
- “K” Line Pte Ltd – Singapore Workplace Harassment Prevention Compliance Manual;
- “K” Line Group – Global Compliance Policy.

To maintain the highest ethical and compliance standard, staff can report any potential or genuine problem on compliance through KLPL’s hotline system and/or the “K” Line Group’s Global Hotline System, which a 3rd party firm manages.



ESG Governance

KLPL senior management has direct oversight over the ESG issues. KLPL has established a Sustainability Management Committee (“SMC”) chaired by the KLPL CEO. The SMC comprises senior management executives from various functions.

The SMC is responsible for formulating KLPL’s sustainability strategic framework to address the company’s material ESG issues and to contribute to the parent company’s ESG goals, targets and ambitions. SMC directs and oversees the development, management and implementation of sustainability strategies, goals and objectives to support the sustainable growth of the business.

The SMC’s key responsibilities include the following issues:

- Sustainability strategy, policies and targets covering economic, environmental and social dimensions
- Climate change and environmental stewardship
- Corporate governance and ethics
- Stakeholder engagement
- Human rights
- Supply chain sustainability
- Community development
- Sustainability reporting

Risk Management Assessment

KLPL has established a Risk Management & Business Continuity Plan Committee in order to recognize and prepare for various risks across KLPL’s business. In 2020, the Risk Management & Business Continuity Plan Committee identified the potential risks that arise with COVID-19 across the various functions within KLPL, specifically with respect to ship operations, legal and

regulatory concerns, employees’ welfare and health and information systems and security disaster management, market volatility, and environmental risks and investment risks.

On an ongoing basis, KLPL conducts risk assessment and implements measures to mitigate risks arising from KLPL’s operations and financial instruments. Such risks include but are not limited to market volatility risk, environmental risk, investment risk, interest rate risk, liquidity risk, credit risk, foreign currency risk and market price risk. Additionally, audits are performed each year to ensure our compliance with Japan’s Financial Instruments and Exchange Law.

Emergency response drills for marine accidents and media training are also conducted several times a year to prepare the staff to react quickly and swiftly without delay during such a crisis.

Regulatory Compliance

As enshrined in our Charter of Conduct, our policy is to ensure compliance with laws and regulations relating to our business wherever we operate. There were no incidents of significant fines or non-monetary sanctions for non-compliance with laws or regulations in the social, economic, and environmental areas in the reported period.

Anti-corruption

KLPL follows a zero-tolerance policy against corruption and bribery, including fraud and money laundering. All employees are required to abide by the Group’s strict anti-corruption policy and principles of corporate ethics. There were no confirmed incidents of corruption in the reported period.

Anti-competition

KLPL is committed to conducting our corporate activities through fair, transparent and free competition. There were no cases of legal actions for anti-competitive behavior, anti-trust, and monopoly practices against KLPL in the reported period.



Data Protection and Privacy

In line with our data protection policy, we have implemented necessary measures to protect personal data and customer information that complies with applicable data protection laws. There were no substantiated complaints of personal data breaches in the reported period.

Human Rights

KLPL is committed to respecting and upholding internationally acknowledged human rights principles. We are guided by our Group-level Basic Policy on Human Rights, based on the United Nations Guiding Principles on Business and Human Rights. The policy promotes initiatives to respect the human rights of all stakeholders associated with the Group’s business activities. The Human Rights Policy complements the Charter of Conduct of the “K” LINE Group Companies and applies to all executives and employees working in the Group.

In line with our approach, our policies prohibit child labor, forced labor, discrimination, and harassment. We respect employees’ right to freedom of association as local laws provide.

In our assessment, there is negligible risk of child labor, forced labor, and the right to freedom of association in our direct operations. There were no identified incidents of discrimination and harassment at the workplace in the reported period.

Supply Chain Description

We purchase a multitude of goods and services to support our operations. We follow our Group’s principles enshrined in Purchasing Policies. These policies help ensure compliance and are aimed at maintaining fair and constructive relationships with our suppliers and business partners. We strive to build trusted relationships with our suppliers and business partners.

GOVERNANCE AND ETHICS

STAKEHOLDERS

We are committed to forging trusted relationships through dialogue and cooperation. We engage with a range of stakeholders throughout the year in the course of our business. Listening to our stakeholders helps us understand and respond to their expectations and concerns in a timely manner.

In preparing this report, we engaged with our internal stakeholders, particularly the senior management executives, to consider issues that are of interest to our external stakeholders. As a result, an understanding of our stakeholders’ expectations has been used in our assessment of material ESG impacts. More information about our materiality assessment is in the next chapter of this report.

A summary of our stakeholder engagement is presented below.

Our Stakeholders	Engagement Method	Stakeholder Expectations	Our Response
Employees	Townhall, regular dept meetings, performance appraisal.	Work-life balance, fair wage and benefits in line with market, transparent and fair performance evaluation, job stability, and training.	Provide a safe, inclusive work environment and enable our employees to develop professionally. Market-pegged competitive wages and benefits. Regular bonding sessions between Division Heads and staff. Open and frank communication channels.
Customers	Regular meetings, business presentations and updates, lunch and golf get-togethers.	Safety in Navigation, provide adequate and relevant information for decision making, cost efficiency, and environmental protection.	Provide trustworthy, reliable, safe, high-quality solutions and services with the least impact on the environment. Offer competitive pricing.
Governments and regulatory agencies	Meetings, seminars and briefings, report submissions, inspections and surveys.	More investment in Singapore (Human and Financial), compliance with maritime rules and regulations, adopting best practices, environmental stewardship, and supporting green shipping.	Promote a robust and sustainable compliance culture and to partner, support and work closely with the relevant government and regulatory agencies so as to ensure adherence with all applicable laws and regulations.
International maritime organisations	Attending meetings, briefings, seminars and conferences.	Compliance with applicable maritime rules and regulations.	Foster partnerships with maritime organisations to share expertise and resources to drive industry progress. Ensure accurate and timely reporting.
Suppliers	Vendor assessment, Regular meetings.	Abide by the contract, timely payment.	Maintain fair and sound relationships with all suppliers. Fair vendor evaluation. Efficient online payment processing.
Local communities	Local talent development programs, internships and attachments, and employee volunteering to support local communities.	Employment, internship and learning opportunities, and support for social initiatives. Minimise marine pollution and ensure the safety of seagoing vessels.	Contribute to the development of local communities with the provision of employment opportunities, and contribution to government policy to develop Singapore as a hub of shipping decarbonization, also through CSR programs, and staff volunteering.

MATERIALITY

KLPL conducted a comprehensive materiality assessment of its economic, social and environmental impacts to identify and prioritise sustainability issues for reporting.

The materiality assessment examined sustainability impacts caused by KLPL’s operations across the value chain, including risks or opportunities for the business in the short, mid and long term. Identification and prioritisation of material impacts also considered the expectations of KLPL’s stakeholders.

KLPL’s senior management team participated in a materiality assessment workshop facilitated by CSRWorks International, Singapore’s expert sustainability services firm. The workshop participants identified an initial list of sustainability issues based on their potential or actual impact on the economy, environment or society. The list was validated using a range of methods that included sustainability trends in the shipping sector, sustainability commitments by the parent company, reporting practices of peers, and SASB Standards for Marine Transportation.



MATERIALITY

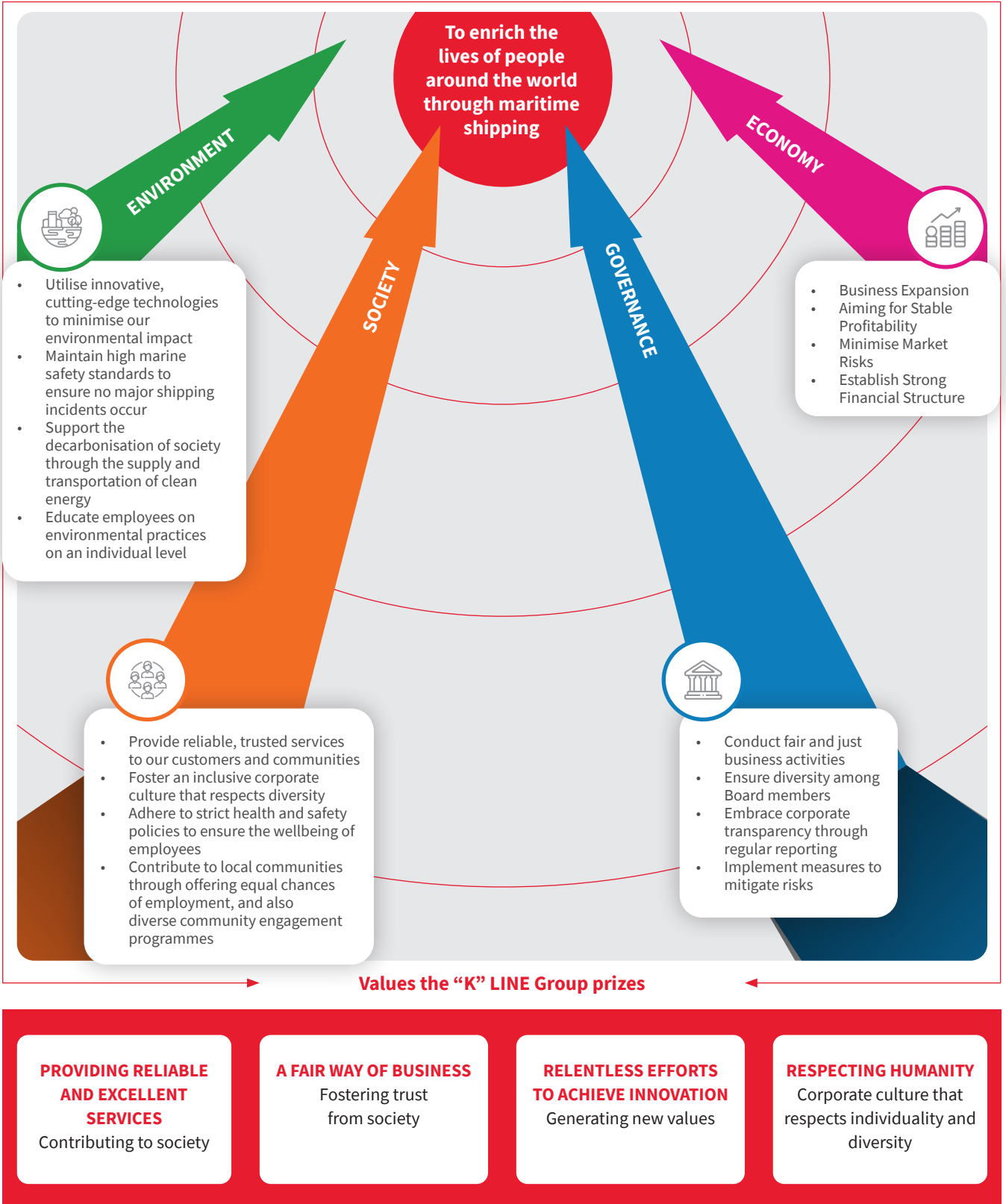
Material Topics

A summary of KLPL’s material sustainability topics is provided below.

Material Topics	Our Management Approach	Supported SDGs
PROTECTING THE ENVIRONMENT		
Greenhouse Gas (GHG) Emissions	Reduce greenhouse gas (GHG) emissions from our operations. Supporting decarbonization by facilitating the supply and transportation of clean energy fuels.	13 CLIMATE ACTION
Energy	Improve energy efficiency, adopt cleaner fuel substitutes.	7 AFFORDABLE AND CLEAN ENERGY
Air Quality	Minimise polluting emissions from our ships.	12 RESPONSIBLE CONSUMPTION AND PRODUCTION
Biodiversity	Minimise negative impact on marine biodiversity.	14 LIFE BELOW WATER
ADVANCING OUR PEOPLE AND SOCIETIES		
Human Resource Development	Provide a safe, inclusive and culturally diverse working environment where all employees are respected and are rewarded fairly and according to merit.	8 DECENT WORK AND ECONOMIC GROWTH
Non-discrimination		5 GENDER EQUALITY
Safety in Navigation and Cargo Operations	Maintain an effective safety management system and ship management system to ensure Safety in Navigation and Cargo Operations.	8 DECENT WORK AND ECONOMIC GROWTH
Occupational Health & Safety		14 LIFE BELOW WATER
Community Involvement and Development	Positively contribute to local communities through philanthropic activities and offering our time and expertise.	8 DECENT WORK AND ECONOMIC GROWTH
PRACTISING RESPONSIBLE GOVERNANCE		
Anti-corruption	Maintain zero-tolerance against corruption, bribery and fraud.	16 PEACE, JUSTICE AND STRONG INSTITUTIONS
Anti-competitive Behavior	Comply with anti-competition laws and support fair market practices.	
Data Privacy and Cyber Security	Take necessary measures to protect personal data and information technology infrastructure.	
Regulatory Compliance	Ensure compliance with applicable laws in all jurisdictions where we operate.	

ESG STRATEGY

Our ESG strategy supports our corporate purpose of enriching the lives of people around the world through maritime shipping. Our strategic goals and objectives focus on Minimising the environmental and ecological impact of our business activities, providing trusted and reliable services to our customers, developing our people, practising high ethical standards and making a positive contribution to society.



PROTECTING THE ENVIRONMENT



KLPL supports the Group's Environmental Vision 2050, "Blue Seas For the Future" which envisions net-zero emissions by 2050.

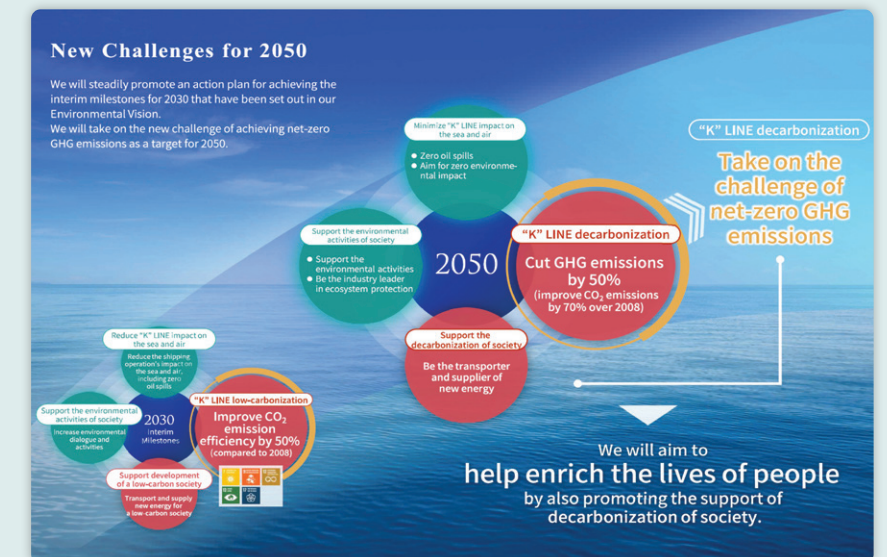
Our key environmental goals are to improve energy efficiency, reduce greenhouse gas (GHG) emissions, and maintain high safety standards to ensure our business operations do not negatively impact the environment and global biodiversity (land, air or ocean). We follow the precautionary principle in managing our environmental impacts by taking proactive measures.

We also aim to be the industry leader in ecosystem protection and support global decarbonization by facilitating the supply and transportation of clean energy fuels.

CARING FOR THE ENVIRONMENT



KLPL is fully aligned with "K" Line Group's environmental policy and Environmental Vision 2050. Strengthening global climate change countermeasures has become an urgent issue, and the movement to achieve virtually zero GHG emissions in 2050 is accelerating in various governments and in each industry. Under such circumstances, "K" LINE Group will also take on the challenge of the higher goal of "2050 GHG emission net-zero".



ENVIRONMENTAL VISION 2050

KLPL WILL PLAY A KEY ROLE IN HELPING TO ACHIEVE "K" LINE GROUP'S ENVIRONMENTAL VISION TARGETS BY 2050, WHICH INCLUDE:

- Zero oil spills and zero environmental impact on sea and air
- Become an industry leader in ecosystem protection
- To take on "The Challenge of Achieving Net-Zero GHG Emissions"
- Be the transporter and supplier of new energy

CARING FOR THE ENVIRONMENT

In 2019, KLPL officially joined “K” Line Group’s centralized environmental management system, known as the Drive Green Network (DGN), which establishes environmental policies, targets and internal and external audits to monitor progress across the “K” Line Group. We have also formed a Digitalization & Green Initiatives division to oversee our environmental activities, led by our President & CEO.

Green Ship Programme

KLPL participates in the Green Ship Program, MPA’s Maritime Singapore Green Initiative to reduce the environmental impact of shipping and related activities while promoting clean and green shipping.

Under this programme, shipowners are encouraged to use energy efficient ship designs, type-approved scrubber technology, the use of LNG, all of which reduce fuel consumption and carbon dioxide and sulphur dioxide emissions.

Two of our vessels, Oceana River and Crescent River were awarded under the MPA Green Ship Program in 2019.

ENVIRONMENTAL TARGETS THAT WERE MET IN 2020 INCLUDED:

Achieving low friction anti-fouling paint to all KLPL fleet of vessels.

Achieving no major incidents for the fleet; Continuous upgrading in our Safety Management System on boards, using an Optimum Routing Service to avoid severe weather on long voyages (and therefore reduce the risk of marine accidents and also fuel consumption).

Creating awareness among office employees of environmentally friendly practices, such as creating a “Green Initiative Month” which includes a number of online activities to keep the green momentum going.



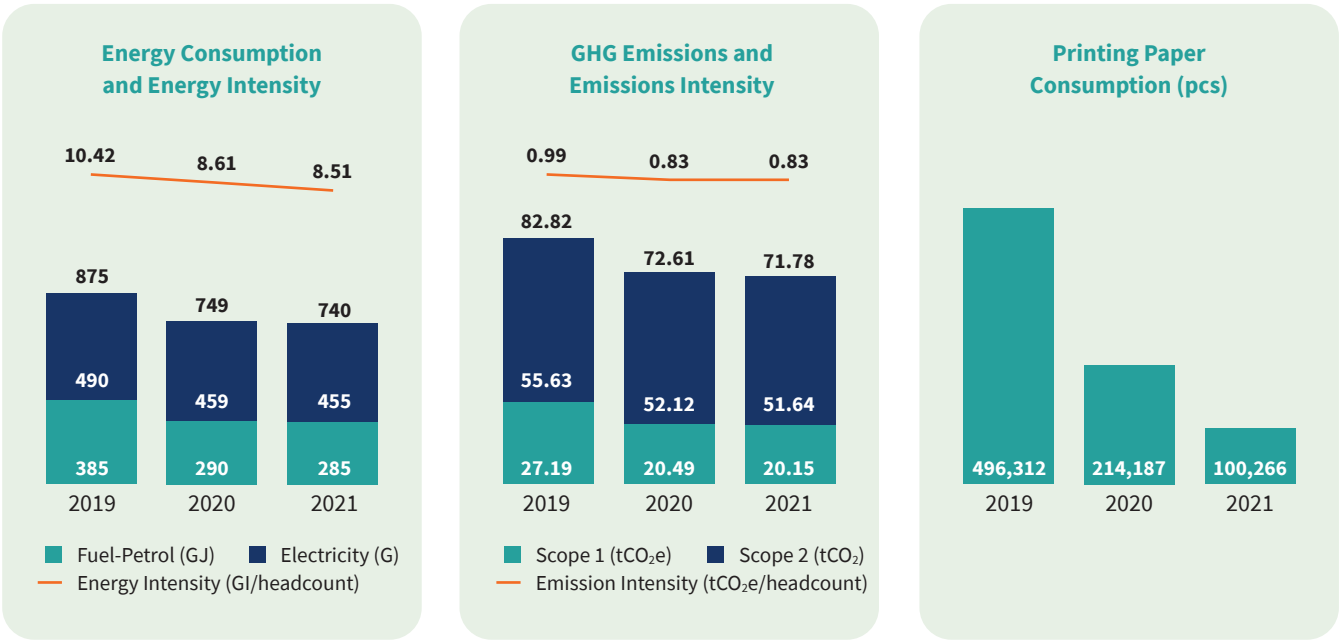
CARING FOR THE ENVIRONMENT

OTHER TARGETS THAT WERE MET IN 2020 INCLUDED

A 53% reduction in the print count to reduce our paper use

Consuming less electricity than the building average

We started trialling the use of LED lights on certain vessels in 2021 as part of our efforts to reduce our environmental footprint.



Improving operational efficiency

KLPL uses an energy management system, overseen by the Cost & Performance Monitoring Team (CPMT), launched in April 2021, to monitor and improve the operational efficiency of our fleet. We utilise Kawasaki Integrated Maritime Solutions (K-IMS) to check achievement levels against set targets for issues such as main engine output power and volume of CO₂ emissions per ton-mile. Furthermore, we have introduced a system for visualising the degree of performance degradation of each vessel so that we can implement improvement measures when we observe performance degradation.

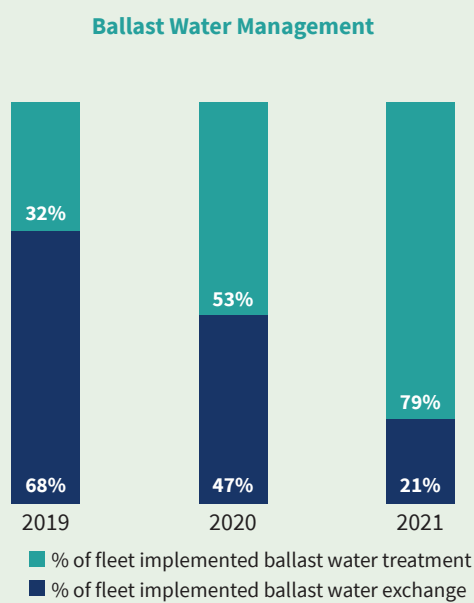
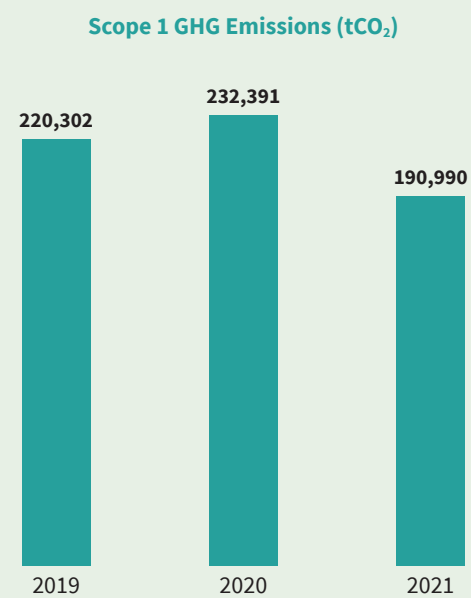
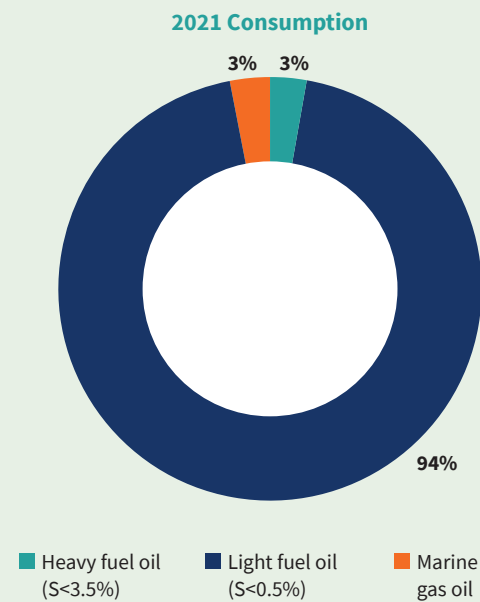
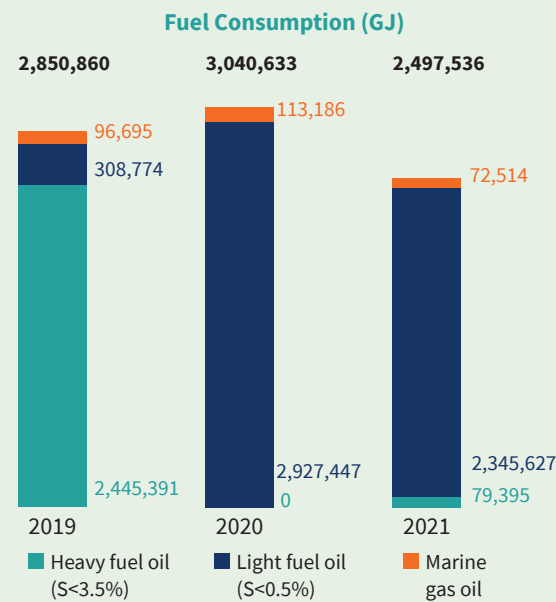
K-IMS is a system installed on KLPL-owned vessels that helps maintain and improve safety in navigation and cargo operations, economic operations, and environmental preservation. This comprehensive system, developed in collaboration with the Kawasaki Heavy Industries Group, integrates a ship performance analysis system that evaluates the performance degradation of individual and series vessels, and an optimum navigation system that calculates safe and fuel-efficient recommended routes based on the latest meteorological data and actual ocean performance analysis models. By sharing the navigation data collected through a common platform in the cloud with the vessel owner and management companies and the related divisions in KLPL, we can grasp the operating conditions in real-time and from multiple directions, advancing the operational management of the vessel. Additionally, we are introducing AI-based data analysis technology to enable a highly accurate evaluation of operating performance to further maintain and improve the vessel’s performance.

CARING FOR THE ENVIRONMENT

Accelerating the transition to more sustainable shipping fuels

In recent years, the KLPL Energy division has made inroads into the use of liquid natural gas (LNG) as an alternative shipping fuel to help decarbonize the shipping industry. Singapore acts as a marine bunker fuel hub for the region. With LNG being an immediately available fuel that emits 25% - 30% less CO₂ than traditional shipping fuels, we aim to support both the supply and transportation of this alternative fuel in the region. The “K” Line Group already provides a ship management service to Singapore’s first LNG Bunkering vessel, “FuelNG Bellina”, and the KLPL Energy division is actively looking to expand the LNG bunkering business in Singapore. Additionally, we are considering introducing zero-emission fuels, such as ammonia and hydrogen, and services to provide safe transportation of these fuels.

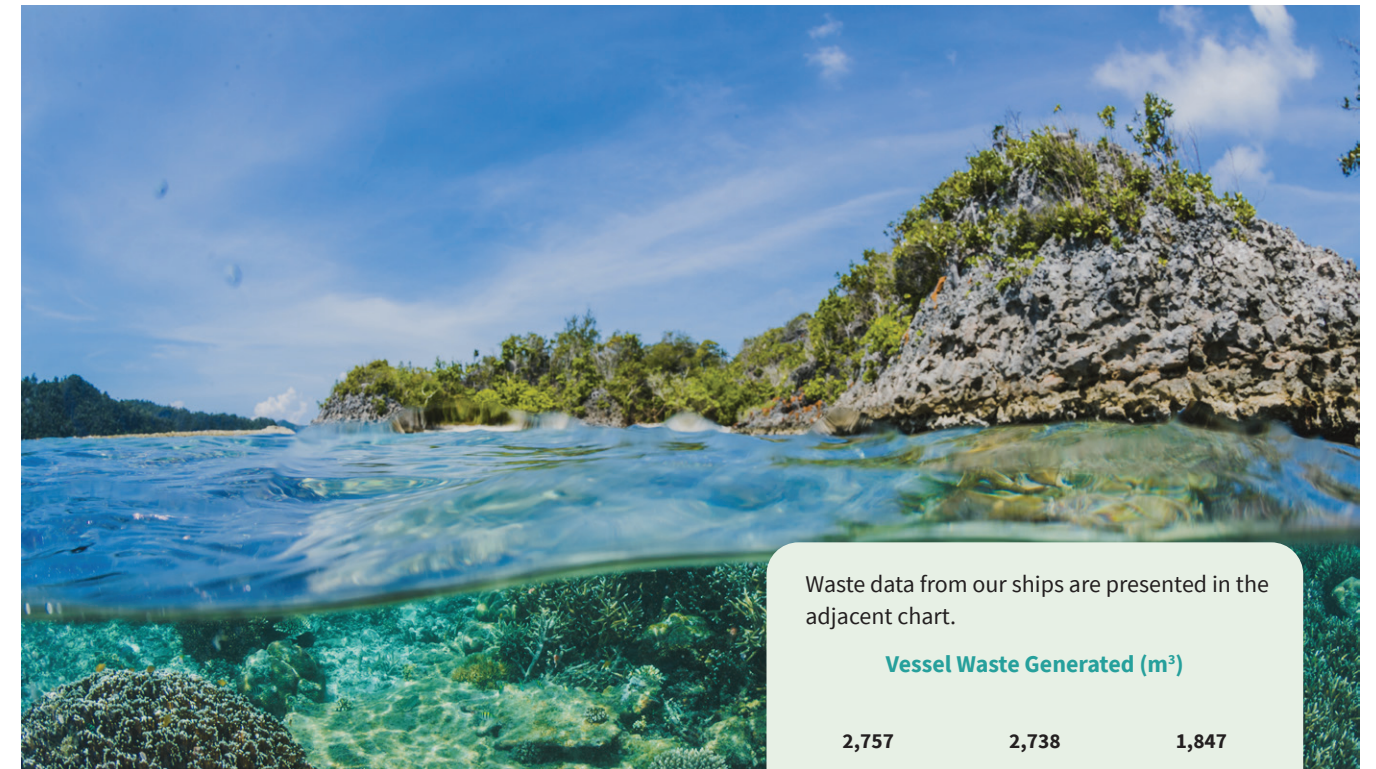
“K” LINE GROUP HAS CONDUCTED A TRIAL USE OF MARINE BIOFUEL SUPPLIED BY THE LEADING ENERGY COMPANY BP ON A CAR CARRIER IN NOVEMBER 2021.



CARING FOR THE ENVIRONMENT

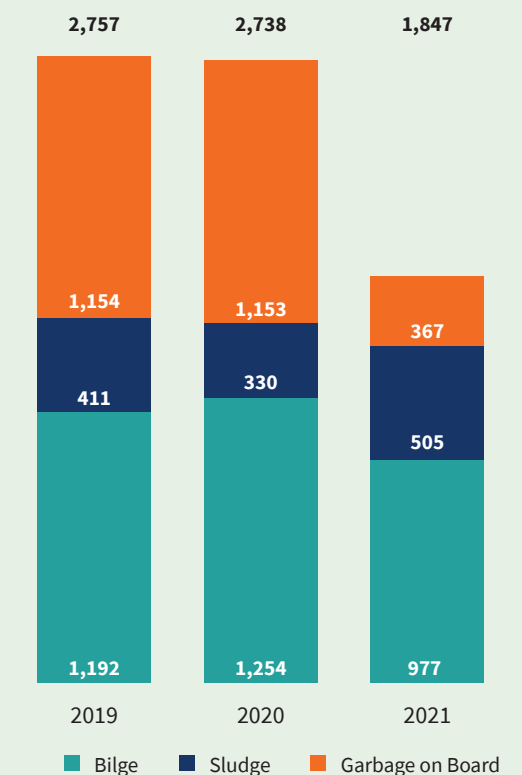
WASTE MANAGEMENT

KLPL is committed to reducing our operational impact on the sea.



Waste data from our ships are presented in the adjacent chart.

Vessel Waste Generated (m³)



We have implemented various measures to reduce and safely treat or dispose of ship waste, including oil, chemicals, sewage and garbage. We closely monitor ship waste to find opportunities for minimising its impact on the marine ecosystem.

Garbage, especially plastic waste, from ships can pose serious threats to marine life. We have implemented procedures to dispose of garbage safely to avoid harming marine life.



CASE STUDY - 1

Century Highway Green: the newest car carrier in “K” Line Group

In March 2021, the first car carrier for “K” Line Group to use liquefied natural gas (LNG) as fuel was delivered. This vessel, named Century Highway Green, sees a reduction of 25% to 30% in CO₂ and SO_x by almost 100% compared with conventional vessels, and furthermore, NO_x emissions by 80% to 90% by using exhaust gas recirculation (EGR) together with LNG fuel.

Drive Green Highway, the third ship in a 10-vessel fleet series of car carriers of “K” Line Group, each with a 7,500-unit capacity, is an example of our constant efforts to reduce environmental footprint. The ship incorporates state-of-the-art technologies and energy-saving and environmental features at that time, and its broad design could accommodate around 20% more vehicles than its predecessor car carriers. As a result, compared with existing large ships, it can achieve a 25% or more reduction in carbon dioxide (CO₂) emissions, a 50% or more reduction in nitrogen oxides (NO_x), and a 90% or more reduction in sulphur oxides (SO_x) per vehicle carried.

For guidance, while KLPL does not own/operate the vessels mentioned above, we are supporting the “K” Line Group car carriers business. As a Group, we continue to advance our ambition to decarbonize our operations. In December 2021, “K” Line and Shin Kurushima Dock obtained joint Approval in Principle for the concept design of ammonia fueled car carrier from Nippon Kaiji Kyokai (ClassNK). Ammonia has the potential to become the next-generation marine fuel as it does not emit carbon dioxide (CO₂) during combustion.

“K” Line Group has conducted a trial use of marine biofuel which was supplied by the leading energy company BP on car carrier “POLARIS HIGHWAY”. The marine biofuel was delivered to the vessel at the Dutch port of Flushing in November 2021. After leaving Europe Emission Control Area, the vessel conducted the trial use of the marine biofuel. Marine biofuel has the potential to become an environmentally friendly alternative fuel; it will be able to reduce CO₂ by about 80-90% in the well-to-wake (from fuel generation to consumption) process without changing current engine specifications.



CASE STUDY - 2

Collaboration to support decarbonization efforts across the maritime industry

“K” Line (Kawasaki Kisen Kaisha) is listed as an original member of the Global Centre for Maritime Decarbonisation (GCMD), established by the MPA in August 2021. KLPL, on behalf of the “K” Line Group, has been supporting its activities. The GCMD aims to support the maritime sector in reducing GHG emissions, implement identified decarbonization pathways, and create new business opportunities through collaboration initiatives. Through its GCMD activities, KLPL aims to contribute to the “K” Line Group’s goal of achieving environmental-friendly shipping in line with its Environmental Vision 2050.



CASE STUDY - 3

Converting to cleaner fuels

Along with introducing LNG and LPG fuels, KLPL and the “K” Line Group are also considering using ammonia and biofuel as maritime fuel. In 2021, the “K” Line Group obtained Approval in Principle for the concept design of ammonia fueled vessel with Shin Kurushima Dock and made trial use of biofuel supplied by BP, the British multinational oil and gas company. “K” Line Group will take the delivery of a very large gas carrier (VLGC) mainly fuelled by LPG and is capable of transporting LPG or ammonia in 2023. “K” Line Group has also joined the HySTRA, a hydrogen transport project between Australia and Japan. KLPL is also exploring such new types of cleaner fuels for our own fleet and business partners who are keen on sustainability in the environment.



CASE STUDY - 4

CO₂ Capture Plant on Vessel

In 2021, the “K” Line Group successfully installed a carbon capture and storage plant on its vessel, Corona Utility. The onboard plant separated and captured CO₂ at more than 99.99% purity from the vessel’s exhaust in trials. If current trials lead to the commercialization of the plant, KLPL will look at utilising it for its own vessels.



CASE STUDY - 5

Utilising renewable energy

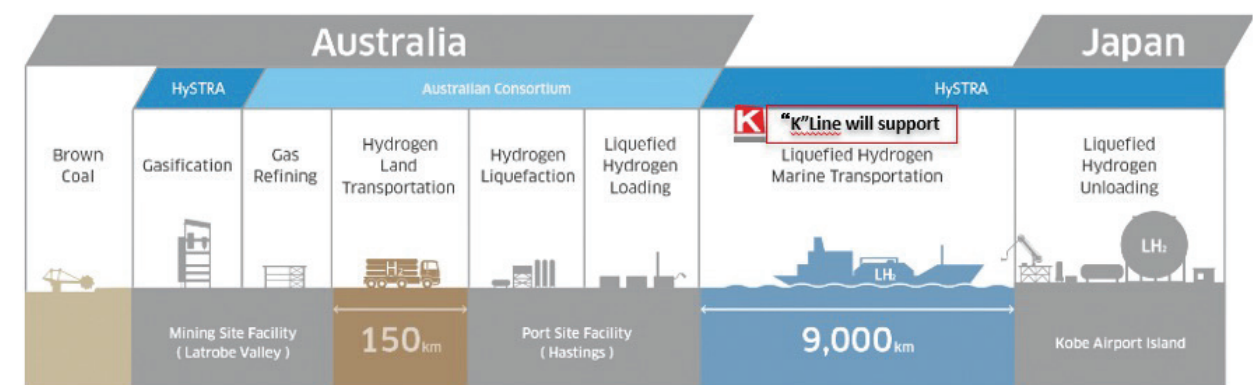
The “K” Line Group and Airseas developed an automated kite system that utilises wind power propulsion and reduces emissions and fuel consumption by an average of 20%. The technology, known as Seawing, can be installed on any type of vessel, and KLPL will be looking to use the technology on its own vessels in the future.



CASE STUDY - 6

CO₂-free Hydrogen Energy Supply-chain Technology Research Association (HySTRA)

“K” Line Group will provide assistance for the safe long-distance transportation of liquefied hydrogen between Australia and Japan.



CASE STUDY - 7

Offshore Support Vessel Operation

The Japanese Government has announced its Green Growth Strategy for carbon neutrality by 2050. Offshore wind power is a prerequisite to the decarbonization of the electricity sector and it started to promote its supply chain development.

“K” Line Wind Service is established to contribute to offshore wind power development and carbon neutrality by gathering the whole “K” Line group’s worldwide experience and expertise in offshore vessel operations. “K” Line Wind Service will provide offshore support vessel services “AKATSUKI” and “KAIKO” owned and operated by “K” Line Group and further expand the expertise to various types of offshore wind vessels.



CASE STUDY - 8

Joint Research on Marine Plastic Waste

“K” Line signed a joint research agreement with the Tokyo University of Marine Science and Technology (TUMSAT) to start joint research on marine plastics in October 2021. “K” Line’s vessels, which navigate many seas worldwide, will collect samples of plastic particles during voyages. TUMSAT will evaluate how much plastic waste can be collected from seawater under a common process and analyze the material, size, and other elements.

OPERATIONAL SAFETY



Operational safety is a number one priority for KLPL. We follow “K” Line Group’s three established policy pillars for safety in navigation and cargo operations:

**Enhancing
Safety
Management
System**

**Strengthening
Ship
Management
System**

**Fostering
Maritime
Technical
Personnel**

OPERATIONAL SAFETY



We conduct yearly due diligence on our safety policies to ensure we comply with safety rules and regulations in all countries in which we operate.



Further safety measures include formulating an Emergency Response Manual based on hypothetical scenarios of major accidents occurring on our vessels, and conducting an emergency response drill several times a year. We also conduct practical training and media response training to ensure that all employees, not just maritime but also onshore, are able to respond immediately and appropriately if an accident is to occur.

Pre-embarkation Briefing

A pre-embarkation briefing for senior officers (captain, chief engineer, chief officer and first engineer) is conducted as a standard practice. The briefing covers KLPL’s basic policies on safety and provides the latest specific information and instruction through safety management manuals and related written procedures adopted by each management company.

Ship Inspection

Our Group has established a set of quality guidelines called “KL-QUALITY” seeking to maintain the high quality of all vessels we operate. We use these guidelines in conjunction with regulatory requirements when conducting vessel inspections by our supervisors who regularly visit ships. Results of inspections are reported to relevant departments. In the event of any faults or concerns, we ask ship owners and ship management companies to rectify them to ensure that quality standards are maintained and improved.



Implementing Remote Vessel Inspections

We conduct inspections of equipment and documents, reporting the results back to the vessel owner and management companies. As a COVID-19 countermeasure, we launched remote vessel inspections through IT and digital equipment. In addition to minimising COVID-19 transmission risks, the use of IT and digital equipment can facilitate the presence of people other than the owners, management companies, and other supervisors in charge of the vessel, allowing for better information sharing. As we advance, we will consider expanding the functions of remote inspections.

“K” Line-Drive to No Accident (K-DNA)

We are committed to ensuring safe vessel operation. We follow our Group’s “K” Line-Drive to No Accident (K-DNA), a set of unique safety equipment installation guidelines that go beyond legally mandated rules. Built on the know-how accumulated on the front lines, K-DNA also reflects lessons learned from past accidents. The guidelines also ensure our hardware-based support for crew members aiming to become the world’s best maritime technical personnel.

We have taken various steps to eliminate accidents and learn from each accident. For example, the Group’s Accident Information Management System (AIMS) launched in 2015, enables processing accident cases appropriately and swiftly, analysing accident trends, and formulating effective prevention measures.



Emergency Response Drill

A timely and effective response is crucial in the unfortunate event of an accident. Therefore, we regularly conduct drills assuming worst-case scenarios involving ships under our operation. These drills involve practical training covering a range of aspects, such as assembling an early emergency response team to establish an accident response headquarters, setting up information-sharing systems, and establishing systems for communicating with overseas parties and verifying media responses.

Ship Management System

Strengthening the ship management system is a critical component of our safe vessel operation measures. The Group has established three in-house ship management companies that help us provide higher quality, safe, and secure services by fully using our expertise.

At the Group level, the Ship Safety Promotion Committee, chaired by the President & CEO, is the top decision-making body covering safety. It determines accident prevention and safety measures for all ships operated by the Company—including owned, chartered, and entrusted vessels—and handles everything from basic policy formulation to implementation of measures under the system shown below.

The Group has implemented a Safety Reporting System. We encourage boarding crew members to report on near-miss, such as unsafe behavior and unsafe conditions on a vessel. Such reports are received and carefully analyzed by supervisors back on land, and the results are given back to similar-type vessels. A culture of near-miss reporting helps build a strong safety culture in our operations.



Safety Campaigns

To build safety awareness, we conduct an annual Safety Campaign under the theme of “safety in navigation and cargo operations.”

Senior company officials including the President & CEO and directors and officers make visits to ships to conduct face-to-face exchanges of opinions with ship captains and crews covering safety in navigation and environmental protection.

Fostering Maritime Technical Personnel

Maritime technical personnel play a critical role in ensuring safety in navigation at the Group. These technical staffs include ship crews, in-house management company supervisors, and marine technical staff stationed at our head office. The Group has established the “K” Line Maritime Academy (KLMA), a central body for attracting and developing marine personnel. The Academy also helps the Group to support career paths within the Group for employees.

Safety Performance

In the past three years (2019-2021) there were no workplace accidents involving fatalities, high consequence work-related injuries, recordable work-related injuries among employees or workers. The total hours of work for our shipboard employees over the same period were as follows: 98,337,717 (2019), 104,961,994 (2020) and 77,884,143 (2021).

DEVELOPING OUR PEOPLE



KLPL is committed to building an inclusive workplace where all employees are treated fairly and given equal opportunities for advancement, awarded to them according to merit.

As at the end of 2021, KLPL employed 87 onshore employees. These included four temporary and two part-time staff. Permanent employees made up 95.4% of the staff strength and 97.7% were in full-time positions. During the year, we hired eight new employees. We also rehired two retiring employees that included one female staff. The average tenure of staff is 12.5 years.

We have pledged our commitment to the five key principles of fair employment practices as laid out by the Tripartite Alliance for Fair & Progressive Employment Practices (TAFEP). We are proud to report that our longest-serving staff member has been with the Group since 1981, and almost 10% of the workforce has been with the Group for more than 30 years.

DEVELOPING OUR PEOPLE



Diversity

We are committed to promoting gender diversity in our employment practices. We believe people from diverse cultural backgrounds, nationalities and age groups enrich our workplace. KLPL supports the Group's action plan to increase the number of female employees in managerial and leadership positions.

Among the initiatives implemented to encourage the active participation of women, we strive to create an environment where female employees can have the motivation to build their careers even after returning to work from parental leave. We provide training for employees who return to work after childcare leave as well as for their supervisors to support their career development.

As at the end of 2021, women accounted for 41.4% of our headcount, 36.4% of managerial positions and 37.5% of head of department roles. Various age groups are also well-represented in our workforce. Of the eight new hires in 2021, four were women.

Training

Our focus is on developing human resources with the expertise and perspectives essential for a globally competitive environment. We invest in developing our people to nurture strong management and problem-solving skills. We aim to maintain a corporate culture that appreciates mutual respect, freedom, and vigour where all employees are empowered to perform to their best abilities.

In 2021, we provided an average of 33.5 hours of training per employee, much higher than in 2020 when Covid-19 affected our training plans. Please refer to the charts below for our training data.

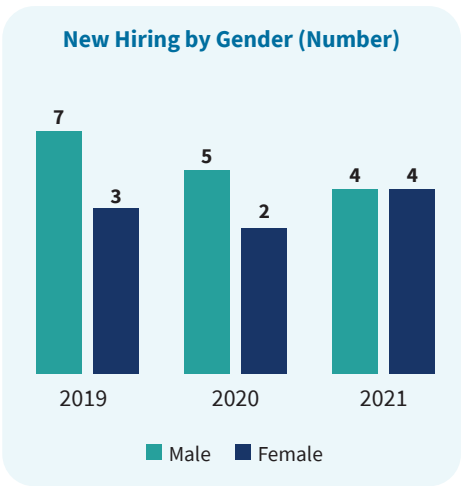
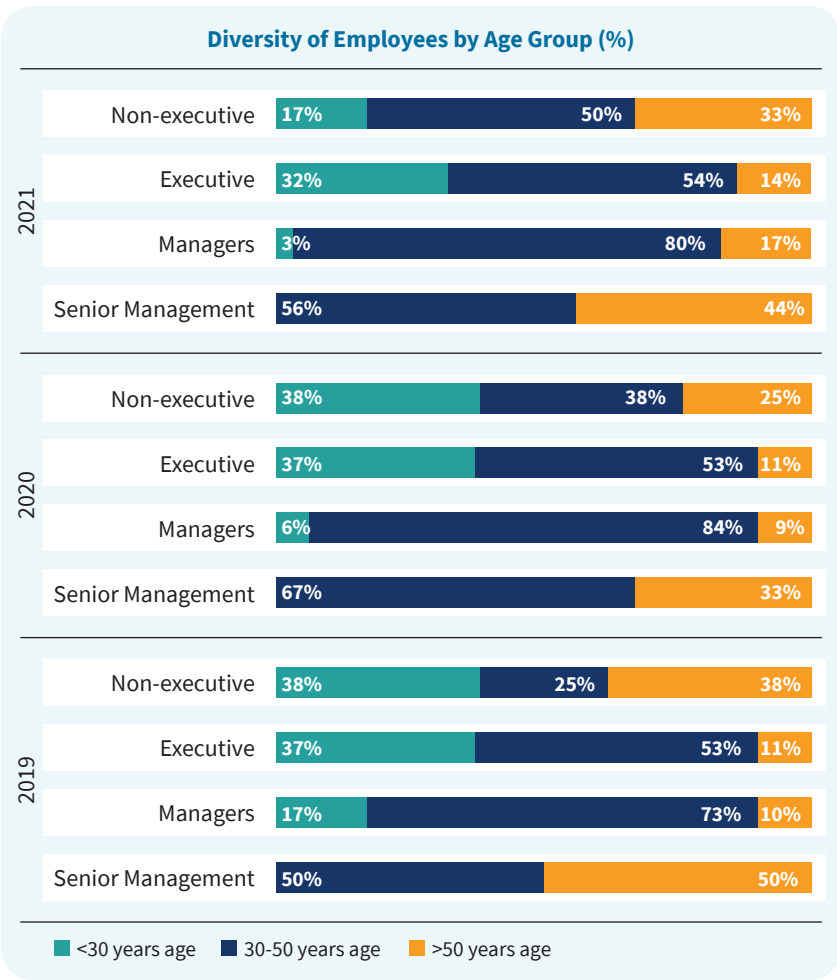
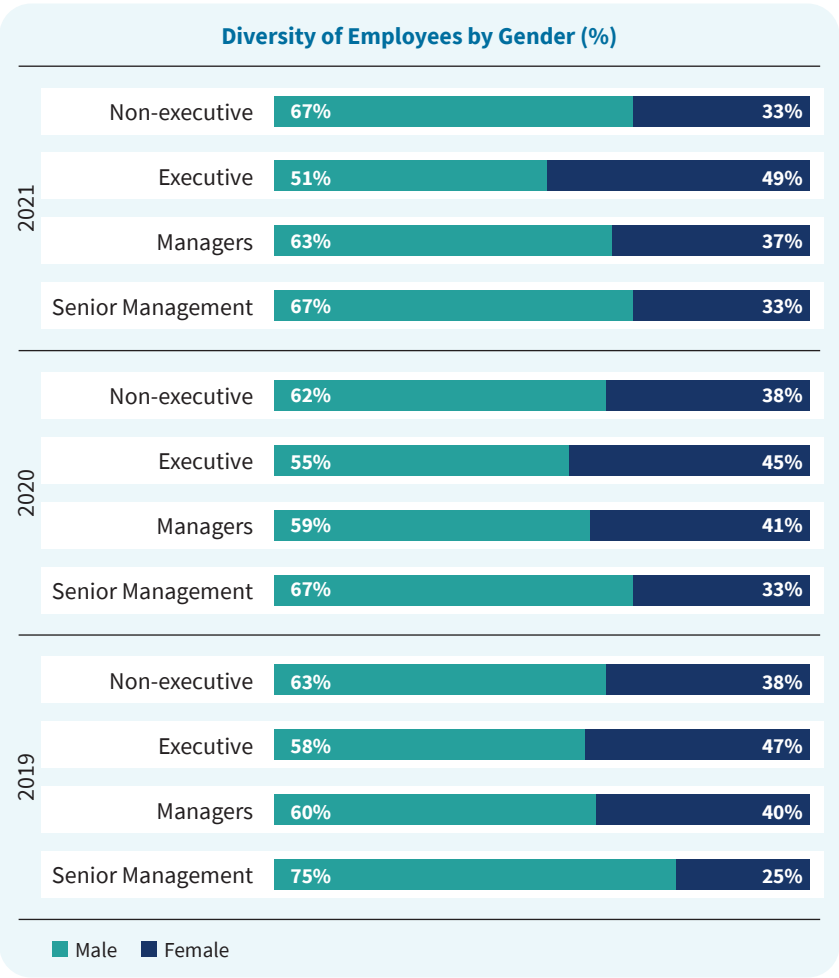
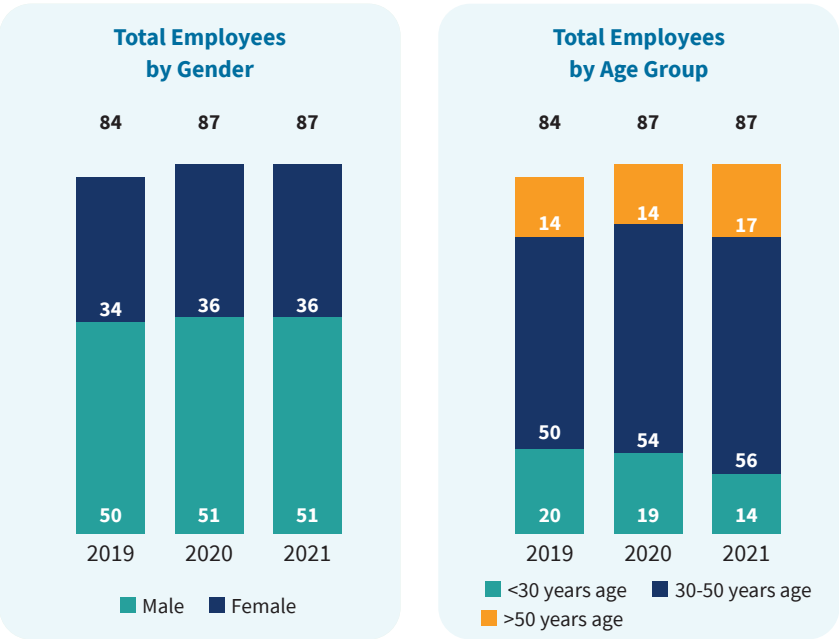
Parental Leave

KLPL offers a family-friendly workplace. Both male and female employees are eligible for parental leave in line with local laws. In 2021, two female and one male staff availed parental leave out of the four eligible employees. Over the past three years, 100% of the employees taking parental leave returned to work. The retention rate of returning employees who stayed in employment 12 months after their return has also been 100% for the reporting year.

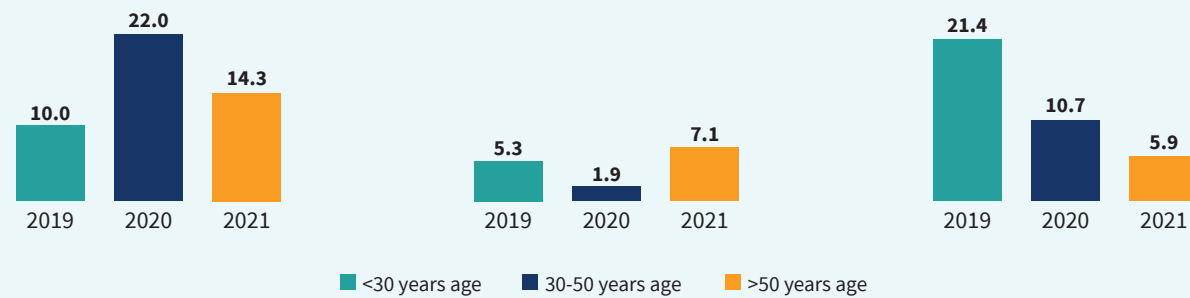
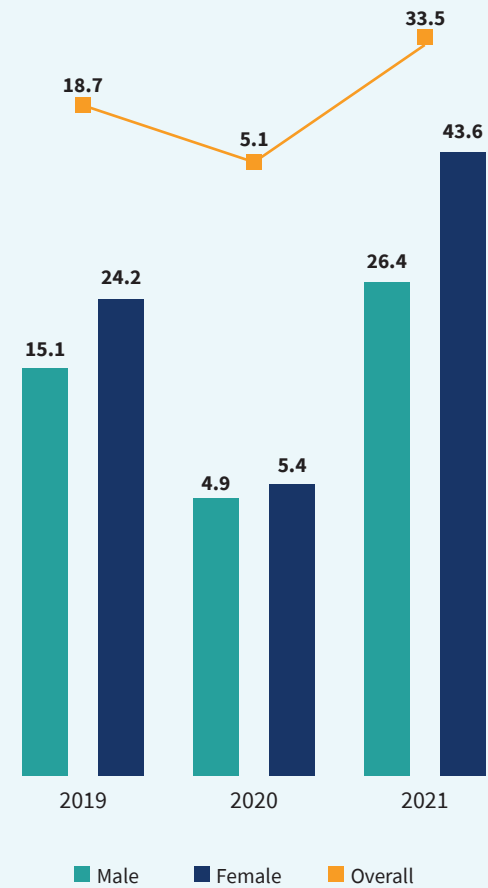
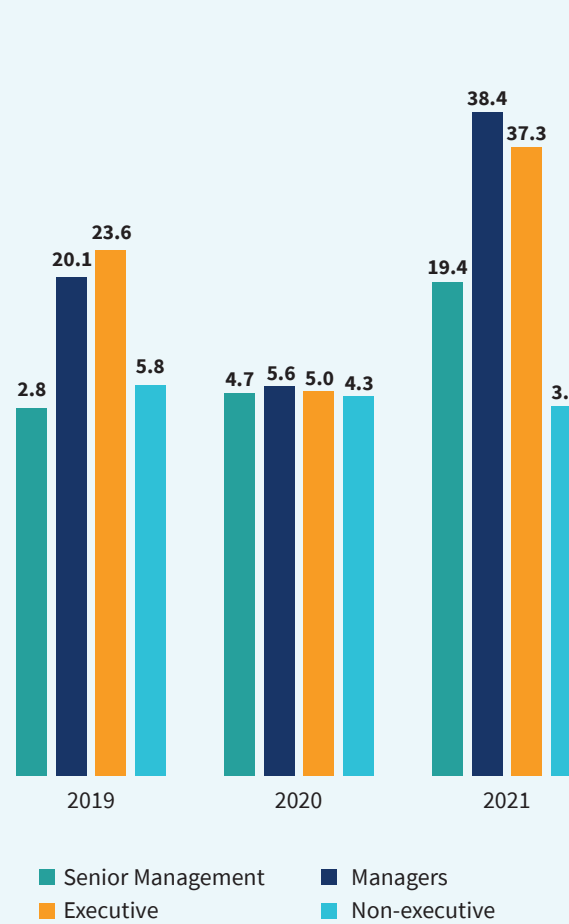
Employee Turnover

Our human resources policies are geared to attract and retain the best talent. In 2021, our turnover rate was 11.5%. Please refer to the charts for details of our employee turnover performance.

Our Human Resources Performance



Employee Turnover by Age (%)

Average Training Hours per Employee
by GenderAverage Training Hours per Employee
by Employee Category

New Employees Hires									
	2019			2020			2021		
by Gender	Male	Female	Total	Male	Female	Total	Male	Female	Total
Number	7	3	10	5	2	7	4	4	8
Rate (%)	13.7	9.1	11.9	9.8	5.6	8.0	7.8	11.1	9.2
by Age Group	<30 years age	30-50 years age	>50 years age	<30 years age	30-50 years age	>50 years age	<30 years age	30-50 years age	>50 years age
Number	5	4	1	2	4	1	3	5	0
Rate (%)	25.0	8.0	7.1	10.5	7.4	7.1	21.4	8.9	0.0

Employees Turnover									
	2019			2020			2021		
by Gender	Male	Female	Total	Male	Female	Total	Male	Female	Total
Number	11	4	15	3	0	3	6	4	10
Rate (%)	25.0	12.1	17.9	5.9	0.0	3.4	11.8	11.1	11.5
by Age Group	<30 years age	30-50 years age	>50 years age	<30 years age	30-50 years age	>50 years age	<30 years age	30-50 years age	>50 years age
Number	2	11	2	1	1	1	3	6	1
Rate (%)	10.0	22.0	14.3	5.3	1.9	7.1	21.4	10.7	5.9

ADVANCING OUR COMMUNITIES



KLPL is committed to contributing to social development as a good corporate citizen. We actively cooperate and collaborate with a broad range of stakeholders, including non-profit organisations and non-governmental organisations, local communities, government agencies and international organisations to support local communities. Our employees also actively participate in volunteering initiatives for community development.

Community involvement

An essential component of our Corporate Principle is to contribute to society's improvement. We have employed about 80 local talents, and increasing local talents year by year. We have always given open opportunities for employment, further education, and promotion to senior management.

KLPL is held by listed company in Japan by 100%, but 56% of our senior management are local talent. We've been a pioneer sponsor for the Singapore MaritimeONE Scholarship since 2007, wherein we provide scholarships for young talent who wish to embark on a career in the maritime industry. We also arranged for three university interns to gain practical experience in our offices overseas, and we offer numerous internships and two traineeships to local students in Singapore. We adhere to the principle of responsible re-employment and offer re-employment to our eligible retiring employees. Currently, we have three re-hired employees.

KLPL also participates in a mentorship programme that aims to build a close-knit community of support in the maritime industry. This programme aims to connect young talents with a pool of experienced mentors who will guide them in their maritime journey.

Prior to the COVID-19 pandemic, we organised annual charity carnivals to support local causes, and in the latter part of 2021, we participated in the Plant-A-Tree program organised by the Singapore National Parks Board to support the One Million Tree movement, which aims to transform Singapore into a "City in Nature". In addition, we committed to planting 20 trees to commemorate KLPL's 20th anniversary.

56%
senior
management are
local talent

AWARDS AND RECOGNITIONS

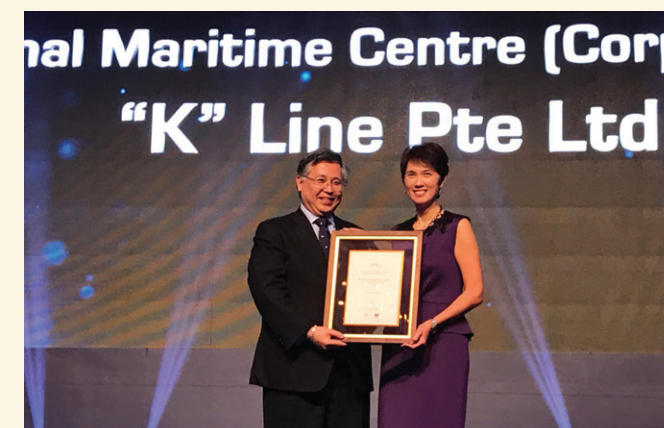
Over the years, KLPL has received numerous awards and recognitions that demonstrate its commitment to ESG topics. These include:

TWO VESSELS AWARDED UNDER THE MPA GREEN SHIP PROGRAMME



The Maritime and Port Authority of Singapore (MPA) established the Green Ship Programme under its Maritime Singapore Green Initiative in 2011 to help reduce the environmental impact of shipping and related activities in Singapore. Under this programme, shipowners are encouraged to use energy-efficient ship designs and other methods to reduce fuel consumption and emissions. Two of our vessels, Oceana River and Crescent River, were awarded under the MPA Green Ship Program in 2019.

INTERNATIONAL MARITIME CENTRE (CORPORATE) AWARD



KLPL received the Singapore International Maritime Award 2017 for emphasising the country's vibrant maritime enterprise ecosystem. Core strengths highlighted by this award include KLPL's compliance with laws and regulations, customized IT solutions and high focus on marine safety.

ACAP PREMIUM STATUS AWARD



KLPL was awarded a five-year GST Assisted Compliance Assurance Programme (ACAP) Premium status from the Inland Revenue Authority of Singapore (IRAS) from 2013 to 2018. In 2019 the Premium status was renewed for a further six years. This is a recognition of KLPL's continuous efforts in establishing a good tax infrastructure to ensure GST compliance on an ongoing basis.

"K" LINE GROUP EXCELLENCE AWARD



As part of the "K" Line Group's Drive Green Network, an environmental awards evaluation committee evaluates and selects one Grand Award and six Excellence Awards each year. KLPL was honoured to be awarded the Excellence Award for creating environmental awareness among employees in 2020.

GRI

CONTENT INDEX

Statement of use	"K" Line Pte Ltd has reported the information cited in this GRI content index for the period 1 January 2021 to 31 December 2021 with reference to the GRI Standards.
GRI 1 used	GRI 1: Foundation 2021

GRI STANDARD	DISCLOSURE	PAGE NUMBER
GRI 2: General Disclosures 2021	2-1 Organisational details	1
	2-2 Entities included in the organisation's sustainability reporting	1
	2-3 Reporting period, frequency and contact point	2
	2-4 Restatements of information	No restatements were made in this Report
	2-5 External assurance	-
	2-6 Activities, value chain and other business relationships	1, 10 and 13
	2-7 Employees	32 - 35
	2-8 Workers who are not employees	-
	2-9 Governance structure and composition	-
	2-10 Nomination and selection of the highest governance body	-
	2-11 Chair of the highest governance body	-
	2-12 Role of the highest governance body in overseeing the management of impacts	-
	2-13 Delegation of responsibility for managing impacts	-
	2-14 Role of the highest governance body in sustainability reporting	-
	2-15 Conflicts of interest	-
	2-16 Communication of critical concerns	13
	2-17 Collective knowledge of the highest governance body	-
	2-18 Evaluation of the performance of the highest governance body	-
	2-19 Remuneration policies	-
	2-20 Process to determine remuneration	-
	2-21 Annual total compensation ratio	-
	2-22 Statement on sustainable development strategy	6 - 11
	2-23 Policy commitments	12-13
	2-24 Embedding policy commitments	-
	2-25 Processes to remediate negative impacts	14
	2-26 Mechanisms for seeking advice and raising concerns	-
	2-27 Compliance with laws and regulations	12 - 13
	2-28 Membership associations	-
	2-29 Approach to stakeholder engagement	14
	2-30 Collective bargaining agreements	-
GRI 3: Material Topics 2021	3-1 Process to determine material topics	15
	3-2 List of material topics	16
	3-3 Management of material topics	16

GRI

CONTENT INDEX

GRI STANDARD	DISCLOSURE	PAGE NUMBER
ECONOMIC		
GRI 201: Economic Performance 2016	201-1 Direct economic value generated and distributed	-
	201-2 Financial implications and other risks and opportunities due to climate change	-
	201-3 Defined benefit plan obligations and other retirement plans	-
	201-4 Financial assistance received from government	-
GRI 205: Anti-corruption 2016	205-1 Operations assessed for risks related to corruption	-
	205-2 Communication and training about anti-corruption policies and procedures	-
	205-3 Confirmed incidents of corruption and actions taken	-
GRI 206: Anti-competitive Behavior 2016	206-1 Legal actions for anti-competitive behavior, anti-trust, and monopoly practices	-

ENVIRONMENT		
GRI 301: Materials 2016	301-1 Materials used by weight or volume	22
	301-2 Recycled input materials used	-
	301-3 Reclaimed products and their packaging materials	-
GRI 302: Energy 2016	302-1 Energy consumption within the organisation	21
	302-2 Energy consumption outside of the organisation	22
	302-3 Energy intensity	21-22
	302-4 Reduction of energy consumption	21-22
	302-5 Reductions in energy requirements of products and services	21-22
GRI 303: Water and Effluents 2018	303-1 Interactions with water as a shared resource	-
	303-2 Management of water discharge-related impacts	-
	303-3 Water withdrawal	-
	303-4 Water discharge	-
	303-5 Water consumption	22
GRI 305: Emissions 2016	305-1 Direct (Scope 1) GHG emissions	21-22
	305-2 Energy indirect (Scope 2) GHG emissions	21-22
	305-3 Other indirect (Scope 3) GHG emissions	-
	305-4 GHG emissions intensity	21-22
	305-5 Reduction of GHG emissions	21-22
	305-6 Emissions of ozone-depleting substances (ODS)	-
	305-7 Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions	-
GRI 306: Waste 2020	306-1 Waste generation and significant waste-related impacts	23
	306-2 Management of significant waste-related impacts	23
	306-3 Waste generated	23
	306-4 Waste diverted from disposal	-
	306-5 Waste directed to disposal	-
GRI 308: Supplier Environmental Assessment 2016	308-1 New suppliers that were screened using environmental criteria	-
	308-2 Negative environmental impacts in the supply chain and actions taken	-

GRI CONTENT INDEX

GRI STANDARD	DISCLOSURE	PAGE NUMBER
SOCIAL		
GRI 401: Employment 2016	401-1 New employee hires and employee turnover	35
	401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees	31-32
	401-3 Parental leave	32
GRI 402: Labor/Management Relations 2016	402-1 Minimum notice periods regarding operational changes	-
GRI 403: Occupational Health and Safety 2018	403-1 Occupational health and safety management system	26-29
	403-2 Hazard identification, risk assessment, and incident investigation	26-29
	403-3 Occupational health services	26-29
	403-4 Worker participation, consultation, and communication on occupational health and safety	26-29
	403-5 Worker training on occupational health and safety	26-29
	403-6 Promotion of worker health	26-29
	403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	26-29
	403-8 Workers covered by an occupational health and safety management system	26-29
	403-9 Work-related injuries	29
	403-10 Work-related ill health	29
GRI 404: Training and Education 2016	404-1 Average hours of training per year per employee	32
	404-2 Programs for upgrading employee skills and transition assistance programs	-
	404-3 Percentage of employees receiving regular performance and career development reviews	-
GRI 405: Diversity and Equal Opportunity 2016	405-1 Diversity of governance bodies and employees	32-33
	405-2 Ratio of basic salary and remuneration of women to men	-
GRI 406: Non-discrimination 2016	406-1 Incidents of discrimination and corrective actions taken	13
GRI 413: Local Communities 2016	413-1 Operations with local community engagement, impact assessments, and development programs	36
	413-2 Operations with significant actual and potential negative impacts on local communities	-
GRI 418: Customer Privacy 2016	418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data	13

SASB INDEX

Marine Transportation Sustainability Accounting Standard

Topic	SASB Code	Accounting Metric	2019	2020	2021
Greenhouse Gas Emissions	TR-MT-110a.1	Gross global Scope 1 emissions (metric tons CO ₂)	220,302	232,391	190,990
	TR-MT-110a.2	Discussion of long-term and short-term strategy or plan to manage Scope 1 emissions, emissions reduction targets, and an analysis of performance against those targets	Pages 20-22		
	TR-MT-110a.3	(1) Total energy consumed (GJ)	2,850,860	3,040,633	2,497,536
		(2) percentage heavy fuel oil	86	0	3
		(3) percentage renewables	0	0	0
	TR-MT-110a.4	Average Energy Efficiency Design Index (EEDI) for new ships (gCO2 per tonne-nautical mile)	3.285 *	No new vessel *	No new vessel *
Air Quality	TR-MT-120a.1	(1) NOx (excluding N2O) – metric tons	Not reported		
		(2) SOx – metric tons	928 *	922 *	976 *
		(3) particulate matter (PM10)	Not reported		
Ecological Impacts	TR-MT-160a.1	Shipping duration in marine protected areas or areas of protected conservation status	1,973 *	3,536 *	1,974 *
	TR-MT-160a.2	Percentage of fleet implementing ballast water			
		(1) exchange	68	47	21
		(2) treatment	32 *	53 *	79 *
	TR-MT-160a.3	Spills and releases to the environment			
(1) Number		0	0	0	
	(2) aggregate volume	0 *	0 *	0 *	
Employee Health & Safety	TR-MT-320a.1	Lost time incident rate (LTIR)	0	0	0
Business Ethics	TR-MT-510a.1	Number of calls at ports in countries that have the 20 lowest rankings in Transparency International's Corruption Perception Index	0	0	0
	TR-MT-510a.2	Total amount of monetary losses as a result of legal proceedings associated with bribery or corruption	0	0	0
Accident & Safety Management	TR-MT-540a.1	Number of marine casualties, percentage classified as very serious	1 (see notes)	0	0
	TR-MT-540a.2	Number of Conditions of Class or Recommendations	0	0	0
	TR-MT-540a.3	Number of port state control (1) deficiencies and (2) detentions	0	0	0

Activity Metric	SASB Code	2019	2020	2021
Number of shipboard employees	TR-MT-000.A	927	904	922
Total distance travelled by vessels (nautical miles)	TR-MT-000.B	869,122	880,172	844,544
Operating days	TR-MT-000.C	4,420	4,838	3,520
Deadweight tonnage (thousand deadweight tons)	TR-MT-000.D	1,289,729	1,289,729	1,289,729
Number of vessels in total shipping fleet	TR-MT-000.E	28	25	25
Number of vessel port calls	TR-MT-000.F	265	258	207
Twenty-foot equivalent unit (TEU) capacity	TR-MT-000.G	Not applicable		

Notes:

1. All data reported, except for those marked (*), were pursuant to vessels where KLPL is responsible for its operation including the purchase of the fuel. These may include vessels that KLPL owned and those that KLPL chartered. For those marked (*), the data reported were pursuant to KLPL-owned vessels only.
2. The one incident marine casualty in 2019 refers to damage to a vessel due to steering system failure; the vessel was repaired and permitted to sail upon receiving clearance from the U.S. Coast Guard. No persons and no other ships were endangered during the incident.



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