

STATEMENT OF FACT

Company name: **Hapag-Lloyd AG**

Subject: **Verification of the Fleet Decarbonisation Transition Plan 2030 to 2045**

Version No.: **1, dated 2026-09-21**

Assessment date: **2026-09-25**

THIS IS TO STATE THAT

DNV Maritime Advisory has independently assessed and verified the Fleet Decarbonisation Transition Plan 2030 to 2045 of Hapag-Lloyd AG dated 2026-09-21.

Based on our professional in-depth review and assessment, we conclude:

(1) Ambition level

In combination with fleet development and decarbonisation targets for the years 2022 to 2030 defined by Hapag-Lloyd AG in 2024, verified by DNV and presented at the capital markets day on 2024-04-16, the targets defined in the existing Fleet Decarbonisation Transition Plan 2030 to 2045 correspond to a global warming of 1.50°C.

The ambition level is in line with the targets defined in the IMO GHG Strategy 2023 and significantly exceeds the requirements of the current and currently discussed regulations of IMO (EEDI, EEXI, CII, Net Zero Framework etc.) and regional regulators as the EU (FuelEU Maritime).

(2) Substantiation

The measures defined in the Fleet Decarbonisation Transition Plan 2030 to 2045, namely fleet renewal, increase of network efficiency combined with speed reduction, energy efficiency upgrades of existing vessels and the roll-out of alternative fuels, are suitable, credible and sufficient to meet the decarbonisation targets for the years 2030 to 2045.

It needs to be noted that the measures will require significant CAPEX (for GHG reduction technologies applied in vessel newbuilds and upgrades of existing vessels) and OPEX (mainly increased fuel costs). The targeted energy emission intensity undercuts the requirements of FuelEU Maritime and the draft IMO NZF base targets. Hence, it needs to be assumed that the measures will be implemented to the planned degree only, if required by specific regulatory requirements and/or market demand for green transportation.

Issued in Hamburg, 25 September 2026



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