

Wallenius Wilhelmsen Logistics is actively working to decrease the environmental impact of our activities and reduce the use of energy and natural resources per transported unit. We are committed to complying with all applicable environmental regulations and, in keeping with our frontrunner ambition, we aim to be that vital step ahead of existing and emerging requirements by implementing innovative solutions.

FUTURE



BENEFITS OF AN INTEGRATED FACTORY TO DEALER VIEW

- » Reduce complexity and risk to increase control and efficiency
- » Streamline supplier management and procurement processes
- » Reduce capital and operational costs and increase velocity
- » Reduce production volatility through use of logistics hubs

Learn more about WWL's Factory to Dealer Product



Read more at → www.2wglobal.com

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SEE THE BENEFITS OF TAKING CONTROL OF YOUR SUPPLY CHAIN

» Environmental Sustainability Report



Delivering » A Sustainable



Look inside to see the numbers

HIGHLIGHTS

- » In 2013, WWL maintained its 1.5% global sulphur policy for a tenth straight year.
- » Over 200,000 tonnes of sulphur emissions savings have been achieved as a result of WWL's global low sulphur fuel policy.
- » Launch of the Trident Alliance, which promotes more robust environmental regulatory enforcement for the benefit of the environment, human health and responsible industry.

Responsible Logistics

Wallenius Wilhelmsen Logistics history goes back centuries and we plan to continue to contribute to the global logistics industry for centuries to come. We have a responsibility towards our customers, towards the communities in which we live, and towards one another in the company.

We believe that the best way to reduce environmental risk and cost is to be an environmental frontrunner. To remain true to this course, our daily activities are guided by a 5-part strategic environmental framework:

- We focus on high impact changes.
- We hold ourselves accountable and transparent in our environmental commitments.
- We invest in future technologies.

- We exceed our responsibilities for environmental performance.
- We cultivate partnership with stakeholders to develop sustainable solutions.

Responsible logistics is about having a long term view in customer relations, with regards to the environment, on social responsibility and governance. It's about doing our job with the next generation in mind.

This report, together with a more detailed review on www.2wglobal.com, details our progress over the past year, and declares our commitment to the ten principles of the U.N. Global Compact.

Christopher J. Connor
President & CEO

Trident Alliance



The shipping industry is the engine of world commerce. No other industry moves as much with as little emissions. But shipping still leaves a significant environmental footprint, which has led to a wide scale regulatory response.

The cost of compliance to these regulations is high. If enforcement of them is weak, there will be an incentive for some to cut corners, to the detriment of the environment, human health and responsible industry.

The Trident Alliance will be a coalition of stakeholders that can include shipping companies, cargo owners, environmental advocates, and coastal community representatives who share a common interest in robust enforcement. The strengths and attributes of the different group members will be used to identify and drive the strategies and initiatives necessary to bring it about.

THE TRIDENT ALLIANCE'S PRINCIPLES

Members of the Trident Alliance should:

- Be committed to compliance with environmental regulations
- Believe that officialdom must strive to create a 'climate of compliance'
- Support robust and transparent enforcement of environmental regulations
- Favour penalties that are an effective deterrent to deliberate non-compliance
- Be committed to ensuring that environmental regulations deliver intended effects
- Seek to succeed on a level playing field

The Trident Alliance is named for the three pronged fork of maritime folklore. It is a metaphor for the common interests of:

- Responsible industry
- The environment
- Coastal populations

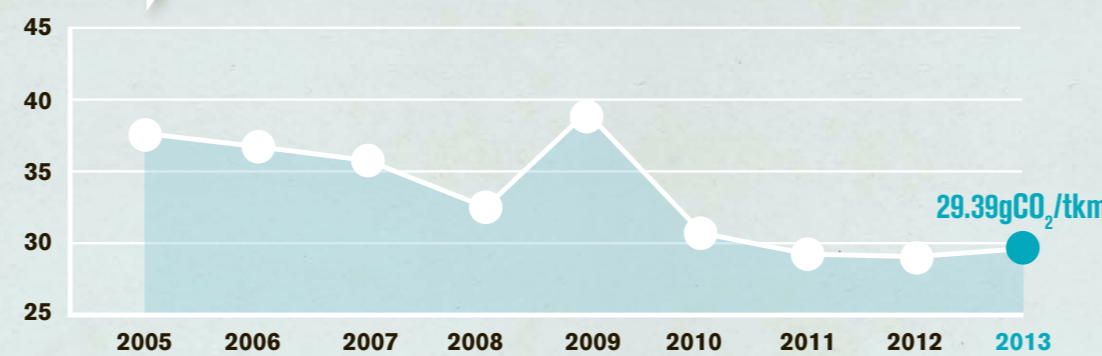
The overlapping water droplets signify the common objectives of the alliance, as well as the collaboration needed to achieve its objectives.

Environmental Sustainability

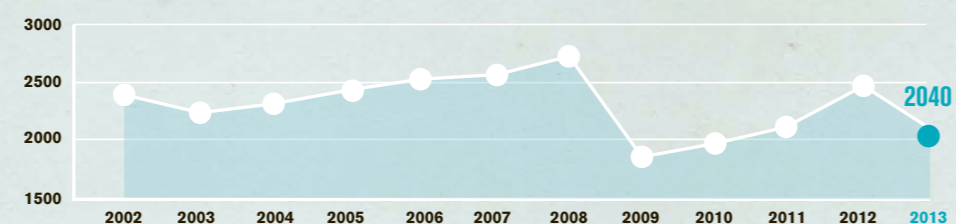
As an environmental frontrunner, we believe in setting goals, tracking performance and delivering results. Reducing emissions from our ocean fleet is the single greatest way to improve our environmental performance today. To achieve this we operate our vessels with low sulphur fuel at sea, and invest in advanced technology that improves the fuel efficiency and emissions performance of our fleet.

WWL's objective is to reduce our relative CO₂ emissions 30% by 2015 compared to 2005. This is achievable, but is to a large extent dependent on market forces that affect optimal loading of the vessels. Despite improvements in the technical and operational efficiency of the fleet, the 2013 result increased 1.3% on 2012 due to the weak market.

1 CO₂ EMISSIONS IN GRAMS/TONNE KM

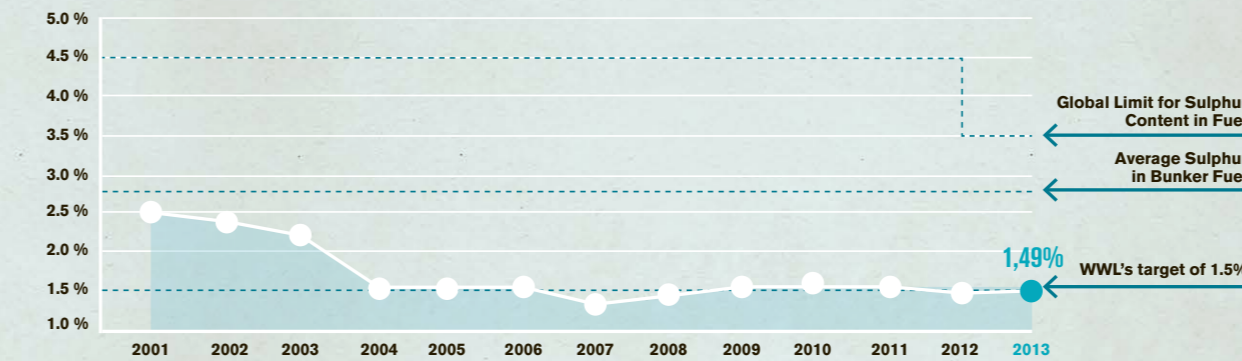


2 CO₂ EMISSIONS IN THOUSANDS OF TONNES



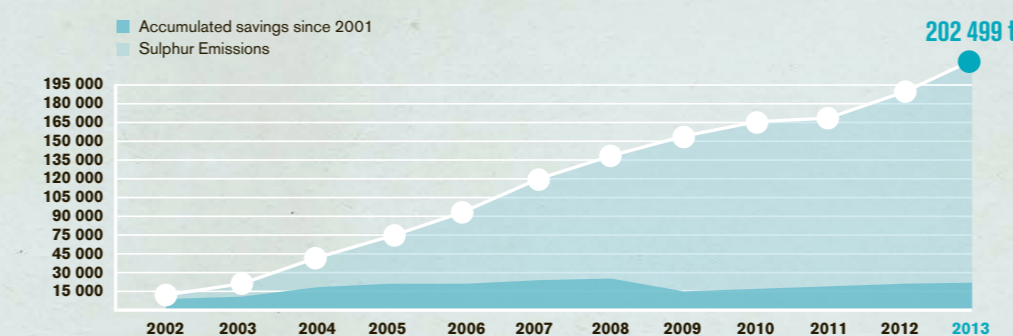
In 2013 the total CO₂ emissions of WWL's ocean operations fell by 17% to 2 042 000 tonnes. The reduction was primarily due to a reduction in cargo volumes.

3 AVERAGE GLOBAL SULPHUR CONTENT



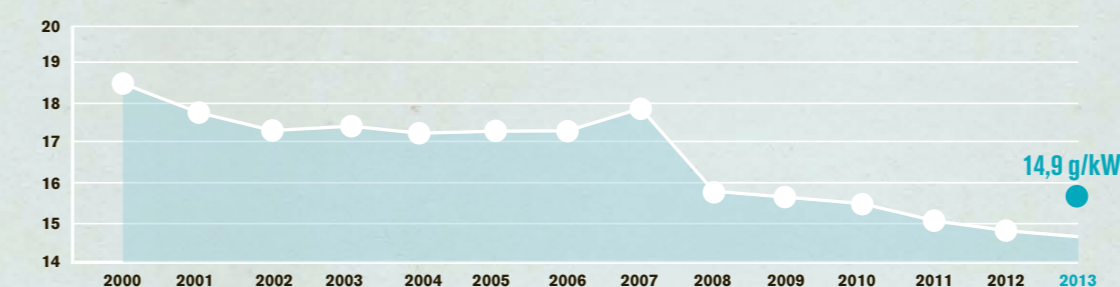
For the 10th year in a row, we have maintained our 1.5% global fleet average sulphur policy, coming in at 1.49% in 2013.

4 SULPHUR EMISSIONS SAVINGS



Cumulative savings in SO₂ emissions since WWL was established have now exceeded 200,000 tonnes, due to our 1.5% low sulphur fuel policy (compared to the industry average).

5 NO_x EMISSIONS



Average relative NO_x emissions in g/kWh continued on an overall downward trend. Due to a minor error in the calculation of previous years result, which have not been adjusted here, the apparent 1.3% increase on 2012 is not reflected in real terms.

Delivering On The Ocean

ORCELLE AWARD

Since 2012, WWL has partnered with the Ocean Exchange of Savannah, Georgia to extend the reach of its Orcele Award Program. The award is presented annually to an innovator working to develop energy-efficient, sustainable solutions for ocean vessels and 'High Efficiency RoRo ('HERO')' facilities. In 2013 the award was given to ECOsubsea, the Norwegian developer of a groundbreaking new in water hull-cleaning technology for seagoing vessels. www.oceanexchange.org

NEW VESSELS

In 2013 WWL's owners placed orders for eight new 'High Efficiency RoRo ('HERO')' post panamax vessels. With a wider beam that necessitates less ballast, efficient engines and optimised propellers, the fuel consumption per cargo unit will be approximately 15 per cent lower than in the previous generation of newbuilds.



Delivering On Land

CASTOR GREEN

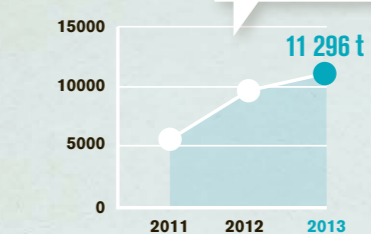
The Castor Green terminal is WWL's concept for a terminal with zero emissions and minimal environmental impact. By 2020, at least one of WWL's land-based facilities will meet this standard - this is one of the ambitious targets set out in WWL's Castor Green 2020 Vision. 25 of WWL's facilities participate in the Castor Green programme. It involves bi-monthly reporting on the progress against the seven KPIs compared to a baseline set in 2012.

All sites at which WW has 'operational control', meaning the right to make infrastructure changes, are in the Castor Green programme.

The Castor Green scale consists of seven KPIs, divided into four areas with a high impact on the environment.

- **Land**
 1. Proportion of green space on site
- **Energy**
 2. Electricity consumption per working hour
 3. Energy consumption covered by renewable sources
 4. Fuel consumption per working hour
- **Water**
 5. Reduction in consumption
 6. Proportion of supply from rainwater
- **Waste**
 7. Reduction in waste to landfill

TOTAL CO₂ EMISSIONS



Land based reporting WWL has been working on improving its reporting capability for its land based business. In 2013 seven more sites reported, bringing the total to 31. The focus is on CO₂ equivalent emissions arising from electricity consumption and use of diesel in site vehicles and truck fleets. The increase is driven by the rapidly expanding scale of our land based operations and the increased scope of our reporting capability.