

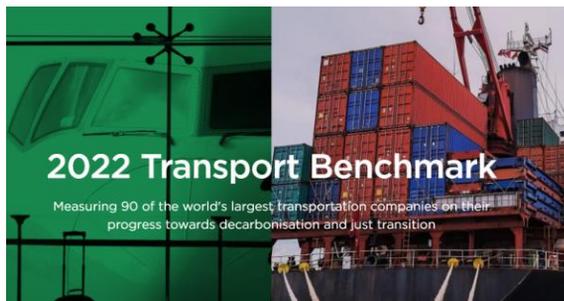
| Yang Ming Marine Transport Corp | |
|---------------------------------|--------------|
| Sector | Transport |
| Last full assessment published | October 2022 |
| CDP Responder | No |

1.9D-*

ACT Score (2022)

#62/90

Sector Rank (2022)



Company recommendations:

Targets: The company has set a long-term decarbonisation target, with regular interim targets. However, it has not yet set a path to reaching net zero.

Emissions reductions and reporting: The company's activity and emissions reporting does not provide sufficient detail to give a full view of its decarbonisation progress and plans. Improved disclosure will allow for this assessment.

Transition plan: The company can improve the elements of its transition plan by ensuring it includes medium and long-term targets, verifiable and quantifiable key performance indicators and financial commitments. The plan should be informed by scenario analysis to ensure that the plan's ambition is sufficient for a 1.5°C pathway.

For the last full ACT assessment and more information visit: [Transport Benchmark | World Benchmarking Alliance](https://www.worldbenchmarkingalliance.org/transport-benchmark)

| Module | Last Assessment Performance (2022) | Current Performance (2023) | | Module summary | Change in performance since last full assessment |
|------------------------------------|------------------------------------|-------------------------------------------------|--------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|
| | | Question | Answer | | |
| Targets | | Net zero target (all scopes)? | No | Yang Ming has set targets to reduce its scope 1 emissions intensity by 40% by 2030 and 70% by 2050 (vs 2008). The company also aims to reduce its emissions intensity by 20% by 2025 (vs 2020). However, as the company reports its intensity based on the capacity of the ships, instead of activity, they could not be assessed against a 1.5°C scenario. | Remains the same |
| | | Interim target(s)? | Yes | | |
| | | Targets cover all scopes? | No | | |
| | | All targets SBTi 1.5°C validated? | No | | |
| Emissions reductions and reporting | | Scope 1 and 2 emissions intensity disclosed? | No | Yang Ming has decreased its reported sea freight emissions intensity on average. This is likely driven by an increase in efficient ships in its fleet. However, this emissions intensity is calculated using the company's shipping capacity, instead of shipping activity. Therefore, the reductions could not be assessed against a 1.5°C scenario. | Remains the same |
| | | Scope 1, 2 and 3 emissions intensity disclosed? | N/a | | |
| Transition Plan | | Public transition plan? | Yes | Yang Ming's transition plan focuses on fleet modernisation and improving ship efficiency to reach its targets. In 2022 the company began reporting in line with TCFD and conducted analyses for 2°C and 6°C scenarios. The company's current plans lack clear long-term actions, though it states it intends to sign up for the getting to zero coalition. | Improves |
| | | Relevant expertise on the board? | No | | |
| | | Incentives linked to emissions reductions? | No | | |
| | | Financial content in plan? | No | | |
| | | Plan informed by scenario analysis? | Yes | | |

Please refer to <https://www.worldbenchmarkingalliance.org/disclaimer/> for information on the accurate use of this publication.

*ACT scores are constructed of three parts. The performance score out of 20, narrative score A – E and trend score + / = / -