Wallenius Wilhelmsen

Sustainability-Linked Financing Framework

Version 1.0

January 2022

Contents

Why sustainability in WalWil

Throughout history, there has been trade. As long as there has been trade, people have been able to learn, specialize and develop tools and skillsets that accelerate growth. In Scandinavia, we pioneered seaborne trade, importing spices, fabrics, culture and ideas. Over the years we became a part of the world, and the world became a part of us.

For generations, global trade has expanded wealth by lowering the price of goods, creating jobs, and amplifying growth. If trade stops, the world stops.

At WalWil we go to work to keep the world in motion. Shipping has in general a much lower carbon intensity than transportation by air and land, and the aim is to move more transport to the sea. Furthermore, sea transportation is often the only way to carry certain cargo. However, with knowledge about the limits of the planet's boundaries and the urgency of the climate crisis, we must challenge old rules with fresh and new ideas.

Our ambition is to drive change to sustainable trade, and we believe that we need to do this through collaboration with and between our employees, customers and partners. Together we can succeed in finding solutions that create better business opportunities in a more sustainable world.

We are committed, curious and humble towards the challenges ahead. Sustainability ensures the long-term viability of our business. It's a part of our responsibility as a global business, but also an opportunity to create a competitive edge.

We use our expertise and knowledge to collaborate with customers and partners to drive the required change in future trade and logistics solutions. We do this for the benefit of our customers, people and the planet, because we know that this will give everyone a safer and more prosperous tomorrow.

The urgency of the climate crisis drives us to challenge old rules with new ideas

Who we are

The Wallenius Wilhelmsen group (OSE: WAWI) is a market leader in RoRo shipping and vehicle logistics, managing the distribution of cars, trucks, rolling equipment and breakbulk to customers all over the world. The company operates over 129 vessels servicing 16 trade routes to six continents, a global inland distribution network, 66 processing centres, and 8 marine terminals.

Headquartered in Oslo, Norway, the Wallenius Wilhelmsen group has 8,200 employees in 29 countries worldwide. The main brands are Wallenius Wilhelmsen Ocean, Wallenius Wilhelmsen Solutions, EUKOR, ARC, Armacup and Keen.

The company purpose is to build sustainable supply chains, imagining new, more sustainable solutions for the changing world of mobility and transport on land and sea. The goal is a zero-emission full-lifecycle supply chain for vehicles.

What we have done so far

Our history shows our dedication to sustainability and how we have embedded this in our daily business. Here are some examples of work we have done in the 21st century;

- **Reduced emissions:** CO_2 intensity reduced by 33.6% from 2008 to 2019 in our shipping operations.
- **Responsible vessel recycling since 1999:** Responsible vessel recycling is important to ensure human rights and safe working conditions in addition to environmental considerations. To strengthen this work worldwide we were a founding member the Ship Recycling Transparency Initiative and recycling is done through serious providers of Green Recycling and in a transparent manner.
- **Anti-corruption:** We are a founding member of the Maritime Anti-Corruption Network (MACN).
- **Fuel sulphur policies:** WalWil operated several voluntary fuel sulphur policies between 2003 and 2014 that resulted in the avoidance of 150,000 tonnes[1] of SOx emissions relative to regulatory minimums.
- **Founded the Trident Alliance:** WalWil founded and led the Trident Alliance, a group of 50 shipping companies that campaigned for effective enforcement of sulphur. We were therefore prepared for IMO's 0.5% global sulphur cap of 1 January 2020.
- **Clean fleet:** Logistic's Clean Fleet and facility policy facilitates reducing our emissions with every new purchase, including EV forklifts, LED lighting, and electricity to be sourced from renewable sources.
- **Sustainability report:** We report on our management and performance in our sustainability report, in line with the SASB and GRI standards. The report also describes how we have started implementing the recommendations of the Taskforce on Climate-Related Financial Disclosures (TCFD). The sustainability reporting is an integral part of our annual report and is publicly available on our homepage

1 Please note this number has not been subject to assurance.

Where we are heading

Our ambition is to build more sustainable supply chains, imagining new and more efficient solutions for the changing world of mobility on land and sea.

Our holistic strategy is defined from the Sustainable Development Goals ("SDGs") issued by the United Nations and is based on the four pillars: the Principles of governance, People, Planet and Prosperity

	Principles of Governance	**People**	**Planet**	**Prosperity**
	Transparent, with strong ethical business conduct	Safe and inclusive workplace where people's rights are respected	Decarbonize and reduce our environmental impact	Solving the biggest challenges while creating new opportunities
				
Material Topics	Ethical business conduct Emergency preparedness Security Privacy and data security	Health, safety & wellbeing Human rights Diversity, equity & inclusion Training & Development	GHG emissions and climate risk Biodiversity Waste management Air quality	Innovation Tax practices Quality of service Sustainable consumption Sustainable supply-chain
SDGs	17 PARTNERSHIPS FOR THE GOALS	3 GOOD HEALTH AND WELL-BEING 8 DECENT WORK AND ECONOMIC GROWTH 10 REDUCED INEQUALITIES	13 CLIMATE ACTION 14 LIFE BELOW WATER	8 DECENT WORK AND ECONOMIC GROWTH 9 INDUSTRY, INNOVATION AND INFRASTRUCTURE 10 REDUCED INEQUALITIES

Principles of Governance

The Board set the direction for management through our sustainable strategy. The work is supported by a corporate sustainability team which is led by our Chief Sustainability Officer.

The Board approves the Code of Conduct, targets and strategy which also includes sustainability as an integral part of our business model. The work is reported in our annual report. Sustainability topics are regularly on the Board's agenda, for instance in the quarterly review of risk management, regulatory updates and progress on our work.

People & Prosperity

We engage with our stakeholders in a continuous dialogue throughout the year. Stakeholders include employees, customers, regulators, investors, suppliers, industry associations, standard setters, academia and technological start-ups. The key elements of our approach to stakeholders are as follows:

Take the initiative

Seek partnerships

Be transparent

Positive advocacy

Attract innovators

We liaise with our employees, customers and suppliers during our normal business operations, and participate in forums, seminars and roundtables with industry associations and standards setters. Our aim is to gain insight into what stakeholders expect of us, how we impact them and what this means for WalWil.

Illustrative examples of how we cooperate with our stakeholders include:

- **R&D coalition:** We seek to develop a lignin-based maritime bio-fuel product to achieve a step reduction in lifecycle climate emissions compared to conventional fossil fuels. Lignin is the most abundant naturally occurring fibre and is a waste product of paper production. We do this work through an R&D coalition which includes The University of Copenhagen, Maersk, BMW, H&M, Disney and Levi Strauss.
- **Sponsorship:** Since 2012, WalWil has been a global sponsor of the OceanExchange whose mission is to advance the adoption of sustainable solutions. Ocean Exchange hosts the annual WalWil USD100k Orcelle Award that is presented to the innovation that offers the greatest potential to close the gap to WalWil's zero emission vision.
- **Orcelle Wind:** The Orcelle Wind project is a new vessel concept study with the ambition to build the world's first and biggest wind powered car carrier vessel. The vessel is to have the capacity to carry up to 7,000 cars with wind as the main propulsion source in order to dramatically reduce fuel consumption and emissions compared to today's vessels.
- **Reduce fuel costs and greenhouse gas emissions:** We cooperate with Jotun on the HullSkater for proactive hull cleaning, digitalization efforts with RaaLabs and research organizations such as SFI Smart Maritime and other ship owners.

We also work with different programs and initiatives for our people. You can read more about this in our annual report.

Wallenius Wilhelmsen deploys the use of Hololens AI to deliver remote technical support, training, inspection & audit capabilities. This has been a key innovation supporting business continuity through the pandemic.

Planet

International shipping carries about 90% of world trade, and the volumes of goods are predicted to increase significantly toward 2050[2]. Although shipping in general has a much lower carbon intensity per tonne-km transported than air and land-based alternatives[3], its environmental impacts remain significant.

Shipping's share of global emissions has grown (from 2.67% in 2012 to 2.89% in 2018)[4] as the volume of shipping activity has increased and as other sectors transition to renewable energy sources.

Shipping and logistics have an obligation to contribute to the temperature objectives of Paris Agreement and the UN Sustainability Development Goal 13 on climate action.

To meet the Paris Agreement, the industry needs to transform to considerably reduce emissions and decouple activity from fossil fuels. The challenge is becoming more acute as society is projected to miss the mark on the 1.5 degrees Celsius ambition of the Paris Agreement, likely heading towards a global warming of 2.3 degrees Celsius by the end of this century compared to pre-industrial times[5].

Shipping is one of the sectors for which this challenge is particularly great, as the viable solutions for how it can decarbonize are unclear.

We have set the following 3 critical milestones to enable us to reach our carbon ambition:

1. by 2023 all new equipment at terminals and yards to be zero-emissions
2. by 2025 all owned vessels equipped for zero-emissions at berth
3. 100% of our energy from sustainable sources by 2050

We work diligently on minimizing our emissions on a day-to-day basis through operational and technical measures, and explore innovative vessel concepts, such as the Orcelle wind to reach our ambitions.

Please refer to our annual report for further information regarding our management and performance of our broader sustainability impacts.

2 https://www.oecd.org/ocean/topics/ocean-shipping/
3 Second IMO GHG Study 2009
4 https://www.imo.org/en/OurWork/Environment/Pages/Fourth-IMO-Greenhouse-Gas-Study-2020.aspx
5 Core insights | DNV

Our response – an ambitious carbon intensity target

Our ambition is to get to net zero-emissions.

Our reduction efforts have resulted in a reduction in our CO_2e intensity by 33.6% from 2008 to 2019. This reduction is based on historically reported CO_2 emission data.

To strengthen our efforts and to further align with the Paris Agreement, WalWil committed to a carbon intensity target which was approved by our board in March 2020: Our target is to reduce our CO_2e intensity[6] by 27.5% from 2019 to 2030. For the target, 2019 was selected as base year as it is the latest year with normal business operations since 2020 witnessed large disruptions due to Covid-19.

On an intensity basis, our target refers to the Science Based Target initiative's (SBTi) generic guidance for the well below 2.0 degrees Celsius scenario. The plan has been to submit our target to the SBTi for validation by H1 2022. Since establishing our corporate intensity target, the SBTi has released a draft guidance and methodology specifically for the maritime transport sector and updated its requirement to the 1.5 degrees Celsius scenario following the alarming 6th IPCC report in 2021.

There is currently unclarity relating to the SBTi's shipping requirements. Together with key peers we are engaging with SBTi on the specifics of the draft shipping specific guidance and calculation tool. When SBTi publishes the final version of the shipping guidance and methodology, we will examine the implications on our target.

> *Our ability to achieve the target is contingent upon factors not only within, but also outside of WalWil's control.*

We have willingly committed to a target which to a considerable extent depends on external developments, rather than only focusing on factors we can control. We firmly believe that our contribution to achieving the Paris Agreement can only be made through collaboration to develop the needed technology and infrastructure. In addition, it requires authorities to put in place universally implemented and enforced regulations to limit global warming to 1.5 degrees Celsius.

We reduced fleet CO_2e intensity from 2008 to 2019 by:

33.6%

Target to reduce CO_2e intensity from 2019 to 2030:

27.5%

From 2008 to 2030 we estimate that our total reduction in CO_2e intensity will be more than:

50%

6 CO_2e intensity = grams CO_2e/tonne km. Reduction compared to baseline in 2019. CO_2-e refers to CO_2-equivalents which is a metric measure used to compare the emissions from various greenhouse gases based on their global-warming potential (GWP), by converting amounts of other gases to the equivalent amount of carbon dioxide with the same global warming potential.

Our carbon emission reduction strategy

We work diligently on minimizing our emissions on a day-to-day basis through operational measures, in collaboration with our customers and suppliers and through investments in known and emerging technologies. We describe our strategy to reduce CO_2 intensity in further detail under the section Strategy to achieve the SPT.

For our sailing fleet and existing operations, operational and technical initiatives help us to reduce energy consumption and emissions.

We combine initiatives such as:

- Digitalizing our fleet to gather data on best-in-class ship operations
- Developing machine learning models
- Improving voyage planning, using advanced weather routing systems
- State-of-the-art biofouling and sharing of best practice

On a more occasional basis, we undertake upgrades and retrofits to enhance energy efficiency and to deploy emission abatement systems.

We also need to invest in vessels with new propulsion technology and fuel types before the end of the decade. Zero-emission technology on propulsion and fuel need to be developed and made globally available. Also, national, regional and global authorities need to provide a uniform regulatory framework supported by market mechanisms and incentives to ensure a level playing field.

We are investing both time and resources to explore viable options for pathways to use low- or zero-carbon fuels for future vessels, as well as operational and vessel technology solutions for existing vessels. Further description of these initiatives is provided in the latter part of the Framework.

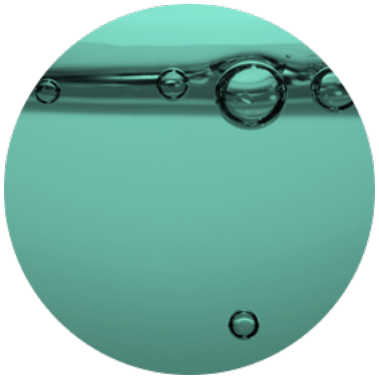
Day-to-day:

Digitalization of fleet

Advanced weather routing

Bio-fouling management techniques

Long-term:



Future fuels

Future vessels

Future tech solutions

Sustainability-Linked Financing Framework

By establishing the Sustainability-Linked Financing Framework ("Framework"), we wish to invite financial partners who share our commitment to align their investments with our carbon emission reduction strategy and positively influence the further development of sustainable financial markets.

> *We regard this as a Framework version 1.0 and a step towards our target.*

We envision to establish future versions of sustainability linked financing frameworks as we, the shipping and capital markets mature on how to best align our strategies, targets, and initiatives to the Paris Agreement.

This Framework has been developed in accordance with the Sustainability-Linked Bond Principles (SLBP), established by the International Capital Markets Association in June 2020 and the Sustainability Linked Loan Principles (SLLP) updated by the Loan Market Association, the Asia Pacific Loan Market Association and the Loan Syndications and Trading Association in May 2021. WalWil may under this Framework issue different securities, including but not limited to bonds, loans and schuldscheins.

CICERO Shades of Green has provided a Second Party Opinion on this Framework, which is publicly available at WalWil's website.

KPI

Fleet average carbon intensity

Carbon intensity

Measured by CII as calculated based on data reported to IMO-DCS

Fleet

119 Controlled vessels per Q3-21

1. Key Performance Indicator (KPI)

We have chosen **CO_2 emissions** from Shipping as the basis for our KPI to measure our carbon footprint. The KPI is aligned with our company target and focuses on our Shipping segment as this accounts for approximately 99 per cent of the group's Scope 1 and Scope 2 CO_2 emissions (2020)[7]. Moreover, we have chosen a **CO_2 intensity**, rather than absolute emissions. With an intensity target we will be able to monitor and manage our performance over time, where a target for reductions of absolute CO_2 emissions would lead to problems of comparability over the years. As for the 2030 target in the initial IMO 2030 strategy, our target is specific to CO_2 intensity and excludes other greenhouse gases.

To align with the new IMO emission requirements entering into force 2023 and IMO's mandatory fuel oil data collection system ("IMO DCS"; see Factbox on page 13), **the chosen KPI for the Framework is the fleet weighted average carbon intensity, measured by the Carbon Intensity (CII). The weighted average is based on gross tonnage and distance travelled, in other words transport work.**

7 In 2020, total Scope 1 CO_2e emissions from shipping were 3,764,260 tonnes, whilst logistics has 8,322 Scope 1 emissions and 6,166 tonnes Scope 2 emissions.

We have decided to **include all owned vessels and long-term charter vessels under WalWil's control (the "Controlled fleet")**. Vessels on short-term charter with typical contract duration less than 12 months are not included since these vessels are not material to our total emissions. Short-term charter has historically amounted to less than 10% of the vessels in operation and the average contract duration for WalWil's short-term charter vessels is about three (3) months (2017-2020). We have limited ability to influence how the short-term charter vessels are operated, or ability to influence, monitor and control their annual emission levels. The exact number of vessels is dynamic as the fleet will develop over time. For Q3-21 our total fleet included 129 vessels, whereof 119 owned and on long-term charter.

The way the Framework KPI is defined differs slightly from how the corporate carbon intensity target is measured, however both contribute to reduce carbon intensity by 2030. The key reasons for the differences are related to data collection and availability of information as of today: the KPI better matches IMO-DCS reporting for which we already report externally verified vessel fuel consumption data and there are currently no existing global standards to calculate well-to-wake emissions for existing and future fuels.

WalWil's Carbon Intensity Target		Framework KPI
CO_2-eqvialents	vs	**Purely CO_2**
Tonne* km	vs	**GT* nm**
Well-to-Wake	vs	**Tank-to-Wake**
All vessels	vs	**Owned + LTTC vessel**

* See appendix for list of Abbreviations and Definitions

International Maritime Organization (IMO) and CII

In 2021, the International Maritime Organization (IMO) adopted new short-term GHG regulations which will enter into force in 2023. This includes the Carbon Intensity Indicator (CII) rating assessment scheme addressing the operational efficiency of ships. The CII measures how efficiently a ship transports cargo and is given in grams of CO_2 emitted per cargo-carrying capacity and nautical mile. CII is set to be the standard for measuring carbon intensity within the shipping industry. It is also consistent with the policies for reporting of consumption data to the IMO Data Collection System (DCS), the mandatory fuel oil data collection system for international shipping which was applied in January 2019.

There are two units for measuring CII; annual efficiency ratio (AER) and capacity gross ton distance (cgDIST): AER (emission per dwt-mile) is used for segments where the cargo is weight critical, and cgDIST (emissions per gross ton-miles) for volume-critical cargo. For vehicle carriers, cgDIST is the correct unit for measuring CII.

KPI calculation methodology

The KPI will be calculated as the average CII of the vessels in the Controlled Fleet for a given time period. The CII per vessel is calculated based on fuel consumption, distance travelled and (for vehicle carriers) the gross tonnage of the vessel, according to the following cgDIST formula:

$$CII = \frac{\sum_i C_i}{\sum_i GT \cdot D_i}$$, where

- Ci is the carbon emissions for voyage i, using the fuel consumption and carbon factor of each type of fuel
- GT is the gross tonnage of the vessel
- Di is the distance travelled on voyage i.

The unit is grams of CO_2 per gross ton-miles (gCO_2/GT-nm).

2. Calibration of Sustainability Performance Targets (SPTs)

WalWil's Sustainability Performance Target (SPT) is to reduce CO_2 intensity from our shipping operations with 27.5% by 2030 compared to the base year 2019, as per the defined KPI.

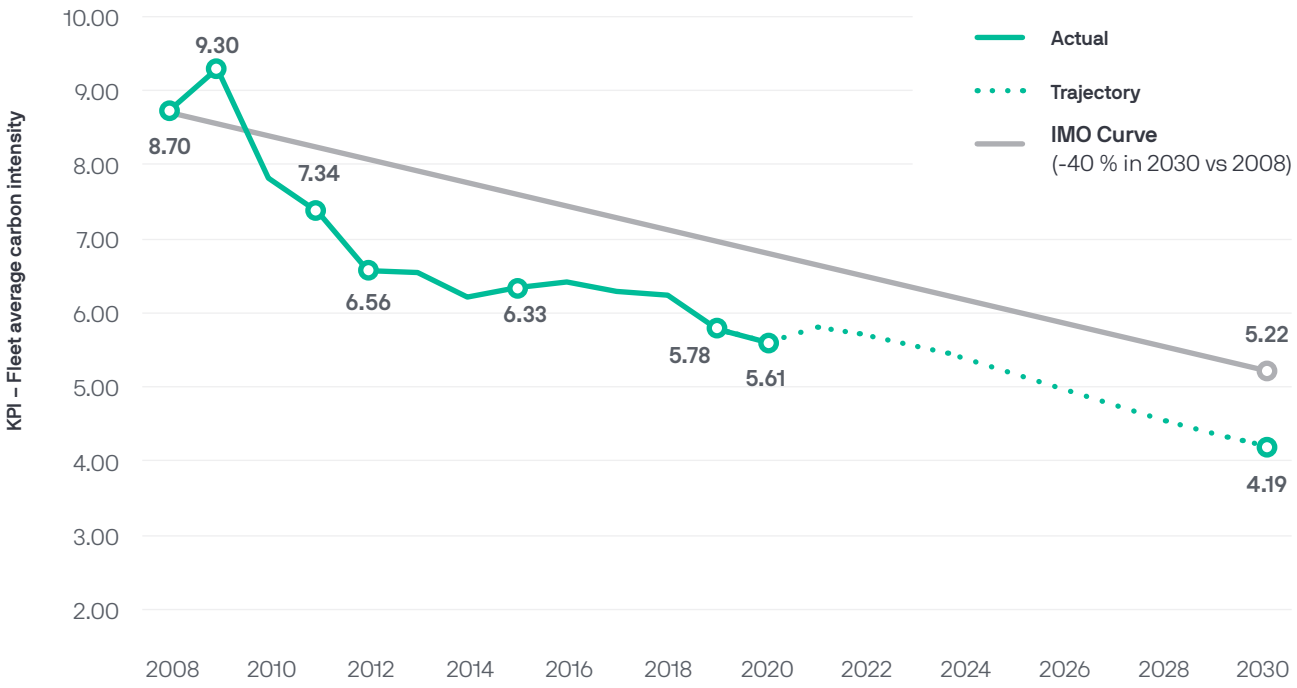
For 2019 and 2020, the KPI data reflect the average CII for the Controlled fleet based on data as reported to IMO DCS, which has been subject to external assurance by the organization authorized by each ship's flag administration.

Historical data from 2008 to 2019 is estimated based on indexation using historically reported Energy Efficiency Operational Indicator ("EEOI"). The reductions from 2008 have been achieved through many initiatives such as increased vessels size, a large fleet replacement program around 2010, reduced average speed by 5%, improved vessel utilization and operational efficiency, engine upgrades, intensified hull cleaning and retrofit of bulbous bows. The data has not been subject to external assurance and may contain some inherent uncertainties.

SPT

Reduce CO2 intensity by 27.5% from 2019-2030, defined by KPI

The illustration below shows the historical reductions since 2008 and trajectory towards 2030:



Comparison of SPT and IMOs 2030 ambition:

A direct comparison of the SPT and the IMO 2030 ambition is difficult due to a number of technical reasons, such as:

IMO 2030 applies as an average across international shipping. It is not correct to assume the burden of achieving it will be evenly distributed across all shipping companies or individual vessels.

IMO 2030 is a CO_2 intensity reduction target, however the metric is not specified: A variety of CO_2 intensity metrics exist and there are complex, non-linear and case-specific relationships between them.

IMO's CII regulations are directed at vessel level, whilst our KPI is on our fleet level.

IMO will not measure companies' or vessels' performance against its 2030 target, rather enforcement authorities will assess vessel compliance against the IMO's regulatory measures such as Energy Efficiency Existing Ship Index ("EEXI") and CII which are intended to ensure that IMO's 2030 ambitions are met.

We are confident that our efforts to meet our SPT will ensure that we also achieve our IMO 2030 obligations and contribute to the Paris Agreement as well as preparing us for potential upcoming regulatory requirements.

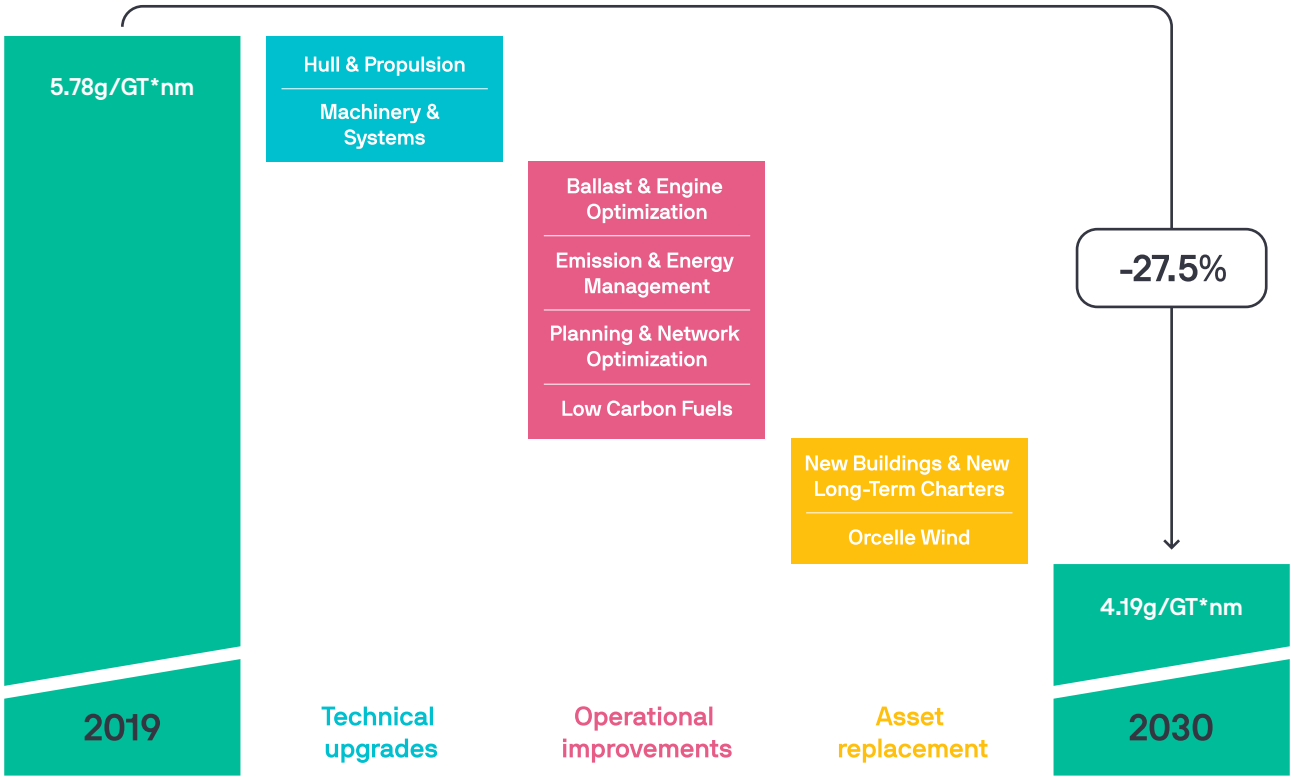
The SPT has been established to guide our decarbonization efforts in line with current climate science and the Paris Agreement. The SPT is ambitious and represent a material improvement beyond "business as usual": We are aiming for more than a 50% reduction in our CO_2 intensity from 2008 to 2030 and we will indeed exceed our IMO 2030 obligation of a 40% reduction in CO_2 intensity across international shipping from 2008-2030.

The Trajectory consists of annual targets (per December 31st of each year) of which one or several could be designated as Interim SPTs in the security documentation of a financial instrument. An Interim SPT is defined as a target linked to a Trigger Event (which is further described in section 3 Securities Characteristics).

Mid-year targets may be calculated using linear interpolation between the annual levels in the Trajectory.

Strategy to achieve the SPT

As mentioned in the introduction to this Framework, carbon emission reduction is integrated into our overall business strategy and long-term planning. Our work to reach the SPT in 2030 includes technical, operational and asset replacement initiatives:



Techincal upgrades

Hull & propulsion

- We are exploring existing energy saving solutions and upgrades focusing on improving the hydrodynamic performance and propulsion efficiency, including hull cleaning and proactive biofouling protection, improved bulbous bow and propeller, and installations of energy efficiency devices.

Machinery & systems

- We will consider implementing energy efficiency upgrades and retrofits to the main propulsion and auxiliary engine systems, as well as other supporting systems and energy consumers, such as optimization of engine fuel injection and combustion pressure, low-load tuning and variable-frequency drives for main pumps and fans.
- We are planning to equip our owned vessels for shore power to fulfil our ambition for zero-emissions at berth by 2025 at operated terminals.

Operational improvements

Ballast & engine optimization

- Ensure ballast and trim optimization.
- Optimize main and auxiliary engine operation through advanced data analytics.

Operational Optimization through Emission & Energy Management

- We work to optimize each port pair of the voyage and reduce fuel consumption and emission by eliminating operational inefficiencies.
- We focus on change management and digitalization. We are currently developing and providing live dashboards and tools to all operational stakeholders to manage speed and fuel consumption from voyage planning to day-to-day operations.
- We are in the final stages of rolling out StormGeo on all owned and long-term charter vessels to facilitate advance weather routing, ensuring optimal speeds and reduced fuel consumption.
- The next step of the operational optimization plan is to introduce machine learning and artificial intelligence to further enhance operational efficiency, optimize fuel use and minimize CO_2 emissions.
- In later phases we will enhance our voyage & capacity planning and streamline interaction between marine terminals and vessels to reduce emission intensity even further.

Low carbon fuels

- Currently available biofuels and other carbon-based fuels may not have an impact on our KPI reduction targets as they do not have a CO_2 reduction impact in a Tank-to-Wake perspective, only Well-to-Wake. However, we continuously evaluate different low-carbon alternative fuels and

will implement viable options as development of these and associated technology come into place, including supply and infrastructure.

- We concluded a successful test of bio-fuel blend on vessel sailing from Amsterdam to Australia in early 2021.
- We view low-carbon alternative fuels to be an important future contributor to reduce emissions from deep sea shipping.

Asset replacement

New buildings and Long-Term Charters

- Per early 2022, WalWil is working to define its fleet renewal strategy and we will disclose the concrete plans when they are finalised.
- In Q4 2021, our last HERO ship was commissioned. These vessels are the most sustainable given current technology and emit 20% less than comparable designs in our fleet.
- Our fleet strategy is to secure 80-90% of the total fleet through direct ownership or long-term charter parties. The remaining 10-20% will be managed through short- and medium-term charter parties to ensure flexibility.
- Of our current Controlled fleet of 119 vessels, including Long-Term Time Charter (LTTC), we estimate that 35 vessels will have left our fleet by 2030, either due to vessels reaching maturity or the end of charter parties. As such we need to acquire or charter a significant number of highly efficient replacement vessels to maintain the fleet, not considering market growth.
- In the period until 2024, extension of existing long-term charter vessels is the most likely scenario, due to the long lead-time for newbuildings and availability of additional charter vessels.
- LNG Dual Fuel currently look to be the most viable technology option in the period from 2025 to 2027 for both owned and chartered vessels. However, a key consideration will be the possibilities to convert to other low- or zero-carbon energy sources, such as ammonia, when available, to avoid lock-in risks linked to newbuildings. Evaluations of alternative energy sources are ongoing and further study will be carried out before final investment decision are made.
- For the period from 2027 to 2030, we will strive to have alternative energy sources and new technology available for new owned or chartered vessels entering the fleet, however, the technology or energy source which will prove to be the most viable remains uncertain.

Orcelle Wind

- Our flagship R&D project is to develop a Wind-powered PCTC, the Orcelle Wind, with a design capability of reducing CO_2 emissions by as much as 90 percent on a single voyage.
- The concept is undergoing in-depth commercial, operational and technical studies to ensure viability prior to a final investment decision.
- Our ambition is to have the first two vessels ready and in operations within 2027, and an additional two delivered before 2030.

Trajectory from 2019 to 2030

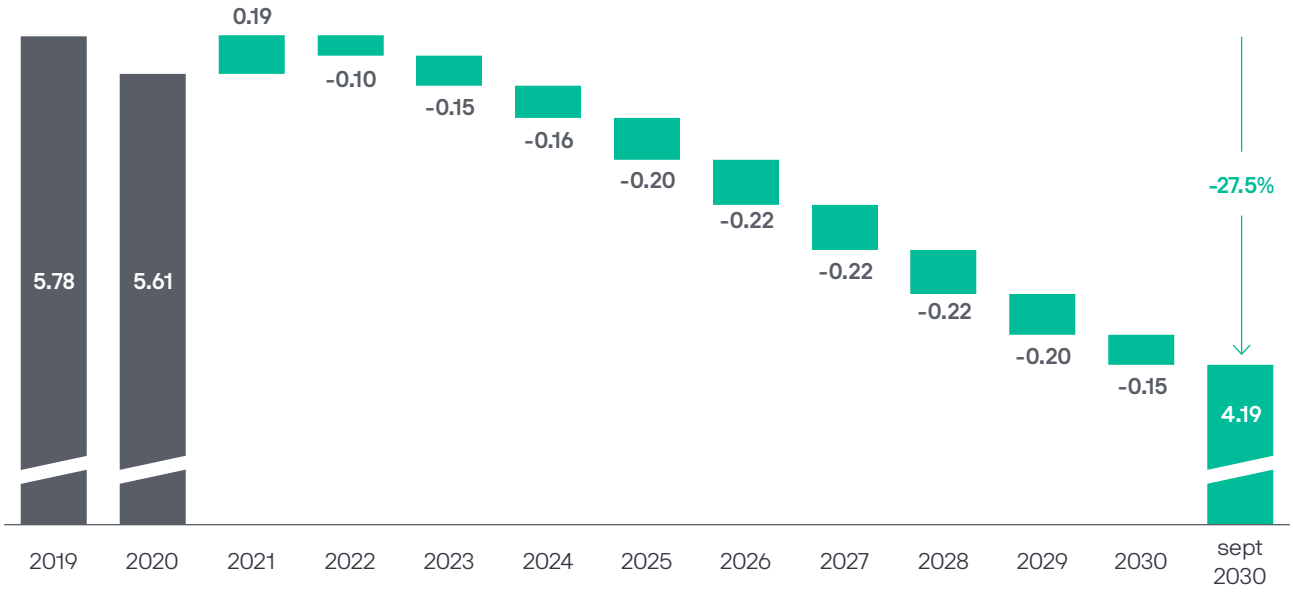
Trajectory	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
SPT: reduction in % vs 2019*		**-3,0%**	**0,3%**	**-1,3%**	**-3,9%**	**-6,6%**	**-10,1%**	**-14,0%**	**-17,7%**	**-21,5%**	**-24,8%**	**-27,5%**
Annual KPI levels	5,78	5,61	5,80	5,71	5,56	5,40	5,20	4,98	4,76	4,54	4,35	4,19

*Each annual target reduction in % vs 2019 could be designated as Interim SPTs in the security documentation of a financial instrument.

Our Trajectory of annual target year-over-year from 2019 to 2030 is based on our 2019 starting point and the estimated results from our technical, operational and asset replacement initiatives during the decade.

> *In aggregate, operational and technical initiatives are expected to contribute to approximately half the reduction to reach the SPT, while asset replacement initiatives will contribute to the second half.*

The Trajectory is based on the Strategy leading to the following CO_2 Intensity changes per year:

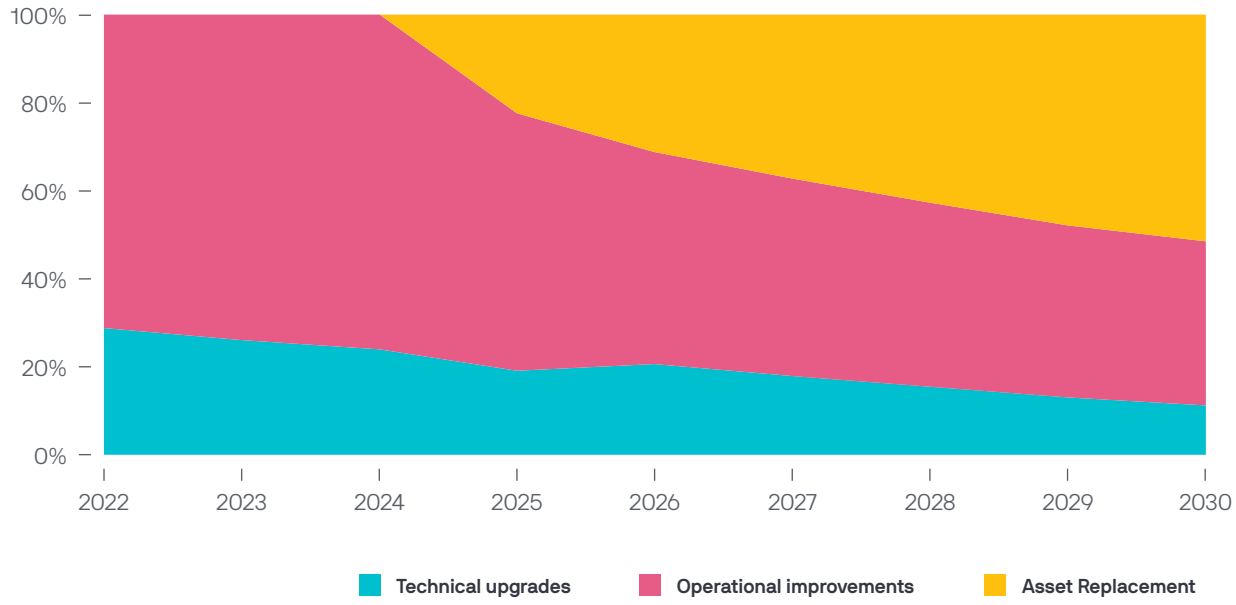


*Trajectories calculated based on above initiatives with carbon factors for Tank-to-Wake and CO_2

Following a large drop in the KPI in 2020 due to reduced activity caused by Covid-19, we expect 2021 fleet average carbon intensity to revert to the 2019 level. The faster than expected rebound of economic activity combined with unprepared global supply chains have resulted in an increased CO_2 intensity of our fleet. An increase in sailing speed was necessary to compensate for the capacity gap in the global trade network.

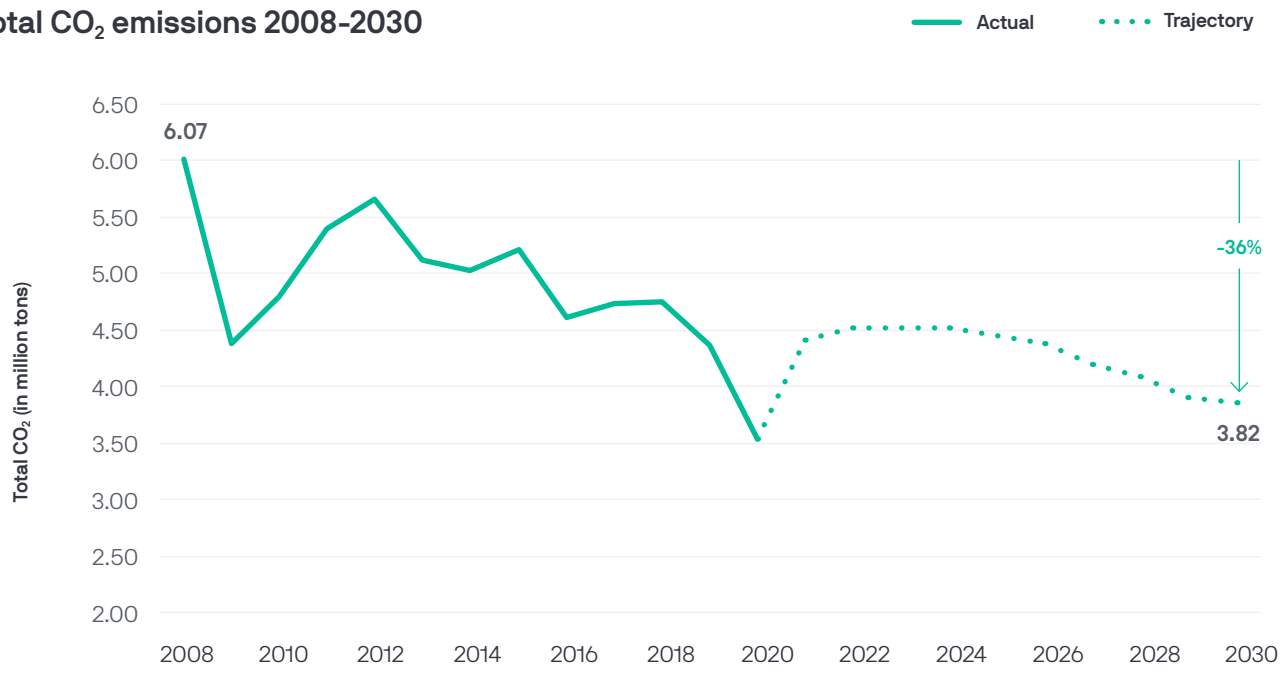
From 2022 onwards we will start to see the results from the operational and technical initiatives. Until 2025 the reductions in CO_2 intensity are all due to operational and technical initiatives, in aggregate close to 7% reduction from 2019. From 2025 to 2030, we estimate that asset replacement initiatives start to contribute significantly to a reduced CO_2 intensity. However, operational and technical initiatives will continue to contribute with about half the annual reduction in the latter years until 2030.

Technical, operational and asset replacement initiatives will together help us reach the SPT



While not a KPI under this Framework, our overall CO_2 emissions are estimated to drop by more than 11% from 2019 until 2030. In total, we estimate to reduce our annual emissions of CO_2 by 36%, or 2 million tonnes, from 2008 to 2030. The total emission figures are to a large degree influenced by the expected overall market growth during the time period.

Total CO_2 emissions 2008-2030



3. Security Characteristics

The financial and structural characteristics of any security issued under this Framework will be specified in its corresponding security documentation, including the potential changes to the financial and/or structural characteristics which may follow post any Trigger Event(s).

Trigger Events

The occurrence of any of the following events (the Trigger Events) may trigger a change in the financial and/or structural characteristic of the relevant security as described below in 3.2 (Changes to the Securities Characteristics).

- WalWil's KPI performance in relation to the applicable Interim SPT(s) (or the SPT) for the relevant Target Observation Date(s) as reported on or before the Reporting End Date following the applicable Reference Period, or
- WalWil's reporting does not meet the requirements as set out in section 4 (Reporting) of this Framework each year up until and including the last Target Observation Date, or
- The verification of the KPI performance in accordance with section 5 (Verification) has not been provided and, when applicable, made public by the time of the Reporting End Date for each year up until and including the last Target Observation Date.

The Target Observation Date is defined as any date when KPI performance is observed and if applicable measured against a relevant target or an Interim SPT (or the SPT).

The Reporting End Date for any given year shall be the date falling 120 days after the 31st of December of that year (or if relevant, 120 days after a mid-year Interim SPT).

The Reference Period sets out the twelve-month period up until and including the Target Observation Date for which the KPI performance is observed.

Further details regarding Trigger Events and the potential impact on the financial and/or structural characteristics of any relevant security will be described in the respective security documentation.

Changes in Securities Characteristics

The occurrence of a Trigger Event may result in changes to the financial and/or structural securities characteristics. Such changes will be described in the relevant securities documentation.

Fallback mechanisms and exceptional events

Except for the potential adjustments described later in this chapter, the SPT and Trajectory set out in this Framework will remain applicable up until and including the last Target Observation Date or throughout the tenor of any security issued under the Framework (as the case may be), regardless of any changes to WalWil's sustainability strategy and ambitions. This includes any changes relating to the company's general sustainability targets and ambitions or changes in applicable benchmarks or industry standards. Any new or updated Sustainability-Linked Financing Framework, in relation with any subsequent financing transactions, shall not have any implications on the securities issued under this Framework.

However, any changes to the calculation methodology for the KPI (for example but not limited to changes in IMO's CII definition and relevant input factors, such as fuel conversion factors) or significant changes in data due to better data accessibility may result in a restatement of the 2019 baseline. Any restatements of the 2019 baseline must be reported and outlined in reasonable detail in the annual reporting (as described in section 4 "Reporting") and verified by an independent, qualified external reviewer (as outlined in section 5 "Verification").

The KPI performance may be impacted by material fleet transactions which are part of WalWil's ordinary course of business. Normal fleet development and initiatives included in the Strategy to reach the SPT such as a fleet renewal program, including but not limited to ordering newbuilds, sale or purchase of second-hand vessels or phasing in/out vessels, shall not lead to a recalculation of the Trajectory, even if such transactions may affect the KPI performance in relation to the Trajectory. Nonetheless, a fleet sale or purchase of 10 or more vessels in one transaction or a group of related transactions (such as but not limited to transactions in the form of sale, purchase, merger, acquisition, spin-off of vessels or of companies) shall require a recalculation or pro forma adjustment of the Trajectory (with adjustments to the 2019 baseline when applicable) with such updated trajectory published in an amended version of this Framework. Such recalculation or pro forma adjustments will have to be verified and approved by an independent External Reviewer as detailed in the security specific documentation.

4. Reporting

WalWil will provide relevant periodic reporting to investors, lenders and other stakeholders about WalWil's implementation of our sustainability strategy in general, the progress made on the KPI, and the level of target achievements (including relevant Interim SPT(s) and/or the SPT) as outlined by the Trajectory set out in this Framework and in security specific documentation. The reporting shall be made publicly available on an annual basis and in any case for any date/period relevant for assessing the KPI performance leading to a potential adjustment of the financial and/or structural characteristics of the securities issued hereunder.

The reporting shall be published on the company webpage no later than the Reporting End Date for any given year at least up to and including any final Target Observation Date(s) and shall be accompanied by a verification (as set out under section 5 "Verification").

The reporting (together with the verification as outlined in section 5 of this Framework) will form the basis for evaluating the potential impact on the security characteristics as outlined in section 3 "Security characteristics". Failure to provide the ex-post reporting before any applicable Reporting End Date shall result in a Trigger event with a potential adjustment in the financial and/or structural characteristics as outlined in the security specific documentation.

The reporting will contain all the relevant information needed to assess the progress towards the targets in the Trajectory (including the relevant Interim SPT(s) and the SPT for the applicable Target Observation Date(s)) including but not limited to:

- The performance of the KPI, as per the relevant Reference Period and the applicable Target Observation Date(s) including the calculation methodology and baselines where relevant;
- Information about recalculations, if any, of the KPI levels;
- A verification report relative to the KPI performance against the relevant target and/or or Interim SPT or the SPT in the Trajectory; and
- Information on relevant updates to WalWil's emission reduction strategy and/or governance with an impact on the KPI and Trajectory.

Where feasible and possible the reporting will also include:

- Qualitative and/or quantitative explanations of the contribution of the main factors, including M&A activities and changes to the organization, behind the evolution of the performance on the KPI on an annual basis
- Illustration of the positive sustainability impacts of the performance improvement
- Updates on new or proposed regulations from regulatory bodies, such as but not limited to the EU or the International Maritime Organisation (IMO), relevant to the KPI and the Trajectory

5. Verification

In order to provide transparency to investors, lenders and other stakeholders, and in alignment with the Sustainability-Linked Bond Principles and the Sustainability Linked Loan Principles, WalWil will ensure an external and independent verification by one or more qualified external reviewers with relevant expertise, as outlined in the Guidelines for Green, Social, Sustainability and Sustainability-Linked Bonds External Reviews developed by the Green and Social Bond Principles[8], of its actual KPI performance level against the targets (including the relevant Interim SPT(s) and/or the SPT) in the Trajectory). The verification shall be conducted with limited assurance by the external reviewer. WalWil has the discretion to change the external reviewer subject to fulfilling the requirements set out herein.

The verification shall be made public together with WalWil's annual reporting on the company's webpage no later than the Reporting End Date and in any case for an Interim SPT or the SPT related Trigger Event. The verification, together with the reporting, will form the basis for evaluating any change in the financial and/or structural characteristics of any securities issued under this Framework as described in the section 3 "Security Characteristics". Failure to provide the ex-post verification before any applicable Reporting End Date shall result in an automatic adjustment in the financial and/or structural characteristics as outlined in the security specific documentation.

6. Second Party Opinion

WalWil has engaged CICERO Shades of Green as an external reviewer to provide, in accordance with the Guidelines for Green, Social, Sustainability and Sustainability-Linked Bonds External Reviews an independent, ex-ante Second Party Opinion on WalWil's Sustainability-Linked Financing Framework. The Second Party Opinion will be made publicly available on the company's website.

8 Established by the International Capital Markets Association in February 2021

Appendix

List of Abbreviations and Definitions

AER	Annual Efficiency Ratio
cgDist	CO_2 emissions per unit of capacity (in gross tonnage)
CII	Carbon Intensity Indicator
CO_2e	CO_2-equivalent
EEDI	Energy Efficiency Design Index
EEOI	Energy Efficiency Operational Indicator
EEXI	Energy Efficiency Existing Ship Index
gCO_2	Gram CO_2
GRI	Global Reporting Initiative
GT	Gross Tonnage
IMO	International Maritime Organization
IMO DCS	IMO Data Collection System
KPI	Key Performance Indicator
LNG	Liquid Natural Gas
LTIF	Lost Time Incident Frequency
LTTC	Long-term Time Charter
M&A	Mergers & Acquisitions
MACN	Maritime Anti-Corruption Network
OSE	Oslo Stock Exchange
PCTC	Pure Car-Truck Carrier
R&D	Research & Development
RoRo	Roll-on Roll-Off
SASB	Sustainability Accounting Standards Board
SDG	Sustainable Development Goals
SLBP	Sustainability-Linked Bond Principles
SLLP	Sustainability-Linked Loan Principles
SOx	Sulphur oxides
SPT	Sustainability Performance Target
SRTI	Ship Recycling Transparency Initiative
STTC	Short-term Time Charter
TCFD	Taskforce on Climate-Related Financial Disclosures
WalWil	Wallenius Wilhelmsen ASA

Scope 1	Direct emissions from owned or controlled sources.
Scope 2	Scope 2 emissions are indirect emissions from the generation of purchased energy.
Scope 3	All indirect emissions (not included in scope 2) that occur in the value chain of the reporting company, including both upstream and downstream emissions.
Tank-to-wake	Emissions related to the combustion of fuel on the ship
Well-to-wake	The life-cycle emissions of fuel, including upstream production and transportation and those from combustion of fuel in the ship

Controlled fleet per Q3-21

Vessel name	Vessel type	CEU	Built
Aniara	LCTC	7 600	11.07.2008
ARC Independence (ex. Faust)	LCTC	7 620	01.01.2007
ARC Integrity (ex. Fedora)	LCTC	7 620	09.02.2008
ARC Resolve (ex. Otello)	PCTC	6 700	01.01.2006
Asian Captain	PCTC	7 645	22.03.1998
Asian Dynasty	PCTC	6 478	01.01.1999
Asian Emperor	PCTC	6 246	18.05.1999
Asian Empire	PCTC	7 645	19.06.1998
Asian Majesty	PCTC	7 645	05.03.1999
Asian Trust	PCTC	6 402	30.01.2000
Asian Vision	PCTC	6 246	27.03.1997
Bess	PCTC	6 284	23.07.2010
Boheme	LCTC (Elong.)	7 194	01.01.1999
Carmen	LCTC	7 934	11.04.2011
Don Carlos	PCTC	7 200	11.07.1997
Don Juan	PCTC	5 846	21.11.1995
Don Pasquale	PCTC	7 200	31.10.1997
Don Quijote	PCTC	7 200	05.02.1998
Elektra	LCTC (Elong.)	7 194	01.01.1999
Endurance	RO/RO	4 923	01.12.1996
Fidelio	LCTC	7 620	01.01.2007
Figaro	LCTC	7 934	26.09.2011
Freedom	PCTC	5 728	18.03.1997
Grand Pavo	PCTC	6 402	23.03.2005
Grand Uranus	LCTC	8 011	13.01.2012
Honor	PCTC	5 728	17.12.1996
Liberty	PCTC	6 354	01.06.2006
Manon	LCTC (Elong.)	7 194	01.01.1999
Mignon	LCTC (Elong.)	7 194	01.01.1999
Morning Calm	PCTC	6 658	12.10.2004
Morning Calypso	PCTC	6 215	30.03.2013
Morning Camilla	PCTC	6 502	25.02.2009
Morning Capo	PCTC	6 600	08.11.2013
Morning Cara	PCTC	6 215	30.05.2011
Morning Carina	PCTC	6 502	20.11.2007
Morning Carol	PCTC	6 645	30.04.2008
Morning Caroline	PCTC	6 502	08.02.2008
Morning Catherine	PCTC	6 502	11.01.2008
Morning Cecilie	PCTC	6 502	16.12.2008
Morning Celesta	PCTC	6 500	03.02.2008
Morning Celine	PCTC	6 502	18.11.2009
Morning Cello	PCTC	6 500	26.09.2007
Morning Champion	PCTC	6 658	24.03.2005
Morning Chant	PCTC	6 600	22.01.2014
Morning Charlotte	PCTC	6 502	31.08.2007

Vessel name	Vessel type	CEU	Built
Morning Cherry	PCTC	6 215	15.05.2014
Morning Chorus	PCTC	6 100	05.01.2007
Morning Christina	PCTC	6 237	27.09.2010
Morning Cindy	PCTC	6 215	29.11.2012
Morning Claire	PCTC	6 257	27.01.2012
Morning Clara	PCTC	6 340	30.09.2009
Morning Composer	PCTC	6 500	27.03.2008
Morning Concert	PCTC	6 100	01.01.2006
Morning Conductor	PCTC	6 500	15.01.2008
Morning Cornelia	PCTC	6 502	09.02.2010
Morning Cornet	PCTC	6 500	14.11.2007
Morning Courier	PCTC	6 658	07.06.2005
Morning Crown	PCTC	6 658	01.02.2005
Morning Crystal	PCTC	6 215	01.04.2011
Morning Lady	LCTC	8 011	20.07.2010
Morning Laura	LCTC	8 123	07.10.2010
Morning Lena	LCTC	8 123	18.11.2010
Morning Lily	LCTC	8 011	28.01.2011
Morning Linda	LCTC	8 011	24.09.2008
Morning Lisa	LCTC	8 011	05.11.2008
Morning Lucy	LCTC	8 011	23.04.2009
Morning Lynn	LCTC	8 011	18.02.2009
Morning Margareta	PCTC	5 195	21.08.2008
Morning Menad	PCC	4 600	13.12.2007
Morning Midas	PCTC	4 800	09.07.2006
Morning Ninni	PCTC	5 195	03.10.2008
Morning Peace	Post-Panamax	7 400	29.03.2017
Morning Pilot	Post-Panamax	7 400	02.05.2014
Morning Post	Post-Panamax	7 400	27.03.2014
Morning Pride	Post-Panamax	7 400	30.05.2014
Morning Prosperity	Post-Panamax	7 400	14.07.2017
Oberon	LCTC	7 620	21.10.2008
Parsifal	MK V	6 004	26.08.2011
Patriot	PCTC	6 700	26.08.2006
Porgy	PCTC	6 284	08.06.2009
Resolve	PCTC	5 741	18.11.1994
Salome	MK V	6 004	15.06.2012
Taipan	PCTC	6 658	19.12.2006
Talia	PCTC	6 500	02.08.2006
Talisman	MK IV	5 496	01.06.2000
Tamerlane	MK IV	5 496	01.02.2001
Tamesis	MK IV	5 496	01.04.2000
Tannhauser	HERO	8 000	13.10.2020
Tarago	MK IV	5 496	01.09.2000
Tarifa	PCTC	6 658	01.04.2007
Thalatta	HERO	8 000	07.04.2015
Theben	HERO	8 000	12.04.2016

Vessel name	Vessel type	CEU	Built
Themis	HERO	8 000	30.06.2016
Thermopylae	HERO	8 000	21.01.2015
Thruxton	Post-Panamax	7 600	31.01.2018
Tiger	LCTC	7 934	20.06.2011
Tijuca	LCTC	7 620	19.12.2008
Tirranna	LCTC	7 620	10.06.2009
Titania	LCTC	7 934	27.12.2011
Titus	HERO	7 956	31.05.2018
Toledo	PCTC	6 354	01.02.2005
Tomar	PCTC	6 354	30.10.2008
Tombarra	PCTC	6 354	01.09.2006
Tongala	PCTC	6 459	21.09.2012
Tonsberg	MK V	6 004	18.03.2011
Toreador	PCTC	6 354	22.12.2008
Torino	PCTC	6 354	19.03.2009
Toronto	PCTC	6 354	01.08.2005
Torrens	PCTC	6 354	01.10.2004
Tortugas	PCTC	6 354	01.12.2006
Tosca	PCTC	6 459	31.01.2013
Toscana	PCTC	6 354	12.06.2009
Traviata	HERO	8 000	12.04.2019
Tugela	LCTC	7 880	04.07.2011
Tulane	LCTC	7 880	15.06.2012
Turandot	PCTC	5 846	05.01.1995
Tysla	MK V	6 004	26.01.2012
Undine	LCTC (Elong.)	7 194	01.01.2003
Viking Princess	PCC	797	18.01.1996