Taiwan International Ports Corporation, Ltd.

TIPC

2025 ESG Report

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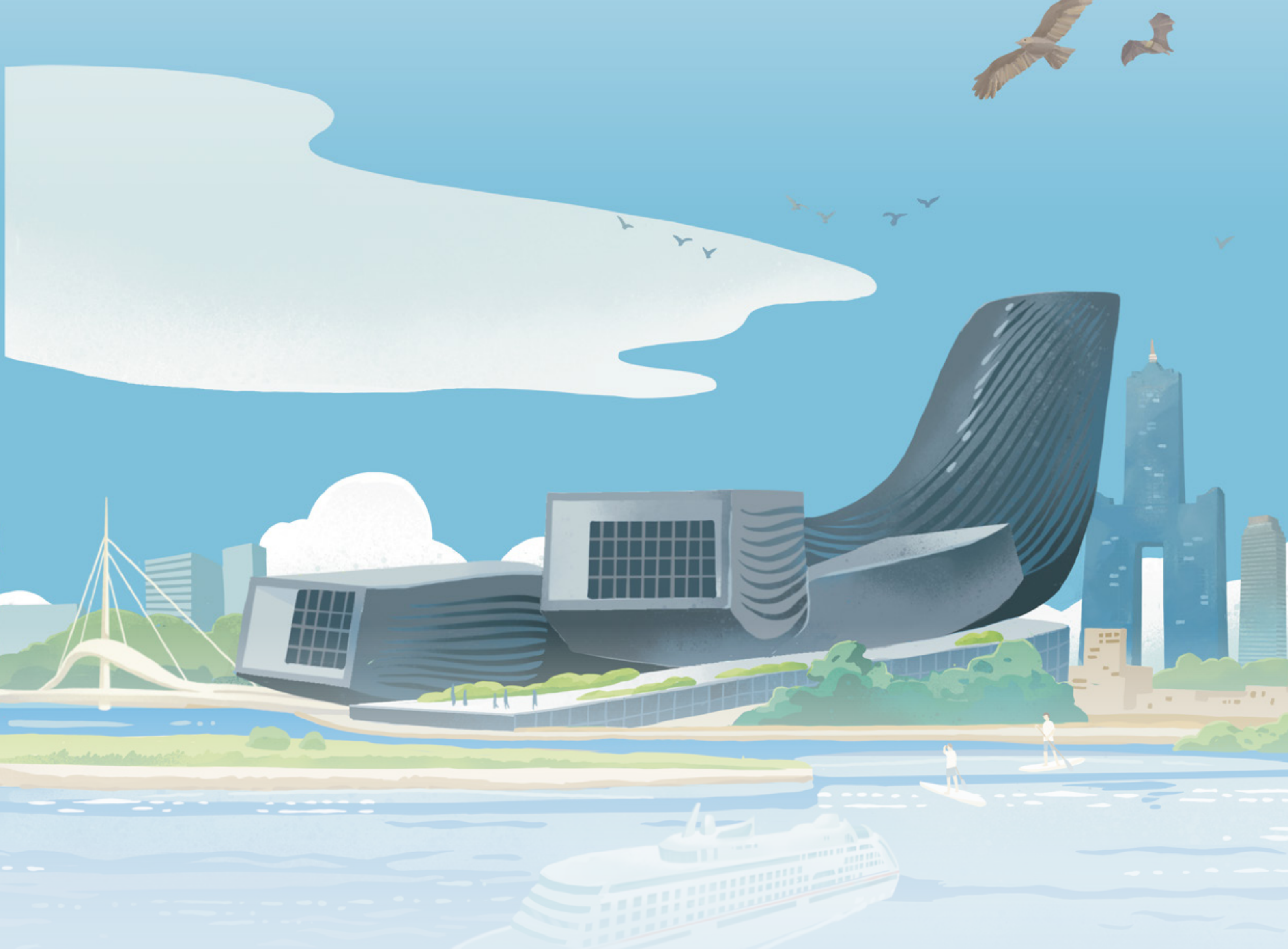
ESG Report

Contents



APPENDIX

About this Report

This report is the 2025 ESG Sustainability Report published by Taiwan International Ports Corporation, Ltd. (hereinafter referred to as "TIPC" or "the Company"). Since 2015, TIPC has published two CSR Reports, four Corporate Sustainability Reports, and four ESG Reports. This report is the Company's 11th sustainability report. In the future, TIPC will keep talking with stakeholders about its CSR work and sustainable development by publishing this report every year.

The 2025 ESG Report has been checked and verified by a third party. This allows TIPC's management to fully review the Company's social responsibility progress from the past year, and to keep improving. To stay ahead of trends in the international shipping and port industry, TIPC will gradually align its business operations with the United Nations Sustainable Development Goals (SDGs). The goal is to build a modern port that is safe, efficient, high-quality, and sustainable—achieving its vision: "With the spirit of innovation, moving toward internationalization, and committed to becoming a world-leading port group."

TIPC's ESG Report has been sent to authorized executives for review, following the Company's standard procedures, before it is finalized for publication in 2026. Related information can be found in "Information Boundary and Scope of Disclosure."

Information Boundary and Scope of Disclosure

The scope of this report covers the environmental, social, and economic aspects of Taiwan International Ports Corporation (TIPC) headquarters and its branches (including Keelung, Taichung, Kaohsiung, and Hualien). The reporting period is mainly from January 1 to December 31, 2025. To make sure the project results and performance data are complete, some parts of the report also include information from before January 1, 2025, and after December 31, 2025. The financial information in this report matches the Company's publicly available financial statements.

TIPC maintains multiple communication channels to engage with its various stakeholders and to disclose sustainability information. This information is also available for viewing and download on the TIPC Sustainability website.

TIPC Official Website	TIPC ESG Sustainability (Chinese ver.)	TIPC's Implementation of the United Nations Sustainable Development Goals (SDGs) (The ESG Column of the 2025 Sustainability Report is presented in full here. Due to website updates, it will be available only until the first half of 2028)
TIPC Facebook page	TIPC ESG Sustainability (English ver.)	TIPC's Official YouTube channel

Principles and Guidelines for Report Writing

This report follows the eight reporting principles of the GRI Sustainability Reporting Standards (GRI Standards) 2021, issued by the Global Sustainability Standards Board: Accuracy, Balance, Clarity, Comparability, Completeness, Sustainability Context, Timeliness, and Verifiability. It also aligns with the Professional & Commercial Services Industry Standard of the Sustainable Accounting Standards Board (SASB), the United Nations Sustainable Development Goals (SDGs), and the Climate-Related Information disclosure requirements for TWSE/TPEx listed companies. The report provides transparent disclosure of management approaches and performance information on key sustainability topics.

In response to new sustainability disclosure requirements promoted by the International Sustainability Standards Board (ISSB) and Taiwan's Financial Supervisory Commission (FSC), the Company continues to review and improve its sustainability reporting framework. With input from external experts, the Company has evaluated the applicable SASB industry classifications for its subsidiaries, including Kaohsiung Port Land Development Co., Ltd. and TIPC Marine Corporation, Ltd. Relevant sustainability topics will be included in the review of material sustainability topics for the next reporting cycle and will serve as references for future assessments. The Company also plans to gradually align its disclosures with the requirements of IFRS S1 and IFRS S2.

Contact Us

Should you have any queries or suggestions about this report, please feel free to contact us.

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Restatement of Information

The Company did not make any major restatements during the reporting period. Only minor revisions were made to greenhouse gas (GHG) emissions data, financial data, and employee hiring and turnover rates.

The revisions to GHG emissions data reflect updates caused by the timing difference between ISO 14064-1 verification and the publication of this Sustainability Report. Details are provided in the "GHG Inventory Statistics" section under **Section 4.1.2, "Energy Conservation and Carbon Reduction."**

Certain financial data were revised to reflect the finalized audited financial results. Details are provided in the "Financial Operating Information" section under **Section 2.3.2, "Operational Performance."**

The method used to calculate employee hiring and turnover rates was also revised. Previously, the calculations included non-regular employees, and turnover figures included retirements. Since this approach did not accurately reflect employee retention within the Company, the employee population used for these calculations has been adjusted. Details are provided in the "Employee Turnover" section under **Section 6.1.1, "Talent Attraction and Retention."**

All relevant revisions have been disclosed in the corresponding sections of this report. Any additional restatements or revisions made in the future will be noted separately in the relevant sections, where applicable.

Internal Audits and External Audits

The structure of the Sustainability Report and the identification of material topics are jointly determined by external consultants and senior executives from both headquarters and branch offices. Following internal procedures, the report is submitted to the President for approval and is then reviewed by the Sustainable Development Steering Committee.

Before the report is published, senior executives oversee the implementation of ESG (Environmental, Social, and Governance) performance and strategic objectives across all departments, to ensure continuous progress toward the Company's sustainability goals. The report compilation process is presented to the Board of Directors, and the final version is officially approved and signed by the President, who also serves as a Board Director, before publication.

In 2025, the Company incorporated the Procedures for Sustainability Report Preparation and Verification into its Risk Management and Internal Control System. The Company established overall-level and operational-level objectives, and conducted risk assessment, identification, and analysis. Corresponding risk response measures — including risk avoidance, mitigation, acceptance, and transfer — were also developed. Internal control activities are carried out in accordance with the Company's Risk Management and Internal Control System to ensure the effectiveness and integrity of sustainability reporting and assurance processes.

This report was assured in June 2025 by a third party, SGS Taiwan Ltd., in accordance with Type 1 of the AA1000AS v3 sustainability assurance standard, at a moderate level of assurance, meeting the requirements of GRI Standards 2021. The accuracy of the financial, environmental, and social information is ensured through external third-party verification and strict internal control and verification mechanisms.

Publication of Report

Previous publication: September 2025

Current publication: September 2026

In the future, we plan to continue publishing a ESG report every year.

Message from Chairman

Amid the escalating impacts of climate change and the accelerating global energy transition, TIPC has remained committed to corporate governance as its foundation and port development as its mission since its establishment on March 1, 2012. Drawing on a century of port institutional development and the experience gained through the COVID-19 pandemic, the Company has advanced a dual transformation strategy centered on sustainability and digitalization. As global supply chains continue to be reconfigured, sustainable development has become a strategic imperative for ensuring the long-term, stable operation of port businesses while strengthening their resilience and competitiveness.

In 2025, through the collective efforts of its management team and employees, as well as close collaboration with industry partners and stakeholders, TIPC continued to strengthen its core port business while pursuing diversified development opportunities and steadily advancing its dual transformation strategy centered on sustainability and digitalization.

TIPC recorded operating revenue of NT$25.63 billion in 2025, a 3% increase from the previous year. Across Taiwan's ports, including the seven major international commercial ports of Keelung, Taipei, Taichung, Hualien, Kaohsiung, and others, cargo handled reached 690 million revenue tons, while container handled totaled 13.55 million TEU. These results demonstrate TIPC's continued success in strengthening Taiwan's port network as a key international logistics and maritime hub. They also reflect the resilience and service excellence of Taiwan's ports amid an increasingly dynamic global trade, geopolitical, and climate landscape — as shown through operational efficiency, infrastructure development, and cruise and tourism services.

To further integrate sustainable development into port operations and the broader port value chain, TIPC continues to uphold its four core values — Teamwork, Integrity, Professionalism, and Customers (TIPC). Guided by these values, the Company strives to deliver strong operational performance while protecting ecosystems and biodiversity, advancing decarbonization and energy transition initiatives, strengthening environmental and human rights management across the supply chain, and promoting shared prosperity among the port cluster, employees, local communities, and stakeholders. By embedding ESG principles into its corporate culture and business operations, TIPC is turning sustainability into a driving force for long-term growth and value creation. Together, all employees are working toward the Company's vision of building low-carbon, mutually prosperous, and resilient ports that support sustainable development for future generations.

With respect to environmental protection, TIPC promotes a low-carbon transition across its port network through the deployment of smart energy management systems, self-generation and self-consumption of renewable energy, and the implementation of various energy-efficiency initiatives. The Company also fosters a green office environment, steadily expands its carbon reduction efforts, and offers the Green Port Incentive Scheme to encourage value chain partners to reduce carbon emissions. These initiatives support the transition toward a low-carbon port cluster and contribute to the achievement of TIPC's greenhouse gas reduction targets: a 50% reduction in Scope 1 and Scope 2 emissions by 2030 and net-zero emissions by 2050. These efforts also strengthen the Company's long-term sustainable competitiveness.

TIPC also places great importance on ecological conservation and biodiversity within its port areas. The Company continuously monitors air and water quality, ecological submerged breakwaters, mangrove ecosystems, and the conservation status of wild birds and flying foxes. These efforts support the implementation of biodiversity conservation measures across both marine and terrestrial environments, with the goal of developing environmentally sustainable and low-carbon ports.

In terms of social responsibility and shared prosperity with diverse partners, TIPC continues to maintain certification under both ISO 45001 and the Taiwan Occupational Safety and Health Management System (TOSHMS), ensuring a safe working environment for employees and port operators. The Company also provides employee care and family-friendly workplace support, strengthens its sustainable talent development framework, and deepens engagement and collaboration with local communities and society. Through active participation in public welfare initiatives and local development efforts, TIPC seeks to foster a virtuous cycle of mutual growth and shared value among ports, cities, and communities.

With respect to business integrity, governance, and transparency, TIPC continues to advance digital transformation and actively integrate artificial intelligence (AI) applications. Through the development of smart port operations and management platforms, the Company is enhancing energy efficiency, operational safety, and the quality of business decision-making, while strengthening risk monitoring and response capabilities. By upgrading both the physical and organizational foundations of resilience, including infrastructure, systems, and talent, TIPC is building smart and resilient ports capable of addressing the challenges of climate change. Through this Sustainability Report, the Company provides comprehensive disclosure of its sustainability-related initiatives and performance.

Looking ahead, guided by the core principles of “stronger ports, tourism reinvigoration” and “intelligent operations, business sustainability,” TIPC will continue to advance toward its goals of transitioning to a low-carbon green port cluster, ensuring safe and environmentally sound port operations, fostering shared prosperity with diverse partners, building smart and resilient ports, and strengthening integrity-based and sustainable governance.

As TIPC moves toward the critical milestone of 2030, the Company will implement its five-year sustainability roadmap by further strengthening value chain collaboration and social engagement. By working together with government agencies, port partners, local communities, and stakeholders, TIPC is committed to building a more resilient, low-carbon, and inclusive port ecosystem. Through these efforts, the Company seeks to create a better future, become a trusted and leading sustainable port enterprise, and lead Taiwan's port network toward a more sustainable future.

Taiwan International Ports Corporation, Ltd.
Chairman 周永暉

Annual Theme Story – 2025 Highlights and Achievements

Ports are not only important gateways connecting Taiwan with the world, but also play a key role in industrial development, the energy transition, environmental protection, and shared social prosperity. In response to climate change, the transition to net zero, and growing social expectations, Taiwan International Ports Corporation (TIPC) integrates sustainability into its port operations and development projects while working closely with industry and other partners. In 2025, we continued to promote the energy transition and reduce carbon emissions at our ports, protect marine ecosystems, create a friendly workplace, and strengthen social well-being. While connecting the movement of people and goods, our ports also bring together industry, the environment, and society. Through these efforts, we turn our sustainability goals into concrete actions and work together toward a low-carbon, inclusive, and resilient future.

[Environmental] Promoting Green Energy Transformation and Building Sustainable Ports in Harmony with Nature

1. Supporting National Energy Development and Promoting Green Energy in Port Areas

In support of Taiwan's national energy transition policy, TIPC continues to expand the use of green energy in its port areas. Following the development of offshore wind power and solar power, the Company is now taking further steps to develop marine energy. A 6.75-hectare sea area outside the southern breakwater of the Port of Suao has been selected and divided into three wave power testing zones: A, B, and C. This area will become Taiwan's first offshore wave power testing site at a commercial port, providing opportunities to test and demonstrate new energy technologies and creating new momentum for the development of marine energy and the green transition in Taiwan.

TIPC is also strengthening the key role of ports in supporting Taiwan's energy transition. At the A6 area of Phase I of the Intercontinental Container Terminal at the Port of Kaohsiung, the Company has integrated more than 30 hectares of land and invested NT$3 billion to build two heavy-cargo wharves. In 2025, Taiwan's first submarine cable manufacturing plant began operations at the site. By connecting submarine cable manufacturing and transportation with the development of the offshore wind power industry, the port is helping to strengthen the green energy industry in southern Taiwan. The project is expected to create more than 400 jobs, further establishing the port as an important driver of the energy transition, industrial development, and shared local prosperity.

Harnessing Energy from the Sea! Port of Suao Opens a New Chapter in Wave Power Generation

Kaohsiung Port's A6-A Wharf Officially Opens, Creating New Momentum for the Submarine Cable Industry

Kaohsiung Port's A6-A Submarine Cable Base Supports Taiwan's Green Energy Transition

2. From Post-Earthquake Restoration to Ecological Protection: Strengthening Sustainable Port Resilience

The strong earthquake that struck Hualien on April 3, 2024, damaged several wharves in the port area. TIPC immediately began restoration work. To ensure both safe port operations and environmental protection, underwater ecological surveys were conducted at the same time. The surveys identified more than 50 species of coral and a wide variety of fish in the port waters, showing that the area supports a rich marine ecosystem with significant conservation value. As a result, ecological protection became an important part of project planning and construction management.

To reduce the impact of construction on marine habitats, the project team introduced an innovative micro-pile connection method. This approach shortened the time required for work on the water and allowed construction activities to avoid areas where coral was present. After the project was completed, ecological surveys continued. TIPC also exchanged ideas with local communities and civic groups through the “Protecting Huilan Bay Ecology Forum.” From post-earthquake reconstruction to ecological protection, the project successfully balanced safety, resilience, and environmental sustainability. In 2025, it received an Excellence Award at the 25th Public Construction Golden Quality Awards, demonstrating TIPC’s commitment to building sustainable ports where port development and marine ecosystems can coexist and thrive.

Engineering Can Be Environmentally Friendly, Too! Protecting Coral Reefs and Fish Habitats

Balancing Resilience and Ecology: Port of Hualien’s Post-Earthquake Restoration Project Wins the Public Construction Golden Quality Award

Post-Earthquake Reconstruction at the Port of Hualien: Strengthening Port Resilience

[Social] Creating a Supportive Workplace, Working with Partners for Social Well-Being, and Promoting Social Care, Diversity, and Inclusion

1. The Only State-Owned Enterprise! TIPC Wins the "CommonWealth Parenting Family-Friendly Workplace Award" for the Second Time

TIPC believes that a family-friendly workplace is more than a set of policies. It means providing employees with support during important stages of their lives. In 2025, TIPC stood out among 169 leading companies and received the CommonWealth Parenting Family-Friendly Workplace Award for the second time. It was also the only state-owned enterprise to receive the award that year. The Company integrates diversity, equity, and inclusion (DEI) into its corporate culture. It provides marriage, maternity, and parental leave benefits that exceed legal requirements. Employees with children under the age of three may also reduce their daily working hours by one hour and use a two-hour flexible work schedule. These measures help employees balance their work and family responsibilities.

From pregnancy and childbirth to raising children, TIPC continues to support employees through different stages of family life. In addition to establishing workplace childcare centers at the Ports of Keelung, Taichung, and Kaohsiung, the Company has launched a Pregnancy Support Program and organized TIPC Family Day activities to provide employees and their families with practical support and care. Through caring policies and meaningful actions, TIPC is creating a supportive and inclusive workplace where employees can raise their children with greater peace of mind. In this way, the Company puts its people-centered approach into practice in the daily lives of every employee.

Creating Happiness at Work and at Home: TIPC Once Again Recognized as a Family-Friendly Workplace

Fun with Art! TIPC Employees and Their Families Enjoy Quality Time Together

Happiness for the Whole Family! Enjoying Quality Time Together at the Port

2. "White Celebration – Dancing with Hope, Setting Sail for Happiness" Conveys Resilience and the Power of Happiness

The 117th anniversary of the Port of Kaohsiung not only marked the port's growth and development, but also provided a meaningful stage for sharing hope and the strength of life. TIPC joined with the Association of Taiwan Ports, Star Cruises, the Taiwan Breast Cancer Alliance, and Chung Shan Industrial & Commercial School to hold the "White Celebration – Dancing with Hope, Setting Sail for Happiness." Sixty breast cancer survivors were invited to wear white gowns and confidently take the stage, using dance to express their courage and strength after overcoming difficult times in their lives. Through cooperation across different sectors, the event brought together breast cancer awareness, support for survivors, and a cruise experience. In this way, the port became more than a place where people begin and end their journeys. It also became a platform that supports people as they begin a new chapter in life and shares messages of care and hope, demonstrating TIPC's people-centered approach to sustainability and its commitment to creating shared value with society.

The Most Beautiful Smiles! Creating Happy Memories Together


Dancing with Hope, Shining with the Beauty of Life


Setting Sail for Happiness, Embracing New Strength in Life

[Governance] Strengthening Sustainability Governance, Aligning with International Standards, and Working with Partners toward Net-Zero Ports

1. Advancing Carbon Reduction in Taiwan's Port Engineering Projects through the PAS 2080 Carbon Management Standard

In support of Taiwan's net-zero transition, TIPC has further integrated carbon reduction into the entire life cycle of port construction projects. The Company has adopted PAS 2080, an international standard for carbon management in buildings and infrastructure. It reviews carbon emissions throughout its projects, including material selection, energy use, construction methods, and environmental management. TIPC has also developed the "Reference Guidelines for Carbon Reduction in Port Construction Projects" and the "PAS 2080 Carbon Management Manual for Port Construction Projects," establishing a comprehensive carbon management system. Through these efforts, carbon reduction is moving beyond individual projects and gradually becoming a common standard for port development.


Adopting PAS 2080: Bringing a New Approach to Carbon Reduction in Port Construction


BSI On-Site Verification Helps Align Carbon Management in Port Construction with International Standards

Port Construction Carbon Reduction Achieves PAS 2080 International Certification

Since September 2025, TIPC has also introduced third-party reviews by the British Standards Institution (BSI) to improve the reliability of its carbon reduction guidelines and emissions data. The Company continues to track its carbon reduction performance in accordance with PAS 2080. By aligning with international standards and establishing a systematic management approach, TIPC is gradually integrating low-carbon practices into the planning, design, and construction of port projects. In this way, every port development project becomes an important step toward achieving net-zero ports.

2. Working with Partners toward Net-Zero Ports and Strengthening Marine Conservation Cooperation

In response to climate change and challenges facing the marine environment, TIPC recognizes that the transition toward sustainability cannot be achieved alone. It requires the participation of the entire port community. In 2025, TIPC joined with 10 port partners, including domestic and international shipping companies and container terminal operators, to sign the "Setting Sail for Net Zero" Memorandum of Understanding (MOU), building a shared commitment to the low-carbon transition. Together, they are taking action in areas such as vessel speed reduction, shore power use, the electrification of cargo-handling equipment and company vehicles, smart energy management, and green procurement. Through these efforts, they are working toward the shared goal of developing low-carbon, prosperous, and resilient ports.

TIPC's sustainability efforts also extend beyond port areas to the marine environment. TIPC's Kaohsiung Branch signed an MOU with the Ocean Conservation Administration (OCA) under the Ocean Affairs Council to jointly promote marine environmental protection, environmental education, pollution prevention, and environmental monitoring. By bringing together industry and government partners, TIPC continues to expand the impact of its sustainability efforts. Through these partnerships, ports serve not only as important places for putting the net-zero transition into practice, but also as a key force in protecting the ocean and building a sustainable future together.

Setting Sail for Net Zero: Working Together to Build Low-Carbon, Sustainable Ports

Port and Shipping Partners Join Together for a Net-Zero Future

Partnering with the Ocean Conservation Administration to Strengthen Marine Conservation and Environmental Protection

For more sustainability topics, please visit the Company's Sustainability Section / Special Reports.

Environmental Aspect

- Achieved dual verification for the 2023 organizational greenhouse gas inventory under ISO 14064-1 and the GHG Protocol.
- Certified as EcoPorts (the Ports of Keelung, Suao, Taichung, and Anping)
- In 2025, port area operations achieved a carbon reduction of 17,032.5 metric tons of CO_2e.
- The total installed solar photovoltaic (PV) capacity across port-area operators reached approximately 110,657 kW, with estimated carbon emissions reductions of 53,859.8 metric tons of CO_2e.
- 3,453.1 metric tons of garbage removed under the "Salute to the Seas" Coastal Cleanup Maintenance Program.
- A total of 11,499 participants were mobilized for coastal cleanup activities, conducted over 192 cleanups, covering a cumulative coastline length of 1,090.4 kilometers.


Taichung Port Environmental Education Center Delivers Outstanding Results, Earning an "Excellent" Rating


Families Join Hands for a Beach Cleanup, Helping Protect Our Oceans

Social Aspect

- Total training hours were 89,899 hours, and the average satisfaction rate of training courses reached over 96%.
- Qualified by ISO 45001/TOSHMS International and Taiwan Dual System Certification.
- 130 supplier ESG self-assessments were collected, and 100% of employees appraised.
- Approving 285 neighborhood support grant and donation applications, and a total of NT$5,082,319 was disbursed.
- Allocated NT$35,422,608 for employee welfare expenses.

Taiwan International Ports Corporation (TIPC) was honored with the 2025 Happy Enterprise Gold Award (Trade and Logistics category).


Building a Happy Workplace: TIPC Wins Two HR Asia Awards

Governance Aspect

- In 2025, net income after tax was NT$9.619 billion and growth of 18.30%, respectively.
- In 2025, TIPC successfully concluded 23 investment attraction projects, securing approximately NT$65.692 billion in private investment across sectors.
- Total ESG bond holdings amounted to approximately NT$1.9 billion, representing 11.28% of its overall bond investment portfolio.
- In 2025, green procurement items achieved 99.9%.
- 100% of operating sites have undergone corruption risk assessments.


Senior Executives Learn AI Together, Leading the Way in Smart Transformation

Received the Special Excellence Award in the Major Construction Projects Category of the 'Golden Safety Construction Program 2.0 Outstanding Project Awards'

Implementation of SDGs

SDGs comprise 17 goals and 169 targets, which will be the main pillar of global development from 2016 to 2030. TIPC echoes the 17 goals in the SDGs with sustainability.

SDGs	2025 Implementation Practices
1 NO POVERTY **Target 1.4** End poverty in all its form everywhere	• Called upon colleagues to serve as corporate volunteers and together provided assistance to disadvantaged groups a total of **71** times. • Totally organized **55** donation activities (including those conducted by the headquarters and all branches), covering financial aid, pre-loved items (winter clothing, quilts, and computers), receipts/invoices, basic necessities (rice, oil, dry food, fruits, and warm packs), books, and other items.
2 ZERO HUNGER **Target 2.1** End hunger, achieve food security and improved nutrition, and promote sustainable agriculture	• Employees voluntarily raising **430** bags of rice for donation to local charitable organizations, including the "Food Bank of the Taichung Dadu Hefeng Charity Association for Elderly Care" and the "Wuqi Angel Station of the Huashan Social Welfare Foundation." Through this initiative, employees helped bring warmth and support to those in need.
3 GOOD HEALTH AND WELL-BEING **Target 3.8** Ensure healthy lives and promote well-being for all at all ages	• A total of **13** blood donation drives were held by encouraging employees and partners to participate in voluntary blood donation. • Neither employees nor non-employees experienced any recordable occupational injuries and occupational diseases.
4 QUALITY EDUCATION **Target 4.7** Ensure inclusive and equitable quality education and promote lifelong learning opportunities for al	• The Environmental Education Centers conducted a total of **78** environmental education sessions, with a cumulative participation of **2,407** people. • Approximately **NT$3,471 million** was invested in education and training. Total training hours: 89,899 hours. The average satisfaction rate of training courses reached over **96%**. • A subsidy of **NT$4.19 million** was allocated to support employee training and further education. Subsidies for external training and language proficiency tests were provided to **432** individuals.
5 GENDER EQUALITY **Target 5.1** Achieve gender equality and empower all women and girls	• The proportion of women among managerial employees at the manager level and above reached **33%**. • Human rights-related training sessions were conducted, covering gender mainstreaming, creating a friendly workplace, sexual harassment prevention, breaking gender stereotypes, LGBTQ+ issues, unconscious bias elimination, CEDAW, and more. A total of **1,990** individuals were trained, achieving a training participation rate of **96.98%**, with total training hours of **7,628** hours.
6 CLEAN WATER AND SANITATION **Target 6.3** Ensure availability and sustainable management of water and sanitation for all	• With respect to water resource management, the Company's use of reclaimed water reached **376,000** metric tonsNote, resulting in a carbon reduction of approximately **56** metric tons of CO_2 emissions. Note: (1) Reclaimed water use includes operations at the Ports of Suao, Taichung, Kaohsiung, Anping, and Hualien. (2) The calculation is based on the water and carbon reduction coefficient of Taiwan Water Corporation: 0.150 kg CO_2 per cubic meter. (376,634 × 0.150) / 1,000 = 56.495161 metric tons of CO_2.

Target 7.2

Ensure access to affordable, reliable, sustainable and modern energy for all

- As of 2025, the total installed and grid-connected capacity of solar photovoltaic installations across Taiwan's port network had reached approximately **110,657 kW**.
- The green energy-related properties, including LNG, offshore and onshore wind power, photovoltaic power, and other renewable energy sources, available for lease was **491.18 hectares**.

Target 8.3

Promote inclusive and sustainable economic growth, achieve full and productive employment and offer good jobs for all

- The equity investment business recognized a profit of NT$484 million, exceeding the budget target of NT$441 million. Consolidated annual revenue was **NT$25.635 billion**.

Target 9.1

Build resilient infrastructure, promote inclusive and sustainable industrialization, and foster innovation

- The Port of Suao successfully attracted one company to establish operations at its wave energy testing site, creating a pioneering model for commercial ports in the deployment of wave power generation technologies in port waters.
- Established **Emergency Command Center** to integrate information on changes in the port environment and on-site operational status, monitor the operation of critical infrastructure, proactively report abnormal events, and enhance decision-making efficiency for emergency response.

Target 10.3

Reduce income inequality within and among countries

- The Company employed **67 persons** with disabilities and exceeded the employment requirement for Indigenous Peoples by **12 employees**.
- The headquarters and all branches held a total of **124 events**, inviting disadvantaged and vulnerable groups to participate in person.

Target 11.6

Make cities and human settlements inclusive, safe, resilient, and sustainable

- All seven international commercial ports under TIPC's jurisdiction obtained **EcoPorts certification**.
- In 2025, the Company conducted a total of **9** disaster prevention drills at its commercial ports.

Target 12.2

Ensure sustainable consumption and production patterns

- The cumulative volume of surplus soil from public construction projects reclaimed reached approximately 48.625 million m³, continuing to advance land reclamation at the Taipei Port Logistics and Warehousing Area.
- Initiated the application of incineration bottom ash aggregate for land reclamation, with a cumulative volume of approximately 13,000 m³ accommodated.
- The total planned fill volume of converter slag was raised to 7.196 million m³, with a cumulative placement of approximately 3.03 million m³.

Target 13.1

Take urgent action to combat climate change and its impacts by regulating emissions and promot- ing developments in renewable energy

- The International Commercial Port Air Pollution Control Action Plan reduced carbon emissions by **112,029.4 tons**.
- TIPC has achieved carbon reduction of **865.44 metric tons** of CO_2e through its own solar photovoltaic installations.
- Port area operations achieved a carbon reduction of **17,032.5 metric tons** of CO_2e.
- Replaced 54 LED office lighting fixtures and 16 electric official vehicles, resulting in a total carbon reduction of **27.1 metric tons**[Note].

Target 14.1

Conserve and sustainably use the oceans, seas and marine resources for sustainable development

- Conducted a conservation release activity, releasing **38,000** certified juvenile fish suitable for the local marine environment into the waters near the Port of Taichung.
- **3,453.1 metric tons** of garbage removed under the "Salute to the Seas" Coastal Cleanup Maintenance Program
- In the post-earthquake restoration project undertaken by the Hualien Branch, the innovative "**connected micropile construction method**" was adopted, employing low-impact construction techniques and avoidance measures to protect coral and fish habitats.

Target 15.5

Protect and promote sustainable use of terrestrial ecosystems, secure biodiversity and combat land degradation

- The Port of Kaohsiung Southern Star Land Development Project mitigates the environmental impacts of development by conserving **10 hectares** of existing windbreaks, planting native species, establishing green belts, and restricting the speed of vehicles entering the port.
- Continued maintenance of the approximately **4.6-hectare** mangrove conservation area at the Port of Anping making it one of the most comprehensively protected and restored zones in Taiwan.
- As of 2025, greenbelt areas across the port network reached **826.69 hectares**, accounting for 12.6% of total port areas. Throughout the year, a total of 91,067 trees were replanted and replaced across all port areas, alongside ongoing tree pruning and weeding operations to maintain the overall green environment of the ports.
- An afforestation and planting project was carried out in designated areas of the Yuguang Island beach. By mid-March 2025, a total of 83 trees, 4,500 shrubs, and 7,000 groundcover plants had been planted, creating approximately **0.6 hectares** of restored green space.
- Beginning in 2024, a flying fox habitat restoration area covering approximately 0.63 hectares was established at Qilaibi, on the northern side of the Port of Hualien. Food-source plant species have also been introduced to enhance habitat quality and strengthen species conservation efforts.
- A total of **91,067** trees were newly planted, replanted, or replaced in 2025.

Target 16.6

Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels

- Held **11 port business seminars**, during which 19 issues related to customer health and safety were raised and addressed. No incidents of data leakage, theft, or loss involving customer information were reported across all ports.
- Conducted **20** corporate integrity advocacy and site visit events. Held **41** anti-corruption awareness activities.

Target 17.16

Consolidate the implementation measures and revitalize the global partnership for sustainable development

- In 2025, the Company strengthened its engagement with the international cruise industry through a series of overseas visits and promotional activities. In March and May, delegations visited the headquarters of Japanese cruise operators and relevant port authorities in Japan; in April, representatives attended the Seatrade Cruise Global Conference in Miami; in July, the Company participated in the Jeju Cruise Forum; and in December, key cruise industry stakeholders were visited in Busan, South Korea. In addition, Mitsui Ocean Cruises, Princess Cruises, Holland America Line, and Seabourn Cruises were invited to Taiwan in June, September, and November for familiarization visits, showcasing the capabilities of Taiwan's port cluster and the unique cultural attractions of local destinations.
- In 2025, President Wang Chin-Jung led a delegation to Canada to attend the 111th Annual Conference of the Association of Pacific Ports (APP 2025), further advancing international port cooperation and engagement. Key outcomes included the establishment of a sister-port relationship between the Port of Kaohsiung and the Port of Nanaimo, Canada; the sharing of TIPC's experience in developing international cruise business opportunities; and the announcement that the Port of Taichung will host the 2032 APP Annual Conference.

Company Profile

Knowing TIPC

In line with the administrative reform, Taiwan International Ports Corporation (TIPC) was established through the reorganization of the former four port bureaus to manage port operations. At the same time, responsibility for maritime and port public administration was transferred to the Maritime and Port Bureau.

TIPC manages seven international commercial ports—Kaohsiung, Taichung, Keelung, Taipei, Hualien, Suao, and Anping—as well as two domestic commercial ports, Budai and Penghu, entrusted by the Maritime and Port Bureau (MPB).

As an island surrounded by oceans, Taiwan relies heavily on maritime transport as a lifeline for its national economy and trade. Guided by the core values of "teamwork, transport safety, and sustainable innovation," TIPC is dedicated to providing highly efficient and high-quality port services, strengthening Taiwan's global connectivity, and fostering regional growth. The Company is committed to achieving its vision of shaping a world-class Port Management Group.

Business Philosophy

TEAMWORK
Engage internal and external partners to enhance core operations and strengthen corporate governance frameworks.

TRANSPORT SAFETY
Commit to developing safe and high-quality port infrastructure in accordance with the highest standards.

SUSTAINABLE INNOVATION
Continuously integrate advanced technologies to enhance port operations and management.

Vision

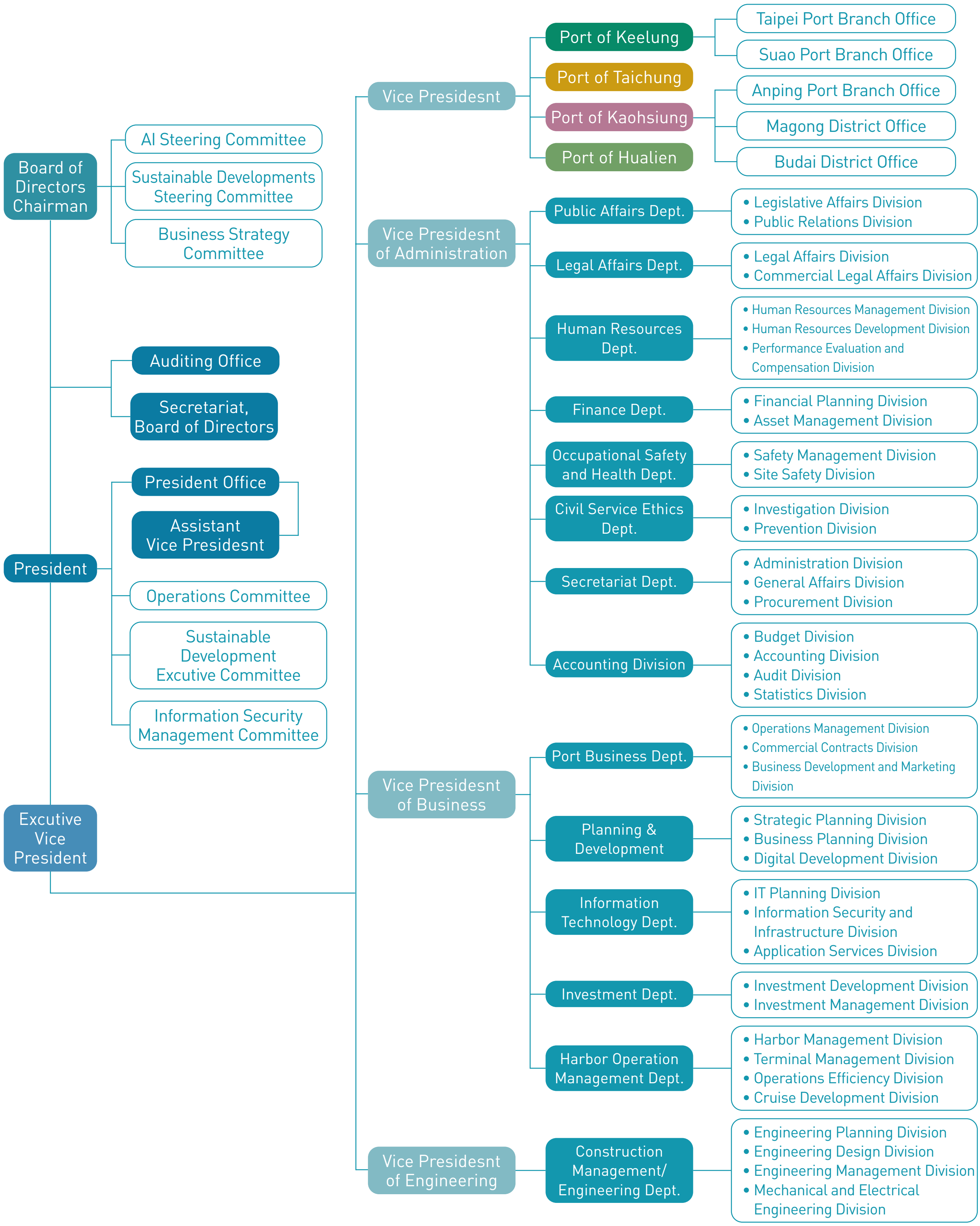
With Port at Our Heart, We Are Shaping a World-Class Port Management Group

Mission

With Sustainability and Innovation at Our Core, We Are Building Premier Smart Ports Connecting Taiwan's People, Goods, and Capital to the World.

Basic Information	Taiwan International Ports Corporation, Ltd.
Headquarters Address	No.10, Penglai Rd., Gushan Dist., Kaohsiung City 804004
Date of restruction	March 1, 2012
Total Assets	NT$ 147,236,197,303 as of December 31, 2025
Paid-in capital	NT$ 66,456,671,200
Shareholder Structure	State-owned company 100% owned by the Ministry of Transportation and Communications
Number of Employees	2,120 people
Chairman	Joe Y. Chou

Our Company is a state-owned enterprise wholly owned by the Ministry of Transportation and Communications (MOTC), which serves as the sole shareholder. The Board of Directors is the Company's highest governing body. To meet the needs of emerging businesses, regulatory requirements, and business development, the Board of Directors has established divisions and branches under the management team to oversee individual business functions, as well as the operation and management of international ports.



TIPC remains committed to its core business in port cargo operations. The Company also fosters cross-sector collaboration with private enterprises and public agencies to support diversified business models. Current business activities span logistics services, port ancillary operations, land development, offshore wind power operations, and international investment.

The Company also collaborates with local governments to promote waterfront development. In alignment with national energy transition policies, TIPC actively participates in the development of offshore wind industry clusters and LNG receiving terminals, demonstrating its strong commitment to positioning Taiwan's ports as strategic hubs for the international green energy sector.

01 Planning, construction and operation management of the commercial port area.

02 The operation and provision of maritime transportation related services in the commercial port area.

03 The development and operation of the free trade port area.

04 The development and operation of tourism recreation.

05 Investment, equity investment or operation of domestic and foreign related businesses.

06 Other matters entrusted and approved by the MOTC or the competent authority for the purpose.

As of the end of 2025, TIPC held more than 20% shares of the equity in a total of seven equity investment businesses. In 2025, TIPC had recognized NT$484 million in profit from these equity investments.

Company name	Year of Establishment	TIPC shareholding ratio
Taiwan International Ports Logistics Corporation (TIPL)	2014	40%
TIPC Marine Corporation, Ltd. (TIPM)	2014	100%
Kaohsiung Port Land Development Co., Ltd.(KPLD)	2017	51%
PT. Formosa Sejati Logistics(FSL)	2018	34%
Taiwan International Windpower Training Corporation Ltd.(TIWTC)	2018	28%
Taiwan Foundation International Pte. Ltd. (TFI)	2018	36%
Taiwan International Ports Heavy-Machinery Corporation Ltd.(TIPH)	2020	49%

To stay abreast of emerging trends and issues relevant to the Company and strengthen the implementation of corporate policies and external communications, the Company actively engages in external initiatives and advocacy. In 2025, TIPC held positions in 10 organizations and associations.

	Name of Organization	Job Description
International Organizations	International Association of Ports and Harbors (IAPH)	Member representatives 1. Wang, Chin-Jung, TIPC President and President of Kaohsiung Branch 2. Su, Jiann-Rong, President of Keelung Branch 3. Lin, Chun-Fu, President of Taichung Branch 4. Song, I-Ching, President of Hualien Branch
	Association of Pacific Ports (APP)	1. President Wang, Chin-Jung remained on the Executive Committee in the capacity of Immediate Past Chairman for a one-year term through July 2025. 2. Vice President of Business, Chang, Chan-Jung served as the Asia Regional Representative.
	APEC Port Services Network (APSN)	Chairman Joe Y. Chou served as a Director.
Domestic Associations	Association of Taiwan Ports(ATP)	Chairman Joe Y., President Wang, Chin-Jung, Vice President of Business, Chang, Chan-Jung serve as the Company's representatives to its organizational membership, with President Wang as a Director and Vice President of Business, Chang, as an Alternate Director.
	Taiwan Commercial Port Business Development Association	TIPC Vice President of Administration, Chuan-Kai, Kao served as a Director.
	Intelligent Transportation Society of Taiwan (ITS)	Served as a Director.

International Organizations			
Name of Organization	Job Description	Name of Organization	Job Description
International Association of Ports and Harbors (IAPH)	Member representative	APEC Port Services Network (APSN)	Director
Association of Pacific Ports (APP)	Asia Regional Representative	Asia Cruise Terminal Association (ACTA)	Member
World Free Zones Organization (WFZO)	Member	Asia Cruise Leaders Network (ACLN)	Member
Domestic Associations			
Name of Organization	Job Description	Name of Organization	Job Description
Intelligent Transportation Society of Taiwan (ITS)	Director & Member	Taiwan Commercial Port Business Development Association	Director
Association of Taiwan Ports (ATP)	Director, Alternate Director, and Member	International Logistics Services Committee, Taiwan Coalition of Service Industries	Committee Member
Chinese Arbitration Association, Taipei	Full Member	Association of Taiwan Health Promotion and Education	Member
Taiwan Association of Occupational Heath Nurses	Member	Taiwan Union of Nurses Association (TUNA)	Member
Chinese Maritime Research Institute (CMRI)	Member	Taiwan Wind Industry Association (TWIA)	Member
China Maritime Institute	Member	Association for Cruises Development of Taiwan	Member
Taiwan Association of Logistics Management	Member	Taiwan Wind Energy Association	Member
The Global Logistics & Commerce Council of Taiwan	Member	Taiwan International Logistics & Supply Chain Association	Member
Chinese Institute of Transportation	Member	Taiwan Offshore Wind Turbine Foundation and Marine Engineering Association	Member
Taiwan Straits Shipping Association	Member	Institute of Marine Affairs and Policy, ROC (IMAP)	Member
Institute of Internal Auditors–Chinese Taiwan	Member	Container Terminal & Transport Association R.O.C.	Member
The Chinese Institute of Environmental Engineering	Member	European Chamber of Commerce Taiwan (ECCT)	Member
Industrial Safety and Health Association (ISHA) of the R.O.C	Member	Taiwan Association of Marine Pollution Control (TAMPC)	Member
Chinese Institute of Civil and Hydraulic Engineering	Member	The Taiwan Society of Ocean Engineering	Member
Chinese Institute of Engineers	Member	Chinese Ocean & Underwater Technology Association	Member

01

Port Management Strategies and Sustainable Development

Overview of Port Group Operations

Taiwan's international ports serve as critical gateways for the safe and secure transportation of passengers and cargo. Strategically located in the western Pacific, Taiwan connects the economies of Northeast Asia, mainland China, and Southeast Asia—offering a distinct geographic advantage for port development. Maritime transport plays a vital role in the nation’s economic and trade development, serving as a key hub for international commerce.

Key Statistics for the International Ports Managed by TIPC (2025)

Water Area：30,073 hectares

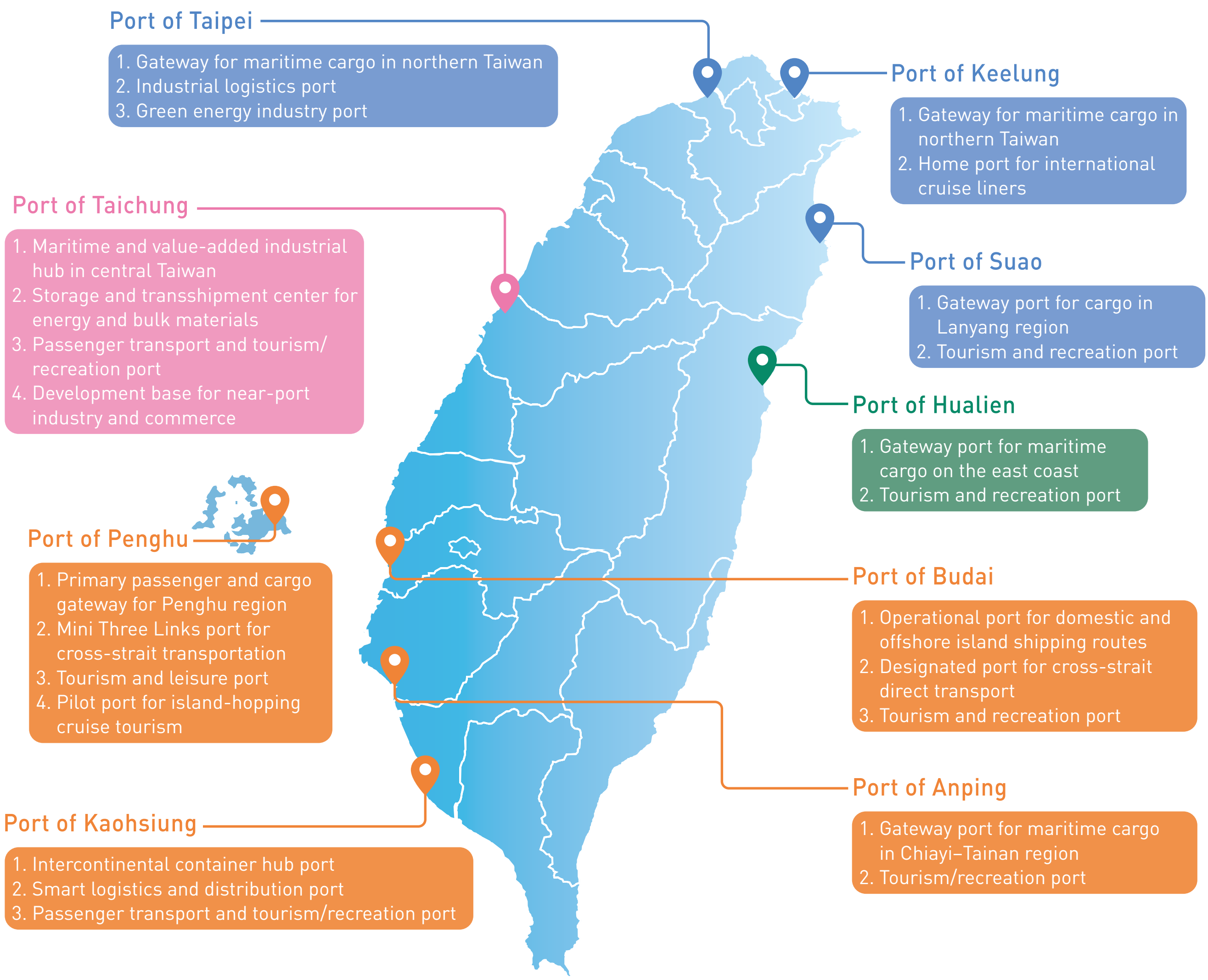
Land Area：5,989 hectares

Vessel Calls：39,257

Cargo Throughput: 216,937,540 metric tons

Cargo Handling Volume：687,889,769 revenue tons

TIPC adopts a “port group” approach by integrating the resources and unique development characteristics of each port to formulate development positioning, which has been incorporated into the Development and Construction Plan for International Commercial Ports (2022-2026). The plan was submitted to and approved by the Executive Yuan and is being implemented accordingly. The positioning of each port during this period (2022–2026) is outlined as follows:



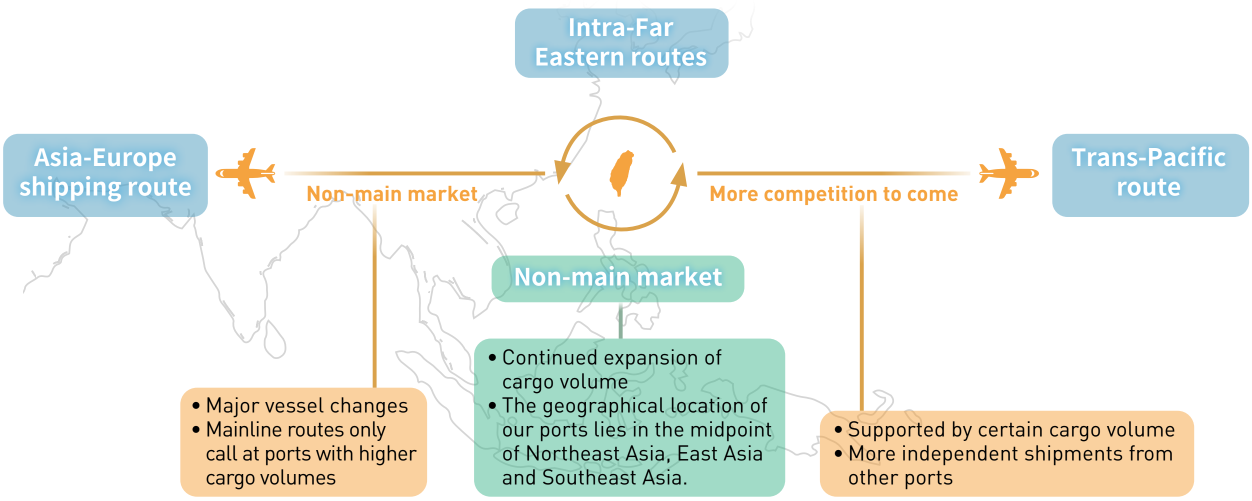
1.1 Sustainable Development and Implementation

1.1.1 International Trends and Port Management Strategies

Despite ongoing external challenges to the global maritime shipping market in 2025, including geopolitical conflicts and extreme weather events, TIPC continued to strengthen port infrastructure development and enhance operational efficiency. Through the full commissioning of the Kaohsiung 7th Container Terminal, diversified business development, and the advancement of smart port initiatives, the Company improved operational performance and expanded revenue streams, achieving consolidated revenue of NT$25.6 billion.

To strengthen the competitiveness of Taiwan's port group in the global maritime market, the Ministry of Transportation and Communications adheres to national development policies and the Transportation Policy White Paper by regularly evaluating both internal and external factors and important trends. It publishes the "Comprehensive Master Plan for Development of Commercial Ports (2022-2026)", which addresses development challenges facing Taiwan's commercial ports by setting specific development goals, strategic directions, and medium- to long-term strategies across five key areas. This plan also serves as the foundation for TIPC in formulating positioning and construction plans for each commercial port.

Competitiveness Analysis of Future Transshipment Development at Taiwan Ports



Port Development Issues in Taiwan

Politics

- The transition from multilateralism to protectionism affects the freedom of trade of all countries.
- China-US and Japan-South Korea trade wars impact on global supply chain structure.

Emerging Port Threats

- Southeast Asian ports are on the rise, continue to enhance their operational capabilities, and are likely to develop a direct shipping model, which will affect our transshipment cargo volume.

Economy

- Slowdown in global economic development, with lowered driving force of GDP on goods development
- Worldwide impact of Covid-19 epidemic
- Global supply chain increases deployment in Southeast Asia

Pressure on Supplies

- Steady but slower growth in import and export cargo volumes
- Transshipment cargo remains relatively stagnant, with notable increase in intra-regional shipments and a slight decline in trans-Pacific shipments.

Port Development Issues in Taiwan

- Strategies for responsibilities distribution among ports as a result of changes in the global supply chain affecting cargo volume growth.
- Response to emerging issues in port development (global economic and trade changes, Smart technologies, energy)

Carrier Selection

- Restructuring of shipping alliances affects port selection
- Taiwan operates as a landlord port, consolidating its cargo volume with the presence of international carriers, but failing to attract foreign operators to join its operations.

Technical

- Major commercial ports continue to utilize technology to enhance the efficiency of port services and improve the quality of management.
- Development and application of new communication technologies

Threats from Existing Competitive Ports

- Neighboring ports such as the Port of Xiamen and Port of Yantian have experienced significant growth in cargo volume and have a wider range of routes, thus competing with our country for transshipment cargo resources.

Social Environment

- Emphasis on environmental issues
- Demand for LNG filling and receiving stations
- Demand for offshore wind power development
- Population decline
- Prospects for the tourism industry

Five Key Development Goals

International Commercial Port

Strategy/Goal：Consolidate maritime hub status through enhanced smart innovation and diversified services

Cargo Development

- Adjust the positioning for cargo development of individual ports in response to market changes, and joint outbound development of the port clusters.
- Allocate the operational capacities and functions for different terminals to increase the efficiency of resource utilization at the port.
- Increase incentives for cargo consolidation and improve transshipment competitiveness.
- Upgrade the value of services, and continue to create value added.
- Foster cooperation among port operators to expand the range of port services.

Organization and Operations Management

- Adjust the strategy level of port development in response to market changes
- Promote Cooperation between the shipping and port sectors to ensure operational efficiency and financial sustainability.
- Cultivate talents in response to port transformation and development
- Foster collaboration between ministries and committees to achieve integrated efficiency of port development.

Environmental-friendly Energy Response

- Flexible adjustment of port LNG-related facilities in response to national energy policy
- Provide a centralized development hinterland in response to the needs of the offshore wind power industry.
- Promote port sustainability measures in response to domestic and international environmental conventions.

Passenger Transport Development

- Combine local tourism resources to attract international cruise ships to Taiwan
- Assist in promoting the Blue Highway policy and developing domestic island-hopping cruises and ferry services.
- Expand diversified recreational services in the harbor area

Technology Application

- Develop smart blueprints and test site mechanisms to implement digital transformation
- Construct high-quality information and communication facilities and expand the scope of technology application to enhance safety and efficiency.
- Promote digital platforms with stakeholders to foster international connections

TIPC has followed the superior plan - Comprehensive Commercial Port Development Plan (year 2022-2026), and proposed the inferior plan under “Master Plan for Future Development and Construction of International Commercial Ports (year 2022-2026)”. The plan has been approved by the Executive Yuan, to promote various businesses under the four main axes of “Sustain core values and enhance port operating efficiency”, “Pursue diverse growth and expand the scope of TIPC business”, “Digital transformation and create smart ports” and “Sustainable development and expand the value of business operations”. TIPC has implemented port construction plans, proactively optimized and upgraded port infrastructures, and made flexible adjustments to the business strategies in response to changes in economic conditions and maritime market, in order to promote the sustainable development of Taiwan port clusters.

TIPC also combines the resources and development characteristics of each port and adopts the strategy of "internal coordination and division of labor, external unification for competition" to deeply cultivate its core business with the concept of entrepreneurial management.

For detailed information on the positioning and operations of each port group, please refer to the “Overview of Port Group Operations” section in the “Company Profile”.

Sustain core values
enhance port operating efficiency

Sustainable development
expand the value of business operations

Pursue diverse growth
expand the scope of TIPC business

Digital transformation
create smart ports

Comprehensive Commercial Port Development Plan (year 2022-2026)

"Navigating to Net Zero": Bridging International Standards and Port Action

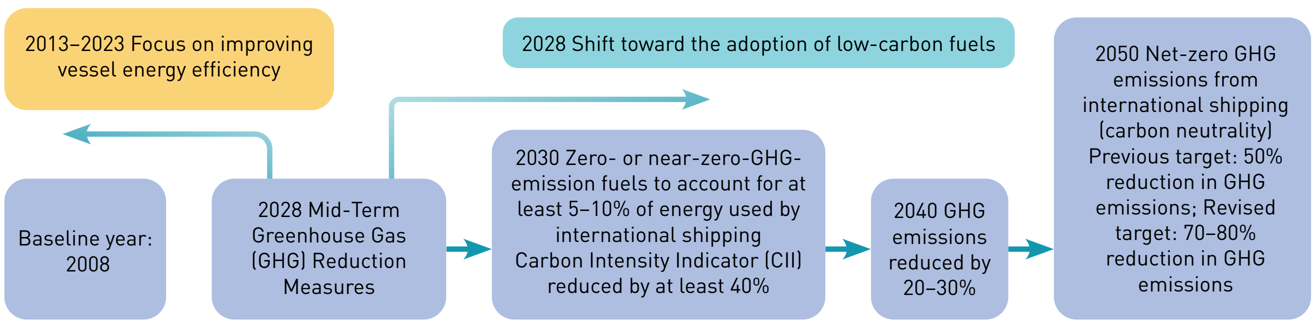
On September 11, 2025, at the "Navigating to Net Zero Forum" hosted by the Ministry of Transportation and Communications (MOTC) during the 2025 SDGs Asia Expo at Exhibition Hall 1, Taipei World Trade Center, TIPC President Wang, Chin-Jung joined representatives from domestic and international shipping companies and 10 port-area operators, including container terminal operators, in signing a Net-Zero Carbon Reduction Memorandum of Understanding (MOU). The signing ceremony was witnessed by MOTC Minister Chen Shih-kai and more than 100 distinguished guests, symbolizing another significant milestone in advancing Taiwan's port cluster along its net-zero transition pathway.

International Trends | Accelerating Greenhouse Gas Pricing in Shipping: Net Zero by 2050 Becomes a Shared Global Goal

In response to the global decarbonization trend in maritime shipping, the International Maritime Organization (IMO), through its Marine Environment Protection Committee (MEPC), continues to strengthen the sector's decarbonization pathway. In addition to existing measures such as the Energy Efficiency Design Index (EEDI), the Energy Efficiency Existing Ship Index (EEXI), and Carbon Intensity Indicator (CII) requirements, the IMO is advancing toward its goal of achieving net-zero greenhouse gas emissions from international shipping by around 2050.

The IMO is also developing mid-term measures, scheduled for implementation from 2028 onward, including regulations on the Greenhouse Gas Fuel Intensity (GFI) of marine fuels based on a full life-cycle assessment (Well-to-Wake/LCA) approach, as well as greenhouse gas pricing mechanisms.

Meanwhile, the European Union is accelerating market-based decarbonization requirements through initiatives such as the EU Emissions Trading System (EU ETS) and FuelEU Maritime. These measures are driving shipping companies and ports to upgrade their operations and decarbonization strategies in parallel, creating increasingly stringent external pressures and competitive requirements for emissions reduction across the maritime sector.

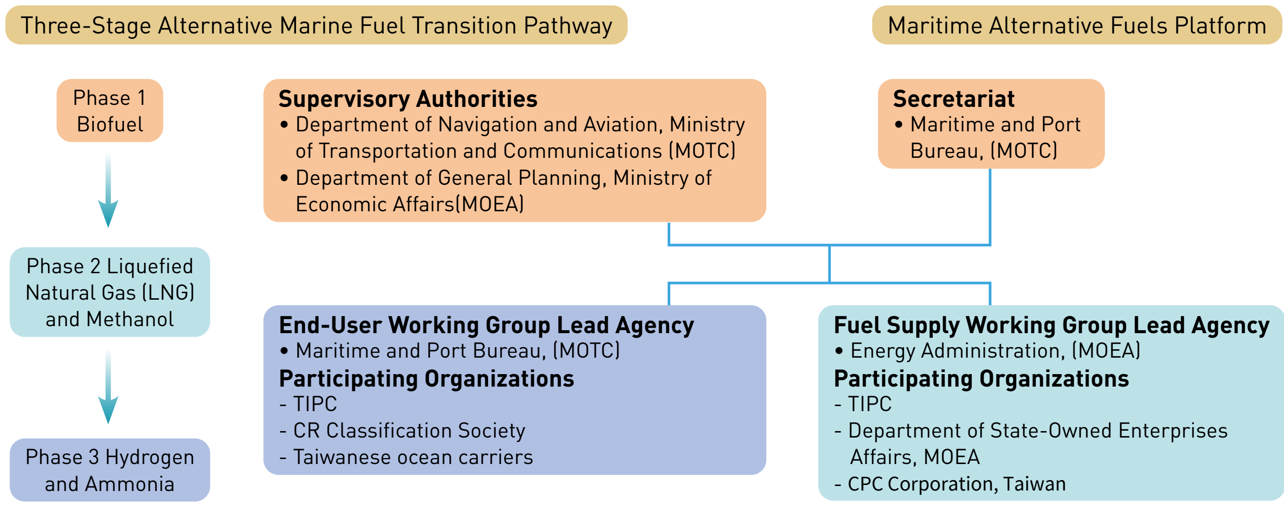


Domestic Response | Advancing Maritime Decarbonization in Support of Taiwan's 2050 Net-Zero Transition

In response to evolving international requirements and in alignment with Taiwan's 2050 Net-Zero Emissions Pathway and the Ministry of Transportation and Communications' policy on transportation electrification and decarbonization, the Maritime and Port Bureau (MPB) has developed a national roadmap for the low-carbon and net-zero transition of the maritime sector. The MPB continues to incorporate IMO requirements into the domestic regulatory framework and has implemented measures including vessel greenhouse gas emissions inventories, Energy Efficiency Existing Ship Index (EEXI) inspections, and the Carbon Intensity Indicator (CII) rating system.

MPB has also established the Maritime Alternative Fuels Platform, bringing together key stakeholders to address critical issues related to fuel demand and supply, bunkering safety, and supporting infrastructure.

In support of national policy objectives and based on the results of industry demand assessments, TIPC is planning to prioritize the development of biofuel bunkering services at the Port of Kaohsiung. Relevant implementation details and supporting measures will continue to be evaluated and developed.



Low-Carbon Port Action Plan: Enhancing Carbon Management Accuracy Through Dual GHG Accounting Standards

TIPC has conducted greenhouse gas (GHG) inventories in accordance with ISO 14064-1 since 2013. To align with international practices and the principles of the Science Based Targets initiative (SBTi), the Company adopted the GHG Protocol in 2024 in addition to its existing ISO 14064-1 framework. This dual-standard approach enhances the accuracy and comparability of GHG accounting data, strengthens carbon management capabilities, and enables the Company to identify and prioritize key decarbonization opportunities across its port operations. For details of TIPC's decarbonization initiatives and performance, please refer to **Chapter 4: Transition to Low-Carbon and Green Ports**.

1.1.2 Sustainability Governance Structure

TIPC implements corporate sustainability policies and related initiatives by establishing the "Guidelines for the Establishment of ... Executive Committee of TIPC." It has set up a three-tier governance structure consisting of the decision-making advisory level—the Sustainable Development Steering Committee、Sustainable Development Executive Committee; and the execution level—the Sustainable Development Working Groups. Additionally, the Sustainable Development Executive Office has been established to support these efforts.

Sustainability Development Steering Committee

Chaired by the Chairman, the Strategy Committee comprises the President and external experts as committee members, with a total of seven members.

Sustainable Development Steering Committee

Convened by the President, the Sustainable Development Steering Committee consists of Vice Presidents, Assistant Vice Presidents from headquarters, President of branch offices, and the Chief Sustainability Officer (CSO), with a total of nine members.

The Committee is responsible for formulating the Company's sustainability vision, objectives, strategies, and implementation plans; overseeing and coordinating the sustainability initiatives of the working groups; and submitting sustainability-related proposals to the Sustainability Development Strategy Committee for review. The Committee also reports implementation progress and performance to the Board of Directors as appropriate.

Sustainable Development Executive Office

Under the Sustainable Development Steering Committee, the Sustainability Development Office has been established and is staffed by one Chief Sustainability Officer (CSO), one manager, and two dedicated personnel.

The Office provides administrative and coordination support for sustainability initiatives, oversees the preparation of the Sustainability Report, and consolidates, monitors, and tracks the implementation progress of each working group.

Sustainable Development Working Groups

Seven working groups have been established: Environmental Sustainability, Friendly Workplace, Social Engagement, Sustainable Infrastructure, Customer Relations, Risk Management, and Corporate Governance.

These working groups are responsible for implementing the Company's sustainability action plans. Each group is led by a designated headquarters unit appointed by the Sustainable Development Steering Committee and supported by relevant functional departments. Branch companies participate through sustainability implementation teams organized around three operational areas: port operations, administration, and engineering.

Sustainability Commitment and Policy Implementation

To implement its sustainable development policy, TIPC promotes sustainability awareness and integrates sustainability considerations into business planning through training programs, seminars, workshops, and internal communications across all organizational levels, from the Board of Directors to employees. At the governance level, the Company provides directors with information on sustainability-related training opportunities and requires managers at the second level and above to complete sustainability-related online training courses to strengthen sustainability leadership and management capabilities.

To enhance employee competencies, TIPC offers training programs covering human rights, non-discrimination, and occupational safety, and organizes seminars and workshops on biodiversity conservation, energy conservation and carbon reduction, as well as emerging sustainability topics such as IFRS Sustainability Disclosure Standards (IFRS S1 and IFRS S2) and the Taskforce on Nature-related Financial Disclosures (TNFD), thereby incorporating international sustainability developments into its operations. In addition, the Company promotes and advances its sustainability initiatives through the Sustainability Development Strategy Committee, the Sustainable Development Steering Committee, and management meetings. TIPC also continues to implement sustainability-related actions in alignment with the Executive Yuan Chief Sustainability Officers Alliance initiative.

Sustainability Vision	Area	Policy Commitment
Low Carbon (E)	Environmental Protection	Taiwan International Ports Corporation Environmental Policy (approved and endorsed by the Chairman and President)
	Scope 1 and Scope 2 Emissions Reduction and Net-Zero Targets	"Reduce greenhouse gases by 50% by 2030, and achieve net-zero emissions by 2050"
	Net-Zero Transition	"Science-Based Carbon Reduction, Green Power Leads"
Mutual Prosperity (S)	Inclusive Workplace and Gender Equality	Complaints and Investigation Procedure for the Prevention and Handling of Sexual Harassment (approved by the President)
		The Company is committed to fostering a workplace environment that aligns with CEDAW principles and gender equality, including organizing related training programs and activities. The Company has established the "Complaints and Investigation Procedure for the Prevention and Handling of Sexual Harassment," the "Statement on the Prohibition of Sexual Harassment in the Workplace,"and the "TIPC Personnel Management Complaint Handling Guidelines".
	Equal Employment Opportunity and Diversity Protection	With "Growing Together for a Sustainable and Fulfilling Future" as its guiding policy principle, the Company has developed the Sustainable Workplace 4F Framework through continuous learning and professional development, responding to the diverse needs of a multigenerational workforce.
		The Company complies with the People with Disabilities Rights Protection Act and the Indigenous Peoples Employment Rights Protection Act to safeguard the rights of persons with disabilities and protect the employment rights of Indigenous peoples.
		To establish a sound employment management framework, clearly define the rights and obligations of both the Company and its employees, enhance workplace efficiency, and support sustainable business development, TIPC has formulated its Work Rules in accordance with Article 70 of the Labor Standards Act and relevant laws and regulations.
	Contractor Labor Rights Protection and Employment Responsibility	To safeguard employee rights and interests, the Company has established the 'TIPC Personnel Management Complaint Handling Guidelines' which provide all employees with formal grievance and appeal channels.
		The Company's labor contracts are executed in accordance with the "Model Contract for Labor Procurement" published by the Public Construction Commission, Executive Yuan. Provisions related to working conditions for dispatched workers such as leave, special leave (including seniority-based entitlements), overtime, and wage payments are stipulated to comply with the Labor Standards Act.
	Anti-Discrimination	TIPC Written Declaration on the Prevention of Workplace Violence and Unlawful Infringement (signed by the Chairman)
	Occupational Safety and Health	TIPC Occupational Safety and Health Policy (approved and endorsed by the Chairman and President)
		TIPC Safety Declaration (signed by the Chairman)
	Collective Bargaining Agreement	All corporate unions at the headquarters and branch offices have signed collective bargaining agreements.
Resilience (G)	Business Integrity and Anti-Corruption	In line with the spirit of the United Nations Convention against Corruption and the National Integrity Building Action Plan, the Company explicitly stipulates in its "Work Rules" that employees must comply with all company regulations and relevant laws, and perform their duties with integrity.
		In the event of employee misconduct violating integrity governance, the Company handles such cases with fairness and prudence based on concrete evidence, in accordance with the Guidelines for Personnel Evaluation and the Principles for Handling Rewards and Disciplinary Actions.
	Corporate Governance and Operational Compliance	The Company operates in accordance with the "Taiwan International Ports Corporation, Ltd. Establishment Act" and the "Rules and Regulations Governing TIPC" as the operational basis for compliance. In addition to adhering to relevant laws and regulations, the Company's Articles of Incorporation also include provisions to safeguard shareholder rights.
		TIPC Guidelines for Trademark Licensing Operations (approved by the President), governing the management and protection of intellectual property rights.
		The Company maintains a Privacy Policy on its official website to safeguard personal data and privacy rights.
	Disaster Prevention, Response Planning and Drills	Pursuant to Article 41, Paragraph 1 of The Commercial Port Law and Article 19, Paragraph 1 of the Disaster Prevention and Protection Act, the Company formulates its Disaster Prevention and Rescue Plan by referencing the National Disaster Prevention and Protection Basic Plan. To validate the plan's effectiveness, disaster prevention drills and exercises are conducted regularly each year.
	Port Facility Security and Inspections	In accordance with the International Ship and Port Facility Security Code (ISPS Code) and Articles 42 and 43 of The Commercial Port Law, the Company develops security assessment reports and security plans. In line with international conventions and under the supervision of the Maritime and Port Bureau, MOTC, to fulfill the certification requirements for port facility security compliance.

TIPC's sustainability vision, goals, strategies, and implementation plans are formulated by the Sustainable Development Executive Committee, submitted to The Sustainable Development Steering Committee for deliberation, and reported to the Board of Directors. Management departments plan targets and initiatives according to the Company's long-term operational direction. Related plans and budgets are incorporated into business policies and, upon approval by the Operations Committee, submitted to the Board for final ratification.

Sustainability Governance Activities in 2025

Reporting Body	Number of Meetings	Description
Board of Directors	1	At the 4th Meeting of the 5th Board of Directors (acting in lieu of the Shareholders' Meeting) held on June 10, 2025, a report on the Company's 2024 Sustainability Development Performance was presented.
The Sustainable Development Steering Committee	1	Reviewed the Company's sustainability development strategy and implementation priorities.
The Sustainable Development Executive Committee	2	Discussed and monitored the progress of sustainability initiatives and reported implementation results to the Board of Directors.

In 2025, in accordance with TIPC's Guidelines for the Establishment of the Sustainable Development Steering Committee and Sustainable Development Executive Committee, the Sustainable Development Executive Committee drafted the Company's sustainability vision, goals, strategies, and implementation plans, which were submitted to the Sustainable Development Steering Committee for review. The sustainability vision was established as "Low-Carbon, Mutually Prosperous, and Resilient Ports", aligned with the 6 focus areas of the World Ports Sustainability Program (WPSP). The Company set five key sustainability goals and formulated 19 sustainability strategies, with detailed implementation plans developed to drive progress across environmental, social, and corporate governance dimensions.

Material sustainability topics such as information security, economic performance, green investment, human resource development, and integrity governance are submitted to the Board of Directors by the responsible departments in the form of discussion proposals. In 2025, topics presented to the Board included sustainability performance, cybersecurity developments, employee work rules, recruitment regulations for new employees, capital utilization plans, business policies, and equity investment businesses. TIPC has established a Sustainable Development Steering Committee, which regularly reports implementation progress and performance outcomes to the Board of Directors.

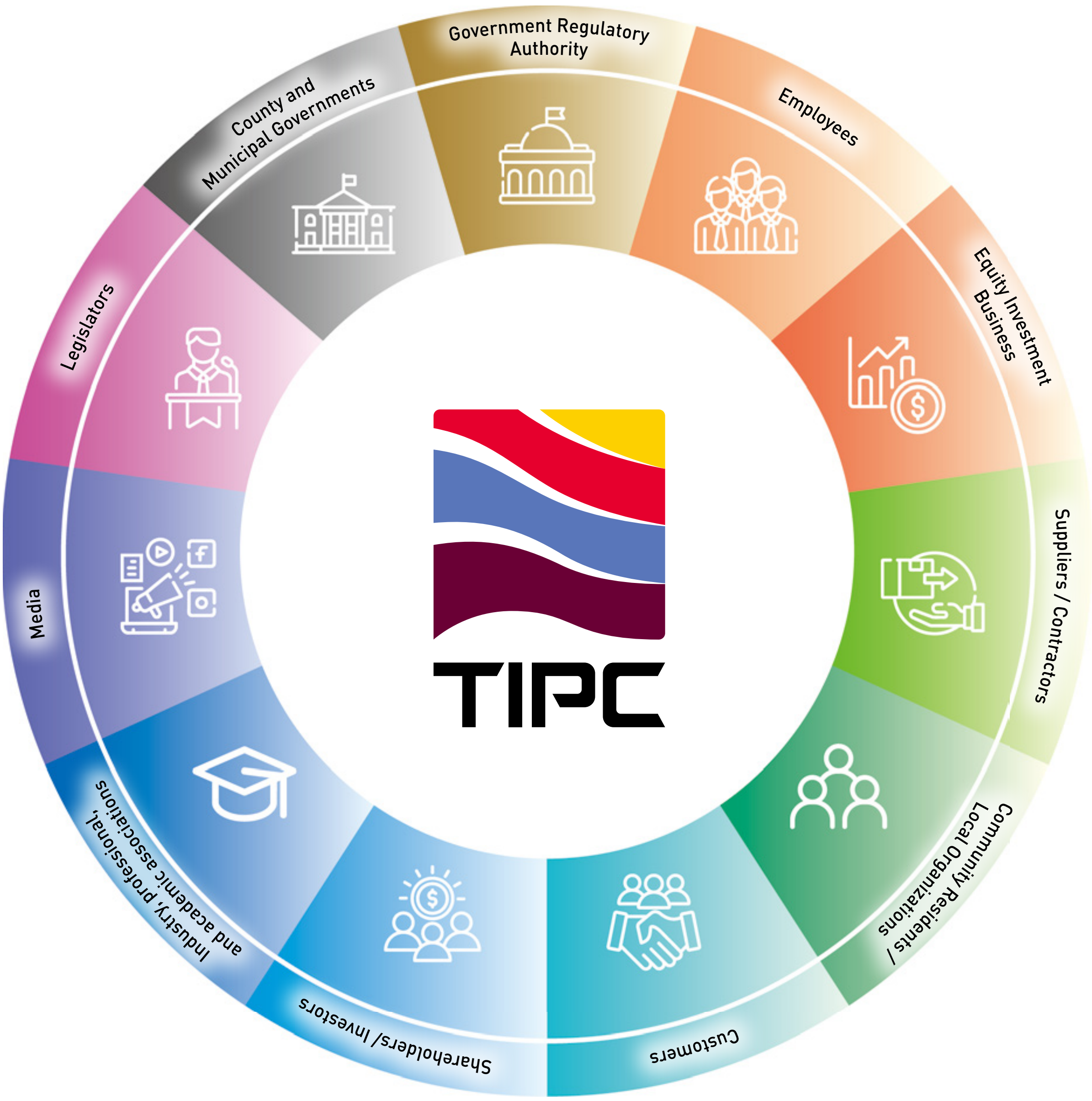
Nature	Number of Material Events	Summary of Discussion Proposals
Environmental	2	Included proposals regarding the termination of the Company's investment in a renewable energy electricity retail company and investment plans for an energy company.
Economic	12	Included proposals regarding the business report, business policies and plans, annual financial statements and earnings distribution, annual budget, annual operating volume, revenue and expenditure and profit-and-loss performance, overall planning and development plans for international ports, significant amendments to commercial contracts, and capital utilization and management plans.
Social	4	Included proposals regarding Urban Renewal Project selection in port-adjacent areas, capital injections under the Ministry of Transportation and Communications' Forward-looking Infrastructure Development Program, amendments to the Company's recruitment regulations for new employees, and amendments to the Guidelines for Personnel Evaluation.
Governance	10	Included proposals regarding revisions to the Company's vision, mission, and core values, general audit reports, cybersecurity status reports, annual audit plans, and evaluation of the independence and suitability of the certified public accountant.

1.2 Stakeholder Engagement

1.2.1 Stakeholder Identification

In line with the AA1000 Stakeholder Engagement Standard (SES) and the GRI Standards, TIPC engaged an external consultant to assess the Company's actual and potential impacts—both positive and negative—on its stakeholders. This assessment considered key factors such as dependency, accountability, influence, diversity of perspectives, and tensions.

In 2025, TIPC identified and categorized 11 key stakeholder groups: government authorities, shareholders/investors, employees, customers, elected representatives, equity investment businesses, suppliers/contractors, local governments, media, community residents/local organizations, and industry, professional, and academic associations. Committed to meaningful engagement, the Company actively responds to stakeholder needs through diverse communication channels, promotes mutual understanding of stakeholder concerns and priorities, and ensures timely and appropriate action.



1.2.2 Stakeholder Engagement

TIPC maintains multiple communication channels to actively listen to stakeholders and understand and respect their key concerns and specific feedback. The Company ensures that stakeholder input is properly addressed and responded to. The outcomes of stakeholder engagement are reviewed and incorporated into the planning of future engagement activities to support continuous improvement.

Customers	Stakeholders' significance to the company
	Customers are important partners in the portoperations of TIPC, and we are committed toproviding them with excellent service quality.

Stakeholder Concerns	Communication Channels	Communication Frequency
• Customer Service Quality • Safety Management of Port Operations • Integrity Governance • Air Pollution • Customer Privacy	• Contacting and visiting customers via phone and email • Organizing business-related seminars and briefing sessions • Awarding the "Golden Vessel Award" to outstanding partners during the company anniversary • International certifications	• Instantaneous • Regular / Irregular • Regular (Once a year) • Regular

Communication Outcomes

1. Maintain positive interactions with customers by proactively visiting them to stay informed of industry trends and understand their needs in real time. Held 1,196 meetings or receptions with cruise operators.
2. Establish dedicated contact points to ensure smooth communication and timely handling of customer feedback and related matters.
3. Each branch company organized 11 regular meetings, including shipping company forums and port operations seminars, to ensure smooth promotion of business at their respective ports.
4. 1 session was held in coordination with the Ministry of Transportation and Communications's 2025 Investment Solicitation Convention.
5. In addition to regularly organizing seminars with port-area operators to facilitate communication and engagement, ad hoc meetings were also held to address specific topics such as investment solicitation, and operations within free trade zones, with total of 9 events were held in 2025.
6. The 2025 Golden Vessel Award was presented in 6 categories, including container Terminal Operators, bulk cargo Terminal Operators, stevedoring operations, shipping agency services, annual excellence, and port sustainability. A total of 34 companies received awards.
7. Obtained ISO 27001:2022 international information security certification through third-party verification.

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance

Chapter 3: 3.1 Strengthening Information Security and Service Quality

Chapter 4: Transition to a Low-Carbon and Green Ports

Chapter 5: Ensure Environmental Safety in Port Operations

Shareholders / investors	Stakeholders' significance to the company	
	Our company is a state-owned enterprise wholly owned by the Ministry of Transportation and Communication (MOTC), with the ministry being the sole shareholder. All directors and supervisors are appointed by the MOTC.	
Stakeholder Concerns	**Communication Channels**	**Communication Frequency**
• Integrity Governance • Economic Performance • Operational Risk Management • Business Model Optimization and Innovation	• Board of Directors and Agenda Committee • Supervisors' Meeting • Email	• Regular (Once every three months) • Regular (Once a year) • Regular (Monthly)

Communication Outcomes

1. In 2025, the 5th Board convened 4 board meetings and 4 extraordinary board meeting. The average attendance rate for the 5th Board of Directors in 2025 was 81%.
2. In 2025, the Board of Directors considered a total of 47 agenda items, comprising 24 reports, 19 discussion items, 1 election item, and 3 matters for ratification.All board resolutions were included in a follow-up tracking system, with responsible departments required to report on implementation progress on a regular basis.
3. The Agenda Committee held 4 meetings in 2025 to preliminarily review and confirm whether proposals submitted to the Board aligned with the matters requiring Board resolutions.
4. The Supervisors' Meeting was convened once in 2025 to review the Company's 2024 Annual Business Report, 2024 Annual Financial Statements, and 2024 Earnings Distribution, and to issue an audit report.
5. A Detailed Report on Central Government Shareholding in the Company was submitted to the Ministry of Transportation and Communications.
6. In 2025, the Company reported twice to the Board of Directors on the status of information and cyber security at TIPC.

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance

Chapter 2: 2.3 Economic Performance

Community residents / Local organizations	Stakeholders' significance to the company	
	To foster harmony and prosperity in the surroundingareas (townships and districts) of our company and itssubsidiaries, and to enhance the corporate image, we aimto establish harmonious relationships with the community.	
Stakeholder Concerns	**Communication Channels**	**Communication Frequency**
• Customer Service Quality • Integrity Governance • Local Communities • Biodiversity	The "TIPC Guidelines for the Use of the Public Welfare and Neighborhood Relations Fund" have been published on the Company's official website. Community and public welfare organizations located in surrounding area near each branch office's jurisdiction may submit applications on a case-by-case basis.	• Irregular Note: Applications may be submitted on an ad hoc basis, depending on the specific needs of community or public welfare organizations. Each organization may apply for funding once per year.

Communication Outcomes

In 2025, TIPC supported a total of 285 community and public welfare organizations through its neighborhood engagement initiatives, with total funding amounting to NT$5,082,319.

Note: All approved subsidies are publicly disclosed on the Company's website.

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance

Chapter 3: 3.1 Strengthening Information Security and Service Quality

Chapter 4: 4.3 Friendly Natural Ecology

Chapter 6: 6.2 Social Co-Prosperity

Suppliers / contractors	Stakeholders' significance to the company
	TIPC values suppliers who undertake thecompany's projects, labor, goods, and other procurement needs. We aim to collaborate with them as partners to achieve mutual success and sustainable growth together.

Stakeholder Concerns	Communication Channels	Communication Frequency
• Supplier Management • Information Security • Integrity Governance • Occupational Safety and Health	• Seminars/training sessions, contractor coordination meetings, working meetings with contractors and direct communication via procurement contracts • Outsourced information security contractual requirements • Occupational safety and health briefings for contractors • Supplier ESG self-assessment questionnaire	• Regular / Irregular Note: Conducted based on notifications from legislators' offices or higher authoritie on an ad ho basis. • Irregular • Regular (Semiannual) • Regular (Once a year)

Communication Outcomes

1. TIPC maintains timely two-way communication with contractors and follows relevant regulations and procedures in procurement contracts to ensure sound procurement practices.
2. For suppliers involved in TIPC's information service procurement, information security requirements are clearly stipulated through contracts and outsourced cyber security clauses. In 2025, a total of 7 Information Security Management System (ISMS) training sessions were conducted to help managers and suppliers understand TIPC's information security policies and required practices. A total of 186 managers participated in these sessions.
3. For ongoing construction projects, TIPC ensures construction quality and safety through site inspections and engineering supervision. All projects are required to comply with occupational safety and health regulations to enhance construction efficiency and reduce workplace accidents. In 2025, 42 site inspections and engineering supervision activities were carried out.
4. TIPC held a total of 117 safety and health briefings, including: Contractor safety and health briefings, Occupational safety training for improved workplace conditions, Occupational accident prevention seminars for international commercial ports, Wharf Stevedoring safety and traffic safety workshops. These sessions saw participation from 3,838 attendees in total.
5. A total of 130 supplier questionnaires were returned, and all 130 suppliers met the assessment requirements.

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance

Chapter 2: 2.4 Supplier Management

Chapter 3: 3.1 Strengthening Information Security and Service Quality

Chapter 5: Ensure Environmental Safety in Port Operations

Legislators	Stakeholders' significance to the company	
	The concerns and inquiries of legislators are the driving force behind the continuous growth of TIPC, which helps to clarify and address issues of public concern.	
Stakeholder Concerns	**Communication Channels**	**Communication Frequency**
• Local Communities	• Telephone, messaging apps, fax, written correspondence, and verbal communication	• Irregular
• Occupational Safety and Health • Customer Privacy • Customer Service Quality	• Legislative Yuan committee meetings	• Irregular Note: Conducted based on notifications from legislators' offices or higher authoritie on an ad ho basis.
• Safety Management of Port Operations	• Participation in coordination meetings (including public hearings)	• Irregular Note: Conducted based on notifications from legislators' offices or higher authoritie on an ad ho basis.

Communication Outcomes

1.Provide requested inquiry information within deadlines as required by legislators' offices, and attend coordination meetings to properly address legislators' concerns.

2.In 2025, a total of 529 meetings and information submissions were conducted, including:

- Head Office: 260 times
- Keelung Branch: 91 times
- Taichung Branch: 73 times
- Kaohsiung Branch: 68 times
- Hualien Branch: 37 times

Response from TIPC

Chapter 3: 3.1 Strengthening Information Security and Service Quality
Chapter 5: Ensure Environmental Safety in Port Operations
Chapter 6: 6.2 Social Co-Prosperity

Academic Associations	Stakeholders' significance to the company	
	Through communication and exchanges of views with industry associations and professional organizations, valuable recommendations are provided on port development, policy adjustments, and related issues.	
Stakeholder Concerns	**Communication Channels**	**Communication Frequency**
• Energy management • Economic Performance • Indirect Economic Impacts	• Communicate via phone, email, and client visits • Participate in annual meetings and other major industry events. • Organize or participate in seminars, briefing sessions, and forums.	• Immediate/ Irregular • Irregular • Irregular

Communication Outcomes

Member representatives attend major events organized by relevant industry associations and professional organizations to participate in and stay informed about related issues. In 2025, TIPC co-organized and attended the Annual Meeting of the Chinese Institute of Transportation once.

Response from TIPC

Chapter 2: 2.3 Economic Performance
Chapter 4: 4.2 Supporting Energy Transformation
Chapter 6: 6.2 Social Co-Prosperity

Government authorities	Stakeholders' significance to the company
	As a state-owned enterprise, guidance from government regulatory authorities is crucial for TIPC in advancing sustainable development initiatives.

Stakeholder Concerns	Communication Channels	Communication Frequency
• Employee Benefits • Operational Risk Management • Economic Performance • Information Security	• Consultation meeting, Forum, Conference • Paper/electronic correspondence (forms, reports, announcements, company website, emails, etc.) • Face-to-face interviews and meetings • Telephone communications • Land Value Tax and House Tax Payment Notices • Taiwan Port Cluster Forum on Green Energy-Related Industries • Hosting regular press conferences for MOTC-affiliated agencies • Internal Control Declaration System submission platform	• Irregular • Immediate/Regular (Monthly/ Semiannual / Annual) • Regular (Monthly/ Annual) • Immediate • Annual • Regular Note: Twice a year (one in the first half and one in the second) • Immediate / Regular (Daily) • Regular (Once per year)

Communication Outcomes

1. Participated in meetings organized by competent government authorities concerning relevant policies or international regulations, fostering two-way communication and collaborative advancement of shared goals.
2. Cooperated with the Executive Yuan's "Salute to the Seas" initiative by submitting monthly progress reports on a regular basis.
3. TIPC continues to strengthen its communication and collaboration mechanisms with external organizations through cybersecurity intelligence sharing, exercise support, and incident response assistance. In cases involving malicious probing activities, exercise requirements, or cybersecurity incidents, the Company provides timely information sharing, source tracing and investigation, and protective recommendations as appropriate, demonstrating the effectiveness of its collaborative cybersecurity defense and communication efforts.
4. Conducted semiannual rolling reviews with the Maritime and Port Bureau, MOTC, via official correspondence to evaluate the establishment of superficies, lease agreements, and gratuitous land use within port areas, including area measurements and rent calculations.
5. Paid land value tax and house tax annually in accordance with tax payment notices issued by local tax authorities.
6. In 2025, TIPC organized three thematic forums on New Energy Vessel Development and Port Applications, Offshore Wind Port Business, and CCUS Development and Port Applications. More than 100 professionals from relevant organizations, including the Ministry of Transportation and Communications, academia, and industry, were invited to share experiences and exchange insights. These forums helped establish a platform for sustainable collaboration among internal and external partners across Taiwan port cluster.
7. Organized 7 regular press conferences in 2025, issuing a total of 28 press releases.
8. Completed the filing of the 2024 Internal Control Statement once.

Response from TIPC

Chapter 2: 2.3 Economic Performance

Chapter 3: Build Smart and Resilient Ports

Chapter 6: 6.1 Happy Workplace

Employees	Stakeholders' significance to the company	
	Employees are important operational partners for TIPC, and we value their needs and opinions.	
Stakeholder Concerns	**Communication Channels**	**Communication Frequency**
• Local Communities • Employee Engagement • Safety Management of Port Operations • Employee Benefits • Occupational Safety and Health	• Paper/Electronic Correspondence (forms, records, reports, announcements, company website, etc.) • Interviews and Meetings • Telephone Communication • Training Sessions/Drills • Occupational Safety and Health Committee • Gender Equality Task Force • HR Support Mailbox • Labor-Management Meetings • Industry Collaboration Coordination Meetings • Integrity Committee Meetings	• Immediate • Irregular • Immediate • Regular/ Irregular • Regular (Quarterly) • Regular (Once Every Four Months) • Irregular • Regular/ Irregular Note: held every three months, with ad hoc meetings as needed • Regular/ Irregular Note: held every three months, with ad hoc meetings as needed • Regular (Annual)

Communication Outcomes

1. A total of 21 AI and digital transformation training sessions were conducted in 2025, with 564 participant attendances.
2. In 2025, quarterly occupational safety and health committee meetings were held as required by law.
3. In January 2025, the Keelung Branch received one inquiry through its employee service mailbox regarding long-term care support measures for a family member. Other personnel-related inquiries were primarily handled by telephone and responded to promptly by the Human Resources Department.
4. In 2025, 20 labor-management meetings were held, with a total attendance of 293 participants.
5. A total of five industry collaboration coordination meetings were convened in 2025, with 106 participant attendances.
6. These initiatives aimed to enhance employees' understanding of current anti-corruption policies and foster a culture of integrity. In 2025, 18 training sessions were held.
7. The minutes of the 2025 integrity meetings and the Chairperson's directives were formally circulated to all first-level units, achieving a 100% coverage rate for anti-corruption information dissemination.

Response from TIPC

Chapter 5: Ensure Environmental Safety in Port Operations

Chapter 6: 6.1 Happy Workplace

Chapter 6: 6.2 Social Co-Prosperity

Media	Stakeholders' significance to the company
	The media serves as a bridge between TIPC and our stakeholders. Therefore, positive image of the company was strengthened through media coverage of company-related news.

Stakeholder Concerns	Communication Channels	Communication Frequency
• Economic Performance • Integrity Governance • Operational Risk Management • Safety Management of Port Operations • Indirect Economic Impacts	• Issue press releases • Communicate via phone, messaging apps, email, and in-person visits	• Regular/ Immediate Note: TIPC proactively issues news releases on a weekly basis. In the event of significant public concerns or media controversies, clarification statements are issued promptly as needed. • Regular/ Irregular/Immediate

Communication Outcomes

1. Proactively issued 176 press releases in 2025. (Includes press releases issued as part of routine press conferences.)
2. Issued 0 balanced press releases in 2025.
3. Published 17 advertisements and 26 articles in 11 international media outlets
4. Featured 5 times in international media magazines on cruise port-related topics

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance
Chapter 2: 2.3 Economic Performance
Chapter 2: 2.3.1 Business Performance
Chapter 6: 6.2 Social Co-Prosperity

Equity Investment Businesses	Stakeholders' significance to the company
	TIPC had established equity investment businesses and aimed to achieve the benefits of diversified operations and talent development. The operational and financial performances of the equity investment businesses also contributed to the overall net income after-tax of TIPC

Stakeholder Concerns	Communication Channels	Communication Frequency
• Integrity Governance • Economic Performance • Business Model Optimization and Innovation • Occupational Safety and Health • Safety Management of Port Operations	• Pre-Board Meetings • Business communication platforms	• Regular (Quarterly) • Irregular

Communication Outcomes

In 2025, a total of 26 meetings (22 Pre-Board Meetings and 4 business communication platform meetings) were held to support and facilitate the operations of equity investment ventures, ensuring their sound and stable management.

Response from TIPC

Chapter 2: Operational Integrity and Sustainable Governance
Chapter 2: 2.3 Economic Performance
Chapter 3: 3.2 Smart Port Development
Chapter 5: Ensure Environmental Safety in Port Operations

County and municipal governments	Stakeholders' significance to the company
	The county and city governments serve as the local supervisory authorities for TIPC's various commercial ports. There are 7 board seats held by representatives from the local governments of the port areas under their jurisdiction. Active two-way communication with each county and city government is conducted to promote mutual prosperity and development of the ports and cities.

Stakeholder Concerns	Communication Channels	Communication Frequency
• Supplier Management • Greenhouse Gas Emissions • Local Community • Occupational Safety and Health • Safety Management of Port Operations	• Board of Directors • Collaboration and Communication Platforms / Working Groups • Urban planning-related meetings and seminars, industry investment promotion seminars and port-related events or forums. • Official Correspondence	• Regular (Quarterly) • Irregular • Irregular • Regular (Biannual)

Communication Outcomes

1. In 2025, the 5th Board held 4 board meetings and 4 extraordinary board meeting. The average attendance rate for the 5th Board of Directors in 2025 was 81%.
2. In 2025, the Board of Directors considered a total of 47 agenda items, comprising 24 reports, 19 discussion items, 1 election item, and 3 matters for ratification. All board resolutions were included in a follow-up tracking system, with responsible departments required to report on implementation progress on a regular basis.
3. T IPC aligns port business development with functional zoning based on local industry characteristics for targeted investment promotion and development. The Company maintains close communication with local governments through established port-city platforms. In 2025, TIPC held 16 meetings with county and city governments. Through port-city communication platforms established in collaboration with local governments, the Company actively promoted the diversified development of port-area land, including the continued investment promotion and development of the Keelung Port East and West Coast Cruise Terminal areas and the transformation and redevelopment of the former port district in the Port of Kaohsiung, thereby enhancing the overall benefits of port development.
4. According to the regulations of Earnings Appropriation and Distribution of TIPC.

Response from TIPC

Chapter 4: Transition to a Low-Carbon and Green Ports

Chapter 5: Ensure Environmental Safety in Port Operations

Chapter 6: 6.2 Social Co-Prosperity

To recognize the achievements of port-area operators in port operations, service quality, and sustainable development, TIPC organizes the annual Golden Vessel Awards selection and awards ceremony. Through public recognition, the Awards encourage operators to continuously enhance operational efficiency and advance sustainable business practices. The Golden Vessel Awards feature categories including Container Terminal Operations, Bulk and General Cargo Terminal Operations, Cargo Handling Services, Shipping Agency Services, Port Sustainability, and the Annual Excellence Award, recognizing the outstanding contributions of port-area operators to the development of Taiwan's port cluster.

2025 Golden Vessel Awards – Port Sustainability Award Recipients and Sustainability Achievements

Company	Sustainability Initiatives
Eastern Media International Corporation Taichung Operations Management Office	• Implemented the ISO 50001 Energy Management System to improve equipment efficiency, achieving electricity savings of approximately 870,000 kWh in 2024 and reducing electricity consumption by 7.3%. • Conducted regular greenhouse gas inventories since 2021 and actively pursued carbon reduction targets, serving as a model for sustainable development. • Required key suppliers to participate in ESG training and sign the Supplier Code of Conduct to strengthen sustainable supply chain collaboration.
Chien Tung Harbour Service Co., Ltd.	• Operates the first fully enclosed coal bulk terminal at the Port of Kaohsiung, featuring "no ground storage, no fugitive dust emissions, and enclosed operations." The terminal is also equipped with automated coal unloading and intelligent monitoring systems to reduce dust generation and environmental pollution. • Established a weighbridge station and cargo adjustment area behind Wharf No. S19 at the Port of Kaohsiung, reducing additional vehicle trips caused by underweight or overweight cargo loads. This helps lower vehicle emissions and fuel consumption while preventing material spillage and environmental contamination.
Liang You Warehousing Co., Ltd.	• Installed water mist and sprinkler systems at bulk cargo hoppers and cargo adjustment areas, supplemented by water truck operations, effectively reducing dust emissions from cargo handling activities and improving air quality within the port area. • Cooperated with the Ministry of Environment's pollution prevention and control inspection program and received recognition from a Ministry-appointed inspector.

TIPC published articles on cruise port-related topics in international industry publications, including Cruise & Ferry and Cruise Industry News.

1.3 Materiality Analysis

1.3.1 Materiality Identification

TIPC conducts a materiality analysis in accordance with the eight reporting principles outlined in the GRI Standards 2021: Accuracy, Balance, Clarity, Comparability, Completeness, Sustainability Context, Timeliness, and Verifiability. The sustainability issue management process follows the four-stage approach outlined below:

Procedures for ESG Materiality Analysis

Identification of Stakeholders

Stakeholders Inclusiveness

11 Categories of Stakeholders

- Through consultations and feedback from external experts, department heads, and employees, as well as cross-functional discussions, TIPC identified a comprehensive range of stakeholder groups by considering stakeholders identified in previous assessments and those recognized by industry peers. These stakeholder groups serve as the primary audiences for engagement and communication on material topics.
- In 2025, TIPC identified and categorized 11 key stakeholder groups: government authorities, shareholders/investors, employees, customers, elected representatives, equity investment businesses, suppliers/contractors, local governments, media, community residents/local organizations, and industry, professional, and academic associations.

Prioritization of ESG Topics

Sustainability Context

26 topics of concern

- Taking the sustainability context into consideration, TIPC developed a pool of topics for materiality assessment by referencing the GRI Standards, SASB Standards, Sustainable Development Goals (SDGs), and material topics identified by industry peers. A total of 26 topics spanning three dimensions—economic (including governance), environmental, and social (including human rights)—were identified and used as the basis for assessing, scoring, and prioritizing both positive and negative impacts.

Identification of Material Topics

Materiality

32 questionnaires received Survey of First-Level Supervisors

100% agreed to retain the

17 material topics identified in 2024

Meeting resolution:

16 Material Sustainability Topics

- Economic, environmental, and social dimensions that could significantly impact the Company's sustainable development were evaluated and scored. Topics with an average score of 3.5 or above were identified as material topics. As a result, the Company identified 17 material ESG topics for 2024.
- In 2025, TIPC conducted a material topic survey among chiefs of staff and above at each branch company, as well as first-level managers and above at Headquarters, receiving a total of 32 responses. All respondents agreed to retain the existing material topics identified in the previous assessment.
- The 2024 materiality assessment results were subsequently reviewed by internal management and external experts during the Material Topics Identification Meeting. Considering that TIPC is a state-owned enterprise whose operations are conducted in accordance with applicable laws and regulations, and that GRI 2-27 (Compliance with Laws and Regulations) is a mandatory disclosure requirement, the meeting resolved not to identify Regulatory Compliance as a separate material topic in 2025. Relevant compliance information will instead be disclosed in the Sustainability Report in accordance with GRI 2-27 requirements.
- The 16 material topics identified for 2025 are:

1. Climate Change Risks and Opportunities	2. Information Security and Customer Privacy
3. Green Investment	4. Supplier Management
5. Operational Risk Management	6. Customer Service Quality
7. Economic Performance	8. Integrity Governance
9. Business Model Optimization and Innovation	10. Safety Management of Port Operations
11. Occupational Safety and Health	12. Employee Development and Engagement
13. Greenhouse Gas Emissions	14. Air Pollution
15. Energy Management	16. Employee Benefits

Review and Discussion

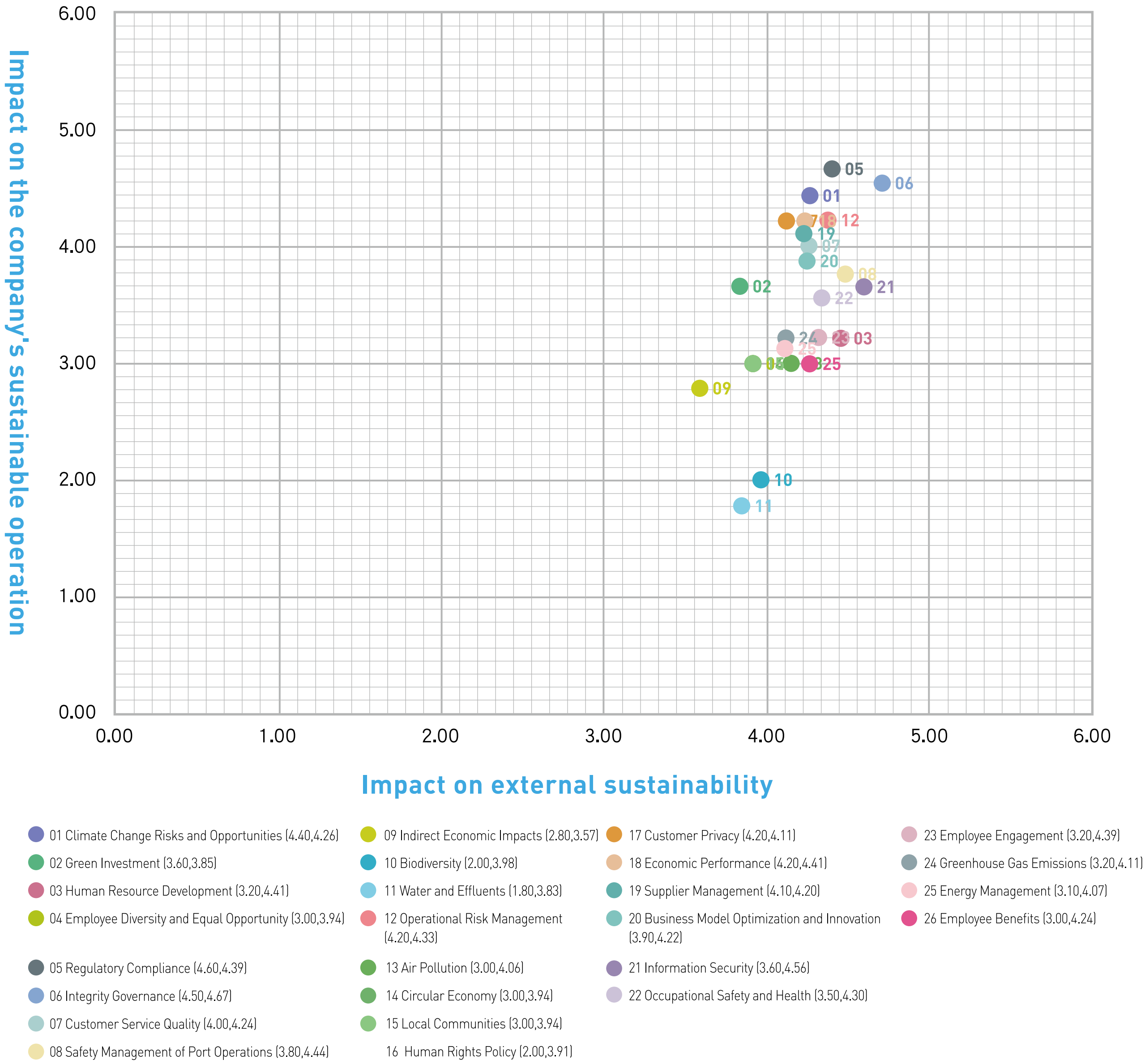
Principle of Completeness

- Following the identification of material topics and their respective boundaries, TIPC incorporates priority topics into its annual plans and objectives. The Company will continue to strengthen its management mechanisms, regularly review material topics and make necessary adjustments, and disclose relevant information in the Sustainability Report.

TIPC Materiality Matrix Analysis

To understand the material issues of concern to its stakeholders, TIPC conducted a material topic survey in 2025Note, which served as an important reference for the assessment and discussion of material topics. A total of 102 stakeholders were invited to participate in the survey. The Company also considered stakeholders' levels of concern regarding various topics as an important basis for sustainable development and strategic planning, enabling it to better respond to stakeholder expectations and needs.

TIPCMajor Theme Matrix Diagram



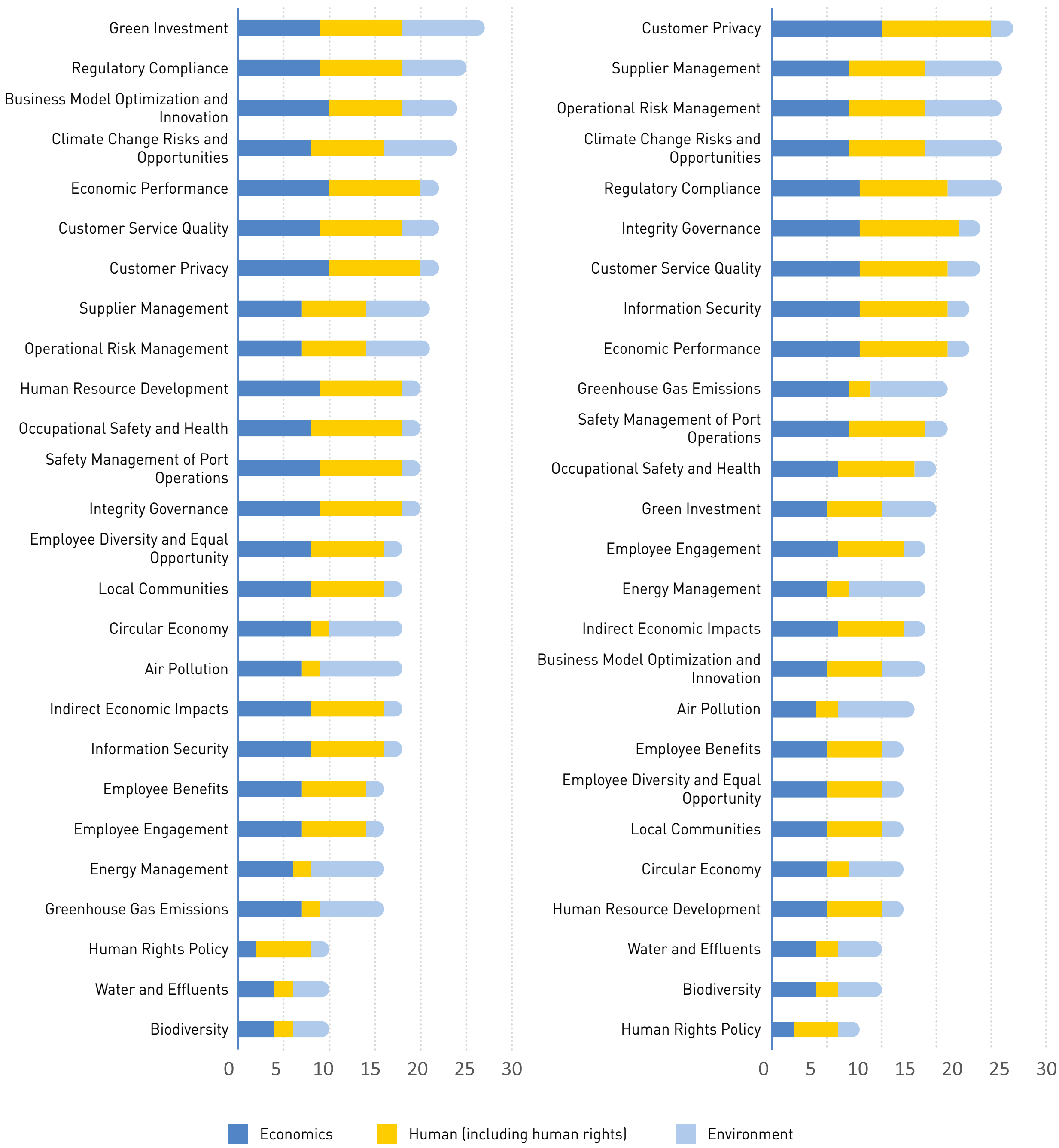
Note: TIPC regularly conducts stakeholder surveys as an important source of input for identifying material topics. The stakeholder concern data used in this year's materiality assessment were derived from the survey conducted for the 2024 ESG Report (the previous reporting year).

Material Topics Prioritization

By applying the GRI Standards 2021 and incorporating relevant GRI Sector Standards into the assessment process, TIPC followed the materiality identification process described above. Based on the results of the previous year's assessment, the Company retained and confirmed **16** material topics for the current reporting year.

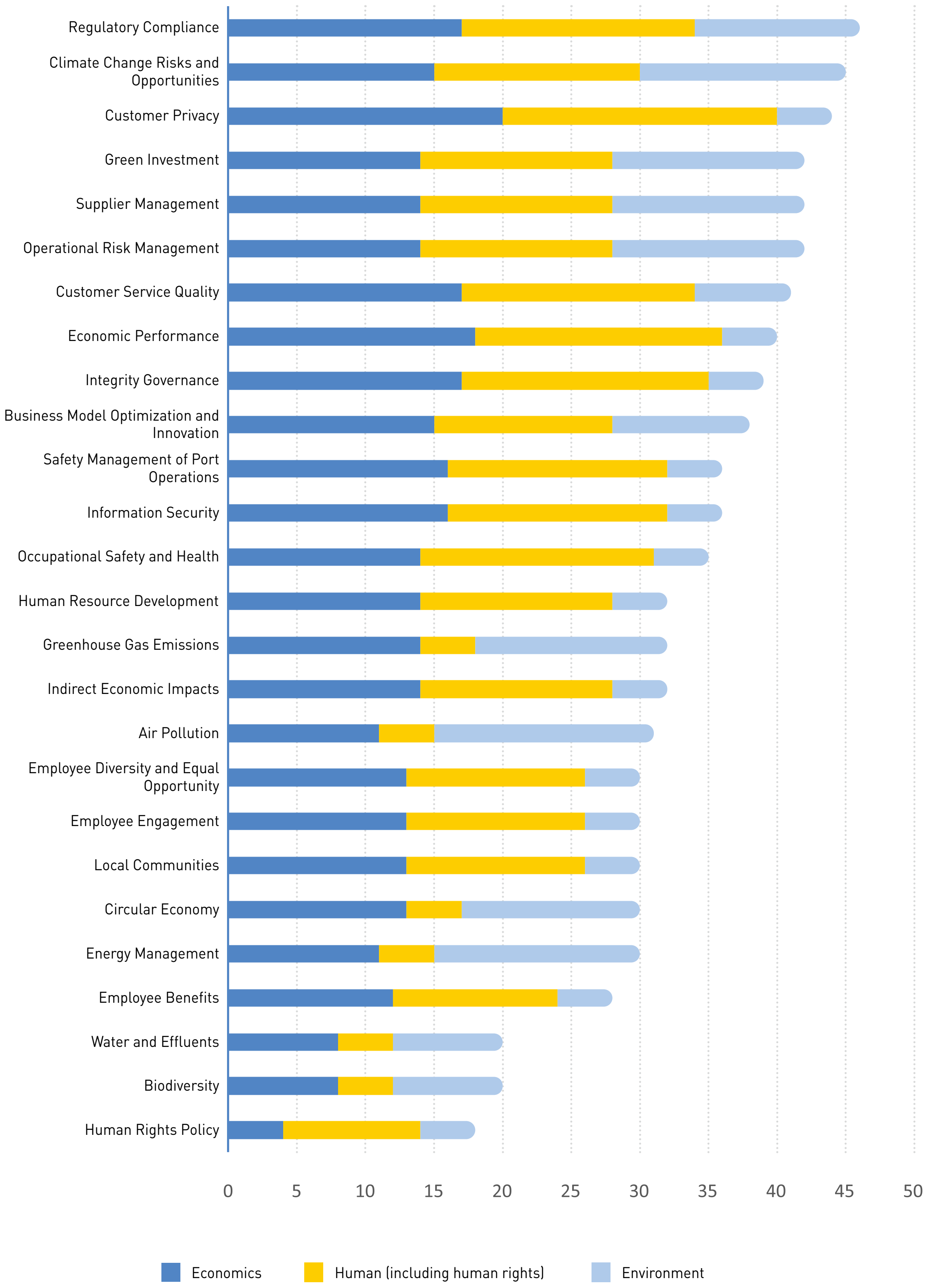
Positive Impact Ranking of TIPC Materiality

Negative Impact Ranking of TIPC Materiality



Note: Following internal discussions and drawing on the results of stakeholder engagement conducted in previous years, TIPC reviewed the 23 material topics identified in 2023. As part of this process, the topics "Human Resource Development" and "Employee Engagement" were consolidated into "Employee Development and Engagement," while "Customer Privacy" and "Information Security" were combined into "Information Security and Customer Privacy." In addition, four topics—"Circular Economy," "Indirect Economic Impacts," "Biodiversity," and "Local Communities"—were incorporated into the relevant sections of the Report. As a result, a total of 17 material sustainability topics were identified in 2024.

Integrated Ranking of Material Impacts by TIPC



1.3.2 Significance of Material

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Integrity Governance	**Potential Negative Economic Impact** As a state-owned enterprise, TIPC recognizes that failure to uphold integrity-based governance may undermine its corporate credibility and erode public and stakeholder trust. Such a failure could hinder the implementation of government policies, reduce opportunities for business collaboration, and ultimately pose risks to the Company's sustainable development.	**Prevention** • TIPC fosters a culture of integrity and strengthens trust with its partners to enhance overall operational efficiency. • To mitigate integrity risks, the Company has established a robust internal control system. The Civil Service Ethics Department is responsible for conducting risk assessments and implementing appropriate internal control measures to ensure regulatory compliance. • Multiple whistleblowing channels are in place to encourage stakeholders to report suspected corruption or misconduct. In the event of an integrity risk incident, TIPC conducts investigations and impact assessments and develops targeted action plans based on the scope of the issue. • A Board Agenda Committee has been established under the Board of Directors to review proposed agenda items in advance and ensure alignment with matters requiring Board resolution, thereby improving decision-making efficiency and enhancing corporate governance performance. • TIPC enhances employees' awareness of legal and regulatory compliance through education and training programs. These include regular compliance courses on topics such as legal issues related to generative AI and analyses of common contractual disputes encountered by the Company. Basic legal and regulatory compliance concepts are also incorporated into new employee orientation and training programs to ensure that all employees have a fundamental understanding of regulatory compliance requirements.	**Internal Stakeholder** • TIPC (causes) **External Stakeholders** • Suppliers/ Contractors (directly linked) • Customers (directly linked) • equity investment businesses (directly linked) • Shareholders/ Investor (Contribute / influence) • Community Residents/ Local organizations (Contribute / influence)	Chapter 2: Operational Integrity and Sustainable Governance
Operational Risk Management	**Potential Negative Economic Impact** Through the ongoing review of risk management and internal controls, each department conducts risk assessments based on its responsibilities, formulates response strategies, and implements control procedures to achieve the Company's overall objectives. These objectives include improving operational performance, financial and asset management, human resource management, port infrastructure, information security, disaster prevention, legal compliance, and environmental sustainability. Effective risk management also helps prevent revenue loss, asset damage, legal violations, and reputational harm.	**Prevention** • To ensure the achievement of corporate objectives and the effective operation of risk management and internal controls, the Company conducts routine monitoring, self-assessments, and internal audits to strengthen internal oversight and minimize risks. • Risk assessment personnel in each department are required to propose response measures for major issues identified in the "Organizational Environment and Risk Management Matrix" to identify opportunities for improvement and reduce operational risks. The implementation progress and outcomes of these measures must be reported and reviewed at management review meetings in accordance with the "Management Review Procedure."	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Shareholders/ Investors (Contribute/ influence) • Government Authorities (Contribute/ influence)	

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Economic Performance	**Positive Economic Impacts** Despite recent challenges across the political, economic, social, and technological domains, TIPC has maintained steady growth across its operations. In its core port business, continuous improvements in port infrastructure have attracted investment from shipping and port-related enterprises, contributing to increased cargo throughput and revenue. In waterfront tourism, the Company has revitalized port land and assets by integrating passenger transportation and tourism resources, fostering commercial development. Furthermore, by leveraging emerging technologies, the Company has enhanced both software and hardware services to develop sustainable ports characterized by safety, efficiency, and quality.	TIPC employs a "port group" strategy to oversee Taiwan's international commercial ports. With a pragmatic and steady approach, the Company is moving toward its vision: "With Port at Our Heart, We Are Shaping a World-Class Port Management Group."In response to shifts in the internal and external environment of the maritime and port industries and business expansion needs, five strategic priorities have been set for 2025: strengthening core operations and boosting efficiency; aligning with industry trends to expand diversified businesses; integrating waterfront tourism to stimulate tourism development; advancing digital transformation to build smart ports; and committing to low-carbon and net-zero goals to promote corporate sustainability. With an entrepreneurial spirit and innovative mindset, the Company aims to enhance the overall competitiveness of Taiwan's port group.	**Internal Stakeholder** • TIPC (causes) **External Stakeholders** • Equity Investment Businesses (directly linked) • Shareholders/ Investors (Contribute / influence) • Media (Contribute / influence) • Government Authorities (Contribute / influence)	Chapter 2: Operational Integrity and Sustainable Governance
Supplier Management	**Potential Negative Economic/ Social (Human Rights) Impact** Occupational accidents in port areas are often reported in the media with headlines identifying the specific ports where the incidents occurred, which may negatively affect the Company's image. Engaging substandard contractors may result in poor construction quality, project delays, and unsafe working conditions. These issues may incur rework and repair costs, disrupt the Company's overall project schedule, result in financial losses and legal liabilities, and severely damage the Company's reputation and operational efficiency.	**Prevention** • Procurement is conducted in accordance with the Government Procurement Act. • Audits are conducted on outsourced vendors to ensure that information service providers fulfill all required obligations. • Contractor responsibilities related to occupational safety and health are governed by the "Occupational Safety and Health Management Regulations for Contractors" to prevent workplace accidents and ensure compliance with relevant laws and regulations.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Suppliers/ Contractors (directly linked) • County and municipal governments (Contribute/ influence)	

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Information Security and Customer Privacy	**Actual Negative Economic/Social (Human Rights) Impacts** Common incidents include system intrusions resulting from exploited vulnerabilities and DDoS attacks that degrade service performance. Cyberattacks on information systems can disrupt the Company's operations, incur maintenance costs, and result in business losses. If customer or partner data is compromised, such breaches may lead to reputational damage and adversely affect stakeholder operations.	**Remediation** • With the increasing digitalization of customer services, such as port warehousing applications and billing operations, the Company's systems that handle customer transactions are governed by relevant information security policies established by the Information Technology Division and the Information Security Management Committee to ensure the protection of customer privacy. • The Company's port warehousing services and billing processes have transitioned to digital platforms (e.g., the Taiwan Port Warehousing Services Portal). To protect customer privacy, the collection, processing, and use of customer data are conducted in compliance with the Personal Data Protection Act and the Cyber Security Management Act. • The Company's information and communication security policy emphasizes procedural management, legal compliance, prevention over response, and cyber security. • The Company has obtained ISO/IEC 27001:2022 certification. • An Information Security Officer and dedicated cyber security personnel have been appointed to manage and implement cyber security initiatives. • Ongoing information security measures are implemented to ensure full compliance with the Cyber Security Management Act and related regulations.	**Internal Stakeholder** • TIPC (causes) **External Stakeholders** • Suppliers/ Contractors (directly linked) • Customers (directly linked) • Media (Contribute/ influence) • Government Authorities (Contribute/ influence) • Legislators (Contribute/ influence)	Chapter 3: Building Smart and Resilient Ports
Customer Service Quality	**Actual Positive Economic Impact** Through effective customer relationship management and continuous improvements in service quality, the Company can enhance customer trust and loyalty, thereby contributing to improved overall business performance.	**Management** The Company actively engages with customers through visits conducted by branch offices and through regular and ad hoc shipping and port business seminars. These interactions enable the timely identification of customer needs and ensure that customer feedback is effectively addressed and managed. Remediation/Prevention Regular seminars are held with customers to facilitate communication on port-related issues and future development directions.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Customers (directly linked) • Community residents/ Local organizations (Contribute/ influence) • Legislators (Contribute/ influence)	

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Business Model Optimization and Innovation	**Actual Positive Economic/ Environmental Impact** As the central management body overseeing Taiwan's seven international commercial ports, the Company is committed to enhancing port competitiveness. It continues to introduce emerging technologies and integrate them with port management needs to advance smart port development, improve operational efficiency, optimize operational processes through digital transformation, reduce labor burdens, and enhance overall operational effectiveness. Through a website redesign, the Company has enhanced web accessibility to ensure that users with diverse needs have equal access to online content and services. The upgraded design also improves usability and visual appeal, thereby strengthening the Company's corporate image and brand value. In addition, it improves data processing efficiency and reduces server energy consumption, contributing to lower carbon emissions. For port warehousing operations, in accordance with Article 35 of the Commercial Port Law, individuals and vehicles entering restricted port areas must obtain access permits issued by the Company and are subject to inspection by port police. By adopting effective data management and electronic systems in port service operations, the Company can reduce the risk of penalties imposed by the Maritime and Port Bureau, enhance operational efficiency in port areas, and reduce overall operating costs.	**Management** • The Company has established a dedicated unit responsible for monitoring the implementation progress of various smart port projects. Regular meetings are convened to track progress and ensure alignment with the strategic direction of smart port development. • TIPC regularly analyzes traffic data to understand user behavior and optimize content strategies. Throughout the digital transformation process, the Company continues to uphold the principles of information transparency, web accessibility, privacy protection, and enhanced user experience, thereby improving the quality and accessibility of its digital communication platforms. • To support port police in enhancing inspection efficiency and ensuring the retention of electronic records for personnel and vehicle access, the Company conducts on-site assessments at access control stations in collaboration with port police. These assessments cover electronic equipment and auxiliary facilities (e.g., signage and notice boards). In addition, the Company has requested port police to continue promoting access control policies and rigorously enforcing inspection protocols.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Equity Investment Businesses (directly linked) • Shareholders/ Investors (Contribute/ influence)	Chapter 3: Building Smart and Resilient Ports
Climate Change Risks and Opportunities	**Potential Negative Economic and Environmental Impacts** In the context of global warming, the intensity and frequency of extreme weather events are progressively increasing. Natural and human-induced disasters pose significant threats to the safety of port operations. At the same time, the evolving nature of port operations—such as electrification, automation, and the deployment of large-scale equipment—adds complexity to disaster scenarios. The primary physical risks faced by the nine major ports arise from hazards such as storm surges, strong winds, flooding (including overtopping caused by storm surges and heavy rainfall), high temperatures, and dense fog. These hazards may adversely affect critical port assets and lead to operational disruptions. Affected assets include port infrastructure and facilities such as substations, buildings, Vessel Traffic Service (VTS) centers, large cargo handling equipment, data centers, containers, wharves, and breakwaters. Extreme weather events may also disrupt outdoor loading and unloading activities and pose risks to the safety of personnel working outdoors.	**Prevention** TIPC has established a "Disaster Prevention and Rescue Plan" that encompasses all phases of disaster management, including mitigation, preparedness, response, and recovery, with the goal of reducing disaster risks and minimizing loss of life and property. The Company also actively consolidates insurance categories and coverage to transfer property loss risks through insurance, thereby reducing and diversifying operational liability risks.	**Internal Stakeholder** • TIPC (Causes)	

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Greenhouse Gas Emission	**Potential Negative Economic Impact** TIPC's operations encompass a wide range of activities within port areas. If greenhouse gas emissions are not effectively managed, the implementation of government carbon pricing mechanisms—such as carbon fees or carbon taxes—could significantly increase the operating costs of energy-intensive facilities and equipment, including port machinery, vessels, and cargo handling equipment. Failure to effectively reduce carbon emissions may also lead to increased public scrutiny, adversely affect sustainability ratings, and potentially undermine government support and opportunities for industry collaboration.	**Prevention** • In accordance with the ISO 14064-1 management review procedure, regular audits are conducted to assess emissions management. • To achieve the targets of a 50% reduction in carbon emissions by 2030 and net-zero emissions by 2050, TIPC adopts the SBTi methodology to implement greenhouse gas reduction strategies across Scopes 1, 2, and 3. Under this framework, implementation plans have been established with annual targets and specific action items. • Vessels and cargo handling equipment are the primary sources of pollutant emissions within port areas. Therefore, priority is given to implementing relevant incentive measures to encourage the use of cleaner vessels and support operators in replacing existing equipment with electric-powered alternatives or acquiring new electric-powered equipment.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • County and Municipal Governments (Contribute/ influence)	Chapter 4: Transition to Low-Carbon and Green Ports
Energy Management	**Potential Positive Economic/ Environmental Impact** In response to global climate change and the growing emphasis on sustainable development, TIPC, as the central organization responsible for port operations, prioritizes the adoption of equipment with high energy-saving potential. This approach not only contributes to energy conservation and carbon emissions reduction but also delivers both economic and environmental benefits.	**Management** • In alignment with the Ministry of Economic Affairs' energy-saving policy, TIPC has selected one port as a pilot site to lead the implementation of energy efficiency measures. Priority is given to replacing equipment with high energy-saving potential, while phased targets and appropriate technical measures are incorporated to ensure smooth implementation. • Once proven feasible, successful practices will be extended to other ports.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Industry, professional, and academic associations (Contribute/ influence)	
Green Investment	**Potential Positive Impact – Economic / Environmental / Social (Human Rights)** In response to the Executive Yuan's Green Energy Development Program, TIPC, as a state-owned enterprise, aligns with the national energy transition policy by promoting the development of the renewable energy industry through strategic investments. These efforts help attract international shipping companies with higher environmental standards, thereby enhancing TIPC's overall competitiveness. By investing in ESG bonds to strengthen its commitment to sustainable development, TIPC aims to create more opportunities for business collaboration. In addition, the Company's provision of green infrastructure supports the shipping and logistics industries in advancing their net-zero transition. TIPC also utilizes its ports as operational bases for offshore wind and gas-fired power generation, attracting investment and promoting economic development and job creation across its international commercial ports.	**Management** • Through its equity investment businesses, TIPC Marine Corporation, Ltd. and Taiwan International Ports Heavy-Machinery Corporation Ltd., TIPC has invested in offshore and onshore wind power operation and maintenance services. In addition, Taiwan International Windpower Training Corporation Ltd. is dedicated to developing talent for the wind energy industry. • TIPC provides guidance and support to facilitate the development of its equity investment businesses and ensure their stable and sustainable operations. • In response to varying land-use and development conditions, TIPC proactively identifies potential investors and plans investment projects aligned with market demand and relevant regulations. • TIPC periodically reviews its investment strategies and adopts diversified approaches to attract investors. The Company continues to engage with potential partners to explore investment opportunities. Prior to full-scale development, idle land is utilized through short-term leasing arrangements.	**Internal Stakeholder** • TIPC (Causes)	

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Air Pollution	**Economic/ Social (Human Rights) – Potentially Negative** If emissions of carbon dioxide (CO_2), sulfur oxides (SOx), and nitrogen oxides (NOx) from port areas are not properly managed, the Company may face regulatory penalties. Moreover, these emissions could exacerbate air pollution, adversely affect the health of residents in and around port areas, and potentially undermine the Company's corporate social responsibility image.	**Prevention** To improve air quality in port areas and minimize the impact of operations on nearby communities, TIPC proactively manages greenhouse gas emissions and advances the energy transition in alignment with national policies. The Company is developing ports as operational hubs for offshore wind and gas-fired power generation, supporting renewable energy development and facilitating the transition to a low-carbon economy.	**Internal Stakeholder** • TIPC (Causes) **External Stakeholders** • Customers (directly linked)	Chapter 4: Transition to Low-Carbon and Green Ports
Safety Management of Port Operations	**Economic/ Social (Human Rights) – Potential Negative** TIPC's port operations involve large-scale machinery and vessel movements, posing significant operational safety challenges due to the inherent uncertainty of disasters and accidents. In recent years, port operations have undergone progressive transformation through electrification, automation, unmanned systems, and the deployment of larger-scale equipment, further increasing operational risks and management complexity. If not properly managed, disasters or accidents may damage wharves, storage facilities, and transportation equipment, disrupt shipping and cargo flows, and increase maintenance and operating costs. Moreover, the absence of effective contingency plans may result in port shutdowns during disasters, adversely affecting shipping companies, cargo owners, and related industries and thereby weakening port competitiveness. Frequent incidents can damage the Company's reputation, erode public trust, and trigger opposition from local communities, potentially reducing opportunities for collaboration with government agencies.	**Prevention** TIPC has established a "Disaster Prevention and Rescue Plan" covering all phases of disaster management, including mitigation, preparedness, response, and recovery, with the aim of reducing disaster risks and minimizing loss of life and property.	**Internal Stakeholder** • TIPC (causes) • Employees (Causes) **External Stakeholders** • Equity Investment Businesses (directly linked) • Customers (Directly Linked) • County and municipal governments (Contribute/ Influence) • Media (Contribute/ influence) • Legislators (Contribute/ Influence)	Chapter 5: Ensure Environmental Safety in Port Operations

Material Topics	Significance to TIPC (Description of Impact)	Strategy and Actions (Management / Remediation / Prevention)	Impact Boundary Across TIPC's Value Chain	Corres-ponding Chapter
Occupational Safety and Health	**Economic/Social (Human Rights) – Potential Negative** As a state-owned enterprise, TIPC may face significant regulatory scrutiny in the event of a major occupational safety and health incident. Competent authorities may intensify inspections, designate the Company as a key target for regulatory oversight, and impose fines in accordance with applicable laws. In severe cases, the Company may be ordered to suspend operations or make improvements within a specified period, resulting in project delays and disruptions to cargo flows that adversely affect operational performance and revenue. Beyond operational impacts, inadequate occupational safety and health management may damage the Company's reputation, potentially undermining business partnerships and future development opportunities. More critically, any injury or fatality resulting from unsafe working conditions not only violates workers' rights to life, health, and a safe working environment but also reflects the Company's failure to fulfill its fundamental responsibility to protect workers from harm, constituting a significant human rights issue.	**Remediation** • In accordance with the Occupational Safety and Health Management System, TIPC has established an internal audit mechanism to regularly assess whether occupational health and safety activities comply with established procedures, regulatory requirements, and policy objectives. Any identified nonconformities are subject to corrective and preventive actions, with the effectiveness of implementation monitored and reviewed. Audit results are incorporated into management reviews to drive continual improvement, ensure the effective operation of the management system, and safeguard employee health and safety. • Noncompliance issues are identified and addressed in accordance with the procedure for managing corrective and preventive measures. • The Occupational Safety and Health Committee reviews relevant issues and proposes improvement and preventive measures. • Experts and scholars conduct specialized inspections and provide recommendations for further improvement.	**Internal Stakeholder** • TIPC (causes) **External Stakeholders** • Equity Investment Businesses (directly linked) • Suppliers/ Contractors (Directly Linked) • County and municipal governments (Contribute/ Influence) • Legislators (Contribute/ Influence)	Chapter 5: Ensure Environmental Safety in Port Operations
Employee Development and Engagement	**Economic/Social (Human Rights) – Potential Positive** TIPC is committed to enhancing employee development and engagement to support the advancement of port operations and sustainable management. The Company offers compensation and benefits that exceed the requirements of the Labor Standards Act, while upholding fundamental human rights and fostering a safe, healthy, and inclusive workplace. Through comprehensive learning and development mechanisms, performance evaluations, and retention strategies, TIPC aims to enhance employees' technical skills and professional competencies. When employees have opportunities to grow and receive recognition in a supportive work environment, they are more likely to remain engaged, realize their potential, and contribute to the Company's competitiveness and operational efficiency. This approach not only generates stable economic benefits but also promotes human rights protection and workplace well-being, fostering mutual growth for both the Company and its employees.	**Prevention** • Moving forward, TIPC will continue to draw on the annual "Friendly Workplace Environment and Employee Engagement Survey Report" and conduct ongoing reviews of personnel-related regulations, complemented by a variety of supportive measures to help employees achieve work-life balance. • For internal competency training programs, a post-training effectiveness survey was conducted three months after course completion.	**Internal Stakeholder** • TIPC (causes) • Employees (Causes)	Chapter 6: Promoting Diverse Partnerships for Mutual Prosperity
Employee Benefits	**Potential Positive Economic Impact** The Company's effective management of employee compensation and benefits can enhance employee satisfaction, reduce turnover, and lower recruitment and training costs, while also minimizing labor disputes and legal risks. Competitive compensation and benefits help attract outstanding talent, foster corporate innovation, enhance market competitiveness, and support the Company's long-term profitability.	**Prevention** The Company will continue to review employee compensation and benefits with the aim of enhancing compensation competitiveness, boosting employee morale, and creating a supportive environment for employees and their families. These efforts are intended to attract and retain talent, create a competitive and fulfilling workplace, foster an inclusive culture, and promote shared prosperity with employees.	**Internal Stakeholder** • TIPC (Causes) • Employees (Causes) **External Stakeholders** • Government authorities (Contribute/ Influence)	

1.3.3 Material Topics and Sustainable Development

With Port at Our Heart, We Are Shaping a World-Class Port Management Group. With Sustainability and Innovation at Our Core, We Are Building Premier Smart Ports Connecting Taiwan's People, Goods, and Capital to the World. Guided by the principles of resilience, low-carbon development, shared prosperity, and global integration, TIPC aligns its sustainability approach with the six focus areas of the World Port Sustainability Program (WPSP). The Company has established five major sustainability goals to provide a systematic framework for managing material ESG topics, addressing stakeholder concerns, and advancing sustainable development across its operations.

TIPC

Vision

"With Innovation at its Core, Expand Globally, and Become a Leading Port Management Group"

Mission

"With Sustainability and Innovation at Our Core, We Are Building Premier Smart Ports Connecting Taiwan's People, Goods, and Capital to the World."

Sustainability Development Vision

Low-Carbon Prosperity

Resilient Ports

Sustainability Goals

Transition to a Low-Carbon and Green Ports

Ensure Environmental Safety in Port Operation

Promoting Diverse Partnerships for Mutual Prosperity

Build Smart and Resilient Ports

Operational Integrity and Sustainable Governance

Material Topic Management Mechanism

- Integrity Management
- Operational Risk Management
- Economic Performance
- Supplier Management
- Information Security and Customer Privacy
- Customer Service Quality
- Business Model Optimization and Innovation
- Climate Change Risks and Opportunities
- Greenhouse Gas Emissions
- Energy Management
- Air Pollution
- Green Investment
- Safety Management of Port Operations
- Occupational Safety and Health
- Employee Development and Engagement
- Employee Benefits

Sustainable Governance Structure

Sustainability Development Steering Committee
Convener: Chairman
Advisory and decision-making

Sustainable Development Executive Committee
Convener: President
Planning and implementation

Sustainable Development Executive Office
Chief Sustainability Officer
7 Working Groups

Implementation:
- Environmental Sustainability
- Workplace Friendliness
- Social Engagement
- Sustainable Construction
- Customer Relations
- Risk Management
- Corporate Governance

1.3.4 Establishment and Achievement of Material Topic

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Business Integrity (Customized Topic)	Training hours for Directors and Supervisors	TIPC follows the "Directions for the Implementation of Continuing Education for Directors and Supervisors of TWSE Listed and TPEx Listed Companies," which recommend that newly appointed directors and supervisors complete at least 12 hours of training in their first year of appointment and at least 6 hours of training annually thereafter.	**Not Achieved[1]** Note: As many directors and supervisors concurrently serve as representatives of central or local government agencies, their official duties often make it difficult for them to participate in external training programs. To support the continuous enhancement of the Board's governance capabilities, TIPC organized two professional development seminars for directors and supervisors in 2025, with the aim of achieving the annual training-hour target for directors and supervisors.	• TIPC follows the "Directions for the Implementation of Continuing Education for Directors and Supervisors of TWSE Listed and TPEx Listed Companies," which recommend that newly appointed directors and supervisors complete at least 12 hours of training in their first year of appointment and at least 6 hours of training annually thereafter.	• Achieve representation of at least one-third for either gender among directors and supervisors. • Maintain zero major violations of laws and regulations.	SDG 16
	Attendance Rate of Directors and Supervisors	The Company endeavors to ensure that each director and supervisor maintains an annual Board meeting attendance rate of at least two-thirds, thereby supporting the effective operation of the Board.	**Not Achieved[1]** Note: Five directors did not achieve an actual Board meeting attendance rate of at least two-thirds (66.7%) during the reporting year. All five concurrently held other official positions and were unable to attend certain meetings due to their official duties. Of these five directors, four submitted proxy authorizations for Board meetings they were unable to attend in 2025, appointing other directors to attend on their behalf and authorizing them to participate in discussions and vote on agenda items.	• Strive to achieve an annual average Board meeting attendance rate of at least 80% for all directors and supervisors to strengthen Board operations.		
	Number of Integrity and Anti-Corruption Legal Awareness Sessions	Conducted three "Integrity and Ethics" training sessions for new employees.	**Achieved**	• Conducted three "Integrity and Ethics" training sessions for new employees. • Delivered at least 20 anti-corruption awareness messages through various internal communication channels. • Organized one briefing session on the Act on Property-Declaration by Public Servants and one on the Act on Recusal of Public Servants Due to Conflicts of Interest. • Held four "Integrity and Ethics" seminars in both in-person and online formats.		
		Communicated the Company's governance policies through eight corporate integrity advocacy and site visit sessions.	**Achieved**			
		Delivered 20 anti-corruption awareness messages through various internal communication channels.	**Achieved**			
		Organized two briefing sessions on the Act on Property-Declaration by Public Servants and the Act on Recusal of Public Servants Due to Conflicts of Interest.	**Achieved**			
		Held four "Integrity and Ethics" seminars in both in-person and online formats.	**Achieved**			
Operational Risk Management (Customized topic)	Number of Internal Control Statement Filings	Completed the signing and submission of the Statement of Internal Control System on an annual basis.	**Achieved**	• Complete the signing and submission of the Statement of Internal Control System once annually.	• By strengthening the corporate governance system, the Company aims to improve governance performance and realize its vision of sustainable development.	
	Number of educational training programs	Conducted one training session on risk management and internal control to enhance employees' knowledge and capabilities in these areas.	**Achieved**	• Conduct one training session on risk management and internal control to enhance employees' knowledge and capabilities in these areas.	• Through ongoing rolling reviews of internal systems and regular risk management training, the Company has enhanced each department's ability to identify, assess, manage, and monitor risks within their respective areas of responsibility. These efforts support the establishment of a sound and comprehensive internal framework and ensure its effective implementation.	

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Economic Performance (GRI 201-1)	Budget for Consolidated Operating Revenue (NT$)	Achieved the annual consolidated revenue budget target of NT$25.539 billion.	Achieved	• Achieve the annual consolidated revenue budget target of NT$26.066 billion.	• Estimated to achieve approximately NT$25.836 billion in consolidated operating revenue for the year.	SDG 8
	Budget for Equity Investment (NT$)	Set a 2025 profit target of NT$441 million for equity investment businesses.	Achieved	• Achieve the 2026 budget target of NT$399 million profit from equity investment businesses.	• To achieve 2027 budget target of NT$414 million profit from equity-investment businesses. • Provide guidance and support to advance the operations of equity investment businesses to ensure their stable development. In addition to strengthening its core port operations, TIPC is also actively pursuing a diversified business model aligned with green energy and sustainability, moving toward its goal of becoming an international port operation group.	
	Main Business Operations	Berthing services: 4,110,000 berth hours	Achieved	Berthing services: 4,117,000 berth hours	• In to the trend toward larger vessels, TIPC continues to upgrade port infrastructure and facilities while introducing digital services to provide a safe, efficient, and high-quality operating environment for vessel operations. • Through the adoption of emerging technologies, TIPC enhances the safety and efficiency of port operations. In line with the development strategies of individual ports, berth functions and layouts are optimized and supported by incentive programs to attract shipping lines and their services, thereby strengthening cargo throughput across Taiwan's port cluster. • To support the development of port-adjacent industries, the energy sector, and operators' business needs, TIPC continues to optimize transportation and warehousing environments within port areas while carrying out land reclamation projects and related infrastructure development to attract investment and business participation. • Based on the geographical characteristics, surrounding development conditions, and maturity of each wharf and its adjacent areas in the former port district of the Port of Kaohsiung, TIPC has formulated an overall development blueprint and is implementing phased and zoned development to revitalize and transform the port area.	
		Towage services: 83,317 service hours.	Not Achieved[1] Note: Towage service volume declined primarily because certain offshore wind vessels equipped with dynamic positioning (DP) systems required fewer tugboat assignments due to their operational capabilities, resulting in fewer towage service hours.	Towage services: 78,079 service hours.		
		Cargo handling services: 725,487,000 revenue tons.	Not Achieved[1] Note: Cargo handling volume declined mainly due to domestic industrial restructuring and uncertainty surrounding U.S. tariff policies, which weakened import and export demand.	Cargo handling services: 717,447,520 revenue tons		
		Warehousing services: 118,073,000 ton-days	Achieved	Warehousing services: 130,248,000 ton-days		
		Development and investment area: 242,446 m².	Achieved	Development and investment area: 241,925 m².		
Supplier Management (Customized Topic)	Percentage of Suppliers Assessed for Sustainability Performance	Continue to increase the proportion of procurement cases incorporating CSR criteria in procurement evaluations (audits), with targets of 60% for Headquarters and 30% for each branch.	Achieved	Proportion of procurement cases incorporating CSR criteria in procurement evaluations (audits): 90%.	• Proportion of procurement cases with CSR points included in the procurement evaluation (audit): 90%.	SDG 12
	Supplier Audits	Achieved 100% audit compliance among information service suppliers.	Achieved	• Achieved 100% audit compliance among information service suppliers. • A total of 130 supplier questionnaires were returned, with all 130 suppliers meeting the assessment requirements.	• 100% audit performance compliance was achieved for information service suppliers.	SDG 17

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Information Security and Customer Privacy (SASB、GRI 418-1)	External Verification	Successfully obtained certification to the updated ISO/IEC 27001:2022 standard.	Achieved	Successfully obtained certification to the updated ISO/IEC 27001:2022 standard.	• Successfully obtained certification for the updated ISO 27001:2022 standard. • 100% completion rate for all tasks under the information security maintenance plan. • No customer complaints related to privacy breaches.	SDG 9
	Information Security Maintenance Plan Completion Rate	Achieved a 100% completion rate for all tasks under the information security maintenance plan.	Achieved	Achieved a 100% completion rate for all tasks under the information security maintenance plan.		
	Number of Customer Complaints Involving Privacy Violations	No customer complaints related to privacy breaches were reported.	Achieved	No customer complaints related to privacy breaches were reported.		
Customer Service Quality (Customized Topic)	Number of Major Customer Complaints	No major customer complaints were reported.	Achieved	• No major customer complaints were reported. • Based on passenger feedback and complaints, TIPC regularly reviews and improves existing measures, continuously enhancing terminal facilities and service quality to provide a more user-friendly and secure environment.	No major customer complaints were reported.	SDG 17
Business Mode Optimization and Innovation (Customized Topic)	Port Operations Optimization	CCTV equipment and systems are deployed based on the needs of commercial ports to monitor vessel movements within port areas in real time.	Achieved	TIPC revised its Guidelines for the Application and Use of International Port Area Access Permits by introducing zoned access management, shortening the validity period of access permits, implementing a fully online application process, strengthening operators' management responsibilities, and enhancing the management of irregular access records.	• The management of port area access permits is being implemented toward full digitalization. In addition to enabling real-time monitoring of personnel and vehicle entry and exit data, the records can also be used for subsequent value-added operations in access control. This also helps port police reduce manpower required for access permit renewal processes, supports inspection tasks of personnel and vehicles, and enhances the convenience for port users in applying for access permits. • Based on five strategic focus areas, i.e., port patrol management, operational data integration, administrative process automation, AI infrastructure development, and talent cultivation, TIPC has proposed 12 AI application initiatives, including AI-enhanced gate recognition, unidentified vessel detection, AI-powered CCTV recognition for occupational safety, intelligent document routing, automated reporting, computing center development, and the establishment of an AI platform, with the aim of further advancing AI applications across port operations. • Looking ahead, TIPC will continue to build on its short- and medium-term AI implementation achievements and progressively develop a comprehensive AI roadmap. By integrating computing capabilities and system resources, the Company will strengthen its overall smart operations capacity. It also plans to leverage diverse AI technologies to promote advanced applications such as digital twins and autonomous dispatching, enhance supply chain collaboration, facilitate decarbonization and the net-zero transition in port operations, and further strengthen international competitiveness and sustainable development. • Establish an API-based automated synchronization mechanism to ensure the real-time transmission and stable exchange of data. • With a focus on developing high-value application datasets, TIPC continues to optimize its open corpus resources and enhance the quality and relevance of data for AI model training.	SDG 8 SDG 9
	AI Promotion	Embedding AI-Driven Thinking: TIPC promotes the adoption of AI based on practical business needs. Each business unit is encouraged to first assess the feasibility of digitizing and automating its operational processes, identify operational challenges, and evaluate the cost-effectiveness of implementing AI solutions. AI initiatives are advanced only after their potential value has been confirmed, ensuring the effective use of resources and the delivery of tangible operational benefits.	Achieved	Embedding AI-Driven Thinking: TIPC promotes the adoption of AI based on practical business needs. Each business unit is encouraged to first assess the feasibility of digitizing and automating its operational processes, identify operational challenges, and evaluate the cost-effectiveness of implementing AI solutions. AI initiatives are advanced only after their potential value has been confirmed, ensuring the effective use of resources and the delivery of tangible operational benefits.[1] Note: AI adoption was introduced as a new strategic initiative in 2025. Accordingly, the associated management and performance monitoring KPIs focus on key priorities for AI implementation.		
	Corpus	In line with the requirements of the competent authority, TIPC uploads language corpus data in accordance with its implementation plan and annual targets to promote data openness and accessibility.	Achieved	TIPC continues to identify and inventory internal data and textual resources that can be made publicly available to support the ongoing expansion of its open data initiatives.		

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Climate Change Risks and Opportunities (Customized Topic)	Disaster Response	TIPC formulates its "Disaster Prevention and Response Plan" and submits it to the Ministry of Transportation and Communications for approval. The Plan is reviewed and updated every two years in accordance with the National Disaster Prevention and Protection Basic Plan and relevant measures covering disaster mitigation, preparedness, emergency response, and post-disaster recovery and reconstruction. Inspections and assessments are conducted as part of the review process, with revisions made as necessary.	**Achieved**	• TIPC will continue to regularly review and refine its disaster response and post-disaster recovery and reconstruction measures. Efforts will focus on strengthening mechanisms for disaster information collection, reporting, and communication; ensuring effective emergency notification and response procedures; and compiling disaster-related statistics and restoring infrastructure to enhance overall emergency response and recovery capabilities. • In accordance with the Guidelines for Inspection, Examination, and Maintenance Responsibilities for Various Facilities, following a natural event (e.g., an earthquake of lower 5 intensity or above, or the lifting of a land typhoon warning by the competent authority) or upon notification of a disaster or accidental damage event (e.g., an accidental collision or unexpected damage), special inspections of bridges, tunnels, and wharves must be completed within 24 hours of notification. Special inspections of all other facilities must be completed within 72 hours of notification.	• Over the medium term, TIPC will continue to strengthen disaster preparedness by improving standard operating procedures, conducting training and emergency drills, enhancing reporting and communication facilities, reinforcing equipment readiness inspections, addressing operational obstacles to emergency response, and expanding disaster prevention awareness initiatives. • Over the long term, in response to evolving policies and environmental conditions, TIPC will continue to invest in the development and maintenance of port safety infrastructure, engineering- and management-based disaster mitigation measures, disaster monitoring and early warning systems, navigational safety support, disaster research and analysis, and related funding, with the objective of comprehensively enhancing port disaster resilience.	SDG 9 SDG 13
Greenhouse Gas Emissions (GRI 305-1、305-2、305-3、305-4、305-7)	Greenhouse Gas Inventory	Completed a greenhouse gas (GHG) inventory.	**Achieved**	• Completed a greenhouse gas (GHG) inventory.	• A 50% reduction in greenhouse gas emissions is targeted by 2030.	SDG 13
	Greenhouse Gas Emissions Reduction	Using 2020 as the baseline year and the SBTi methodology as a reference, TIPC targets a 21% reduction in greenhouse gas (GHG) emissions by 2025.	**Not achieved**[1] Note: In 2025, TIPC achieved a 6.5% reduction in greenhouse gas (GHG) emissions, exceeding its annual reduction target of 4.2%. The cumulative reduction reached 19.9%, slightly below the umulative target of 21.0%.	• 2026 GHG emissions reduction target: 5.8%. • Apply to the Ministry of Environment for approval of voluntary greenhouse gas reduction projects, including the Afforestation Carbon Sink Project and the Taipei Port Chilled Water System Replacement Project.		

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Energy Management (GRI 302-1、302-3)	**Demonstration Installation of Energy Storage Facilities**	Implement a full-scale energy storage demonstration project across Taiwan's port group.	**Not achieved1** Note: (1) Kaohsiung Branch: Hardware installation of the energy storage facilities at Intercontinental Terminal Phase II has been completed, with power transmission expected to begin in the first quarter of 2026. (2) Keelung Branch and Taichung Branch: No demand for energy storage was identified following evaluation. (3) Hualien Branch: Planning has been completed, and construction is expected to be completed in the first quarter of 2027.	• Kaohsiung Branch: Hardware installation of the energy storage facilities at Intercontinental Terminal Phase II has been completed, with power transmission expected to begin in 2026.	• By the fourth quarter of 2026, renewable energy facilities will be completed at Warehouse W27 at the Port of Keelung, the Taipei Port Administration Building, and Warehouse No. 15 at the Port of Suao, with a combined installed capacity of approximately 790 kW, estimated annual electricity generation of 660,000 kWh, and estimated annual carbon emissions reductions of approximately 31.5 tCO_2e. • By the second quarter of 2027, renewable energy facilities will be completed on the rooftop of the Taichung Port Water Supply Station storage tank and within the green belt along Huangang South Road, with a combined installed capacity of approximately 1,200 kW, estimated annual electricity generation of 1.5 million kWh, and estimated annual carbon emissions reductions of approximately 730 tCO_2e.	SDG 7 SDG 9
	Renewable Energy Generation and Energy Storage Facilities	By 2025, complete the installation of a solar power system and energy storage equipment at Phase II of the 7th Container Terminal at the Port of Kaohsiung, with installed capacities of 2,099.7 kW and 2 MW, respectively.	**Achieved**	• Construction of the Green Energy Innovation Base is scheduled for completion in the first quarter of 2027, with an installed capacity of approximately 330 kW, estimated annual electricity generation of approximately 300,000 kWh, and estimated annual carbon emissions reductions of approximately 160 tCO_2e. • By the second quarter of 2026, renewable energy facilities at Intercontinental Terminal Phase II, the Seventh Container Center, and the Fourth Container Center at the Port of Kaohsiung, as well as at the Port of Anping, are expected to be completed, with a combined installed capacity of approximately 8,500 kW, estimated annual electricity generation of 9.2 million kWh, and estimated annual carbon emissions reductions of approximately 4,500 tCO_2e.		
		Complete the installation of a solar power system at Warehouse West 27 at the Port of Keelung, with an installed capacity of 558 kW.	**Not achieved1** Note: (1) By the fourth quarter of 2026, renewable energy facilities are expected to be installed at Warehouse W27 at the Port of Keelung, the Taipei Port Administration Building, and Warehouse No. 15 at the Port of Suao, with a combined installed capacity of approximately 790 kW, estimated annual electricity generation of 660,000 kWh, and estimated annual carbon emissions reductions of approximately 31.5 tCO_2e. (2) Reason for schedule revision: The project was approved and budgeted by TIPC Headquarters on November 27, 2024. The detailed design was completed on March 10, 2025, and the contract was awarded on May 21, 2025. With a construction period of 426 calendar days, construction is expected to be completed in the third quarter of 2026, followed by testing and commissioning in the fourth quarter of 2026.			

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Green Investment (Customized Topic)	Land Area Allocated for Green Energy-Related Industries	Conduct ongoing reviews of the expansion of industrial land for green energy-related industries.	Achieved	• Expand the land available for investment in green energy-related industries by 10 hectares.	• Conduct ongoing reviews of the expansion of industrial land for green energy-related industries. • Refrain from investing in financial products related to the "adult entertainment" or "gambling" industries, while continuing to invest in sustainable bonds and dynamically adjusting bond holdings based on the Company's funding levels and market conditions.	SDG 7 SDG 9
		Complete the 330-meter Terminal A6 at the Port of Kaohsiung Intercontinental Container Terminal, a heavy-duty terminal serving the green energy industry.	Achieved			
		Complete the 580-meter Terminals 37 and 38 at the Port of Taichung Intercontinental Container Terminal, which serve as heavy-duty terminals for the green energy industry.	Achieved			
	Investment in Green Financial Products	Invest at least 5% of the total bond portfolio in ESG bonds approved by the Financial Supervisory Commission (FSC) and refrain from investing in financial products related to the "adult entertainment" or "gambling" industries.	Achieved	• Invest at least 5% of the total bond portfolio in ESG bonds approved by FSC and agree not to invest in financial products related to the "adult entertainment" or "gambling" industries.		
Air Pollution (Customized Topic)	Greenhouse Gas Management	Conduct continuous monitoring to maintain air quality.	Achieved	• Installed 89 micro air quality sensors across the ports of Keelung, Taipei, and Kaohsiung. • Continued air quality monitoring at 186 monitoring locations.	• Will further strengthen air quality monitoring to ensure compliance with environmental regulations and progressively enhance overall environmental management performance. Monitoring locations will be regularly reviewed to maintain a comprehensive understanding of air quality conditions.	SDG 11
Safety Management of Port Operations (Customized Topic)	External Vetification	Maintain ISO 45001 and TOSHMS (Taiwan Occupational Safety and Health Management System) certifications and obtain the relevant international and national certificates.	Achieved	• Continue to regularly review and refine disaster response and post-disaster recovery measures, strengthen disaster information collection, reporting, and communication mechanisms, ensure effective emergency notification and response procedures, and carry out disaster statistics compilation and infrastructure restoration to minimize the occurrence of disasters and reduce loss of life and property. • Conduct annual port facility security exercises, disaster prevention and emergency response drills, and personnel education and training programs on a regular basis. • Implementation of engineering-based disaster risk reduction and management of mitigation programs	• Review and revise TIPC's Disaster Prevention and Protection Operational Plan every two years in accordance with applicable regulations and submit it to the competent authority for approval. • Improvements to issues hindering disaster response measures, and implementation of disaster preparedness education, training, and awareness campaigns • Development, planning, and regular maintenance of port safety facilities and measures • Strengthening of disaster monitoring facilities and data collection to improve the accuracy of early warning systems • Establishment of a marine and meteorological early warning and notification platform to accelerate information dissemination • Support for the Maritime and Port Bureau in enhancing maritime navigation safety • Research and analysis of disaster response strategies • Budget planning and allocation	SDG 8
	Internal Audit	Complete quarterly regulatory compliance audits (one audit per quarter).	Achieved			

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Develop-ment Goals (SDGs)
Occupational Safety and Health (GRI 403-1~403-10)	Number of Occupational Accidents	Achieve zero occupational accidents among employees in accordance with the Company's occupational safety and health (OSH) policy.	Achieved	• Successfully passed the annual surveillance audit for ISO 45001/TOSHMS (Taiwan Occupational Safety and Health Management System), further strengthening occupational safety and health management performance. • Conducted two occupational safety and health training sessions. • Participated in the Occupational Safety and Health Week organized by the Ministry of Labor's Occupational Safety and Health Administration and was awarded a certificate of participation upon successful review. • Recorded zero occupational accidents and occupational disease cases among employees. • Planned and organized 30 health promotion activities covering a diverse range of topics. • To strengthen the safety of cargo handling operations at port wharves, conducted one quarterly site visit at each port to review the implementation of the Guidelines for Supporting Wharf Safety and Health Management. • Achieved a 99% employee health examination participation rate across the Company.	• Achieve zero occupational accidents among employees in accordance with the company's OSH policy.	SDG 3
	External Verification	Maintain dual certification under ISO 45001 and TOSHMS (Taiwan Occupational Safety and Health Management System) and obtain the relevant international and national certificates.	Achieved			
	Occupational Safety and Health Communication	Conduct two occupational safety and health education and training sessions, industry exchange forums, or benchmarking visits.	Achieved			
		Participate in Occupational Safety Week organized by the Ministry of Labor's Occupational Safety and Health Administration and obtain an official certificate of participation upon review.	Achieved			
		Plan and organize 30 diverse health promotion activities.	Achieved			
	Port Safety Visits	Strengthen the safety of cargo handling operations at port terminals by conducting quarterly inspections at each port to verify compliance with the Guidelines for Safety and Health Management at Port Terminals.	Achieved			
	Employee Health Examination Rate	Achieved a 99% employee health examination rate across the Company.	Achieved			

Corresponding Topic (GRI/SASB/ Customized Topics)	Key Performance Indicators / Monitoring Items	Target	2025 Achievement Status	2026 Short-term Target	2027 Mid- to Long-term Target	Sustainable Development Goals (SDGs)
Employee Development and Engagement (SASB)	Employee Workplace Satisfaction	Achieve an overall employee satisfaction score of over 80 points for the friendly workplace environment.	Achieved	• The overall employee rating of friendly workplace is over 80 points.	• The overall employee rating of friendly workplace is over 80 points.	SDG 4 SDG 5 SDG 8 SDG 9
Employee Benefits (Customized Topic)	Employee Workplace Satisfaction	Strengthen the linkage between compensation, benefits, and performance to establish a competitive compensation and rewards system.	Achieved	• Reinforce the integration of welfare, benefits, and performance, and establish a competitive compensation system.	• Reinforce the integration of welfare, benefits, and performance, and establish a competitive compensation system.	
	Employee Training	Offer 33 internal competency training courses.	Achieved	• Maintain an average employee training satisfaction rate of at least 92%.		
		Achieve an employee training satisfaction rate of 92% or higher.	Achieved			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02

OPERATIONAL INTEGRITY AND SUSTAINABLE GOVERNANCE

2.1 Corporate Governance

2025 Performance Highlights (G)

- Total professional training hours for all 28 directors and supervisors of the 5th Board in 2025: **233 hours**.
- Conducted **20** corporate integrity promotion and site visit activities, **41** anti-corruption awareness activities, five "Integrity Ethics" training sessions for new employees, one briefing session on the Act on Property-Declaration by Public Servants, one briefing session on the Act on Recusal of Public Servants Due to Conflicts of Interest, and **18** integrity and legal compliance training sessions.
- On 4 August 2025, TIPC and the Maritime and Port Bureau jointly organized the "Sailing Together for Green Integrity and Sustainability – 2025 Green Energy Corporate Integrity Forum". The event brought together **101** representatives from the shipping, shipping agency, offshore wind power, maritime technology, government, academia, and industry association sectors to discuss how public-private collaboration can advance navigational safety, occupational safety, integrity governance, and whistleblower protection in Taiwan's offshore wind industry.
- Conducted **2** annual training sessions on legal issues related to the use of generative AI (including trade secret protection) and **3** training sessions on common legal issues arising from contract performance disputes.
- Delivered a "Basic Introduction to Law" course to **151** new employees during the reporting year.
- One session of risk management and internal control training was completed.
- Established the Procedures for the Entry and Departure of Special Operations Vessels to enhance navigational safety within port waters.
- In accordance with the Guidelines for the Signing of the Statement of Internal Control by Government Agencies, the Chairperson, President, and Auditor General jointly signed the Statement of Internal Control in March 2025 and submitted through the Internal Control Statement Declaration System.

Comply with the SDGs

16 PEACE AND JUSTICE STRONG INSTITUTIONS

SDG 16.5 SDG 16.10
SDG 16.6 SDG 16.B
SDG 16.7

Management Policies

Covered Material Topics

- Integrity Governance
- Operational Risk Management

Policy

- 2.1.2 Operation of the Board of Directors (Policy)
- 2.2.1 Internal Control System (Policy)
- 2.2.2 Ethics and Integrity (Policy)

Management Evaluation System

- Annual Self-Assessment and Evaluation of Directors and Supervisors
- Risk Management and Internal Control System
- Integrity Risk Management
- Internal Audit System
- Procurement Audit System

2.1.1 Composition of Board of Directors

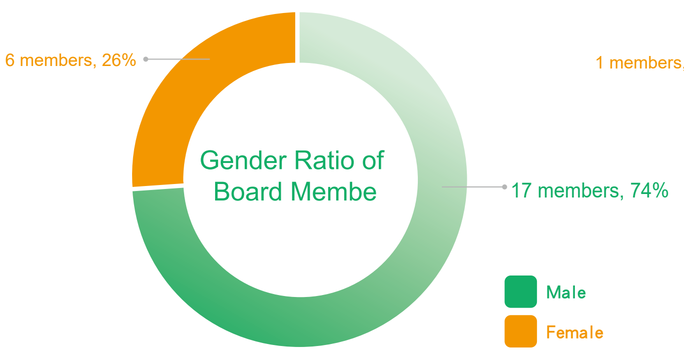
The Ministry of Transportation and Communications (MOTC) is TIPC's sole shareholder, and all directors and supervisors are appointed by the Ministry in accordance with Article 4 of the "**Taiwan International Ports Corporation, Ltd. Establishment Act.**" The Board of Directors serves as the Company's highest governance body and is primarily responsible for reviewing operational proposals submitted by the management team. The scope of its review includes business plans, investment projects, budgets, and operational changes. Resolutions adopted by the Board are subject to regular follow-up, with the relevant management departments required to report on their implementation status.

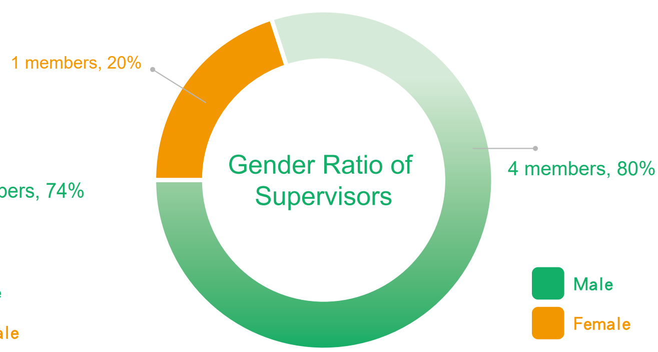
To strengthen the functions of the Board and enhance decision-making efficiency, TIPC has established the Board Agenda Committee to review whether proposed agenda items involve matters requiring Board approval. The Committee is composed of the Company's labor directors and is convened by the Chairperson. Proposals approved by the Committee are submitted to the Board of Directors for deliberation and resolution, while those not approved are referred back to the management team for further review or processing.

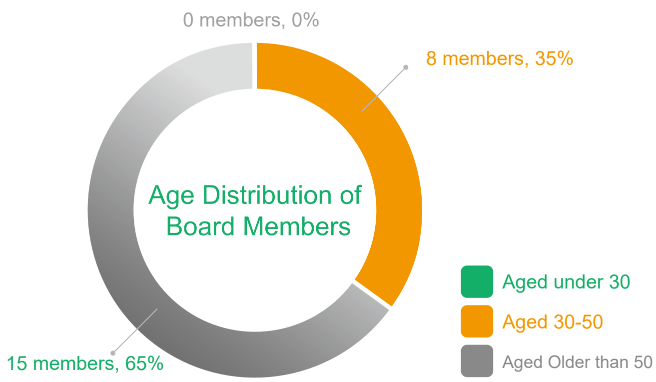
In 2025, the 5th Board of Directors convened four regular meetings and four extraordinary meetings. During the year, the Board considered a total of 47 agenda items, comprising 24 reports, 19 discussion items, one election item, and three matters for ratification. The average attendance rate of the 5th Board of Directors in 2025 was 81%.

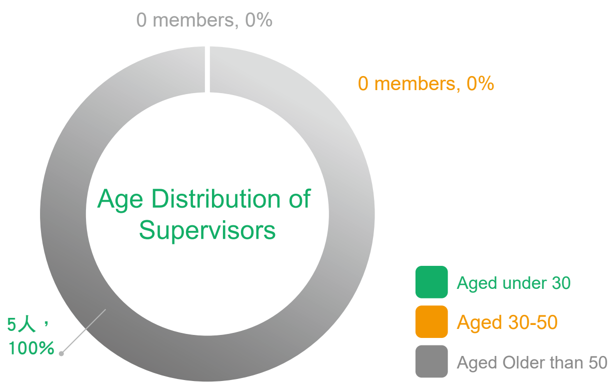
TIPC's directors and supervisors serve three-year terms. The Board comprises experts with professional expertise in transportation, business management, finance and taxation, risk management, law, engineering, sustainability, and other relevant fields. In addition, several directors serve as representatives nominated by central government ministries and agencies, as well as by the county and city governments where the ports are located. Five labor directors are elected by TIPC's labor unions, representing the unions of the Keelung, Taichung, Kaohsiung, and Hualien branches.

For detailed information on TIPC's directors and supervisors, please refer to the "**Board of Directors**" section of the Company's official website under Home > About TIPC > Organization and Management > Board of Directors. Information on the professional backgrounds and training of Board members is available on TIPC's ESG Sustainability website under **ESG Practices > Sustainability Information Disclosure**.









Note:

1. The directors of TIPC are appointed by the Ministry of Transportation and Communications in accordance with the law. The 5th board consists of 23 directors.
2. The supervisors of TIPC are appointed by the Ministry of Transportation and Communications in accordance with the law and attend board meetings. The 5th board of supervisors consists of 5 members.

Continuing Education and Training of Directors and Supervisors

TIPC encourages its directors and supervisors to participate in continuing education each year, with reference to the 'Directions for the Implementation of Continuing Education for Directors and Supervisors of TWSE Listed and TPEx Listed Companies', to further strengthen their professional knowledge and competencies. The scope of training covers key areas including corporate governance, ESG, risk management, and integrity management. Since 2024, the Ministry of Transportation and Communications has also incorporated directors' and supervisors' continuing education performance into its year-end self-assessment indicators, demonstrating its commitment to enhancing the professional competencies of Board members. In 2025, the directors and supervisors of the 5th Board completed an average of 8.3 hours of continuing education per person (233 total training hours ÷ 28 directors and supervisors = 8.3 hours per person). For information on the professional backgrounds and training of Board members, please refer to the TIPC ESG Sustainability website: ESG Practices/Sustainability Information Disclosure.

Professional Backgrounds and Continuing Education of Directors and Supervisors

Note: Due to website updates, the information for this reporting year will be available only until the first half of 2027.

Annual Self-Assessment and Evaluation of Directors and Supervisors

As a state-owned enterprise under the Ministry of Transportation and Communications, TIPC requires all directors and supervisors, except labor representatives, including the Chairman, President, directors, and supervisors, to conduct an annual self-assessment at the end of each year in accordance with the "Guidelines for the Selection, Management, and Evaluation of Representatives Assigned by the MOTC to State-Owned and Private Enterprises and Foundations". The completed self-assessment forms must be submitted to the Ministry for secondary review. The Ministry's review results serve as an important reference for continued appointments.

Performance evaluation indicators are established according to the nature of each position. In addition to Board meeting attendance and each member's participation in and contribution to the Company's operations, the evaluation also considers efforts to enhance professional competence through participation in training programs, seminars, lectures, and continuing education courses covering topics such as corporate governance, internal control, and financial reporting. The overall evaluation is based on a maximum score of 100 points and is classified into three categories: Competent: 80 points or above; Needs Improvement: 61–79 points; Unsuitable: 60 points or below. For the 2025 evaluation conducted by the Ministry of Transportation and Communications, the self-assessment covered one Chairperson, one President (who also serves as a Director), 16 Directors, and 5 Supervisors. According to the Ministry's review results, 21 members were rated Competent and 2 were rated Needs Improvement.

Remuneration of Directors and Supervisors

TIPC pays directors and supervisors a monthly part-time fee in accordance with the "Payment Standards for Military, Public Service, and Teaching Personnel with Concurrent Positions". Travel expenses incurred for attending related meetings are reimbursed based on the "Guidelines for Domestic Travel Allowance Disbursement". The remuneration for the Chairman and President is managed in accordance with the "MOTC Guidelines for Salary Adjustments of Heads of Business Entities". The Ministry determines the salaries of the heads of business entities (Chairman, President) based on their level of responsibility and business performance, assigning different categories according to relevant evaluation factors. The approved salaries are then reported to the Executive Yuan for record.

Sustainability Performance Alignment

TIPC has incorporated Sustainable Business Practices into its Company-Level Key Performance Indicators (KPIs) listed in the Performance Evaluation Framework, in which the evaluation scope covers both employees and senior management.When the Company receives recognition or awards related to sustainability, the convener of the Sustainable Development Steering Committee and the Sustainable Development Executive Committee are authorized to grant incentive bonuses. When branch offices receive sustainability-related awards, the presidents of the respective branch are also authorized to grant incentive bonuses.

Incentive bonuses are primarily awarded to personnel who have demonstrated outstanding performance in major business initiatives or have made significant contributions to improvements in the Company's management systems, operational efficiency, financial performance, or overall business operations.

Note: Senior management refers to personnel at the director level and above.

2.1.2 Operation of the Board of Directors

Policy

The operations of TIPC's Board of Directors are primarily governed by the following regulations: the "Taiwan International Ports Corporation, Ltd. Establishment Act," the "Rules and Regulations Governing TIPC," the "Rules and Regulations Governing the Board of Directors of TIPC," and the "Rules and Regulations Governing Meetings of the Board of Directors." These regulations ensure that the Board operates in a lawful and effective manner.

Implementation of Board and Supervisors Meetings

The Board of Directors is the Company's highest governance body. In principle, regular Board meetings are held once every three months, with extraordinary meetings convened as necessary. The Board is primarily responsible for reviewing operational proposals, including business plans, investment projects, budgets, and operational changes, as well as tracking and following up on the implementation of its resolutions. In 2025, the Board held four regular meetings and four extraordinary meetings. It considered 24 report items, 19 discussion items, one election item, and three ratification items, with an average annual attendance rate of 81%.

The Supervisors' Meeting is held once a year and is attended by the supervisors, the head of internal audit, and the certified public accountant (CPA) to discuss matters related to business and financial performance and review relevant documents.

The 2025 Supervisors' Meeting was convened in May 2025. In accordance with applicable laws and regulations, the Supervisors reviewed the Company's 2024 Annual Business Report, 2024 Annual Financial Statements, and 2024 Earnings Distribution, and issued an Audit Report thereon.

Obligations of Directors for Conflict of Interest Avoidance

In accordance with Article 22 of the Rules of Procedure of the Board of Directors of TIPC, a director shall recuse himself or herself from the discussion and voting on a Board agenda item under circumstances requiring recusal and shall not exercise voting rights on behalf of another director with respect to that item. If a director violates the recusal requirements and participates in the vote, his or her vote shall be deemed invalid. The recusal of directors from Board meetings due to conflicts of interest in 2025 is as follows:

2025 Board of Directors Conflict of Interest Avoidance

Date of Board Meeting	Recusal Matter	Recused Personnel
2025/4/28 3rd Extraordinary Meeting of the 5th Board of Directors	**Discussion Item 1** Proposed personnel adjustment to the position of Vice President to meet the Company's operational needs.	**Chang, Chan-Jung, Vice President of Business**
2025/10/13 5th Extraordinary Meeting of the 5th Board of Directors	**Discussion Item** Proposed reappointment of Mr. Wang, Chin-Jung to continue serving as President of the Company.	**Wang, Chin-Jung, Director and President**
2025/12/9 6th Meeting of the 5th Board of Directors (acting on behalf of the shareholders' meeting)	**Discussion Item 6** Proposed review of the independence, qualifications, and performance evaluation of the Company's Auditor General.	**Liu, Chiu-Mei, Auditor General**
2025/12/9 6th Meeting of the 5th Board of Directors (acting on behalf of the shareholders' meeting)	**Discussion Item 7** Proposed removal of the non-competition restriction applicable to a Company Director, for consideration by the Board of Directors' meeting acting in lieu of the Shareholders' Meeting.	**Wang, Chin-Jung, Director and President** **Chen, Chi-Hua, Director**

The Directors' Obligations of Prohibition on Business Competition

In accordance with Article 209 of the Company Act, each director is required, upon assuming office, to disclose any concurrent positions held as a director of other business entities and to determine whether any of those entities engage in business that competes with the Company. Where necessary, the restrictions on directors engaging in competing businesses may be lifted by resolution of the shareholders' meeting.

At the 6th Meeting of the 5th Board of Directors in 2025, acting in lieu of the Shareholders' Meeting, Discussion Item 7 proposed lifting the non-compete restrictions applicable to Director Wang, Chin-Jung and Director Chen, Chi-Hua.

2.2 Internal Control System and Integrity

According to the Commercial Port Law, the planning, construction, management, operation, security, and pollution prevention of international commercial ports are the responsibility of state-operated enterprises established by the MOTC, while domestic commercial ports are managed by the Maritime and Port Bureau or designated agencies. The Company operates and manages 7 international commercial ports and is entrusted to operate 2 domestic commercial ports, executing related matters in accordance with the law.

For violations of the Commercial Port Law, TIPC is responsible for preserving relevant evidence and referring the case to the Maritime and Port Bureau for disposition in accordance with the law. TIPC implements integrity governance through its internal control system. During the reporting period, the Company made no political contributions and recorded no material violations relating to product health and safety, service information and labeling, marketing communications, or voluntary codes in the social and economic areas, nor were there any material violations of environmental laws and regulations. In 2025, however, there was one labor dispute case (see Note 2) and incidents relating to construction projects, general waste management, and occupational safety and health, resulting in total administrative fines of NT$1,101,200.

In response to construction-related penalties, TIPC has strengthened site management and the implementation of pollution prevention and control measures, and has proposed amendments to the Regulations and Penalty Standards for Contractors' Violations of Occupational Safety and Health Management Requirements and Occupational Accidents. Under the proposed revisions, contractors will be subject to more stringent penalties for violations of applicable pollution prevention and control requirements.

Note:

1. For the purposes of identifying material violations, TIPC follows the Taiwan Stock Exchange Corporation Procedures for Verification and Disclosure of Material Information of Companies with Listed Securities, under which a single event resulting in accumulated fines of NT$1 million or more is deemed a material penalty event.
2. During 2025, the Company was fined NT$20,000 by the competent authority for a violation of Article 34 of the Labor Standards Act due to deficiencies in the administration of its employee leave system. As TIPC has submitted a formal statement to the original administrative authority in accordance with the law and the case remains under review, it has not been included in the labor dispute statistics.
3. Information on penalties imposed in 2024 is available in the 2024 ESG Sustainability Report.

Type	Violated Regulation	Date of sanction	Administrative Penalty	Corrective Actions and Improvement Measures
Labor Disputes	Violation of Article 34 of the Labor Standards Act	**2025/06/05**	Fine of NT$50,000	The shift rotation schedule did not provide the statutory rest period when employees changed work shifts, resulting in non-compliance with Article 34 of the Labor Standards Act and an administrative penalty was imposed by the competent authority. The Company has reviewed its attendance and shift scheduling management mechanisms and strengthened internal awareness and compliance measures to ensure adherence to labor regulations and prevent similar incidents from recurring.
Construction Project	Violation of Article 23, Paragraph 2 of the Air Pollution Control Act and Articles 6, 7, and 8 of the Management Regulations for Construction Project Air Pollution Control Facilities	**2025/12/01**	Fine of NT$100,000 2 hours of mandatory environmental education	The Taipei Port Logistics and Warehousing Zone Phase III & IV Land Reclamation Project – Professional Services for Earthwork Exchange Control and Grading failed to install and manage the required air pollution control facilities in accordance with applicable regulations and was penalized by the competent authority following an inspection. The Company required the contractor to implement immediate corrective actions, strengthened on-site pollution prevention and control measures, and enhanced site inspections and contractor management to ensure compliance with applicable environmental regulations.
	Violation of Article 23, Paragraph 2 of the Air Pollution Control Act and Articles 6, 7, 8, 10 and 18 of the Management Regulations for Construction Project Air Pollution Control Facilities	**2025/11/27**	Fine of NT$100,000 2 hours of mandatory environmental education	During the Taipei Port Logistics and Warehousing Zone Phase II-1 Public Infrastructure, Windbreak Forest, and Ecological Tidal Pool Project in Bali District, New Taipei City, on-site pollution prevention and control measures were not implemented in accordance with the applicable requirements and the competent authority imposed an administrative penalty following an inspection. The Company immediately required the contractor to implement corrective actions and strengthened site management and the enforcement of pollution prevention and control measures to ensure compliance with applicable environmental regulations.

Type	Violated Regulation	Date of sanction	Administrative Penalty	Corrective Actions and Improvement Measures
Construction Project	Violation of Article 23, Paragraph 2 of the Air Pollution Control Act and Articles 6, 7, 8, and 18 of the Management Regulations for Construction Project Air Pollution Control Facilities	**2025/11/14**	Fine of NT$480,000 2 hours of mandatory environmental education	Embankment Construction Project in Bali District, New Taipei City, deficiencies in the management of construction project air pollution control facilities accumulated to the threshold for administrative penalties and resulted in enforcement action by the competent authority. The Company immediately required the contractor to implement corrective actions and strengthened on-site inspections and pollution prevention and control measures to ensure compliance with applicable regulations.
	Violation of Article 23, Paragraph 2 of the Air Pollution Control Act	**2025/06/20**	Fine of NT$150,000 2 hours of mandatory environmental education	Deficiencies in the management of air pollution control measures for the Keelung Port West No. 2 and West No. 3 Warehouses Rear Area Landscape Improvement Project – Pavement Works accumulated to the threshold for administrative penalties and resulted in enforcement action by the competent authority. The Company immediately required the contractor to implement corrective actions and strengthened on-site inspections and pollution prevention and control measures to ensure compliance with applicable regulations.
	Violation of Article 23, Paragraph 2 of the Air Pollution Control Act and Articles 7, 8, 10, and 18 of the Management Regulations for Construction Project Air Pollution Control Facilities	**2025/05/08**	Fine of NT$220,000 4 hours of mandatory environmental education	During an inspection of the Phase III & IV Embankment Construction Project of the Taipei Port Logistics and Warehousing Zone conducted in accordance with the Violation Penalty Points and Handling Guidelines for Management Regulations for Air Pollution Control Installations for Construction Projects, deficiencies were identified. The Company immediately required the contractor to implement corrective actions and strengthened on-site inspections and pollution prevention and control measures to ensure compliance with applicable environmental regulations.
General Waste	Violation of Article 27, Subparagraph 11 of the Waste Disposal Act	**2025/10/15**	Fine of NT$1,200	Water accumulated in a container (pipe cover) within the site was not properly managed, resulting in the breeding of mosquito larvae and an administrative penalty imposed by the competent authority following an inspection. The Company immediately removed the standing water and strengthened site housekeeping and inspection management, including regular inspections and the prompt elimination of standing water, to prevent the recurrence of mosquito breeding.
Occupational Safety and Health	Article 26, Paragraph 1 of the Occupational Safety and Health Act	**2025/10/30**	Fine of NT$100,000 (currently under administrative appeal before the Kaohsiung City Government)	During the Glass and Distribution Box Maintenance Project in the Kaohsiung Port Nansing Free Trade Port Zone, an electric shock incident occurred because power isolation procedures were not properly carried out prior to the work. The Labor Standards Inspection Office, Labor Affairs Bureau, Kaohsiung City Government determined that the Company had failed to specifically inform the contractor in advance of the electrical hazards and the required protective measures, and imposed an administrative fine of NT$100,000 and publicly disclosed the name of the responsible person. The Company maintains that it had fulfilled its duty to provide such notification through written documentation prior to the incident and therefore filed an administrative appeal on December 2, 2025 seeking revocation of the penalty. The case is currently under review by the Kaohsiung City Government. The Company has required the contractor to strengthen electrical safety training for construction personnel and to verify de-energization using voltage-testing equipment, wear the required personal protective equipment, and install grounding lines before commencing work. In addition, the Company has established Procedures for Construction Work in High-Voltage Substations to strengthen cross-departmental coordination and standardize operating procedures, thereby preventing the recurrence of inadequate power isolation practices.

Note:

With respect to the incident at the Keelung Port Workplace Mutual-Aid Childcare Service Center on July 9, 2025 involving a violation of Article 184-1, Paragraph 1 of the Occupational Safety and Health Facility Rules and Article 6, Paragraph 1 of the Occupational Safety and Health Act, the entity that was actually subject to administrative penalties was the Taiwan Early Childhood Education Association (Uniform Business Number: 91922659; Responsible Person: Liu, Pai-Chwen). The Keelung Branch had entrusted the Taiwan Early Childhood Education Association with the operation of the Keelung Port Workplace Mutual-Aid Childcare Service Center by providing the operating premises and did not engage the Association under a contracting arrangement. Accordingly, the Keelung Branch was not the employer and was not subject to any administrative penalty in connection with this incident. Following the incident, the Occupational Safety and Health Department of the Keelung Branch dispatched personnel to the childcare center to provide occupational safety and health guidance. The Company has since been informed that the center has replaced open-flame cooking with electric stoves and no longer uses open flames for food preparation.

2.2.1 Internal Control System

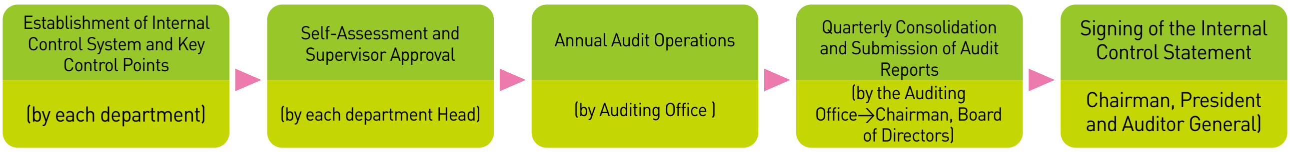
Policy

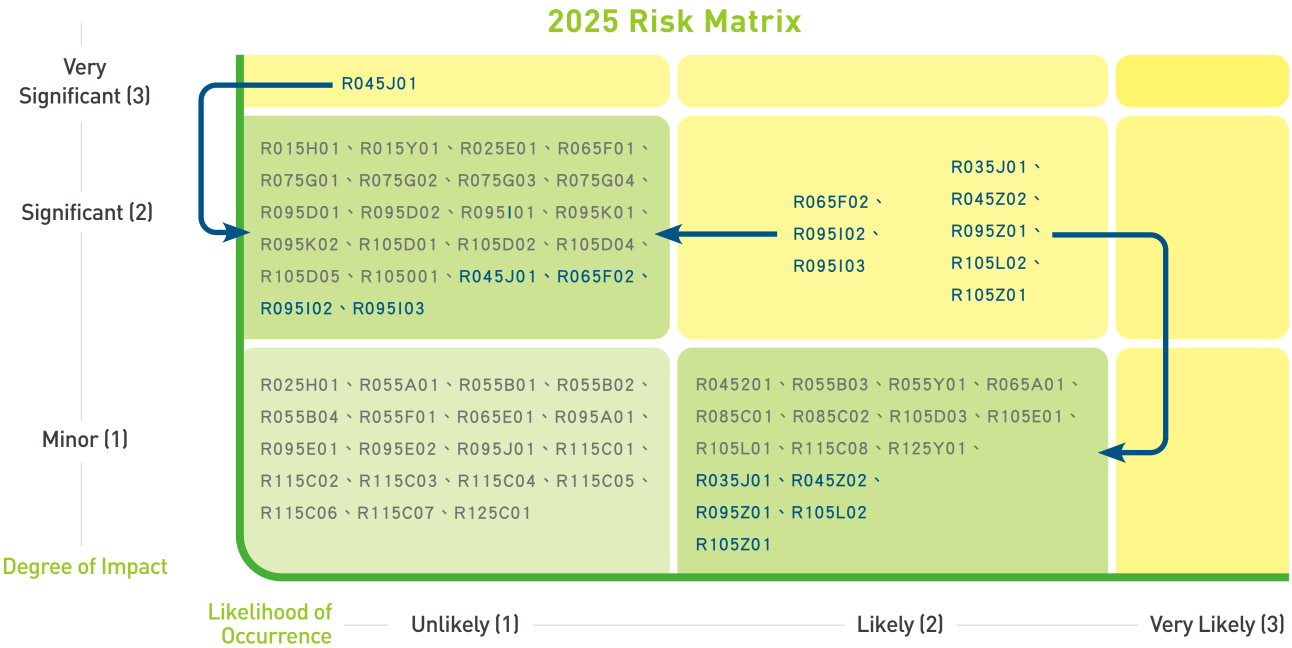
TIPC established the Risk Management and Internal Control System in accordance with the"Operating Principles for Risk Management and Crisis Handling of the Executive Yuan and its Affiliated Agencies", "Handbook for Risk Management and Crisis Handling of the Executive Yuan and Affiliated Agencies" and "Highlights of the Government Internal Control and Surveillance Operations". Regarding the company's vision, key operational objectives, and overall as well as operational-level goals, all units review the importance and risks of their controlled business areas, conduct risk identification and assessment, analyze the impact and probability of risks, and formulate various risk evaluation items and internal control procedures each year. To ensure the continuous and effective operation of TIPC's risk management and internal control, a self-supervision mechanism is implemented through routine monitoring, self-assessment, and internal audits.

Risk Management and Internal Control System

To strengthen corporate governance and risk control mechanisms, the Company annually updates key internal controls and operating procedures based on the previous year's self-assessment results. Each department establishes operational objectives based on its respective responsibilities, assesses internal and external risks, and designs appropriate control activities accordingly. Through routine monitoring, self-assessments, and internal audits, TIPC implements a self-monitoring mechanism to ensure the effectiveness of its internal control system and mitigate operational risks. Each department conducts self-assessments based on their execution effectiveness, and after supervisor approval, the internal control statement is jointly signed by the Chairman, President, and Auditor General.

The Auditing Office conducts at least two audit operations annually for the headquarters and every branch, focusing on high-risk items and continuously tracking the progress of improvements. The audit results are compiled into internal audit reports, which are submitted quarterly to the Chairman for approval and reported to the Board of Directors. This process ensures the effective operation of the internal control system and responds to the resolutions adopted by the Board of Directors.





Note:

1. This image displays the identifiers of nine high-risk items identified through the risk assessment process: R105L02, R095I02, R095I03, R105Z01, R045Z02, R095Z01, R065F02, R035J01, and R045J01. The remaining 48 items were assessed as medium to low risk, for a total of 57 risk items.
2. The green area represents the Company's risk tolerance range (Level 2), indicating non-high-risk zones. High-risk items indicated in blue fonts are expected to shift into the green area (i.e., within the acceptable risk range) after the implementation of risk management measures.

In 2025, the Auditing Office audited a total of 46 internal control operations, of which 36 items were selected from the high-risk operations listed in the "Risk Management and Internal Control System", approved by the headquarters and every branch after ongoing reviews.

The primary categories included the operations and collection cycle, port and warehouse operations cycle, procurement and payment cycle, information security cycle, investment cycle, and other management system cycles. The audit results complied with the core requirements of internal controls.

In addition, the Procedures for Sustainability Report Preparation and Verification, an internal control procedure newly introduced in 2025, have been reviewed and approved by the Board of Directors for inclusion in the 2026 Audit Plan.

2.2.2 Ethics and Integrity

Policy

Upholding the four core values of "integrity and legal compliance", "transparency", "inclusiveness and shared prosperity", and "fairness and justice", the company actively promotes various integrity initiatives such as the Procurement Integrity Platform. Internal codes of conduct are in place, strictly requiring employees to comply with relevant laws and regulations and to uphold professional ethics with loyalty when performing their duties.

Integrity Risk Management

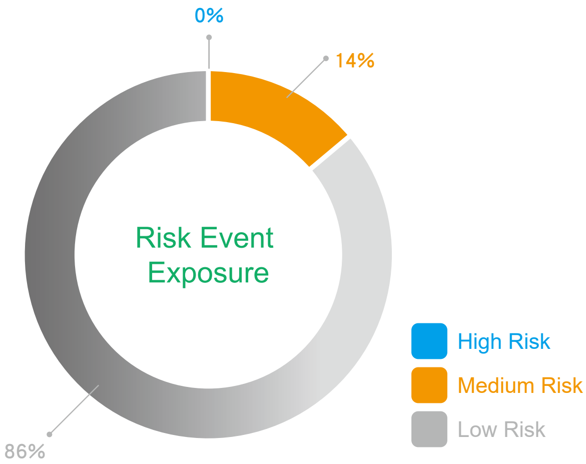
For integrity risk-related operations, the Company has implemented seven internal control mechanisms: procurement supervision, Audits of high-risk operations, public servants' property declaration, Ethics Guidelines for Civil Servants cases, Handling of complaints and reports of corruption and malfeasance, early-warning measures and repeat-corruption prevention mechanisms. The Civil Service Ethics Department executes risk control and implements internal control mechanisms based on risk assessment results. Evaluations, audits, and improvements are conducted following the company's risk management and internal control systems. Performance evaluations are conducted for specific business activities, and an annual integrity meeting is held to review the year's integrity efforts.

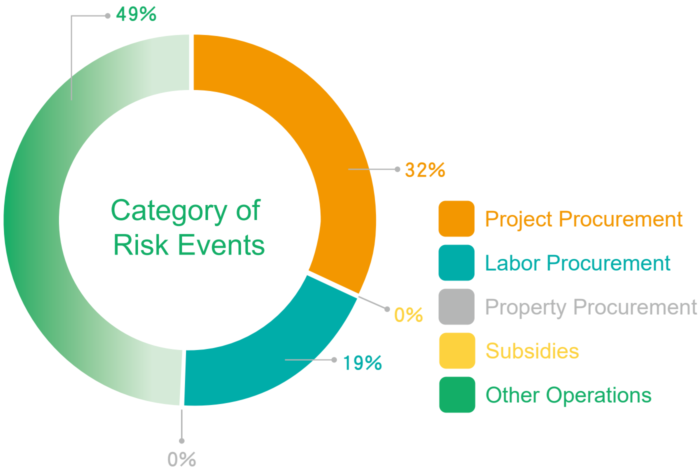
To manage corruption risks, TIPC has established eight operational sites designated for corruption risk assessment. Subsidiaries have also set up dedicated integrity units and personnel as shown in the table below:

TIPC	The Civil Service Ethics Dept. of the headquarters
	The Port of Keelung Civil Service Ethics Dept. (including the Civil Service Ethics Officer of the Taipei Port Branch Office and the Civil Service Ethics Officer of the Suao Port Branch Office)
	The Port of Taichung Civil Service Ethics Dept.
	The Port of Kaohsiung Civil Service Ethics Dept. (including the Civil Service Ethics Officer of the Anping Port Branch Office)
	The Port of Hualien Civil Service Ethics Office
TIPC Marine Corp	The Civil Service Ethics Officer
the Kaohsiung Port Land Development Co.	The Civil Service Ethics Officer

100% of operating sites have undergone corruption risk assessments.

The evaluation criteria for major corruption risks identified through risk assessment are based on factors such as the timing of incidents, the current position of the individuals involved, referrals for judicial investigation, inquiries by legislators, impeachment or corrective actions by the Control Yuan, accountability for administrative responsibilities, or job reassignment/suspension. If a case is assessed to have both a high likelihood of occurrence and a severe impact, it is classified as a significant corruption risk. In 2025, the Civil Service Ethics Department completed the Corruption Risk Assessment Report, which identified a total of 37 risk incidents. The categories of these incidents are as follows:





Communication and Training on Anti-Corruption Policies and Procedures

Adhering to the principle of integrity management, TIPC places great emphasis on the implementation and communication of anti-corruption policies while promoting various operational activities. Each year, the Civil Service Ethics Department formulates an integrity work plan to carry out a series of integrity training sessions, anti-corruption activities, and discussion meetings. Through subtle and continuous efforts, it strengthens employees' anti-corruption awareness, promotes honest governance and corporate culture, and timely expands corporate integrity and anti-corruption information to the public through social participation activities, actively seeking consensus and policy support from external stakeholders. Meanwhile, the company has established the Work Rules and Integrity-Related Regulations Notice, which regulate the conduct of employees and business partners to ensure all operations are conducted legally and compliantly.

To implement its integrity policy, TIPC incorporates a Notification of Integrity Regulations for Contracted Vendors into its procurement and tender documents, requiring suppliers and contractors to comply with applicable integrity and ethical standards. Any violations are handled in accordance with the relevant contractual provisions. In addition, TIPC conducts annual integrity education and training programs and ethics orientation sessions for new hires. It has also established internal control mechanisms covering procurement oversight, audits of high-risk operations, asset declaration, whistleblower complaint handling, and anti-corruption early warning and prevention measures. These mechanisms are implemented and regularly monitored by the Civil Service Ethics unit to further strengthen integrity governance.

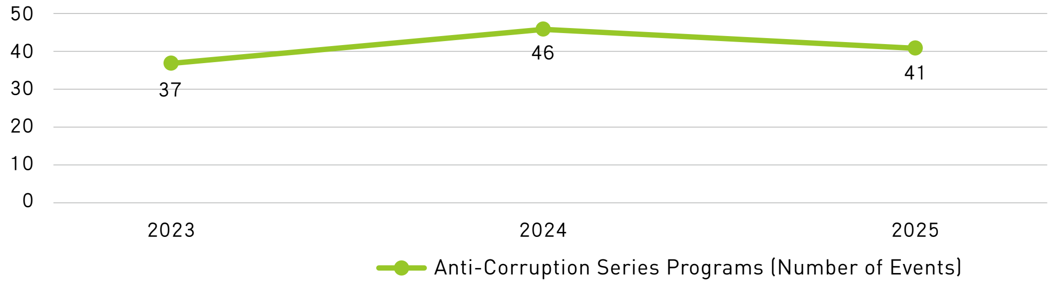
2025 Policy Communication and Training Results

Target Audience	Measures	2025 Results
Newcomers	New employees of the Company are required to undergo 1 hour of "Integrity and Ethics" training each year.	In 2025, a total of 5 sessions of "Integrity Ethics" lectures were conducted, with 151 new employees attending and completing the training, achieving a 100% training completion rate.
Supervisors	Annually, explanation sessions on the "Act on Recusal of Public Servants Due to Conflicts of Interest" and the "Act on Property-Declaration by Public Servants" are held for applicable supervisors, and important promotional information is widely disseminated through supervisor meetings.	One session was conducted using a hybrid format (in-person and online), achieving a 100% outreach rate.
	Integrity Meeting personally chaired by the President and attended by first-level supervisors from each department to review the company's annual integrity status and the implementation of anti-fraud measures by each business unit	Held once annually, with a 100% attendance rate.
Shipping companies and contractors (Enterprise Service Platform)	Through deepened exchanges, sharing of integrity experiences, distribution of questionnaires, and other diverse methods, the Company listens to and collects stakeholders' opinions, then processes and follows up on the feedback.	20 sessions of the Enterprise Service Platform and promotional activities were conducted.
University and College Students (Campus Integrity)	Campus Integrity Promotion Events	One Campus Integrity Promotion Event was held for university and college students, reaching 60 students.

Implementation of Integrity and Legal Compliance Courses in 2025

Course	Number of Sessions	Course	Number of Sessions
"Ethics in Government" training under the 20th New Employee Orientation Program	5 sessions	"Integrity and Legal Compliance Awareness Program"	2 sessions
Integrity Education Seminar: Green Energy Regulatory Compliance and Distinguishing Improper Benefits from Legitimate Public Service Facilitation	1 sessions	2025 Personal Data Protection Act and Common Case Studies	1 sessions
2025 Understanding Personal Data Protection Act Risks and Responses Through Case Studies	1 sessions	Integrity and Rule of Law Education Program: Government Procurement Contract Management Practices and Analysis of Dispute Resolution	1 sessions
2025 Integrity in Action – Exploring Judicial Practice Series	7 sessions		

Implementation of Anti-Corruption Initiatives Over the Past Three Years




Site Visit to the Taiwan Taichung District Court


Procurement Seminar


Site Visit to Taichung Prison


Procurement Workshop

Site Visit to the Taichung Prison Martial Arts Hall

If a corruption incident arises, the Company’s Civil Service Ethics Department will be responsible for collecting relevant integrity information, analyzing whether there are potential indicators of corruption, and determining the subsequent investigation direction. If the incident widely affects business operations, a special inspection plan will be formulated to conduct comprehensive or random audits by reviewing relevant case files and materials. The inspection results will be compiled and summarized to analyze the overall operation of the affected business area, identify irregular cases, and discover hidden problems or risks. Relevant recommendations will be provided for business units to consider and improve. Additionally, if the investigation confirms that employees are involved in corruption or other illegal acts, the case will be submitted to the Performance Evaluation Committee for administrative responsibility and referred to judicial authorities for investigation.

In 2015, one incident involving the acceptance of improper benefits in the course of official duties occurred. Following judicial proceedings, a final court judgment was rendered in 2025. The case involved personnel at the Suao Port Operations Office who, during wharf asset disposal operations, violated procurement and environmental protection regulations and engaged in improper benefit-related conduct. As a result of the court's ruling, certain individuals were sentenced to imprisonment and deprivation of civil rights, and were subject to dismissal from office and disqualification from public service.

Procedure for Handling Complaints and Reports of Corruption Cases

To strengthen public service and enhance administrative transparency, the Company has established the "Guidelines for Handling Public Petitions" in accordance with Chapter 7 of the Administrative Procedure Act and relevant regulations of the Executive Yuan, standardizing the procedures for handling public petitions.

The Secretariat has designated a dedicated unit, using the official document management system and the "Case Monitoring Management System" to register, assign, and expedite the handling of various complaint cases. It closely coordinates with the MOTC’s Citizen Service Center to continuously track the processing progress until case closure. Pending cases are compiled and published monthly on the internal website, with reminders sent to responsible personnel two days before the deadline to accelerate processing.

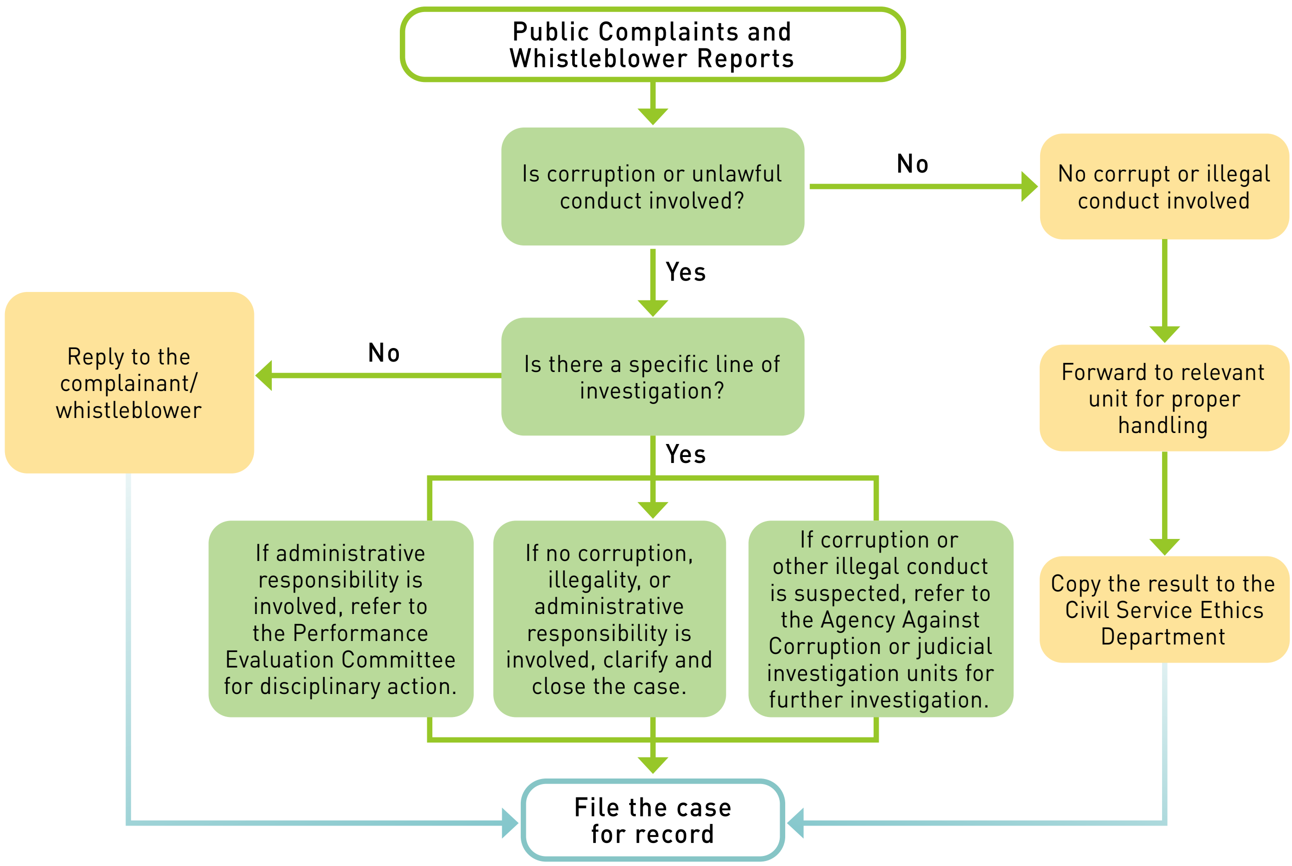
Suggestion Box:

In 2025, the Company's public petition mailboxes received a total of 72 cases at Headquarters, 63 at the Keelung Branch, 42 at the Taichung Branch, 176 at the Kaohsiung Branch, and 19 at the Hualien Branch. All cases were processed and completed in accordance with the prescribed procedures.

Additionally, in compliance with the " Guidelines for Handling Public Petitions by the Executive Yuan and Its Subordinate Agencies", the Company conducts online and phone-based satisfaction surveys to assess case handling in terms of efficiency, attitude, and professionalism. The survey results serve as a reference for improving service quality and ensuring integrity-based governance and impartial service delivery.

The Company provides multiple reporting channels and has designated dedicated personnel in the Civil Service Ethics Department responsible for handling whistleblowing reports from employees and the public regarding illegal activities. A clear and standardized procedure has been established under the Company's internal control system for the handling of corruption-related complaints and whistleblower cases.

Flowchart of Handling Complaints and Whistleblower Reports



The company has established the "Taiwan International Ports Corporation Confidentiality Regulations for Whistleblowers' Identity" along with handling procedures. In the event of a confirmed illegal incident, rewards and penalties will be promptly implemented in accordance with the company's "Employee Performance Assessment Guidelines" and "Principles for Handling Reward and Disciplinary Actions" following prescribed procedures. In 2025, the Civil Service Ethics Department of the Company received a total of 19 public whistleblowing and complaint cases, involving 1 case related to Environmental matters, 5 cases related to Social Responsibility, and 13 cases related to Corporate Governance, all handled in accordance with relevant regulations.

TIPC Whistleblowing (Reporting) Channels			
On-site Report	During working hours (08:30-17:30), there is a person in charge of receiving on-site reports from the public.	**Fax**	07-531-8755
Phone Report	07-2136963	**Email**	ethic@twport.com.tw

2.3 Economic Performance

2025 Performance Highlights (G)

- In 2025, the equity investment business recognized a profit of NT$484 million, achieving the budget target of NT$441 million. Consolidated annual operating revenue reached **NT$25.635 billion**.

Comply with the SDGs

8 DECENT WORK AND ECONOMIC GROWTH

SDG 8.3
SDG 8.9

Management Policies

Covered Material Topics

- Economic Performance

Policy	Evaluation Management System
2.3.2 Operational Performance (Main Business Operations)	2.3.2 Operational Performance (Main Business Operations)
2.3.2 Operational Performance (Investment Projects)	2.3.2 Operational Performance (Investment Projects)
2.3.2 Operational Performance (Overall Financial Performance)	2.3.2 Operational Performance (Overall Financial Performance)

2.3.1 Business Performance

To enhance the competitiveness of Taiwan's port group and strengthen the development of various business operations, the Company continuously undertakes optimization and upgrading of port infrastructure, promotes surrounding traffic improvement measures, and maintains friendly interactions with local communities. Additionally, port infrastructure (hardware) development remains one of the Company's core operational initiatives.

Port Infrastructure Construction	
NT$10.665 billion, achieving 100% of the target.	
Keelung Port Wharf Reconstruction Project	Taipei Port Logistics and Warehousing Area Phase III & IV Embankment Construction Project
Taichung Port Reclamation Area Seawall Construction Project	Taichung Port Wharfs 37 and 38 New Construction Project
Taichung Port North Siltation Area Phase IV Improvement Project	Taichung Port Outer Harbor Expansion Project (Phase I)
Kaohsiung Port Third and Fifth Container Terminal Reconstruction Project	Kaohsiung Port Intercontinental Terminal A6 Wharf and Backland Reclamation Project
Kaohsiung Port Wharf Nos. 1–#10 and Adjacent Port Infrastructure and Passenger Terminal Facilities Improvement Project	A total of 22 infrastructure construction projects

In 2025, TIPC continued to advance infrastructure development projects, including wharf reconstruction, seawall and embankment construction, and port area traffic improvements, to enhance the berthing capacity for larger vessels and improve overall port operational efficiency. These projects also increased the availability of developable port land, supporting the growth of logistics, offshore wind power, and other green energy industries.

In addition, selected projects incorporated recycled materials and the reuse of excavated earth and rock materials, reducing construction-related carbon emissions and improving resource efficiency. Collectively, these initiatives have strengthened port service capacity and contributed to regional economic development.

Promoting Economic Development and Employment Opportunities in Port Areas through Investment Attraction

In 2025, TIPC successfully attracted investment exceeding NT$65.692 billion.

Total Swiss International Co. Ltd. invested in Warehouse 2-4, Phase 2-1 of the Taipei Port Logistics and Warehousing Area.	Preparatory Office of Haiguang Power Co., Ltd. invested in Land Parcel C in the Taichung Port Low-Development Area.	CPC Corporation, Taiwan invested in the Kaohsiung Port Intercontinental LNG Storage Tank Project.

In 2025, TIPC successfully concluded 23 investment attraction projects, securing approximately NT$65.692 billion in private investment across sectors including container shipping, offshore wind power, green energy, and warehousing and logistics.

In parallel with its five-year master plan, TIPC continued to advance port infrastructure development and optimize port area planning and land use, enhancing port service capacity and industrial carrying capability while supporting the development of cross-border smart logistics and low-carbon green energy industries.

Upgrading Kaohsiung Port's Container Terminal

In response to the trend toward larger sized vessel, Taiwan International Ports Corporation, Ltd. (TIPC) launched redevelopment projects for the Third and Fifth Container Terminal at Kaohsiung Port in 2024. Upon completion, the upgraded facilities will be capable of accommodating container ships of up to 18,000 TEU and 24,000 TEU, respectively. Berth No. 70 at the Third Container Terminal was handed over for operation in June 2025, while Berth No. 79 at the Fifth Container Terminal was handed over in September 2025. The respective redevelopment projects are expected to be completed in 2027 and 2029, further enhancing Kaohsiung Port's capacity to serve large container ships. In 2025, DNV (Det Norske Veritas) released its first global port ranking, in which Kaohsiung Port ranked ninth worldwide, the port's overall competitiveness in operational performance and infrastructure.

Kaohsiung Port Fifth Container Terminal

Passenger Travel, Tourism, and Waterfront Recreation

Keelung Branch

In 2025, the Keelung Port East and West Cruise Terminal handled 219 cruise ship calls and recorded a total passenger throughput of approximately 993,000, providing domestic and international travelers with enhanced, high-quality passenger services while contributing to local tourism and economic activity in Keelung. To create an open and waterfront-friendly environment, Keelung Port opened the Sky Garden on the third floor of the East Cruise Terminal, offering visitors a scenic recreational space and a popular photo destination overlooking the harbor. To further enrich the visitor experience, the port introduced two vibrant mascot-themed public art installations inspired by widely recognized marine creatures, i.e., a whale and a nautilus rendered in a playful, cartoon-style design with vivid colors. Titled "Whale of Wonder: The Little Girl and the Whale" and "Infinite Wonders in a Nautilus Shell", the installations have become iconic cruise welcome mascots and popular attractions for visitors to the port area.

Kaohsiung Branch

1. During 2025, the Kaohsiung Port Cruise Terminal accommodated 48 cruise ship calls and recorded a total passenger throughput of 142,307 passenger visits, providing enhanced and high-quality passenger services for domestic and international travelers while attracting visitors and boosting tourism in Kaohsiung. The terminal also opened its ground-floor outdoor area and the third-floor Rhythm of the Sea Plaza to the public. Complemented by large-scale musical instrument-themed art installations and panoramic harbor views, these spaces offer visitors the opportunity to experience the distinct daytime and nighttime scenery of Kaohsiung Port.
2. On April 27, 2025, the Kaohsiung Port Cruise Terminal (No.20) hosted the "Parent-Child Green Time" family secondhand market event, promoting the reuse of old items, environmental protection, and the spirit of sustainability.
3. On April 27, 2025, the Kaohsiung Port Cruise Terminal (No.20) hosted the "2025 Smart Port City: Happiness and Sustainability Forum and Exhibition", bringing together AI-enabled disaster prevention technologies and exchanges among government, industry, and academia to foster a safer and more people-friendly port environment.

"Parent-Child Green Time"
family secondhand market event

2025 Smart Port City:
Happiness and Sustainability Forum and Exhibition

Cruise Business Marekting and Promotion

To actively expand Taiwan's cruise market and enhance the international visibility of Taiwan's port network within the global cruise industry, TIPC continues to strengthen cooperation with international cruise operators, port authorities, travel industry partners, and local governments through overseas marketing initiatives, participation in international cruise exhibitions and forums, and familiarization visits by cruise operators. By proactively promoting Taiwan's port facilities, port-city tourism resources, and related incentive programs, while keeping abreast of cruise deployment strategies and market trends, TIPC aims to attract more cruise calls to Taiwan's ports, promote cruise tourism, and stimulate the economic development of port cities.

Visited Japan to encourage cruise operators to introduce additional cruise services to the Port of Keelung.

Participated in the Seatrade Cruise Global exhibition in Miami.

Visited the headquarters of Japanese cruise operators and relevant port authorities to promote the deployment of cruise services to Taiwan's port network.

Mitsui Ocean Cruises Visited Taiwan for Destination Familiarization and Exchange

Participated in the 2025 Jeju Cruise Forum and the ACLN Annual Working Meeting.

Organized familiarization visits and exchange programs for Princess Cruises, a brand under Carnival Corporation.

Coordinated familiarization visits and exchange programs for Holland America Line and Seabourn, both part of Carnival Corporation.

Delegation Visit to Busan, South Korea to Promote Regional Cooperation and Joint Marketing in the Cruise Industry

Record-Breaking Cruise Passenger Volume: TIPC Enhances Multilingual Services to Build a More Internationally Friendly Port Environment

As the global cruise market continues its steady recovery, Taiwan's cruise industry achieved outstanding performance in 2025. Taiwan's port network recorded 567 cruise calls and 1.1567 million passenger movements, both reaching historic highs. Among them, 470,000 were international passengers, accounting for 41% of the total and setting a new record. Meanwhile, the expanding Fly-Cruise model, which pairs flights with cruise vacations, is reinforcing Taiwan's position as a major cruise hub in the region. To accommodate the rapid rise in international travelers and their diverse language needs, TIPC is dedicated to elevating its port services to meet higher global standards. By continuously upgrading passenger terminals and expanding multilingual support, the Company aims to provide a more welcoming, convenient, and internationally aligned travel experience. This ongoing commitment enhances the global visibility and competitiveness of Taiwan's passenger port operations.

TIPC Attends Association of Pacific Ports Annual Conference; Taichung Port Named 2032 Host

Significant progress in international port collaboration was achieved when TIPC President Wang Chin-jung led a delegation to Canada for the 111th Association of Pacific Ports Annual Conference (APP 2025) from August 10 to 11, 2025. During the summit, TIPC showcased Taiwan's achievements in the international cruise sector and revealed that Taichung Port is set to host the 2032 APP Annual Conference, carrying the momentum from Kaohsiung's successful 2024 turn. Solidifying Canada-Taiwan maritime relations, the Nanaimo Port Authority finalized a sister port agreement with the Port of Kaohsiung, joining the Port of Vancouver and the Fraser River Port as TIPC's third sister port in Canada.

When undertaking overall planning for international ports or urban planning projects, the Company aligns with the development context and planning strategies of the respective port cities. Appropriate investment promotion models are adopted based on different land locations and development conditions to enhance land utilization and development value within the port areas. Stakeholders related to this business (such as county and city governments) who have suggestions regarding these business activities of the Company or its branch offices may contact the relevant personnel during business hours by phone, or provide their opinions via email or official correspondence. The Company or branch offices will respond promptly upon receipt of such communications.

Communication Channels for International Port Overall Planning and Urban Planning Projects

Responsible Unit	Planning & Development Department	**Communication Phone**	TEL: 07-5219000 FAX: 07-5210857
Communication Address	No.10, Penglai Rd., Gushan Dist., Kaohsiung City 804004, Taiwan (R.O.C.)	**Email**	https://www.twport.com.tw/WebInfo/Suggestion?a=204

Note: For matters concerning branch offices, please contact the respective branch's business liaison for further assistance and information.

2.3.2 Operational Performance

Main Business Operations

TIPC carried out various operational businesses, achieving a consolidated operating revenue of NT$25.635 billion in 2025. The main operating activities include berthing, tugging, cargo handling, warehousing, and development investments, with target achievement rates as follows:

Achievement Rates for Main Business Operations

Unit: NT$ thousand

Main Business Operations	2024 Actual	2025 Budget (Target)	2025 Actual	Target Achievement Rate (%)
Berthing Services	1,623,831	1,608,427	1,691,985	105.20
Towage Services	1,996,421	1,971,987	1,932,742	98.01
Cargo Handling Services	7,164,818	7,157,056	7,015,819	98.03
Warehousing Services	774,510	717,535	805,929	112.32
Development Investment	208,362	262,144	220,777	84.22

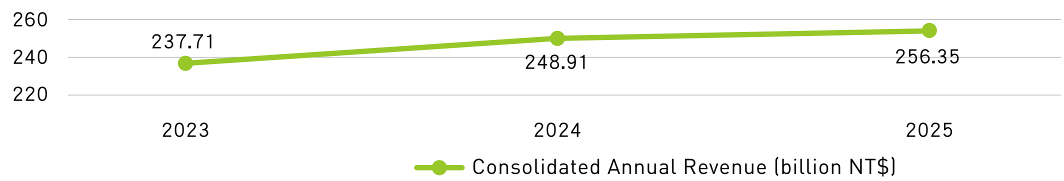
Note:
(1) Berthing Services: The increase in berthing service volume was primarily attributable to the growing demand for offshore wind installation and service vessels calling at ports in line with the offshore wind farm construction schedules.
(2) Towage Services: The decrease in tug service volume was mainly due to certain offshore wind vessels being equipped with dynamic positioning (DP) systems, which reduced the number of tug deployments required under applicable operating procedures and consequently lowered total tug service hours.
(3) Cargo Handling Services: Cargo handling volume declined primarily as a result of domestic industrial restructuring and uncertainties surrounding U.S. tariff policies, which dampened import and export activity. To address these challenges, TIPC continues to enhance port operating facilities, improve cargo-handling service quality, and implement marketing incentive programs to attract shipping alliance services and stabilize cargo throughput across Taiwan's port cluster.
(4) Warehousing Services: Warehousing service volume increased mainly due to demand from offshore wind developers for the storage of wind power–related cargo within port areas in line with offshore wind farm construction schedules.
(5) Development Investment: Mainly due to the additional leasing of development properties.

TIPC Launches 2025 Marketing Incentive Program and Upgrades Digital Incentive Platform to Enhance Efficiency and User Experience

To strengthen the competitiveness of Taiwan's port cluster and reinforce the maritime transport supply chain, TIPC has introduced its 2025 Marketing Incentive Program, integrating energy conservation, carbon reduction, and digital transformation initiatives. TIPC has also upgraded its Marketing Incentive Information Platform to improve operational efficiency, streamline application processes, and enhance information transparency. The 2025 Marketing Incentive Program is built around two key pillars: container throughput growth and maritime decarbonization. This includes a range of incentive measures covering new shipping services, the Blue Highway initiative, and other programs designed to promote business growth while supporting the green transition. In addition, TIPC has allocated a dedicated budget for the Kaohsiung Port Intercontinental Container Terminal Dual-Berthing Incentive Program, encouraging shipping lines to transport containers by sea rather than by road between the Intercontinental Container Terminal and other container terminals. The initiative is expected to reduce truck traffic along Yanhai Rd., improve logistics efficiency, and contribute to the sustainable development of both the port and the surrounding urban area.

Marketing Incentive Information Platform:

Consolidated revenue in the past three years



Asset Revitalization

The Company actively promotes its investment plans by formulating solicitation strategies based on market demand. In accordance with its internal guidelines for investment solicitation, it enhances asset value and generates additional revenue through a range of approaches, including development, investment, and leasing. Since the second half of 2017, a total of 93 underutilized properties have been listed under the oversight of the Ministry of Transportation and Communications' Task Force for the Inventory and Revitalization of Land Owned by State-Owned Enterprises. As of the end of 2025, investment solicitation was successfully completed for one land parcel with a total area of 881 m^2 during the reporting year.

Taking into account the development conditions and permitted uses of individual sites, the Company actively engages with potential investors and develops investment solicitation plans that align with market demand. In 2025, land in the Xingfu Section of Kaohsiung City was leased for use as a parking lot. For the remaining sites, the Company will continue to engage with prospective investors to explore investment opportunities and enhance returns from asset utilization. Pending long-term development, these sites will be utilized on a short-term lease basis.

Equity Investment Items

In accordance with the TIPC Guidelines for Equity Investment Operations, TIPC develops equity investment businesses as an important measure for diversification and to enhance overall group synergy. TIPC regularly tracks the operational performance of each investment business, discussing and supervising their outcomes through business communication platforms.

Performance of investment in enterprises for 2025

Unit: NT$ thousand

Item	2023	2024	2025
Share of the profit of subsidiaries and associates	495,548	533,093	483,731

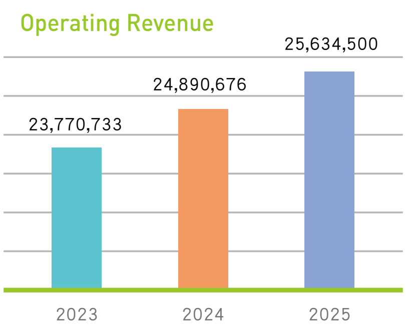
Overall Financial Performance

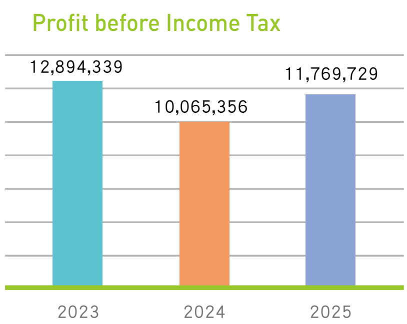
The Company formulates an annual financial capital management plan based on the "Guidelines for Financial Capital Utilization and Management" and “Financial Capital Utilization and Management Operating Procedures” covering capital planning, return targets, financial asset allocation limits, and transaction authorization levels. Upon approval by the Board of Directors, relevant financial asset operations are executed accordingly.

The Company continuously collects and analyzes macroeconomic and industry information in order to grasp market dynamics in real time. Through weekly Capital Utilization Working Group meetings, investment strategies are discussed. If market changes differ from expectations, investment strategies are iteratively reviewed through these meetings, and financial performance is tracked through monthly capital utilization analysis reports.

In the Guidelines in Financial Capital Utilization and Management, the Company sets investment specifications for different financial products to control overall investment risk. All investments are reviewed for compliance according to specifications, and at least one internal audit is conducted each year. Review and improvement plans will be proposed according to audit opinions to ensure effective operation of the management mechanism. In recent years, internal audits have found no deficiencies.

In 2025, consolidated operating revenue reached NT$25.635 billion and net income after tax was NT$9.619 billion, representing growth of 2.99% and 18.30%, respectively, compared to 2024.





Unit: NT$thousand

Financial Operating Information

Item/Year	2023	2024	2025
			Unit: NT$thousand
Total revenue (A)	**28,182,636**	**26,404,585**	**27,811,773**
Operating revenue (A1)	23,770,733	24,890,676	25,634,500
Non-operating revenue (A2)	4,411,903	1,513,909	2,177,274
Total expenditure (B=B1+B2+B3+B4)	**17,219,048**	**18,273,557**	**18,192,890**
Employee wages and benefits	3,319,490	3,478,392	3,576,647
Payments to government (tax and donations) (B2)	2,780,018	2,420,823	2,515,302
Community investment (B3)	7,122	3,762	5,130
Others (B4)	11,112,418	12,370,580	12,095,811
Net profit (A-B)	**10,963,588**	**8,131,028**	**9,618,883**
Net profit attributable to:	10,963,588	8,131,028	9,618,883
Owners of the parent corporation (a)	10,962,098	8,123,036	9,607,483
Non-controlling interests	1,490	7,992	11,400
Other comprehensive income transfers and others (b)	-	-	71,478
Retained earnings available for distribution (C=a+b)	**10,962,098**	**8,123,036**	**9,678,961**
Payments to provider of capital (C1)	3,616,856	2,661,751	3,223,094
Payments to government (Distribution of retained earnings) (C2)	4,692,138	3,453,082	4,181,311
Economic value retained (C3)	2,653,104	2,008,203	2,274,556

Note:
1. The amounts for 2023 and 2024 are audited figures, while those for 2025 are preliminary.
2. "Employee wages and benefits " includes employee's salary, overtime, allowance, bonus, retirement, welfare (including medical check-up expenses), and contribution.
3. " Payments to government (B2 and C2)" includes tax, donations to the government and the distribution of retained earnings to government agencies.
4. "Community investment (B3)" includes expenditures for social welfare and Community relations.
5. "Direct economic value generated" = Total revenue (A) plus other comprehensive income transfers (b) minus non-controlling interests.
6. Economic value distributed: Total expenditure (B) plus payments to provider of capital (C1) plus payments to government (distribution of retained earnings) (C2).
7. Economic value retained (C3) = "Direct economic value generated" - " economic value distributed "

Granted projects in 2025

List of government grants		
Project	**Granting agency**	**Amount of grant (NT$)**
Forward-looking Infrastructure Development Program – Recreation and Waterfront Project (2025)	Transportation and Communications, under the Executive Yuan's approved Special Public Budget (2021–2025)	106,000,000
Subsidy for childcare centers	K–12 Education Administration, Ministry of Education	4,380,000
Total		110,380,000

The Company handles tax matters in compliance with the Income Tax Act and the Guidelines for the Audit of Income Taxes on Profit-Seeking Enterprise Income Tax, among other applicable tax regulations. A certified public accountant (CPA) is engaged to conduct audits and provide attestation for the profit-seeking enterprise income tax filings, which serve as the basis for tax payments.

TIPC's transfer pricing practices are conducted in accordance with Article 43-1 of the Income Tax Act and the relevant transfer pricing audit regulations. Profit-seeking Enterprise Income Tax returns are prepared and filed by the Finance Department in compliance with applicable laws and regulations, with tax payments processed by the Secretariat. Business tax filings and related matters are likewise handled by the Secretariat in accordance with the relevant statutory requirements. In 2025, total tax payments accounted for 8.31% of total operating revenue.

The Amount of Income Tax over the Years

Unit: NT$

2020	2021	2022	2023	2024	2025
1,499,379,224	1,777,367,658	1,912,380,016	1,847,565,583	1,914,881,202	1,954,889,507

Note: The estimated Profit-Seeking Enterprise Income Tax payable for 2025 is NT$1,954,889,507, with payment scheduled to be completed in 2026.

Tax Payments Over the Years

Unit: NT$

Year	Profit-Seeking Enterprise Income Tax	Other Taxes and Government Fees
2021	1,777,367,658	195,370,809
2022	1,912,380,016	182,632,588
2023	1,847,565,583	210,854,034
2024	1,914,881,202	286,629,900
2025	1,954,889,507	259,025,524

Note: The estimated Profit-Seeking Enterprise Income Tax payable for 2025 is NT$1,954,889,507, with payment scheduled to be completed in 2026.

TIPC publicly discloses its tax and financial information through its Financial Report and Final Accounts, enabling stakeholders to access and understand the Company's financial position and tax-related information. The relevant information is available on the Company's website to ensure transparency and respond to stakeholder interests.

Financial Report – final accounts :

2.4 Supplier Management

2025 Performance Highlights (G)

- In 2025, the Company set targets for the proportion of procurement projects incorporating CSR criteria into their evaluations (or reviews): **60%** for Headquarters and **30%** for branch offices. Both Headquarters and all branch offices achieved their respective targets.
- Achieved a **100%** compliance rate in audits of information service suppliers.
- In 2025, TIPC conducted a Supplier ESG Self-Assessment Questionnaire, with **100%** of participating suppliers meeting the assessment requirements.
- In 2025, all engineering projects subject to TIPC's supervision and audit received a rating of Grade **B** or above.

Comply with the SDGs

12 RESPONSIBLE CONSUMPTION AND PRODUCTION: SDG 12.6, SDG 12.7, SDG 12.8

17 PARTNERSHIPS FOR THE GOALS: SDG 17.16, SDG 17.17

Management Policies

Covered Material Topics

- Economic Management

Policy	Evaluation Management System
2.4.1 Supplier Survey (Policy)	2.4.1 Supplier Survey (Supplier Evaluation)

2.4.1 Supplier Survey

Policy

The Company selects suppliers in accordance with the Government Procurement Act. In addition, the following documents set forth the procedures and requirements applicable to suppliers undertaking information service projects for TIPC: (IS-TW-02-009) System Development and Maintenance Procedure Manual, (IS-TW-03-005) System Development and Maintenance Work Instructions, (IS-TW-02-010) Outsourcing Management Procedure Manual, and the Outsourcing Information Security Terms. For information on information security management requirements for outsourced vendors, please refer to **Section 3.1.2, Information Security Risk Management**.

Based on the 2025 ESG Supplier Survey, which covered suppliers with an annual procurement value exceeding NT$5 million, TIPC's supplier base consisted primarily of service providers (52.7%) and engineering contractors (41.2%). In accordance with its Occupational Safety and Health Policy, the Company has established clear requirements and procedures for suppliers and contractors and has incorporated its Occupational Safety and Health Management Requirements for Contractors into contracts to ensure compliance through contract administration. The relevant procurement procedures are outlined below. For details on occupational safety and health management practices and performance, please refer to **Section 5.1, Occupational Health and Safety Management**.

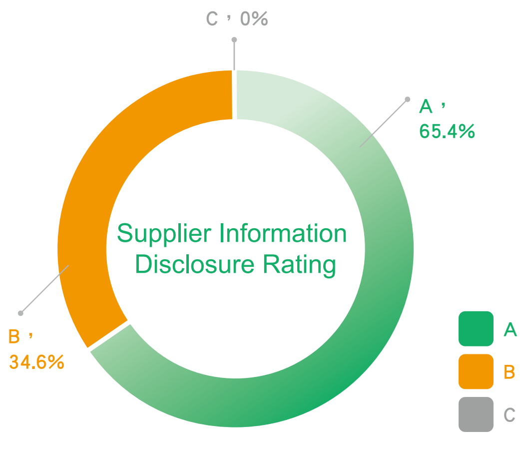
1. Selection and requisition/ procurement of contractors	1.1 The requisitioning unit shall carry out the procurement process in accordance with the Government Procurement Act and applicable procurement procedures. 1.2 The requisitioning unit shall verify that the contractor's unit price analysis includes costs associated with safety and health management and facilities, traffic maintenance, environmental protection measures, and insurance.
2. Contractor Occupational Safety and Health Management	In accordance with the Occupational Safety and Health Management Regulations for Contractors, contractors' safety and health responsibilities are clearly defined to prevent occupational accidents in the workplace and ensure compliance with applicable laws and regulations.

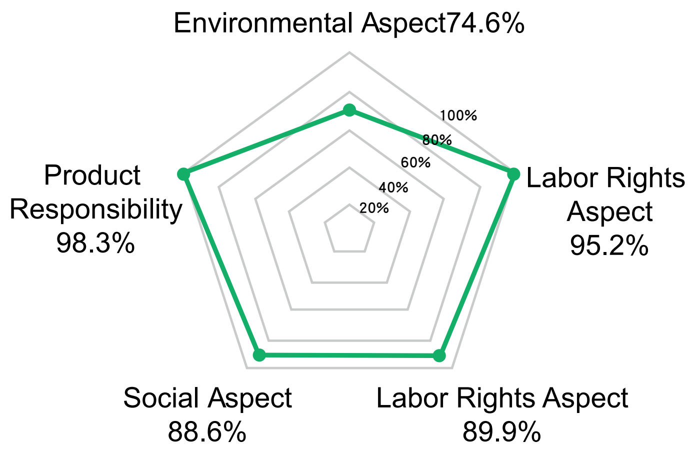
3. Construction Environment Safety and Health Management	3.1 The procurement unit shall verify that contractors performing various outsourced services, such as waste removal, meet the qualification requirements prescribed by applicable environmental, occupational safety, and health laws and regulations. 3.2 Contractors shall comply with the Occupational Safety and Health Management Regulations for Contractors and assume responsibility for occupational safety and health matters related to the performance of their contracted work.
4. Construction Application	If the work involves special operations during the construction period, the contractor shall obtain approval from the competent authority before commencing such operations, in accordance with the Occupational Safety and Health Management Regulations for Contractors.
5. Contractor-related safety and health education/training and promotion	Contractors shall conduct the required training and retain relevant records for future reference, or participate in occupational safety and health education, training, and awareness programs organized by the Company.
6. Guidelines for Reporting and Responding to Major Occupational Accidents	If an occupational accident occurs while a contractor is performing construction or other operations on Company premises, the contractor shall immediately report the accident to the Company and respond in accordance with the Company's Guidelines for Reporting and Responding to Major Occupational Accidents. The contractor shall fully cooperate with any investigation and participate in incident review meetings as required.

Supplier Evaluation

For information security management assessments, TIPC conducts annual cybersecurity audits of its information service suppliers through on-site inspections or document reviews to verify compliance with the Company's cybersecurity standards. As part of its contract performance management process, TIPC requires suppliers to provide evidence of their professional cybersecurity capabilities, relevant test reports, or supporting security documentation in accordance with the terms and conditions governing outsourced information security.

In addition, as part of its ESG evaluation efforts, TIPC distributed the "Supplier ESG Self-Assessment Questionnaire" to suppliers with annual procurement amounts of NT$5 million or more. The questionnaire covers five key areas: environmental protection, labor practices, labor rights, business ethics, and product responsibility. In 2025, a total of 130 questionnaires were returned. Among the respondents, 85 suppliers received an A rating, and the overall pass rate was 100%. The assessment results have been incorporated into subsequent supplier management and evaluation processes as an important reference.





Supplier Selection

For information security management, TIPC conducts annual cybersecurity audits of its information service suppliers. Through on-site inspections or document reviews, the Company verifies suppliers' compliance with its cybersecurity requirements. As part of its contract management process, TIPC also verifies that information service providers submit the required evidence of cybersecurity expertise, relevant test reports, and other required cybersecurity documentation in accordance with contractual information security requirements.

TIPC selects suppliers in accordance with the Government Procurement Act. If a supplier is found to have violated Article 101 of the Government Procurement Act, the supplier will be notified in accordance with applicable regulations and may file an objection in accordance with the prescribed procedures. Where applicable, the supplier will be listed in the Government Procurement Gazette and prohibited from participating in government procurement tenders for a specified period. According to statistics published by the Public Construction Commission, no TIPC suppliers were found to have violated Article 101 of the Government Procurement Act in 2025.

To protect labor rights and prevent forced labor and discrimination, the Company incorporates requirements under the Labor Standards Act, the People with Disabilities Rights Protection Act, and the Indigenous Peoples Employment Rights Protection Act into its procurement contracts. These contracts require contractors to refrain from discriminating against vulnerable groups and strictly prohibit child labor, the employment of undocumented foreign workers, human trafficking, and other improper employment practices. In 2025, no cases of child labor, forced labor, or compulsory overtime were identified.

In alignment with the Ministry of Labor's policy goal to "expand social investment and reduce family burdens," the Company requires suppliers of dispatched and contracted labor to comply with applicable labor laws and regulations. The Company continuously monitors supplier compliance, avoids engaging suppliers that violate applicable requirements, and strengthens protections for non-standard workers. For detailed information on non-employee workers, please refer to the **"Friendly Interactive Information" section of Section 6.1.1**, Talent Attraction and Retention, on the TIPC Sustainability website.

Contractor Deficiency Improvement Mechanism

To strengthen construction quality management and reduce deficiencies, the Company has established an Action Plan for Improving Construction Quality and Reducing Deficiency Rates, along with related supervision and audit mechanisms for engineering contractors. These mechanisms cover construction quality, occupational safety and health, air pollution prevention and control, and other environmental and safety management matters associated with high-risk operations. When deficiencies are identified, the responsible unit follows up on corrective actions and requires contractors to rectify the deficiencies, provide supporting documentation, and implement corrective and preventive measures. For recurring or major deficiencies, the Company promotes continuous improvement through statistical analysis, education and training, demerit systems, and penalties.

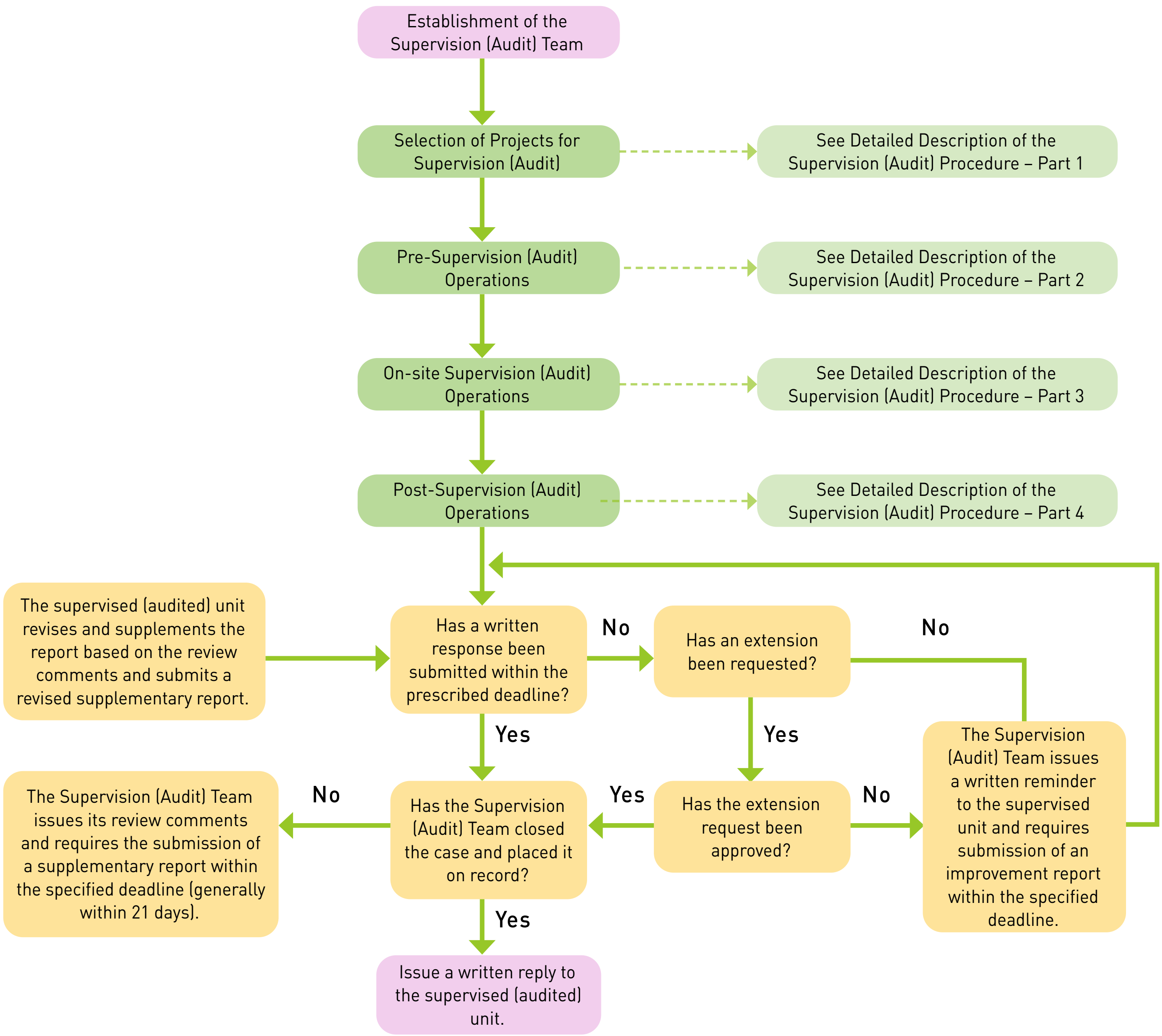
In addition, pursuant to the Occupational Safety and Health Management Guidelines for Contractors, contractors are required to appoint dedicated occupational safety and health personnel to be stationed on-site and to conduct hazard identification, risk assessments, self-inspections, and safety and health checkpoint management. Contractors are also subject to scheduled and unscheduled inspections and audits. Where significant hazards or major deficiencies are identified, work must be suspended immediately until corrective actions have been completed. Safety and health performance is also taken into account in subsequent contractor management and evaluations.

In 2025, all engineering projects subject to the Company's supervision and audit mechanisms received a rating of Grade B or above.

TIPC Engineering Supervision and Audit Operations

Aspect	Key Practices	Improvement Mechanisms
Deficiency Identification	Identify deficiencies through engineering supervision, inspections, and construction quality audits, including reviews of construction quality, occupational safety and health, and on-site management practices.	Once deficiencies are identified, the responsible unit follows established procedures to track and implement corrective actions.
Contractor Corrective Action	Contractors are required to rectify identified deficiencies, submit supporting documentation, and implement corrective and preventive measures.	The units being supervised or audited consolidate and report improvement results, which are subject to ongoing follow-up and verification.
Recurrence Prevention	Common deficiencies and deficiency trends are compiled and analyzed on a quarterly basis.	Findings are used to support management reviews, education and training, and preventive improvement initiatives.
Management of Unresolved Issues	Cases involving ineffective corrective actions or major deficiencies are subject to enhanced management and oversight.	Demerit points, reviews, and penalties are imposed in accordance with applicable requirements.

TIPC Standard Operating Procedure for Engineering Supervision (Audit)



2.4.2 Priority Procurement and Green Procurement

TIPC conducts procurement with both new and existing suppliers in accordance with the Government Procurement Act and Article 69 of the People with Disabilities Rights Protection Act. Under its priority procurement program, the Company gives priority to products and services provided by welfare institutions, organizations, and sheltered workshops for persons with disabilities, with a target of more than 10% of its annual procurement amount. In 2025, the Company's priority procurement ratio reached 35.83%.

In 2025, TIPC had a total of 771 suppliers, with total procurement amounting to NT$110,033,392,094. Domestic procurement amounted to NT$81,950,505,950, accounting for approximately 74.48% of total procurement. TIPC also had six foreign suppliers, primarily from France, the United Kingdom, and Malaysia.

Procurement Statistics for the Past Three Years

Type of contract	Purchasing region	2023		2024		2025	
		Number	Percentage of total purchase amount	Number	Percentage of total purchase amount	Number	Percentage of total purchase amount
Labor (Contracting and services)	Domestic	378	99.79	442	99.68	389	99.99
	Overseas	3	0.21	5	0.32	3	0.01
Category Total		**381**	**100**	**447**	**100**	**392**	**100**
Properties (Raw materials)	Domestic	146	100	116	99.82	120	99.89
	Overseas	0	0	1	0.18	2	0.11
Category Total		**146**	**100**	**117**	**100**	**122**	**100**
Projects (Construction and project)	Domestic	253	100	230	100	256	72.72
	Overseas	0	0	0	0	1[註]	27.28
Category Total		**253**	**100**	**230**	**100**	**257**	**100**
Total		**780**		**794**		**771**	

Note:

1. Percentage of Procurement Amount refers to the percentage of the procurement amount for each category relative to the total procurement amount (%).
2. Domestic refers to the local area of Taiwan; overseas refers to the area outside of Taiwan（e.g. France ,United Kingdom, Malaysia etc.）
3. In 2025, the overseas project procurement was awarded to a joint bid submitted by a domestic contractor and a foreign contractor; accordingly, the contract was signed jointly by the two companies.
4. Procurement value is calculated in accordance with Article 6 of the Enforcement Rules of the Government Procurement Act and include, where applicable, the budget amounts of multi-year procurement projects and the value of follow-up extension of existing items.

Green Procurement

As TIPC's commercial ports operate under the landlord port model, procurement primarily focuses on port development and construction projects. Priority is given to domestic suppliers to support local industries. Foreign suppliers participating in TIPC procurement must comply with applicable treaties or agreements entered into by Taiwan and are generally engaged when domestic products are unavailable, lack competitiveness, are comparatively expensive, fail to meet required specifications, or when domestic production technologies are not sufficiently mature and imports are therefore necessary.

TIPC also seeks to reduce the carbon footprint of its projects and support the government's circular economy policy. Where project design permits, recycled materials are used to the greatest extent practicable. In 2025, designated green procurement items achieved a 100% compliance rate, demonstrating the Company's full implementation of green procurement principles.


2025
ASIA PACIFIC INTELLIGENT GREEN BUILDING ALLIANCE
APIGBA
GOLD
RENOVATION AWARD
APIGBA AWARD
6
已完成
47
電梯
A3
A4
A12
A11
A16
A17
A1
A18
維修
處理中
2
關閉輪播

03

Build Smart and Resilient Ports

3.1 Strengthening Information Security and Service Quality

2025 Performance Highlights (G)

- There were no cases of customer privacy violations.
- In 2025, information usage management audits identified a total of 8 recommendations for improvement. Personal data protection audits were also conducted for 6 outsourced contractors, resulting in 5 recommendations for improvement.
- TIPC has incorporated cybersecurity requirements into its model contracts to manage cybersecurity risks in leased areas.
- Obtained ISO 27001:2022 certification through independent third-party verification.
- The Chief Cybersecurity Officer chaired 1 management review meeting, during which all established indicators for measuring the effectiveness of the ISMS (IS-TW-04-003) were met.
- Operational Technology (OT) system administrators and their immediate supervisors attended the "Joint Course on Competency Mapping for Industrial Control Systems (ICS) Cybersecurity in the Transportation Sector." A total of 53 participants attended the course, all of whom received certification, representing a 100% certification rate.
- No incidents involving data breaches, theft, or loss of customer information were reported among the issues raised at the port business forums.
- No major customer complaints were received from shipping lines. A total of 11 forums were held, during which 19 safety-related issues were addressed.
- Marketing Incentive Platform Upgrade: The platform's technical architecture was enhanced to ensure seamless access from both mobile devices and desktop computers. By digitizing the incentive application process, the upgrade improved information transparency and administrative efficiency while significantly enhancing the user experience.
- TPnet: In response to government policy and the latest regulatory requirements, the E-Invoice Message Implementation Guideline (MIG) was upgraded to Version 4.1.
- According to the 2025 Gender-Friendly Environment Satisfaction Survey for Port Passenger Terminals and Customs Clearance Service Stations, the average overall passenger satisfaction score was 4.47 out of 5.

Comply with the SDGs

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE — SDG9.C

17 PARTNERSHIPS FOR THE GOALS — SDG 17.17

Management Policies

Covered material topics

- Information Security and Customer Privacy
- Customer Service Quality

Policy

- 3.1.1 Information Structure (Policy)
- 3.1.4 Customer Service and Feedback Management

Management Evaluation System

- 3.1.2 Cybersecurity Management
- 3.1.4 Customer Service and Feedback Management

3.1.1 Information Structure

Policy

TIPC respects customer privacy and complies with the Personal Data Protection Act, promulgated in 2023, and the Cyber Security Management Act, promulgated in 2018, in the collection, processing, and use of customer data. TIPC continues to strengthen its cybersecurity protection and defense capabilities by establishing a comprehensive cybersecurity policy, appointing a Cybersecurity Officer, and establishing a Cybersecurity Management Committee.

In addition, the Company obtained certification to the revised ISO 27001:2022 standard in 2024. Through the implementation of the ISO 27001 international information security standard, TIPC continues to enhance its information security management system and effectively implement internal control mechanisms to fulfill its responsibility to protect customer privacy. The Company's information security status is reviewed regularly and reported to the President on a quarterly basis and to the Board of Directors on a semiannual basis.

Information Security Policy

Implementation of program management , Regulatory Compliance , Prevention is more important than response , Ensure information security

Information Security Management Committee

- **Information Security Management Committee**
  - Branch Information Security Management Committee
    - Branch Information Security Planning Div.
    - Branch Information Security Management Div.
  - Information Security Planning Div.
  - Information Security Management Div.
  - Internal Audit Div.

TIPC has adopted the revised ISO 27001:2022 certification in 2025

3.1.2 Cybersecurity Management

TIPC conducts internal and external audits annually in accordance with the ISO 27001 standard. The Chief Cybersecurity Officer convenes the Cybersecurity Management Committee and chairs an annual management review meeting to assess the implementation of information security performance indicators and establish targets for the following year, thereby ensuring the continuous improvement of the information security management system.

As a specific non-government agency subject to the Cyber Security Management Act, TIPC is required to comply with the Act's provisions. Violations of Article 20 or 21 may result in fines imposed by the Ministry of Transportation and Communications. To reduce cybersecurity risks, TIPC has incorporated relevant cybersecurity requirements into its lease agreement template since 2022 to strengthen lessees' cybersecurity responsibilities.Annual cybersecurity risk assessments are conducted. In response to the digitization of customer application and billing processes, TIPC conducts asset inventories and risk assessments in accordance with its Information Security Management System (ISMS) standards, covering the three key aspects of information security: availability, integrity, and confidentiality. For identified risks that exceed acceptable thresholds, risk mitigation plans are developed and implemented to reduce potential impacts and strengthen the protection of customer data and transaction privacy. In 2025, no privacy-related complaints were received, demonstrating the effective implementation of the cybersecurity management system.

TIPC has established Information and Communications Security Terms and Conditions for Outsourcing to provide guidance for the internal procurement of information technology (IT) equipment, software, and services. These terms and conditions clearly specify the information security requirements that suppliers must comply with, including the following:

Time of incident	Countermeasure
Upon becoming aware of a cybersecurity incident, such as a suspected personal data breach	Notify the Company within the specified timeframe and complete the required response procedures.
When suppliers obtain information while providing support services without prior authorization from the port authority	Complete the required application form in accordance with applicable requirements. All operations must be accompanied or monitored by a designated representative of the port authority.
When suppliers obtain information while providing support services without prior authorization from the port authority	Do not disclose the information to any third party.
Upon termination or cancellation of the contractual relationship between the two parties	Suppliers shall confirm that all data retained for the performance of the contract has been returned, transferred, deleted, or destroyed, thereby ensuring adequate protection of customer privacy.

The "Global Information Network," established in accordance with the Company's privacy policy, provides visitors with secure access to the services and information available on the website. The website protects users' privacy and does not modify or delete any personal data or files without prior consent, thereby providing visitors with a secure browsing experience.

3.1.3 Cybersecurity Education and Training

TIPC conducts cybersecurity education and training in accordance with the Cyber Security Management Act. In 2025, the Cybersecurity Officer received at least 12 hours of professional cybersecurity training, while other information security personnel received at least three hours of training. General users and supervisors also received an average of three hours of cybersecurity training. In 2025, the training completion rate reached 100%, helping to strengthen cybersecurity awareness and reduce the risk and potential impact of personal data breaches. No substantiated incidents involving customer data breaches, theft, or loss were reported in 2025.

3.1.4 Customer Service and Feedback Management

TIPC adheres to its policy of “enhancing interaction with operators and strengthening policy communication” and continuously improves service quality while safeguarding customer health and safety through systematic tracking and management of customer feedback, robust information security measures, and regular stakeholder forums. In 2025, no material customer complaints were received from shipping lines. TIPC also held 11 forums and addressed 19 customer health- and safety-related issues. According to the 2025 Gender-Friendly Environment Satisfaction Survey for Port Passenger Terminals and Customs Clearance Service Stations, the average overall satisfaction score for passenger terminal facilities was 4.47 out of 5.0.

TIPC places great importance on protecting customer privacy. The collection, processing, and use of customer information are conducted in accordance with the Personal Data Protection Act and applicable information security management requirements. During the reporting year, no incidents involving the leakage or loss of customer data were reported, and the Company continued to update its cybersecurity oversight measures in accordance with guidance from the competent authorities. For digital services related to port operations, including port and terminal applications and billing services, TIPC’s Information Technology Department and Information Security Management Committee establish cybersecurity policies and implement corresponding management mechanisms to safeguard customer transaction data and personal information.

3.2 Smart Port Development

2025 Performance Highlights (G)

- Kaohsiung Port Cruise Terminal received dual recognition at the 2025 APIGBA AWARDS (Asia Pacific Intelligent Green Building Alliance Awards) for its smart and green sustainable design, winning the Gold Award in the Renovation category and the Platinum Award in the System category.
- Completed the Online Port Work Application System, providing digitalized application services for port operations and improving operational review efficiency. The system is estimated to save approximately **50,908** sheets of paper annually and reduce carbon emissions by approximately **74.67** metric tons of CO_2e (74,668,230 grams), achieving energy conservation and carbon reduction.
- As of the end of 2025, a total of **31,837** electronic permits had been issued, achieving a **100%** electronic issuance rate.
- Convened annual seminars with local port police teams to discuss on measures to improve permit management practices and control station equipment. A total of **8** such seminars were held in 2025.
- Establish an Emergency Command Center to integrate environmental information and operational dynamics, provide information on emergency incidents, and improve the efficiency of decision-making in emergency response.
- All automated gate sentries in Taiwan's port clusters have been equipped with AI recognition technology, improving vehicle recognition rates and shortening vehicle clearance times from 4 minutes to 10 seconds. This has improved the safety and efficiency of traffic flow and reduced carbon emissions by approximately **2,709 metric tons** of CO_2e per year.
- Safety controls for critical port infrastructure have been upgraded through the use of smart CCTV monitoring, sensor deployment, and AI image recognition to detect and report abnormal conditions in real time.
- Established the Charging Principles for Shore Power Services for Container Vessels at International Commercial Ports, creating a charging mechanism for the Company's self-developed shore power facilities.
- In support of the government's policy to promote the development of the unmanned vehicle industry, the Company designated an additional **7.47** hectares of water area at the Port of Kaohsiung and **2.67** hectares at the Port of Suao as dedicated testing sites for surface and underwater unmanned vehicles. These sites were officially opened for applications from Taiwan's ICT industry and relevant organizations on September 1, 2025[Note].

Note: From September 1, 2025, to April 9, 2026, no applications were received for the dedicated surface and underwater unmanned vehicle testing sites at the Ports of Kaohsiung and Suao.

Comply with the SDGs

SDG 8.2
SDG 8.4

SDG 9.4
SDG 9.5
SDG 9.B

Management Policies

Covered material topics

- Business model optimisation and innovation

Policy

- 3.2 Smart Port Development (Policy)

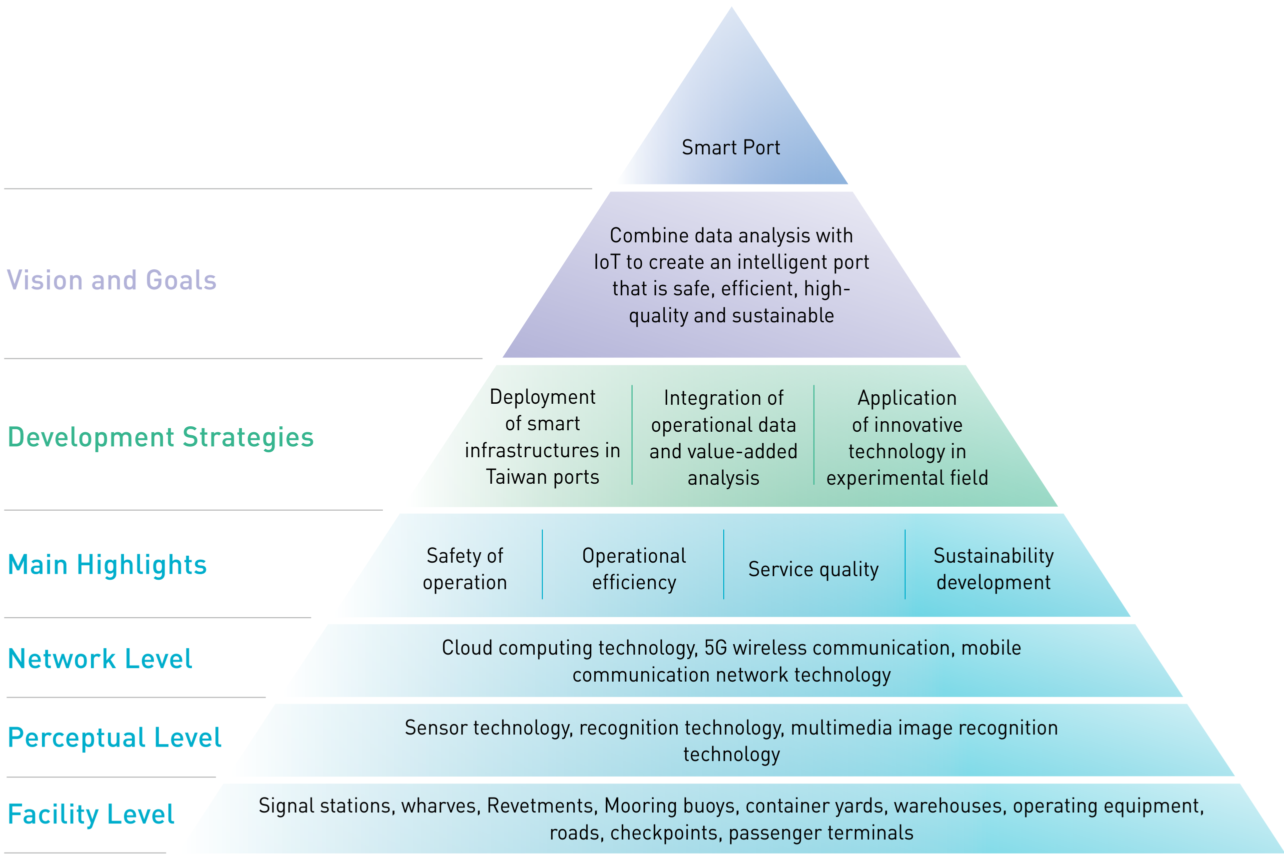
Management Evaluation System

- 3.2 Smart Port Development (Smart Ports and Digitalized Operations Management)
- 3.2 Smart Port Development (AI Steering Committee)

Policy

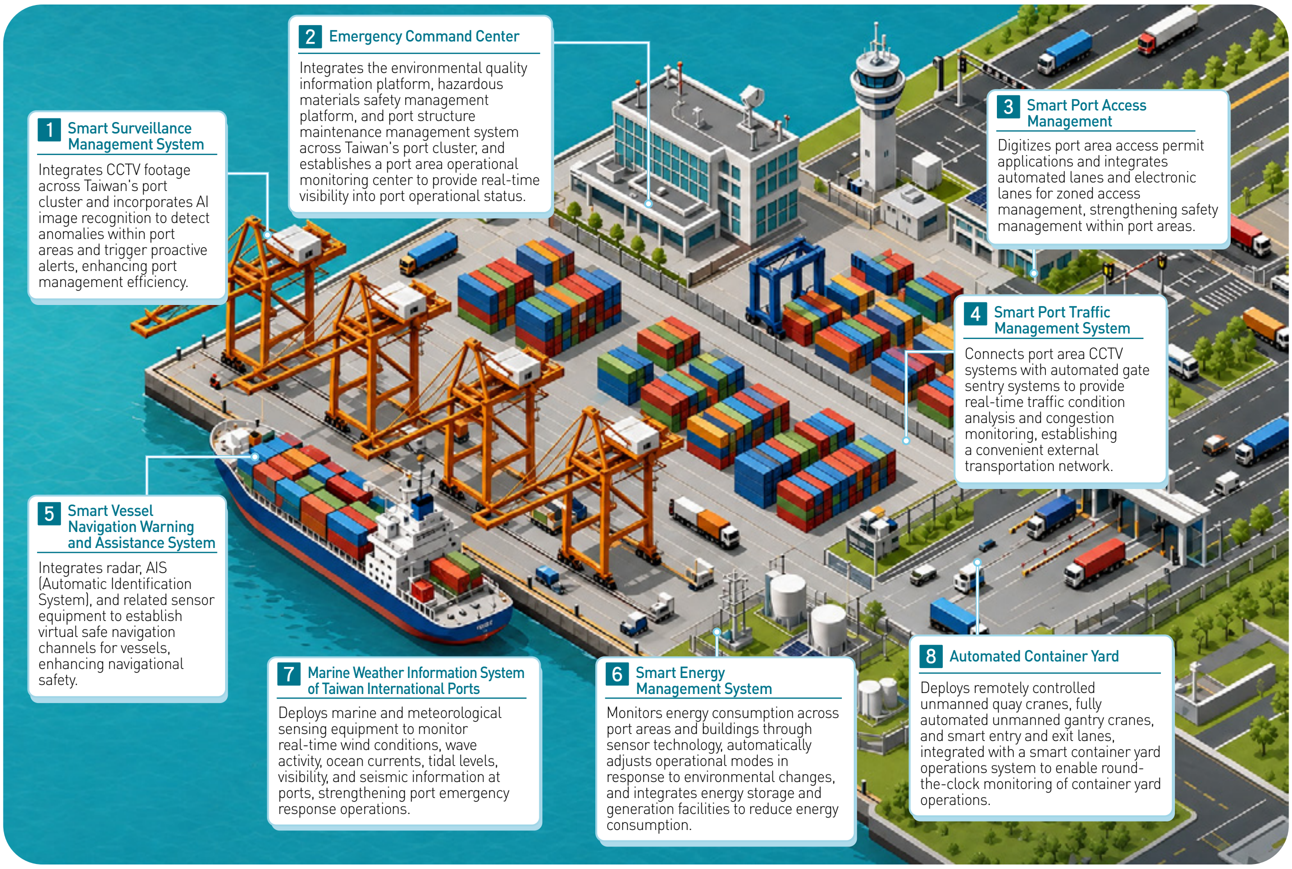
Guided by a development vision centered on technological innovation and accelerated digital transformation, Taiwan International Ports Corporation (TIPC) is creating a new generation of digital services for traditionally operated ports. In 2021, TIPC launched the Trans-SMART 2.0+ Upgrade Program, establishing a roadmap for the smart development of Taiwan's port network through 2030. Built around four core pillars—operational safety, operational efficiency, service quality, and sustainable development—the program is driving the phased implementation of key smart port initiatives.

Smart Port Development Framework of Taiwan Port Cluster



Smart Ports and Digitalized Operations Management

In order to continue to promote smart port development, three major development strategies have been formulated, focusing on the “deployment of smart infrastructures in Taiwan ports", "integration and analysis of value-added operational data", and "application of innovative technologies in experimental fields", so as to enhance the smart port facilities and promote the deployment of various emerging technologies at each port.



TIPC Smart Port Portal	Deployment of Smart Port Infrastructure	Value-Added Operational Data Convergence and Analytics	Application of innovative technologies in experimental fields
	• Smart Port Action Plan • Digital Transformation Incentive Program		• Port Innovation Testbed

Working with Port Area Businesses on Digital Transformation - Digital Transformation Incentive Program

In order to encourage The shipping and port industry ecosystem to embrace digital transformation, TIPC is offering substantial incentives and subsidies to assist Port users in introducing innovative digital services. In 2025, TIPC announced the Port Industry Digital Transformation Incentive Program, receiving a total of 10 project proposals. The proposals covered initiatives such as automatic license plate recognition, energy management system implementation, and greenhouse gas inventory management. These initiatives are expected to reduce vehicle waiting times, enhance visibility into energy consumption, and support environmental sustainability.

Showcasing Smart Port Achievements

In response to the global transition toward digital technologies and net-zero transformation, TIPC is advancing the Taiwan Smart Port Transformation Program by integrating smart technologies to drive the dual transformation of digitalization and sustainability across Taiwan's port network. To showcase its achievements in smart energy management and low-carbon applications, TIPC participated in the 2025 Smart City Summit & Expo and 2050 Net Zero

City Expo, held from March 18 to 21, 2025.Under the theme "Smart Technologies for Greener and More Sustainable Ports," the Company highlighted key initiatives in smart energy management, digital plant management, and low-carbon transportation and logistics parks. In addition, TIPC partnered with Tonglit Logistics Co., Ltd. to develop the Taipei Port South Terminal Smart Vehicle Industrial Park, integrating smart green energy solutions with automotive logistics technologies to establish a low-carbon transportation hub.

TIPC Enhances the Digital Resilience of Its Port Operations System Through Microsoft Azure Taiwan Region

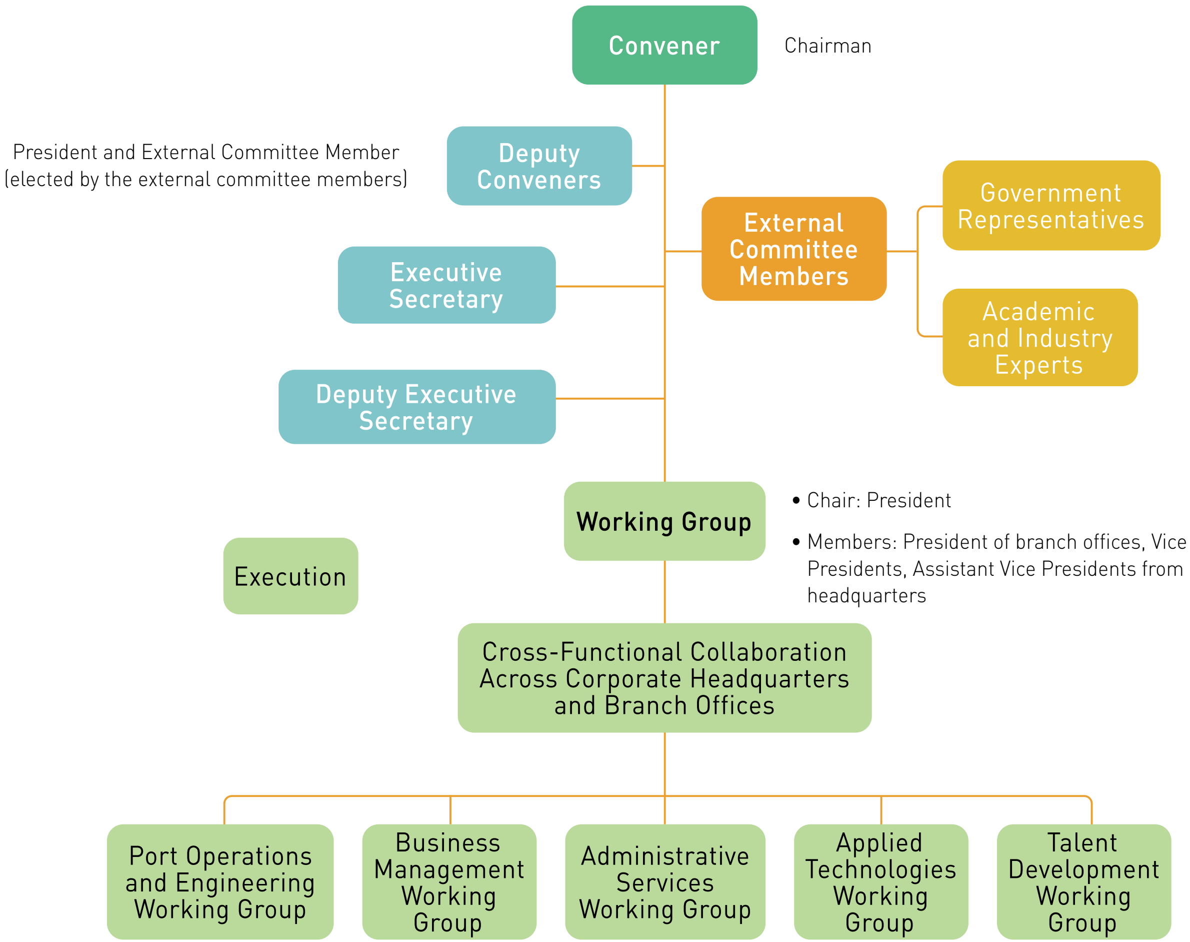
In collaboration with Microsoft Taiwan, TIPC successfully migrated part of the Taiwan Port Net (TPNet) system to Microsoft's Azure cloud platform (Microsoft Taiwan North Region), making it one of the first major public-sector cases in Microsoft's Taiwan Data Region. Migrating the system to the cloud not only enables TIPC to capitalize on the scalability and flexibility of cloud technologies, but also supports international ESG trends in energy conservation and carbon reduction. At the same time, the deployment complies with government cybersecurity policies and data residency requirements, strengthening data governance through a compliant, secure, and digitally resilient operating environment. TIPC is also accelerating the adoption of AI technologies to generate data-driven insights, optimize decision-making, and enable timely access to opera

AI Steering Committee

As the operator and manager of Taiwan's seven international commercial ports, TIPC established the AI Steering Committee in 2025 in response to the global digital transformation of maritime transport, the rapid advancement of generative AI technologies, and the government's AI policy initiatives, while also supporting the implementation of the seven strategic initiatives established by the Ministry of Transportation and Communications' Transportation AI Promotion Committee.

Based on the operational needs of port management, the Committee is organized into five working groups: Port Operations and Engineering, Business Management, Administrative Services, Applied Technologies, and Talent Development. Through cross-functional and cross-company collaboration, these working groups identify opportunities for AI adoption and develop AI application proposals.

AI Steering Committee Organizational Structure



Through structured governance and systematic management, the AI Steering Committee ensures that AI technologies are closely aligned with TIPC's operational needs and strategic objectives. Focusing on three key priorities: enhancing operational resilience, accelerating the net-zero transition, and strengthening safety management, the Committee drives AI adoption to further enhance the international competitiveness of Taiwan's port network. Led by the AI Steering Committee, TIPC has established a governance framework to ensure that the development and application of AI technologies are aligned with the Company's business objectives. A dedicated unit is responsible for monitoring and managing the progress of AI initiatives, while regular meetings of the AI Steering Committee and project working groups are convened to review implementation progress, discuss key issues, and ensure that AI initiatives remain aligned with the Company's strategic direction.

TIPC's AI implementation framework is built around five key principles:

(1) identifying specific operational pain points,

(2) defining clear implementation objectives,

(3) evaluating implementation benefits based on quantitative performance metrics,

(4) establishing monitoring KPIs, and

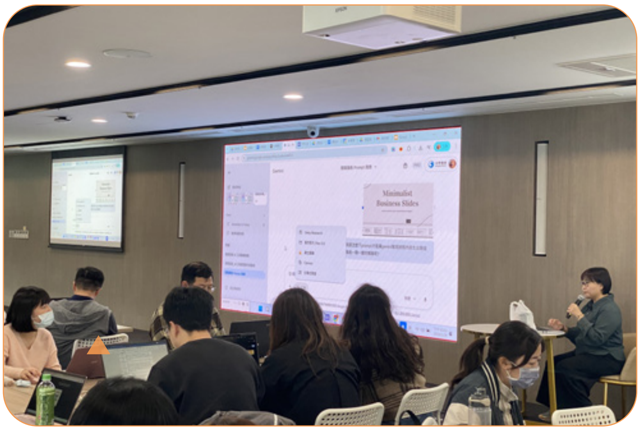
(5) setting implementation milestones.

AI proposals submitted by relevant departments are reviewed and evaluated to further strengthen the governance framework and enhance implementation effectiveness. During the reporting year, the Company convened one AI project working group meeting and conducted three AI project working group requirements interview sessions. These sessions focused on identifying operational pain points and assessing the feasibility of AI adoption to address business needs.

AI Talent Development Program

In accordance with the planned TIPC AI Learning Pathway, the Company has established a systematic talent development framework to cultivate three categories of AI professionals: those who can plan, apply, and develop AI solutions. This structured approach helps address capability gaps, align technological capabilities with business needs, and accelerate the Company's AI-driven digital transformation.

TIPC conducted 12 sessions of the "AI Applications for Beginners" training program, enabling employees across departments to quickly become proficient in AI tools and integrate them into their daily administrative and professional work. The program received a 99% participant satisfaction rate based on post-training feedback.



TIPC organized nine "AI Applications in Practice" workshops tailored to the operational needs of individual business units. By engaging leading international technology companies to facilitate solution-oriented discussions and hands-on learning, the workshops strengthened employees' practical AI application capabilities and promoted the effective adoption of AI in business operations.

Corpus

TIPC proactively publishes non-confidential data on the Open Government Data Platform, demonstrating its commitment to transparent governance. The Company has also established an Open Data Advisory Group, comprising representatives from relevant departments to jointly review the scope of data to be released and oversee data inventory management. All datasets are provided in structured, machine-readable formats, including JSON, CSV, and XML, and are updated in a timely manner to ensure data currency. If errors or sensitive information are identified, corrective procedures are initiated immediately, and the incident is reported within 24 hours. In addition, TIPC continuously safeguards data quality through regular monitoring of missing fields, format errors, and data integrity and logical consistency checks.	Taiwan Sovereign AI Training Corpus (Beta Version)

3.3 Climate Action

2025 Performance Highlights (G)

- In accordance with the TCFD framework, TIPC completed a climate risk assessment, identifying 3 climate-related risks and 1 climate-related opportunity. The Company also implemented targeted protection and risk management measures for critical infrastructure and operations, including wharves and breakwaters. Quantitative analyses were conducted for hazards such as strong winds, storm surges, and extreme heat, and corresponding response strategies were developed. TIPC also reviewed the implementation status of these strategies.
- A cumulative total of 3 climate-resilient wharves have been constructed across TIPC's ports.
- On September 16, 2025, the Company and the Central Weather Administration (CWA) of the Ministry of Transportation and Communications jointly held a signing ceremony for the "Safeguarding Navigational Safety: Creating State-of-the-Art Smart Ports and Meteorological Capabilities Together" Memorandum of Understanding (MOU) on port-area microclimate development. The MOU formally established an interagency cooperation mechanism to integrate meteorological expertise with practical port operational needs, strengthen the collection, analysis, and application of meteorological data in port areas, and advance the development of microclimate monitoring and early warning technologies. These efforts enhance the application of meteorological information in port operations management, navigational safety decision-making, and disaster prevention planning while progressively building a smarter and more resilient port operating environment.

Comply with the SDGs

9 INDUSTRY, INNOVATION AND INFRASTRUCTURE — SDG 9.1

13 CLIMATE ACTION — SDG 13.1, SDG 13.2, SDG 13.3

Management Policies

Covered material topics

- Climate change risks and opportunities

Policy

- 3.2 Climate Goals and Indicator Management (Net-Zero Carbon Reduction Policy Goals)
- 3.3.4 Climate Goals and Indicator Management (Climate Risk Mitigation Measures)

Management Evaluation System

- 3.3.2 Risk Management and Financial Impact (Risk Flowchart for Climate-Related Risks and Opportunities)
- 3.3.4 Climate Goals and Indicator Management (Climate Risk Mitigation Measures)

3.3.1 Climate Governance

Governance of Climate-Related Risks and Opportunities

In response to the growing impacts of global climate change and the evolving policy landscape, TIPC continues to closely monitor climate-related risks. According to the World Economic Forum's Global Risks Report 2026, the most significant risks over the next decade include environmental challenges such as extreme weather events, biodiversity loss, and critical changes to Earth systems. In Taiwan, the government approved its Nationally Determined Contribution (NDC 3.0) in 2025, setting a target to reduce greenhouse gas emissions by 38 ± 2% by 2035 compared with the baseline year.

To address these climate- and policy-related challenges, TIPC advances climate risk management through its sustainability governance framework. The Sustainable Development Steering Committee is responsible for formulating climate strategies and regularly reporting to the Board of Directors, while the Company continues to strengthen mechanisms for identifying, assessing, and continuously monitoring climate-related risks. For details on the sustainability governance framework, please refer to **Section 1.1.2 Sustainable Governance Framework**.

3.3.2 Risk Management and Financial Impact

Management of Climate-Related Risks and Opportunities

TIPC has established an Internal Control System and an Internal Audit System, along with related operating procedures and guidelines, to ensure the effective implementation of its governance framework and operational processes. For material topics related to climate risks and ESG, the Company leverages its internal control mechanisms to strengthen risk assessments and the management of performance indicators, ensuring that information disclosures comply with the latest regulatory requirements and the principles of ethical governance and integrity.

Assessment of Climate-Related Risks and Opportunities

TIPC implements its risk management and internal control systems in accordance with the "Operating Principles for Risk Management and Crisis Handling of the Executive Yuan and Its Affiliated Agencies," the "Handbook for Risk Management and Crisis Handling of the Executive Yuan and Affiliated Agencies," and the "Highlights of Government Internal Control and Surveillance Operations." Each department establishes operational objectives based on its responsibilities and scope of operations, assesses the significance and potential risks of its operations, identifies and evaluates risks, analyzes their significance and likelihood, and establishes appropriate risk assessment criteria and internal control procedures. TIPC implements its Risk Management and Internal Control System procedures accordingly. For details, please refer to **Section 2.2.1, "Risk Management and Internal Control System"** under Internal Control.

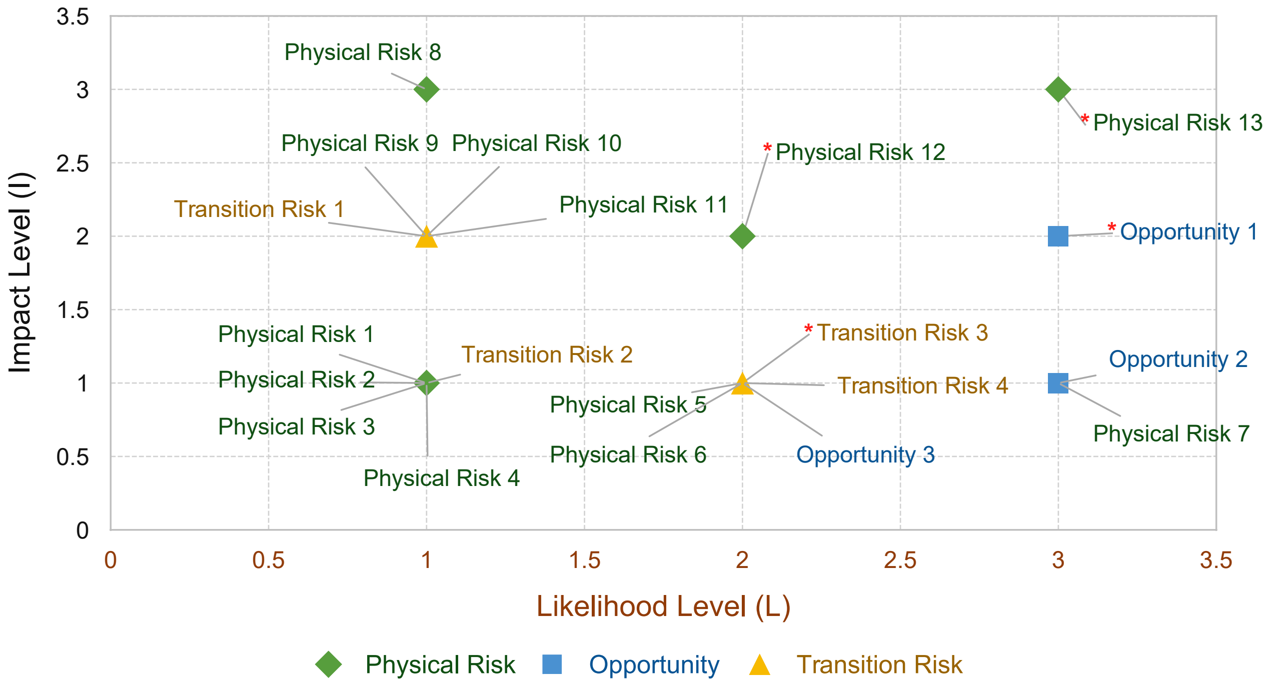
In response to the global transition toward net-zero emissions and the 2050 net-zero target established under the Climate Change Response Act, TIPC has further strengthened its climate risk management framework and conducted physical climate risk assessments covering both Headquarters and all branch offices. The assessments draw on the Shared Socioeconomic Pathways (SSPs) presented in the Intergovernmental Panel on Climate Change (IPCC) Sixth Assessment Report (AR6) and adopt the SSP5-8.5 scenario. They also incorporate data and projections from the Taiwan Climate Change Projection Information and Adaptation Knowledge Platform (TCCIP) and the National Science and Technology Center for Disaster Reduction (NCDR) to assess potential climate-related hazards, including flooding, drought, extreme heat, strong winds, extreme precipitation, landslides, and sea-level rise. In addition, TIPC collaborates with external experts to identify port-specific climate risks and vulnerabilities, thereby strengthening the resilience of its port operations and supporting informed climate adaptation planning.

Climate-related risks and opportunities	Scenario Used for Assessment	Scenario Description
Transition Risk **Opportunity**	• 1.5°C Scenario • Taiwan's Pathway to Net-Zero Emissions in 2050 and Strategies	Achieving net-zero emissions by 2050 has become a global priority. In March 2022, Taiwan released the "Taiwan's Pathway to Net-Zero Emissions in 2050 and Strategy," which is built on four major transition strategies—energy transition, industrial transition, lifestyle transition, and societal transition—and supported by two governance foundations: technological research and development and climate legislation. These policy developments and associated greenhouse gas reduction measures may have implications for the Company's operations and value chain.
Entity Risk	• IPCC AR6 High-Emissions Scenario (SSP5-8.5)	Under the very high greenhouse gas emissions scenario (SSP5-8.5) presented in the IPCC Sixth Assessment Report (AR6), climate change is projected to intensify shifts in average temperatures, extreme heat events, annual total precipitation, maximum one-day precipitation intensity, maximum consecutive dry days, and the proportion of intense typhoons. These climate-related hazards may have material impacts on the Company's operations and value chain.

Identification of Climate-Related Risks and Opportunities

The working groups under the Sustainable Development Steering Committee, in collaboration with external experts, plan to define the corresponding short-, medium-, and long-term time horizons for climate-related risks and opportunities and establish a process for prioritizing material risks and opportunities. Scenario analysis and quantitative assessments will then be conducted to evaluate the material impacts on the Company's operations and financial performance. Based on the assessment results, climate resilience and adaptation measures will be developed to address physical risks, while low-carbon transition targets and mitigation measures will be established to address transition risks.

Time Horizons	• Short term (0-3 years): 2025-2028 • Mid-term (3-10 years): 2028-2037 • Long term (10-20 years): 2037-2046
Risk and Opportunity Metrics	• Likelihood of Occurrence • Degree of Financial Impact
Risk and Opportunity Categories	• Transition Risk: Policy and Legal, Technology, Market, Reputation • Physical Risk: Acute, Chronic • Opportunity: Resource Efficiency, Energy Source, Products and Services, Markets, Resilience
Climate Scenario Settings	• IPCC Sixth Assessment Report (AR6) • Worst-case global warming scenario (SSP5-8.5)



Note: Items marked with * denote material climate-related topics prioritized for discussion.

Physical Risk	Opportunity	Transition Risk
1. Strong winds may impair vessel maneuverability and obstruct navigation channels, preventing vessels from entering or leaving the port. 2. Swell conditions may impair vessel maneuverability and obstruct navigation channels, preventing vessels from entering or leaving the port. 3. Storm surge-induced flooding may cause physical damage or impair the functionality of port facilities, resulting in disruptions to port operations. 4. Extreme heat may damage cargo-handling equipment, disrupting cargo loading and unloading operations. 5. Heavy rainfall and flooding may cause physical damage or impair the functionality of port facilities, resulting in disruptions to port operations. 6. Drought-related water shortages may disrupt the water supply within the port area, increase environmental management challenges (e.g., road dust and dust accumulation in wharf and operational areas), and increase port maintenance and operating costs. 7. Dense fog may prevent vessels from entering or leaving the port, resulting in temporary disruptions to port operations. 8. Strong winds may damage cargo-handling equipment, disrupting cargo loading and unloading operations. 9. Swell conditions may damage wharf facilities, preventing vessels from berthing. 10. Swell conditions may cause vessels to collide with wharves, preventing safe berthing. 11. Strong winds may cause vessels to collide with wharves, damaging port infrastructure and preventing vessels from berthing. 12. *Strong winds may cause vessels to collide with wharves, preventing safe berthing. 13. *Swell conditions may damage wharves, breakwaters, and other structures, resulting in structural damage and disruptions to port operations.	1. *Implement smart energy management systems across port areas and buildings to improve energy efficiency and support the Company's transition toward net-zero emissions. 2. Explore low-carbon services and assess the infrastructure required to support low-carbon fuels, creating opportunities to strengthen collaboration with environmentally conscious shipping companies. 3. Promote rainwater harvesting and water reuse initiatives to enhance water resource resilience and mitigate the impacts of drought.	1. Failure to implement the PAS 2080 Carbon Management in Buildings and Infrastructure standard and Engineering Carbon Footprint Quantification and Reduction measures, as required by regulatory authorities, may result in penalties and adverse impacts on revenue. 2. Failure to meet decarbonization commitments may result in reputational damage and increased exposure to greenwashing-related risks. 3. *Low-carbon transition policies may increase costs and affect asset values. 4. The deployment of low-carbon technologies and infrastructure (e.g., shore power) may introduce implementation and operational risks.

TIPC identified and assessed climate-related risks based on their likelihood of occurrence and potential impact. Following panel discussions, three risks and one opportunity were identified as priority climate-related topics requiring the Company's response.

Risk Type	Risk Scenario Description	Existing Controls and Mitigation Measures	Operational Impact Analysis (e.g., Personnel, Facilities, ICT Infrastructure, Transportation)	Financial Impact Assessment	Response Measures / 4T Risk Management Strategy: ① Terminate, ② Treat, ③ Transfer, ④ Tolerate	Financial Assessment of Response Measures
Physical Risk	Swell conditions may damage wharves, breakwaters, and other structures, resulting in structural damage and disruptions to port operations.	Breakwaters, seawalls, and revetments are inspected at least once per quarter, with special inspections completed within 24 hours after a natural disaster event.	Increased maintenance costs and heightened structural risks. Reduced harbor tranquility, resulting in vessel motion and disruptions to cargo-handling operations.	[Hualien Port case study]: (Short term) Typhoon Kong-Rey in October 2024 damaged the wave-dissipating parapet wall and roadway surface of the East Breakwater at the Port of Hualien. Although no structural damage was identified, repair and reinforcement work was planned to restore functionality and enhance resistance to waves and strong winds without altering the original energy-dissipation design. The project is scheduled for completion between Q3 2025 and Q1 2027, with an estimated cost of approximately NT$380 million. (Mid-term) Based on historical experience, repair costs over the next 3–10 years are estimated at approximately NT$380 million. (Long term) Under an IPCC scenario in which the frequency of intense typhoons doubles, repair costs over the next 10–20 years are estimated at approximately NT$760 million.	② Treat 1. Allocate funding for the repair and rehabilitation of damaged wharves and breakwaters. 2. Conduct routine inspections in accordance with TIPC's inspection guidelines, including weekly inspections of wharves and quarterly inspections of breakwaters, seawalls, and revetments. ④ Tolerate 3. Wharves, breakwaters, and revetments are currently not covered by the Company's commercial property insurance program, and no related insurance coverage is available.	(Short term) Hualien Port budgeted approximately NT$24.6 million in 2025 and NT$28.6 million in 2026 for inspection and repair activities. (Medium- and long-term) 1. Future budgets will continue to be allocated based on the impacts of abnormal weather conditions. 2. Regular inspections of critical infrastructure, including breakwaters and seawalls, will be maintained.

Risk Type	Risk Scenario Description	Existing Controls and Mitigation Measures	Operational Impact Analysis (e.g., Personnel, Facilities, ICT Infrastructure, Transportation)	Financial Impact Assessment	Response Measures / 4T Risk Management Strategy: ① Terminate, ② Treat, ③ Transfer, ④ Tolerate	Financial Assessment of Response Measures
Physical Risk	Strong winds may cause vessels to collide with wharves, preventing safe berthing.	The Marine Weather Information System of Taiwan International Ports provides real-time hydrological, wave, tidal, and visibility information to support early warning and risk mitigation. TIPC has established a Disaster Prevention and Response Plan, which includes disaster-specific contingency plans, standard operating procedures, and operational guidelines, to ensure that personnel clearly understand their roles and responsibilities and are able to respond effectively to disaster events.	Personnel: Responsible units conduct routine inspections and maintenance in accordance with the TIPC Guidelines for Inspection, Examination, and Maintenance Responsibilities for Various Facilities. Facilities: Port wharves and breakwaters are designed in accordance with the Design Standards of Port Structures, incorporating climate change factors such as wave conditions and wave forces. ICT Infrastructure: The Port Facility Maintenance Management System is utilized to initiate special inspection procedures following typhoon events. Transportation: If an operational wharf unexpectedly loses service functionality, alternative operational wharves will be coordinated on an emergency basis to maintain port services.	(Short term) Commercial ports have established navigational safety requirements, including vessel entry and departure control standards, to ensure the safe movement of vessels within port waters. Recently there have been no cases within TIPC-operated ports where strong winds caused vessels to collide with wharves, resulting in the inability to berth, disruption of port operations, or damage to wharf facilities. Accordingly, no associated financial losses from such incidents have been recorded. (Mid-term) Commercial ports have established navigational safety requirements, including vessel entry and departure control standards, to ensure the safe movement of vessels within port waters. Recently there have been no cases within TIPC-operated ports where strong winds caused vessels to collide with wharves, resulting in the inability to berth, disruption of port operations, or damage to wharf facilities. Accordingly, no associated financial losses from such incidents have been recorded. (Long term) In response to climate change trends, TIPC will continue to review and strengthen relevant control measures and implement additional preventive actions.	② Treat 1. Continue to review and strengthen port safety measures in response to emerging climate trends, and incorporate relevant actions into the Disaster Prevention and Response Plan for implementation. 2. Continuously review and enhance disaster mitigation and maintenance management measures for port infrastructure and port construction projects in response to changing climate conditions. 3. Strengthen disaster monitoring facilities and data collection capabilities, including marine and meteorological information systems, to enhance situational awareness and emergency response capabilities. 4. Continue to enhance disaster prevention and response drills, exercises, and personnel training programs to strengthen organizational preparedness and response capacity.	(Short term) Continue to implement existing control measures, strengthen personnel's use of meteorological information systems, and ensure compliance with relevant operating procedures. (Mid-term) Management measures will be reviewed and updated on an ongoing basis to enhance personnel competency, preparedness, and familiarity with assigned responsibilities. (Long term) Climate change considerations will continue to be incorporated into disaster prevention and response planning to strengthen port resilience under extreme weather conditions.
Transition Risk	Low-carbon transition policies may increase costs and affect asset values.	Conduct regular greenhouse gas inventories and promote the deployment of renewable energy.	No impact.	TIPC has no single operating site with annual greenhouse gas emissions exceeding 10,000 metric tons of CO_2e; therefore, the associated short-, medium-, and long-term risk impacts are expected to be limited. (Short term) No impact. (Mid-term) Annual greenhouse gas emissions at all operating sites are projected to remain below 10,000 metric tons of CO_2e after 2030, with no significant impact anticipated. (Long term) No significant impact identified.	② Treat Continue conducting greenhouse gas inventories in accordance with applicable policy and regulatory requirements.	Greenhouse gas inventories are currently being conducted. Future reporting and disclosure activities will be carried out in accordance with applicable policy and regulatory requirements. (Short term) 1 million (Mid-term) 1 million (Long term) 1 million Please disclose the associated costs and expenditures in monetary terms.

Risk Type	Risk Scenario Description	Existing Controls and Mitigation Measures	Implementation Strategy	Financial Assessment of Response Measures
Opportunity	Implement smart energy management systems across port areas and buildings to improve energy efficiency and support the Company's transition toward net-zero emissions	Under the overall framework of the Energy Management System (EMS), each branch company develops and implements energy management solutions tailored to the operational needs of its respective port. At present, all branch companies have deployed smart energy-related infrastructure and systems. Smart Energy Management System: (1) Water Consumption Management (Smart Water Meters) (2) Electricity Consumption Management (Smart Meters) (3) Security and Power Distribution Management (Substations) (4) Lighting Management (LED Lighting Systems) (5) Water Resource Management (6) Renewable Energy Generation Management (Solar Power Systems) (7) Air Conditioning Management (8) Energy Storage Management (Kaohsiung Port and Hualien Port)	The Smart Energy Management Systems implemented by the Keelung Branch, Taichung Branch, Kaohsiung Branch, and Hualien Branch include the following initiatives: 1. Completed the deployment of renewable energy generation and energy storage facilities at Kaohsiung Port, as well as the installation of additional smart water and electricity meters across all branch companies. 2. Renewable energy generation and energy storage deployment: Kaohsiung Port and its subsidiary ports completed the installation of 3,375 kW of solar photovoltaic (PV) capacity. 3. Additional smart water and electricity meters installed: (1) 2025: 99 smart water meters and 489 smart electricity meters (2) 2026: 42 smart water meters and 84 smart electricity meters	(Short term) 1. Investment in Energy Management Systems by Port (Unit: NT$ thousand): Estimated annual investment: NT$271,158 thousand per yearNote (1) Keelung Branch (including Taipei Port, and Suao Port): Approximately NT$312,500 thousand for the period 2023–2027. (2) Taichung Branch : Approximately NT$170,000 thousand for the period 2022–2027. (3) Kaohsiung Branch (including Anping Port, Budai Port, and Penghu Port): Approximately NT$666,900 thousand for the period 2022–2025. (4) Hualien Branch: Approximately NT$68,000 thousand for the period 2023–2027. Note: Estimated annual investment is calculated as: Total project investment ÷ project implementation period. 2. Estimated Electricity Cost Savings from Solar PV Installations by Port (Unit: NT$ thousand): Estimated annual electricity cost savings: NT$24,880 thousand per year (1) Keelung Branch : Upon completion in Q4 2026, solar PV systems with a combined installed capacity of approximately 812 kW at Warehouse No. 27 (West) of Keelung Port, the Taipei Port Administration Building, and Warehouse No. 15 of Suao Port are expected to generate annual electricity cost savings of approximately NT$4.66 million (3.5 hours x 365 days x 812kW x NT$4.5/kWh). (2) Taichung Branch : Upon completion in Q2 2027, solar PV systems with a combined installed capacity of approximately 1,276 kW at the water station reservoir rooftop and the Huangang South Road greenbelt area are expected to generate annual electricity cost savings of approximately NT$7.33 million (3.5 hours × 365 days × 1,276 kW × NT$4.5/kWh). (3) Kaohsiung Branch : Upon completion in Q4 2027, solar PV systems with a combined installed capacity of approximately 1,914 kW at Kaohsiung Port Wharf No. 79 Transit Shed, Wharf No. 47 Bulk Grain Warehouse, Wharf No. 116 Transit Shed, and the Anping Port Operations Office Building are expected to generate annual electricity cost savings of approximately NT$11.00 million (.5 hours × 365 days × 1,914 kW × NT$4.5/kWh). (4) Hualien Branch: Upon completion of the Green Energy Innovation Base in Q1 2027, with an installed capacity of approximately 330 kW, annual electricity cost savings are expected to reach approximately NT$1.89 million (3.5 hours × 365 days × 330 kW × NT$4.5/kWh). 3. Hardware assets are covered by insurance, while intangible assets are currently not insured. (Medium- and long-term) The second phase of the Smart Energy Management System is scheduled for completion by 2027. Thereafter, TIPC will continue to optimize and enhance the system based on the performance and benefits achieved by each management module.

3.3.3 Climate Goals and Indicator Management

Net Zero Carbon Reduction Policy Goals

In 2023, TIPC proposed Scope 1 and Scope 2 targets of "reducing greenhouse gas emissions by 50% by 2030 and achieving net-zero emissions by 2050" to the Sustainable Development Executive Committee. Using 2020 as the base year and referencing the Science Based Targets initiative (SBTi), TIPC also established an annual carbon reduction target of 4.2%. In 2025, TIPC reduced its greenhouse gas emissions by 1,801.84 metric tons of CO_2e, representing a 7.35% year-over-year decrease, through measures including the replacement of existing equipment with energy-efficient alternatives, the adoption of electric official vehicles, and the use of renewable energy.

Note: The 2024 electricity factor (0.474 kg CO_2e/kWh) is used. (Occupational Safety and Health Department)

Each operational unit shall establish climate-related targets/ indicators based on operational feasibility and regulatory requirements:	
Indicato	In accordance with the greenhouse gas inventory requirements of ISO 14064-1 and the GHG Protocol, TIPC obtained third-party verification statements covering its headquarters and all branch offices (ports).
Target	In 2023, Sustainable Development Executive Committee proposed Scopes 1 and 2 targets of "Reduce greenhouse gases by 50% by 2030, and achieve net-zero emission by 2050".

TIPC completed a preliminary greenhouse gas inventory for 2023 in 2024. In 2025, the Company obtained dual certification under ISO 14064-1 and the GHG Protocol, becoming the first state-owned enterprise in Taiwan to obtain both certifications.

Climate Risk Adaptation Measures

Given the unpredictable nature of disasters and the need to strengthen its disaster prevention and response system, TIPC has developed a "Disaster Prevention and Response Plan." For details on the measures outlined in the Plan, please refer to Section 5.4, Port Operation Safety Management.

TIPC has engaged National Taiwan Ocean University to assess the impacts of extreme weather events on breakwaters, wharves, and revetments at Taiwan's international and domestic commercial ports. The study evaluates how changes in natural conditions at the nine commercial ports under TIPC's jurisdiction may affect existing port infrastructure under extreme weather conditions. It analyzes the potential impacts on breakwaters, wharves, and revetments and proposes adaptation and improvement measures to address climate-related risks. Using advanced numerical simulation tools for in-depth analysis, the project develops improvement strategies based on the simulation results to enhance the resilience and safety of port facilities, ultimately providing a critical reference and baseline for the future design of port facilities.

To fulfill its financial management responsibilities and address port operational risks, TIPC transfers property loss and operational liability risks through insurance coverage. Under TIPC's Fire and Property All Risks Insurance policy, coverage includes losses resulting from natural disasters. The indemnity limit for each natural disaster event is capped at 20% of the total insured value. TIPC should complete the centralized insurance procurement process for the following year before the current insurance policy expires on December 31, 2025, to avoid any lapse in coverage, thereby ensuring adequate property protection and reducing operational liability risks.

Insurance type				
Fire and Property All Risks Insurance	Operational equipment overview	Comprehensive artwork	Vessel	Marine pollution liability
Liability of shipping operators	Passenger injury	Passenger accident	Responsibility for operating remote-controlled drones	Public liability for premises

Note:
1. TIPC's 2026 property insurance was successfully bid on December 16, 2025, with the insurance period from January 1, 2026, to December 31, 2026, and the insurance premium is approximately NT$55.30 million.
2. Complete the property insurance procurement for the following year before the end of the insurance year.

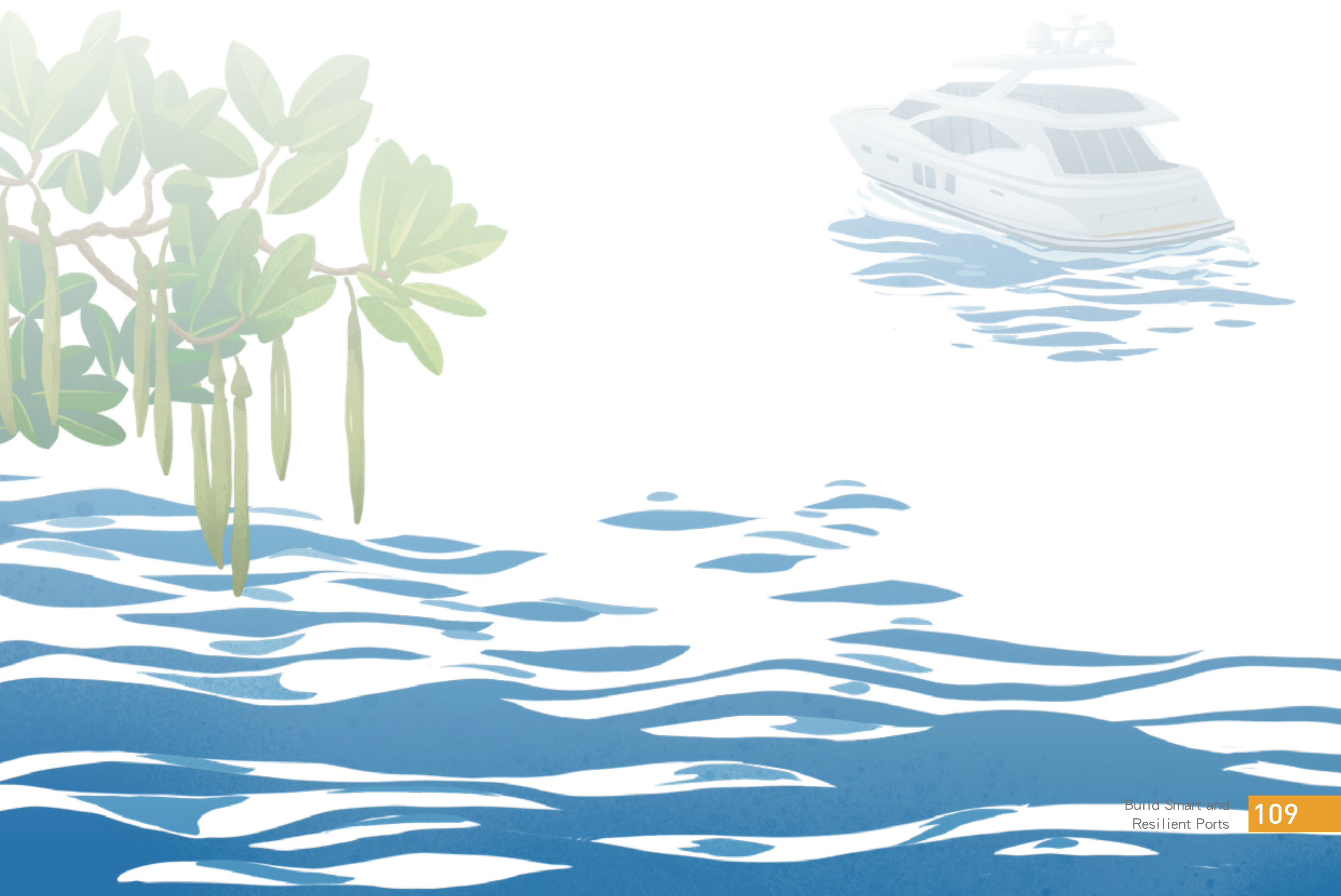
CWA Partners with TIPC to Drive Smart Port Initiatives and Enhance Disaster Prevention Safety

As the frequency and intensity of extreme weather events continue to increase, ports face growing operational and safety challenges. The Central Weather Administration (CWA) and TIPC have established a collaborative framework to facilitate the sharing of marine meteorological data, support disaster prevention and response decision-making in port areas, and jointly develop a Port Microclimate Observation System. The initiative will initially be launched as a pilot program at the Port of Kaohsiung before being progressively expanded to other international commercial ports. In terms of talent development, both parties will jointly conduct training programs and workshops to equip port operations personnel with the skills needed to interpret weather forecasts and respond effectively to extreme weather events.

3.3.4 Climate Risk Adaptation Measures

In managing transition risks, TIPC places a strong emphasis on achieving its carbon reduction and sustainability objectives. Because the Company's direct greenhouse gas emissions account for a relatively small proportion of total emissions within port areas, TIPC focuses on internal carbon reduction initiatives, including the deployment of energy-efficient facilities, the electrification of equipment, the adoption of low-carbon fuels, and the development or procurement of renewable energy. These initiatives are reviewed and updated annually.

From an external management perspective, TIPC actively collaborates with shipping and port operators to mitigate potential reputational risks arising from inadequate carbon reduction efforts or environmentally harmful practices and to ensure that the overall development of port areas aligns with stakeholder expectations. Specific measures related to TIPC's climate risk management, energy conservation, carbon reduction, and environmental performance in 2024 are detailed in **Chapter 4, "Transition to Low-Carbon and Green Port Group**.

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04

Transition to Low-Carbon and Green Ports

4.1 Green Port Development

2025 Performance Highlights (G)

- As of 2025, the cumulative grid-connected capacity of solar photovoltaic (PV) installations across Taiwan's port areas reached approximately **110,657** kW.
- At the Port of Taichung, CPC Corporation, Taiwan operates an LNG receiving terminal at Wharf No. W13 and completed construction of a temporary unloading wharf at Wharf No. W12, which commenced operations on March 12, 2025. TIPC provides the port land required for these facilities.
- In 2025, TIPC's green energy-related sites—including LNG, offshore and onshore wind power, photovoltaic power, and other renewable energy sources—had a total leased area of **491.18** hectares.
- ESG bonds accounted for approximately **11.28%** of the Company's total bond investment portfolio, supporting local enterprises in promoting green energy, energy-saving projects, clean transportation, and ecological conservation initiatives.
- Risks are primarily associated with policy and regulatory developments. TIPC seeks to capture transition opportunities through the development of renewable energy, the electrification of official vehicles, the replacement of fuel-powered equipment, the installation of energy-efficient facilities, and the promotion of green and low-carbon ports. These initiatives reduced greenhouse gas emissions by **1,801.84** metric tons of CO_2e.[1]
- A total of **91,067** trees were newly planted, replanted, or replaced in 2025.
- In 2025, the ports of Suao, Taichung, Kaohsiung, Anping, and Hualien utilized approximately **376,634** metric tons of reclaimed water.
- International and domestic commercial ports have installed both high-voltage and low-voltage shore power systems to serve official vessels, passenger and cargo vessels, and large container ships. In addition, all port service vessels use low-voltage shore power while on standby within port areas. In 2025, vessels equipped with high-voltage shore power capabilities used shore power facilities during 182 port calls, achieving a **100%** utilization rate at applicable berths.
- TIPC regulates the loading and unloading of fugitive dust-generating cargoes by promoting the use of fully enclosed or improved cargo-handling equipment as alternatives to conventional grab-bucket operations. Routine inspections are conducted, and operators found to be in violation are subject to penalties and required to take corrective action in accordance with applicable regulations and contractual requirements.
- In 2025, the Port of Suao successfully attracted one company to establish operations at its wave energy testing site, creating a pioneering model for commercial ports in the deployment of wave power generation technologies in port waters.

Note 1: Based on the 2024 electricity emission factor of 0.474 kg CO_2e/kWh.

Comply with the SDGs

SDG 7.2
SDG 7.A
SDG 7.B

SDG 9.3
SDG 9.4

SDG 11.5
SDG 11.6

SDG 13.2

Management Policies

Covered material topics

- Greenhouse gas emissions
- Energy management
- Green investment
- Air pollution

Policy

- 4.1.1 Environmental Management Policy

Management Evaluation System

- 4.1.2 Energy Conservation and Carbon Reduction (Promotion of Energy Conservation and Carbon Reduction)
- 4.2.1 Development of Renewable Energy
- 4.2.2 Investment in ESG Bonds

4.1.1 Environmental Management Policy

TIPC is committed to advancing environmental sustainability alongside operational development. The Company continuously identifies environmental risks and promotes proactive management measures to mitigate potential operational impacts. All seven international commercial ports under TIPC's jurisdiction obtained EcoPorts certification by 2017 and continue to enhance green port management practices through biennial recertification reviews and international knowledge exchange. Among them, Kaohsiung Port became the first port in the Asia-Pacific region to obtain EcoPorts certification in 2014. In 2025, Keelung Port, Suao Port, Taichung Port, and Anping Port successfully completed their EcoPorts recertification assessments.

Environmental Policies	TIPC Environmental Sustainability
1. Implementing the Green Port Program to build world-class international ports.	
2. Complying with environmental regulations, fulfilling its corporate environmental responsibilities.	
3. Conducting environmental monitoring and pollution control, improving port environmental quality	
4. Promoting environmental awareness and education, cultivating employees' environmental consciousness.	
5. Strengthening communication platforms with local communities and contributing to the sustainable development of the port city.	

Note: EcoPorts Certification is a certification provided by ECO Sustainable Logistic Chain (ECOSLC) under the European Sea Ports Organization (ESPO) for European and international ports to evaluate the environmental friendliness of their ports. It is currently the only international environmental certification inspection system designed for ports and can be further integrated with ISO 14001.

4.1.2 Energy Conservation and Carbon Reduction

Energy Consumption

Quantitative indicator	Unit	2023	2024	2025
Electricity usage	kWh	43,771,988	50,947,522.6	39,250,527.6
	GJ	157,579	183,411.1	141,301.9
Renewable energy (Self-generated solar power)	kWh	0	2,337,598	3,112,090.7
	GJ	0	8,415.4	11,203.5
Gasoline consumption	L	85,353.8	78,598.7	71,126.2
	GJ	2,786	2,565	2,259.04
Diesel fuel consumption	L	724,924.9	612,046.4	46,800.4
	GJ	25,478	21,511	3,486.65
Total energy consumption	GJ	185,843.2	215,367.4	157,336.19
Annual operation revenue	NT$ ten thousand	2,377,073	2,489,068	2,563,450
Energy intensity	GJ/NT$ ten thousand	0.08	0.09	0.06

Note:

1. The electricity conversion factor of 1 kWh = 0.0036 GJ is based on information published by the Climate Change Administration, Ministry of Environment.
2. 1 cal=4.1868 J
3. Conversion of heating values for gasoline and diesel:
   (1) Data for 2023 and 2024 were calculated using the fuel heating values provided in Version 6.0.4 of the Gas Emission Factor Management Table issued by the Environmental Protection Administration (MOENV):Gasoline 7,800 kcal/L, Diesel 8,400 kcal/L, and Natural Gas 8,000 kcal/m^3.
   (2) Data for 2025 were calculated using the latest heating values announced by the Climate Change Administration, Ministry of Environment for 2025: the lower heating value (LHV) of Automotive Gasoline is 7,586 kcal/L, and the lower heating value (LHV) of Diesel is 8,636 kcal/L.
4. The energy intensity presented in this table is calculated based solely on energy consumption within the Company's organizational boundary and excludes energy consumption outside the organization.

GHG Inventory Statistics

Greenhouse Gas Emission

Unit: Metric tons of CO_2e

Year	2023	2024	2025
Scope 1: Direct GHG emission	3,799.5202	2,313.56	4,484.2025
Scope 2: Indirect GHG emission	21,401.0665	24,149.13	18,604.7499
Total emission=Scope 1 + Scope 2	25,200.5867	26,462.6900	23,088.9524
Annual operation revenue (NT$ ten thousand)	2,377,073	2,489,068	2,563,450
Scope 1 + Scope 2 GHG emission intensity	0.01	0.01	0.01

Note:

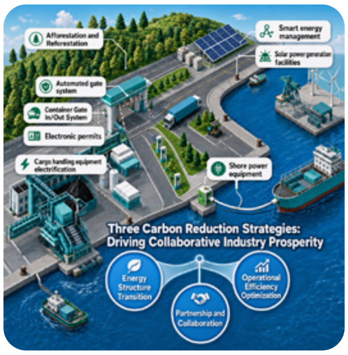
1. Greenhouse gas (GHG) emission intensity (metric tons CO_2e/organization-specific metric) = total emissions /revenue (million NT$).
2. Information has been restated based on updated Scope 1 and Scope 2 Greenhouse Gas Emissions for 2024 and 2025, reflecting the results of the Company's preliminary internal greenhouse gas inventory. Internal verification is scheduled to be completed by June 2026, followed by third-party verification in September 2026.
3. Scope 2 emissions primarily comprise electricity consumption. The increase in Scope 2 emissions in 2024 compared with 2023 was mainly attributable to a higher number of Port calls at Keelung Port, resulting in increased operational activities and electricity usage.
4. The company's official vehicles use ethanol-blended gasoline (provided by CNPC, Taiwan, containing 3% bioethanol). Carbon emissions from ethanol-blended gasoline amounted to 0.0375 metric tons of CO_2e.

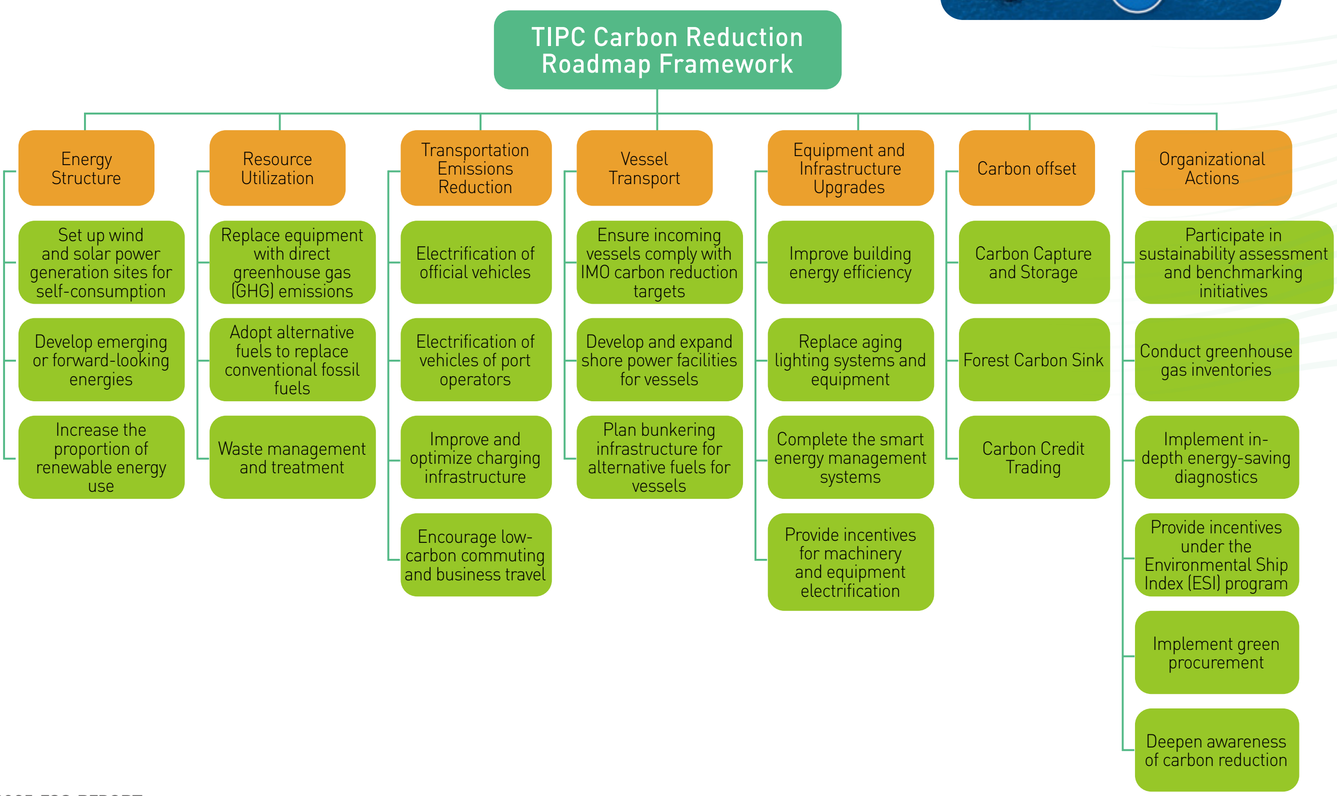
* The emission factor for ethanol-blended gasoline was calculated as follows: 2 × 44 / 46 = 1.9130434783 metric tons CO_2e per kiloliter (kL).

5. GHG inventory is conducted using the operational control approach, with 2020 as the base year. Emission factors are based on the Environmental Protection Administration (now Ministry of Environment) GHG Emission Factor Management Table Version 6.0.4. Global Warming Potential (GWP) values are adopted from the 2021 IPCC Sixth Assessment Report (AR6). No carbon offset projects have been used.
6. Grid emission factor in 2022: 0.495 kg CO_2e/kWh; Grid emission factor in 2023: 0.494 kg CO_2e/kWh; Grid emission factor in 2024: 0.474 kg CO_2e/kWh
7. The greenhouse gas inventory was conducted in accordance with ISO 14064-1:2018 and the GHG Protocol methodology. The inventory covers the following seven greenhouse gases: carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride (SF_6), and nitrogen trifluoride (NF_3).

TIPC Carbon Reduction Roadmap

To demonstrate its commitment to carbon reduction and support its targets of "reducing greenhouse gas emissions by 50% by 2030 and achieving net-zero emissions by 2050," TIPC President Wang, Chin-Jung presented the framework of the "TIPC Carbon Reduction Roadmap" at the "Navigating to Net Zero Forum," hosted by the Ministry of Transportation and Communications (MOTC) during "2025 SDG Asia" on September 11, 2025. The presentation outlined the strategic directions for advancing carbon reduction efforts across TIPC's ports.





Green Office Initiative: "Green Energy at Ports, Sustainability in Action"

"Supporting the Green Office Campaign"

TIPC actively participated in the Green Office Campaign promoted by the Institute of Environment and Resources by signing the Green Office Declaration (Appendix 1). Through practical actions in the workplace, the Company encourages employees to contribute to environmental sustainability by conserving energy and reducing carbon emissions, reducing paper consumption, increasing the use of videoconferencing, implementing waste sorting and recycling practices, and prioritizing environmentally preferable products through green procurement. These everyday actions demonstrate how small changes can lay the foundation for a more sustainable future.

"Greening the Workplace, Uplifting the Mind"

Workplace greening is a key initiative of TIPC's Green Office Campaign. By working together to nurture greenery in the workplace, much like a harbor embracing the rivers that flow into it, employees demonstrate their shared commitment to cultivating a sustainable future. Following the event, the plants were incorporated into office spaces to create a greener work environment, help improve air quality, and provide a refreshing and relaxing atmosphere that supports employee well-being.

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Promoting Energy Conservation and Carbon Emission Reduction

TIPC actively supports national sustainability and climate policies. In response to the Ministry of Environment's recommendations presented at the CSO (Chief Sustainability Officers) Consensus Camp regarding the implementation of in-depth energy efficiency assessments and energy-saving measures, the Company completed the required application procedures in accordance with the "Management Regulations for Voluntary Greenhouse Gas Reduction Projects." Furthermore, pursuant to resolutions adopted at the Fourth Sustainable Development Executive Committee Meeting, energy conservation and carbon reduction measures have been incorporated into TIPC's overall sustainability strategy and implementation plan. In addition, Taichung Port submitted an application for a "Carbon Sink Project for Forestation," using horsetail casuarina (Casuarina equisetifolia) as the primary tree species to expand coastal vegetation cover, enhance windbreak and sand stabilization functions, and increase carbon sequestration, thereby advancing low-carbon and sustainable development through concrete actions.

TIPC has established an emissions management and audit system in accordance with ISO 14064-1 and implements annual air pollution improvement measures in line with the "International Commercial Port Air Pollution Control Action Plan." Since 2022, TIPC has implemented an inspection system to promptly advise operators of violations or require corrective action. Cases of non-compliance are documented and reported to the Maritime and Port Bureau, MOTC, for adjudication. TIPC also conducts regular joint inspections and outreach activities for operators in collaboration with local environmental protection bureaus and navigation centers.

TIPC's operations involve electricity consumption by commercial buildings, including office buildings and cruise terminals, as well as by port infrastructure, such as terminal operating equipment. They also include port engineering activities. The Company's energy conservation and carbon reduction initiatives focus on three key areas: improving energy efficiency in offices, reducing carbon emissions from port infrastructure, and implementing green engineering practices. In 2025, information system optimization and digitalization initiatives were implemented to improve energy efficiency and reduce carbon emissions. In support of the government's green energy policies, the Company also encourages port lessees to install solar photovoltaic systems on rooftops and other suitable premises. Through the continued expansion of renewable energy applications, TIPC aims to reduce primary energy consumption while advancing carbon reduction and environmental sustainability across its port areas.

Energy Saving for Offices
The main energy-saving measures for 2025 are as follows: 1. Install timers on equipment such as exhaust fans to prevent them from operating after work hours. 2. Install light sensors in corridors and restrooms. 3. Adjust air-conditioning operating hours to delay startup and allow for earlier shutdown. 4. Gradually replace split-type air conditioners that have reached the end of their service life with inverter models. 5. Schedule water dispensers to shut down at night to reduce electricity consumption. 6. Configure computers and office equipment to enter sleep mode after a defined period of inactivity. 7. Encourage staff to turn off lights when leaving and conduct regular inspections of common areas to identify unnecessary electricity use. 8. Install smart meters to monitor electricity usage and adjust settings in real time.
Specific achievements in 2025: Replacing 54 LED light fixtures in offices reduced carbon emissions by 2.0 metric tons of CO_2e, and replacing 16 public service electric vehicles reduced carbon emissions by 25.10 metric tons. The total reduction in carbon emissions was 27.1 metric tons of CO_2e.
Note: Based on the 2024 electricity emission factor(0.474 kg CO_2e/kWh)

Information System Optimization and Digitalization Initiatives

1. Energy Savings Through Data Center Consolidation: The Kaohsiung Branch plans to relocate its data center from the former Passenger Terminal Building to the new Passenger Terminal Building, with completion expected in 2026. Through equipment consolidation and the energy-efficient design of the new facility, electricity consumption associated with data center operations is expected to decrease.
2. Carbon Reduction Through Cloud Migration: The TPNet system completed its migration to the cloud in 2023. As a result, annual carbon emissions were reduced from 32.3 metric tons of CO_2e to 3.41 metric tons of CO_2e, representing a reduction of 28.89 metric tons of CO_2e and significantly reducing energy consumption associated with information technology infrastructure.
3. Digitalization of Port Construction Management: TIPC established the Online Port Work Application System.By digitalizing workflows and integrating geographic information system (GIS) data, the system enables online applications, electronic approvals, and real-time case tracking, thereby improving the efficiency of port engineering management and reducing paper-based processes. In 2025, the system reduced the number of official documents by 936, saved approximately 72,570 hours of administrative processing time, and avoided the use of 50,908 sheets of paper, resulting in an estimated reduction in carbon emissions of 74.67 metric tons.[1]

Note:
1. Calculation Methodology for Carbon Emission Reductions from Paper Savings:
(Number of Sheets of Paper Saved × Paper Carbon Reduction Coefficient × Paper Manufacturing Emission Factor) + Fuel Consumption Savings from Paper Transportation + Fuel Consumption from Document Transportation.
2. Calculation Methodology for Carbon Emission Reductions from Reduced Processing Time:
Reduction in processing time per document for case officers + Internal Document Routing/Transit Time + Digitalization of Pipeline Operational Data + Transit Time for Port Area Work Application Documents.

Harbour Infrastructure Carbon Reduction

The key carbon reduction measures in 2025 are as follows:

1. The key carbon reduction measures in 2025 are as follows:
2. Four straddle carriers (SC-3-5, SC-3-6, SC-3-7, and SC-1-32) and one container gantry crane (BC-236) at Keelung Port had been in service for more than 19 years and had exceeded their useful lives. Disposal procedures are currently underway (as reported to Headquarters in Letter No. 1152580044 dated February 2, 2026). In 2025, Keelung Port also procured a new container gantry crane (BC-255), which is expected to reduce air pollutant emissions, implement the Company's carbon reduction strategy, and mitigate local air pollution.
3. The Suao Port Branch Office of the Keelung Branch replaced damaged wharf lighting fixtures with new LED lights, reducing energy consumption by approximately 40%.
4. In 2025, the Taichung Branch replaced 39 conventional high-pressure sodium lamps (400W) with energy-efficient LED lighting fixtures (150W), reducing annual electricity consumption by 35,588 kWh.[1]
5. Replace 202 LED lights in the ports in 2025, reducing carbon emissions by 247.47 metric tons of CO_2e.

Note: Based on the 2024 electricity emission factor (0.474kg CO_2e/kWh)

Green Engineering

Taichung Port Old Wharf No. 29 Reconstruction Project (Project period: March 2024–September 2025)

Low-vibration demolition methods: Structural demolition was carried out using cutting and drilling techniques, with debris removed off-site to minimize disturbance to intertidal ecosystems.

Low-carbon construction techniques: Semi-precast construction methods and movable formwork systems were adopted to reduce on-site concrete pouring and underwater construction activities.

Green port facilities: Newly installed shore power and shore water systems and mooring facilities enhance wharf functionality while supporting carbon reduction for vessels during berthing.

Enhanced wharf resilience: By evaluating the structural load-bearing capacity of wharves and upgrading bollard capacity, these improvements enhance the safe berthing and cargo-handling capabilities of the wharf for larger vessels.

Use of durable materials: Galvanized steel bars were used in the reconstruction of the old wharf to improve structural durability and reduce future maintenance requirements

Hualien Port Wharf Nos. 17–25 Earthquake Damage Restoration Project (provided by the Hualien Branch):	Taichung Port Old Wharf No. 29 Reconstruction Project (provided by Headquarters):

Carbon reduction achievements in port operations

Reduction of 17,032.5 tons of CO_2e in 2025			
			Unit: tons CO_2e
Project	Carbon reduction	Project	Carbon reduction
Scope 1 and Scope 2 Emissions Reduction Greenhouse gas emissions reductions totaled 9,690.9 metric tons of CO_2e			
Replacement of energy-efficient lighting fixtures	249.47	Electrification of public vehicles	25.10
Upgrades to energy-efficient equipment	473.50	Green power procurement	77.98
Renewable Energy	975.79	Tree planting	7,889.06
Scope 3 greenhouse gas emissions reductions totaled 7,341.6 metric tons of CO_2e			
Low-voltage shore power	5,250.9	Reclaimed water	56.50
High-voltage shore power	2,034.2		

Note:

1. Based on the 2024 electricity emission factor (0.474 kg CO_2e/kWh)
2. Replaced 256 energy-efficient lighting fixtures; Upgraded 61 sets of energy-efficient equipment; and replaced 16 official vehicles with electric vehicles (EVs). These measures resulted in electricity savings of 1,525,253.20 kWh and an estimated reduction of 748.07 metric tons of CO_2e.
3. Carbon reduction calculations for tree planting are based on the Directions of Design and Technique Specifications for Greenery of Site issued by the Ministry of the Interior.

Carbon sequestration from tree planting is calculated as follows:

Tree Planting Carbon Reduction = Tree Canopy Projection Area per Tree × Carbon Sequestration Equivalent per Unit Projection Area × Number of Trees Planted per Hectare × Ecological Greening Preferential Coefficient ÷ 1,000 = (metric tons/year).

4. Carbon reduction calculations for the electrification of official vehicles are based on the Regulations for Greenhouse Gas Emission Offset Management issued by the Ministry of Environment. The carbon reduction benefits of replacing conventional gasoline-powered vehicles (or motorcycles) with electric vehicles (or electric motorcycles) are calculated as follows:

Carbon Reduction = [Average Emissions from Gasoline-Powered Vehicles – (Average Electricity Consumption of Electric Vehicles × Electricity Emission Factor)] × Average Annual Mileage ÷ 1,000 = (metric tons/year).

Energy Management in Port Areas

In line with the national net-zero emissions policy, TIPC has established smart energy management systems at seven major international commercial ports to improve energy efficiency in office and operational areas. The Seventh Container Terminal at Kaohsiung Port has taken the lead in installing solar photovoltaic and energy storage facilities, thereby improving the utilization and management of green energy through load balancing. To expand the use of renewable energy, TIPC encourages port land leaseholders with property ownership rights to independently install solar photovoltaic systems, thereby increasing the proportion of self-generated and self-consumed energy and reducing reliance on conventional energy sources. This initiative not only contributes to carbon reduction and environmental sustainability but also advances corporate ESG development and the green transformation of the industry.

In 2025, TIPC completed Phase II of the Smart Energy Management System at its Keelung, Taichung, Kaohsiung, and Hualien Branches. The project included the construction of energy storage and power generation facilities at the Port of Kaohsiung, as well as the installation of additional smart water and electricity meters across all branches. In terms of energy storage and power generation, the Port of Kaohsiung and its auxiliary ports achieved a total installed solar photovoltaic (PV) capacity of 3,735 kW. In addition, details on the newly installed smart water and electricity meters are summarized below:

Additional Smart Water and Electricity Meters Installed		
Port	Water meters (units)	Electricity meters (units)
Keelung Port	20	155
Taichung Port	13	163
Kaohsiung Port	66	147
Hualien Port	--	24

Air Pollution Control at International Commercial Ports

To reduce the environmental impact of port operations, TIPC has actively implemented measures such as vessel speed reduction, expanded use of shore power facilities, and pollution reduction initiatives across port operations, as follows:

The 2025 International Commercial Port Air Pollution Control Action Plan reduced carbon emissions by 112,029.4 tons.

Reductions achieved included 149.9 metric tons of PM_2.5, 187.4 metric tons of PM_{10}, 978.8 metric tons of SO_S, and 1,714.7 metric tons of NO_X.

Note: The calculation methodology was based on guidance issued by the U.S. Environmental Protection Agency (U.S. EPA).

Action	Achievement
Speed reduction for vessels crossing the port: Reduce the speed of vessels to less than 12 knots within the harbor area (3-5 nautical miles) and outside up to 20 nautical miles	1. Within the port area (3-5 nautical miles): Speed reduction achievement rate of 94.1%, with a total of 62,625 vessels achieving the target. 2. Outside the port area up to 20 nautical miles: Speed reduction achievement rate of 48.1%, with a total of 27,976 vessels achieving the target. Note: The calculation methodology was based on guidance issued by the U.S. Environmental Protection Agency (U.S. EPA).
Expand the use of shore power facilities: All port service vessels utilized low-voltage shore power while on standby within port areas.	1. In 2025, vessels equipped with high-voltage shore power systems connected to shore power facilities at compatible berths on 182 occasions. This represented an increase of 94 vessel calls compared with 88 occasions in the previous year, reflecting a growth rate of 106.8%.
Pollution reduction measures for port machinery: Electrification of large machinery, use of super diesel fuel, and implementation of air quality control measures.	1. The major large-scale machinery at the seven major international commercial port container terminals has been electrified. 2. The remaining machinery in the port area uses super diesel with a sulfur content of less than 10 ppm. 3. Keelung, Taipei, Suao, Taichung, and Kaohsiung ports have cooperated with local governments to designate these ports as air quality maintenance zones, requiring large diesel vehicles entering the ports to comply with control measures.

4.1.3 Circular Economy

Resource Circulation Project

To align with the government's circular economy and zero-waste policies, and following coordination among government agencies led by the Public Construction Commission of the Executive Yuan, TIPC has established the following procedures: "TIPC Standards for the Management and Inspection of Surplus Earth and Rock Materials," "Procedures for the Application of Recycled Aggregates in Land Reclamation and Filling Operations (Approved Version)," and "Outline Plan for Promoting the Application of Recycled Aggregates in Land Reclamation and Filling Projects (Approved Version)."

Circular Economy Initiative	Port Application Area	Description
Reuse of surplus earthworks	The Taipei Port Logistics and Warehouse Area	The Taipei Port Logistics and Warehousing Area has the capacity to accommodate approximately 73.25 million m³ of surplus soil from public construction projects and is scheduled for completion by 2037.
	As of the end of 2025, about **48.62** million cubic meters have been reclaimed.	
Recycled-Aggregate Application	The Taipei Port Logistics and Warehouse Area	On April 17, 2025, TIPC issued the Operational Guidelines for the Use of Incineration Bottom Ash Aggregate in Land Reclamation at Taipei Port, and implemented the initiative in accordance with the administrative agreement signed with the Resource Circulation Administration, Ministry of Environment, on 11 March 2025.
	By December 2025, the New Taipei City Government had commenced operations, utilizing approximately **13,000** m^3 of incineration bottom ash aggregate.	

<table>
<tr><th>Circular Economy Initiative</th><th>Port Application Area</th><th>Description</th></tr>
<tr><td rowspan="2">Application of basic oxygen furnace (BOF) slag</td><td>The Taipei Port Logistics and Warehouse Area</td><td>From 2020 to 2032, TIPC has signed a contract with China Steel Corporation (CSC) to annually transport approximately 482,000 cubic meters of blast furnace slag for filling and construction in the second, third, and fourth phases of the windbreak zones within Taipei Port Logistics and Warehousing Area, with a total filling volume of approximately 5.35 million cubic meters. The project commenced filling on November 11, 2020.</td></tr>
<tr><td colspan="2">In 2025, the 6th environmental variance analysis report was approved by the Ministry of Environment, raising the total basic oxygen furnace (BOF) slag filling volume to 7.196 million cubic meters and adding a total of 450,000 cubic meters of incinerator recycled aggregate for land reclamation. As of the end of 2025, approximately. As of the end of 2025, approximately 3.03 million m^3 of BOF slag had been placed.</td></tr>
</table>

Public Information on Soil Acceptance and the Entry of Construction Surplus Soil into the Port:

- Soil Acceptance Progress
- Taipei Port Logistics and Warehousing Area Earthwork Exchange Platform

Water Resource Utilization and Recycling

TIPC promotes effective water resource management and water conservation based on the water supply conditions at each branch location. To achieve its water conservation goals, the Company has installed water-saving devices, such as sensor-activated faucets and dual-flush toilets. In addition, reclaimed water is used for irrigation, dust suppression, and road cleaning.

Year	2023	2024	2025
Water intake (million liter)	1,232.80	1,485.62	520.04
Water displacement (million liter)	986.24	1,188.49	416.03
Water consumption (million liter)	246.56	297.13	103.97
Operation revenue (million NT$)	23,770.73	24,890.68	25,634.50
Water intensity	0.05	0.06	0.02

Note:

1. The data for consumption in 2023 and 2024 is based on the annual water fee settlement data, converted at an estimated rate of NT$11 per unit.; as water meter records became more complete in 2025, actual metered water consumption data were adopted for disclosure. Total municipal water withdrawal in 2025 amounted to 520,041.85 m^3. Based on the conversion of 1 m^3 = 1,000 liters, total water withdrawal was 520.04 megaliters (ML).
2. Water intake does not include surface runoff water used for flushing or irrigation, as well as the use of recycled water，According to Article 14, Item 2 of the 'Regulations for Management and the Fee Rates for the Usage of the Wastewater Treatment System of Service Centers of Industrial Zones Under the Jurisdiction of Ministry of Economic Affairs', 80% of the water intake (520.04) is used as the basis for calculating wastewater discharge volume.
3. Water intensity = Water consumption / Organizational metric = Million liters / Revenue (in million NT$).
4. Data Correction Notice: Previous disclosures of operating revenue (NT$ million) contained unit conversion errors, which resulted in inaccurate calculations of water intensity. Following a comprehensive review, the corrected operating revenue figures for 2023, 2024, and 2025 are NT$23,770.73 million, NT$24,890.68 million, and NT$25,634.50 million, respectively. Based on these revised figures, the corresponding water intensity values have been restated to 0.05, 0.06, and 0.02. This correction relates solely to historical unit conversion errors and does not affect the determination of material topics or the overall analysis of sustainability performance trends.

Water-saving measures (Use of recycled water)	
Port of Suao	Suao Port has established a mountain spring water pumping facility next to Yishan Road to supply spring water for irrigation, water spraying, and dust suppression within the port area. In 2025, Suao Port used a total of 268,139 metric tons of spring water.
Port of Taipei	The Water Resource Recovery Center at Taipei Port South Wharf obtained its discharge permit in May 2024. Currently, only the port police and fire services building is connected to the system, and water usage by commercial tenants has not yet been included. As of December 2025, the total discharge volume was 8,886 metric tons. A tertiary wastewater treatment facility has been installed at Taipei Port South Wharf Phase I. Wastewater is treated through a series of processes, including primary sedimentation, coagulation, aeration, filtration, activated carbon adsorption, and disinfection. The treated effluent is discharged into receiving waters only after meeting applicable effluent discharge standards.
Port of Taichung	To enhance water resource recycling, Taichung Port collects reclaimed water from the discharge outlet of Dragon Steel Corporation's wastewater treatment system after the water has been treated to meet applicable effluent discharge standards. The reclaimed water is stored in a reservoir and made available to port operators for landscape irrigation, water spraying, and dust suppression during cargo-handling operations. In 2025, a total of 40,712.33 metric tons of reclaimed water was used.
Port of Kaohsiung	Wastewater from Kaohsiung Port is treated at a wastewater treatment facility through a series of processes, including primary sedimentation, coagulation, aeration, filtration, activated carbon adsorption, and disinfection. After meeting applicable effluent discharge standards, the treated effluent is discharged into the receiving water body. In 2025, the total wastewater influent volume was 1,319.5 metric tons, of which 140.2 metric tons was discharged and 1,179.3 metric tons was reclaimed for irrigation, contributing to water conservation.
Port of Anping	The Tainan City Government Water Recycling Center has established a reclaimed water intake pipeline at Anping Port for use by port operators to clean wharf surfaces and spray water during cargo-handling operations to suppress dust emissions. In 2025, a total of 2,349.35 metric tons of reclaimed water was used.
Port of Hualien	Reclaimed water is used for dust suppression in cargo loading and unloading areas, sand and gravel stockpiling areas, and for contamination control to improve environmental quality within the port area. In addition, in conjunction with the Smart Grid Project, the water resource allocation system has been strengthened to enable the flexible use of surface water and increase the overall tap water conservation rate. In 2025, a total of 60,606 metric tons of surface water was collected and used.

4.2 Supporting Energy Transformation

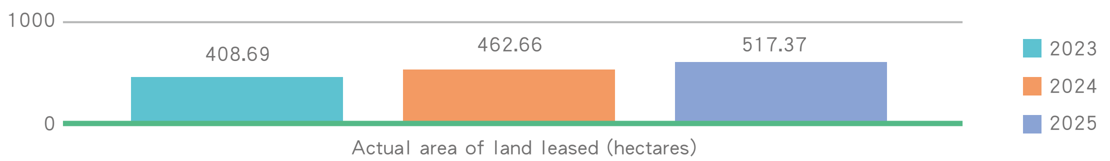
4.2.1 Developing Renewable Energy

In support of the national renewable energy development initiative, TIPC has collaborated with private enterprises and affiliated companies to participate in offshore wind power projects, including operations and maintenance, cargo handling, and talent training services. Additionally, TIPC has provided port facilities and hinterland land for the development of renewable energy industry. By 2025, the total land area leased by green energy-related industries reached 491.18 hectares. Furthermore, TIPC has achieved carbon reduction of 865.44 metric tons of CO_2e through its own solar photovoltaic installations, and has also encouraged other users to achieve carbon reduction of 53,859.8 metric tons of CO_2e through their own solar photovoltaic installations.

Note: Based on the 2024 electricity emission factor (0.474 kg CO_2e/kWh)

The company uses ports as operational bases for offshore wind power and gas-fired power generation. It conducts investment promotion activities in accordance with the "Commercial Port Law" and its sub-laws, such as the "Regulations Governing the Investment to Build, or Lease to Operate the Commercial Port Facilities For State-Run or Private Enterprises", to ensure that the investment promotion process complies with legal requirements.

Actual area of land leased for green energy-related industries in the past three years



Taichung Port Offshore Wind Power Development Plan

TIPC has cooperated with its equity investment businesses, TIPC Marine Corporation, Ltd. (TIPM) and Taiwan International Ports Heavy-Machinery Corporation Ltd. (TIPH), to provide offshore and onshore wind power operation and maintenance services. Taiwan International Windpower Training Corporation Ltd. (TIWTC) is promoting the cultivation of wind power talent:

1. TIPM uses Taichung Port as its offshore wind power operation and maintenance base, managing commercial and office facilities, warehouses, berths, and other infrastructure, and providing comprehensive offshore wind power operation and maintenance services including crew transport vessels and barge transportation.
2. TIPH addresses the unique characteristics of wind turbine components—extreme length, width, and weight—by offering turnkey transportation services for the onshore installation and transportation of large offshore wind turbine components.
3. TIWTC has constructed the 'Taiwan Wind Energy Training Center' in the Taichung Port Area, which meets international standards. It has introduced training courses from the Global Wind Organization (GWO) to provide localized and high-quality training services for the wind power industry. Approximately 4,000 certificates have been issued for wind power-related courses. For two consecutive years, the Company won the GWO Safety & Training Forum and Awards in 2024 & 2025 for the "Training Team of the Year – APAC". It also continued to actively expand into overseas markets and secure orders from Japan and South Korea.
4. In line with the Executive Yuan's goal of achieving an installed capacity of 5.6 GW for offshore wind power by 2025, and to further outline the development of offshore wind power by 2035, Taichung Port has begun planning an offshore wind power industrial zone for the period 2026–2035. For more details, please refer to the **'Offshore Wind Power Development in Taichung Port'** section on the official website of Taichung Port.

Taiwan International Windpower Training Corporation Ltd. Won the GWO Safety & Training Forum and Awards 2025 for the"Training Team of the Year Award – Asia Pacific (APAC)"

4.2.2 Investing in ESG Bonds

TIPC is committed to reducing carbon emissions, protecting natural resources, and addressing climate change in support of the Sustainable Development Goals (SDGs). The Company invests in sustainability-related bonds (hereinafter referred to as ESG bonds) approved by the Financial Supervisory Commission (FSC) to support local enterprises in advancing green energy, energy-saving projects, clean transportation, and ecological conservation initiatives. As of 2025, ESG bonds accounted for approximately 11.28% of the Company's total bond investment portfolio. In 2026, the Company will continue to invest in ESG bonds and maintain ESG bond holdings at more than 5% of its total bond portfolio. Given rapidly changing financial market conditions, TIPC will review its ESG bond holdings as appropriate based on market conditions and continue to seek suitable investment opportunities to strengthen its support for sustainable development.

4.3 Friendly Natural Ecology

4.3.1 Governance Structure for Nature-Related Issues

TIPC's Board of Directors serves as the Company's highest governing body and oversees sustainability-related matters through dedicated sustainable development committees and the Sustainable Development Executive Office, ensuring cross-functional collaboration and effective management of sustainability-related issues. Details of TIPC's sustainability governance framework are provided in **Section 1.1.2, "Sustainability Governance Structure."** Nature- and biodiversity-related issues are incorporated into this governance framework. Given that the Company's principal business activities include engineering and construction projects, port and terminal operations, and wharf maintenance, all of which may affect project sites and the surrounding environment, TIPC will continue to identify and assess nature- and biodiversity-related issues associated with its operations. The Company will also clearly define responsible units and implementation mechanisms to support effective management and oversight.

Governance Level	Responsible Unit	Nature-Related Roles and Responsibilities
Decision-making advisory	The Sustainable Development Steering Committee	Review and approve the corporate sustainability vision, strategic goals, and implementation plans, review and approve the annual Sustainability Report, deliberate and formulate strategies for other initiatives relevant to sustainable development.
Planning and promotion	the Sustainable Development Executive Committee	Coordinates and promotes sustainability initiatives across departments, integrates resources from various units, monitors implementation progress and performance, and regularly reports results to the Board of Directors.
	the Sustainable Development Executive Office	Consolidates data from all units and manages sustainability-related projects; facilitates cross-departmental communication, employee training, and external disclosures.
Execution	Nature and Biodiversity Responsible Units • Environmental Sustainability • Sustainable Development and Construction	Advances nature-related assessments, risks, opportunities, and action plans in accordance with the LEAP assessment framework; integrates ecological surveys, conservation and restoration measures, and monitoring outcomes associated with port engineering and operational activities.

4.3.2 Identification of Nature-Related Risks and Opportunities

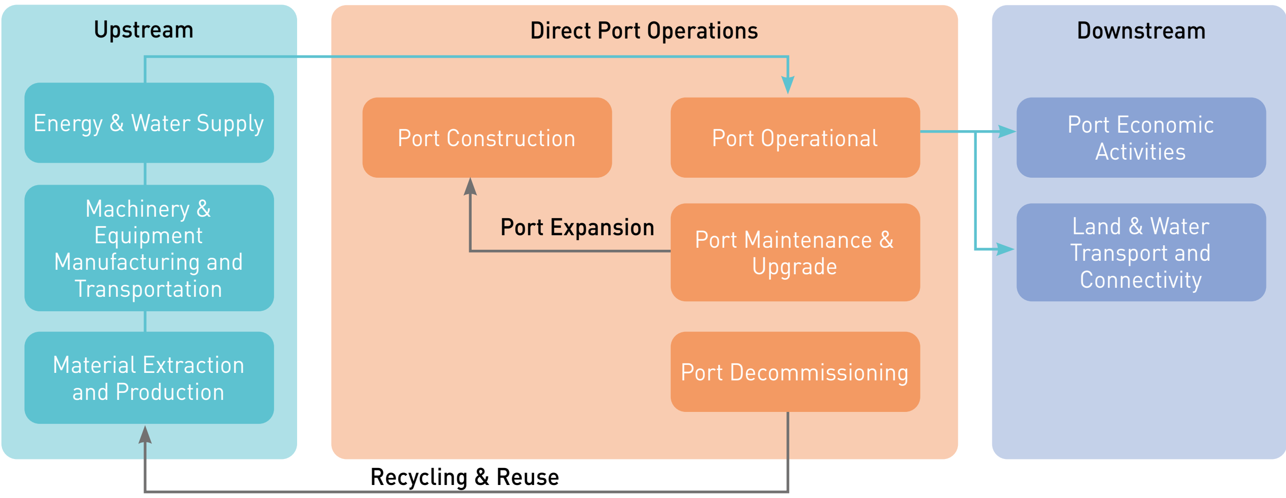
TIPC applies the LEAP framework (Locate, Evaluate, Assess, and Prepare), recommended by the Taskforce on Nature-related Financial Disclosures (TNFD), to systematically identify its dependencies and impacts on natural capital. The Company also draws on the World Economic Forum's (WEF) perspective on the port industry's value chain and its upstream and downstream impacts to enhance the comparability and traceability of its disclosures and their applicability to governance.

Locate

The Locate phase focuses on defining the scope of the assessment, identifying priority operational areas, and identifying potentially ecologically sensitive areas and nature-related hotspots. The Company conducts relevant activities in accordance with the Environmental Impact Assessment Act and the TIPC Operating Manual for Implementation of Directions for Port and Harbor Project Ecological Inspection and integrates environmental impact assessment findings, existing ecological survey results, information on protected species (e.g., IUCN data), and relevant geographic information system (GIS) data. Going forward, assessment areas will be further delineated by port cluster and project type (e.g., land reclamation, dredging, and expansion projects), with assessment boundaries defined using geospatial coordinates and buffer distances to improve the consistency and accuracy of hotspot identification. The results will provide a basis for evaluating nature-related dependencies, impacts, risks, and opportunities in the subsequent Evaluate and Assess phases.

Ecological Audit

As most port and seawall projects involve changes to coastlines and landforms, project designs consider not only operational and industrial needs but also ecological compensation measures tailored to local conditions to support biodiversity. In accordance with the "Operating Manual for Implementation of Directions for Port and Harbor Project Ecological Inspection," each branch commissions professional organizations, experts, or scholars to assess potential ecological and environmental conservation issues and conduct ecological self-assessments of developed sites or existing structures within the project area. Information on TIPC's ecological inspections is available on the Company's official website under "**Ecological Inspection**".



Upstream	Direct Port Operations	Downstream
Energy & Water Supply	**Port Operational Services**	**Port Economic Activities**
Electricity / Fuel	Vessel Berthing & Unberthing, Pilotage, Towage	Industrial activities including logistics, manufacturing, and tourism
	Stevedoring / Warehousing / Storage Yards	Land & Water Transport and Connectivity
Port Area Water Consumption (including reclaimed water, etc.)	Port Traffic Flow & Vehicle Routing	Inland and Port-Hinterland Transportation
Machinery & Equipment Manufacturing and Transportation	**Port Construction & Maintenance**	
Lifting / Stevedoring / Transportation Equipment	Navigational Channel Dredging	
	Breakwaters / Seawalls / Land Reclamation	
	Facility Repair, Maintenance & Upgrades	
Material Extraction and Production	**Port Expansion**	
Aggregates, Earthworks, and Construction Materials	Demand driven by new construction/expansion projects	
Recycling & Reuse		
Recycled Aggregates, Circular Building Materials, Resource Recycling		

Ecological Survey

For port construction projects, the Company consistently conducts comprehensive assessments to minimize environmental impacts during project development and subsequent operations. Ongoing monitoring of ecological and habitat conditions helps ensure that operational activities do not adversely affect the environment while supporting the health and terrestrial ecosystems. Based on the results of relevant surveys and assessments, the Company's operations have not been found to have significant impacts on biodiversity or adverse effects on the surrounding environment and species.

Port	Areas located in, adjacent to, or encompassing protected areas	Protected areas name	Protecting species on the IUCN Red List
Port of Taichung	Yes	Important habitats for the Indo-Pacific Humpback Dolphin in the wild	Indo-Pacific Humpback Dolphin (Critically Endangered)
Port of Kaohsiung	No	South Star Wild Bird Reserve	No
Port of Taipei	Yes	Port of Taipei North Breakwater Wetland (located near Port of Taipei)	No
Port of Suao	No	Port of Suao Tofu Cape Coral Conservation Area	No
Hualien Port	No	Qilaibi Coast on the north side of Hualien Port (south side of Qixingtan Beach)	Formosan Flying Fox (Vulnerable)

Evaluate

The Company uses the ENCORE tool, jointly developed by UNEP-WCMC and UNEP FI, to assess nature-related dependencies and pressure drivers. Using the commonly applied port-sector activity category "warehousing and support activities for transportation" as a starting point, the Company identifies material dependencies and conducts a preliminary assessment of the extent to which port operations depend on ecosystem services, while also mapping potential pressure drivers and impact pathways. The results will be consolidated into an inventory and linked to existing monitoring indicators, providing a basis for subsequent assessments of nature-related risks and opportunities and the development of appropriate management responses.

Materiality Ranking	High	Medium	Low	Very Low

Nature-Related Dependencies Associated with the Company's Economic Activities (Dependency)		Related Operational Activities			
		C	S	W	O
Flood mitigation services	H		V		
Soil and sediment retention services	M			V	
Storm mitigation services	M		V		
Water flow regulation services	M		V		
Local (micro and meso) climate regulation services	L	V	V	V	V
Soil and sediment retention services	L	V	V		V
Storm mitigation services	L	V		V	V
Water supply	L		V		
Air filtration services	VL	V	V	V	V
Biological control services	VL	V	V	V	V
Flood mitigation services	VL	V		V	V

Nature-Related Dependencies Associated with the Company's Economic Activities (Dependency)		Related Operational Activities			
		C	S	W	O
Global climate regulation services	VL	V	V	V	V
Noise attenuation services	VL	V	V		V
Rainfall pattern regulation services (at sub-continental scale)	VL	V	V	V	V
Water flow regulation services	VL	V		V	V
Water supply	VL	V		V	V
Pressure Drivers Associated with the Company's Economic Activities (Pressure)		**Related Operational Activities**			
		C	**S**	**W**	**O**
Introduction of invasive species	H	V			
Area of seabed use	M		V		
Emissions of GHG	M	V	V	V	V
Emissions of nutrient pollutants to water and soil	M		V		
Pressure Drivers Associated with the Company's Economic Activities (Pressure)		**Related Operational Activities**			
		C	**S**	**W**	**O**
Area of land use	L	V	V	V	V
Emissions of non-GHG air pollutants	L	V	V	V	V
Emissions of toxic pollutants to water and soil	L	V	V		
Generation and release of solid waste	L	V	V	V	V
Volume of water use	L	V	V	V	V
Area of freshwater use	VL	V	V		
Area of seabed use	VL	V			
Disturbances (e.g noise, light)	VL	V	V	V	
Emissions of nutrient pollutants to water and soil	VL	V			V
Emissions of toxic pollutants to water and soil	VL			V	
Introduction of invasive species	VL			V	

Note: This table is based on the ENCORE activity category "warehousing and support activities for transportation." A preliminary screening was conducted by selecting activities that may be relevant to the Company's operations in order to identify associated nature-related dependencies and pressure drivers:

(1) Cargo handling: C

(2) Service activities incidental to water transportation: S

(3) Warehousing and storage: W

(4) Other transportation support activities: O

Nature-Related Dependencies of the Company's Operations

Beyond core cargo transportation, vessel berthing, and terminal handling services, port operations also encompass tourism and recreation, port landscape maintenance, environmental stability, and operational safety and resilience. Accordingly, the Company has conducted a preliminary assessment of its port construction, vessel services, port support operations, and tourism-related business activities and identified key nature-related dependencies across three major categories: "Terrestrial Realms," "Marine Realms," and "Ecosystem Services."

Nature-Related Impact Drivers of the Company's Operations

With respect to vessel operations and port construction, activities such as vessel movements and ballast water discharge may increase the risk of introducing invasive alien species into port waters. In addition, port construction activities, including land reclamation and pier engineering projects, may result in nature-related impacts such as habitat modification. The Company has conducted a preliminary assessment and identified key nature-related impact drivers in two categories: "Invasive Alien Species" and "Habitat Modification."

Inventory of Operational Activities and Indicators

To effectively manage nature-related impacts, the Company has conducted a preliminary inventory of port operational activities associated with various impact drivers and their corresponding indicators. The results will provide a basis for establishing future monitoring and management mechanisms for nature-related impacts.

Impact Drivers and Nature-Related Indicators Associated with TIPC Economic Activities

Impact Drivers	Description of Port-Related Nature Impacts	Existing / Available Indicators
Habitat Modification	Port construction and vessel operations may alter marine and coastal habitats or interfere with species movement pathways, including activities such as dredging, channel deepening, land reclamation, and seawall/breakwater construction.	• Navigation channel siltation rate • Frequency of sightings of the Indo-Pacific humpbacked dolphin • Wetland area
Pollution	Operational and service activities may create pressures on aquatic environments and contribute to environmental pollution, such as wastewater and oily-water discharges, increased pollution within port areas, and marine debris/litter generation.	• Water quality (e.g., suspended solids (SS), chemical oxygen demand (COD), oil contamination/oil content) • Air Quality index, AQI • Waste generation statistics • Pollution incident frequency
Climate Change	Greenhouse gas emissions generated by operational activities contribute to climate change, including emissions from vessels and operational equipment.	• Air pollution and GHG emissions
Resource Utilization	Operational activities and construction projects may consume natural resources or utilize recycled materials. For example, water withdrawals may affect downstream water availability.	• Water supply • Electricity utilization rate • Proportion of recycled fill material used (minimum 10%)
Invasive Alien Species	The introduction and spread of invasive alien species may occur through pathways such as vessel ballast water discharge and hull fouling.	• Coral cover area

Access

TIPC has progressively implemented the Locate and Evaluate phases of the TNFD LEAP approach and consolidated information on nature-related dependencies, risks, and opportunities relevant to its operations. Going forward, the Company will continue to collect and update localized data and supporting information across its port clusters to further develop its inventory of nature-related operational risks and opportunities. The Company will also progressively advance to the Assess and Prepare phases of the LEAP approach, strengthening the development of risk management measures, action plans, and related metrics and targets.

Risk type		Nature-Related Risk		Impact Description	Source of Risk		
					Changes in the state of nature	Changes in Ecosystem Services	Impacts on Society
Physical Risk	Acute or chronic	Changes in ecosystems (condition and/or extent) and species (including population size and extinction risk), which the organization depends on or affects, resulting in changes in ecosystem service flows.	Changes in protection against natural hazards due to changes in disaster mitigation ecosystem services	Earthquakes cause damage to port facilities, soil liquefaction, and waves. Seismic soil liquefaction leads to land subsidence that impacts operations, or causes pier lifting, which negatively affects the reliable berthing water depth. Realms: Terrestrial, Marine	V		V
			Changes in other regulating and maintenance ecosystem services	In collaboration between the Taichung Port Branch Office and Dragon Steel Corporation, the Taichung City Government integrated supply and demand between both parties. Subsidized by the National Land Management Agency of the Ministry of the Interior, treated reclaimed water from the water resources center is transported to the industrial zone of Taichung Port. Realms: Terrestrial, Freshwater		V	V
Transition Risk	Policy	Changes in legislation or policies intended to achieve nature-positive outcomes and/or address nature-related impacts.		In alignment with the government's policy to accept waste soil, the port area accommodates soil and recycled aggregates. If there are large discrepancies in their source/composition, or if stockpile coverage and drainage protection are inadequate, heavy rainfall may wash fine particles into the sea, causing elevated turbidity and degradation of habitat quality. Realms: Terrestrial, Marine	V	V	V
	Market	Conflicts among stakeholders, such as conflicts arising from competition over ecosystem services.		The Taichung Port outer breakwater engineering project may alter the surrounding marine environment and the supply of ecosystem services. This affects nearby fishing port fishery resources and the livelihoods of fishermen, creating a competitive dynamic between port area development and local fisheries utilization. Area: Marine		V	V

Opportunity type	Nature-Related Risk	Impact Description	Opportunity Objective	
			Risk Mitigation	Transition Strategy
Efficiency of Resource Utilization	Create sustainable shared resources and improve business performance through collaborative stakeholder engagement.	In alignment with government policies, the Port Corporation collaborated with China Steel Corporation (CSC) to introduce Basic Oxygen Furnace (BOF) slag as a sustainable backfill material for port area engineering. Realms: Marine, Terrestrial		V
	Technological innovations that improve resource efficiency and/or reduce nature-related risks associated with dependencies on nature.	Promoting the application of wind power and renewable energy through policy initiatives, while enhancing energy-use efficiency and advancing smart grid systems. Realms: Marine, Terrestrial	V	V
Products and Services	New business models that reduce negative impacts on nature.	Implementing smart port management and operations, smart energy management systems, and resource-efficient products and services to improve the efficiency of circular production systems and value chains. Realms: Marine, Terrestrial	V	V

4.3.3 Ecological Conservation and Restoration

The Company is committed to developing sustainable ports through ecological conservation and landscape greening initiatives across both marine and terrestrial environments. By maintaining coastal vegetation and beach ecosystems and implementing afforestation and tree-planting programs to enhance carbon sequestration, the Company advances carbon reduction efforts while supporting biodiversity conservation. By 2025, the total green belt area across all port zones had reached 826.69 hectares, accounting for 12.6% of the total port area. As part of its efforts to preserve green landscapes within port areas, the Company planted or replaced a total of 91,067 trees in 2025 and regularly conducted tree pruning and weed removal to maintain landscape quality and ecological integrity.

Port	Focus on Natural Resources	Mitigation hierarchy	Actions related to ecological conservation
Port of Taichung	Indo-Pacific humpbacked dolphin	Minimization	TIPC conducts environmental impact assessments and applies for development permits while commissioning professional organizations to conduct ecological and environmental surveys of the Indo-Pacific humpback dolphin population in the waters surrounding the Port of Taichung and to develop conservation plans. In addition, relevant dolphin conservation measures are formulated in conjunction with the environmental impact assessment for the port expansion project.
	Planting Chinaberry and Sea Hibiscus Trees	Restoration	In 2025, the Taichung Branch implemented a tree-planting project in the Port of Taichung Conservation Forest, planting approximately 2,000 trees, including Melia azedarach and Hibiscus tiliaceus, across an area of approximately 0.9 hectares.
Port of Kaohsiung	Common kestrel, peregrine falcon, black-winged kite, crested honey buzzard, crested goshawk, japanese sparrowhawk, chinese sparrowhawk, brown shrike, and oriental pratincole.	Avoidance	The South Star Land Project Area preserves the windbreak forests and surrounding green spaces that serve as important stopover sites for migratory birds. The area is landscaped using native species, and measures such as setting up green buffer zones and restricting vehicle speeds are implemented The South Star Land Project Area preserves windbreak forests and surrounding green spaces that serve as important stopover habitats for migratory birds. The area is landscaped with native plant species, and measures such as establishing green buffer zones and restricting vehicle speeds are implemented to protect local habitats and wildlife. In 2025, four avian ecological surveys were conducted. Most recorded species were common resident birds, along with some migratory and introduced species. The surveys also documented several protected species, including Category II and Category III species.
Port of Taipei	Natural wetland	Avoidance	The wetland covers an area of 357 hectares and is classified as a coastal natural wetland and legally designated coastal protection area.
Port of Suao	Coral reef	Minimization	Tofu Cape at the Port of Suao has been designated by the Yilan County Government as a non-motorized sailboat recreation area. The coral habitat covers approximately 1 hectare in the waters surrounding the Port of Suao Signal Tower. Coral harvesting and other activities that may damage coral habitats are strictly prohibited.
Port of Hualien	Formosan Flying Fox	Restoration	Since 2023, the Company has collaborated with county and city governments, local communities, and Hualien Natural Education & Ecology Consultant Ltd. to monitor the Formosan flying fox (Pteropus dasymallus formosus). Since 2024, food plants for the Formosan flying fox, including the Formosan nato tree (Palaquium formosanum), Alexandrian laurel (Calophyllum inophyllum), Fukugi tree (Garcinia subelliptica), and sea almond (Terminalia catappa), have been planted. In addition, a Formosan flying fox habitat restoration area covering approximately 0.63 hectares has been established on the western side of Hualien Port, south of Qixingtan Beach.

Port	Focus on Natural Resources	Mitigation hierarchy	Actions related to ecological conservation
Port of Anping	Phoenix hanceana Naudin, Drypetes littoralis), Tournefortia argentea L.f.	Minimization	In 2025, the Port of Anping launched an afforestation and landscaping initiative in designated areas of Yuguang Island Beach to improve the port environment, protect the beach, expand green space, and provide visitors with a high-quality recreational environment. The planting plan was designed to provide both windbreak and sand stabilization functions. By mid-March 2025, planting had been completed, with 83 trees, 4,500 shrubs, and 7,000 groundcover plants planted across a total greened area of approximately 0.6 hectares.

Note: The Company implements measures in accordance with the mitigation hierarchy (ordered sequentially as Avoidance, Minimization, Restoration, and Offset) to mitigate impacts on biodiversity and achieve a nature-positive outcome.


Chinese Sparrowhawk


Crested Honey Buzzard


Lesser Sparrow Hawk


Little Egret

四海安全尚嘉
安全第一
四海安全尚嘉義
114年臺灣港群
布袋港安衛家族
安全職場
創新嘉義
零災害
113年長榮
文苑安衛家族
109年
106年

05

Ensure Environmental Safety in Port Operations

2025 Performance Highlights (G)

- In 2025, TIPC convened at least **7** Port Facility Security Committee meetings and conducted **7** reviews of overall port facility security assessments and security plans. A total of **87** port security exercises and drills were conducted.
- Each branch conducted at least one training session for Vessel Traffic Service (VTS) personnel, for a total of **7** sessions.1
- A total of **76** construction projects were underway, with a **100%** inspection and site visit rate. TIPC also conducted **7** safety awareness sessions and **66** audits for wharf cargo-handling operations, achieving a **100%** completion rate. A total of **326** participants attended the safety awareness sessions.
- To address issues associated with the previous hazardous materials management systems, including standalone systems, difficulties in data integration, and inadequate system performance, TIPC implemented the "Port Area Hazardous Materials Safety Management System Integration Project." The project expanded functionality to meet user requirements, restructured the system architecture, and enabled a seamless system transition.
- TIPC is currently developing the "Technical Manual for Construction Risk Assessment of Port Area Projects." The manual will provide guidance for conducting risk assessments during the construction planning stage to enhance construction safety and is expected to be finalized in the third quarter of 2026.
- The frequency rate (FR) for disabling injuries resulting from severe occupational accidents and occupational diseases among employees was **0**.
- TIPC conducted a total of **123** workplace activities for employees.
- The employee participation rate in diversified health promotion activities was **77.8%**
- Note:Severe workplace accidents and occupational diseases: workplace injuries resulting in death or inability to recover health within six months.

Comply with the SDGs

SDG 3.8 SDG 8.8

Management Policies

Covered material topics

- Safety management of port Operations
- Occupational safety and health

Policy

5.1 Occupational Safety and Health Management

5.2 Safety management of port Operations (Safety Management of Port Operations and Passenger)

Management Evaluation System

5.1.1 Workplace Safety [Risk Assessment and Management Mechanism]

5.1.2 Employee Health Management

5.2 Safety management of port Operations (Safety Management of Port Operations and Passenger)

5.2 Safety management of port Operations (Disaster Prevention and Response Plan)

5.2 Safety management of port Operations (Digitalization of Port and Terminal Operations)

5.1 Occupational Safety and Health Management

TIPC is committed to enhancing its occupational safety and health management performance and promoting a safe and healthy workplace. Guided by the core principle of caring for employees, contractors, and port operators, the Company actively implements occupational safety and health measures to prevent occupational accidents and provide employees and stakeholders with a safe and healthy working environment. TIPC continues to foster a safety culture with the participation of all employees and promote a safety- and health-friendly workplace, with the ultimate goal of achieving zero occupational accidents. Through these efforts, TIPC aims to establish itself as an internationally recognized enterprise with high standards of occupational safety and health.

TIPC Occupational Safety and Health Policy

Occupational Safety and Health Policy

To comply with occupational safety and health regulations To promote workplace safety and health	To implement risk assessment and management To improve safety awareness and cognition	Enhancing sustainability management of occupational safety and health To ensure the consultation and participation of workers	To be responsible for corporate social responsibility To improve and optimize the system continuously

Occupational Safety and Health Management System

TIPC—including its Headquarters and the Keelung, Taichung, Kaohsiung, and Hualien Branches—successfully obtained dual certification under ISO 45001 and the Taiwan Occupational Safety and Health Management System (TOSHMS) in May 2025. The certification is valid from June 12, 2025, through June 11, 2028.

TIPC's occupational safety and health management system covers its Headquarters and all branches. The Headquarters is responsible for coordinating and planning the Company's commercial port development, construction, and operations, as well as maritime transportation service management and related personnel management. Each branch is responsible for managing port-related operations and activities within its jurisdiction, including wharf, port, and construction project management. The scope of the management system covers the following: the Keelung Branch (Keelung Port, Taipei Port, and Suao Port); the Taichung Branch (Taichung Port); the Kaohsiung Branch (Kaohsiung Port, Anping Port, Budai Port, and Penghu Port); and the Hualien Branch (Hualien Port).


臺灣職業安全衛生管理系統
驗證證書
茲證明
臺灣港務股份有限公司
804004 高雄市鼓山區蓬萊路 10 號
實施之職業安全衛生管理系統符合
CNS 45001:2018 及 TOSHMS 特定稽核重點事項之要求
驗證範圍：提供商港規劃及營運與海運運輸服務之管理。
證書編號：CB02-108004-02
初次登錄日期：中華民國 108 年 06 月 12 日
生效日期：中華民國 114 年 06 月 12 日
有效期限：中華民國 117 年 06 月 11 日
驗證機構：新加坡商英國標準協會集團私人有限公司臺灣分公司
總經理
bsi.
第1頁/共2頁

Taiwan Occupational Safety and Health Management System (TOSHMS) Certificate – Headquarters of TIPC


bsi.
Certificate of Registration
OCCUPATIONAL HEALTH & SAFETY MANAGEMENT SYSTEM - ISO 45001:2018
Page: 1 of 2
...making excellence a habit.

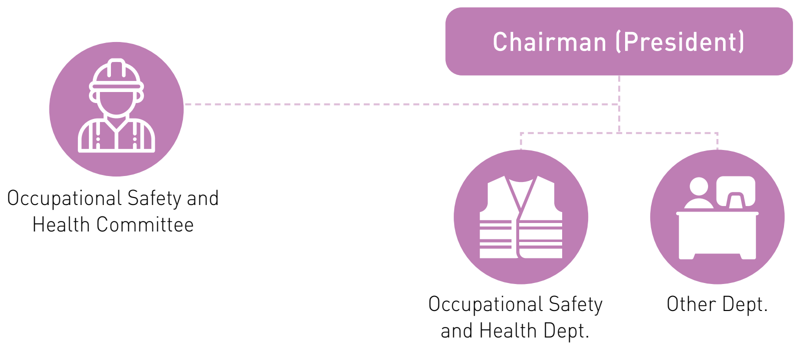
ISO 45001 Certificate – Headquarters of TIPC

Occupational Safety and Health Committee

The Company has established an Occupational Safety and Health Committee to oversee occupational safety and health management. The Committee is chaired by the Chairperson of the Board or an authorized representative and consists of 9 to 21 members, including appointed members and labor representatives nominated by the labor union. Labor representatives account for no less than one-third of the Committee's total membership. Committee members serve two-year terms.

The Committee meets once every three months to address matters within its scope of responsibility. In accordance with the "Management Review Procedure," the Company regularly reviews regulatory and other applicable requirements, including changes to and compliance with such requirements, during management review meetings or Occupational Safety and Health Committee meetings. Relevant operational records are retained in accordance with the "Document and Record Management Procedure." In addition, the responsible departments report quarterly to the Committee on progress toward achieving their respective objectives for review, thereby supporting effective management and continuous improvement.

TIPC Occupational Safety and Health Organization



5.1.1 Workplace Safety

Risk Assessment and Management Mechanisms

The Company assesses high-risk operations in accordance with the Hazard Identification and Risk Assessment Procedure established under its ISO 45001 Occupational Safety and Health Management System. Improvement measures are developed to address identified risks and submitted for review at management review meetings. Relevant actions are incorporated into annual objectives and management plans, with continuous improvement promoted through the Plan-Do-Check-Act (PDCA) cycle to strengthen occupational safety and health management.

P P (Plan)	D D (Do)	C C (Check)	A A (Act)
1. Establish an occupational safety and health policy. 2. Identify occupational safety and health hazards associated with the Company's past, current, and planned activities and services, and assess the resulting significant occupational safety and health risks. 3. Identify applicable legal and regulatory requirements. 4. Determine priorities and establish appropriate occupational safety and health objectives. 5. Establish a framework and implementation plan to carry out the policy and achieve the objectives.	Conduct planning, control, supervision, corrective actions, audits, and reviews to ensure compliance with occupational safety and health policy requirements and maintain the effectiveness and continued suitability of the occupational safety and health management system.		Make adjustments as necessary in response to changes in circumstances and relevant information.

(1) Regulation Identification

Regular assessments	Unscheduled assessments
Prior to the annual management review meeting, all hazard identification and risk assessment results are reviewed and updated as necessary to provide a basis for establishing annual objectives and management plans, thereby supporting the continuous improvement of the occupational safety and health management system.	If any of the following circumstances arise, hazard identification and risk assessment must be conducted again for the relevant operations: • Initial establishment or revision of standards • Changes in operational procedures, equipment, environment, or personnel or personnel • Major accident incidences • Regulatory changes affecting risk scores • Incidents requiring preventive measures following assessment • Significant gaps identified during audits

(2) Significant Risk Determination and Risk Management

Risk levels are assessed in accordance with the "Risk Level Assessment Scoring Criteria," under which exposure frequency, likelihood of occurrence, and severity of consequences are quantitatively assessed. The resulting risk level is then determined through cross-analysis using the "Risk Matrix."

The Risk Level Assessment Scoring Criteria are reviewed or revised every three years based on the "Risk Matrix." Countermeasures are implemented in accordance with the "Risk Level Scoring Criteria and Countermeasures," with approved response measures corresponding to each risk level. For management plans requiring improvement, a comparison table of occupational safety and health objectives and management plans is prepared as a basis for implementation. Improvements to the management plans are carried out in accordance with the "Occupational Safety and Health Objectives and Planning Management Procedures."

(3) Incident Investigation and Safety Training

The Company has commissioned an occupational safety and health management system consulting firm to provide training on topics such as hazard identification, risk assessment, and incident investigation. Employees from all departments are required to participate in the training, which includes lectures, practical exercises, and post-training competency assessments. Upon completion of the training, participants serve as contact persons and seed personnel for their respective departments, helping ensure that personnel responsible for implementation possess the necessary competencies.

In 2025, no major occupational safety incidents occurred; therefore, no incident investigations were required. Nevertheless, occupational safety and health management measures continued to be implemented in accordance with the "Occupational Health and Safety Corrective and Preventive Action Management Procedure."

These measures included identifying nonconformities through internal and external audits and near-miss reporting. The responsible units promptly conducted root cause analyses and implemented corrective and preventive actions. The effectiveness of these improvements was verified, and the results were incorporated into the annual management review and record-keeping processes to support continuous improvement and strengthen risk control mechanisms in management practices

(4) Safety Notification and Communication Mechanism

The Company has established multiple occupational safety and health communication channels to ensure that employees and external workers are informed of the Company's occupational safety and health policies and related requirements. Information is communicated through awareness sessions, training programs, notices, and the Company's website. Employees and their representatives may provide suggestions or request consultation on occupational safety and health matters. Such matters are consolidated by the Occupational Safety and Health Department and referred to the responsible units for follow-up action. Where necessary, issues are submitted to the Occupational Safety and Health Committee for discussion. When changes that may affect workplace safety and health are planned, relevant employees are consulted in advance, and the consultation process is documented. Employees who have reasonable grounds to believe that there is an imminent and serious danger to their life or health have the right to remove themselves from the workplace without fear of retaliation or other adverse consequences.

Procedures for Hazard Identification and Risk Assessment

Responsible unit	Workflow	Work form
Occupational Safety and Health Department	Timing and criteria of evaluation	
Supervisor and Person in Charge	Position, case investigation	Position and job inventory table (Table A)
Supervisor and Person in Charge	Hazard identification	Hazard identification and risk assessment table (Table B)
Supervisor and Person in Charge	Risk assessment	Hazard identification and risk assessment table (Table B)
Management unit	Significant risk	List of significant risks (Table C)
Supervisor and Person in Charge	Review → Significant risk → Goals and management	
Occupational Safety and Health Department Relevant responsible unit	Review/confirmation (Do not comply → Goals and management; Comply → Day-to-day management); Review → Non-significant risk → Day-to-day management	Improvement of regulatory control measures
Unit supervisor	Day-to-day management	Procedures/methods control

Corrective and Preventive Measures Management Procedure for Safety and Health Abnormalities

Responsible unit	Workflow	Work form
Discovery or audit unit	Non-compliance identified	Corrective and preventive action sheet
Responsible unit	Cause investigation and analysis	Corrective and preventive action sheet
Responsible unit	Propose corrective and preventive measures	Corrective and preventive action sheet
Responsible unit	Implementation and enforcement of countermeasures	Corrective and preventive action sheet
Discovery or audit unit/ Responsible unit	Track/confirm (No → Propose corrective and preventive measures / Implementation and enforcement of countermeasures; → Management system changes requirements; Yes → Record)	Corrective and preventive action sheet
	Record	

Education and Training

To strengthen safety awareness and personal health management capabilities, TIPC conducts various education and training programs and awareness activities focused on workplace safety and health promotion.

Each department develops an annual education and training plan based on its specific needs, with courses encompassing both internal training and external professional training. TIPC also provides guidance to its branches, contractors, and port cargo-handling operators to independently implement workplace safety and health management measures. Where appropriate, relevant stakeholders are also included in education and training activities to enhance overall occupational safety and health knowledge and foster a strong safety culture.

The Company develops annual occupational safety and health training and awareness plans based on the operational needs of individual departments. Training programs are primarily provided to employees and relevant business units through a combination of regular in-house training and external professional development programs delivered by qualified professionals and subject-matter experts. Where appropriate, participation is extended to public- and private-sector port operators, stakeholder groups, and contractors operating within port areas to promote the sharing of occupational safety and health knowledge and strengthen safety awareness and competencies across the port community.	
Internal training	General and specialized occupational safety and health education and training; health seminars; occupational safety and health internal auditor training; regulatory requirements identification training; hazard identification and risk assessment training; and occupational safety and health education and training for personnel engaged in relevant operations.
External Training	Depending on the requirements of the competent authority or the operational needs of each unit.

Occupational Safety and Health Training Statistics

Training program	Number of trainees	Training fee (NT$)
General safety and health education training (New/working employees, supervisors, OSHC members, work-study/interns)	720	133,000
Safety and health promotion for loading and unloading operators and contractors	400	60,000
On-the-job education and training for dangerous machine operators and hangers	60	12,000
On-the-job education and training for forklift operators	50	12,000
Occupational safety and health construction risk assessment and risk management	130	18,000
CPR+AED training	600	68,000
Health promotion programs (weight loss, chronic diseases prevention, emerging infectious diseases, middle-aged and elderly health promotion, stress management)	810	127,500
Employee health protection (human factors, workplace stress, vulnerability, maternity, and middle-aged) program training	580	101,000

Occupational Injuries and Occupational Diseases

In accordance with the communication, participation, consultation, and awareness requirements of the Company's ISO 45001 Occupational Safety and Health Management System, occupational safety and health communication encompasses all employees internally and extends externally to suppliers, contractors, customers, and other relevant stakeholder groups. However, in accordance with applicable occupational safety and health regulations, the scope of the Company's occupational safety and health management and reporting is limited to employees and other workers under the Company's direction and control, such as interns and part-time workers.Note.

Note: Suppliers, contractors, customers, and other relevant stakeholder groups are included within the scope of occupational safety and health communication but are not subject to the Company's occupational safety and health management system.

In 2025, no recordable occupational injuries occurred among employees or non-employee workers. The numbers of recordable occupational injuries, work-related fatalities, and severe occupational injuries were all zero. In addition, no recordable cases of occupational disease or occupational disease-related fatalities were reported during the year among employees or non-employee workers, including contractors.

Employee Occupational Injuries Statistics in 2025			
Metric by Worker Category		Employees	Non-employees[note]
Total working hours	Female	1,838,984	239,540
	Male	2,291,626	1,015,000
	Total working hours	41,30,610	1,254,540
Occupational injuries	Death rate from occupational injuries	0	0
	Rate of severe occupational injuries	0	0
	Recordable occupational injury rate	0	0
Occupational diseases	Death rate from occupational diseases	0	0
	Recordable occupational diseases	0	0

Notes.

1. Death rate from occupational injuries = (number of deaths due to occupational injuries/total working hours)*1,000,000.
2. Rate of severe occupational injuries = [Number of severe occupational injuries (excluding fatalities)/Total working hours]*1,000,000.
3. Recordable occupational injury rate = [Number of recordable occupational injuries (including fatalities and serious occupational injuries)/ Total working hours]*1,000,000.
4. Serious occupational injuries refer to occupational injuries that cannot be restored to a healthy state within 6 months.
5. Recordable occupational injuries do not include occupational injuries caused by commuting to and from work.
6. Contractors also achieved zero occupational injuries in 2025. Occupational safety and health management of contractor personnel, as well as workforce headcount data, are administered by the respective contractors for each project. Accordingly, the number of contractor workers is estimated based on the annual contractor workforce engaged in contracted operations, totaling approximately 618 workers, comprising 118 females and 500 males.

Chiayi County Government and TIPC Establish Occupational Safety and Health Family to Safeguard Workplace Safety

To enhance workplace safety and improve working conditions, the Chiayi County Government partnered with Taiwan International Ports Corporation (TIPC) to establish the Taiwan Port Cluster–Budai Port Occupational Safety and Health (OSH) Family. The initiative aims to strengthen safety management practices in the maritime and port industry and reduce occupational accidents and injuries. The Budai Port OSH Family is led by the Budai District Office of TIPC's Kaohsiung Branch, which serves as the core enterprise. Together with 19 participating enterprises, the Budai District Office signed an Occupational Safety and Health Commitment Charter, pledging to comply with applicable regulations, fulfill corporate responsibilities, and reduce occupational hazards. Through these collaborative efforts, participating organizations seek to foster a safe and healthy working environment and safeguard workers' health and safety.

TIPC Completes Comprehensive Occupational Safety and Health Review of Construction Projects Across Seven Major Port Areas

In 2025, TIPC completed its Comprehensive Life-Cycle Occupational Safety and Health (OSH) Review of Port Construction Projects, marking another important milestone in safety management across Taiwan's seven international commercial ports. As part of its ongoing efforts to provide a safe and reliable working environment for employees, port users, and shipping operators, TIPC engaged an independent professional consulting team to conduct comprehensive assessments of occupational safety and health management practices for ongoing construction projects at all seven international commercial ports. From an objective third-party perspective, the review covered key aspects of safety management throughout the project life cycle, including documentation, risk assessment, site supervision, and contractor management. The review identified areas requiring further attention, and the consulting team provided a range of recommendations to enhance construction safety performance and management quality across port areas. The implementation of a life-cycle OSH review for construction projects not only helps verify the effectiveness of safety management practices but also demonstrates TIPC's commitment to fostering a strong safety culture throughout Taiwan's port system. Looking ahead, the Company will continue to strengthen project risk management, personnel training, and the application of innovative technologies, with the goal of building a resilient port network guided by the vision of "Resilient Engineering and Technology-Driven Risk Reduction."

5.1.2 Employee Health Management

To achieve its health policy goal of "zero occupational diseases," TIPC has established the "Employee Health Management Procedures" and an "Employee Health Service Plan." The plan covers all Company employees, with an annual budget allocated to provide employees with free health examinations. The scope and frequency of these examinations exceed applicable legal requirements, demonstrating TIPC's commitment to safeguarding employee health and well-being.

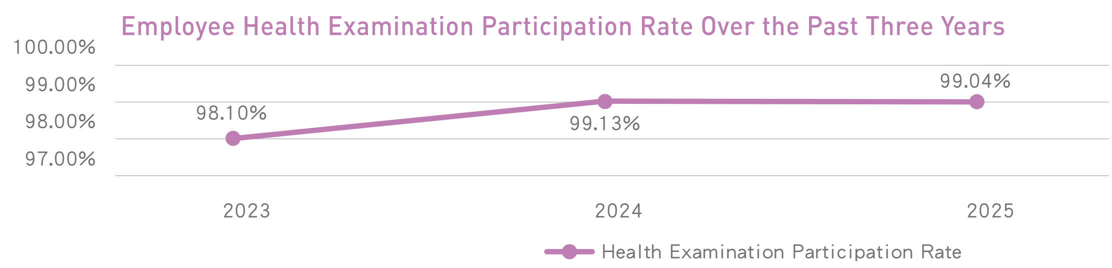
- Special Health Hazardous Operations Protection
- Health Education and Promotion
- Regular Health Check
- Health Management
- Workplace Health Improvement Promotion
- Promoting the physical and mental health of colleagues

Employee Health Services Project

The Company's occupational safety and health units are staffed with dedicated occupational health nurses and provide 24-hour remote medical consultation services. In addition to regular health examinations and special health examinations for employees engaged in specific types of work (e.g., work involving exposure to noise, dust, abnormal atmospheric pressure, and long-term night shifts), the Company provides one-on-one health consultations and follow-up care by occupational health physicians based on employees' health examination results. Relevant health information is incorporated into the Company's Health Management Information System for health risk classification and management, enabling appropriate health promotion and follow-up measures to be implemented. In 2025, a total of 1,039 employees were required to undergo occupational health examinations, of whom 1,034 completed the examinations, representing a participation rate of 99.04%. The Company continues to maintain a high participation rate to support effective employee health management and promote workforce well-being.

Summary table of number and cost of employee health screening

General health screening	
Screening item	Advanced checkups for gastrointestinal/ cardiovascular/ cancer in addition to mandatory checkups
Number of people screened	1,034
Screening fee (thousand NT$)	4,802.50
Special health screening	
Screening item	1. Noise: 21 people 2. Dust: 31 people 3. Abnormal air pressure: 3 people 4. Long night shift:77 people
Number of people screened	132
Screening fee (thousand NT$)	120.02



To support employee health and well-being, the Company provides a variety of health-related programs and activities for all employees, including lectures, training programs, health consultations, health examinations, and awareness activities. The activities provided by the Company are as follows:

Diverse health promotion activities

Covers a wide range of activities, from stretching and aerobic exercise to outdoor recreational programs, aimed at encouraging regular exercise habits and enhancing employees' physical well-being.

Activities included health lectures, basketball club activities, outdoor fitness and hiking activities, ergonomic workshops, preventive exercise programs, large-scale sports competitions, and fitness assessments.

Yoga and Stretching Class

Mental Health and Well-Being

Supports employees in relieving stress and strengthening sleep and emotional management through lectures, hands-on workshops, and leisure activities.

Activities included stress relief and emotional management sessions, therapeutic massage workshops, leisure gatherings, and seminars on specific mental health topics.

"Stress Relief and Deep Sleep" Workshop

Diverse health promotion activities

Provides healthcare services, health screenings, and educational programs focused on the prevention and management of various diseases.

Activities included vaccination programs, cancer prevention and health screening services, chronic disease prevention initiatives, health consultations, and infectious disease prevention programs.

Health consultations in 2025

Mental Health and Well-Being

Promotes holistic healthy lifestyles by integrating nutrition education with environmental education experiences.

Activities included nutrition and healthy eating programs, as well as food and environmental education activities.

"Farm Fun: Hands-on Experiences and Exploring the Flavors of the Land" Food and Agricultural Education Program

5.2 Safety Management of Port Operations

Safety Management of Port Operations

As an operator of international commercial ports, TIPC is committed to maintaining the safety of terminal operations and ensuring the efficient stevedoring, storage, and transshipment operations. The Company conducts its operations in accordance with the Commercial Port Law and the TIPC Operating Principles for Port Terminal Operations. To mitigate potential safety risks associated with port operations and service delivery, the Company implements measures such as operational traffic flow planning and port-area guidance signs. In 2025, all port operations were conducted in compliance with applicable regulations, and the Company continued to monitor and enhance service safety and the operational environment. During the reporting year, there were no incidents of non-compliance with regulations concerning customer health and safety, product and service information, or labeling requirements. In addition, the Company recorded no cases of non-compliance related to marketing communications regulations. Specific measures implemented are outlined below:

Safety Management Item	Management Measures
Fire Safety Inspections of operating premises	In accordance with Article 15 of the Enforcement Rules of the Fire Services Act, fire drills are conducted every six months. In 2025, one self-administered fire drill was conducted in each half of the year (June 18 and December 9).
	In accordance with Article 5 of the Regulations Governing Fire Safety Equipment Inspections and Reporting, fire safety equipment inspections and reporting are conducted once annually. The 2025 inspection and reporting of fire safety equipment in operating premises was completed on May 28.
Safety procedures for ferry passengers	1. Passenger clearance operations are conducted in accordance with the "Standard Operating Procedures for Passenger Boarding, Disembarking, and Customs Clearance". In the event of a facility or equipment breakdown, the "Emergency Contact and Public Statement Protocol for Passenger Vessel Clearance Facility Malfunctions within Taiwan Ports" is immediately activated to coordinate responsive measures with the emergency contacts of each CIQS unit. 2. Upon the berthing of passenger ferries, the port provides comprehensive services for passenger boarding, disembarking, and customs clearance. 3. To guarantee service safety, terminal personnel thoroughly inspect facilities, equipment, and the customs clearance environment prior to the berthing of passenger ships. During berthing, staff maintain order throughout the clearance process, providing real-time management and reporting of any unexpected on-site incidents.
Safety Operations for Port Operators	To safeguard the security of public facilities, routine inspections are conducted in accordance with the TIPC Guidelines for Inspection, Examination, and Maintenance Responsibilities for Various Facilities. All inspection records are systematically archived in the TIPC Port Facility Maintenance Management System. Furthermore, the " Inspection Procedures for Cruise terminals and Gantry Cranes" have been established to govern periodic inspections of cruise terminals and gantry cranes. The headquarters and branch offices also conduct inspections, testing, and maintenance auditing operations to strengthen facility safety management.

Note: TIPC's primary services encompass port operational management and passenger services. Safety assessments cover both service venue safety management and port public infrastructure security. In 2025, the health and safety impact assessment coverage rate for relevant services reached 100%.

TIPC has established comprehensive port safety management mechanisms across its nine ports, covering facility inspection and maintenance, cargo-handling safety management, traffic flow and operational order management within port areas, as well as cruise/passenger terminal and Customs clearance security. These measures are designed to ensure safe port operations and maintain high-quality passenger services. In accordance with applicable operating procedures and management requirements, each port implements routine inspections, operational controls, and safety management measures, while continuously strengthening the safety of port operations and service environments.

Note:

The port safety management measures include:

1. Facility Inspection and Maintenance – Routine inspections of public facilities, maintenance management system records, and equipment inspections.
2. Cargo Handling Safety Management – Implementation of terminal cargo-handling safety requirements, vessel-by-vessel inspections, and safety audits.
3. Port Traffic Flow and Order Management – Management of port signage, traffic flow planning, and operational order within port areas.
4. Passenger Facilities and Customs clearance Security – Passenger flow management, Customs clearance security measures, and cruise terminal facility management.

Passenger Flow Planning and Route Verification

Disaster Prevention and Response Plan

In addition to maintaining a strong focus on its core port business and service quality enhancement, TIPC is committed to fostering a safe, resilient, and environmentally sustainable port operating environment that balances economic development, safety, and environmental stewardship. However, the increasing frequency and intensity of extreme weather events associated with global climate change, together with the ongoing electrification, automation, unmanned operation, and upscaling of port facilities and equipment, have heightened the complexity and potential impact of various disaster risks. Recognizing the sudden and unpredictable nature of disasters, TIPC has established a Disaster Prevention and Response Plan covering all phases of disaster management, including mitigation, preparedness, emergency response, and recovery. The plan also incorporates emerging risks such as climate change and public health emergencies.

In addition, through joint exercises and audit mechanisms conducted in cooperation with the Maritime and Port Bureau, Ministry of Transportation and Communications, TIPC regularly reviews and updates its emergency response plans. Under its internal control framework, the Company also conducts periodic reviews of crisis response standard operating procedures (SOPs), notification mechanisms, and post-incident follow-up processes. Through continuous risk assessment and performance evaluation, TIPC strengthens port safety management and emergency response capabilities, thereby minimizing potential loss of life and property, safeguarding port operations, and supporting long-term sustainable development.

To manage occupational safety risks and achieve its disaster prevention and risk reduction objectives, TIPC has implemented the following occupational safety and health management programs:

Management Program	Implementation Measures
Safety Education and Training	Utilizing VR (Virtual Reality) technology for sensory education and training in occupational safety and health. This allows individuals to experience the risks and hazards associated with unsafe environments or behaviors, thereby enhancing training impressions and increasing safety awareness.
Occupational Safety and Health Management Plan	Developing the annual occupational safety and health management plan, maintaining safety and health management goals/programs, and implementing measures to achieve occupational safety and health performance control for the company's employees and contractors.
Supervision and Audits	Conducting unannounced inspections of high-risk operations, provide safety and health coaching for port cargo handling operations, perform OHS supervision for active construction projects, and utilize the statistical metrics and analytical results from the Occupational Safety and Health Cloud.
Occupational Accident Prevention	Implementing hazard prevention plans and reduce operational risks through risk assessments, safety awareness programs, self-management practices, construction safety controls, and performance reviews.
Continuous Improvement	Using the PDCA (Plan-Do-Check-Act) management cycle mechanism of the occupational safety and health management system to identify potential hazards in the working environment. Through continuous improvement, risks are reduced to an acceptable level and compliance with relevant regulations is achieved, ultimately enhancing safety and health management performance.

Digitalization of Port and Terminal Operations

In accordance with the Commercial Port Law and the Regulations on Port Services at Commercial Ports, TIPC has established regulations governing the application and use of port access permits to manage the entry of personnel and vehicles into port areas. The regulations clearly prohibit the unauthorized transfer or lending of permits in order to maintain port security and operational order.

To enhance inspection efficiency and strengthen security management, TIPC continues to advance the digitalization of access control by implementing the Access Permit Management System and the Automated Gate System. Electronic records are retained for all personnel and vehicle movements entering and exiting port areas. The system is also integrated with the National Police Agency's stolen vehicle and wanted person databases through API connections, enabling real-time verification. When anomalies are detected, the system can immediately generate alerts, issue notifications, and automatically revoke the relevant access permit.

In addition, TIPC monitors daily abnormal access record ratios across its ports to better understand permit usage patterns and identify opportunities for further management improvements. To facilitate implementation of the new system, the Company organized multiple awareness and outreach sessions beginning in January 2023, and formally launched the new access control framework on April 6, 2023. In 2025, TIPC held eight access permit forums and issued 31,837 port access permits, further enhancing the effectiveness of smart security management across Taiwan's port cluster.

Smart-Driven Operations and Intelligent Monitoring: TIPC Ushering in a New Digital Era

TIPC has launched the Online Port Work Application System, enabling port operators to monitor project progress in real time and report on-site conditions through a mobile application with photo-upload functionality, significantly improving operational efficiency. Through the newly implemented system, project information can be submitted electronically from application through completion, ensuring a single-point data submission process and full transparency throughout project execution while minimizing repetitive administrative work. Construction locations are displayed on a digital map, with different colors used to identify responsible contractors and project progress status. In addition, as-built drawings are systematically archived, allowing information to be easily retrieved and traced when needed. Beyond enhancing overall operational efficiency, the system also helps reduce the risk of accidental damage to underground utilities during construction and minimizes occupational safety incidents.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Promoting Diverse Partnerships for Mutual Prosperity

6.1 Happy Workplace

2025 Performance Highlights (G)

- In 2025, TIPC's overall employee rating of workplace friendliness reached **88.4** points, representing a significant improvement from 83.2 points in 2024.
- Approximately **NT$3.471 million** was invested in employee education and training. Total training hours reached **89,899 hours**, and the average satisfaction rate for training courses exceeded 96%.
- A total of **NT$4.19 million** in subsidies was allocated to support employee training and continuing education. Subsidies for external training, language proficiency tests, and professional certification examinations were provided to **432** individuals.
- The retention rate of employees returning from parental leave was **100%** during the reporting year.
- Retirement fund contributions accounted for **6.94%** of the Company's total annual salary expenditure.

Comply with the SDGs

4 QUALITY EDUCATION — SDG 4.4, SDG 4.5

5 GENDER EQUALITY — SDG 5.1, SDG 5.4

8 DECENT WORK AND ECONOMIC GROWTH — SDG 8.5, SDG 8.6, SDG 8.7

10 REDUCED INEQUALITIES — SDG 10.2, SDG 10.3, SDG 10.4

Management Policies

Covered material topics

- Employee Development and Engagement
- Employee benefits

Policy	Management Evaluation System
6.1.1 Talent Attraction and Retention [Human Resources Policy]	6.1.1 Talent Attraction and Retention [Human Resource Management System]

6.1.1 Talent Attraction and Retention

Human Resources Policy

TIPC coordinates the development, construction, and management of Taiwan's international commercial ports under a port cluster model. Despite rapid changes in the maritime transportation market, the Company continues to maintain strong operational performance. At the same time, TIPC actively promotes a human-centered workplace grounded in the principles of diversity, equity, and inclusion (DEI), respecting and valuing the diversity and uniqueness of every employee. In terms of employee training and development, the Company offers a wide range of professional training programs and provides multiple digital learning channels. In addition, TIPC provides subsidies for continuing education, professional certification, and external training courses to encourage employees to pursue continuous learning, enhance their professional capabilities, and strengthen their career development.

Human Resource Management System

TIPC conducts annual employee surveys to gain insight into employees' workplace experiences. Based on an analysis of the survey results, the Company develops improvement measures to continuously enhance the workplace environment. In addition, post-training satisfaction surveys are conducted to evaluate training and education programs, ensuring that training content aligns with employee needs and supports improved learning outcomes.

Employee Turnover

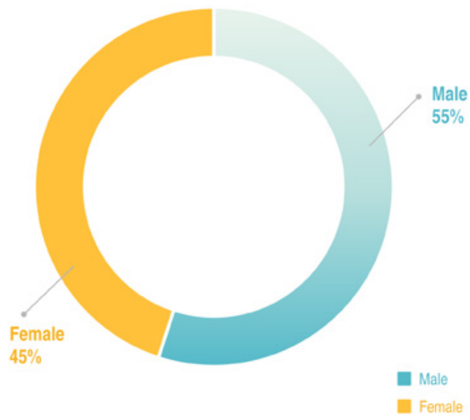
To establish a sound human resources management system, TIPC has formulated work rules in accordance with Article 70 of the "Labor Standards Act" and other applicable laws and regulations. These rules clearly set forth provisions governing employment, salaries and bonuses, attendance and leave, performance evaluations, and rewards and disciplinary actions, with the aim of safeguarding the rights and interests of both employees and the Company while enhancing organizational efficiency. As of 2025, the Company had a total of 2,120 employees, comprising 946 women and 1,174 men. All employees were Taiwanese nationals, and 100% of senior executives were hired locallyNote. Due to the operational characteristics of the port industry, the Company's workforce is predominantly male. In addition, 453 contract workers were engaged to support related operations.

Note: Senior executives refer to management personnel at the manager level and above.

In terms of workforce diversity and equal employment opportunities, as of the end of 2025, the Company exceeded the statutory employment requirements for both persons with disabilities and Indigenous peoples by 7 and 12 employees, respectively. The Hualien Branch adopted a regional recruitment approach to increase employment opportunities for Indigenous peoples, further promoting workforce diversity, inclusion, and equal employment opportunities.

Categories of Employee

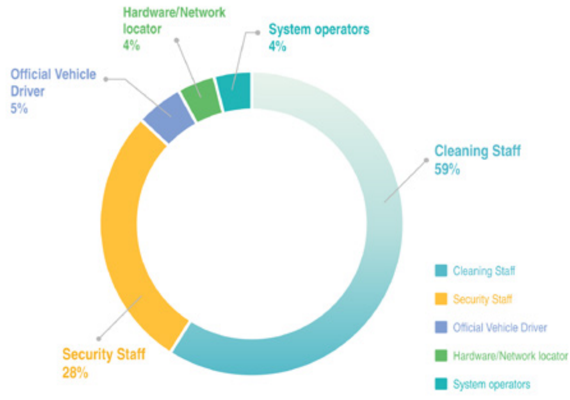
Contract type		Female	Male	Total
Classification by contract type	Fixed-term contract employees	28	14	42
	Indefinite contract employees	918	1,160	2,078
Classification by work hour guarantee	Employees with guaranteed working hours	946	1,174	2,120
	Employees without guaranteed working hours	0	0	0
Classification by working hours	Full-time employees	940	1,167	2,107
	Part-time employees	6	7	13



Note:
1. Employees: Individuals who, under national law or applicable requirements, are in an employment relationship with the organization (in Taiwan, this refers to individuals enrolled in labor insurance).
2. Fixed-term contract employees: The Company's temporary employees include students, interns, and short-term personnel whose labor contracts specify both the commencement and termination dates.
3. Indefinite-term contract employees: The Company's regular employees are permanently employed personnel under indefinite-term labor contracts.
4. Full-time employees: Employees whose weekly, monthly, or yearly working hours are defined according to national laws and practices. In Taiwan, the Labor Standards Act stipulates that working hours shall not exceed 8 hours per day and 40 hours per week.
5. Part-time employees: Employees whose weekly, monthly, or yearly working hours are fewer than those of full-time employees.
6. Employees without guaranteed working hours: Employees who are not guaranteed a minimum or fixed number of working hours per day, week, or month, but may be required to remain available for work on demand.
7. The data presented in this table cover operations in Taiwan, and employee headcount is calculated based on the number of employees as of the reporting period end date.

Non-Employee Workers Information

Type	Contractual relationship with the company	Number of persons
Cleaning Staff	Outsourcing	247
Security Staff	Outsourcing	128
Official Vehicle Driver	Outsourcing	23
Hardware/Network locator	Contractual	20
System operators	Contractual	18
Total	436	



Note:

1. The headcount data cover the Headquarters and all four branches (including their affiliated ports). The data are compiled based on records from the eCPA Personnel Service System, which is updated quarterly in January, April, July, and October. The figures presented in this table were reported in January 2026 and reflect data for the period from October to December 2025.
2. The total number of resident officers is 38, representing an increase of 8 person as compared with the previous year.

The main reasons for the increase are as follows:

1. The project requires the provision of resident site services.
2. As the scale of the project has increased, the existing resources can no longer cope with the daily operation and additional resident site officers are required to enhance work efficiency and minimize processing time.
3. There are two types of tasks for the resident officers:
   (1) Hardware/Network: Maintenance, troubleshooting and installation of computer hardware and network, totaling 20 people.
   (2) System: Assist in system configuration and maintenance, totaling 18 people.
4. Non-employee workers are engaged through contractual service arrangements and are not employees of the Company.

Distribution of Indigenous Peoples and Persons with Disabilities Employed in 2025

Category		Physical and mental disabilities	Indigenous	Subtotal
Male	Below 30 years	1	1	2
	30-50 years	14	3	17
	Above 50 years	19	3	22
Female	Below 30 years	0	3	3
	30-50 years	9	2	11
	Above 50 years	12	0	12
Total		55[Note]	12	67

Note:

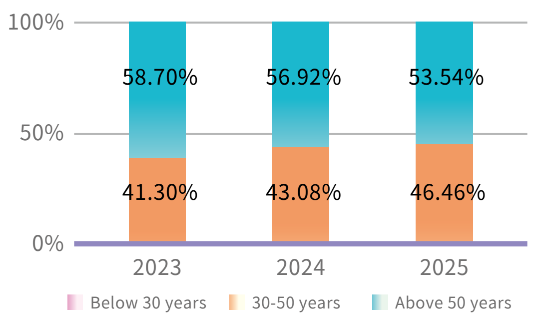
1. The Company recruits and employs personnel in accordance with the requirements of the Persons with Disabilities Rights Protection Act and the Indigenous Peoples Employment Rights Protection Act. As of the end of 2025, the Company was required to employ 60 persons with disabilities and had employed 67, exceeding the statutory requirement by 7 employees. Employment of Indigenous Peoples exceeded the statutory requirement by 12 employees. To further enhance employment opportunities for persons with disabilities and Indigenous Peoples, the Company's Hualien Branch, located in an Indigenous Area, adopts a regional recruitment approach when conducting new employee recruitment examinations.
2. The number of employees with disabilities is calculated as follows: 39 employees with mild to moderate disabilities + (12 employees with severe or profound disabilities × 2) + (4 employees with severe disabilities × 2 × 0.5) = 67 employees. The four employees with severe disabilities are part-time employees and are therefore counted at a factor of 0.5.

2025 TIPC Employee Distribution by Position Category

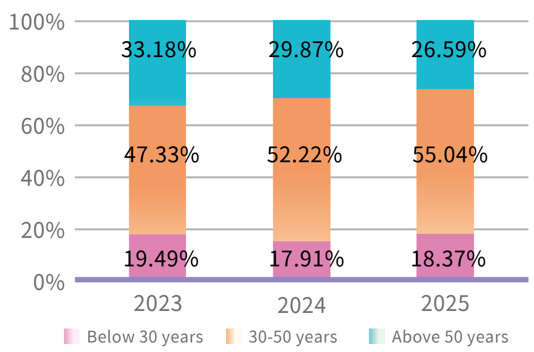
Age / Project/ Gender	Senior Executive		Total Other Supervisors		Non-supervisory Staff	
	Male	Female	Male	Female	Male	Female
Below 30 years	0	0	0	0	119	216
30-50 years	0	0	74	44	503	501
Above 50 years	17	3	78	38	369	116
Category Total	20		234		1,824	

Note:
1. The data are based on the reporting period end date. The calculation scope includes only indefinite-term contract employees (permanent employees). Beginning with the 2025 Sustainability Report, the calculation methodology for the hiring rate of permanent employees was revised to exclude temporary employees under fixed-term contracts, including student workers, interns, and short-term hires. The numbers of such temporary employees excluded from the calculation were 42 in 2025.
2. Senior Executives: Refers to management personnel at the level of chief of staff and above.
3. Other Supervisors: Refers to senior executives at the manager level and above.

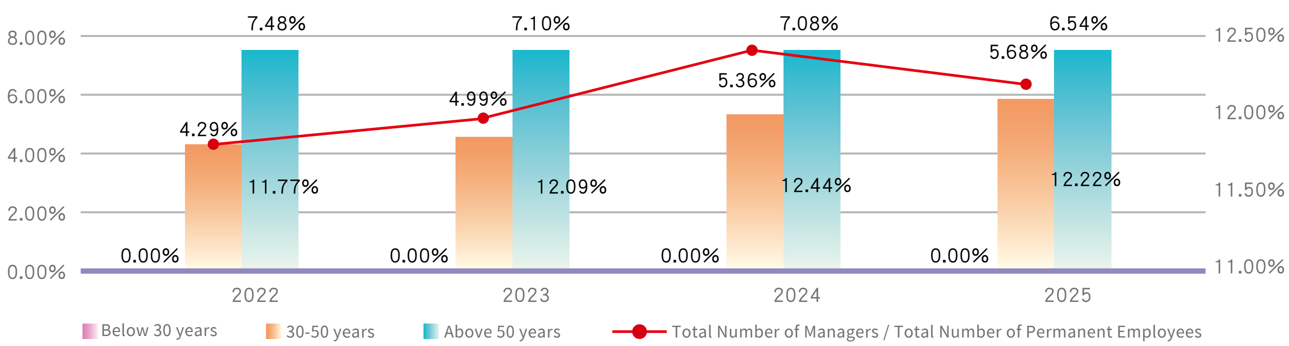
Age ratio of Supervisory employees above managerial level in the past three years



Age ratio of senior executives above managerial level in the past three years



Age Distribution of Supervisory employees as a Percentage of Total Employees by Year



The Company provides clear career advancement opportunities based on the principles of fairness, impartiality, and transparency. Promotion reviews are conducted twice a year to recognize and advance high-performing employees. To maintain workforce stability and service quality, the Company has also established clear job transfer and retirement and separation mechanisms. Employees who have served at the same port for at least two years, or those recruited under a regional hiring system and who have completed at least three years of service, may apply for job transfers in accordance with the prescribed procedures.

New Recruitment Rate

Year	2023				2024				2025			
Gender	Male		Female		Male		Female		Male		Female	
Age	Number of persons	new recruitment rate (%)	Number of persons	new recruitment rate (%)	Number of persons	new recruitment rate (%)	Number of persons	new recruitment rate (%)	Number of persons	new recruitment rate (%)	Number of persons	new recruitment rate (%)
Below 30 years	14	0.69	31	1.52	19	0.93	42	2.06	39	1.88	48	2.31
30-50 years	21	1.03	22	1.08	48	2.36	25	1.23	41	1.97	41	1.97
Above 50 years	3	0.15	0	0	3	0.15	0	0	4	0.19	0	0
Total new recruits	91				137				173			
Total employees	2,043				2,034				2,078			
Total new recruitment rate (%)	4.45%				6.74%				8.33%			

Note:

1. Number of new recruits excluding mid-job resignees.
2. New recruitment rate of male (female) employees of that age group = the number of new male (female) employees of that age group for the year / the total number of employees of the operating site at the end of the year.
3. Total new recruits employment rate = number of new recruits for the year/total number of employees at operating sites at the end of the year.
4. The Company conducts annual reviews of its workforce recruitment needs based on operational requirements and employee turnover, enabling effective workforce planning, business continuity, and knowledge transfer. Accordingly, the employee hiring rate varies from year to year.
5. The calculation scope includes only indefinite-term contract employees (permanent employees). Beginning with the 2025 Sustainability Report, the calculation methodology for the hiring rate of permanent employees was revised to exclude temporary employees under fixed-term contracts, including student workers, interns, and short-term hires. The numbers of such temporary employees excluded from the calculation were 28 in 2023, 52 in 2024, and 42 in 2025.

Turnover Rate

Year	2023				2024				2025			
Gender	Male		Female		Male		Female		Male		Female	
Age	Number of persons	Turnover rate (%)	Number of persons	Turnover rate (%)	Number of persons	Turnover rate (%)	Number of persons	Turnover rate (%)	Number of persons	Turnover rate (%)	Number of persons	Turnover rate (%)
Below 30 years	11	0.54	8	0.39	9	0.44	8	0.39	9	0.43	6	0.29
30-50 years	15	0.73	7	0.34	20	0.98	11	0.54	16	0.77	8	0.38
Above 50 years	3	0.15	0	0	1	0.05	0	0	6	0.29	1	0.05
Total number of turnovers	44				49				46			
Total employees	2,043				2034				2,078			
Total turnover rate (%)	2.15%				2.41				2.21%			

Note:

1. Turnover rate for each category (%) = number of turnovers in that category of the year / total number of employees at the end of the year.
2. Total turnover rate (%) = total number of turnover of the year / total number of employees at the end of the year.
3. The calculation scope includes only indefinite-term contract employees (permanent employees). Beginning with the 2025 Sustainability Report, the calculation methodology for the hiring rate of permanent employees was revised to exclude temporary employees under fixed-term contracts, including student workers, interns, and short-term hires. The numbers of such temporary employees excluded from the calculation were 28 in 2023, 52 in 2024, and 42 in 2025.
4. Employee turnover among permanent employees includes both voluntary and involuntary turnover. Voluntary turnover refers to resignations, while involuntary turnover includes layoffs, dismissals, and terminati on of appointment.
5. The numbers of permanent employees who retired or passed away due to illness were 103 in 2023 (73 males and 30 females), 97 in 2024 (75 males and 22 females), and 83 in 2025 (67 males and 16 females). Including resignation s, retirements, and deaths due to illness, the overall employee turnover rate was 6.21% in 2025.

Minimum Notice Period for Operational Changes

The Company complies with the advance notice requirements for termination of employment contracts in accordance with Article 16 of the Labor Standards Act. During the notice period, employees are entitled to take leave to seek new employment while continuing to receive their regular pay. If the required advance notice is not provided within the statutory period, the Company provides payment in lieu of notice in accordance with applicable regulations.

In addition, pursuant to the Collective Bargaining Agreement, if a change in an employee's position initiated by the Company results in difficulties in performing the assigned duties, the employee may file an appeal within 30 days of the effective date of the notification or apply for termination of the employment contract or retirement in accordance with the relevant provisions. Where significant operational changes necessitate the termination of employment contracts, the Company handles such matters in accordance with the applicable requirements of the Labor Standards Act.

Recruitment and Talent Retention

The Company complies with relevant labor and human rights regulations, such as the Labor Standards Act, the Employment Service Act, and the Gender Equality in Employment Act, in implementing talent recruitment practices and safeguarding employee rights. To enhance the competitiveness of the port, efforts are being made to implement relevant recruitment plans to find qualified talent. Through industry-academia collaboration, professional port talents are being cultivated. To ensure the stable development of the organization, the Company continues to promote various talent retention measures, including employee education and training, job development planning, incentive systems, and communication and care. These initiatives are designed to provide incentives for mutual growth, thereby ensuring the organization's stable development.

Recruitment of Practitioner	In 2025, a total of 1 recruitment test was conducted, and 200 individuals were recruited
Industry-Academia Collaboration Programs	In 2025, 15 fourth-year students were recruited for 10-month internships with TIPC's Vessel Traffic Service (VTS). The Company provides professional guidance and internship allowances, and upon graduation, interns have the opportunity to join TIPC as employees.
Campus Recruitment Orientation	To promote the Company's recruitment efforts, TIPC conducts recruitment information sessions at universities and colleges. In 2025, a total of 36 campus recruitment sessions were held.
Recruitment Information Sessions	To expand outreach for the Company's 2026 employee recruitment campaign, TIPC held its first regional recruitment information sessions in Keelung, Taichung, Kaohsiung, and Hualien. Two sessions were held in 2025, followed by two additional sessions in January 2026.

Career Development Planning

The Company implements regional recruitment initiatives and provides mechanisms to facilitate the transfer of employees working in remote locations back to their home regions, thereby reducing the need for long-term assignments away from home while supporting clear pathways for career advancement. In addition, the Company provides employees with a Career Development Path to help them understand potential career progression and establish clear directions for their professional development. Through this framework, employees are encouraged to continuously enhance their professional capabilities and pursue long-term career development within the port industry, thereby fostering long-term employee retention and commitment to the Company.

Senior Level Practitioners Career Development Path

Chief Manager Chief Engineer Senior Manager Senior Engineer	Those who have passed the talent development program will be qualified for promotion to Manager.	Rank 6
Manager Engineer	Those who have served as Associate Manager (Engineer) and Manager (Engineer) for one year are eligible for promotion to "Senior Manager (Engineer)".	Rank 5
Associate Manager Associate Engineer	Those who have been in their current position for one year or more may be transferred to the position of "Manager (Engineer)" after considering their professional knowledge, performance, work attitude, job experience, and development potential.	Rank 5
Assistant Manager Assistant Engineer	Those who have been in their current position for one year will be eligible for promotion to "Associate Manager (Engineer)".	Rank 4

Junior Level Practitioners Career Development Path

Position	Promotion criteria	Rank
Chief Clerk Chief Technician	Those who have served in the current position for one year will be eligible for promotion to "Assistant Manager (Engineer)".	Rank 3
Senior Clerk Senior Technician	Those who have been in their current position for one year will be eligible for promotion to "Chief Clerk (Technician)".	Rank 2
Clerk Technician	Those who have been in their current position for one year or more may be transferred to the position of "Senior Clerk (Technician)" after considering their professional knowledge, performance, work attitude, job experience, and development potential.	Rank 2
Assistant Clerk Assistant Technician	Those who have been in their current position for one year will be eligible for promotion to "Clerk (Technician)".	Rank 1

Incentive System

TIPC actively strengthens the alignment among its performance evaluation, bonus, training, and promotion systems. By implementing performance-based evaluations and incentive bonuses, the Company seeks to recognize outstanding performance and retain high-performing employees. In addition, to recognize role models and boost employee morale, approximately 20 to 24 exemplary employees are selected each year based on the proportion of the workforce and are publicly recognized and awarded incentive bonuses.

Employees selected as Exemplary Employees in 2025 were publicly recognized, presented with commemorative trophies, and awarded incentive bonuses. A total of 23 employees received this recognition.

Employee Care

TIPC implements an Employee Assistance Program (EAP) to support employees in addressing psychological, family, interpersonal, work-related, financial, and legal issues, helping them maintain mental well-being during career transitions and significant life stages. In 2025, the Company engaged Newmind EAP Consultation Co., Ltd. to provide a free employee consultation hotline. Employees could use the hotline for initial consultations or be referred to qualified professionals, such as psychologists and attorneys, for individual counseling or consultation services. Management consultation services were also provided, where necessary, to assist the Company in appropriately addressing complex employee cases.

Specific Roles	Tailored Service Plans
Shift Workers	The Company conducts a "Work-Life Satisfaction and Needs Survey" specifically for shift workers to assess the impact of shift work on their family life and work-life balance. Based on the survey results, tailored support plans are developed to address the needs of shift workers. On-site visits are also conducted at port workplaces to help employees improve their physical and mental well-being and working environment, thereby supporting workplace safety and health.

Specific Roles	Tailored Service Plans
Facing retirement personnel	In response to the growing emphasis on social participation among employees aged 55 and above (the "Strong Generation"), the Company conducted a needs assessment for employees expected to retire within the next five years to better understand their concerns and support needs related to retirement preparation. Based on the findings, the Company developed a dedicated Strong Generation Support Program for senior employees. By encouraging continuous learning and participation in external training programs, the initiative helps senior employees remain actively engaged in society and supports comprehensive retirement planning.
Employees with Childcare Responsibilities	The Company implemented a dedicated support program for employees with childcare responsibilities, offering flexible work arrangements such as remote work, flexible working hours, and reduced working hours, as well as family care leave, childcare resources, and parent-child activities. Psychological, health, and legal consultation services were also provided to help employees balance work and family responsibilities.
Employees with Family Caregiving Responsibilities	The Company implemented a dedicated support program for employees with family caregiving responsibilities, offering flexible work arrangements such as remote work, flexible work locations, and project-based transfers. In collaboration with the Taiwan Association of Family Caregivers, the Company also provided case referral services, long-term care seminars, and psychological support to help employees manage long-term care and other family caregiving responsibilities.
Employee During Pregnancy	The Company implemented the Pregnancy Companion Program, providing joint consultations for expectant parents and support in preparing for parenthood to help employees confidently prepare for the next stage of family life.
Employees Experiencing Major Life Events	The Company provided personalized congratulatory or condolence cards to employees experiencing major life events, such as marriage, childbirth, illness or injury, or the loss of an immediate family member. Relevant information on employee benefits and consultation services was also provided.

6.1.2 Employee Training and Development

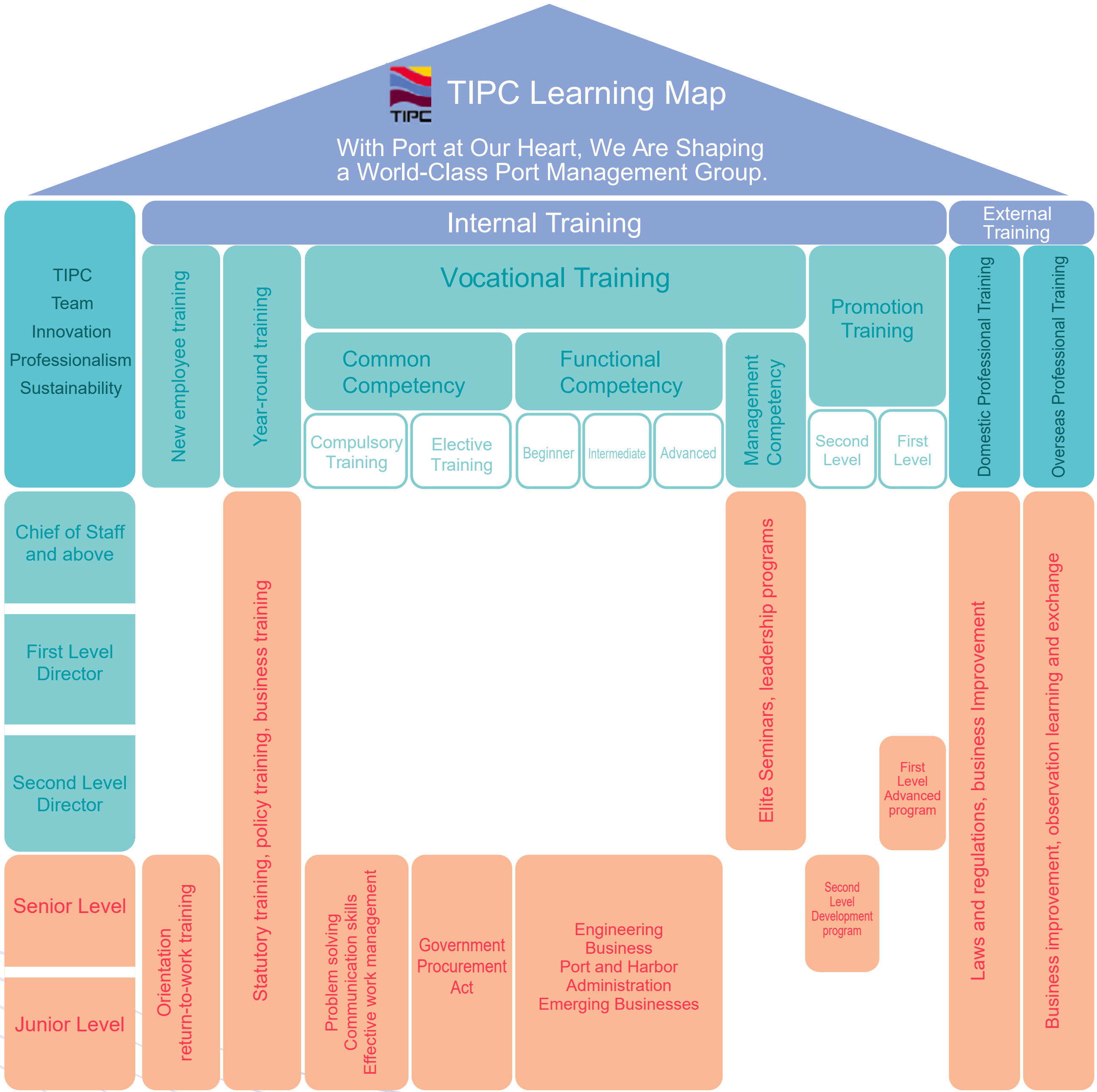
TIPC is committed to fostering a proactive learning organization. Guided by the TIPC Learning Map, the Company has established a systematic training framework encompassing core, professional, and managerial competencies. Complemented by digital learning resources and financial support for employees' continuing education, this framework strengthens workforce capabilities and enhances the Company's overall competitiveness. In 2025, TIPC reported an average of 43.26 training hours per employee, with total training costs amounting to NT$34.71 million and an average training cost of NT$16,707 per employee.

Item/Category		Management		Non-management		Total
Unit/Gender		Male	Female	Male	Female	
Total number of people	pax	169	85	991	833	2,078
Total training hours	hour	10,127	5,977	34,828	38,967	89,899
Average training hours	Hour/pax	59.92	70.32	35.14	46.78	43.26
Training fee	NT$	2,823,483	1,420,095	16,556,637	13,916,931	34,717,146

Note:
The employee figures presented in this table exclude temporary employees.
In 2025, the average training hours for managerial personnel increased as the Company expanded its management competency training programs and required designated managers to attend these courses.

To strengthen its talent retention strategy, TIPC conducts annual performance evaluations for 100% of eligible employees Note, providing a fair and transparent basis for promotion and salary adjustments. The Company also builds a robust talent pipeline through cross-location job rotations and management trainee development programs, supporting succession planning while fostering employee growth and the Company's long-term sustainable development.

Note: Employee performance evaluations are based solely on individual performance and are not influenced by gender. Statistics are calculated based on employees who were employed during the reporting year. Employees with less than six months of service or fewer than 180 cumulative days of employment during the reporting year are excluded from the calculation.


TIPC Learning Map
With Port at Our Heart, We Are Shaping a World-Class Port Management Group.
TIPC
Team
Innovation
Professionalism
Sustainability
Internal Training
External Training
New employee training
Year-round training
Vocational Training
Common Competency
Functional Competency
Management Competency
Promotion Training
Domestic Professional Training
Overseas Professional Training
Compulsory Training
Elective Training
Beginner
Intermediate
Advanced
Second Level
First Level
Chief of Staff and above
First Level Director
Second Level Director
Senior Level
Junior Level
Orientation return-to-work training
Statutory training, policy training, business training
Problem solving
Communication skills
Effective work management
Government Procurement Act
Engineering
Business
Port and Harbor Administration
Emerging Businesses
Elite Seminars, leadership programs
Second Level Development program
First Level Advanced program
Laws and regulations, business Improvement
Business improvement, observation learning and exchange

Driving Growth Through Learning: Excellence in Talent Development Recognized

To promote lifelong learning in the workplace, the Ministry of Education established the Central Government Employee Learning System Incentive Program, which annually recognizes outstanding central government agencies, educational institutions, state-owned enterprises, and public organizations for excellence in employee learning and development. TIPC first participated in the program in 2023 and received the Excellence Award in both 2023 and 2024. In 2025, the Company received the program's highest distinction, the Outstanding Excellence Award. This recognition affirms TIPC's long-standing commitment to talent development and its continued efforts to foster a learning organization.

Continuing Education Incentives

To encourage employees to pursue continuing education in their spare time, TIPC provided subsidies in 2025 for employees enrolled in higher education programs at colleges and universities. Employees were eligible to apply for tuition and credit-hour subsidies of up to NT$20,000 or up to eight hours of paid time off per week for part-time study. This initiative aims to enhance employees' professional capabilities and support talent development within the Company. In 2025, a total of 84 employees applied for tuition and credit-hour subsidies, while 1,104 employees applied for paid time off for part-time study.

To further strengthen employees' professional competencies and foreign language proficiency, the Company also provides subsidies for professional certification examinations and language proficiency tests. In 2025, 22 applications for language proficiency test subsidies and one application for a professional certification examination subsidy were approved.

Employee Training and Development

TIPC is committed to ensuring that employees are placed in positions that enable them to realize their full potential. The Company's human resource development strategy focuses on enhancing professional expertise, strengthening management capabilities, and reinforcing its talent development system. Following each training session, satisfaction surveys are conducted to gather feedback for future course planning. In 2025, the average satisfaction rate for training courses exceeded 96%.


New employee orientation and training


New employee orientation and training


Common Functional Training


Executive Management Consensus Camp


Professional Competency Training


Insight Lecture Series

Management Competency Training Programs


Management Competency Training Programs

2025 Implementation Status		
Internal Training	New Hire Training	Training for new employees: A total of 5 sessions were held, with 151 new employees participating in the training. TIPC Partnership Pro gram: A total of 13 networking and knowledge-sharing events were held for TIPC partners, with 528 participant attendances.
	Annual Training	A total of 93 courses were conducted throughout the year, with 4,458 participants.
	Competency Training	Core Competencies (Mandatory): 18 sessions, 408participants Core Competencies (Elective): 27 sessions, 446participants Professional Competencies: 33 sessions, 749 participants Management Skills: Senior Management Consensus Camp: Two sessions were held for senior management, with a total of 153 participants; two sessions were held for mid-level management, with a total of 214 participants. Insight Lecture Series: In 2025, TIPC invited Su, Chun-Jung, Minister, Director of the Directorate-General of Personnel Administration, Executive Yuan, and Rock Tsai, Vice President and Chief Information Officer of Taiwan Mobile, to deliver keynote lectures on "AI Digital Governance: Applications and Implementation Strategies" and "AI Transformation: Business Perspectives", respectively. The two sessions attracted a total of 130 participant attendances. Management Competency Training Programs: In 2025, the Company launched the Management Support Initiative. During the first half of the year, management training and engagement activities include d seven workshops for second-level managers (183 participant attendances), four workshops for first-level managers (86 participant attendances), five senior management forums (26 participant attendances), and five labor union workshops (118 participant attendances). In the second half of the year, based on managers' feedback, the Company organized seven "One-on-One Conversations and Active Listening Skills" workshops for second-level managers, with 165 participant attendances and an average post-training satisfaction rate of 98%. Management Webinar Series: In 2025, the Company held quarterly online seminars for managers covering topics such as performance appraisal, performance feedback discussions, workplace violence and harassment self-assessments, and Performance Improvement Plans (PIPs). A total of 557 participant attendances were recorded, helping strengthen managerial effectiveness.
	Promotion Training	Promotion Training: In 2025, one session each of the "Talent Development Program" for potential second-level managers and the 'Talent Advancement Program' for potential first-level managers were held, totalling with 32 participants.
External Training	Domestic Professional Training	A total of 409 participants were selected to attend training programs in 2025.

Digital Learning Platform

In addition to in-person training, TIPC has established the ALOHA online learning platform and provides access to external learning resources, including Hahow and the Master Cheers Innovation Academy. Employees also have access to digital knowledge platforms such as the CommonWealth Magazine Knowledge Base, HamiBook Monthly Reading Pass, Manager Today Management School, and Business Weekly Digital Magazine. These resources support self-directed learning, strengthen employees' professional capabilities, and promote continuous learning and holistic development.

6.1.3 Employee Benefits

Compensation and Benefits

As a state-owned enterprise, TIPC implements its compensation system in accordance with applicable laws and regulations. Employee compensation consists of a base salary determined by grade and a position-based salary. In 2025, the highest annual salary was 3.33 times the median annual salary. The Company also provides performance-based and merit-based bonuses. During the same year, TIPC implemented a 3% salary adjustment to enhance employee engagement and organizational cohesion.

Renumeration Ratio

Country/ Region	Ratio of the annual total remuneration of the highest paid individual of the company to the median of the annual total remuneration of the employees (excluding the highest paid individual)	Ratio of increase in the annual total remuneration of the highest paid individual of the company to the annual total remuneration of the employees (excluding the highest paid individual)
Taiwan	3.33	1.85

Note:
1. The Chairperson of the Board of Directors is not considered the highest-paid individual unless the Chairperson also serves as the President/ Chief Executive Officer.
2. Calculation formula for the ratio of the highest annual salary to the median annual salary: Annual salary of the highest-paid individual for the year ÷ median annual salary for the year.
3.Calculation formula for the annual salary increase ratio: Percentage increase in the annual salary of the highest-paid individual for the year ÷ percentage increase in the median annual salary for the year.

In 2025, the average annual remuneration of full-time employees in non-managerial positions was NT$949,000. The Company's employee remuneration framework takes into account its financial position, operating performance, and future development, while also considering employees' job responsibilities and individual performance in determining remuneration.

Ratio of standard pay to statutory minimum basic pay for TIPC entry-level employees in 2025

Ratio of standard pay to basic pay for male entry-level employees		Ratio of standard pay to basic pay for female entry-level employees	
Junior level	Senior level	Junior level	Senior level
1.45	1.98	1.45	1.98

Note: Calculated based on the 2026 minimum wage of NT$29,500 approved by the Executive Yuan, the starting salary multiples for new employees at the staff and professional levels are as follows.

Pay ratio by job category	Number of people		Total annual salary (NT$)		Pay ratio	
	Female	Male	Female	Male	Female	Male
Management	85	169	153,747,106	317,720,470	1.0	1.04
Non-management	861	1,005	733,716,906	1,037,073,801	1.0	1.21

Employee Welfare Committee

The Company has established an Employee Welfare Committee, which allocates employee welfare funds in accordance with the Organizational Charter of the TIPC Employee Welfare Committee and establishes subsidy guidelines in accordance with the Subsidy Guidelines of the TIPC Employee Welfare Committee.

In 2025, TIPC's retention rate for employees returning from parental leave reached 100%. TIPC promotes a family-friendly workplace by providing seven days of fully paid family care leave per year, a one-hour reduction in daily working hours for employees with children under the age of three, extended flexible working hours, flexible work locations, child-friendly workplace environments, childcare centers incorporating local characteristics, and temporary childcare services. Specific measures are presented in the table below:

Category	Summary of key measures
Leave Policies (Above Legal Standards)	14 days of marriage leave, 42 days of maternity leave, 8 days of prenatal leave, 3 days of pre-pregnancy leave, 14–42 days of miscarriage leave, 7 days of family care leave, 12 days of menstrual leave, 1–3 days of annual leave for new hires, daily leave allowance up to NT$1,600.
Expanded Flexible Leave System	Employees may flexibly schedule marriage leave and paternity leave, with leave taken in minimum increments of 0.5 hours. Employees may also apply for up to 30 additional days of personal leave per year.
Flexible Working Hours	Standard flexible working hours are from 8:00 a.m. to 9:00 a.m., while employees with childcare or special caregiving needs may use an expanded flexible working-hour window from 7:30 a.m. to 10:00 a.m.
Reduced Working Hours	Employees with children under the age of three may reduce their daily working hours by one hour with full pay and without adverse consequences.
Flexible Work Locations	Employees with children or grandchildren under the age of 12, employees with family members requiring special care, and employees assigned to work at locatio ns away from their home port may apply to work remotely or from a nearby port location for up to five days per month.
Temporary Childcare Service	In the event of school closures or other caregiving needs, employees may bring their children or grandchildren to the workplace for temporary care.
Family-Friendly Childcare Environment	To foster a family-friendly workplace, the Company has established workplace childcare centers at the Ports of Keelung, Taichung, and Kaohsiung. These centers give priority admission to employees' children while reserving a portion of available places for children from the local community. Tuition and fees are charged in accordance with Taiwan's fee standards for nonprofit preschools: NT$2,000 per month for the first child, NT$1,000 per month for the second child, and no charge for the third and each additional child, helping to reduce employees' childcare expenses. Between 2024 and 2025, the Company received a total of NT$4.8 million in subsidies from the Ministry of Education and invested an additional approximately NT$8.6 million to further strengthen its family-friendly childcare support.
Employee Travel and Engagement Activities	Employees may organize recreational and cultural activities each year with financial support from the Company. In addition, the Company regularly organizes activities such as TIPC Family Day, social networking events for unmarried employees, and orientation visits for new employees and their family members. The TIPC Labor Union and Employee Welfare Committee also regularly organize labor education programs and a variety of employee engagement activities and provide financial support for employee participation.
Employee Benefits and Assistance	The Company provides a comprehensive range of employee benefits and assistance, including consolation payments for occupational injuries and hospitalization due to illness or injury; bereavement assistance for employees and their family members; retirement appreciation gifts; gifts for the Lunar New Year, Dragon Boat Festival, and Mid-Autumn Festival; birthday gifts; marriage and childbirth allowances; appreciation activities for senior employees; education subsidies for employees' children; subsidies for employee club activities; and group insurance coverage, including accident and medical insurance.

Family-Friendly Workplace Annual Conference

Kaohsiung Port "Generations Together Through Arts and Recreation" Event

List of staff's parental leave in the past three years

Year	2023			2024			2025		
Gender/Total	Male	Female	Total	Male	Female	Total	Male	Female	Total
Number of eligible applicants for parental leave A	108	102	210	103	113	216	79	107	186
Actual number of employees applied for maternity leave in the current year B	5	29	34	7	31	38	10	31	41
Number of employees who should be reinstated in the current year C	7	27	34	5	26	31	8	26	34
Actual number of reinstatement in the current year D	7	27	34	5	26	31	8	26	34
Actual number of reinstatement in the previous year E	5	22	27	7	27	34	5	26	31
Continuing employment after reinstatement from the previous year's parental leave F	5	22	27	4	27	31	5	26	31
Reinstatement rate after parental leave in the current year %(D/C)	100	100	100	100	100	100	100	100	100
Retention rate after parental leave in the current year %(F/E)	100	100	100	57	100	91	100	100	100

Note:
1. Number of eligible applicants for parental leave = total number of applicants for maternity and paternity leave from 2022 to 2025.
2. Number of emloyees who should be reinstated = Estimation of number of employees who should be reinstated in the year.
3. Number of employees retained in 2025 = Number of actual reinstatements in 2024 and still active on 31 December 2025.
4. Reinstatement rate after parental leave in the current year = Actual number of reinstatement in the current year/Number of employees who should be reinstated in the current year C (D/C).
5. Retention rate after parental leave in the current year %= Continuing employment after reinstatement from the previous year's parental leave / Actual number of reinstatement in the previous year (F/E).

Enabling Employees to Build Stable Families: External Recognition of a Family-Friendly Workplace

TIPC is committed to fostering a family-friendly workplace and a supportive work environment to help employees achieve a healthy work-life balance. Through comprehensive talent development and childcare support measures, as well as improvements in the retention rate of employees returning from parental leave, the Company demonstrates its people-centered approach to management. These efforts have also received external recognition. In 2025, TIPC stood out among more than 4,000 enterprises in the 1111 Job Bank "Happy Enterprise" evaluation, receiving the "Happy Enterprise Gold Award" in the Trade and Logistics category for the fifth time. In the same year, the Company was also selected from among 169 benchmark enterprises to receive the Family-Friendly Workplace Award, making it the only state-owned enterprise to receive this distinction.

Family-Friendly Workplace Award, FFWA

Happy Enterprise Gold Award (Trade and Logistics category)

Retirement Plan

The Company administers employee retirement benefits in accordance with the Civil Servants Retirement, Severance and Compensation Act, the Labor Standards Act, the Labor Pension Act, and relevant internal regulations. In 2025, the Company contributed a total of NT$117,555,547 to employee retirement funds, accounting for 6.94% of the Company's total annual salary expenditure of NT$1,693,714,350 [Note].

Note: The Company administers employee retirement benefits in accordance with the Civil Servants Retirement, Severance and Compensation Act, the Labor Standards Act, the Labor Pension Act, and relevant internal regulations. In 2025, the Company contributed a total of NT$117,555,547 to employee retirement funds, accounting for 6.94% of the Company's total annual salary expenditure of NT$1,693,714,350.

In 2025, TIPC introduced a dedicated support program for the "Silver Generation," offering retirement planning courses and seminars to help employees prepare for life after retirement. The Company also provided consultation services and learning resources related to health, financial planning, and family matters to support the personal development and social participation of older employees. In addition, the Company encourages volunteer service and gives priority to rehiring retired employees for various service roles, while issuing volunteer service certificates to promote continued social and workforce participation.

TIPC also continues to support the Port and Maritime Retirees Association by providing annual funding for its operations and activities. In 2025, the Company provided NT$350,000 in financial support, as well as office space to serve as a liaison point.

6.1.4 Workplace Diversity and Inclusion

Human Rights Education and Training

In 2025, TIPC conducted human rights-related training covering topics such as gender mainstreaming, creating a friendly workplace, sexual harassment prevention, the division of household responsibilities, breaking gender stereotypes, LGBTQ+ issues, eliminating unconscious bias, and the Convention on the Elimination of All Forms of Discrimination against Women (CEDAW). A total of 1,990 employees participated in the training. Based on 2,052 eligible employees out of a total workforce of 2,078, excluding 26 employees on unpaid leave, the training participation rate reached 96.98%. Total training hours amounted to 7,628 hours.

In addition to establishing multiple communication channels and grievance mechanisms to safeguard employees' labor rights, the Company regularly convenes meetings of its Gender Equality Working Group. Externally, TIPC promoted gender equality through 36 campus recruitment and outreach events in 2025, as well as through gender equality awareness materials developed by the Company. The Company also invited gender equality scholars and representatives of the Free Space Education Foundation to conduct on-site reviews of the Kaohsiung Port Passenger Service Center and office facilities. The reviews covered nursing rooms, restrooms (including accessible restrooms), elevators, customs clearance routes, and passenger waiting areas to assess whether these facilities adequately meet users' needs.

Invited gender equality experts to visit the Kaohsiung Port Passenger Service Center in 2025

Taiwan International Ports Corporation (TIPC) has commissioned Jung Kuo Security Co., Ltd. to provide on-site security services at the Kaohsiung Port Cruise Terminal. The contract and tender specifications clearly require compliance with the Labor Standards Act. In the event of any contractual violation by the service provider, TIPC will handle the matter in accordance with Articles 101 to 103 of the Government Procurement Act. In addition, on-site security personnel are required to comply with the Private Security Service Act, including completing at least one week of pre-service professional training and a minimum of four hours of in-service training per month. In 2025, the training completion rate for security personnel reached 100%.

To safeguard labor rights and prevent forced labor, TIPC explicitly requires contractors and their subcontractors, through its procurement and service contracts, to comply with the Labor Standards Act, the Human Trafficking Prevention Act, and other applicable laws and regulations concerning labor rights and the employment of disadvantaged groups. The Company strictly prohibits discrimination and the illegal employment wof child labor, thereby ensuring fair employment rights for all workers. For further information on the Company's supplier management policies and procedures, please refer to **Section 2.4 Supplier Management**.

TIPC further strengthens oversight through contract management and the System for Querying Employers Violating Labor Laws, demonstrating its commitment to working with suppliers to foster a compliant and sustainable labor environment. In 2025, one case of non-compliance with labor-related laws and regulations was identified. Details of the case and the corresponding corrective actions are provided in **Section 2.2, Internal Control System and Integrity**.

Labor-Management Communication and Grievance Mechanisms

To safeguard the rights and interests of all employees, including Indigenous employees, the Company has established the "TIPC Personnel Management Complaint Handling Guidelines," the "TIPC Complaints and Investigation Procedure for the Prevention and Handling of Sexual Harassment," and the "TIPC Prevention Plan for Unlawful Infringement in the Performance of Duties." These policies provide comprehensive grievance and reporting mechanisms for employees. In addition, sexual harassment complaint services are available at all passenger terminals.

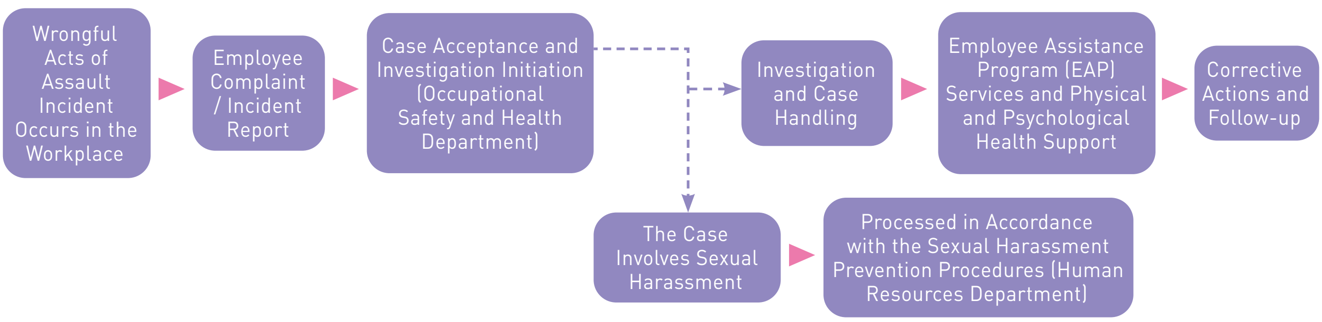
Prevention of Workplace Violence and Harassment

To prevent workplace violence and harassment, the Company has established a reporting mechanism under the "TIPC Prevention Plan for Unlawful Infringement in the Performance of Duties." The Occupational Safety and Health Department serves as the designated reporting contact and participates in the working group responsible for receiving incident reports. Reported cases are investigated and handled by the responsible units, with appropriate follow-up support provided as needed. Employees affected by workplace violence or harassment are provided with physical and psychological health protection measures, recommendations based on fitness-for-work assessments, and access to the Employee Assistance Program (EAP) and other well-being support resources. The Human Resources Department also supports the implementation of related education and training programs.

TIPC Internal channels for reporting sexual harassment

Company	Telephone	Email address	External Statement
Headquarters	(07)521-9000#3518	sos-unlawful@twport.com.tw	TIPC Statement on the Prevention of Workplace Violence and Harassment
Keelung Branch	02-24206116 02-24206209	sos666@twport.com.tw	
Taichung Branch	04-26642458 04-26642781	sos777@twport.com.tw	
Kaohsiung Branch	07-5612311#2596 07-5612311#2436	SOS-5168@twport.com.tw	
Hualien branch	03-8325131#2531	sos885_hl@twport.com.tw	

Reporting Mechanism for Wrongful Acts of Assault Incidents



In 2025, the Company received a total of eight complaints related to unlawful infringement in the workplace. Of these, one case was substantiated and seven were unsubstantiated. A dedicated task force was established to investigate the substantiated case. The Company has also established internal policies and complaint channels and provides workplace communication education and training to strengthen the prevention of unlawful infringement in the workplace and safeguard employees' safety and well-being.

In 2025, the Company conducted a total of 31 training sessions and awareness activities on the prevention of unlawful infringement in the workplace, including psychological stress-relief seminars and practical workshops, as well as lectures on workplace interpersonal relationships and conflict management. A total of 2,021 participant attendances were recorded.

Prevention of Sexual Harassment Incidents

HR Caring Service Mailbox: human@twport.com.tw

TIPC Internal channels for reporting sexual harassment

Sexual Harassment Complaint Channels at Port Passenger Terminal

Port	Service Locations	24-hour Contact Center Hotline	Port Police Hotline
Port of Keelung	Keelung Port East Passenger Terminal West Passenger Terminal	02-24206597	02-24248033 02-24248030
Port of Taipei	Temporary Immigration Clearance Center Passenger Service Center	02-26196010	02-26196161
Port of Suao	Passenger Service Center	03-9972009	03-9972016
Port of Hualien	Passenger Clearance Service Station	03-8357938	03-8222701
Port of Taichung	Passenger Service Center	04-26642299	04-26562394
Port of Kaohsiung	Passenger Service Center	07-5622127	07-5622313
Port of Anping	Passenger Service Center	06-2627449	06-2632696
Port of Penghu	Magong Port Passenger Center (No.2)	06-9272303	06-9270151
Port of Budai	Passenger Service Center	05-2949251#3009	05-3475280

The Company handles investigations of sexual harassment complaints in accordance with the principle of confidentiality to protect the privacy of all parties involved. Investigations are conducted objectively and impartially, while ensuring that the parties concerned are given sufficient opportunity to present their statements and defenses. Upon receipt of a complaint, the Company establishes a dedicated investigation task force within seven days to conduct the investigation and submit its findings to the Sexual Harassment Prevention and Complaint Review Committee for review. The Company also provides comprehensive redress mechanisms. If the party concerned is subject to, or eligible for application by analogy of, the Civil Service Protection Act, they may file a petition for review with the Civil Service Protection and Training Commission through the Company within 30 days from the day following receipt of the written notification. If the party concerned is not subject to, or eligible for application by analogy of, the Civil Service Protection Act, they may file a complaint directly with the competent authority of the municipality, county, or city where they are located.

TIPC respects employees' legal rights to freedom of association and assembly and is committed to maintaining open channels for labor-management communication. These channels include labor-management meetings, coordination meetings with professional associations, as well as employee forums and briefings convened as needed. Through these mechanisms, the Company seeks to integrate available resources and foster collaboration toward shared goals. In 2017, TIPC signed a collective agreement with its corporate union. Since then, corporate unions at the headquarters and all branch offices have entered into similar agreements. As of the end of 2025, 92.40% of employees were covered by collective agreements. The rights and protections of employees not covered by collective agreements are governed by the provisions of the Labor Standards Act.

In addition, five labor director seats have been established on the Board of Directors to strengthen employee representation in corporate governance. The collective agreements cover not only personnel matters—such as transfers, promotions, rewards and disciplinary actions, and performance evaluations—but also occupational injury compensation and occupational safety and health. These agreements comply with domestic laws and regulations and international human rights standards, demonstrating the Company's strong commitment to safeguarding employees' rights. In 2025, labor-management meetings addressed a total of 95 proposals, all of which were resolved by consensus. Coordination meetings with professional associations addressed 17 proposals, all of which were also resolved by consensus.

Note:
In accordance with Article 14 of the Labor Union Act, supervisory employees who represent the employer in exercising managerial authority may not join the labor union of the business entity. The Company encourages employees to join labor unions, and from 2023 to 2025, collective agreements covered more than 90% of employees. The Company's personnel policies and regulations comply with applicable labor laws and regulations; therefore, employees not covered by collective agreements continue to enjoy comparable employment protections.

6.2 Social Co-Prosperity

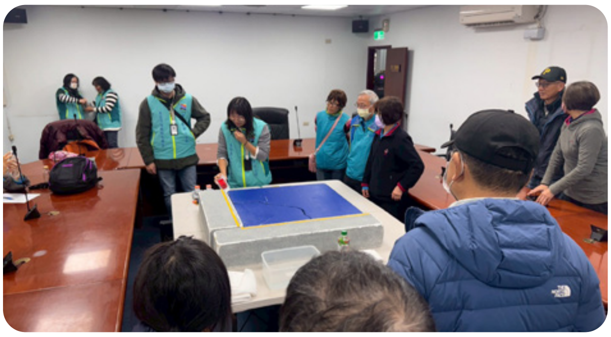
6.2.1 Salute to the Sea

In alignment with the Executive Yuan's "Salute to the Sea" policy, Taiwan International Ports Corporation promotes four core initiatives: "Clean Sea" (cleaning the ocean), "Know the Sea" (understanding the ocean), "Approach the Sea" (getting closer to the ocean), and "Enter the Sea" (engaging with the ocean). Guided by the principles of openness, transparency, service, education, and responsibility, these initiatives encourage the public to connect with and learn about the ocean.

2025 TIPC 'Salute to the Sea' – Implementation Highlights	
Know the Sea	The Company operates multiple environmental education facilities, including the Taichung Port Environmental Education Center, Keelung Port Environmental Education Park, Hualien Port Environmental Education Park, and Kaohsiung Port Environmental Education Park. Through these facilities, TIPC promotes public awareness and understanding of marine and ocean-related issues.
Clean the Sea	The Company generated no hazardous industrial waste during its operations[Note]. To implement waste sorting and resource recycling across port areas, reduce resource consumption and waste generation, and regularly patrol and clear floating debris in port waters, the Company actively aligns with the Executive Yuan's "Salute to the Seas" policy, continuously maintaining a clean environment across both land and marine areas of the ports. In 2025, the Company removed a total of 3,453.1 metric tons of marine debris, comprising 2,785.9 metric tons of general waste, 606.1 metric tons of recyclable materials, and 61.6 metric tons of driftwood. In addition, 2,675.3 metric tons of non-hazardous ship-generated waste destined for incineration was collected and transported for treatment. With respect to oily wastewater generated by vessels, the Company requires licensed waste collection contractors to report monthly collection volumes. These data are consolidated by each branch and submitted to the competent local environmental protection authorities for verification and cross-checking. In 2025, a total of 5,415.17 metric tons of ship-generated oily wastewater was collected. Note: Construction projects undertaken by the Company are carried out by contractors. The collection, removal, and treatment of waste generated from construction activities are performed by qualified waste management contractors approved by the competent local environmental protection authorities.
Approach the Sea and Enter the Sea	Please refer to Section 2.3.1 –Business Performance, on the details for implementation of Passenger Travel, Tourism, and Waterfront Recreation

During port operations and construction activities, TIPC may give rise to potential environmental impacts, including the risk of oil spills, marine debris, and environmental pollution. To mitigate these impacts, the Company continued in 2025 to implement beach and port clean-up initiatives, marine conservation programs, and environmental education activities. By engaging employees, port operators, and local communities, TIPC strengthened environmental management while fostering shared prosperity with local communities.

Company	Activity Description
Keelung Branch	Conducted environmental education activities on marine debris art and plastic reduction and reuse, engaging students, community members, and employees to enhance awareness of resource circularity and marine conservation. Two marine debris education activities were held, with a total of 50 participants.
	Organized a clean-up campaign involving CIQS agencies, port operators, TIPC Marine Corporation, Ltd., and colleagues from the Keelung Branch to collect discarded cigarette butts and prevent waste from entering the port basin. A total of 53 participants joined the campaign.
	Organized joint beach and port clean-up activities at Taipei Port and Suao Port, bringing together government agencies, port operators, teachers and students, local residents, and other stakeholders to improve coastal and port environmental quality while raising awareness of marine pollution prevention. Two clean-up events were held: the Port of Taipei event gathered approximately 150 participants, including representatives from various port government agencies, the Century Group, local port operators, teachers, students, and parents from the Maritime and Port Bureau's Childcare Center, alongside enthusiastic citizens; while the Port of Suao event drew 250 participants from local government agencies, private cargo handling companies, and lessee operators.
Hualien Branch	Organized the "2025 Salute to the Sea – Cherish the Ocean" beach cleanup activity. The cleanup area is also a habitat for the protected species Taiwan flying fox. The event invited the Eastern Maritime Affairs Center of the Maritime and Port Bureau, Taiwan Fertilizer Co., Ltd., and surrounding community organizations to participate, with a total of 130 participants.
Taichung Branch	Conducted fish stock enhancement activities by releasing certified juvenile fish in accordance with applicable regulations in support of marine conservation policies. In collaboration with the Penghu Fishery Research Center of the Fisheries Research Institute MOA, and the Guan Yin Shan Chung Hua Dabei Fazang Buddhist Association, 38,000 certified juvenile fish suitable for the local marine environment were released into the waters near Taichung Port's Cape Pearl, on June 25, 2025.
	Organized beach clean-up and marine education activities incorporating plastic reduction awareness campaigns to remove coastal waste, reduce marine debris, and strengthen participants' environmental awareness and source reduction practices. During the 2025 "Clean Up, Clean Sea" Beach Clean-up Event at Lishui Fishing Harbor, 570 kg of general waste and 60 kg of recyclable materials were collected.
	Conducted tree-planting activities to promote ecological sustainability and environmental education, enhance the landscape, and encourage employee and community participation in green port initiatives.
Kaohsiung Branch	The cleaning vessel "Kao 907" was deployed to conduct port water cleanup operations. Equipped with floating debris collection and oily water separation and recovery capabilities, the vessel enhanced the efficiency of waterway cleaning and improved the environmental quality and aquatic ecological conditions of the port basins. In celebration of Earth Day, the Company organized beach cleanups, vegetable planting, and low-carbon lifestyle awareness campaigns across multiple ports simultaneously.



Environmental Education on Marine Waste Upcycling, Plastic Reduction, and Reuse

Organized a clean-up campaign involving CIQS agencies

Organized the "2025 Salute to the Sea – Cherish the Ocean" beach cleanup activity

Beach Cleanup in celebration of Earth Day

Beach Cleanup at the Port of Taipei

Beach Cleanup in Taichung

Beach Cleanup in Taichung

Tree-Planting Activities to Promote Ecological Sustainability and Environmental Education

6.2.2 Public Welfare

Community Engagement

TIPC is committed to promoting harmonious development with local communities throughout the planning and implementation of its construction projects. For each project, the Company reviews the project plan and determines whether an environmental impact assessment is required in accordance with applicable regulations. During construction, TIPC also implements proactive site management and environmental protection measures, including water spraying and road cleaning to suppress dust and maintain the cleanliness of surrounding areas.

In addition, pre-construction briefings and occupational safety and health consultations are conducted in accordance with applicable regulations to promote mutual understanding and cooperation among stakeholders. In 2025, as part of the environmental impact assessment (EIA) process, TIPC held a public hearing for the second phase of the "Taipei Port South Wharf Land Reclamation Development Project" to ensure that the project complies with environmental requirements and that community concerns are appropriately addressed. For further information on ecological monitoring and assessment, please refer to Section **4.3.2, Identification of Nature-Related Risks and Opportunities**. For details on the implementation of ecological audits, please refer to the relevant information provided by TIPC.

Additionally, in accordance with the regulations set by the Public Construction Commission, TIPC shall ensure that construction notice boards are installed at visible locations or entrances prior to the commencement of any project under its jurisdiction. Dedicated hotlines and website addresses of Public Construction Supervision and Civil Service Ethics units shall also be included.

Port Construction Communication Channels

Communication method	Public supervision	TIPC (Kaohsiung Port as example)
Responsible unit	Public Construction Commission	Civil Service Ethics Department
Website		
Hotline	0800-009-609	0800-025025

Public Welfare Engagement and Activities

Guided by the principle of "from society, for society," TIPC is committed to giving back to the community and extending support to disadvantaged groups. In 2025, the Company approved 285 applications for neighborhood support grants and donations. Funding recipients included communities surrounding port areas for neighborhood activities, as well as legally established labor unions, fisheries associations, industry associations, sports associations, and educational, cultural, and social welfare organizations undertaking public-interest projects. A total of NT$5,082,319 was disbursed to support these initiatives. For further information on TIPC's public welfare expenditures, please refer to "Subsidies and Donations."

2025 Public Welfare Activities

Marine Education & School Visits	Rural and Disadvantaged Caring	Good neighborliness activities	Environmental Protection (e.g. mountain/sea cleanup)	Others
38 sessions	71 sessions	68 sessions	13 sessions	34 sessions
Total 224 sessions				

"Setting Sail from the Port City, Doubling the Warmth" Charity Event

"Port After-School Tutoring and Port Exploration" Community Program

"Caring Through the Port, Shining Without End" Volunteer Service Event

"Delivering Care Through the Port, Sharing Warmth with Essential Supplies" Volunteer Service Event

Appendix I: GRI Sustainability Reporting Standards (GRI Standards) Content Index

The following contents have been verified by SOCIETE GENERALE DE SURVEILLANCE S.A. (SGS), a third-party impartial organization, and the results of the verification are shown in the warranty statement in Appendix 9. [*] Material Topics

Statement of Use	This Report has been prepared in accordance with the GRI Sustainability Reporting Standards (GRI Standards) issued by the Global Sustainability Standards Board (GSSB), which will disclose the information from January 1, 2025 to December 31, 2025.
GRI 1 in use	GRI 1 in use GRI 1: Foundation 2021
Applicable GRI Industry Standards	N/A

Item	GRI Standards Disclosure	Corresponding Chapter	Page	Omissions/ Remarks
GRI 2: General Disclosures 2021				
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2-3	Reporting period, frequency and contact point	About this Report	4	
2-4	Restatements of information	About this Report	4	
2-5	External assurance	About this Report	4	
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2-6	Activities, value chain and other business relationships	Company Profile 2.3.1 Business Performance	16 76	
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2-11	Chair of the highest governance body	2.1.1 Composition of Board of Directors	65	
2-12	Role of the highest governance body in overseeing the management of impacts	1.1.2 Sustainability Governance Structure	26	
2-13	Delegation of responsibility for managing impacts	1.1.2 Sustainability Governance Structure	26	
2-14	Role of the highest governance body in sustainability reporting	About this Report	4	
2-15	Conflicts of interest	2.1.2 Operation of the Board of Directors	67	
2-16	Communication of critical concerns	1.1.2 Sustainability Governance Structure	26	
2-17	Collective knowledge of the highest governance body	2.1.1 Composition of Board of Directors	65	
2-18	Evaluation of the performance of the highest governance body	2.1.1 Composition of Board of Directors	65	

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2-25	Processes to remediate negative impacts	1.3.2 Significance of Material 2.2.1 Internal Control System 2.2.2 Ethics and Integrity	45 70 71	
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2-30	Collective bargaining agreements	6.1.4 Workplace Diversity and Inclusion	162	
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3-3	Management of material topics	1.3.2 Significance of Material 1.3.4 Establishment and Achievement of Material Topic Chapter 2: Operational Integrity and Sustainable Governance 2.3 Economic Performance 2.4 Supplier Management 3.1 Strengthening Information Security and Service Quality 3.2 Smart Port Development 3.3 Climate Action Chapter 4: Transition to Low-Carbon and Green Ports Chapter 5: Ensure Environmental Safety in Port Operations 6.1 Happy Workplace	45 54 64 76 85 92 96 102 112 134 148	

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GRI 302: Energy*				
302-1	Energy consumption within the organization	4.1.2 Energy Conservation and Carbon Reduction	113	
302-3	Energy intensity	4.1.2 Energy Conservation and Carbon Reduction	113	
GRI 305: Emissions*				
305-1	Direct (Scope 1) GHG emissions	4.1.2 Energy Conservation and Carbon Reduction	113	
305-2	Energy indirect (Scope 2) GHG emissions	4.1.2 Energy Conservation and Carbon Reduction	113	
305-4	GHG emissions intensity	4.1.2 Energy Conservation and Carbon Reduction	113	
305-7	Nitrogen oxides (NOx), sulfur oxides (SOx), and other significant air emissions			Reasons for Omission (not applicable): The major air pollution emission by TIPC is generated from merchant vessels plying the harbor area and is not generated by the organization itself.
GRI 403: Occupational Health and Safety*				
403-1	Occupational health and safety management system	5.1 Occupational Safety and Health Management	135	
403-2	Hazard identification, risk assessment, and incident investigation	5.1.1 Workplace Safety	136	
403-3	Occupational health services	5.1.2 Employee Health Management	141	
403-4	Worker participation, consultation, and communication on occupational health and safety	5.1 Occupational Safety and Health Management	135	
403-5	Worker training on occupational health and safety	5.1.1 Workplace Safety	136	
403-6	Promotion of worker health	5.1.2 Employee Health Management	141	
403-7	Prevention and mitigation of occupational health and safety impacts directly linked by business relationships	5.1.1 Workplace Safety	136	
403-8	Workers covered by an occupational health and safety management system	5.1.1 Workplace Safety	136	
403-9	Work-related injuries	5.1.1 Workplace Safety	136	
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GRI 101: Biodiversity				
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GRI 201: Economic Performance				
201-2	Financial implications and other risks and opportunities due to climate change	3.3.1 Climate Governance	102	
201-3	Defined benefit plan obligations and other retirement plans	6.1.3 Employee Benefits	159	
201-4	Financial assistance received from government	6.1.3 Employee Benefits	159	
GRI 202: Market Presence				
202-1	Ratios of standard entry level wage by gender compared to local minimum wage	6.1.3 Employee Benefits	159	
202-2	Proportion of senior management hired from the local community	6.1.1 Talent Attraction and Retention	148	
GRI 203: Indirect Economic Impacts				
203-1	Infrastructure investments and services supported	2.3.1 Business Performance 3.2 Smart Port Development 6.2.2 Public Welfare	76 96 168	
GRI 204: Procurement Practices				
204-1	Proportion of spending on local suppliers	2.4.2 Priority Procurement and Green Procurement	88	
GRI 205: Anti-corruption				
205-1	Operations assessed for risks related to corruption	2.2.2 Ethics and Integrity	71	
205-2	Communication and training about anti-corruption policies and procedures	2.2.2 Ethics and Integrity	71	
205-3	Confirmed incidents of corruption and actions taken	2.2.2 Ethics and Integrity	71	

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GRI 206: Anti-competitive Behavior				
206-1	Legal actions for anti-competitive behavior, antitrust, and monopoly practices			In 2025, the Company was not involved in any legal proceedings related to anticompetitive behavior, antitrust, or monopoly practices.
GRI 207: Tax				
207-1	Approach to tax	2.3.2 Operational Performance	81	
207-2	Tax governance, control, and risk management	2.3.2 Operational Performance	81	
207-3	Stakeholder engagement and management of concerns related to tax	2.3.2 Operational Performance	81	
207-4	Country-by-country reporting			Reason for Omission (Not Applicable): As a stateowned enterprise, the Company is governed by Article 43-1 of the Income Tax Act.
GRI 301: Materials				
301-2	Recycled input materials used	4.1.3 Circular Economy	119	
GRI 303: Water and Effluents				
303-1	Interactions with water as a shared resource	4.1.3 Circular Economy	119	
303-2	Management of water discharge-related impacts	4.1.3 Circular Economy	119	
303-3	Water withdrawal	4.1.3 Circular Economy	119	
303-4	Water discharge	4.1.3 Circular Economy	119	
303-5	Water consumption	4.1.3 Circular Economy	119	
GRI 305: Emissions				
305-5	Reduction of GHG emissions	4.1.2 Developing Renewable Energy	113	
305-6	Emissions of ozone-depleting substances (ODS)			Reason for Omission (Not Applicable): The Company does not emit Ozone-Depleting Substances (ODS); therefore, no relevant data is available for disclosure.
GRI 306: Waste				
306-1	Waste generation and significant waste-related impacts	6.2.1 Salute to The Sea	165	
306-2	Management of significant waste-related impacts	6.2.1 Salute to The Sea	165	
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401-2	Benefits provided to full-time employees that are not provided to temporary or part-time employees	6.1.3 Employee Benefit	159	
401-3	Parental leave	6.1.3 Employee Benefit	159	
GRI 402: Labor/Management Relations				
402-1	Minimum notice periods regarding operational changes	6.1.1 Talent Attraction and Retention	148	
GRI 404: Training and Education				
404-1	Average hours of training per year per employee	6.1.2 Employee Training and Development	155	
404-2	Programs for upgrading employee skills and transition assistance programs	6.1.2 Employee Training and Development	155	
404-3	Percentage of employees receiving regular performance and career development reviews	6.1.2 Employee Training and Development	155	
GRI 405: Diversity and Equal Opportunity				
405-1	Diversity of governance bodies and employees	2.1.1 Composition of Board of Directors 6.1.1 Talent Attraction and Retention	65 148	
405-2	Ratio of basic salary and remuneration of women to men	6.1.3 Employee Benefit	159	
GRI 406: Non-discrimination				
406-1	Incidents of discrimination and corrective actions taken	6.1.4 Workplace Diversity and Inclusion	162	
GRI 408: Child Labor				
408-1	Operations and suppliers at significant risk for incidents of child labor	2.4.1 Supplier Survey 6.1.4 Workplace Diversity and Inclusion	85 162	
GRI 409: Forced or Compulsory Labor				
409-1	Operations and suppliers at significant risk for incidents of forced or compulsory labor	2.4.1 Supplier Survey 6.1.4 Workplace Diversity and Inclusion	85 162	
GRI 410: Security Practices				
410-1	Security personnel trained in human rights policies or procedures	6.1.4 Workplace Diversity and Inclusion	162	
GRI 411: Rights of Indigenous Peoples				
411-1	Incidents of violations involving rights of indigenous peoples	6.1.1 Talent Attraction and Retention 6.1.4 Workplace Diversity and Inclusion	148 162	

Item	GRI Standards Disclosure	Corresponding Chapter	Page	Omissions/ Remarks
GRI 414: Supplier Social Assessment				
414-1	New suppliers that were screened using social criteria	2.4 Supplier Management	85	
414-2	Negative social impacts in the supply chain and actions taken	2.4.1 Supplier Survey	85	
GRI 415: Public Policy				
415-1	Political contributions			Reason for Omission (Not Applicable): As a stateowned enterprise, the Company's expenditures are administered in accordance with applicable government laws, regulations, and budgetary procedures. In addition, the Company adheres to the principles of clean governance and integrity management and has not made any political contributions in any form.
GRI 416: Customer Health and Safety				
416-1	Assessment of the health and safety impacts of product and service categories	5.2 Safety Management of Port Operations	143	
416-2	Incidents of non-compliance concerning the health and safety impacts of products and services	5.2 Safety Management of Port Operations	143	
GRI 417: Marketing and Labeling				
417-2	Incidents of non-compliance concerning product and service information and labeling	5.2 Safety Management of Port Operations	143	
417-3	Incidents of non-compliance concerning marketing communications	5.2 Safety Management of Port Operations	143	

Appendix II: The United Nations Sustainable Development Goals (SDGs) Content Index

Item	Goals	Details	Corresponding Chapter
SDG 1	End poverty in all its forms everywhere.	1.4 Equal rights to ownership, basic services, technology and economic resources.	6.2.2 Public Welfare
SDG 2	End hunger, achieve food security and improved nutrition and promote sustainable agriculture.	2.1 Universal access to safe and nutritious food 2.c Ensure stable food commodity markets and timely access to information	6.2.2 Public Welfare
SDG 3	Ensure healthy lives and promote wellbeing for all at all ages.	3.3 Fight communicable diseases 3.4 Reduce mortality from non-communicable diseases and promote mental health 3.8 Achieve universal health coverage 3.9 Reduce illnesses and death from hazardous chemicals and pollution	5.1.2 Employee Health Management 6.2.1 Salute to the Sea
SDG 4	Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all.	4.3 Equal access to affordable technical, vocational and higher education 4.4 Increase the number of people with relevant skills for financial success 4.5 Eliminate all discrimination in education 4.7 Education for sustainable development and global citizenship	6.1.2 Employee Training and Development 6.2.1 Salute to the Sea 6.2.2 Public Welfare
SDG 5	Achieve gender equality and empower all women and girls.	5.1 End discrimination against women and girls 5.5 Ensure full participation in leadership and decision-making 5.4 Value unpaid care and promote shared domestic responsibilities 5.c Adopt and strengthen policies and enforceable legislation for gender equality	2.1.1 Composition of Board of Directors 6.1.1 Talent Attraction and Retention

Item	Goals	Details	Corresponding Chapter
SDG 6	Ensure availability and sustainable management of water and sanitation for all.	6.3 Improve water quality, wastewater treatment and safe reuse 6.4 Increase water-use efficiency and ensure freshwater supplies	4.1.3 Circular Economy 6.2.1 Salute to the Sea
SDG 7	Ensure access to affordable, reliable, sustainable and modern energy for all.	7.2 Increase global percentage of renewable energy 7.3 Double the improvement in energy efficiency 7.a Promote access to research, technology and investments in clean energy 7.b Expand and upgrade energy services for developing countries	4.2 Supporting Energy Transformation
SDG 8	Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all.	8.3 Promote policies to support job creation and growing enterprises 8.5 Full employment and decent work with equal pay 8.6 Promote youth employment, education and training 8.7 End modern slavery, trafficking and child labour 8.8 Protect labour rights and promote safe working environments 8.9 Promote beneficial and sustainable tourism	2.3 Economic Performance 6.1 Happy Workplace
SDG 9	Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation.	9.1 Develop sustainable, resilient and inclusive infrastructures 9.3 Increase access to financial services and markets 9.4 Upgrade all industries and infrastructures for sustainability 9.5 Enhance research and upgrade industrial technologies 9.b Support domestic technology development and industrial diversification 9.c Universal access to information and communications technology	3.1 Strengthening Information Security and Service Quality 3.2 Smart Port Development 3.3 Climate Action 4.2 Supporting Energy Transformation
SDG 10	Reduce inequality within and among countries.	10.2 Promote universal social, economic and political inclusion 10.3 Ensure equal opportunities and end discrimination 10.4 Adopt fiscal and social policies that promotes equality	6.1 Happy Workplace
SDG 11	Make cities and human settlements inclusive, safe, resilient and sustainable.	11.5 Reduce the adverse effects of natural disasters 11.6 Reduce the environmental impact of cities	Chapter 4: Transition to Low-Carbon and Green Ports
SDG 12	Ensure sustainable consumption and production patterns.	12.2 Sustainable management and use of natural resources 12.5 Substantially reduce waste generation 12.6 Encourage companies to adopt sustainable practices and sustainability reporting 12.7 Promote sustainable public procurement practices 12.8 Promote universal understanding of sustainable lifestyles	2.4.1 Supplier Survey 4.1.3 Circular Economy
SDG 13	Take urgent action to combat climate change and its impacts.	13.1 Strengthen resilience and adaptive capacity to climate related disasters 13.2 Integrate climate change measures into policies and planning 13.3 Build knowledge and capacity to meet climate change	3.3 Climate Action Chapter 4: Transition to Low-Carbon and Green Ports
SDG 14	Conserve and sustainably use the oceans, seas and marine resources for sustainable development.	14.1 Reduce marine pollution 14.2 Protect and restore ecosystems	4.3 Friendly Natural Ecology 6.2.1 Salute to the Sea
SDG 15	Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.	15.4 Ensure conservation of mountain ecosystems 15.5 Protect biodiversity and natural habitats	4.3 Friendly Natural Ecology
SDG 16	Promote peaceful and inclusive societies for sustainable development, provide access to justice for all and build effective, accountable and inclusive institutions at all levels.	16.5 Substantially reduce corruption and bribery 16.6 Develop effective, accountable and transparent institutions 16.7 Ensure responsive, inclusive and representative decision-making 16.10 Ensure public access to information and protect fundamental freedoms 16.b Promote and enforce non-discriminatory laws and policies	2.1 Corporate Governance 2.2 Internal Control System and Integrity 6.1.4 Workplace Diversity and Inclusion
SDG 17	Strengthen the means of implementation and revitalize the global partnership for sustainable development.	17.16 Enhance the global partnership for sustainable development 17.17 Encourage effective partnerships	3.1 Strengthening Information Security and Service Quality 2.3.1 Business Performance 2.4 Supplier Management

Appendix III: SASB Sustainability Accounting Standard Content Index

SASB Industry: Professional & Commercial Service

Topics	Code	Activity Metric(s)	Nature	Content of the Report/ Summary of Description	Corresponding Chapter	Page
Information Security	SV-PS-230a.1	Description of approach to identifying and addressing data security risks	Discussion and Analysis	The Company applies the risk assessment and management procedures of its Information Security Management System (ISMS) to govern data-related operations and manage information security risks.	3.1 Strengthening Information Security and Service Quality	92
	SV-PS-230a.2	Description of policies and practices relating to collection, usage, and retention of customer information	Discussion and Analysis	To protect customer privacy, TIPC complies with the Personal Data Protection Act and the Cyber Security Management Act in the collection, processing, and use of customer information. As customer operations, such as warehousing services and billing, become increasingly digitalized, the Company's systems involving customer transactions are governed by cybersecurity policies established by the Office of Information Technology and the Information Security Management Committee to protect customer privacy. The Company has also established the "Personal Information Protection Management Guidelines" to govern personal data protection measures.	3.1 Strengthening Information Security and Service Quality	92
	SV-PS-230a.3	(1) Number of data breaches (2) percentage involving customers' confidential business information (CBI) or personally identifiable information (PII) (3) number of customers affected	Quantitative	In 2025, there were no verified incidents involving the leakage, theft, or loss of customer information.	3.1 Strengthening Information Security and Service Quality	92
Workforce Diversity and Engagement	SV-PS-330a.1	Percentage of gender and racial/ethnic group representation for (1) executive management and (2) all other employees	Quantitative	In 2025, managerial employees comprised 85 women (33.5%) and 169 men (66.5%), while non-managerial employees comprised 861 women (46.1%) and 1,005 men (53.9%).	6.1.1 Talent Attraction and Retention	148
	SV-PS-330a.2	(1) Voluntary and (2) Involuntary turnover rate for employees	Quantitative	In 2025, 41 permanent employees voluntarily left the Company, representing a voluntary turnover rate of 1.97%, while five permanent employees involuntarily left the Company, representing an involuntary turnover rate of 0.24%. Voluntary turnover includes resignations only, while involuntary turnover includes layoffs, dismissals, and termination of appointment. The turnover rate is calculated by dividing the number of permanent employees who left the Company during the reporting year by the total number of permanent employees at year-end. Beginning with the 2025 Sustainability Report, the scope and methodology used to calculate the turnover rate of permanent employees have been revised.	6.1.1 Talent Attraction and Retention	148
	SV-PS-330a.3	Employee engagement (%)	Quantitative	The 2025 employee survey results showed that the Company's Friendly Workplace score reached 88.4 points, up from 83.2 points in 2024 and 80.3 points in 2023, demonstrating a sustained upward trend.	6.1 Happy Workplace	148
Professional integrity	SV-PS-510a.1	Description of approach to ensuring professional integrity	Discussion and Analysis	The directors shall comply with Article 22 of Taiwan International Ports Corporation Rules of Procedure of the Board of Directors of TIPC in handling the motions listed in the Board of Directors' meetings. The company complies with the 'Executive Yuan and Subordinated Entities Directions for Registration and Monitoring of Influence Lobbying' and 'Ethics Guidelines for Civil Servants' to secure the highest ethical standards for all employees in their operational activities.	2.1 Corporate Governance 2.2 Internal Control System and Integrity	64 68
	SV-PS-510a.2	Total amount of monetary losses as a result of legal proceedings associated with professional integrity	Quantitative	There have been no monetary losses in 2025 as a result of legal proceedings associated with professional integrity. The Company's predecessor was involved in litigation with Ching Fu Shipbuilding Co., Ltd. arising from a contractual dispute. The case was ultimately appealed to the Supreme Court, which, on March 19, 2025, dismissed the final appeal, rendering the judgment final and binding. Pursuant to the final judgment, the Company was ordered to pay NT$35,480,597.	2.2 Internal Control System and Integrity	68

Code	Activity Metric(s)	Nature	Content of the Report /Corresponding Chapter
SV-PS-000.A	Number of Employees: (1) full-time employees and part-time employees. (2) temporary employees (3) Fixed-term contract employees	Quantitative	In 2025, there were 2,107 full-time employees and 13 part-time employees. In 2025, there were 42 temporary employees (on fixed-term contracts).
SV-PS-000.B	Employee hours worked, percentage billable	Quantitative	Working hours and overtime pay are managed in accordance with labor regulations.

Appendix IV: Recommendations of the Task Force on Climate-related Financial Disclosures (TCFD) Content Index

Core Elements	TCFD Recommended Disclosures	Corresponding Chapter	Page
Governance	a) Describe the board's oversight of climate-related risks and opportunities.	3.3 Climate Action	102
	b) Describe management's role in assessing and managing climate-related risks and opportunities.	3.3 Climate Action	102
Strategy	a) Describe the climate-related risks and opportunities the organization has identified over the short, medium, and long term.	3.3 Climate Action	102
	b) Describe the impact of climaterelated risks and opportunities on the organization's businesses, strategy, and financial planning.	3.3 Climate Action	102
Risk Management	a) Describe the organization's processes for identifying and assessing climate-related risks.	3.3 Climate Action	102
	b) Describe the organization's processes for managing climate-related risks.	3.3 Climate Action	102
	c) Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organization's overall risk management.	3.3 Climate Action	102
Metrics and Targets	a) Disclose the metrics used by the organization to assess climaterelated risks and opportunities in line with its strategy and risk management process.	3.3 Climate Action	102
	b) Disclose Scope 1, Scope 2, and, if appropriate, Scope 3 greenhouse gas (GHG) emissions, and the related risks.	3.3 Climate Action	102
	c) Describe the targets used by the organization to manage climate-related risks and opportunities and performance against targets.	3.3 Climate Action	102

Appendix V: Disclosure of Climate-Related Information by TWSE and TPEx Listed Companies Content Index

Item	Corresponding Chapter	Page	Omission/ Remarks
1. Describe the board of directors' and management's oversight and governance of climate-related risks and opportunities.	3.3 Climate Action	102	
2. Describe how the identified climate risks and opportunities affect the business, strategy, and finances of the business (short, medium, and long term).	3.3 Climate Action	102	
3. Describe the financial impact of extreme weather events and transformative actions.	3.3 Climate Action	102	
4. Describe how climate risk identification, assessment, and management processes are integrated into the overall risk management system.	3.3 Climate Action	102	
5. If scenario analysis is used to assess resilience to climate change risks, the scenarios, parameters, assumptions, analysis factors and major financial impacts used should be described.	3.3 Climate Action	102	
6. If there is a transition plan for managing climate-related risks, describe the content of the plan, and the indicators and targets used to identify and manage physical risks and transition risks.	3.3 Climate Action	102	
7. If internal carbon pricing is used as a planning tool, the basis for setting the price should be stated.	--		The company has not yet formulated any plans.
8. If climate-related targets have been set, the activities covered, the scope of greenhouse gas emissions, the planning horizon, and the progress achieved each year should be specified. If carbon credits or renewable energy certificates (RECs) are used to achieve relevant targets, the source and quantity of carbon credits or RECs to be offset should be specified.	3.3 Climate Action	102	
9. Greenhouse gas inventory and assurance status (separately fill out in point 1-1 below).	3.3 Climate Action	102	

Appendix VI: Taskforce on Nature-related Financial Disclosures (TNFD) Content Index

Core Elements	TCFD Recommended Disclosures	Corresponding Chapter	Page
Governance Strategy	a) Describe the board's oversight of nature-related dependencies, impacts, risks and opportunities.	4.3 Friendly Natural Ecology	123
	b) Describe management's role in assessing and managing nature-related dependencies, impacts, risks and opportunities	4.3 Friendly Natural Ecology	123
	c) Describe the organisation's human rights policies and engagement activities, and oversight by the board and management, with respect to Indigenous Peoples, Local Communities, affected and other stakeholders, in the organisation's assessment of, and response to, nature-related dependencies, impacts, risks and opportunities.	4.3 Friendly Natural Ecology	123
Risk Management	a) Describe the nature-related dependencies, impacts, risks and opportunities the organisation has identified over the short, medium and long term	4.3 Friendly Natural Ecology	123
	b) Describe the effect nature-related dependencies, impacts, risks and opportunities have had on the organisation's business model, value chain, strategy and financial planning, as well as any transition plans or analysis in place.	4.3 Friendly Natural Ecology	123
	c) Describe the resilience of the organisation's strategy to nature-related risks and opportunities, taking into consideration different scenarios .	4.3 Friendly Natural Ecology	123
	d) Disclose the locations of assets and/or activities in the organisation's direct operations and, where possible, upstream and downstream value chain(s) that meet the criteria for priority locations.	4.3 Friendly Natural Ecology	123
Metrics and Targets	a) (i) Describe the organisation's processes for identifying, assessing and prioritising nature-related dependencies, impacts, risks and opportunities in its direct operations. (ii) Describe the organisation's processes for identifying, assessing and prioritising nature-related dependencies, impacts, risks and opportunities in its upstream and downstream value chain(s)	4.3 Friendly Natural Ecology	123
	b) Describe the organisation's processes for managing nature-related dependencies, impacts, risks and opportunities .	4.3 Friendly Natural Ecology	123
	c) Describe how processes for identifying, assessing, prioritising and monitoring naturerelated risks are integrated into and inform the organisation's overall risk management processes.	4.3 Friendly Natural Ecology	123
Governance	a) Disclose the metrics used by the organisation to assess and manage material naturerelated risks and opportunities in line with its strategy and risk management process .	4.3 Friendly Natural Ecology	123
	b) Disclose the metrics used by the organisation to assess and manage dependencies and impacts on nature	4.3 Friendly Natural Ecology	123
	c) Describe the targets and goals used by the organization to manage nature-related dependencies, impacts, risks and opportunities and its performance against these.	4.3 Friendly Natural Ecology	123

Appendix VII: Implementation Status of the Chief Sustainability Officer Alliance Sustainability Achievement Incentive Guidelines

Item	Description	Corresponding Chapter	Page
1. Complete internal greenhouse gas (GHG) inventories	Internal Greenhouse Gas (GHG) Inventories Conduct voluntary organizational GHG inventories to assess GHG emissions and identify major emission sources. Establish a comprehensive carbon inventory mechanism and annual targets, progressively disclose GHG emissions data in a transparent and publicly accessible manner, and review implementation results annually.	1.3.4 Establishment and Achievement of Material Topic 4.1.2 Energy Conservation and Carbon Reduction	54 113
2. Promote deep energy saving	Conduct diagnostics and assessments of energy-saving potential, establish organizational energy-saving targets and action plans, implement energy-efficiency improvements, strengthen energy management and system optimization, accelerate the replacement of aging equipment, and implement deep energy-saving measures.	1.3.4 Establishment and Achievement of Material Topic 4.1.2 Energy Conservation and Carbon Reduction	54 113
3. Promote electrification of official vehicles	Review progress in implementing the replacement plan for fuelpowered and hybrid official vehicles, assess the effectiveness of increasing the proportion of electric official vehicles, establish relevant targets, and review implementation results annually.	4.1.2 Energy Conservation and Carbon Reduction	113
4. Conduct internal building energy efficiency assessments and move toward nearly-zero-carbon buildings	Review energy-efficiency diagnostic results for existing buildings owned or managed by the organization, assess current energy performance and progress in implementing improvements, and establish annual improvement targets, schedules, and budget requirements. Complete energy-efficiency improvements and obtain the Grade 1+ Nearly-Zero-Carbon Building Label.	--	
5. Enhance green procurement capacity	Review the implementation status of green procurement, establish promotion strategies and measures, and review implementation results annually, including green procurement expenditure and related implementation progress.	2.4.2 Priority Procurement and Green Procurement	88
6. Establishing exchanges between the public and private sectors and reforming the organizational culture	Promote in-depth collaboration among the organization, private enterprises, and non-governmental organizations, as well as internal training, plans, and activities aimed at fostering a culture of sustainable development. These efforts seek to strengthen cross-departmental collaboration and cultivate innovative thinking. Establish relevant targets and review implementation results annually.	1.1.2 Sustainability Governance Structure 1.2.2 Stakeholder Engagement Turning Knowledge into Action 6.1.2 Employee Training and Development	26 31 155

Appendix VIII: External Verification Statement

ASSURANCE STATEMENT

SGS TAIWAN LTD.'S REPORT ON SUSTAINABILITY ACTIVITIES IN THE TAIWAN INTERNATIONAL PORTS CORPORATION, LTD'S ESG REPORT FOR 2025

NATURE AND SCOPE OF THE ASSURANCE

SGS Taiwan Ltd. (hereinafter referred to as SGS) was commissioned by TAIWAN INTERNATIONAL PORTS CORPORATION, LTD (hereinafter referred to as TIPC) to conduct an independent assurance of the ESG Report for 2025. The assurance is based on the SGS Sustainability Report Assurance methodology and AA1000 Assurance Standard v3 Type 1 Moderate level during 2026/04/20 to 2026/05/27. The boundary of this report includes TIPC's Taiwan operational and service sites, representing part of its consolidated financial statement boundary.

SGS reserves the right to update the assurance statement from time to time depending on the level of report content discrepancy of the published version from the agreed standards requirements.

INTENDED USERS OF THIS ASSURANCE STATEMENT

This Assurance Statement is provided with the intention of informing the stakeholders in TIPC's ESG Report of 2025.

RESPONSIBILITIES

The sustainability information in the TIPC's ESG Report of 2025 and its presentation are the responsibility of the directors or governing body (as applicable) and management of TIPC. SGS has not been involved in the preparation of any of the material included in the ESG Report.

Our responsibility is to express an opinion on the text, data, graphs and statements within the scope of assurance based upon sufficient and appropriate objective evidence.

ASSURANCE STANDARDS, TYPE AND LEVEL OF ASSURANCE

The assurance of this report has been conducted according to the AA1000 Assurance Standard (AA1000AS v3), a standard used globally to provide assurance on sustainability-related information across organizations of all types, including the evaluation of the nature and extent to which an organization adheres to the AccountAbility Principles (AA1000AP, 2018).

Assurance has been conducted at a type 1 moderate level of scrutiny.

SCOPE OF ASSURANCE AND REPORTING CRITERIA

The scope of the assurance included evaluation of quality, accuracy and reliability of specified performance information as detailed below and evaluation of adherence to the following reporting criteria:

Reporting Criteria Options	
1	AA1000 Accountability Principles (2018)
2	GRI (In Accordance with)

TWLPP 5008 Issue 2601

- AA1000 Assurance Standard v3 Type 1 evaluation of the report content and supporting management systems against the AA1000 Accountability Principles (2018) is conducted at a moderate level of scrutiny, and therefore the reliability and quality of specified sustainability performance information is excluded.
- The evaluation of the report against the requirements of GRI Standards, includes GRI 1, GRI 2, GRI 3, 200, 300 and 400 series claimed in the GRI content index as material and is conducted in accordance with the standards.

ASSURANCE METHODOLOGY

The assurance comprised a combination of desktop research, interviews with relevant employees, superintendents, Sustainability committee members and the senior management in Taiwan; documentation and record review and validation with external bodies and/or stakeholders where relevant.

LIMITATIONS

Financial data drawn directly from independently audited financial accounts, together with disclosures related to TCFD, SASB, and TNFD, were outside the scope of this assurance engagement and remained subject to their respective assurance processes.

INDEPENDENCE AND COMPETENCE

The SGS Group of companies is the world leader in inspection, testing and verification, operating in more than 140 countries and providing services including management systems and service certification; quality, environmental, social and ethical auditing and training; environmental, social and sustainability report assurance. SGS affirms our independence from TIPC, being free from bias and conflicts of interest with the TIPC, its subsidiaries and stakeholders.

The assurance team was assembled based on their knowledge, experience and qualifications for this assignment, and comprised auditors registered with professional qualifications such as ISO 26000, ISO 20121, ISO 50001, RBA, QMS, EMS, SMS, GPMS, CFP, WFP, GHG Verification and GHG Validation Lead Auditors and experience on the SRA Assurance service provisions.

FINDINGS AND CONCLUSIONS

ASSURANCE OPINION

On the basis of the methodology described and the assurance work performed, we are satisfied that the specified performance information included in the scope of assurance is accurate, reliable, has been fairly stated and has been prepared, in all material respects, in accordance with the AA1000 AccountAbility Principles (2018).

We believe that the TIPC has chosen an appropriate level of assurance for this stage in their reporting.

ADHERENCE TO AA1000 ACCOUNTABILITY PRINCIPLES (2018)

INCLUSIVITY

TIPC has demonstrated a good commitment to stakeholder inclusivity and stakeholder engagement. A variety of engagement efforts such as survey and communication to employees, customers, investors, suppliers, ESG experts, and other stakeholders are implemented to underpin the organization's understanding of stakeholder concerns.

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MATERIALITY

TIPC has established processes for determining issues that are material to the business. Formal review has identified stakeholders and those issues that are material to each group, and the ESG Report addresses these at an appropriate level to reflect their importance and priority to these stakeholders. TIPC may consider integrating related material topics for more consistent management and disclosure in the future.

RESPONSIVENESS

The ESG Report includes coverage given to stakeholder engagement and channels for stakeholder feedback. TIPC is encouraged to monitor and analyse the progress of stakeholder engagement activities and to provide timely disclosure of, or responses to, relevant stakeholder concerns and information needs.

IMPACT

TIPC has demonstrated a process on identify and fairly represented impacts that encompass a range of environmental, social and governance topics from wide range of sources, such as activities, policies, programs, decisions and products and services, as well as any related performance. Measurement and evaluation of its impacts related to material topics were in place at target setting.

ADHERENCE TO GRI

The ESG Report is reporting in accordance with the GRI Universal Standards 2021. The significant impacts were assessed and disclosed with in accordance with the guidance defined in GRI 3: Material Topics 2021 and the relevant 200/300/400 series Topic Standards related to the material topics claimed in the GRI content index. The ESG Report has properly disclosed information related to TIPC's contributions to sustainability development.
For future reporting, it is recommended to disclose the policies and management approaches established to achieve the short-, medium-, and long-term objectives of each material topic, and to consider applying internal or external review and assurance processes to assess the effectiveness of management performance.

Signed:
For and on behalf of SGS Taiwan Ltd.

AA1000
Licensed Report
000-8/V3-HC00F

Stephen Pao
Business Assurance Director
Taipei, Taiwan
12 July, 2026
WWW.SGS.COM

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Appendix IX : Professional Backgrounds and Continuing Education of Directors and Supervisors

Professional Background Information of Directors and Supervisors

2025 TIPC Directors and Supervisors

Title	Name	Gender	Age	Transportation	Business Management	Financeand Taxation	Risk Management	Law	Information Technologyand Digital Application	Engineeringand Architecture
Chairman	Joe Y. Chou	Male	Over 50 years old	●	●				●	●
Board Director	Wang, Chin-Jung	Male	Over 50 years old	●	●		●		●	●
Board Director	Lu, Ching-Chyuan	Male	Over 50 years old	●	●					
Board Director	Chern, Chi-Hwa	Male	Over 50 years old	●	●		●		●	
Board Director	Liu, Fang-Chu	Female	Over 50 years old			●		●		
Board Director	Wei, Liang-Hui	Female	30~50 years old		●			●		
Board Director	Ho, Chin-Tsang	Male	Over 50 years old		●					

2025 TIPC Directors and Supervisors

ESG/Corporate Sustainability	Date of initial (election) appointment	Major education and professional experience	Positions held during the reporting period	Other Professional Expertise
●	2025/10/13	Doctor of Engineering, Department of Transportation and Logistics Management, NYCU Research at Lee Kuan Yew School of Public Policy, National University of Singapore 1. Director General, Tourism Administration, MOTC 2. Chairman of China Engineering Consultants, Inc. 3. Director General, Tourism Administration, MOTC 4. Director General of Taiwan Railways Administration, MOTC 5. Director General of Railway Reconstruction Bureau, MOTC 6. Senior Specialist, and Counselor, MOTC 7. Director of 1st & 2nd Board of Directors, TIPC	Chairman of Taiwan International Ports Corporation, Ltd	
●	2024/09/05	Master's Degree, Department of Electrical Engineering, NKUST Bachelor's Degree, Department of Electrical Engineering, NKUST 1. Executive Vice President of TIPC and Acting President of Kaohsiung Port 2. Vice President of TIPC, concurrently serving as President of Kaohsiung Port and Acting Vice President of Engineering 3. Vice President of Engineering and Acting Vice President of Administration 4. Assistant Vice President of TIPC 5. Chief Engineer, Keelung Port, TIPC	1. President of TIPC 2. Concurrently serving as President of Kaohsiung Port (2025 Tenure: 2025/01/01 – 2025/04/27) 3. Board Director of Yang Ming Marine Transport Corporation	Electrical and mechanical engineering, port engineering, and occupational safety and health
	2025/03/10	PhD, College of Aeronautics, Cranfield University, UK Deputy Director and Senior Engineer , Department of Navigation and Aviation, MOTC Senior Executive Officer and Section Chief of Civil Aviation Administration, MOTC	Deputy Director of Department of Navigation and Aviation, MOTC	
●	2025/08/20	Doctor of Philosophy, Department of Transportation and Logistics Management, NYCU 1. Chief Secretary of Institute of Transportation, MOTC 2. Director of Transportation Operations and Management Division of Institute of Transportation, MOTC 3. Director of Transportation Technology and Information Division of Institute of Transportation, MOTC 4. Assistant Researcher, Deputy Researcher and Researcher of Institute of Transportation, MOTC Researcher	1. Director of Department of Industrial Development and International Affairs for Transportation 2. Board Director of Chunghwa Telecom Co., Ltd. 3. Board Director of Taiwan-Asia Exchange Foundation	Internal control and internal audit
	2025/02/19	LL.M., College of Law, National Chengchi University 1. Deputy Director of Taichung Customs, Customs Administration, Ministry of Finance 2. Director of Department of Customs Clearance Affairs, Customs Administration, Ministry of Finance 3. Director of the First Clearance Division, Keelung Customs, Customs Administration, Ministry of Finance	Director of Kaohsiung Customs, Customs Administration, Ministry of Finance	Customs Clearance
	2024/09/05	Department of Land Economics, National Chung Hsing University 1. Senior Executive Officer of International Affairs and Law Enforcement Division, National Immigration Agency, Ministry of the Interior 2. Senior Inspector of Secretariat, National Immigration Agency, Ministry of the Interior 3. General Commander of Border Affairs Corps, National Immigration Agency, Ministry of the Interior 4. Section Chief, Secretariat, National Immigration Agency, Ministry of the Interior 5. Section Chief, Xindian Land Office, New Taipei City Government 6. Officer of Land Administration Department, New Taipei City Government	Deputy Director International Affairs and Law Enforcement Division, National Immigration Agency, Ministry of the Interior	Land Administration Regulations and Government Procurement Act
	2024/09/19	Doctor of Philosophy in Business Administration, Department of Business Administration, National Central University 1. Director-General of Small and Medium Enterprise and Startup Administration (SMESA), Ministry of Economic Affairs (MOEA) 2. Director General of Small and Medium Enterprise Administration (MOEA) 3. Deputy Director-General of Southern Taiwan Science Park Bureau 4. Secretary-General of Small and Medium Enterprise and Startup Administration (SMESA), Ministry of Economic Affairs (MOEA)	Deputy Minister of MOEA	

2025 TIPC Directors and Supervisors										
Title	Name	Gender	Age	Transportation	Business Management	Financeand Taxation	Risk Management	Law	Information Technologyand Digital Application	Engineeringand Architecture
Board Director	Peng, Li-Pei	Male	Over 50 years old							●
Board Director	Tai, Hui-Huang	Male	Over 50 years old	●	●				●	
Board Director	Yu, Sang-Ju	Male	30~50 years old	●			●			●
Board Director	Chen, Chung-Ling	Female	Over 50 years old							
Board Director	Lin, Li-Chu	Female	Over 50 years old	●		●				
Board Director	Hsieh, Kuo-Liang	Male	30~50 years old		●			●		

2025 TIPC Directors and Supervisors

ESG/Corporate Sustainability	Date of initial (election) appointment	Major education and professional experience	Positions held during the reporting period	Other Professional Expertise
	2024/07/02	Doctor of Philosophy, Institute of Traffic and Transportation, NCTU Master's Degree in Architecture, National Cheng Kung University Bachelor's Degree, Department of Architecture and Urban Design, Chinese Culture University 1. Professor, Department of Bio-Industry Communication and Development, National Taiwan University & Professor (Joint appointment), Graduate Institute of Building and Planning, National Taiwan University 2. Deputy Director, Experimental Farm, College of Bioresources and Agriculture, National Taiwan University 3. Chair, Department of Bio-Industry Communication and Development, National Taiwan University 4. Executive Secretary, Committee of Agricultural Extension, National Taiwan University 5. Director, National Taiwan University Agricultural Exhibition Hall 6. Associate Professor, Department of Bio-Industry Communication and Development, National Taiwan University 7. Assistant Professor, Department of Bio-Industry Communication and Development, National Taiwan University	1. Deputy Minister of National Development Council, Executive Yuan 2. Board Director of China Aviation Development Foundation (CADF)	
●	2016/09/06	Doctor of Philosophy, Department of Transportation and Logistics Management, NYCU Bachelor's and Master's Degrees, Department of Shipping and Transportation Management, National Taiwan Ocean University (NTOU) 1. Assistant Professor, Associate Professor, and Professor of Department of Shipping & Transportation Management, NKUST 2. Director of Office of Marine Science and Technology, NKUST 3. Government-Appointed Director, TIPC (2nd to 5th Board, to Date) 4. Member, Operations Committee, TIPC (1st to 11th term, to Date) 5. Member, Kaohsiung Port Public Container Terminal Operations Committee (to Date) 6. Member, Keelung Port Branch Terminal Operations Committee (to Date)	1. Dean of NKUST College of Maritime Commerce 2. Professor of NKUST Department of Shipping and Transportation Management	Port and terminal operations, shipping management, carbon emission calculation models for shipping companies, and alternative fuels for vessels.
●	2024/09/05	Doctor of Philosophy in Geography, University of Cambridge Master's Degree in Regional & Urban Planning, London School of Economics (LSE) Bachelor's Degree in Public Administration, Department of Political Science, National Taiwan University 1. Associate Professor, Institute of Public Affairs Management, National Sun Yat-sen University 2. Project review committee member of Transportation Bureau of Kaohsiung City Government 3. Project review committee member of Mass Rapid Transit Bureau of Kaohsiung City Government 4. Director of the Office of the Secretary-General to the President 5. Deputy Secretary-General of Kaohsiung City Government 6. Chief Secretary of Urban Development Bureau, Kaohsiung City Government 7. Confidential Secretary, Office of the Mayor, Kaohsiung City Government	Associate Professor, Graduate Institute of Urban Planning, National Taipei University (NTPU)	Urban planning and renewal
●	2024/09/05	Doctor of Philosophy in Marine Policy, University of Delaware, USA Master's Degree, Institute of Oceanography, National Taiwan University Bachelor's Degree, Department of Animal Science and Technology, National Taiwan University 1. Professor of Department of Hydraulic and Ocean Engineering/Institute of Ocean Technology and Marine Affairs, National Cheng Kung University 2. Visiting scholar of School of Marine Science, College of William & Mary, USA 3. Visiting scholar of University of Delaware's College of Earth, Ocean and Environment (CEOE) 4. Industry Advisory Board member of Ocean Affairs Council (OAC) 5. Committee member of Fisheries Advisory Committee, Fisheries Agency, Ministry of Agriculture 6. Member of the National Spatial Planning Review Committee, Ministry of the Interior 7. Member of Coastal Zone Management Review Committee, Ministry of the Interior	1. Professor of Institute of Ocean Technology and Marine Affairs, National Cheng Kung University 2. President of National Academy of Marine Research, Ocean Affairs Council 3. Committee member of Nuclear Backend Fund Management Committee, MOEA 4. Member of the 2024 Fishermen's Association Chief Executive Selection and Review Committee 5. Committee member of Marine Education Promotion Task Force, Ministry of Education 6. Committee member of Review Panel for Applications of Delineation of Course for Laying, Maintaining, or Modifying Submarine Cables or Pipelines on the Continental Shelf of the Republic of China, Ministry of the Interior	Marine governance
	2021/03/15	Master's Degree, Institute of Traffic and Transportation, NCTU 1. Senior executive officer of Department of Transportation, Taipei City Government 2. Assistant Director of Taipei City Public Transportation Office	Deputy Director of Transportation Department, New Taipei City Government	
	2023/01/19	Master's Degree of Science in Technology Management, Massachusetts Institute of Technology (MIT), USA 1. Chairman of Hualien Media International Co., Ltd. 2. Chairman of Hsieh Ching-Yun Cultural and Educational Foundation 3. Founder of Daddy Hsieh's Public Welfare Platform 4. Director of The Eisenhower Fellows Association in the Republic of China 5. Legislator, Legislative Yuan, Republic of China (6th – 8th terms)	Mayor of Keelung City Government	

2025 TIPC Directors and Supervisors

Title	Name	Gender	Age	Transportation	Business Management	Financeand Taxation	Risk Management	Law	Information Technologyand Digital Application	Engineeringand Architecture
Board Director	Chen, Shu-Mei	Female	Over 50 years old		●	●	●	●		
Board Director	Kuo, Tien-Kuei	Male	Over 50 years old	●	●					●
Board Director	Yeh, Chao-Fu	Male	30~50years old	●	●					●
Board Director	Huang, Chih-Liang	Male	Over 50 years old	●						
Board Director	Tang, Yu-Shu	Female	Over 50 years old	●	●		●			
Board Director	Chen, Po-Hung	Male	30~50 years old						●	
Board Director	Kan, Chih-Yu	Male	30~50 years old		●				●	
Board Director	Chang, Chia-Yo	Male	30~50 years old							●

2025 TIPC Directors and Supervisors

ESG/Corporate Sustainability	Date of initial (election) appointment	Major education and professional experience	Positions held during the reporting period	Other Professional Expertise
●	2021/03/15	Doctor of Philosophy, Department of Land Economics, National Chengchi University 1. Dean, College of Business and Management; Chair, Department of Real Estate Management; Professor, Department of Real Estate Development and Management, Kun Shan University of Science and Technology 2. Member of the Board of Examiners for the National Examinations and Local Special Examinations in Land Use, Examination Yuan 3. Member of Assignment and Paper Marking of Professional and Technical Examinations for Real Estate Appraiser 4. Member of Assignment and Paper Marking of Real Estate Broker, Landsman Exam Proposer and Marker Examinations	Director-General, Bureau of Land Administration, Tainan City Government	Land administration
●	2016/10/11	Master's Degree, Institute of Political Science, National Sun Yat-sen University, Taiwan 1. Deputy Secretary General, Kaohsiung City Government 2. Director, Maritime Port Bureau, MOTC 3. President, TIPC 4. Chairman, Kaohsiung Port Land Development Co., Ltd. 5. Chief Secretary and Deputy Director, Bureau of Cultural Affairs, Kaohsiung City Government	Secretary General of Kaohsiung City Government	Environmental landscape ecology
	2023/02/21	Transportation Ph. D Ecole doctorale Ville, Transports et Territoires, Universite de Paris-Est, France 1. Associate Professor, Department of Transportation and Logistics, Feng Chia University 2. Assistant Professor, Department of Transportation and Logistics, Feng Chia University 3. Senior Executive Officer, Transportation Bureau of Taichung City Government 4. Project Manager, Mass Transportation Section, Highway Bureau, MOTC 5. Research Engineer, Department of Transport Economics and Society, French National Institute for Transport and Safety Research (INRETS)	Director, Transportation Bureau of Taichung City Government	
	2025/01/16	Department of Urban Planning and Spatial Information, Feng Chia University 1. Director-General of Land Administration Department, Yilan County Government 2. Director-General of Economic Affairs Department, Yilan County Government 3. Senior Specialist, Yilan County Government	Director-General of the Traffic Department, Yilan County Government	Urban Planning
	2019/01/24	Master's Degree, Department of Journalism, National Chengchi University Bachelor's Degree, Department of Economics, National Taiwan University 1. General manager of ARGO Yacht Club 2. Chairperson of Hualien Hotel Association 3. General Manager, Chateau de Chine Hotel Hualien (LDC Hotels & Resorts) 4. Advisor, College of Management, National Dong Hwa University (NDHU) 5. LDC Hotels & Resorts - Deputy General Manager of Fleur de Chine Hotel and Deputy Spokesperson of FDC International Hotels Corporation 6. Spokesperson & Director of Public Affairs, LDC Hotels & Resorts 7. Lecturer of Department of Tourism, Leisure and Hospitality Management, National Chi Nan University 8. Anchor and Journalist of CTi News	1. County Affairs Advisor of Hualien County Government 2. Executive Consultant for Eastern Home Shopping & Leisure Co., Ltd.	Branding, public relations (PR), marketing, media and tourism
	2025/07/16	Master's Degree, Department of Information Management, National Taiwan University of Science and Technology 1. Deputy Secretary, Labor Union TIPC 2. Manager of Keelung Port Branch 3. Chairperson of Keelung Port Branch Labor Union	Supervisor, Business Operations Section, Keelung Port Branch, TIPC	Terminal Operations
	2024/09/05	Master's Degree in Business Administration, NDHU 1. Labor Representative of the Labor-Management Meeting, TIPC 2. Director of Hualien Port Branch Enterprise Union	Manager of Information Technology Office, Hualien Port Branch, TIPC	
	2024/09/05	Bachelor's Degree, Department of Architecture and Urban Planning, Chung Hua University 1. Maintenance Management Department of Taichung Port Branch of TIPC 2. Construction Management/Engineering Department of Taichung Port Branch of TIPC 3. Building Permit Section, Public Works Bureau of New Taipei City Government	Associate Engineer, Public Works Section, Maintenance and Management Office, Taichung Port Branch, TIPC	

2025 TIPC Directors and Supervisors										
Title	Name	Gender	Age	Transportation	Business Management	Financeand Taxation	Risk Management	Law	Information Technologyand Digital Application	Engineeringand Architecture
Board Director	Lee, Ming-Han	Male	30~50 years old		●					
Board Director	Chen, Hsin-Hung	Male	Over 50 years old		●					●
Board Supervisor	Hsu, I-Chuan	Female	Over 50 years old			●	●			
Board Supervisor	Huang, Hung-Wen	Male	Over 50 years old		●	●	●			
Board Supervisor	Huang, Jyh-Yuan	Male	Over 50 years old	●	●		●			●
Board Supervisor	Lin, Hsuan-Chu	Male	Over 50 years old		●	●	●			
Board Supervisor	Chiu, Ping-Chien	Male	Over 50 years old		●	●				

2025 TIPC Directors and Supervisors				
ESG/Corporate Sustainability	Date of initial (election) appointment	Major education and professional experience	Positions held during the reporting period	Other Professional Expertise
	2024/09/05	Department of Applied Economics, National University of Kaohsiung 1. Secretariat Department of Kaohsiung Port Branch 2. Public Affairs Department of TIPC Headquarters	Associate Administrator, Management Section, Secretariat Department, Kaohsiung Port Branch, TIPC	
	2025/07/29	Kaohsiung Municipal Chung-Cheng Industry High School 1. Chairperson of Kaohsiung Port Enterprise Union 2. Secretary General of Kaohsiung Port Enterprise Union 3. Chief Secretary of Kaohsiung Port Enterprise Union 4. Director of Office of Kaohsiung Port Enterprise Union	Diver of Harbor Service Center, Harbor Management Department, Kaohsiung Branch, TIPC	Marine Diving Engineering
	2023/08/15	Master's Degree, Graduate Institute of Accounting, Providence University 1. Senior Specialist, Department of Accounting and Statistics, Office of the President 2. Director of Accounting and Statistics Office, Environmental Management Administration, Ministry of Environment, Executive Yuan 3. Deputy Director and Senior Executive Officer of Directorate General of Budget, Accounting and Statistics (DGBAS) of Executive Yuan 4. Senior Auditor, Senior Inspector, Section Chief, Editor, Inspector, and Specialist of Directorate General of Budget, Accounting and Statistics (DGBAS) of Executive Yuan 5. Auditor, Council of Agriculture, Executive Yuan	Comptroller and Director of Department of Accounting and Financial Reporting, Directorate General of Budget, Accounting and Statistics (DGBAS) of Executive Yuan	Internal control and internal audit
	2025/07/28	Bachelor of Accounting, Fu Jen Catholic University 1. Director (Senior Rank, Grade 12), Department of Accounting, Ministry of Economic Affairs 2. Deputy Director-General (Senior Rank, Grade 11), Department of Special Fund Budget , Directorate-General of Budget, Accounting and Statistics, Executive Yuan 3. Director (Senior Rank, Grades 10–11), Accounting Office, Examination Yuan 4. Director (Senior Rank, Grades 10–11), Accounting Office, National Development Council 5. Director (Senior Rank, Grades 10–11), Accounting Office, National Communications Commission 6. Senior Executive Officer (Senior Rank, Grades 10–11), Department of Special Fund Budget, Directorate-General of Budget, Accounting and Statistics, Executive Yuan 7. Senior Executive Officer (Senior Rank, Grades 10–11), Second Bureau, Directorate-General of Budget, Accounting and Statistics, Executive Yuan 8. Section Chief (Junior Rank, Grade 9), Second Bureau, Directorate-General of Budget, Accounting and Statistics, Executive Yuan	Director of Department of Accounting, Ministry of Transportation and Communications	Internal control and internal audit
●	2023/07/16	Master's Degree, Institute of Hydraulic and Ocean Engineering, National Cheng Kung University (NCKU) 1. Deputy Director of Department of Technology, Public Construction Commission, Executive Yuan 2. Senior Technical Specialist and Deputy Director of Department of Construction Management, Public Construction Commission, Executive Yuan	Deputy Director of Department of Transportation, Environment and Natural Resources, Executive Yuan	Port engineering
●	2021/03/15	Doctor's Philosophy in Financial Economics, Rutgers, The State University of New Jersey 1. Associate Professor and Assistant Professor of National Cheng Kung University 2. Director of International Exchange Center, College of Management, National Cheng Kung University 3. Lecturer of Rutgers, The State University of New Jersey	1. Department Chair of Department of Accountancy and Director of Graduate Institute of Finance, NCKU 2. Executive Director of Executive Master Program of Business Administration (EMBA), NCKU 3. Independent Director of Taiwan Cooperative Financial Holding Co., Ltd. (TCFHC) 4. Independent Director of Taiwan Cooperative Bank (TCB) 5. Independent Director of Soft-World International	
	2024/09/05	Doctor's Philosophy in Business Administration, National Sun Yat-sen University 1. Full-time Assistant Professor of National Pingtung Institute of Commerce 2. Director of Academic Information Section, Computer Center, National Pingtung Institute of Commerce	Professor and Chair of Department of Finance, National Pingtung University	

Title	Name	Training Date	Organizer	Course Title	Training Hours	Total Hours
Chairman	Joe Y. Chou	2025/10/14	Taiwan International Ports Corporation	Senior Management Consensus Camp Corporate AI Transformation Experience	1.5	12
		2025/10/15		Senior Management Consensus Camp Budai Port Study Visit	1.5	
		2025/11/27	Taiwan Project Management Association (TPMA)	Human Resource Management and Corporate Ethics	3.0	
		2025/12/04	The Greater China Financial and Economic Development Association	2026 Global and Taiwan Economic, Financial, and Investment Trend Outlook	3.0	
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	
Board Director	Wang, Chin-Jung	2025/04/18	Taiwan International Ports Corporation	Visionary Lecture: 2025 TIPC AI Application and Hands-on Seminar	3.0	21
		2025/07/22	Taiwan Corporate Governance Association	Risk management and strategic analysis of business sustainability	3.0	
		2025/08/22		The operation of the Compensation Committee and the performance compensation system for directors and managers	3.0	
		2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	
		2025/10/14		Senior Management Consensus Camp Corporate AI Transformation Experience	1.5	
		2025/10/15		Senior Management Consensus Camp Budai Port Study Visit	1.5	
		2025/12/22	Global Blockchain Accounting Association	Discussing the EU AI Act and how businesses should respond	3.0	
		2025/12/29		Legal Risks and Practices of AI-Generated Content in Practical Application	3.0	
Board Director	Chern, Chi-Hwa	2025/08/08	Industrial Technology Research Institute (ITRI)	From Risk to Opportunity: Sustainable Finance and TNFD for Corporate Green Transition	3.0	15.
		2025/09/26	Securities & Futures Institute (SFI)	2025 Insider Trading Prevention Information Sessions	3.0	
		2025/10/28	Taiwan Corporate Governance Association	Board of Directors and Corporate Governance Practice	3.0	
		2025/12/05	Industrial Technology Research Institute (ITRI)	Decoding COP30 Global Net-Zero Sustainability Trends and Taiwan's Carbon Reduction Strategic Pathway	3.0	
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	
Board Director	Lu, Ching-Chyuan	2025/04/29	Taiwan Academy of Banking and Finance (TABF)	Financial Statement Review and Analysis for Directors and Supervisors	3.0	14.
		2025/06/23	Public Service e-Learning+ Platform	AI Applications and Cybersecurity Risks	2.0	
		2025/06/23		Cybersecurity Reporting and Governance	1.0	
		2025/07/29		Exploring Generative AI: Applications and Hands-on Operations—ChatGPT and Its Companion Tools	2.0	
		2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	
		2025/12/19		Practical Issues in Corporate AI Adoption	3.0	
Board Director	Ho, Chin-Tsang	2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	3
Board Director	Liu, Fang-Chu	2025/08/29	Securities & Futures Institute (SFI)	How directors and supervisors oversee the establishment and improvement of the company's risk management system	3.0	12
		2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	
		2025/11/03	The Institute of Internal Auditors-Chinese Taiwan	Analyze financial reports and improve operating performance from the perspective of internal auditing	6.0	
Board Director	Wei, Liang-Hui	2025/03/27	Ministry of the Interior	2025 Ministry of the Interior Hackathon: AI Application Hands-on Workshop	6.0	13
		2025/11/19	National Immigration Agency, Ministry of the Interior	2025 Management Competency Training Program for Newly Appointed Managers: Crisis Management and Risk Management	2.0	
		2025/11/20		2025 Management Competency Training Program for Newly Appointed Managers: Leadership and Team Management	2.0	
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	

Title	Name	Training Date	Organizer	Course Title	Training Hours	Total Hours
Board Director	Peng, Li-Pei	2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	6
		2025/12/19		Practical Issues in Corporate AI Adoption	3.0	
Board Director	Tai, Hui-Huang	2025/09/16	Taiwan Corporate Governance Association	Corporate Governance Officer and Board Member	3.0	6
		2025/10/28		Board of Directors and Corporate Governance Practice	3.0	
Board Director	Chen, Chung-Ling	2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	3
Board Director	Yu, Sang-Ju	2025/07/17	The Greater China Financial and Economic Development Association	Financial Decision-Making for Directors and Supervisors	3.0	6
		2025/11/17		Digital Transformation and AI Applications	3.0	
Board Director	Lin, Li-Chu	2025/09/30	Taiwan Corporate Governance Association	Corporate Innovation Growth and Artificial Intelligence	3.0	6
		2025/10/17		[Professional Training Course for Corporate Governance Officers] Corporate Governance Officer and Sustainable Governance	3.0	
Board Director	Yeh, Chao-Fu	2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	3
Board Director	Chen, Shu-Mei	2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	3
Board Director	Kuo, Tien-Kuei	2025/08/06	Taiwan Project Management Association (TPMA)	Enterprise digital transformation and digital governance	3.0	6
		2025/09/16		Shareholders meeting process specifications and handling practices	3.0	
Board Director	Huang, Chih-Liang	2024/07/15	Public Service e-Learning+ Platform	Practical Applications of Generative AI in the Workplace	1.0	13
		2024/07/23		The Evolution and Application of Artificial Intelligence	2.0	
		2025/08/05		Cybersecurity Risks of AI-Driven Misinformation	2.0	
		2025/08/08		Strategic Responses to the Imperative Trends of ESG and Net-Zero	1.0	
		2025/11/05		A Core Imperative for Corporate Sustainability: Building DEI from the Ground Up	1.0	
		2025/11/05		Standing on the Shoulders of Giants: A Dialogue on Corporate ESG Practices	2.0	
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	
		2025/12/26	Public Service e-Learning+ Platform	Introduction to Carbon Neutrality, Net-Zero Emissions, and Carbon Credits	1.0	
Board Director	Tang, Yu-Shu	2025/04/16	Taiwan Project Management Association (TPMA)	Integration of corporate sustainability and ESG strategies	3.0	9
		2025/11/17	The Greater China Financial and Economic Development Association	Digital Transformation and AI Applications	3.0	
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	
Board Director	Chen, Po-Hung	2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	9
		2025/10/14		Senior Management Consensus Camp Corporate AI Transformation Experience	1.5	
		2025/10/15		Senior Management Consensus Camp Budai Port Study Visit	1.5	
		2025/12/19		Practical Issues in Corporate AI Adoption	3.0	
Board Director	Kan, Chih-Yu	2025/06/13	Public Service e-Learning+ Platform	Cloud Technology and Security Applications (2024)	1.0	13
		2025.09.04 - 2025.09.05	Ministry of Labor of Taiwan	2025 Labor Education Promotion Seminar: Activities for Labor Unions and Labor Directors	9.0	
		2025/10/31	Taiwan International Ports Corporation	2025 Risk Management and Internal Control Training	3.0	

Title	Name	Training Date	Organizer	Course Title	Training Hours	Total Hours
Board Director	Lee, Ming-Han	2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	9
		2025/10/14		Senior Management Consensus Camp Corporate AI Transformation Experience	1.5	
		2025/10/15		Senior Management Consensus Camp Budai Port Study Visit	1.5	
		2025/12/19		Practical Issues in Corporate AI Adoption	3.0	
Board Director	Chang, Chia-Yo	2025/09/24	Taiwan International Ports Corporation	International Trade and Economic Lecture: Understanding and Responding to the Impact of U.S. Tariffs Amid Global Geopolitical and Economic Developments	3.0	9
		2025/10/14		Senior Management Consensus Camp Corporate AI Transformation Experience	1.5	
		2025/10/15		Senior Management Consensus Camp Budai Port Study Visit	1.5	
		2025/12/19		Practical Issues in Corporate AI Adoption	3.0	
Board Director	Chen, Hsin-Hung	2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	6
		2025/12/19		Practical Issues in Corporate AI Adoption Practical Issues in Corporate AI Adoption	3.0	
Board Supervisor	Hsu, I-Chuan	2025.08.26 - 2025.08.28	Accounting Research and Development Foundation	2025 ESG Summit Professional Training Courses	6.0	9
		2025/12/19	Taiwan International Ports Corporation	Practical Issues in Corporate AI Adoption	3.0	
Board Supervisor	Huang, Hung-Wen	2025/03/28	Directorate-General of Personnel Administration, Executive Yuan, Civil Service Development Institute	2024 National Chung Cheng University: General Awareness Course on Information and Communication Security Management	3.0	12
		2025/08/08		The Evolution and Trends of Sustainable Development Goals (SDGs)	1.0	
		2025/08/08		Cybersecurity Reporting and Governance	1.0	
		2025/08/08		Exploring Generative AI: Applications and Hands-on Operations – ChatGPT and Its Companion Tools	2.0	
		2025/08/15		AI Applications and Cybersecurity Risks	2.0	
		2025/09/23	Taiwan International Ports Corporation	IFRS 18: A Paradigm Shift in Traditional Financial Reporting	3.0	
Board Supervisor	Lin, Hsuan-Chu	2025/05/07	Securities & Futures Institute (SFI)	Analysis of fraud methods and introduction of relevant laws and cases on money laundering (include Insider Trading Prevention Information)	3.0	6
		2025/08/06		Trends in Sustainability Information Disclosure: An Overview and Impact of the IFRS S1 and S2 Sustainability Disclosure Standards	3.0	
Board Supervisor	Huang, Jyh-Yuan	2025/08/20	Public Service e-Learning+ Platform	Cybersecurity Risks of AI-Driven Misinformation	2.0	3
		2025/11/26		Industrial AI Transformation and Cybersecurity Resilience	1.0	
Board Supervisor	Chiu, Ping-Chien	2025/04/23	Taiwan Academy of Banking and Finance (TABF)	Innovative FinTech Services and Future Financial Talent Trends	3.0	6
		2025/05/14		Financial Data Analysis Using Programming: A Case Study of Python	3.0	
Total Hours of Continuing Education and Training of Directors and Supervisors					233	


TAIWAN INTERNATIONAL PORTS CORP., LTD.