EUROKAI Non-Financial Group Report for 2025

Introduction

This non-financial group report has been prepared in accordance with Sections 315b and 315c in conjunction with Sections 289c to 289e of the German Commercial Code (HGB) and relates to the EUROKAI Group for the financial year 2025.

In the financial year 2025, the EUROKAI Group reports comprehensively on key performance indicators that are required to be disclosed on the basis of Regulation (EU) 2020/852 of the European Parliament and the Council of 18 June 2020 (EU Taxonomy Regulation) and the associated published delegated Acts (see section EU Taxonomy).

The non-financial group report is available publicly on the website at:

https://www.eurokai.de/eurokai_en/Investor-Relations/Corporate-Governance

Group entity and business model

The focus of the business activities of the companies consolidated in the EUROKAI Group is on container handling in continental Europe as well as North Africa. These companies operate container terminals, in some cases with partners, in La Spezia, Ravenna and Salerno (Italy), in Hamburg, Bremerhaven and Wilhelmshaven (Germany), as well as in Tangier (Morocco) and in Limassol (Cyprus). The EUROKAI Group is also involved in a container terminal in Damietta (Egypt), which began operations in February 2026. The EUROKAI Group additionally has shareholdings in a number of inland terminals and railway operating companies.

Complementary services include intermodal transport (carriage of sea containers to and from terminals), repairs, depot storage and trading of containers as well as cargomodal services and technical services.

The EUROKAI Group is managed through three business segments – ‘CONTSHIP Italia’, ‘EUROGATE’, and ‘EUROKAI’ – with the EUROGATE joint venture included in the EUROKAI consolidated financial statements using the equity method of accounting in accordance with IFRS 11.

About this report

All information refers to the parent company, including those domestic and foreign companies that EUROKAI incorporates into its consolidated financial statements or that are classified as associated companies.

This report covers the operating companies active in the core business of the group. It does not report on minority interests that are not directly involved in the core business, or on companies in which the group has a stake through minority interests outside Germany, as these are not classified as material in relation to the non-financial impact of their activities and the ability to exert influence.[1]

This report focuses on topics that are necessary for an understanding of the business development, the performance of the business and the position of the Group, as well as the impact of its business activities on non-financial aspects. It is based on the Sustainability Reporting Standards of the Global Reporting Initiative (GRI). The description of the concepts presented here has also been prepared in accordance with the GRI Standards. The management of non-financial aspects does not follow a Group-wide approach. Instead, the topics are managed decentrally within each of the corporate groups. Accordingly, the following pages set out both the concept for CONTSHIP Italia and the concept for EUROGATE. To disclosure these aspects, non-financial performance indicators are reported, which were selected in accordance with the thematically related GRI Standard. As part of the reporting process, EUROKAI assessed whether there are any risks associated with its companies own business activities, business relationships, or products and services and that have or will have a serious negative impact on the non-financial aspects defined by law and have a high likelihood of occurrence. On balance, there are no reportable net risks as defined in the German CSR Implementation Act (CSR-RUG).

Originally the (EU) 2023/2772 Corporate Social Responsibility Directive (CSRD) was due to come for the 2025 reporting year. As the Directive has not been transposed into national law, Sections 315b, 315c in conjunction with 289c to 289e HGB continue to form the legal framework for non-financial Group reporting. EUROKAI has decided, as in previous years to base its non-financial group reporting on the Sustainability Reporting Standards of the Global Reporting Initiative.

Importance of sustainability

For EUROKAI, sustainability means, above all, ensuring the future viability of the corporate Group. Within the scope of its business activities and based on internal processes, EUROKAI gives equal consideration to economic efficiency, environmental protection and social responsibility. Compliance with laws and internal policies and guidelines is a fundamental prerequisite for day-to-day business operations. Container terminals are hubs of international trade; therefore, efficient seaport operations are key to enabling EUROKAI to ensure that its customers benefit from reliable goods transport. At the same time, EUROKAI strengthens the

[1]Companies not classified as material are: boxXpress.de GmbH, “Brückenhaus” Grundstücksgesellschaft m.b.H., DHU Gesellschaft Datenverarbeitung Hamburger Umschlagsbetriebe mbH, driveMybox logstics GmbH, EUROGATE Beteiligungs-GmbH, EUROGATE City Terminal GmbH, EUROGATE Container Terminal Wilhelmshaven Beteiligungsgesellschaft mbH, EUROGATE Geschäftsführungs-GmbH & Co. KGaA, EUROGATE International GmbH, EUROGATE KV-Anlage Wilhelmshaven GmbH, EuroXpress HGF GmbH, HVCC Hamburg Vessel Coordination Center GmbH, IPN Inland Port Network GmbH & Co. KG, IPN Inland Port Network Verwaltungsgesellschaft mbH, J.F. Müller & Sohn AG, MSC Gate Bremerhaven Verwaltungsgesellschaft mbH, North Sea Terminal Bremerhaven Verwaltungsgesellschaft mbH, PCO Stauereibetrieb PAETZ & Co. Nfl. GmbH, TRIMODAL LOGISTIK GmbH, Contrepair S.r.l., Immobiliare Rubiera S.r.l., La Spezia Shunting Railways S.p.A., Spedemar S.r.l., Terminal Container Ravenna S.p.A., boxXagency Kereskedelmi és Szolgáltató Kft, CONTRAIL Logística S.A., EUROGATE Container Terminal Limassol Ltd., EUROGATE Tanger S.A., EUROGATE Damietta GmbH, Damietta Alliance Container Terminal S.A.E., Contship Damietta S. r. l., Tanger Alliance S.A., TangerMedGate Management S.a.r.l., OJSC Ust-Luga Container Terminal and EUROGATE Rail Hungary Zrt.

local economy and provides jobs. The Group`s business activities have an impact on people and the environment, for example through the Group's consumption of resources.

Materiality assessment process

The decentralised structure of the Group essentially governs the process of assessing materiality for identifying, prioritising and validating the contents of this report. In a first step, relevant topics are identified at the level of CONTSHIP Italia and at the level of EUROGATE based on the GRI Standards. If a topic assessed as fundamentally relevant for one of the segments, a materiality analysis is carried out from the perspective of the EUROKAI Group as a whole. For this materiality assessment based on the materiality threshold in accordance with Section 289c (3) of the German Commercial Code (HGB). Accordingly, the Group reports on topics that on the one hand are of high relevance for gaining an understanding of the development, performance and position of EUROKAI and on the other hand where EUROKAI exerts material influence through its business activities. The materiality analysis is reviewed annually through a survey of internal experts and decision-makers who are able both to assess the non-financial aspects from an internal standpoint and from the perspective of external stakeholders.

The material non-financial key performance indicators for us affect environmental matters (energy consumption and CO_2 emissions), employee concerns (occupational health and safety), anti-corruption and anti-bribery, and IT security and business continuity.

External audit

The contents of this non-financial report were audited in accordance with ISAE 3000 (revised) to obtain limited assurance. The scope of the audit and the auditor's opinion can be found in the Auditor's Limited Assurance Report on pages 27-30.

Environmental concerns – energy consumption and CO_2 emissions

The Group's business activities consume large amounts of energy. Energy consumption is a key performance indicator for the management of resources and has a direct impact on incurred costs, and hence on financial performance. Most of this energy consumption is due to the use of diesel fuel, mainly for the operation of straddle carriers and tractor units used for container transport at the terminals. Other energy consumers are gantry cranes, buildings, and area lighting. Electricity and gas are used as energy sources in these areas.

At the same time, energy consumption substantially impacts the environment, because it uses natural resources and generates greenhouse gas emissions. Limiting climate change and minimizing the Group's own carbon footprint are socially significant objectives. In addition, the costs associated with energy use are a key driver of EUROKAI's energy management activities.

The strategic orientation of the two segments that characterize the EUROKAI Group, CONTSHIP Italia and EUROGATE, differs with regard to energy consumption and CO_2 emissions, both conceptually and in terms of progress made.

CONTSHIP Italia: Apart from the purchase of energy, CONTSHIP Italia manages its concept for energy reduction decentrally. Only energy procurement is managed centrally. All companies in the CONTSHIP Italia Group have a code of conduct that defines Group values and policies. This also covers the reduction of energy consumption. Each employee is required to declare their adherence to this principle.

A quality policy (in accordance with ISO 9001) has been adopted by the CONTSHIP Italia Group. This policy governs compliance with the applicable legal requirements and also helps highlight the importance of sustainable business development within the CONTSHIP Italia Group. The policy further comprises principles governing the avoidance of accidents and environmental pollution, the monitoring and management of environmentally relevant impacts, and the efficient use of resources, with the aim of continuously improving processes and performance. Furthermore, the maritime terminal in La Spezia is also certified in accordance with the ISO 14001 environmental management system standard and ISO 45001 for health and safety management systems.

Line managers and management bodies are expected to actively encourage and promote a resource-saving mindset. The Group strives to gradually reduce its carbon footprint resulting from energy consumption by investing in high-quality transport equipment and modern technologies.

Local management is directly involved in this process as part of the management system. At the level of the individual companies, energy consumption and the financial impact of savings achieved are reviewed at regular intervals. As long as no formal quantitative reduction targets have been defined, the Group pursues the qualitative objective of achieving an absolute reduction in energy consumption and CO_2 emissions compared with the previous year.

Energy audits pursuant to EU Directive 2012/27 are performed every four years; the first audit took place in 2015. A new energy audit was carried out and the related report was produced in December 2023 with reference to the year 2022. These audits deliver proposals on further possible measures to reduce energy consumption.

EUROGATE: The managers of the individual companies are responsible for the actual use of energy. Responsibility for the central energy management system under DIN EN ISO 50001, the implementation of which began in 2024, lies with top management, represented by the Chair of the EUROGATE Group Management Board responsible for this area.

As part of the energy management system, the Group records key performance indicators, pursues targets, performs regular energy reviews, technical inspections, and process audits, maintains a list of technical measures, and conducts management reviews. The external audit under DIN EN ISO 50001 took place in August 2025 and was completed successfully.

Various large and small-scale measures target the energy efficiency of the major energy consumers. Measures and projects to leverage potential savings are implemented on a regular basis, such as the detailed collection and evaluation of straddle carrier consumption data and the testing of the alternative fuel HVO in large-scale container-handling equipment. The ongoing reduction of fossil fuel consumption remains a central goal. Energy efficiency measures have both a technical and an operational focus. EUROGATE remains committed to strengthening employees' sense of responsibility for using resources sustainably and involves them in initiatives to reduce energy consumption. EUROGATE regularly examines options for using more energy-efficient technologies. Further investments were made in additional energy-efficient equipment (hybrid straddle carriers) in the 2025 financial year.

EUROGATE is planning investments in renewable energy sources to meet its own energy needs. At present, renewable energy is generated from two wind turbines, three photovoltaic systems, and one woodchip-fired power plant. It also runs three combined heat and power plants for energy generation. Energy efficiency is one of the decision-making criteria for capital investment and procurement.

The most important key performance indicator for CONTSHIP Italia and EUROGATE in the area of energy consumption is total consumption in megawatt hours.

Energy consumption is regularly monitored. The following table shows the current status of target attainment:

	CONTSHIP Italia*	EUROGATE**
Target	Lower energy consumption	
Status in 2024	70,953 MWh	351,796 MWh (of which 12,248 MWh renewables)***
Status in 2025	102,918 MWh	394,066 MWh (of which 11,896 MWh renewables)
Comment	Energy consumption increased significantly, driven primarily by the acquisition of truck transport service providers and by organic business growth.	In view of the increasing importance of the carbon footprint, the goal is to further expand the use of renewable energy and continue reducing energy consumption. The increase in consumption was primarily attributable to higher container handling volumes (approx. 30 million kWh) and the acquisition of the Deisser Group (approx. 10 million kWh****). However, energy-saving measures, such as the investment in hybrid straddle carriers, continue to have an effect when energy consumption is viewed in relation to container handling volumes.

*Excluding fuel volumes from purchased intermodal services. The energy consumption reported for CONTSHIP Italia includes a portion of self-generated renewable energy

**When calculating the key performance indicator in MWh, the consumption figures for the principal companies were taken into account. These include the German EUROGATE terminal operations in Hamburg, Bremerhaven, and Wilhelmshaven, the respective service companies at each location, EUROGATE Holding, and the newly acquired Deisser Group.

***The data published in the non-financial Group report for the 2024 financial year have since been revised and adjusted internally, resulting in changes to the energy consumption.

**** Deisser's energy consumption was included for a 12-month period.

The most important key performance indicator for CONTSHIP Italia and EUROGATE in terms of emissions is total CO_2 emissions in tons (t CO_2).

CO_2 emissions (Scope 1 and Scope 2) are regularly reviewed. The following table shows the current status of target achievement:

	CONTSHIP Italia*	EUROGATE**
Target	To reduce CO_2 emissions	1. To achieve net-zero CO_2 emissions by 2040 2. To achieve a 50% reduction in CO_2 emissions by 2030 compared to the 2022 baseline year (relating to Scope 1 and Scope 2 emissions).
Status in 2023	18,066 t CO_2	118,060*** t CO_2
Status in 2024	13,736t CO_2	130,659 t CO_2 e, of which 3,441 t CO_2 e are attributable to the Deisser Group
Comment	The decrease in total emissions compared with the previous year is attributable to the purchase of guarantees of origin covering Contship's entire electricity consumption, which made it possible to reduce Scope 2 emissions to zero.	The development of CO_2 emissions compared with the previous year is in line with the trend in energy consumption (see above). On a relative basis, expressed as kg CO_2e per seaborne container and excluding the effect of the acquisition of the Deisser Group****, CO_2 emissions declined compared with the previous year.

*When calculating total CO_2 emissions, direct emissions (Scope 1) from diesel combustion as fuel for the vehicles of the various companies were taken into account, as well as indirect emissions (Scope 2) that result from electricity consumption. Up to and including 2024, CO_2 emissions from natural gas consumption were excluded from the calculation due to its negligible use, which was limited to the canteens at the intermodal terminals. As of 2025, CO_2 emissions from natural gas consumption are included in order to enable a more comprehensive assessment of the carbon footprint

** When calculating the key performance indicator in t CO_2 , the consumption figures for the principal companies were taken into account. These include the German EUROGATE terminal operations in Hamburg, Bremerhaven, and Wilhelmshaven, the respective service companies at each location, EUROGATE Holding, and the newly acquired Deisser Group.*** The data published in the non-financial Group report for the 2024 financial year were also reviewed internally as part of the audit of the energy data. As a result of the audit, CO_2 emissions were slightly lower than previously reported for the prior year. The calculation continued to be based on CO_2 emission factors including upstream emissions. Electricity from renewable energy sources was treated as CO_2-neutral.

**** Deisser's CO_2 emissions were included for a 12-month period

Employee dimension – occupational health and safety

Protecting the Group's own employees and those of external companies against work-related injuries or sickness and safeguarding their health and well-being has long been a top priority. Most work is performed using heavy equipment at the terminals (mainly straddle carriers and ship to shore cranes) and is susceptible to prevailing weather conditions. Considering the physical nature of this work and the deployment of much of the workforce in a three-shift system, promoting and protecting their health is especially important.

Occupational health and safety not only concern the health and well-being of employees but also has a significant impact on both the quantity and quality of work performed. In particular, cargo handling operations at the maritime terminals require a high level of safety awareness.

Responsibility for occupational health and safety at both CONTSHIP Italia and EUROGATE lies with the individual companies and their respective managing directors, since it is particularly influenced by local factors. This is supported by the EUROKAI Group's overarching goal of minimizing workplace accidents and eliminating accidental deaths entirely.

CONTSHIP Italia: Strict statutory requirements aimed at protecting workers' health are in force in Italy. For example, in the event of proven malpractice, the management personally, as well as companies, may face prosecution. Various structural and organizational measures have been established based on these requirements. Each individual company analyses, documents, and reports accidents to the respective occupational safety officer and the competent government departments pursuant to the statutory requirements in Italy. Accidents and near-misses are monitored and evaluated. These evaluations serve as vital information input for health and safety risk assessments. Regular training addresses the identified risk areas. A health program launched in 2019 provides training on dealing with stress and mental strain in the workplace. It also aims to promote awareness of healthy nutrition and a healthy lifestyle. The La Spezia container terminal of the CONTSHIP Italia Group is certified in accordance with DIN EN ISO 45001. The certification audits deliver proposals for potential measures to prevent workplace accidents and improve occupational health and safety.

EUROGATE: The management boards of the individual EUROGATE companies draw up and regularly update guidelines and operating instructions for occupational health and safety based on their specific workflows. As part of their duty of care, managers are tasked with assessing hazards and monitoring compliance with the guidelines and operating instructions in their area of responsibility. Each location has an occupational health physician, an occupational safety expert, and a safety officer.

At EUROGATE, various technical and organizational measures have been put in place to lower risk exposure and reduce accidents. Ongoing measures include regular training and instruction courses on safety standards and accident prevention guidelines, as well as monitoring whether these regulations are observed. Standards are in force governing compliance with occupational safety rules –for example, mandatory wearing of personal protective equipment at the terminal site. Workplaces are regularly inspected to assess hazards and advise on measures to minimize risk. Any injuries and accidents that occur are categorized and evaluated.

At the German terminals, along with regular training and briefings, a number of events with a focus on occupational health and safety are also organized. These are also attended by executive managers, since they bear particular responsibility to lead by example. These activities are regularly organized in cooperation with external partners. Regular health and safety briefings, site inspections, and systematic accident evaluations are carried out at all sites as the basis for developing preventive measures and adapting risk assessments. The company also holds health and safety days. In the area of EHS (Environment, Health, and Safety), the newly introduced standardized EHS software for all sites results in uniform and improved processes.

The key indicators for CONTSHIP Italia and EUROGATE in the area of occupational health and safety are the number of reportable work-related accidents (accidents at the workplace and while commuting to or from work) and the number of accidental deaths (resulting from workplace or commuting accidents).

The number of work-related accidents is regularly monitored as an indicator of occupational safety. The following table shows the current status of target achievement:

	CONTSHIP Italia*	**EUROGATE****
Target	To minimize the number of work-related accidents and prevent accidental deaths.	
Status in 2024	Work-related accidents:24 Accidental deaths: 0	Work-related accidents:306 Accidental deaths:1
Status in 2025	Work-related accidents:14 Accidental deaths: 0	Work-related accidents:303 Accidental deaths: 1
Comment	The lower number of work-related accidents reflects greater safety awareness resulting from training on how to handle near misses.	The target in the area of work-related accidents was achieved. Despite a significant increase in throughput, the number of work-related accidents declined. However, one fatal work-related accident was recorded in the reporting year.

*In Italy, accidents must be reported if a person is killed as a result of an accident or injured to a degree that renders them unable to work for more than one day. Some processes at the operating facilities are carried out by external contractors. Their employees account for around 40% of the total workforce on site. The CONTSHIP Italia figure does not include accidents involving temporary contract workers and external contractors.

**In Germany, all accidents must be reported if that result in death or injury that prevents a person from working for more than three days. The EUROGATE figure includes accidents involving not only the company's own employees, but also temporary contract workers. It does not include accidents involving employees of external contractors.

Anti-corruption and anti-bribery

To achieve long-term success, a company must conduct its activities in a compliant, fair, and reliable way. Within the EUROKAI Group, the umbrella term 'compliance' relates to the adherence to statutory standards, as well as internal corporate guidelines and policies, and efforts to ensure their observance in the EUROKAI Group companies. These include the relevant policies and principles for preventing bribery and corrupt practices.

CONTSHIP Italia: CONTSHIP Italia has a code of conduct in place that defines the Group's core values. The code is complemented by a set of behavioral guidelines that reflect these values. The code of conduct states that all activities of CONTSHIP Italia must comply with the legal framework, the principles of fair competition, honesty, integrity, fairness, good faith, and respect for the legitimate interests of customers, staff, shareholders, and business and financial partners. In accordance with the new Italian Legislative Decree No. 24/2023 (implementing EU Directive 2019/1937 on the protection of persons reporting breaches of Union law), the CONTSHIP Italia Group has set up a whistleblowing platform for the following entities: CONTSHIP Italia, La Spezia Container Terminal, Sogemar, Rail Hub Milano, Oceanogate Italia, Hannibal, and driveMybox. All stakeholders can report violations of the Code of Ethics, internal regulations, Model 231,[2] and national or EU laws through this platform. The Group's Legal, Internal Audit, and Compliance departments are responsible for handling whistleblower reports. The platform can be accessed via the 'Whistleblowing' section of the CONTSHIP Italia Group website at: https://whistleblowersoftware.com/secure/CSI. All procedures for handling whistleblower reports are described in Group procedure 'GEN006'.

The CONTSHIP Italia Group has taken proactive measures to prevent bribery and corruption and has implemented Model 231 at seven of its companies: Contship Italia, Rail Hub Milano, La Spezia Container Terminal, Oceanogate Italia, Sogemar, Hannibal, and driveMybox. These companies have appointed a 'supervisory body' (Organismo di Vigilanza or OdV) and established a flow of information between the OdV and the various oversight bodies within each company. In addition, a regular reporting process is in place between the individual supervisory bodies, the Management Board, and the auditors

The CONTSHIP Italia Group updated the risk assessments and the 231/2001 framework for Contship Italia, La Spezia Container Terminal, Rail Hub Milano, and Oceanogate Italia, and implemented the 231 framework at Sogemar, Hannibal, and driveMybox in order to strengthen its overall approach to preventing and combating corruption and other general risks associated with Legislative Decree 231 across the Group.

[2] The Organizational Model 231 is a compliance and control system that Italian companies and organizations can introduce to protect themselves from criminal liability under Legislative Decree No. 231/2001 (*Decreto Legislativo* 231/2001).

EUROGATE: EUROGATE has established a compliance management system, which comprises a compliance policy with several sections, a code of conduct, a self-declaration of compliance with sanctions, an anti-corruption policy, and an anonymous reporting channel. The compliance policy, code of conduct, and anti-corruption policy came into force on January 1, 2017, and apply to all EUROGATE Group entities in which EUROGATE directly or indirectly holds more than 50% of the shares or exercises entrepreneurial control, as well as to the MSC Gate Bremerhaven GmbH & Co. KG joint venture operated by EUROGATE and Terminal Investment Limited Sàrl (‘TiL’). The self-declaration of compliance with sanctions was adopted in 2022. The documents are updated regularly. In 2025, the ombudsman was replaced by a technical reporting system that ensures full anonymity, and the documents were revised accordingly. Cementing the Group’s commitment to fair and free competition, the guidelines and the code of conduct summarize the Group’s values and provide the basis for our understanding of entrepreneurial compliance. These documents state that EUROGATE neither tolerates corruption nor permits discrimination. All business decisions must comply with the law and meet EUROGATE’s standards of ethics and integrity as set out in the policies and guidelines.

Technical responsibility for the compliance management system lies with the legal department of EUROGATE Holding and the compliance officer. Responsibility for implementing the anti-corruption policy lies with the Group Management Board and the management of the respective EUROGATE Group companies. With the introduction of the compliance management system, EUROGATE also appointed a compliance officer. Independent external consultants are called in for advice, audits, and assessments where necessary. Once a year, the compliance officer presents an internal report to the Group Management Board and the supervisory bodies. The report notably includes an assessment of the main compliance risks, as well as proposals for new measures or amendments.

When the compliance regulations came into force, all employees received a copy of the anti-corruption policy and the code of conduct. Following the in-person foundational training courses held in 2017 when the compliance management system was introduced, additional workshops were held in 2019 for employees working in particularly sensitive areas of the company. In 2026 online compliance training for white-collar employees will be conducted across all EUROGATE companies.

Compliance management at North Sea Terminal Bremerhaven GmbH & Co. (NTB), which is operated as a joint venture between EUROGATE and APM Terminals, is conducted separately. The shareholders’ guidelines and policies are discussed with the relevant employee groups within the scope of regular compliance training courses. This ensures that the compliance frameworks of both partners are also observed at NTB. Responsibility for this lies with the NTB Management Board. NTB also holds regular compliance training courses.

The internal control manual defines the company’s main principles for combating corruption and bribery. An annual risk inventory, an annual fraud risk assessment, and monthly evaluations of the internal control system are conducted to identify and assess any impacts associated with these issues.

The central key performance indicator at CONTSHIP Italia and EUROGATE in this area is the number of confirmed cases of corruption. This figure serves as a key anti-corruption and anti-bribery metric and is reviewed regularly. The following table shows the current status of target achievement:

	CONTSHIP Italia	**EUROGATE**
Target	To have no cases of corruption	
Status in 2024	None	None
Status in 2025	None	None
Comment	The target was met. There were no confirmed cases of corruption in the reporting year.	The target was met. There were no confirmed cases of corruption in the reporting year.

IT Security and Business Continuity

Secure and reliable IT-supported processes are the prerequisites to enable a container terminal to operate efficiently. This applies not only from an entrepreneurial point of view, but is also important economically. As hubs where national and international supply chains converge, container ports help to ensure the smooth functioning of the economy and trade. Efficient IT security protects the processes at the container terminal and consequently the entire port system. Business continuity management (BCM) ensures the continuity and timely recovery of critical business activities in the event of major disruptions, including scenarios relevant to the operation of critical infrastructure.

CONTSHIP Italia: Work continues on establishing the IT security management system. Responsibility for IT security lies with the Management Board of the CONTSHIP Italia Group.

The main focus of the IT security concept is on the availability and integrity of IT systems and data, with the aim of minimizing potential damage and downtime. The management concept covers both information technology and operating technology, as well as the cloud services and platforms used.

A Cyber Fusion Center was established in 2024 as an evolution of the traditional Security Operations Center (SOC). This integrated approach combines IT (information technology) and

OT (operations technology) security functions, threat intelligence, incident management, and attack prevention into a single, centralized entity.

In the 2025 financial year, ISO 27001 certification was also achieved.

EUROGATE: The ever-growing number of IT-based business processes in recent years, along with the increasing integration of EUROGATE's systems with those of other providers along the logistics chain, demands a secure IT infrastructure. The EUROGATE Group's reliance on IT systems is also growing, especially in light of the planned automation projects. At the same time, cyber threats are constantly increasing and evolving.

The Russia-Ukraine war, other international conflicts, and the decision to expand the port area in Bremerhaven into a NATO port have increased the risk of becoming the target and victim of cyberattacks. The risk of falling victim to a cyberattack had already been assessed as critical in the previous year. IT security and BCM are therefore crucial to enabling and ensuring efficient business processes across the companies in the EUROGATE Group.

The EUROGATE Information Security Management System (ISMS) covers all German EUROGATE terminals with the exception of NTB, which is operated as a joint venture between EUROGATE and APM Terminals and managed separately. The ISMS follows the legal requirements of the current European and German legislation in force in each case (BSIG, ITSiG, NIS2 Implementation Act). To meet these requirements, the ISMS is organized in accordance with ISO 27001 and, in the area of machinery and equipment, also draws on IEC 62443. Functional responsibility for the ISMS lies with the IT department of EUROGATE Holding (EGH IT). Overall responsibility lies with the Group Management Board and the management boards of the respective companies in the EUROGATE Group.

The main focus of the existing IT management concept is on the availability and integrity of the IT systems and data, with the aim of maintaining a resilient infrastructure and minimizing potential damage and recovery times. A key element of the ISMS is a risk management system designed to reduce risks or ensure an acceptable level of residual risk for EUROGATE. The ISMS is implemented according to the PDCA cycle.

BCM is closely aligned with enterprise risk management, IT emergency and disaster recovery planning, and facility management, but differs significantly from preventive management systems such as the Information Security Management System (ISMS). The focus of BCM is on maintaining essential services, restoring critical business activities in a timely manner, and limiting the impact of major disruptions, including scenarios relevant to the operation of critical infrastructure. The BCM framework defines responsibilities, recovery objectives, and continuity measures in line with the requirements of KRITIS and NIS2. Starting in 2026, the BCMS will be managed and overseen for EUROGATE as a whole by a dedicated management function within EUROGATE IT. Recruitment for this position was successfully completed in 2025.

The key performance indicators at CONTSHIP Italia and EUROGATE are system downtime due to security incidents and cases of data loss and/or manipulation. These KPIs serve as central IT security metrics and are regularly reviewed.

The following table shows the current status of target achievement:

	CONTSHIP Italia	**EUROGATE**
Target	To record no system failure due to security incidents and no cases of data loss and/or manipulation	
Status in 2025	System downtime due to security incidents:0 Cases of data loss and/or manipulation: 0	System downtime due to security incidents:0 Cases of data loss and/or manipulation: 0
Comment	The target was met.	The target was met.

EU Taxonomy

Background

As a preparer of a consolidated non-financial statement, the EUROKAI Group is required in the financial year 2025 to disclose information in accordance with the EU Regulation 2020/852 (EU Taxonomy Regulation). The EU Taxonomy Regulation is a central component of the EU Commission's Action Plan: Financing Sustainable Growth. It thus creates a legally standardised classification system for recognising green, or environmentally sustainable, economic activities. The EU Taxonomy Regulation is complemented by six further Delegated Acts (DA):

- Climate DA: Commission Delegated Regulation (EU) 2021/2139 of 4 June 2021 establishing the technical screening criteria for the environmental objectives 1 and 2
- Disclosures DA: Commission Delegated Regulation (EU) 2021/2178 of 6 July 2021 specifying the content and presentation
- Complementary Climate DA: Commission Delegated Regulation (EU) 2022/1214 of 9 March 2022 establishing the technical screening criteria as regards economic activities in certain energy sectors complementing the first two climate objectives ("Nuclear & Gas")
- Amended Climate DA: Commission Delegated Regulation (EU) 2023/2485 of 27 June 2023 (published in the EU Official Journal in November 2023) amending the Climate DA by establishing additional technical screening criteria for existing and new economic activities for the first two environmental objectives
- Environmental DA: Commission Delegated Regulation (EU) 2023/2486 of 27 June 2023 (published in the EU Official Journal in November 2023) establishing the

technical screening criteria for environmental objectives 3 to 6 and amending the Disclosure DA

- Omnibus DA: Delegated Regulation (EU) 2026/73 of 4 July 2025 (published in the Official Journal in January 2026) on the simplification of EU taxonomy reporting. The Regulation applies from 1 January 2026 for reporting on the 2025 financial year. However, companies may opt out of applying the amendments to this delegated act for financial years beginning between 1 January and 31 December 2025. EUROKAI is exercising this option and will not apply this delegated act for the 2025 financial year. Materiality thresholds and new reporting templates will therefore not be used for the 2025 financial year.

The disclosure requirement is based on the following three quantitative key performance indicators (KPIs) for the respective reporting year:

- proportion of environmentally sustainable revenue (turnover)
- proportion of environmentally sustainable operating expenditure (OpEx)
- proportion of environmentally sustainable capital expenditure (CapEx)

Non-financial undertakings are required to determine these proportions annually and publish them using the predefined reporting templates provided for this purpose. Only environmentally sustainable economic activities should be used to determine these performance indicators.

Under the EU Taxonomy Regulation, an economic activity qualifies as environmentally sustainable if it contributes substantially to one or more of the six objectives defined in the Regulation, does not significantly harm any of the remaining objectives and is carried out in compliance with specified minimum safeguards under the Regulation.

Article 9 of the EU Taxonomy Regulation establishes two climate and four environmental objectives:

a) Climate change mitigation (CCM)
b) Climate change adaptation (CCA)
c) The sustainable use and protection of water and marine resources (WTR)
d) The transition to a circular economy (CE)
e) Pollution prevention and control (PPC)
f) The protection and restoration of biodiversity and ecosystems (BIO)

For the 2025 financial year, economic activities are analysed in the context of all six climate and environmental goals.

The performance indicators are disclosed using the mandatory reporting templates. These were supplemented by relevant qualitative information on the status quo and development.

Methodology and approach

The EU Taxonomy reporting requirements are implemented by a project team consisting of experts in sustainability, compliance and technical processes in the operating companies, financial accounting and management accounting. This team continuously analyses and validates the status of EUROKAI's economic activities in terms of their taxonomy eligibility and alignment. On the basis of this classification, revenue (turnover), capital expenditure (CapEx) and operating expenditure (OpEx) are then mapped to the various economic activities and presented in the reporting templates (see section Key performance indicators).

The starting point for the analysis of EUROKAI's economic activities regarding their taxonomy eligibility was the analyses already carried out in financial years 2022. These analyses were updated for the 2025 reporting year to identify newly emerging taxonomy-eligible economic activities. In addition, the classification of economic activities carried out in the previous year was reviewed on the basis of the publications issued by the EU or the IDW (Institute of Public Auditors in Germany).

The resulting focus of the business activities of the companies consolidated in the EUROKAI Group continued to be on the economic activity 6.16. Infrastructure enabling low carbon water transport set out in Annex I to the Commission Delegated Regulation of 4 June 2021 for the climate objective "climate change mitigation". The operation of container terminals, including cargo and repair activities, satisfies the description contained in Annex I for the climate objective "climate change mitigation" and is therefore also to be classified as taxonomy-eligible. The activities of the Genoa-based STS Group, acquired in the 2025 financial year, can also be classified under this economic activity.

This economic activity is supplemented by a cargo handling depot in inland Italy. This is assigned to taxonomy-eligible economic activity 6.14 Rail transport infrastructure in the CCM. In the provision of intermodal services, goods transport by rail continued to fall under the taxonomy-eligible economic activity 6.2. Freight rail transport. In addition, activity 6.6 Freight transportation by road is also classified as a taxonomy-eligible activity. Eurokai has expanded its activities in this economic sector for the 2025 financial year by internalising road transport services previously outsourced to the companies Hannibal S.r.l. and driveMybox S.r.l. Furthermore, business activities of CONTSHIP Italia remain taxonomy-eligible within the meaning of activity CCM 8.1 Data processing, hosting and related activities.

This analysis conducted for this financial year confirms the assessment that none of the economic activities carried out within the Group are taxonomy-eligible under the environmental objective "climate change adaptation". EUROKAI did not carry out any adaptation or enabling economic activities (Article 11 (1) (a) and (b) of the EU Regulation) in the 2025 financial year. In accordance with Question 5 of the EU FAQ (2022/C 385/01) dated 6 October 2022, these are the basis for classification as taxonomy-eligible economic activities under climate objective CCA. Furthermore, EUROKAI does not carry out any activities that are relevant to environmental objectives 3-6. In the next step, the taxonomy-eligible economic activities identified within the Group were reviewed to determine whether they comply with all technical screening criteria as well as the specified minimum safeguards and thus qualify as taxonomy-aligned.

The technical screening criteria are subdivided into criteria that contribute substantially to one or more of the environmental objectives and criteria that do no significant harm in relation to the other environmental objectives. These criteria were applied to each shortlisted economic activity on the basis of the respective Commission Delegated Regulations and their degree of fulfilment was checked to assess their alignment status. In order to assess the degree of fulfilment of the criteria, the requirements of the shortlisted economic activities were analysed and corresponding supporting data was gathered. Subsequently, it was verified whether the economic activities carried out by the Group meet the specified minimum safeguards as described in Article 18 of the EU Taxonomy Regulation. These requirements are based on a number of frameworks, including the OECD Guidelines for Multinational Enterprises, the UN Guiding Principles on Business and Human Rights, including the fundamental conventions identified in the Declaration of the International Labour Organization (ILO) and the International Bill of Human Rights. Based on the recommendations contained in the final report of the Platform of Sustainable Finance, the specified minimum safeguards focus on the following four topics: human and labour rights, anti-bribery and anti-corruption, taxation, and fair competition. For an economic activity to be classified as taxonomy-aligned, reporting undertakings must provide proof of compliance attesting that it meets the respective requirements of these four topics. In the area of human rights, preparers must also prove that they have followed a dedicated due diligence process.

The taxonomy-alignment analysis for the 2025 financial year showed that none of the taxonomy-eligible economic activities met all the criteria to qualify as a taxonomy-aligned activity. Thus, EUROKAI's economic activities in financial year 2025 are to be classified either as taxonomy-eligible but non-aligned activities or as taxonomy-non-eligible activities.

In the final step, the economic activities identified and classified as described above were mapped to their respective proportion of the Taxonomy KPIs turnover, CapEx and OpEx. The consolidated financial statements for EUROKAI as at 31 December 2025 were prepared in accordance with IFRSs pursuant to Section 315e (1) of the German Commercial Code (HGB). The amounts used to calculate the turnover, CapEx and OpEx KPIs were accordingly based on the figures reported in the consolidated financial statements. The turnover and CapEx KPIs can both be reconciled directly. Based on the definition of relevant OpEx set out in the EU Taxonomy Regulation, this KPI cannot be derived directly from the reported figures in the consolidated financial statements. A potential double-counting when mapping to the KPIs can be ruled out, as the identified economic activities are mapped exclusively to the "climate change mitigation" environmental objective and the respective contributions to turnover, CapEx and OpEx are clearly mapped to only one economic activity. The KPIs related to turnover, CapEx and OpEx, as well as supplementary disclosures for each of the KPIs, are presented in the following section.

Key performance indicators

KPI related to turnover

The turnover KPI is calculated as the part of the net turnover derived from products and services associated with taxonomy-aligned economic activities (numerator) in a given financial year divided by the total net turnover (denominator) for the same period.

$$\text{Turnover KPI} = \frac{\text{Taxonomy-aligned net turnover}}{\text{Total net turnover}}$$

The total revenue for the 2025 financial year of EUR 279,173 thousand, as recognised in the consolidated statement of profit or loss and other comprehensive income, constitutes the denominator of the turnover KPI (see also Section 5 Revenue in the Notes to the consolidated financial statements). The revenue of the EUROKAI Group in the amount of EUR 279,173 thousand did not include any taxonomy-aligned net turnover that could be included in the numerator of the turnover KPI because, as described above, no taxonomy-aligned economic activities were identified in financial year 2025. A value of 0% for the

The reporting form provided at the end of this section offers a comprehensive overview of the breakdown of revenue across all economic activities identified within the Group. 100% of revenue is attributable to economic activities that are eligible for the taxonomy but do not comply with it (previous year: 68.04%). The largest share of taxonomy-eligible activities is accounted for by activity CCM 6.16 Infrastructure for low-carbon shipping, which accounts for 64.44% (previous year: 62.30%) of total revenue. Activity 6.6 Road freight transport accounts for 30.13% (previous year: 0.54%) of total turnover. The increase is attributable to the internalisation of transport services described above. Freight transport by rail (CCM 6.2) accounts for 1.33% of total turnover (previous year: 1.33%). Activity CCM 6.14 Rail infrastructure generated 3.53% (previous year: 3.53%) of total turnover. In addition, EUROKAI generated revenue of 0.58% (previous year: 0.34%) from economic activity CCM 8.1 Data processing, hosting and related activities. In total, revenue from non-taxonomy-eligible economic activities amounts to TEUR 0 (0%).

The increase in the relative share of taxonomy-eligible revenue compared with the previous year is attributable to the internalisation of transport services provided by Hannibal S. r. l. and driveMybox S. r. l.

Table according to footnote (c) of annex V EDA

	Proportion of turnover/Total turnover	
	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	0%	100%
CCA	0%	0%
WTR	0%	0%
CE	0%	0%
PPC	0%	0%
BIO	0%	0%

Template: Portion of turnover from products or services associated with Taxonomy-aligned economic activities - disclosure covering year 2025

Financial year 2025	Year			Criteria for a substantial contribution						DNSH criteria ('Does not significant harm') (h)									
Economic activities (1)	Code (a) (2)	Turnover (3)	Share of sales 2025 (4)	Climate protection (5)	Adaptation to climate change (6)	Water (7)	Circular economy (8)	Environmental pollution (9)	Biodiversity (10)	Climate protection (11)	Adaptation to climate change (12)	Water (13)	Circular economy (14)	Environmental pollution (15)	Biodiversity (16)	Minimum Safeguards (17)	Taxonomy-aligned or taxonomy-eligible portion of turnover, year 2024 (18)	Category enabling activity (19)	Transitional activity category (20)
		in TEUR	*in %*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*in %*	*E*	*T*
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Ecologically sustainable activities (Taxonomy-aligned)																			
Turnover of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**J**	**J**	**J**	**J**	**J**	**J**	**J**	**0,00%**		
A.2 Taxonomy-eligible but not environmentally sustainable activities (non-taxonomy-aligned activities)																			
				EL; N/EL	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*										
Freight transportation by rail	CCM 6.2	3.708	1,33%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								1,33%		
Transportation of goods by road	CCM 6.6	84.115	30,13%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0,54%		
Rail transport infrastructure	CCM 6.14	9.844	3,53%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								3,53%		
Infrastructure for low-CO2 shipping	CCM 6.16	179.892	64,44%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								62,30%		
Data processing, hosting and related activities	CCM 8.1	1.615	0,58%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0,34%		
Turnover of Taxonomy-eligible but not environmentally sustainable activities (non-Taxonomy-aligned activities) (A.2)		**297.173**	**100,00%**	***100%***	***0,00%***	***0,00%***	***0,00%***	***0,00%***	***0,00%***								68,04%		
A. Turnover of taxonomy-eligible activities (A1+A2)		**279.173**	**100,00%**	***100%***	***0,00%***	***0,00%***	***0,00%***	***0,00%***	***0,00%***								68,04%		
B. ACTIVITIES NOT ELIGIBLE FOR TAXONOMY																			
Turnover of activities non eligible for taxonomy		**0**	**0,00%**																
TOTAL		**279.173**	**100%**																

KPI related to capital expenditure (CapEx)

The CapEx KPI represents the proportion of the capital expenditure (CapEx) that is either associated with a taxonomy-aligned economic activity, or with a credible plan to expand a taxonomy-aligned economic activity or to allow a taxonomy-eligible activity to become taxonomy-aligned, or related to the purchase of products and services from a taxonomy-aligned economic activity.

$$\text{CapEx KPI} = \frac{\text{Taxonomy-aligned capital expenditure}}{\text{Total CapEx in acc. with EU Taxonomy Regulation}}$$

Total capital expenditure in accordance with the EU Taxonomy Regulation amounts to TEUR 30,790 and forms the denominator of the CapEx ratio. In the notes to the consolidated financial statements, these capital expenditure items are reported under additions in Section 13 Intangible Assets in the amount of TEUR 2,450 (plus TEUR 4,657 from acquisitions) and under Section 14 Property, Plant and Equipment (own assets) in the amount of €13,575 thousand (plus €970 thousand from acquisitions) and property, plant and equipment (rights of use from leases) in the amount of €9,138 thousand. In the case of intangible assets in Section 13 of the notes to the consolidated financial statements, additions to goodwill are not included in the CapEx denominator, as these do not meet the definition contained in the taxonomy.

The EUROKAI Group’s capital expenditure of TEUR 30,790 in accordance with the EU Taxonomy Regulation does not include any taxonomy-compliant investments that can be included in the numerator of the CapEx ratio, as, as described above, no taxonomy-compliant economic activities were identified in the 2025 financial year. The values determined for the numerator and denominator result in a value of 0% for the CapEx ratio.

The reporting form provided at the end of this section offers a comprehensive overview of the distribution of CapEx across all economic activities identified within the Group. 94.86% of CapEx relates to taxonomy-eligible but non-taxonomy-compliant economic activities (previous year: 79.80%). The largest share of taxonomy-eligible CapEx consists of investments relating to activity CCM 6.16 Infrastructure for low-carbon shipping, amounting to EUR 17,210 thousand (55.89% of total CapEx; previous year: 45.18%). The increase is attributable to the acquisition of the assets of the STS Group. The investment sum relating to the economic activity CCM 6.6 Road freight transport amounts to TEUR 6,583, or 21.38% of total CapEx (previous year: TEUR 878, or 4.39%). The increase is attributable to the internalisation of transport services described above and the associated investments. Taxonomy-eligible investments in the activity CCM 6.2 Freight transport by rail amount to EUR 3,509 thousand or 11.40% this year (previous year: EUR 4,210 thousand or 21.08%). The decline is linked to a lower volume of investment in technical equipment. With regard to activity CCM 6.14 Rail transport infrastructure, the total investment amounts to EUR 1,379 thousand or 4.48% (previous year: EUR 1,656 thousand or 8.29%). Capital expenditure relating to the CCM 8.1 Data Processing, Hosting and Related Activities segment amounted to €528 thousand, or 1.71% of total CapEx (previous year: €171 thousand, or 0.86%).

The increase in the relative share of taxonomy-eligible CapEx compared with the previous year is primarily attributable to the acquisition of the STS Group and investments in taxonomy-eligible activities.

Table according to footnote (c) of annex V EDA

	CapEx share/total CapEx	
	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	0%	95%
CCA	0%	0%
WTR	0%	0%
CE	0%	0%
PPC	0%	0%
BIO	0%	0%

Template: Portion of CapEx from goods or services associated with taxonomy-aligned economic activities - Disclosure for the year 2025

Financial year 2025	Year			Criteria for a significant contribution						DNSH criteria ('No significant impairment') (h)						
Economic activities (1)	Code (a) (2)	CapEx (3)	CapEx share 2025 (4)	Climate protection (5)	Adaptation to climate change (6)	Water (7)	Circular economy (8)	Environmental pollution (9)	Biodiversity (10)	Climate protection (11)	Adaptation to climate change (12)	Water (13)	Circular economy (14)	Environmental pollution (15)	Biodiversity (16)	Minimum safeguads (17)
		in TEUR	*in %*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*
A. TAXONOMY-ELIGIBLE ACTIVITIES																
A.1 Ecologically sustainable activities (taxonomy-aligned)																
CapEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**J**	**J**	**J**	**J**	**J**	**J**	**J**
A.2 Taxonomy-eligible but not environmentally sustainable activities (not-Taxonomy-aligned)																
				EL; N/EL	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*							
Freight transportation by rail	CCM 6.2	3.509	11,40%	EL	N/EL	N/EL	N/EL	N/EL	N/EL							
Transportation of goods by road	CCM 6.6	6.583	21,38%	EL	N/EL	N/EL	N/EL	N/EL	N/EL							
Rail transport infrastructure	CCM 6.14	1.379	4,48%	EL	N/EL	N/EL	N/EL	N/EL	N/EL							
Infrastructure for low-CO2 shipping	CCM 6.16	17.210	55,89%	EL	N/EL	N/EL	N/EL	N/EL	N/EL							
Data processing, hosting and related activities	CCM 8.1	528	1,71%	EL	N/EL	N/EL	N/EL	N/EL	N/EL							
CapEx of taxonomy-eligible but not environmentally sustainable activities (non-Taxonomy-aligned-activities) (A.2)		**29.208**	**94,86%**	*100%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*							
A. CapEx of taxonomy-eligable activities (A1+A2)		**29.208**	**94,86%**	*100%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*							
B. ACTIVITIES NOT ELIGIBLE FOR TAXONOMY																
CapEx of activities not eligible for taxonomy		**1.582**	**5,14%**													
TOTAL		**30.790**	**100%**													

KPI related to operating expenditure (OpEx)

The OpEx KPI corresponds to the proportion of the operating expenditure as defined by the EU Taxonomy that is related to taxonomy-aligned economic activities, to a CapEx plan or to the purchase of products from taxonomy-aligned economic activities.

$$\text{OpEx KPI} = \frac{\text{Taxonomy-aligned operating expenditure}}{\text{Direct, non-capitalised costs (R\&D, building renovation measures, lease, maintenance and repair)}}$$

To determine the denominator, accounts reflecting the direct, non-capitalised costs for research and development expenditure, building refurbishment measures, short-term leasing, and maintenance and repair expenditure were considered. OpEx comprises individual items of the expense categories in sections 8 ‘Cost of materials’ and 10 ‘Other operating expenses’ in the notes to the consolidated financial statements, which meet the specific definition of OpEx under the EU Taxonomy Regulation. The resulting OpEx denominator amounts to TEUR 42,730.

The EUROKAI Group’s operating expenses of TEUR 42,730 in accordance with the EU Taxonomy Regulation do not include any taxonomy-compliant operating expenses that can be included in the numerator of the OpEx ratio, as no taxonomy-compliant economic activities were identified in the 2025 financial year, as described above. The values determined for the numerator and denominator result in a value of 0% for the OpEx ratio.

The reporting form provided at the end of this section offers a comprehensive overview of the breakdown of operating expenses across all economic activities identified within the Group. 95.26% of operating expenses relate to economic activities that are eligible for the taxonomy but do not comply with it (previous year: 74.87%). The largest share of taxonomy-eligible OpEx consists of operating expenses associated with the activity CCM 6.16 Infrastructure for low-carbon shipping, amounting to EUR 17,592 thousand (41.17% of total OpEx). The increase in taxonomy-
taxonomy-eligible OpEx compared to the previous year is primarily attributable to the acquisition of the STS Group. Total operating expenses relating to the economic activity CCM 6.6 Road freight transport amount to TEUR 8,217, or 19.23% of total OpEx. The increase is attributable to the internalisation of transport services described above and the associated operating expenses. The activity CCM 6.2 Freight transport by rail comprises TEUR 6,438 and consequently proportionate operating expenses amounting to 15.07% (previous year: TEUR 8,109 or 23.86%). With regard to activity CCM 6.14 Rail Transport Infrastructure, total operating expenses amounted to €5,810 thousand, or 13.60% (previous year: €4,758 thousand, or 14.00%). Operating expenses relating to the CCM 8.1 Data Processing, Hosting and Related Activities business area amount to TEUR 2,646, or 6.19% of total operating expenses (previous year: TEUR 1,919, or 5.65%). Operating costs attributable to economic activities not eligible for taxonomy amounted to TEUR 2,027 (4.74%) in the 2025 financial year.

The increase in the relative share of taxonomy-eligible operating expenses compared with the previous year is attributable to the internalisation of transport services provided by Hannibal S. r. l. and driveMybox S. r. l.

Table according to footnote (c) of annex V EDA

	Portion of OpEx/total OpEx	
	Taxonomy-aligned per objective	Taxonomy-eligible per objective
CCM	0%	95%
CCA	0%	0%
WTR	0%	0%
CE	0%	0%
PPC	0%	0%
BIO	0%	0%

Template: Proportion of OpEx from products or services associated with Taxonomy-aligned economic activitiesOpEx share from goods or services associated with Taxonomy-eligible economic activities - Disclosure for the year 2025

Financial year 2025	Year			Criteria for a significant contribution						DNSH criteria ('No significant impairment') (h)									
Economic activities (1)	Code (a) (2)	OpEx (3)	OpEx share 2025 (4)	Climate protection (5)	Adaptation to climate change (6)	Water (7)	Circular economy (8)	Environmental pollution (9)	Biodiversity (10)	Climate protection (11)	Adaptation to climate change (12)	Water (13)	Circular economy (14)	Environmental pollution (15)	Biodiversity (16)	Minimum protection (17)	Proportion of Taxonomy-aligned (A.1.) or taxonomy-eligible (A.2.) OpEx, year 2024 (18)	Category enabling activity (19)	Transitional activity category (20)
		in TEUR	*in %*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*J; N; N/EL*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*Y/N*	*in %*	*E*	*T*
A. TAXONOMY-ELIGIBLE ACTIVITIES																			
A.1 Ecologically sustainable activities (Taxonomy-aligned)																			
OpEx of environmentally sustainable activities (Taxonomy-aligned) (A.1)		**0**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**0,00%**	**J**	**J**	**J**	**J**	**J**	**J**	**J**	**0,00%**		
A.2 Taxonomy-eligible but not environmentally sustainable activities (non-Taxonomy-aligned activities)																			
				EL; N/EL	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*	*EL; N/EL*										
Freight transportation by rail	CCM 6.2	6.438	15,07%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								23,86%		
Transportation of goods by road	CCM 6.6	8.217	19,23%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								0,26%		
Rail transport infrastructure	CCM 6.14	5.810	13,60%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								14,00%		
Infrastructure for low-CO2 shipping	CCM 6.16	17.592	41,17%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								31,10%		
Data processing, hosting and related activities	CCM 8.1	2.646	6,19%	EL	N/EL	N/EL	N/EL	N/EL	N/EL								5,65%		
OpEx of Taxonomy-eligible but not environmentally sustainable activities (non-Taxonomy-aligned activities) (A.2)		**40.702**	**95,26%**	*100%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*								74,87%		
A. OpEx of taxonomy-eligible activities (A1+A2)		**40.702**	**95,26%**	*100%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*	*0,00%*								74,87%		
B. ACTIVITIES NON ELIGIBLE FOR TAXONOMY																			
OpEx of activitiesTaxonomy-non-eligible activities		**2.027**	**4,74%**																
TOTAL		**42.730**	**100%**																

Commission Delegated Regulation (EU) 2022/1214 of 9 March 2022 as regards economic activities in certain energy sectors

Adoption of Commission Delegated Regulation (EU) 2022/1214 of 9 March 2022 requires companies to provide additional information concerning their activities in the fields of nuclear energy and fossil gas. For this purpose, the Delegated Regulation provides a series of sequential reporting templates. The fully consolidated companies in the EUROKAI Group do not carry out any activities in this area, so that the reporting templates building on the answers to the first template "Template 1 Nuclear and fossil gas related activities" were not deemed to be material.

Template 1 Nuclear and fossil gas related activities

Row	Nuclear energy related activities	
1.	The undertaking carries out, funds or has exposures to research, development, demonstration and deployment of innovative electricity generation facilities that produce energy from nuclear processes with minimum waste from the fuel cycle.	NO
2.	The undertaking carries out, funds or has exposures to construction and safe operation of new nuclear installations to produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production, as well as their safety upgrades, using best available technologies.	NO
3.	The undertaking carries out, funds or has exposures to safe operation of existing nuclear installations that produce electricity or process heat, including for the purposes of district heating or industrial processes such as hydrogen production from nuclear energy, as well as their safety upgrades.	NO
	Fossil gas related activities	
4.	The undertaking carries out, funds or has exposures to construction or operation of electricity generation facilities that produce electricity using fossil gaseous fuels.	NO
5.	The undertaking carries out, funds or has exposures to construction, refurbishment, and operation of combined heat/cool and power generation facilities using fossil gaseous fuels.	NO
6.	The undertaking carries out, funds or has exposures to construction, refurbishment and operation of heat generation facilities that produce heat/cool using fossil gaseous fuels.	NO

Outlook

On 26 February 2025, the European Commission published the first package of proposals to reduce the administrative burden on businesses. Following lengthy discussions and various proposals throughout the year, the process involving the relevant EU institutions concluded on 16 December 2025. The Substantive Proposal resulting from the trilogue negotiations was adopted by the European Parliament. Accordingly, in future, only companies with more than 1,000 employees and generating more than €450 million in revenue will be required to report under the CSRD ((EU) 2022/2464, Corporate Sustainability Reporting Directive).

During 2025, there was also a draft bill to implement the CSRD. However, this was not enacted.

It is currently assumed that the CSRD Implementation Act will be passed in Germany in 2026. It remains to be seen what legal requirements will then be imposed on EUROKAI. EUROKAI is prepared for the CSRD and thus also for the changes that the legislator has in store.

Hamburg, Germany, 23 March 2026

Personally Liable General Partner

Kurt F.W.A. Eckelmann GmbH, Hamburg

Thomas H. Eckelmann

Tom H. Eckelmann

Independent practitioner’s report on a limited assurance engagement on non-financial group reporting

To EUROKAI GmbH & Co. KGaA, Hamburg

Audit opinion

We have performed assurance procedures on the separate non-financial group reporting of EUROKAI GmbH & Co. KGaA, Hamburg, to comply with §§ 315b, 315c in conjunction with 289c to 289e HGB including the disclosures given in this non-financial group reporting to meet the requirements of Article 8 of Regulation (EU) 2020/852 (hereafter "non-financial group reporting"). The financial year from January 1, 2025, to December 31, 2025 were subject to an assurance engagement to obtain limited assurance.

Based on the assurance procedures performed and assurance evidence obtained, nothing has come to our attention that causes us to believe that the disclosures in the company’s non-financial Group report for the period from 1 January 2025 to 31 December 2025 have not been prepared, in all material respects, in accordance with §§ 315b, 315c in conjunction with 289c to 289e HGB and the requirements of Article 8 of Regulation (EU) 2020/852 as well as with the specification criteria presented by the legal representatives of the company.

Basis for the audit opinion

We conducted our audit in accordance with the International Standard on Assurance Engagements (ISAE) 3000 (Revised): Assurance Engagements Other Than Audits or Reviews of Historical Financial Information, issued by the International Auditing and Assurance Standards Board (IAASB).

In the case of an audit to obtain limited assurance, the audit procedures performed differ in type and timing compared to an audit to obtain reasonable assurance and are less extensive. Consequently, the level of assurance obtained is significantly lower than the assurance that would have been obtained if the audit had been performed with reasonable assurance.

Our responsibilities under ISAE 3000 (Revised) are further described in the "Auditor's responsibilities for the audit of the non-financial report" section.

We are independent of the entity in accordance with the requirements of European law and German commercial and professional law, and we have fulfilled our other German professional responsibilities in line with these requirements. Our auditing practice has applied the quality assurance system requirements of the IDW Quality Management Standard issued by the Institut der Wirtschaftsprüfer (IDW): Requirements for Quality Management in the Auditing Practice (IDW QMS 1 (09.2022)). We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Responsibility of the legal representatives and the Supervisory Board for non-financial Group reporting

The legal representatives of the company are responsible for the preparation of the non-financial Group reporting in accordance with the relevant German legal and European requirements and the specific criteria outlined by the legal representatives of the company and for the configuration, implementation and maintenance of the internal controls that they have deemed necessary to enable the preparation of non-financial Group reporting in accordance with these requirements that is free from material misstatement due to fraud (i.e. manipulation of the non-financial Group reporting) or error.

This responsibility of the legal representatives of the company includes the selection and application of appropriate methods to prepare the non-financial Group reporting as well as the use of assumptions and estimates and the determination of forward-looking information for individual non-financial disclosures.

The Supervisory Board is responsible for surveillance the Group's non-financial reporting process.

Inherent limitations in the preparation of non-financial group reporting

The relevant German statutory and European regulations contain formulations and terms that are subject to considerable interpretation uncertainty and for which no authoritative comprehensive interpretations have yet been published. Accordingly, the legal representatives have stated their interpretations of such formulations and terms in the "EU taxonomy" section of the non-financial Group reporting. The executive directors are responsible for the reasonableness of these interpretations. As such formulations and terms can be interpreted differently by regulators or courts, the legality of measurements or assessments of non-financial information based on these interpretations is uncertain.

These inherent limitations also apply to the audit of the non-financial Group report.

Auditor's responsibilities for the audit of the consolidated non-financial report

Our objectives are to express a limited assurance conclusion based on our audit as to whether any matters have come to our attention that cause us to believe that the non-financial group reporting has not been prepared, in all material respects, in accordance with the relevant German legal and European requirements and the substantiating criteria presented by the Company's management, and to issue an auditor's report that includes our opinion on the non-financial group reporting.

As part of a limited assurance engagement in accordance with ISAE 3000 (Revised), we exercise professional judgment and maintain professional scepticism.

In addition

- We obtain an understanding of the process used to prepare the non-financial Group report.
- We identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, plan and perform audit procedures responsive to those disclosures, and obtain limited assurance evidence to support our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than the risk of not detecting a material misstatement resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations or the omission of information, misleading representations or the overriding of internal controls.
- We assess the forward-looking information, including the appropriateness of the underlying assumptions. There is a significant unavoidable risk that future events will differ materially from the forward-looking information.

Summary of the activities performed by the auditor

A limited assurance engagement involves performing procedures to obtain evidence about the non-financial information. The nature, timing and extent of the procedures selected depend on our judgment.

In performing our limited assurance engagement, we performed, amongst others, the following audit procedures and further activities:

- Obtaining an understanding of the structure of the sustainability organisation of the Group, the procedures for risk assessment and materiality analysis and approaches applied to topics identified as material,
- Interviewing employees involved in the preparation of the consolidated non-financial report. The aim of the survey was to obtain information about the preparation process, the internal control system relating to this process and the disclosures in the non-financial Group reporting.
- Identification of likely risks of material misstatement in the Group's non-financial reporting.
- Inspection of relevant documentation and records for the collection of data and their random plausibility checks.
- Analytical assessment of selected disclosures in the non-financial Group report.
- Analysis and evaluation of the process for identifying taxonomy-eligible and taxonomy-aligned economic activities.

- Analysis and evaluation of the process for determining the key performance indicators one revenue (turnover), capital expenditure (CapEx) and operating expenditure (OpEx).
- Reconciliation of selected disclosures and key performance indicators on taxonomy-eligible and taxonomy-aligned economic activities with the corresponding data in the consolidated financial statements and Group management report.
- Evaluation of the presentation of the disclosures in the non-financial Group reporting.

Restrictions on the use of the audit opinion

We draw attention to the fact that the audit was conducted for the purposes of the company and that the audit opinion is only intended to inform the company about the results of the audit. Consequently, it may not be suitable for any purpose other than the aforementioned. Consequently, the audit opinion is not intended to be used by third parties to make (asset) decisions based on it. Our responsibility is solely to the company. We do not accept any responsibility towards third parties. Our audit opinion is not modified in this respect.

Order conditions and liability

Our General Terms and Conditions of Engagement apply to this engagement, including in relation to third parties for auditors and audit firms dated 1 January 2024. We also refer to the liability provisions contained in Section 9 and to the exclusion of liability towards third parties. We do not assume any responsibility, liability or other obligations to third parties unless we have concluded a written agreement to the contrary with the respective third party or liability cannot effectively be precluded.

We expressly point out that we do not update the audit opinion to reflect events or circumstances arising after it was issued, unless required to do so by law. Whoever takes note of the results of our work summarized in the above audit opinion is responsible for deciding whether and in what form he considers these results to be useful and suitable for his purposes and whether he expands, verifies or updates them through his own investigative activities.

Bremen, March 24, 2026