

FIRST SHIP LEASE

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**SUSTAINABILITY  
REPORT  
2024**



## ► Contents

01

**Message from  
Board of Directors**

02

**Corporate  
Profile**

06

**About This  
Sustainability Report**

07

**Sustainability  
Strategy Overview**

10

**Our Stakeholders  
Engagement**

11

**Our Materiality  
Assessment**

12

**Focus 1:  
Upholding Good Governance**

12

Sustainability Governance  
Structure

12

Regulatory Compliance

12

Business Ethics and  
Integrity

13

Assessment of Charterer's  
Compliance with  
Regulations

14

Targets, Metrics and  
Performance

15

**Focus 2:  
Protecting the Environment**

15

Energy and Emission

15

Pollution and Oil Spills

16

Water and Effluents

16

Waste Management

16

Ship recycling

17

Targets, Metrics and  
Performance

18

**Focus 3:  
Building Climate Resiliency**

22

Climate-related Risks

25

Climate-related  
Opportunities

26

**Appendix 1**



# ► Message from the Board of Directors

As we enter 2025, the global shipping industry faces an evolving landscape defined by both opportunity and challenge. Geopolitical tensions, trade disruptions and economic uncertainties have underscored the critical role of resilience and adaptability in ensuring the continuity of global supply chains.

With many industries undergoing profound transformations driven by the imperative need to address climate change, the Trust remains steadfast in its commitment to sustainability. The IMO's Carbon Intensity Indicator (CII) regulation came into force in 2023 and very recently IMO MEPC83 agreed to tighten its requirements leading to a 21.5% reduction of carbon intensity compared to 2019. In addition to CII, IMO has decided the development of mid-term measures, including carbon pricing mechanisms, which go beyond vessel-level carbon performance and concentrate on the Life-Cycle Assessment of the GHG emissions for the fuels used onboard ships. Given this regulatory evolution, we continue to assess investments in projects involving vessels powered by cleaner fuels, improved energy efficiency, and optimised operations.

We continue to closely collaborate with our charterers to ensure compliance with the EU Emissions Trading System (ETS), which has applied to maritime transport since the start of 2024. The ETS now covers 100% of emissions from voyages within the EU and 50% from voyages to or from EU ports.

For our second year reporting the Task Force on Climate-related Disclosures ("**TCFD**"), we have incorporated the Network for Greening the Financial System ("**NGFS**") scenarios and adapted them to our business context to evaluate how to better position ourselves against potential climate change issues.

As always, we would like to extend our sincere gratitude to all our stakeholders for their continued trust, support and collaboration. We look forward to achieving greater success and development in this upcoming year of improvement and exploration.

Singapore, 30 April 2025





# ► Corporate Profile

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First Ship Lease Trust (“**FSL Trust**” or the “**Trust**”) is a Singapore-based business trust, which owns a diversified fleet of well-maintained product tankers.

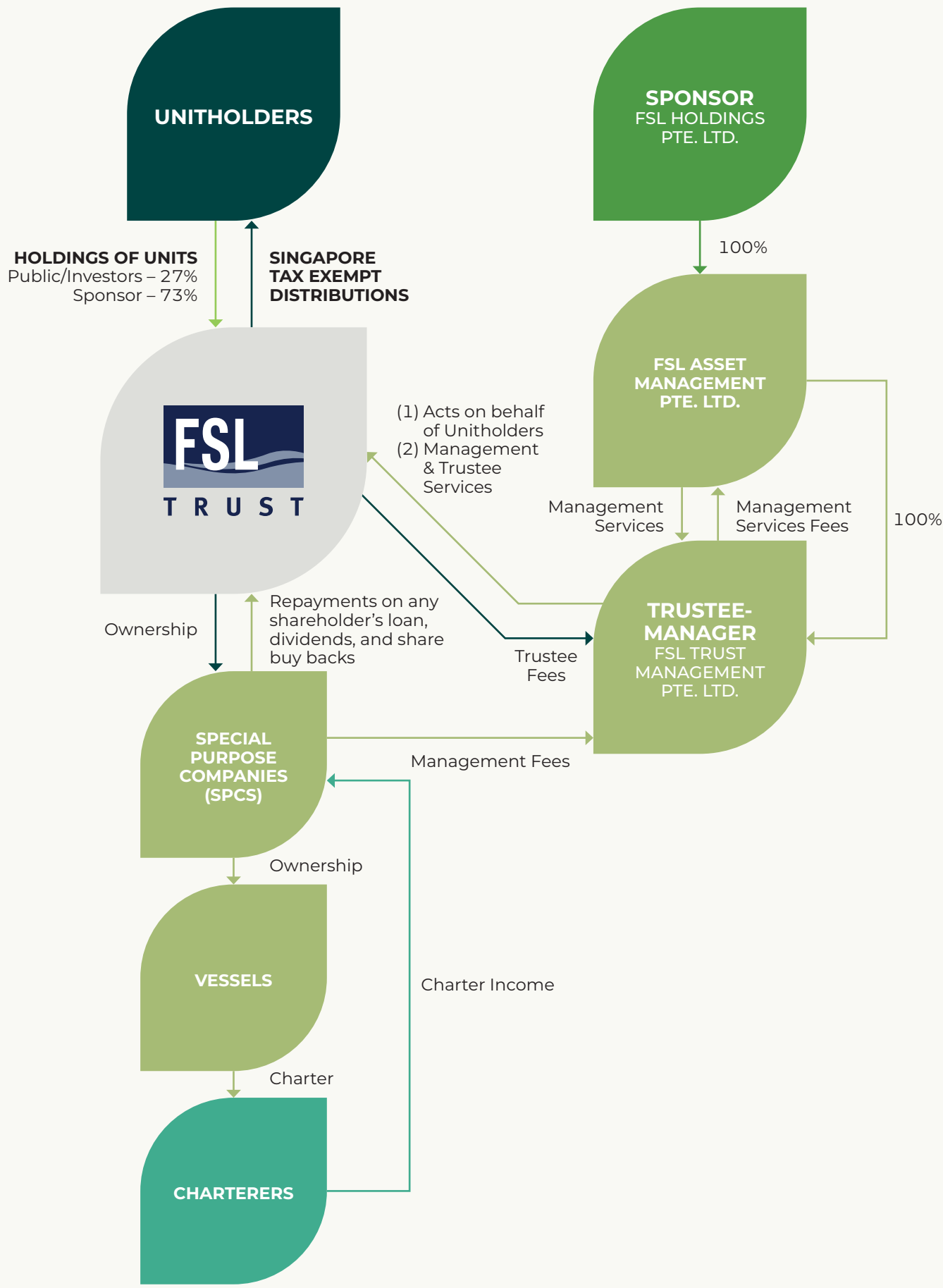
In 2024, the Trust generated its revenue from fixed-rate period charters. These fixed-rate period charters offer the Trust stable and predictable long-term cash flows.

FSL Trust is managed by FSL Trust Management Pte. Ltd. (“**FSLTM**” or the “**Trustee-Manager**”). The Trustee-Manager is responsible for safeguarding the interest of the unitholders of the Trust and for the Trust’s investment and financing strategies, asset acquisitions and disposal policies and the overall management of the Trust’s portfolio. Additionally, the Trustee-Manager aims to optimise the returns of the Trust’s vessel portfolio by ensuring that the vessels are well run, managing the various risks and opportunities associated with the business of the Trust and improving cash flow generation for the Trust.

FSL Asset Management Pte. Ltd. (“**FSLAM**”) was constituted in 2010 as the resource centre for the FSL Trust of companies (the “**Trust**”). Under a management services agreement between FSLTM and FSLAM, FSLAM (the sole shareholder of FSLTM) provides FSLTM with all agreed management services, including the services of the Chief Executive Officer, other management personnel and staff. FSLTM bears the cost of management services rendered to it by FSLAM.

The units of FSL Trust are listed on the Mainboard of the Singapore Exchange Securities Trading Limited (“**SGX-ST**”) under the ticker “D8DU”. The largest unitholder is the sponsor of the Trust, FSL Holdings Pte. Ltd. (the “Sponsor”) with a unitholding of currently 73%. The Sponsor’s sole shareholders are Prime Shareholdings Inc., an affiliate of the Greece-based Prime Marine, a leading international ship owner and ship manager of crude oil tankers, product tankers and gas tankers. The Trustee-Manager maintains its principal office in Singapore. The vessels of FSL Trust are used in the seaborne transport of liquid bulk cargoes and trade worldwide.

# CORPORATE STRUCTURE



# ► Corporate Profile

## OUR FLEET

As a ship-owner, we own a fleet of vessels that are chartered to an international shipping company. As of 31 December 2024, the vessel portfolio of FSL Trust comprised seven vessels of different sizes that were employed under fixed-rate bareboat charters with James Fisher Everard Limited ("James Fisher") since the Trust acquired the vessels. They were deployed in international seaborne transportation and carried cargoes such as refined oil products, chemical products and other liquid bulk cargoes.

Vessel	Built (Year)	Size (DWT)
1. Clyde Fisher <sup>(1)</sup>	2005	12,984
2. Pelican Fisher	2008	9,596
3. Shannon Fisher	2006	5,421
4. Solway Fisher	2006	5,421
5. Specialty	2006	4,426
6. Seniority	2006	4,426
7. Superiority	2007	4,426

(1) Clyde Fisher was disposed on 19 February 2025.

## TECHNICAL MANAGEMENT OF OUR VESSELS

Depending on the type of employment, the technical management of the vessels is either carried out by the charterer or the technical managers we have appointed. The vessels in our operational fleet are managed by their charterer for the duration of the bareboat charter agreement. The charter agreement mandates that the charterer adhere to all relevant international laws and regulations, which encompass environmental regulations and health and safety policies.

If the Trust decides to appoint technical managers in the future, they will be selected based on stringent criteria and their performance will be continuously monitored. Among other responsibilities, the technical managers will ensure compliance with all regulatory, class and flag state requirements for our vessels, manage crew employment aboard our vessels, oversee maintenance and repairs and control operating expenses and capital expenditures.

## OUR SUPPLY CHAIN

Beyond collaborating with our charterers and technical managers, we may engage commercial managers to handle vessel employment. These specialists secure charters for our ships and earn market-rate compensation for their services. Additionally, we rely on various suppliers and service providers for different aspects of our operations, all subject to our established internal policies.

Since all of our vessels are under a bareboat charter agreement, we do not engage any commercial managers and suppliers for the reporting period. FSL Trust will nonetheless strive to promote sustainable practices throughout our supply chain, encompassing quality, environmental and social standards and ethical conduct.



## OUR MEMBERSHIPS

Collaboration is an important aspect of fostering continuous development and improvement of how we do things. We are members of the following industry organisations:



**The Getting to Zero Coalition** is a coalition committed to getting commercially viable deep-sea zero-emission vessels powered by zero-emission fuels into operation by 2030 towards full decarbonisation by 2050 – maritime shipping’s moon-shot ambition.



**The Singapore Institute of Directors (“SID”)** is the national association of company directors in Singapore and promotes the professional development of directors and professional leaders to implement the highest standards of corporate governance and ethical conduct.



**The Singapore Shipping Association (“SSA”)** is the trade association for ship-owners in Singapore. The SSA promotes the interests of Singaporean ship-owners and the maritime cluster nationally and internationally, including the representation in the International Maritime Organisation.

# ► About This Sustainability Report

This report covers the environmental, social and governance (“**ESG**”) strategy, goals, policies, initiatives and performance that are material to our business and stakeholders, which was organised as follows:

1. The Company's sustainability strategy, which provides an overview of our strategy in support of the UN SDGs and following the latest industry best practices.
2. The three focus areas supporting the Company's sustainability strategy: (i) upholding good governance, (ii) protecting the environment and (iii) building climate resiliency.

This report contains data from 1 January to 31 December 2024 (“**FY2024**”), which aligns with the Trust's financial period. Therefore, it should be read in tandem with the FY2024 Annual Report, available at: <https://fsltrust.listedcompany.com>.

We welcome any feedback and suggestions for the continuous improvement of our sustainability report at: [investors@firstshiplease.com](mailto:investors@firstshiplease.com).

## REPORTING FRAMEWORK

This report is prepared with reference to the Global Reporting Initiative (“**GRI**”) Standards 2021, which was revised in October 2021. The GRI standards is the most widely adopted global sustainability reporting standard. Since our inaugural sustainability report in 2017, we have adopted GRI Standards to understand our impact on ESG topics and meet our sustainability reporting obligations.

Climate-related disclosures are aligned with the Task Force on Climate-related Financial Disclosures (“**TCFD**”)¹ recommendations in the four key areas of governance, strategy, risk management and metrics and targets. This will enable us to understand the implications of climate-related risks and opportunities on our business and develop a mitigation plan.

Furthermore, we have aligned our strategy with the United Nations Sustainable Development Goals (“**UN SDGs**”). We concentrate our efforts on the UN SDGs where we can actively contribute through our policies and initiatives, ensuring our actions have a meaningful impact on ESG.

## REPORTING SCOPE

This report covers the ESG performance of the Trust and Trustee-Manager that fall within our direct control. Thus, we have excluded the performance of vessels under the bareboat charter agreements.

## RESTATEMENTS

There is no restatement of information for the reporting period.

## ASSURANCE

We have established internal controls for sustainability reporting to ensure disclosure accuracy and reliability. Additionally, we have appointed BDO Advisory Pte Ltd to perform an internal review of the sustainability reporting process as stipulated by SGX-ST Listing Rule 711B (3), covering the material factors agreed upon in the audit plan.

We have also considered the recommendations of an external ESG consultant for the selection of material topics, relevant reporting framework and SGX-ST Listing Rules. Management considers these to fulfil the Listing Rules requisite and disclosure obligations to sustainability reporting. This report has undergone review and approval by the Board. Consequently, the Board has determined that independent external assurance is not a priority for the period

1 TCFD fulfilled its remit and was disbanded in Oct 2023. Following the publication of the inaugural ISSB Standards IFRS S1 and IFRS S2, the IFRS Foundation has taken over the responsibilities for monitoring the progress of companies climate-related disclosures from TCFD.



# ► Sustainability Strategy Overview

We are committed to fostering long-term growth for our stakeholders by providing investors with a robust investment opportunity rooted in responsible business practices, high corporate governance and environmental impact mitigation.

## STRATEGIC FOCUS AREA




In demonstrating our commitment to integrating sustainability into our business model, we have identified three ESG focus areas to guide our sustainability strategy.

- Focus 1: Upholding Good Governance and Ethics**  
 Our strong corporate governance practices have helped us navigate ever-evolving regulations in countries we operate.
- Focus 2: Protecting the Environment**  
 We undertake precautions to limit negative impacts on the environment by managing energy, water, waste and effluents as efficiently as possible.
- Focus 3: Building Climate Resiliency**  
 The transition to a low carbon economy is a global challenge that we are facing and have been taking steps to address the relevant risks and opportunities during this transition.

Our focus areas are supported by material topics relevant to our stakeholders. To track our sustainability progress for each material topic effectively, we have revamped and set appropriate ESG performance indicators.

## CONTRIBUTION TO THE UN SDGS

To better understand our impact and contribution to the ESG landscape, we have assessed our practices in the three focus areas against the UN SDGs.

Relevant Focus Area	UN SDGs	Our Contribution	Relevant Stakeholders
Upholding Good Governance		<b>Foster conducive and safe working environments</b> Cultivate a thriving environment where everyone feels valued, respect and well-being	Staff and Suppliers
Protecting the Environment		<b>Use of efficient natural resources</b> Achieving cleaner seas through responsible fuel and energy practices for existing and new vessels, aligning it with current regulations.	All stakeholders
Building Climate Resiliency		<b>Work towards decarbonisation goal</b> Introduce climate change measures into policies and strategies	All stakeholders
Protecting the environment		<b>Biodiversity protection</b> Ensure waste water is treated through the ballast system to enhance contribution to marine biodiversity	All stakeholders
Upholding Good Governance		<b>Provide access to justice for all and build accountable institutions at all levels</b> <ul style="list-style-type: none"> <li>Substantially reduce corruption and bribery in all their forms</li> <li>Develop effective, accountable and transparent institutions at all levels</li> </ul>	All stakeholders



# ► Sustainability Strategy Overview

## ESG PERFORMANCE HIGHLIGHTS

We have made significant strides in our sustainability journey and summarised the highlights of our sustainability performance below:



### BUILDING CLIMATE-RESILIENCE:

- Incorporated mitigation strategies under the Network for Greening Financial System (“NGFS”) “Current Policies” (warming to 3.0°C) and “Net-Zero 2050” (warming to 1.5°C) scenarios.



### PROTECTING THE ENVIRONMENT:

- Existing vessels comply with IMO and environmental regulations
- Existing vessels are International Oil Pollution Prevention certified
- All vessels have internationally accredited ballast water systems installed





#### UPHOLDING GOOD GOVERNANCE:

- Zero incidents of reported corruption, non-discrimination and corrective action taken
- Zero incidents of non-compliance with environmental and labour laws



# ► Our Stakeholders Engagement

Recognising stakeholders as vital contributors to our organisational success, we maintain regular engagement to ensure alignment between our sustainability strategy and business objectives with their interests.

To determine our material ESG issues, we engaged our key stakeholders through feedback tools and periodic dialogue. These stakeholders were selected based on their level of influence, interest and dependence on our business.

Stakeholder	Engagement Methods	Areas of Concern	Our Responses	Addressed in this Report
Unitholders (investors)	<ul style="list-style-type: none"> <li>Annual general meetings and provide access to sustainability reports for our investors.</li> </ul>	<ul style="list-style-type: none"> <li>Corporate governance</li> <li>Climate resilience, business and financial performance</li> </ul>	<ul style="list-style-type: none"> <li>Provide transparent and detailed ESG reporting</li> <li>Establish robust governance practices</li> </ul>	<ul style="list-style-type: none"> <li>Upholding Good Governance</li> <li>Protecting the environment</li> <li>Business Resilience</li> </ul>
Clients (charterers)	<ul style="list-style-type: none"> <li>Communication for vessel operational performance and compliance.</li> </ul>	<ul style="list-style-type: none"> <li>Quality and value for money</li> <li>Compliance with laws and regulations</li> </ul>	<ul style="list-style-type: none"> <li>Collaborate on enhancing supply chain transparency where possible.</li> </ul>	<ul style="list-style-type: none"> <li>Upholding Good Governance</li> </ul>
Staff	<ul style="list-style-type: none"> <li>Foster a culture of ESG awareness and responsibility.</li> </ul>	<ul style="list-style-type: none"> <li>Business ethics and non-discrimination</li> <li>Reducing emissions and pollution</li> </ul>	<ul style="list-style-type: none"> <li>Code of conduct and whistle-blowing policies</li> <li>Involve staff in ESG-related decision-making and initiatives.</li> </ul>	<ul style="list-style-type: none"> <li>Upholding Good Governance</li> <li>Protecting the environment</li> </ul>
Suppliers, service providers and shipyards	<ul style="list-style-type: none"> <li>Regular assessments to ensure suppliers comply with ESG standards and requirements.</li> </ul>	<ul style="list-style-type: none"> <li>Competitive fees</li> <li>Site health and safety</li> </ul>	<ul style="list-style-type: none"> <li>Collaborate on reducing emissions or enhancing supply chain transparency.</li> </ul>	<ul style="list-style-type: none"> <li>Upholding Good Governance</li> </ul>
Financial Institutions	<ul style="list-style-type: none"> <li>Stay informed about relevant ESG financing.</li> </ul>	<ul style="list-style-type: none"> <li>Climate resilience, business and financial performance</li> </ul>	<ul style="list-style-type: none"> <li>Seek financing opportunities that align with ESG goals and criteria.</li> </ul>	<ul style="list-style-type: none"> <li>Business Resilience</li> </ul>
Regulators	<ul style="list-style-type: none"> <li>Stay informed about relevant ESG regulations and guidelines.</li> </ul>	<ul style="list-style-type: none"> <li>Compliance with laws and regulations</li> </ul>	<ul style="list-style-type: none"> <li>Maintain compliance with ESG laws and regulations.</li> </ul>	<ul style="list-style-type: none"> <li>Upholding Good Governance</li> </ul>

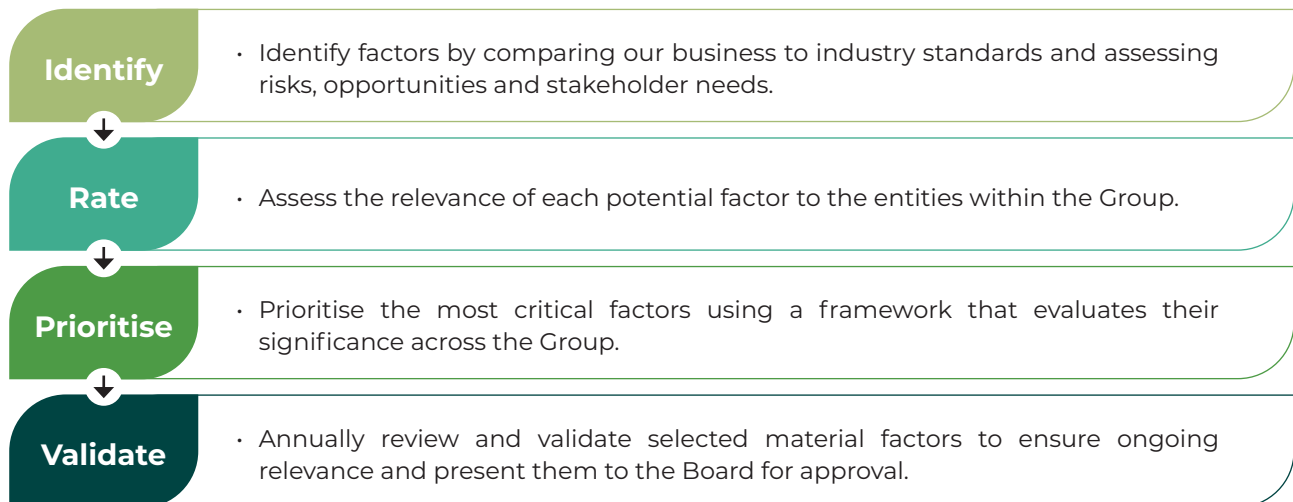


# ► Our Materiality Assessment

The Trust's materiality assessment draws on the information gathered from our stakeholder engagement. Boundaries refer to areas where the impact of the material topic occurs in the organisation.

The feedback received from all stakeholders helps us to determine the material topics and identify the focus areas of the report. We have engaged the advice of an external ESG consultant for the materiality assessment, which has been reviewed and approved by Senior Management and the Board.

The following steps were taken to assess ESG factors with material relevance to the Group:



To ensure that our focus aligns with stakeholder priorities, we refreshed our assessment process for the period by distributing a survey to key stakeholders. Based on the responses received, stakeholders identified the following topics as the most significant **Anti-Corruption, Occupational Health and Safety, Customer Privacy**, as well as **Economic Performance**.

Our material ESG topics were updated from those reported in the previous year to include:

- Customer Privacy** – Emphasised due to increasing concerns around data security and compliance with evolving privacy regulations.
- Occupational Health and Safety** – Highlighted for the fiduciary duty to govern health and safety standards for charterers and crew members.
- Supplier Assessment** – Identified to ensure responsible sourcing and mitigate supply chain risks, aligning with the trust's fiduciary duty.

The table below lists the material topics, selected GRI standards disclosures and the boundary where the impact of the material topic occurs.

Report Section	GRI Material Topics	
Focus 1: Upholding Good Governance	<ul style="list-style-type: none"> <li>Anti-Corruption</li> <li>Customer Privacy</li> </ul>	<ul style="list-style-type: none"> <li>Non-Discrimination</li> <li>Occupational Health and Safety</li> </ul>
Focus 2: Protecting the Environment	<ul style="list-style-type: none"> <li>Energy</li> <li>Water and Effluents</li> <li>Emissions</li> </ul>	<ul style="list-style-type: none"> <li>Waste</li> <li>Supplier Assessment</li> </ul>
Focus 3: Building Climate Resilience	<ul style="list-style-type: none"> <li>Economic Performance</li> </ul>	

# ► Focus 1: Upholding Good Governance

We understand that effective corporate governance is essential for our organisation's success. Please refer to the Corporate Governance section of our Annual Report for our compliance with the Singapore Code of Corporate Governance.

Our sustainability strategy is supported by stringent internal governance policies and procedures, which govern employee behaviour and interactions with stakeholders. We track the effectiveness of our actions through compliance monitoring, performance indicators and stakeholder feedback. These measures aim to promote transparent, accountable and equitable business operations.

## SUSTAINABILITY GOVERNANCE STRUCTURE

The Trustee-Manager is headed by the Board of Directors who is ultimately responsible for the governance of sustainable practices and reporting within the organisation, including setting the sustainable strategic direction of the Trust. The Board has appointed senior management to implement the sustainability policies as well as management of materiality topics at the Trust. The sustainability performance of our employees has not been linked to any remuneration.

The Board of Directors and CEO have undergone training sessions organised by SGX, specifically focusing on enhancing their understanding and implementation of ESG principles within the organisation.

The Board of Directors remains committed to integrating sustainability considerations into the Trust's strategic direction and actively oversees the Trust's ESG impact. Additionally, the Board of Directors periodically meets to review the Trust's material ESG factors and climate-related risks and opportunities.

## REGULATORY COMPLIANCE

The Trustee-Manager adheres to laws and regulations, including the Code of Corporate Governance 2018 by the Monetary Authority of Singapore ("MAS"), SGX-ST Listing Rules, the Securities and Futures Act ("SFA"), Personal Data Privacy Act ("PDPA"), IMO Maritime Convention, International Convention for the Prevention of Pollution from Ships ("MARPOL") and Ministry of Manpower Regulation.

Developments in regulations are monitored by the Trustee-Manager and processes are in place to oversee activities and associated performance

### BOARD OF DIRECTORS

- **STATHIS TOPOUZOGLOU**  
Non-Independent, Non-Executive Chairman
- **MICHAEL CHALKIAS**  
Non-Independent, Non-Executive Director
- **MICHAEL GRAY**  
Lead Independent, Non-Executive Director
- **NARAYANAN SREENIVASAN**  
Independent, Non-Executive Director
- **ANG SIEW GEOK (JUDY)**  
Independent, Non-Executive Director

### MANAGEMENT

- **ROGER WOODS**  
Chief Executive Officer
- **IVY LOW**  
Financial Controller

regularly. Our compliance record has remained consistently clean, with no instances of receiving administrative or judicial sanctions, fines, or restrictions imposed by authorities or public agencies since our inception.

## BUSINESS ETHICS AND INTEGRITY

We have established an employee code of conduct outlined within our employee handbook. This handbook serves as a valuable resource to all staff members within the Trust-Manager, providing clear guidance on expected standards of behaviour, ethical principles and compliance requirements. The handbook is readily accessible to all staff members via the company's intranet platform and reinforces the importance of upholding the organisation's standards of conduct throughout their tenure.



### Anti-Corruption Policy

We forbid any form of corruption or illegal behaviours during business and advocate that all staff and business partners uphold strong ethics and integrity to prevent any incidents of corruption. Our code of conduct covers policies on conflicts of interest, non-discrimination and harassment and anti-corruption.

Staff and directors receive orientation on the code of conduct upon onboarding, with annual refreshers provided to ensure continued awareness and adherence. All staff are expected to be familiar with the policy and ensure compliance through reading and adherence.

### Risk Management Policy

Our risk management policies are designed to help us identify, understand, measure and manage risks related to our operations, the markets we operate in, the counterparties we work with and the assets we own. Through continuous monitoring and evaluation, we remain agile in our response to changing conditions, reinforcing our commitment to responsible and resilient business practices.

In recognition of the evolving landscape, we have integrated climate-related risks into our risk management framework. This proactive approach enables us to anticipate emerging risks, safeguard against potential vulnerabilities and capitalise on opportunities for sustainable growth.

### Whistle-Blowing Policy

The Trustee-Manager has adopted a whistleblowing policy to support its values and to ensure that employees and any other persons can raise concerns about the conduct of the business without fear of reprisal in a transparent and confidential process.

The Audit and Remuneration Committee ("**ARC**") oversees the whistle-blowing arrangement and appoints an independent public accounting firm to carry out the internal audit function and support the enforcement of the policy. The communication channels for whistle-blowing reports are published on the FSL's website at: <https://www.firstshipleasetrust.com/whistle-blowing-policy.html>. The whistle-blower's identity is kept confidential under our whistleblowing policy unless compelled by law or with the whistle-blower's approval.

### Non-Discrimination Policy

We maintain a zero-tolerance policy towards discriminatory behaviour within our business operations. Any reported incidents are promptly and thoroughly investigated, with swift and decisive action taken, including dismissal of offenders and appropriate reporting to relevant authorities.

## ASSESSMENT OF CHARTERER'S COMPLIANCE WITH REGULATIONS

Ensuring robust governance over our charterer's operations is paramount to our commitment to ethical and sustainable business practices. We uphold this by overseeing their activities through regular communication and ensuring compliance with maritime environmental and labour laws in the jurisdictions where the vessels operate. While we do not directly verify each item through documents, we obtain verbal confirmation from them regarding compliance with relevant laws, including those listed:

#### Environmental aspects:

- 1) Compliance with IMO and environmental regulations
- 2) Usage of approved fuel types and anti-fouling treatments
- 3) Adoption of proper ballast water management practices
- 4) Safe and responsible disposal practices for all waste streams

#### Social aspects:

- 1) Commitment to ethical labour practices including the EU's Transparency Act
- 2) Occupational health and safe management practices

We maintain close collaboration with our charterers to ensure best practices are adopted and vessels are maintained to operate in full compliance with regulations.

# ► Focus 1: Upholding Good Governance

## TARGETS, METRICS AND PERFORMANCE

The Trust has consistently upheld its governance standards and notably, there have been no instances of non-compliance recorded during this time. Building on this achievement, we aim to sustain this record of adherence to governance principles for the upcoming year.

Performance Metrics	FY2023	FY2024
Whistle-blowing cases which are: • Reported through the channel • Followed up and responded	0	0
Incidences of reported corruption, non-discrimination, bad conduct, etc.	0	0
Instances of non-compliance that resulted in administrative or judicial sanctions, fines, or restrictions in operations.	0	0
Instances of non-compliance notices received by the charterer.	0	0
Instances of identified leaks, thefts, or losses of customer data.	0	0

Targets <sup>2</sup>	Status	Performance Update for the Period
Zero incidents of reported incidence of corruption, non-discrimination, bad conduct, etc	●	We have upheld integrity, with no reported cases of corruption, discrimination, or misconduct.
Zero incidents of non-compliance with laws and regulations	●	We fully adhere to all relevant laws and regulations, with no violations reported.
Maintain communication protocol for non-compliance notices	●	We will continue to focus on maintaining communication protocols to effectively address any non-compliance notices.

● Met

ESG Topics	Medium-Term Targets (3-5 years after baseline year)	Long-Term Targets (> 5 years after baseline year)
Charterer performance	Establish a mechanism to review performance in ESG.	Assess 100% charterer on environment and social criteria.

<sup>2</sup> These targets form part of FSL's perpetual strategy, with a commitment to maintaining these standards consistently over time.

## ► Focus 2: Protecting the Environment

Recognising the severity of climate change, we have embedded environmental sustainability into our core strategy and manage our impact on marine ecosystems. This strategy includes regularly monitoring our energy and emission output of our office and the promotion of sustainable practices among our staff. We are committed to selecting new low-emission vessel models to reduce our carbon footprint and minimise air and water pollution.

### ENERGY AND EMISSION

The reporting focus for this round is on the electricity consumption of our office operations and the corresponding GHG emissions. It is important to note that GHG emissions originating from our vessels are managed by our charterers and therefore fall outside the scope of our reporting.

#### Corporate Office

Our office's energy consumption is exclusively sourced from electricity supplied by the grid. Within our own office, we have maintained energy-saving initiatives such as fostering a culture of energy conservation among our employees through effective power management practices.

#### Existing and New Vessel

Our vessels, along with our charterer, adhere to IMO regulations governing energy efficiency management, carbon emissions and air pollutants. These regulations mandate compliance with standards such as the EEXI, CII and GSC (Sulphur Content in Fuel Oil). Specifically, these standards regulate the release of harmful pollutants such as carbon oxide, nitrogen oxide and sulphur oxide emitted during fuel combustion.

The Trust does not have access to data on the vessel's operations including, emissions and air pollutants generated by the vessels. These data are controlled by our charterers.

### POLLUTION AND OIL SPILLS

Oil tankers typically navigate through major maritime routes connecting oil-producing regions to refineries, distribution centres and consumer markets worldwide. These routes often traverse

diverse marine ecosystems, including coastal areas, open oceans and sensitive habitats with high biodiversity values. However, the presence and activities of oil tankers along these routes can pose significant risks to biodiversity through various means.

Accidental oil spills resulting from tanker collisions, equipment failures, or operational errors represent a formidable threat to marine life and ecosystems. These spills can coat marine habitats, suffocate organisms and disrupt food chains, causing enduring ecological harm. Additionally, ballast water discharge from oil tankers can introduce invasive species into new environments, where they may outcompete native species, alter ecosystems and diminish biodiversity.

Moreover, routine maintenance activities such as anti-fouling treatments can release toxic chemicals and pollutants into the water, exacerbating threats to marine biodiversity. Despite their crucial role in global energy transportation, the presence of oil tankers along major maritime routes underscores the importance of implementing effective monitoring and mitigation measures.

Improper ship recycling further compounds the environmental threats posed by the maritime industry, particularly when end-of-life oil tankers are dismantled without proper safeguards. Shipbreaking activities in unregulated facilities often release hazardous substances such as heavy metals, asbestos and oil residues directly into the environment.

Therefore, we have developed strategies to minimise the negative impacts of our operations, as detailed in the "Water and Effluents," "Waste Management," and "Ship Recycling" sections of this report.



## ► Focus 2: Protecting the Environment

### WATER AND EFFLUENTS

Implementing effective measures to control water pollution is crucial for FSL Trust. This involves installing proper Ballast Water Management Systems ("**BWMS**") that meet international standards in our vessels. Our charterer is responsible for the proper management of spill-prevention equipment and anti-fouling coating to avoid water pollution.

#### Ballast Water Management

Our vessels use ballast water to stabilise ships' balance and draft. However, this water can contain harmful organisms and pathogens picked up from one location and discharged into another, posing ecological risks.

To address this, we have equipped our vessels with approved BWMS to treat ballast water and remove or neutralise these organisms before discharge. We have also installed monitoring sensors on board to track both the quality of ballast water and the performance of our BWMS. This data enables us to pinpoint opportunities to optimise treatment efficiency, minimise discharges and maintain the smooth operation of our BWMS.

FSL Trust complies with the Ballast Water Management Convention and has installed the BWMS for all of our vessels.

#### Spill Prevention Equipment

Our charterer is responsible to manage spill prevention equipment and obtain International Oil Pollution Prevention Certified ("IOPP"). This includes proper installation of fuel storage tanks equipped with leak detection systems to promptly identify and address any potential leaks, as well as implementing collision avoidance systems to reduce the likelihood of accidents and groundings that could lead to oil spills.

#### Anti-Fouling Treatments

Our charterer is also responsible to adopt responsible practice to comply with anti-fouling regulations. This includes selecting environmentally friendly anti-fouling coatings and treatments, which are designed to be non-toxic or biocide-free and monitoring maintenance schedules to assess coating conditions and promptly address any signs of deterioration.

### WASTE MANAGEMENT

Vessels generate various types of waste during their operations. This includes bilge water, slops from tank cleaning or cargo transfers, residual fuel oil, general garbage and hazardous waste such as used oil and chemicals.

The proper management of waste falls under the responsibility of our charterer, who must adhere to practices regulated under the International Convention for the Prevention of Pollution from Ships (MARPOL). This involves utilizing on-board treatment systems, implementing waste separation procedures and ensuring disposal at authorised facilities.

### SHIP RECYCLING

We align our ship recycling practices with the standards of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships ("**HKC**").

The Hong Kong Convention is aimed at ensuring that ships, when being recycled after reaching the end of their operational lives, do not pose any unnecessary risk to human health and safety or the environment. It addresses hazardous substances in ships, such as asbestos and heavy metals and aims to improve working conditions in recycling facilities worldwide.

The Convention mandates that ships carry an inventory of hazardous materials and undergo regular surveys. It also requires ship recycling yards to provide a recycling plan for each vessel. Additionally, the Convention includes enforcement mechanisms and guidelines to ensure compliance with safety and environmental standards.

Moving forward, our vessels slated for decommissioning will be prepared with a comprehensive Inventory of Hazardous Materials ("**IHM**") and recycled exclusively at HKC-compliant facilities.

## TARGETS, METRICS AND PERFORMANCE

We have maintained a record of regulatory compliance, demonstrating a commitment to sustainable practices. The Trust is poised to sustain this performance in the coming year.

Performance Metrics	FY2023 <sup>3</sup>	FY2024
Electricity Consumption (KWh)	10,990	10,799
Scope 2 GHG Emissions (tCO <sub>2</sub> e) <sup>4</sup>	4.58	4.45
Gross Floor Area (m <sup>2</sup> )	128	128
Energy Intensity (KWh/m <sup>2</sup> )	85.8	84.4
GHG Emission Intensity (tCO <sub>2</sub> e/m <sup>2</sup> ) <sup>5</sup>	0.036	0.035

Targets <sup>6</sup>	Status	Performance Update for the Period
Compliance with IMO and environmental regulations	●	All existing vessels meet the latest IMO and environmental regulatory standards.
Certification under International Oil Pollution Prevention (IOPP)	●	Each vessel has been certified under the International Oil Pollution Prevention standards.
Compliance with Ballast Water Management Convention (BWMC)	●	All vessels are in full compliance with the Ballast Water Management Convention.

● Met

3 FY2023 is the baseline year for reporting of energy and emission data. Furthermore, we also do not produce carbon emission from our direct operations for the period.

4 Scope 2 emission is a product of the electricity consumption multiplied by country-specific grid emission factor. Scope 2 Grid Emission Factors (GEF) for Singapore in FY2023 and FY2024 were 0.4168 and 0.412 kg CO2/kWh was sourced from Singapore Energy Market 2022.

5 Gross floor area was chosen as the intensity metric as our scope 2 emissions are produced from our offices.

6 These targets form part of FSL's perpetual strategy, with a commitment to maintaining these standards consistently over time.

## ► Focus 3: Building Climate Resiliency

Recognising climate change's profound and widespread implications, we acknowledge its potential to materially impact our business across assets, revenue, operations, capital and financing. This encompasses not only physical risks from changing weather patterns but also transitional risks arising from shifts in policy, regulation, technology, markets and reputation.

Our commitment to resilience in the face of climate change is unwavering. To demonstrate our accountability and transparency in addressing these challenges, we are pleased to present our TCFD report. This report outlines our climate-related risks and opportunities and our strategies for managing them in a rapidly evolving environment.

● Met    ● In Progress

TCFD Recommended Disclosures	FY2024 Status	Summary and Next Steps
<b>Governance</b>		
Describe the Board's oversight of climate-related risks and opportunities	●	<p>Our senior management utilised the TCFD framework to identify climate-related risks and opportunities and outline corresponding mitigation strategies. This comprehensive assessment was presented to the Board for review and approval.</p> <p>The Board aims to implement and refine its sustainability governance structure as we advance. Looking ahead, the Board will receive annual updates on the Trust's performance in addressing climate risks and opportunities, ensuring ongoing alignment with organisational goals and industry best practices.</p>
Describe management's role in assessing and managing climate-related risks and opportunities	●	<p>The management team identified climate-related risks and opportunities. They will assist the Board in implementing these strategies with support from their team. Regular reviews by operational leaders and the Trust's management will ensure proper implementation. Critical sustainability decisions will be jointly made by management and operational leaders to address potential risks or opportunities for the Trust's operations.</p>



TCFD Recommended Disclosures	FY2024 Status	Summary and Next Steps									
<b>Strategy</b>											
Describe the climate-related risks and opportunities the organisation has identified over the short, medium and long term	●	<p>The Trust engages an independent ESG consultant to facilitate the assessment of climate-related risks and opportunities. We define:</p> <ul style="list-style-type: none"> <li>• Time horizons: Short-term (less than 5 years), Medium-term (5-10 years) and Long-term (more than 10 years).</li> <li>• Likelihood levels: Rare, Unlikely, Moderate, Likely, Almost Certain</li> <li>• Severity of financial impact: Insignificant, Minor, Significant, Major, or Severe.</li> </ul> <p>To assess these risks and opportunities, we draw from the Network for Greening the Financial System (“<b>NGFS</b>”) scenarios, adapting them to our business context. The selected scenarios, along with their underlying assumptions and justifications, are summarised in the table below:</p> <table> <tr> <th>Scenario</th><th>Assumptions</th><th>Justification</th></tr> <tr> <td>NGFS Orderly Net Zero by 2050: Limit temperature rise to 1.5°C</td><td> <ul style="list-style-type: none"> <li>• Earlier adoption of climate policies, with gradual tightening.</li> <li>• Reach net-zero emissions by 2050.</li> <li>• Low physical risk but high transition risk.</li> </ul> </td><td>Aligned with the latest international climate agreement and national commitments.</td></tr> <tr> <td>NGFS Hothouse world Current Policies: Temperature rise exceeding 3°C</td><td> <ul style="list-style-type: none"> <li>• Preserve currently implemented policies without additional climate policies.</li> <li>• Variations in climate policies across different jurisdictions.</li> <li>• Emissions increasing until 2080.</li> <li>• High physical risk but low transition risk</li> </ul> </td><td>Unfavourable outcome and conservative approach.</td></tr> </table> <p>To determine which risks and opportunities could potentially have a material financial impact on our business, we have engaged our internal stakeholders through surveys and workshops, analysed external factors such as regulations, market trends and employed qualitative analyses.</p> <p>For further details on potential climate-related issues under each time horizon, please refer to the sections “<b>Climate-Related Risks</b>” and “<b>Climate-Related Opportunities</b>.”</p>	Scenario	Assumptions	Justification	NGFS Orderly Net Zero by 2050: Limit temperature rise to 1.5°C	<ul style="list-style-type: none"> <li>• Earlier adoption of climate policies, with gradual tightening.</li> <li>• Reach net-zero emissions by 2050.</li> <li>• Low physical risk but high transition risk.</li> </ul>	Aligned with the latest international climate agreement and national commitments.	NGFS Hothouse world Current Policies: Temperature rise exceeding 3°C	<ul style="list-style-type: none"> <li>• Preserve currently implemented policies without additional climate policies.</li> <li>• Variations in climate policies across different jurisdictions.</li> <li>• Emissions increasing until 2080.</li> <li>• High physical risk but low transition risk</li> </ul>	Unfavourable outcome and conservative approach.
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## ► Focus 3: Building Climate Resiliency

TCFD Recommended Disclosures	FY2024 Status	Summary and Next Steps												
Strategy														
Describe the impact of climate-related risks and opportunities on the organisation’s business, strategy and financial planning	●	<p>In assessing the financial impact of identified risks and opportunities, the Trust considers several key factors:</p> <ul style="list-style-type: none"><li>• The implications to our operations, products and services.</li><li>• Vulnerabilities in the supply chain and value chain.</li><li>• Costs related to adaptation and mitigation activities.</li><li>• Investment in research and development.</li><li>• Potential acquisitions or divestments and access to capital.</li></ul> <p>For further details on the impact of climate-related issues, please refer to the sections <b>“Climate-Related Risks”</b> and <b>“Climate-Related Opportunities.”</b></p>												
Describe the resilience of the organisation’s strategy, taking into consideration different climate-related scenarios, including a 2°C or lower scenario	●	<p>The Trust has integrated climate-related scenarios into its risk and opportunity assessments to inform strategic decision-making.</p> <p>Please refer to the section <b>“Climate-Related Risks”</b> for more information on how resilient our strategies are to climate-related risks.</p>												
Risk Management														
Describe the organisation’s processes for identifying and assessing climate-related risks	●	<p>The Trust identifies and assesses both existing and emerging climate-related risks by considering various climate scenarios and conducting in-depth sector-specific research. This analysis encompasses regulatory landscape, market shifts, climate-driven physical developments and peer comparisons to evaluate potential impacts on operations.</p> <p>Each identified risk is assessed based on its likelihood of occurrence and the severity of potential impacts.</p> <p>Prioritisation of these risks is determined by their level of significance and categorised into:</p> <table><tr><th>Level</th><th>Description</th></tr><tr><td><b>Very Low Risk</b></td><td>Minimal likelihood of climate-related impacts; negligible financial consequences.</td></tr><tr><td><b>Low Risk</b></td><td>Limited likelihood of climate-related impacts; minor financial implications that can be easily managed.</td></tr><tr><td><b>Medium Risk</b></td><td>Moderate likelihood of climate-related impacts; potential for significant financial consequences that require proactive management.</td></tr><tr><td><b>High Risk</b></td><td>High likelihood of climate-related impacts; and substantial financial implications that could affect operations and strategy.</td></tr><tr><td><b>Very High Risk</b></td><td>Almost a certain likelihood of climate-related impacts; and severe financial consequences that threaten the viability of the organisation.</td></tr></table>	Level	Description	<b>Very Low Risk</b>	Minimal likelihood of climate-related impacts; negligible financial consequences.	<b>Low Risk</b>	Limited likelihood of climate-related impacts; minor financial implications that can be easily managed.	<b>Medium Risk</b>	Moderate likelihood of climate-related impacts; potential for significant financial consequences that require proactive management.	<b>High Risk</b>	High likelihood of climate-related impacts; and substantial financial implications that could affect operations and strategy.	<b>Very High Risk</b>	Almost a certain likelihood of climate-related impacts; and severe financial consequences that threaten the viability of the organisation.
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TCFD Recommended Disclosures	FY2024 Status	Summary and Next Steps
<b>Risk Management</b>		
Describe the organisation's processes for managing climate-related risks	●	<p>The Trust's climate-related risk management process involves collaborative discussions with management to identify effective mitigation strategies. We draw insights from industry peers and assess the viability of various approaches.</p> <p>Materiality assessments guide our resource allocation, ensuring that we concentrate efforts on higher-risk areas.</p>
Describe how processes for identifying, assessing and managing climate-related risks are integrated into the organisation's overall risk management	●	<p>The Trust is currently prioritising other strategic initiatives which allow for a more focused assessment of the most pressing risks before fully integrating climate considerations into the Enterprise Risk Management ("ERM") process.</p> <p>While climate risks are not yet fully embedded, they are reviewed annually. We acknowledge that this is an important consideration for the future and we will explore ways to incorporate climate risks meaningfully into our risk management process.</p>
<b>Metrics and Targets</b>		
Disclose the metrics used by the organisation to assess climate-related risks and opportunities in line with its strategy and risk management process	●	<p>Key metrics have been incorporated to measure and manage climate-related risks and opportunities. For further details on these metrics, please refer to the sections <b>"Climate-Related Risks"</b> and <b>"Climate-Related Opportunities."</b></p>
Disclose Scope 1, Scope 2 and if appropriate, Scope 3 greenhouse gas (GHG) emissions and the related risks	●	<p>Scope 1: Not applicable Scope 2: 4.45 tCO<sub>2</sub>e</p> <p>With the upcoming IFRS S2 set to take effect next year, larger companies will be required to address Scope 3 emissions reporting. In anticipation of these changes, we will adopt a conservative approach, monitoring how regulations evolve to provide further clarity before considering any GHG inventory assessment.</p>
Describe the targets used by the organisation to manage climate-related risks and opportunities and performance against targets	●	<p>We have set targets for our vessel operations to mitigate the impact of climate change, which can be found in <b>"Focus 2: Protecting the Environment."</b></p> <p>We will set targets for energy and emissions by FY2026 to ensure a data-driven approach to our sustainability efforts.</p> <p>This timeframe allows us to thoroughly monitor and analyse our current energy consumption and emissions data, enabling us to establish realistic and achievable targets.</p>

# ► Focus 3: Building Climate Resiliency

## CLIMATE-RELATED RISKS

Aligned with the TCFD Recommendations, our assessment of climate change risks encompasses two main categories:

- **Transition Risks:** These risks stem from changes in policy and legal obligations, technological advancements, shifts in market demand for products and evolving stakeholder expectations.
- **Physical Risks:** This category includes both acute and chronic risks arising from the physical impacts of climate change. Acute risks are event-driven, such as intensified extreme weather events like cyclones, hurricanes, or floods. Chronic risks involve longer-term shifts in climate patterns, leading to phenomena like sea-level rise or sustained heat waves.

The table below provides an overview of climate change risks that are relevant to our business.

Risk	Description	Risk Mitigation
Market	<b>Charterer's preference for more energy-efficient vessels may lead to reduce demand for existing vessel</b> Increased demand for low-carbon services and green transport will lead to decreased demand for carbon-intensive services.	FSL Trust will engage closely with our customers to understand their requirements to meet stricter Environmental regulations.
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Impact Area(s):</b> Owning and chartering services	
Technology	<b>Introduction of more energy-efficient equipment which may lead to the need for retrofitting or purchase of new vessels</b> Companies are substituting for more energy-efficient and green equipment which entails: • Asset obsolesces • Increase in operational & capital expenditure Increase cost for change management	FSL Trust continues to identify new low-carbon and energy-efficient technology and assess the cost-to-benefit before committing to purchase.
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Financial Impact:</b> Increased operational cost and capital investment	
	<b>Impact Area(s):</b> Owning and chartering services	
Policy and Legal	<b>EU MRV requirements increase data monitoring cost</b> EU MRV applicable for ships > 5,000 GT in the EU requires the Company to report carbon data on a ship-by-ship basis.	FSL Trust shall explore new technology to streamline carbon, sulphur, energy & fuel consumption data recording and monitoring.  FSL has reached an agreement with charterers of the 2 vessels affected. Charterers will comply with the reporting and payment of relevant costs.
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Financial Impact:</b> Increased operational cost	
	<b>Impact Area (s):</b> Owning and chartering services	



Risk	Description	Risk Mitigation
Policy and Legal	<b>Implementation of Singapore carbon taxes leading to higher operational expenses</b> <ul style="list-style-type: none"> <li>The Trust may face higher operational expenses in the form of the carbon tax being passed on to consumers by the fuel-generating companies.</li> <li>Carbon tax is implemented in Singapore at a rate of S\$5/tCO<sub>2</sub>e and likely to increase to S\$50-S\$80/tCO<sub>2</sub>e.</li> </ul>	FSL Trust monitors changes in carbon tax regulation and rates. However, the financial impact is unlikely to be significant.
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Financial Impact:</b> Increased operational costs	
	<b>Impact Area (s):</b> Corporate Office	
Policy and Legal	<b>Countries may introduce regulations to encourage more use of green energy and less fossil fuels.</b> <p>Countries may introduce further regulations to shipping to encourage more use of green energy and less fossil fuels.</p>	FSL Trust will continue to monitor changes in regulations
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Financial Impact:</b> Reduced revenue and/or increased operational cost	
	<b>Impact Area (s):</b> Owning and chartering services	
Policy and Legal	<b>The introduction of policies to encourage higher usage of green energy and less usage of oil may lead to lower requirements for tankers</b> <p>Countries may introduce regulations to encourage more use of green energy and less fossil fuels, reducing the demand of customers for FSL vessels.</p>	FSL Trust will continue to monitor changes in regulations.
	<b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)	
	<b>Financial Impact:</b> Loss of revenue	
	<b>Impact Area(s):</b> Owning and chartering services	

## ► Focus 3: Building Climate Resiliency

Risk	Description	Risk Mitigation
<b>Reputation</b>	<p><b>Stricter funding criteria by banks and investors to award marine transport companies lead to reduced sources of funding</b></p> <ul style="list-style-type: none"> <li>• In line with global climate commitments and regulations, bankers and investors are less willing to fund industries involved in marine transport due to the negative environmental impact.</li> <li>• Singapore taxonomy launched in December 2023 is a guide for financial institutions to assess activities to provide green funding. The marine transport industry is currently classified under amber criteria.</li> </ul> <p><b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Likely (Long-term)</p> <p><b>Financial Impact:</b> Reduced capital access</p> <p><b>Impact Area(s):</b> Owning and chartering services</p>	<p>FSL Trust will keep abreast of banks and investors who announced plans to reduce funding to maritime industries. We will continue to monitor our banking relationships to ensure access to capital funding and banking support.</p>
<b>Policy and Legal</b>	<p><b>Introduction of international, regional or country-specific GHG emission regulation affects the deploy ability or cost of deployment of vessels</b></p> <ul style="list-style-type: none"> <li>• 2023 IMO Strategy on Reduction of GHG Emissions from Ships includes a pathway for developing a marine fuel efficiency standard and a greenhouse gas emissions pricing mechanism, which could come into force as soon as 2027 and apply to shipping worldwide.</li> <li>• IMO has goals to reduce GHG emissions and shipping lines are required to track:               <ol style="list-style-type: none"> <li>1) EEXI index – GHG emission</li> <li>2) CII index – carbon emission</li> <li>3) GSC threshold - sulphur emission</li> </ol> </li> </ul> <p>Non-compliance will result in imposed penalties.</p> <p><b>Likelihood:</b> Moderate (Short-term), Likely (Medium-term), Almost Certain (Long-term)</p> <p><b>Financial Impact:</b> Increased operational cost</p> <p><b>Impact Area (s):</b> Owning and chartering services</p>	<p>FSL Trust continues to monitor changes to maritime regulations and ensure compliance.</p> <p>FSL Trust will adjust chartering prices if needed to cater for the rising operation cost.</p> <p>Our charterer complies with IMO regulations.</p>

Risk	Description	Risk Mitigation
Acute and Chronic	<b>Extreme weather risks cause loss of vessels and damage vessels and equipment which may lead to higher maintenance cost</b>	FSL's charterers are expected to perform the following: <ul style="list-style-type: none"><li>• Ensure workers on board ships receive sufficient training regarding safety procedures and management measures in the event of extreme weather.</li><li>• Conduct regular maintenance to ensure compliance with safety requirements and maintenance.</li><li>• FSL Trust reviews class reports on vessel maintenance annually.</li><li>• We will ensure adequate insurance coverage.</li></ul>
	<ul style="list-style-type: none"><li>• Rainstorms or strong wind may damage vessels as well as threaten the safety of personnel.</li><li>• Extreme weather variations like ice formation and extreme heat could cause engine stress pose safety risks and require more maintenance.</li><li>• Increasing temperature may hasten wear and tear of vessels and equipment due to biofouling on ship hull.</li></ul>	
	<b>Likelihood:</b> Unlikely (Short-term), Moderate (Medium-term), Moderate (Long-term)	
	<b>Financial Impact:</b> Increased operational costs and loss of revenue	
	<b>Impact Area(s):</b> Owning and chartering services	

## CLIMATE-RELATED OPPORTUNITIES

Although climate change-induced changes in the economy and environment pose risks to the Trust, they also bring forth opportunities. The Trust is strategically positioned to seize these opportunities, thereby generating long-term value for our stakeholders.

Opportunities	Description	Management Response
Products/Services	<b>Climate change affects customer choices</b> Invest in fuel-efficient vessels to meet expected demand from customers wanting to transition to lower carbon transport.	FSL Trust will actively consider and explore investing in vessels using low-carbon alternatives as fuel.
	<b>Period:</b> Medium- and Long-term	
Markets	<b>Invest in other maritime business opportunities arising from the need for climate change adoption, adaption and transition to a low carbon economy</b> In 2023, FSL Trust amended our constitution to allow for new business segments like other maritime assets, floating and offshore energy and/or infrastructure assets.	FSL Trust will actively consider and explore transporting other low-carbon oil alternatives.
	<b>Period:</b> Medium- and Long-term	

# ► Appendix 1

## GRI CONTENT INDEX

<b>Statement of use</b>	FSL Trust has reported with reference to the GRI Standards 2021 for the period from 1 January 2024 to 31 December 2024
<b>GRI 1 used</b>	GRI 1: Foundation 2021
<b>Applicable GRI Sector Standard(s)</b>	Not applicable

<b>GRI Standards</b>	<b>Disclosure Content</b>	<b>Location / Reason for Omission</b>
<b>GRI 2: General Disclosures 2021</b>	2-1 Organisational details	Corporate Profile
	2-2 Entities included in the organisation's sustainability reporting	About This Sustainability Report
	2-3 Reporting period, frequency and contact point	About This Sustainability Report
	2-4 Restatements of information	About This Sustainability Report
	2-5 External Assurance	About This Sustainability Report
	2-6 Activities, value chain and other business relationships	Corporate Profile
	2-7 Employees	N/A – Small number of employees at Trustee level
	2-8 Workers who are not employees	N/A – There are no workers who are not employees
	2-9 Governance structure and composition	Upholding Good Governance - Sustainability Governance Structure
	2-10 Nomination and selection of the highest governance body	Refer to the annual report Corporate Governance Section
	2-11 Chair of the highest governance body	Refer to the annual report Corporate Governance Section
	2-12 Role of the highest governance body in overseeing the management of impacts	Upholding Good Governance – Sustainability Governance Structure
	2-13 Delegation of responsibility for managing impacts	Upholding Good Governance – Sustainability Governance Structure
	2-14 Role of the highest governance body in sustainability reporting	Upholding Good Governance – Sustainability Governance Structure
	2-15 Conflicts of interest	Refer to the annual report Corporate Governance Section
	2-16 Communication of critical concerns	Upholding Good Governance – Whistleblowing Policy



GRI Standards	Disclosure Content	Location / Reason for Omission
<b>GRI 2: General Disclosures 2021</b>	2-17 Collective knowledge of the highest governance body	Refer to the annual report Corporate Governance Section
	2-18 Evaluation of the performance of the highest governance body	Refer to the annual report Corporate Governance Section
	2-19 Remuneration policies	Refer to the annual report Corporate Governance Section
	2-20 Process to determine remuneration	Refer to the annual report Corporate Governance Section
	2-21 Annual total compensation ratio	Not disclosed due to confidentiality reasons.
	2-22 Statement on sustainable development strategy	Message from Board of Directors
	2-23 Policy commitments	Upholding Good Governance – Ethics and Integrity, Anti-Corruption, Whistle Blowing, Non-discrimination
	2-24 Embedding policy commitments	Upholding Good Governance – Ethics and Integrity, Anti-Corruption, Whistle Blowing, Non-discrimination
	2-25 Processes to remediate negative impacts	Upholding Good Governance – Whistleblowing Policy
	2-26 Mechanisms for seeking advice and raising concerns	Upholding Good Governance – Whistleblowing Policy
	2-27 Compliance with laws and regulations	Upholding Good Governance – Regulatory Compliance
	2-28 Membership associations	Corporate Profile
	2-29 Approach to stakeholder engagement	Our Stakeholders Engagement
	2-30 Collective bargaining agreements	Not applicable. FSL Trust has no collective bargaining agreements.
<b>GRI 3: Material Topics 2021</b>	3-1 Process to determine material topics	Our Materiality Assessment
<b>GRI 3: Material Topics 2021</b>	3-2 List of material topics	Our Materiality Assessment
<b>GRI 3: Material Topics 2021</b>	3-3: Management of Material Topics	Upholding Good Governance
<b>GRI 205: Anti-Corruption 2016</b>	205-2: Communication and training about anti-corruption policies and procedures	Upholding Good Governance
	205-3: Confirmed incidents of corruption and actions taken	Upholding Good Governance

# ► Appendix 1

GRI Standards	Disclosure Content	Location / Reason for Omission
<b>GRI 403: Occupational Health and Safety</b>	403-7: Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	Upholding Good Governance
<b>GRI 406: Non-Discrimination 2016</b>	406-1: Incidents of discrimination and corrective actions taken	Upholding Good Governance
<b>GRI 418: Customer Privacy</b>	418-1: Substantiated complaints concerning breaches of customer privacy and losses of customer data	Upholding Good Governance
<b>GRI 3: Material Topics 2021</b>	3-3: Management of Material Topics	Protecting the Environment
<b>GRI 302: Energy 2016</b>	302-1: Energy consumption within the organisation	Protecting the Environment
	302-3: Energy intensity	Protecting the Environment
<b>GRI 303: Water and Effluents 2018</b>	303-1: Interactions with water as shared resource	Protecting the Environment Not applicable
	303-2: Management of water discharge-related impacts	Protecting the Environment
<b>GRI 305: Emissions 2016</b>	305-2: Energy indirect (Scope 2) GHG emissions	Protecting the Environment
	305-4: GHG emissions intensity	Protecting the Environment
<b>GRI 306: Waste 2020</b>	306-1: Waste generation and significant waste-related impacts	Protecting the Environment
	306-2: Management of significant waste-related impacts	Protecting the Environment
<b>GRI 308: Supplier Environmental Assessment</b>	308-2 Negative environmental impacts in the supply chain and actions taken	Protecting the Environment
<b>GRI 414: Supplier Social Assessment</b>	414-2: Negative social impacts in the supply chain and actions taken	Protecting the Environment
<b>GRI 3: Material Topics 2021</b>	3-3 Management of Material Topics	Building Climate Resiliency
<b>GRI 201: Economic Performance 2016</b>	201-2: Financial implications and other risks and opportunities due to climate change	Building Climate Resiliency



**FSL TRUST MANAGEMENT PTE. LTD.**

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