



SUSTAINABILITY REPORT

2023



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LETTER TO STAKEHOLDERS

Dear Stakeholders,

Last year was characterized by strong geopolitical tensions due to the continuation of the Russian/Ukrainian conflict, to which were added the Middle Eastern crisis and the attacks of the Houthi militias on ships transiting the Red Sea.

The main world shipowners reacted to this situation by modifying the maritime routes connecting Europe and the Mediterranean with the Middle and Far East, preferring the circumnavigation of Africa through the Cape of Good Hope instead of passing through the Suez Canal.

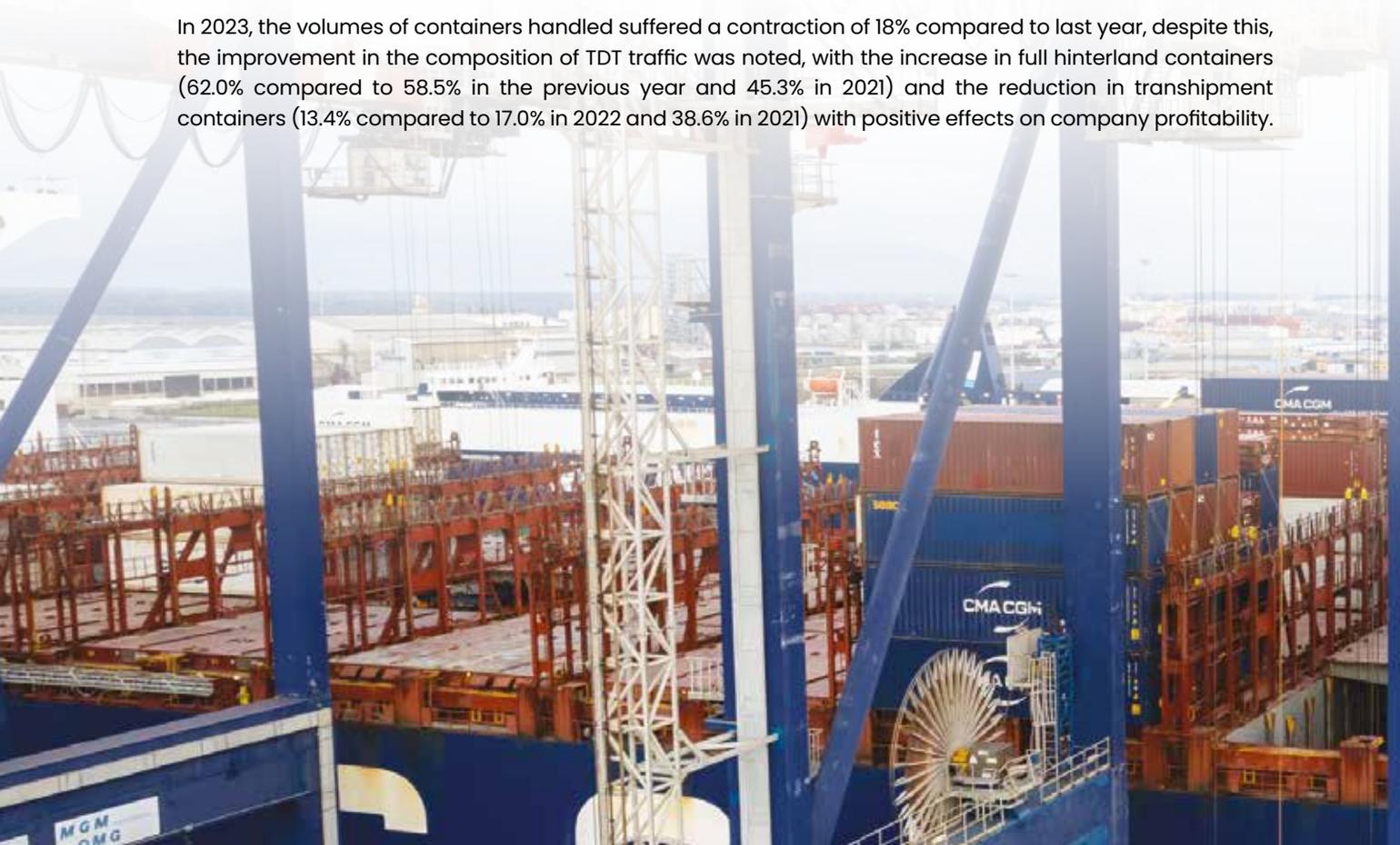
This resulted in a sudden lengthening of the logistics chain which, in addition to having created a "hole" in the flow of goods, required the subsequent use of a greater number of ships as well as a greater number of "circulating" containers in order to guarantee the market an unchanged capacity and frequency of maritime connections.

This ever-changing scenario has been accompanied by the challenges related to Sustainability with programs aimed at the well-being of people, the protection of the environment and the prosperity of future generations.

In this difficult context, TDT has maintained its commitment to integrating Sustainability into its production and commercial processes, paying particular attention to the issues of employee health and safety, energy saving and digitalization.

The results achieved confirm the concreteness of this approach and the 2023 Sustainability Report, drawn up with reference to the GRI standards, in addition to reporting the company's performance in terms of environmental and social impacts, highlights the coherence and adequacy of the sustainability objectives identified within the global corporate strategy aimed at generating value for all TDT stakeholders.

In 2023, the volumes of containers handled suffered a contraction of 18% compared to last year, despite this, the improvement in the composition of TDT traffic was noted, with the increase in full hinterland containers (62.0% compared to 58.5% in the previous year and 45.3% in 2021) and the reduction in transshipment containers (13.4% compared to 17.0% in 2022 and 38.6% in 2021) with positive effects on company profitability.



It should be noted that these results were influenced by the transactional context relating to the purchase and sale of TDT shares, which continued throughout 2023 and materialized at the beginning of 2024.

Among the many actions concluded in 2023 and aimed at achieving the Sustainability objectives, the following are highlighted for example:

the increase in workers trained in emergency management (BLS and Fire Prevention) to ensure a prompt and effective response in the event of an emergency;

the purchase of 5 new electric vehicles for use in the operational field with a relative reduction in CO2 emissions;

the further replacement of 1 control cabin on quay crane no. 11 (activity started in 2022), with an advanced workstation, designed by the leading company in the sector Brieda Cabins, capable of providing a reduction of over 60% of skeletal-muscular stress, particularly in the lumbar region;

the entry into full operation of the OCR system of the quay cranes which has led to an improvement in the quality and safety of operations;

the installation of LED lamps in buildings 3 and 4 to replace neon lighting with the related achievement of energy savings and improved visual comfort;

the support for the project "Il Porto delle Donne", created and promoted by the Municipality of Livorno in collaboration with the international scientific association RETE, the University of Pisa and the CNR-Iriss of Naples in order to promote knowledge of the work carried out by women in the port and maritime sector.

The results achieved with the contribution of all TDT personnel are a source of pride and at the same time a stimulus to face changes with determination and awareness and to continue to create value for all those directly and indirectly involved in TDT activities.

The General Manager
Marco Mignogna





GRIMALDI GROUP ACQUIRES TERMINAL DARSENA TOSCANA (TDT)



A Grimaldi Group Company

Since last January 31, Terminal Darsena Toscana (TDT) has been officially acquired by the Grimaldi Group.

Once the authorization from the Port System Authority of the Northern Tyrrhenian Sea, the communication from the Competition and Market Authority and finally the approval of the Presidency of the Council of Ministers were received, the sale of 100% of the shares of TDT by the former shareholders Infracapital, Infravia and I.L. Investimenti was finalized.

The new ownership of the company consists of the two subsidiaries of the Neapolitan Group: Grimaldi Euromed (with an 80% share) and Grimaldi Deep Sea (for the remaining 20%).

With this operation, the Grimaldi Group is increasingly rooted in the port of Livorno, whose geographical position is strategic for the movement of both goods and passengers between Central/Northern Italy and the rest of the world.

to find out more



Grimaldi Group



Shipping Italy



Portnews.it



Ship2shore



Messaggero
marittimo



The MediTelegraph



Il Tirreno



Shipmag



Ships&Ports



FOREWORD

REPORTING REFERENCES

1-1 Key principles

Through this report, Terminal Darsena Toscana s.r.l. strives to make known in a transparent manner how it intends to contribute to Sustainable Development, understood as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (World Commission on Environment and Development, Our Common Future, 1987).

“A strategic approach to corporate social responsibility is increasingly important for competitiveness. It can bring benefits in terms of risk management, cost reduction, access to capital, customer relations, human resources management and innovation capacity”.

COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN PARLIAMENT, THE COUNCIL, THE EUROPEAN ECONOMIC AND SOCIAL COMMITTEE OF THE REGIONS A renewed EU strategy 2011-14 for corporate social responsibility/* COM/2011/0681 final of 25 October 2011.

SUSTAINABLE DEVELOPMENT GOALS



TDT has decided to use the GRI (Global Reporting Initiative) standards to report information on its economic, environmental and social impacts, including those on human rights, thereby increasing transparency regarding its contribution to Sustainable Development.

TDT reports information relating to its commitment to Sustainable Development in compliance with the principles of Accuracy, Balance, Clarity, Comparability, Completeness, Timeliness and Verifiability as defined in the GRI standard I: Fundamental Principles 2021.

1.2 GRI CONTENT INDEX

| | |
|---------------------------|---|
| DECLARATION OF USE | Terminal Darsena Toscana has reported the information mentioned in this GRI content index for the period from 01/01/2023 to 31/12/2023 with reference to the GRI Standards. |
| GRI STANDARD USED | GRI 1 - CORE PRINCIPLES - 2021 VERSION |

| GRI STANDARD | DISCLOSURE | | PAGE |
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| GRI 2 - General disclosures 2021 | The organization and its reporting practices | | |
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| GRI STANDARD | DISCLOSURE | | PAGE |
|---|---|--|-------------|
| | 2-17 | Collective knowledge of the highest governance body | Omitted |
| | 2-18 | Evaluation of the performance of the highest governance body | Omitted |
| | 2-19 | Remuneration policies | Omitted |
| | 2-20 | Process to determine remuneration | 33 |
| | 2-21 | Annual total compensation ratio | 34 |
| | STRATEGIES, POLICIES AND PRACTICES | | |
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| | 2-23 | Policy Commitments | 34 |
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| | 2-30 | Collective bargaining agreements | 41 |
| GRI 3: Material topics 2021 | 3-1 | Process to determine material topics | 43 |
| | 3-2 | List of material topics | 43 |
| | 3-3 | Management of material topics | 45 |
| GRI 201: Economic Performance 2016 | 201-1 | Directly generated and distributed economic value. | 47 |
| | 201-2 | Financial implications and other risks and opportunities due to climate change | 51 |
| | 201-3 | Obligations regarding defined benefit plans and other pension plans | 51 |
| | 201-4 | Financial assistance received from the government | 51 |
| GRI 201: Economic Performance 2016 | 202-1 | Direct economic value generated and distributed | 51 |
| | 202-2 | Proportion of senior management hired from the local community | 51 |

| GRI STANDARD | DISCLOSURE | | PAGE |
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| GRI 203: Indirect economic Impacts 2016 | 203-1 | Infrastructure investments and services supported | 52 |
| | 203-2 | Significant indirect economic impacts | 52 |
| GRI 204: Supply Practices 2016 | 204-1 | Proportion of spending on local suppliers | 53 |
| GRI 205: Anti-corruption 2016 | 205-1 | Operations assessed for risks related to corruption | 54 |
| | 205-2 | Communication and training about anti-corruption policies and procedures | 54 |
| | 205-3 | Confirmed incidents of corruption and actions taken. | 55 |
| GRI 206: Anti-Competitive behavior 2016 | 206-1 | Legal actions for anti-competitive behavior, anti-trust, and monopoly practices | 55 |
| GRI 302: 2016 Energy | 302-1 | Energy consumption within the organization | 58 |
| | 302-3 | Energy intensity | 59 |
| | 302-4 | Reduction of energy consumption | 60 |
| | 302-5 | Reduction in energy requirements of products and services | 63 |
| GRI 303: Water and effluents 2018 | 303-1 | Interactions with water as a shared resource. | 63 |
| | 303-2 | Management of impacts water discharge-related impacts | 64 |
| | 303-4 | Water discharge | 64 |
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| GRI 304: 2016 Biodiversity | 304-1 | Operational sites owned, leased, managed in (or adjacent to) protected areas and areas of high biodiversity value outside protected areas | 65 |
| GRI 305: 2016 Emissions | 305-1 | Direct (Scope 1) GHG emissions | 67 |
| | 305-2 | Energy indirect (Scope 2) GHG emissions | 67 |
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| | 305-7 | Nitrogen oxides (NOx), sulphur oxides (SOx) and other significant air emissions | 70 |
| GRI 306: 2020 Waste | 306-1 | Waste generation and significant waste-related impacts | 74 |
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| | 306-3 | Waste generated | 75 |
| | 306-4 | Waste diverted from for disposal | 77 |
| | 306-5 | Waste directed to disposal | 77 |
| GRI 308: 2016 Supplier environmental assessment | 308-1 | New suppliers that were screened using environmental criteria | 26 |
| | 308-2 | Negative environmental impacts in the supply chain and actions taken | 27 |
| GRI 401: 2016 Employment | 401-1 | New employee hires and employee turnover | 79 |
| | 401-2 | Benefits provided to full-time employees that are not provided to temporary or part-time employees | 82 |
| | 401-3 | Parental leave | 83 |
| GRI 402: 2016 Labour and Trade Union relations management | 402-1 | Minimum notice periods regarding operational changes | 84 |
| GRI 403: 2018 health and safety at work | 403-1 | Occupational health and safety management system | 84 |
| | 403-2 | Hazard identification, risk assessment and incident investigation | 86 |
| | 403-3 | Occupational health services | 87 |
| | 403-4 | Worker participation, consultation and communication on occupational health and safety | 88 |
| | 403-5 | Worker training on occupational health and safety | 89 |
| | 403-6 | Promotion of worker health | 90 |
| | 403-7 | Prevention and mitigation of occupational health and safety impacts directly linked by business relationships | 84 |
| | 403-8 | Workers covered by an occupational health and safety management system | 84 |

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| | 403-9 | Work-related injuries | 94 |
| | 403-10 | Work related ill health | 98 |
| GRI 404: 2016 training and education | 404-1 | Average hours of training per year per employee | 100 |
| | 404-2 | Programs for upgrading employee skills and transition assistance programs | 102 |
| GRI 405: 2016 diversity and equal opportunities | 405-1 | Diversity of governance bodies and employees | 102 |
| | 405-2 | Ratio of basic salary and remuneration of women to men | 103 |
| GRI 406: 2016 Non-Discrimination | 406-1 | Incidents of discrimination and corrective actions taken | 104 |
| GRI 407: 2016 Freedom of Association and Collective Bargaining | 407-1 | Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk | 104 |
| GRI 408: 2016 Child Labour | 408-1 | Operations and suppliers at significant risk for incidents of child labor | 104 |
| GRI 409: 2016 Forced or Compulsory Labor | 409-1 | Operations and suppliers at significant risk for incidents of forced or compulsory labor | 104 |
| GRI 410: 2016 Safety Practices | 410-1 | Security personnel trained in human rights policies or procedures | 105 |
| GRI 413: 2016 Local Communities | 413-1 | Operations with local community engagement, impact assessments, and development programs | 105 |
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| GRI 414 2016 Supplier Social Assessment | 414-1 | New suppliers that were screened using social criteria | 26 |
| | 414-2 | Negative social impacts in the supply chain and actions taken | 27 |
| GRI 416 2016 Customer Health and Safety | 416-1 | Assessment of health and safety impacts for product and service categories | 107 |
| | 416-2 | Incidents of non-compliance concerning the health and safety impacts of products and services | 107 |
| GRI 418 2016 Customer Privacy | 418-1 | Substantiated complaints concerning breaches of customer privacy and losses of customer data | 108 |

1.3 Index of non-relevant/non-material information

| RELEVANT GRI TOPICS DETERMINED AS NON-MATERIAL | | | |
|--|--|-----------------------------|---|
| TOPIC | DISCLOSURE | REASONS FOR OMISSION | EXPLICATION |
| GRI 207: 2019 Taxes | 207-1 Approach to tax | Confidentiality Constraints | TDT maintains an approach to taxation based on the principle of legality and compliance. |
| | 207-2 Tax governance, control and risk management | Confidentiality Constraints | |
| | 207-3 Stakeholder engagement and management of concerns related to tax | Confidentiality Constraints | |
| | 207-4 Country -by-country Reporting | Confidentiality Constraints | TDT operates in Italy. |
| GRI 302: 2016 Energy | 302-2 Energy consumption outside of the organization | Unavailable | The quantities of fuel consumed for employee commuting are not available. |
| GRI 301: 2016 Materials | 301-1 Materials used by weight or volume | Not relevant | The activities upstream and downstream of TDT's production area, i.e. those related to the transport of containers to and from the terminal, are not included among those subject to management control by TDT and therefore it is not possible to provide, even in an estimated manner, accurate consumption values. |
| | 301-2 Recycled input materials | Not relevant | TDT provides services to its customers; the main supplies concern services acquired externally; the acquisition of materials mainly concerns materials for the warehouse. |
| | 301-3 Reclaimed products and their packaging materials | Not relevant | |
| GRI 303: 2018 Water and Effluents | 303-3 Water withdrawal | Not relevant | There is no withdrawal from basins, the supply comes from the port aqueduct. |
| GRI 304: 2016 Biodiversity | 304-2 Significant impacts of activities, products and services on biodiversity | Not relevant | There are no direct impacts on biodiversity. |
| | 304-3 Protected or restored habitats | Not relevant | There are no protected areas nearby; an area has been established (the WWF dunes of Calabrone) but it is not adjacent to the terminal nor are there any direct impacts. |
| | 304-4 IUCN Red List species and national conservation list species with habitats in areas affected by operations | Not relevant | There are no protected species in the areas of operation of TDT. |
| GRI 404: 2016 Training and Education | 404-3 Percentage of employees receiving regular performance and career development reviews | Not relevant | There are no periodic or systematic processes for evaluating staff performance. |
| GRI 411: Rights of Indigenous Peoples | 411-1 Incidents of violations involving rights of indigenous peoples | Not relevant | There are no indigenous peoples involved in the activities |
| GRI 415: 2016 Public Policy | 415-1 Political contributions | Not relevant | In 2023, TDT did not make political, financial or in-kind contributions. |
| GRI 417: 2016 Marketing and labelling | 417-1 Requirements for product and service information and labeling | Not relevant | TDT is committed to fair and responsible marketing communications, and to ensuring access to information relating to the use of the services to help Customers and other Interested Parties make informed choices. |
| | 417-2 Incidents of non-compliance concerning product and service information and labeling | Not relevant | During 2023, no non-conformities were detected referring to information related to the economic, environmental and social impacts of the service provided by TDT. |
| | 417-3: Incidents of non-compliance concerning marketing communications | Not relevant | In the year 2023, there were no non-conformities related to marketing communications. |



2

GENERAL INFORMATION



THE ORGANIZATION AND ITS REPORTING PRACTICES

2.1 Organizational details

Terminal Darsena Toscana s.r.l. (TDT) has its registered office in Livorno, in Via Mogadiscio 23, on the West Bank of the Industrial Port area called Darsena Toscana.

Port operations and services are provided by TDT on the West Bank of Darsena Toscana, in compliance with the provisions of Law 84/1994 and further modifications, on a total area of approximately 350,000 m² granted in concession by the Port System Authority of the Northern Tyrrhenian Sea, with deed registered at no. 48 of the Register of Concessions, prot. no. 07691 of 18/10/01, and further modifications.

TDT has the legal form of a Limited Liability Company.

2.2 Entities included in the organization's sustainability reporting

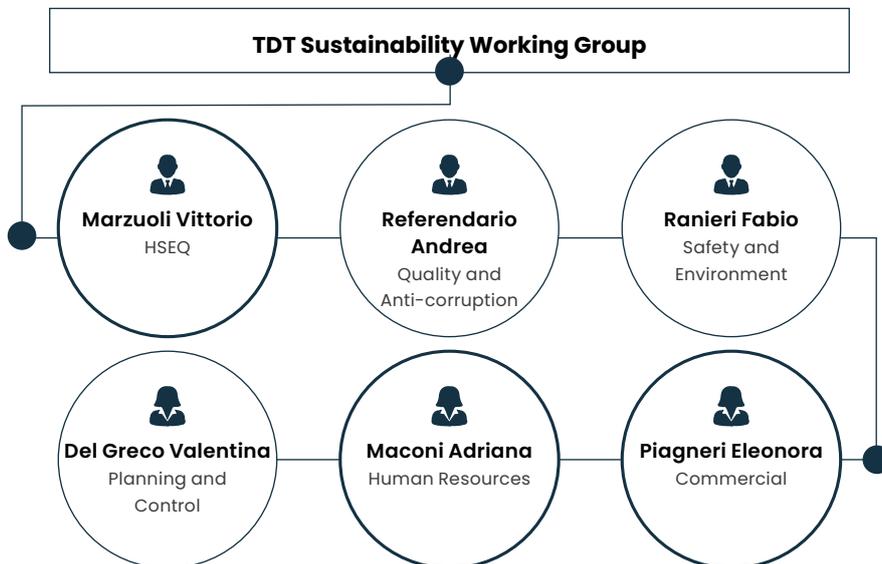
This Sustainability Report refers exclusively to the company Terminal Darsena Toscana s.r.l.; data from other entities or organizations are not reported.

2.3 Reporting period, frequency and contact point

The reporting period for this TDT Sustainability Report is the year 2023, from January 1st to December 31st, unless otherwise indicated.

The reporting frequency, i.e. the publication of this sustainability report, is annual; to allow comparability of performance and economic, environmental and social impacts over time, the data from the two previous years are reported.

Graph 1:
WORKING GROUP



For any question about the reporting or the information provided, you can contact the TDT Sustainability working group at the following contacts:

- *Ordinary mail: Terminal Darsena Toscana S.r.l., Via Mogadiscio 23, Darsena Toscana Porto di Livorno, 57123 – Livorno*
- *@mail: sostenibilita@tdt.it*

The document can be downloaded from the company website www.tdt.it

2.4 Restatements of information

There are no revisions to the information contained in previous reports.

2.5 External Assurance

TDT has decided not to subject the 2023 Sustainability Report to verification by an external certification body and will in any case notify GRI of the use of the GRI Standards and the related declaration of use.



ACTIVITIES AND WORKERS

2-6 Activities, value chain and other business relationships

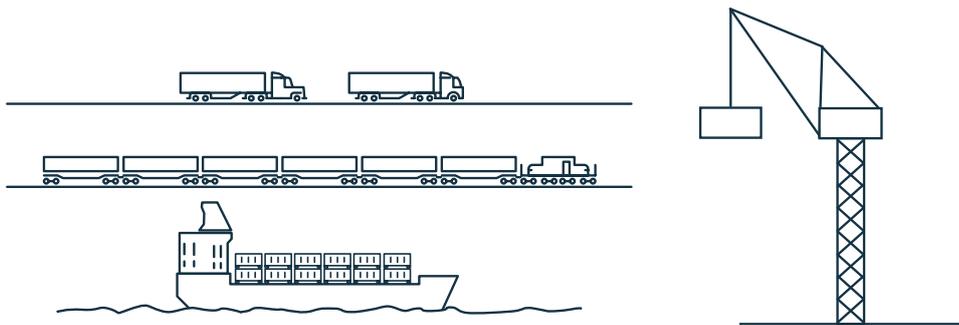
Activities and sector

Terminal Darsena Toscana operates as a Terminal Operator in the port of Livorno.

The services provided by the terminal, in the field of freight transport, are aimed at satisfying the needs of Shipping Companies on the one hand and Freight Forwarders, Loaders and all other Stakeholders and actors involved in the transport flow on the other.

TDT therefore acts as a link between the maritime mode of freight transport, both deep sea and short sea, and the land mode, both by train and by truck.

The commercial and administrative activities as well as those of planning, operational and control concern the loading and unloading, transshipment, storage, custody, movement of full and empty containers, various loose goods, including RORO goods, to and from trucks, ships, trains using rubber-tyred lifting equipment, of various types and capacities, and owned quay cranes.



Markets served

Global seaborne container traffic, following a marked contraction in 2022, will see a slight recovery in 2023, with total traffic of approximately 170/180 million TEUs handled.

However, growth has been slower than overall economic development due to the persistent consequences of the COVID-19 pandemic, geopolitical turbulence in the Middle East, the Russian-Ukrainian conflict, as well as increasingly disruptive climate events such as the severe drought that hit the Panama Canal and growing protectionist tendencies.

Factors that, while translating into increasing volatility and unpredictability of market dynamics and the main economic variables, an increase in inflation and the persistence of general geopolitical uncertainty, have not stopped the growth prospects of global maritime trade, once again demonstrating the resilience of the sector.

When analyzing containerized sea transport, we cannot fail to highlight some strategic drivers that are destined to shape the competitive scenario in the short term, both at an international and national level. In particular:

Freight Rate Volatility: 2023 was characterised by freight rates returning to pre-pandemic levels on most routes. Slowing demand, compounded by still high but gradually declining inflation in Western countries, contributed to a reversal of the supply-demand balance and a collapse in freight rates. So while we had weak freight demand linked to rising consumer prices, we also had excess capacity as shipping lines gradually took delivery of vessels they had ordered during the post-Covid boom.

Adding further pressure to lower freight rates are changes to carrier alliances that could encourage increased competition between carriers. 2023 began with MSC and Maersk announcing the end of their alliance from January 2025, triggering a redesign of business models².

Definition of business models: selection of management and operational solutions that are functional to ensuring the solidity of the supply chain even in the face of exogenous shock events that impact the entire maritime port supply chain with increasing frequency.

Companies are now careful to diversify their supply sources to reduce risks: in addition to having diversified suppliers and sub-suppliers, they have sought them in areas closer to their headquarters and end markets. Many have moved their production from China and other Asian countries to the Mediterranean area of Turkey, Morocco, Serbia, Tunisia and Egypt.

In the direction of production regionalization, the importance of Short Sea routes should be highlighted, more functional to the implementation of strategic supply chains and the achievement of sustainability objectives, allowing, where possible, the replacement of road transport with shipping.

Consequently, we move from a just-in-time model to a just-in-case approach, in which stocks are increased to deal with irregular deliveries and the unreliability of logistics chains.

Increasing occurrence of Blank Sailing: on the Transpacific, Transatlantic, Asia-Northern Europe and Med routes, equal to a cancellation rate of 8%³. The routes most affected by this phenomenon were those of the Transpacific East (42% of cancellations) and the Asia-Northern Europe and Med route (38%), while it still appears residual on the Transatlantic West direction (19%).

Carriers have also used blank sailings as a way to prevent freight rates from falling during a period of slumping cargo volumes. In fact, in the fourth quarter of 2023, when unexpected global events occurred, such as diversions from the Suez and Red Sea to the Cape of Good Hope route and severe droughts that forced the Panama Canal to reduce passages, blank sailings led to a consolidation of freight rates, with rates surging toward the end of 2023.

Considering the current conditions of supply and demand for container shipping by sea, it is plausible to assume that the future evolution of the sector will be significantly influenced by the pursuit by national and international carriers of business and corporate strategies that allow an alignment of the supply system to the changed requests coming from shippers.

Growth of operators: we are witnessing the search for increasingly advanced levels of vertical integration that involve different stages of the technological production chain in order to ensure the quality of service along the entire supply chain and new waves of extraordinary mergers, acquisitions or joint ventures between companies that translate into a further increase in the degree of concentration of the sector on a global scale.

Relevance of Sustainability: growing attention towards the introduction of sustainable growth strategies on ESG (Environment, Social, Governance) issues with particular focus on aspects related to the reduction of environmental impact through green investments such as new propulsion systems, alternative fuels such as LNG first and hydrogen to follow, use of renewable sources for auxiliary systems, innovation in ship design, etc., to move from technological leadership to green leadership.

Digitalization: another essential tool for achieving sustainability goals is the digitalization of the sector by exploiting the opportunities that arise from the introduction of emerging digital technologies, such as IoT (Internet Of Things), Artificial Intelligence and Blockchain, in order to optimize process management, reduce operating costs, increase the level of service and safety & security levels.

In this scenario, national ports, despite the difficult international competitive context, have been able to consolidate their strategic and market positioning.

² Upply – 08/12/2023 “MSC started to act largely independently from its Danish partner already in 2023. The Italian-Swiss company implemented a very aggressive pricing policy with the aim of gaining additional market share, taking advantage of the poor reaction of its direct competitors. In the meantime, Maersk and CMA CGM have relied more on a vertically integrated business model, which should allow them to generate cargo volume and protect themselves from turbulence in the container shipping market by diversifying their activities”.

³ Shipping Italy – 29/12/2023

Table 1:

TOP 30 PORTS IN 2023 (INCLUDING ESTIMATES) – SOURCE ALPHALINER – RANKED BY TOTAL VOLUME IN MILLION TEU, WITH PREVIOUS YEAR'S POSITION IN BRACKETS

| POSITION | PORT (* = ESTIMATE) | COUNTRY | TEU (M) | Δ '23/'22 (%) |
|----------|------------------------|----------------------|---------|---------------|
| 1 (1) | Shanghai | China | 49,158 | 3,9 |
| 2 (2) | Singapore | Singapore | 39,013 | 4,6 |
| 3 (3) | Ningbo-Zhoushan | China | 35,300 | 5,8 |
| 4 (5) | Qingdao* | China | 30,000 | 16,9 |
| 5 (4) | Shenzhen* | China | 29,900 | -0,5 |
| 6 (6) | Guangzhou* | China | 25,040 | 1,8 |
| 7 (7) | Busan | South Korea | 23,151 | 4,9 |
| 8 (8) | Tianjin* | China | 22,160 | 5,4 |
| 9 (9) | Los Angeles/Long Beach | USA | 16,648 | -12,6 |
| 10 (12) | Dubai/Jebel Ali | United Arab Emirates | 14,473 | 3,6 |
| 11 (10) | Hong Kong | China | 14,342 | -14,1 |
| 12 (14) | Port Kelang | Malaysia | 14,061 | 6,3 |
| 13 (11) | Rotterdam | Netherlands | 13,447 | -7,0 |
| 14 (15) | Xiamen* | China | 12,550 | 1,0 |
| 15 (13) | Antwerp-Bruges | Belgium | 12,500 | -7,2 |
| 16 (16) | Tanjung Pelepas | Malaysia | 10,481 | -0,3 |
| 17 (19) | Laem Chabang | Thailand | 8,868 | 1,5 |
| 18 (18) | Kaohsiung | Taiwan | 8,834 | -6,9 |
| 19 (22) | Tanger Med | Morocco | 8,614 | 13,4 |
| 20 (21) | Ho Chi Minh City | Vietnam | 8,397 | 0,0 |
| 21 (17) | New York/Newark | USA | 7,810 | -17,7 |
| 22 (20) | Hamburg | Germany | 7,755 | -6,9 |
| 23 (25) | Mundra | India | 7,231 | 11,2 |
| 24 (23) | Colombo | Sri Lanka | 6,950 | 1,3 |
| 25 (24) | Jakarta | Indonesia | 6,750 | 0,0 |
| 26 (26) | Nhava Sheva | India | 6,354 | 6,6 |
| 27 (31) | Qinzhou* | China | 6,120 | 13,1 |
| 28 (28) | Rizhao* | China | 6,104 | 5,2 |
| 29 (29) | Lianyungang | China | 6,100 | 9,5 |
| 30 (32) | Cai Mep | Vietnam | 5,593 | 0,0 |

* change based on 2022 estimates. Alphaliner rankings include estimates for ports that have not reported their full-year figures and rankings may change. Alphaliner No. 13/2023

As in the previous year, in 2023, a total of approximately 11 million TEUs were handled on the quays of Italian ports, attributable to both gateway traffic and transshipment⁴.

In 2023, transshipment increased compared to expectations, thanks to Gioia Tauro, where the year for the Medcenter Container Terminal closed with 3,548,827 TEUs (+5%), while traffic in Italian gateway ports stood at around the usual 7-7.5 million TEUs, a trend that has been stable for a long time now.

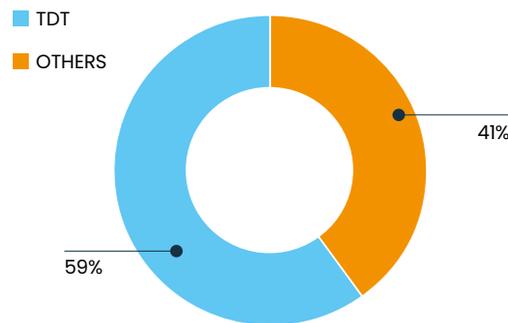
Genoa – Vado Ligure was the leading port system in Italy with almost 2.4 million TEUs and 360 thousand TEUs (Reefer Terminal plus Vado Gateway) respectively. In the Ligurian capital, Psa Genova Pra’ recorded 1,449,199 Teu, Psa Sech 247,008 Teu, Spinelli’s GPT 424,561 Teu, Messina Group’s Imt 130,025 Teu, Terminal San Giorgio 104,000 Teu and Bettolo just under 100,000 Teu.

In La Spezia, overall container traffic was equal to 1,142,863 Teu, the result of the sum of the volumes of La Spezia Container Terminal (1,012,103 Teu) and Terminal del Golfo (130,760 Teu). In Marina di Carrara, a port of call that is part of the same port system, Grendi embarked and disembarked 89,095 Teu, to which at least ten thousand Teu were added, handled by Mdc Terminal.

For Livorno, 2023 closed with 665 thousand TEUs, of which 387,808 TEUs attributable to Terminal Darsena Toscana and just over 260 thousand to other operators, equal to a decrease of approximately 10% compared to the previous year for the entire Livorno port.

At the top of container traffic in the port of Livorno we find Terminal Darsena Toscana with its 387,808 TEUs and a market share of 59%.

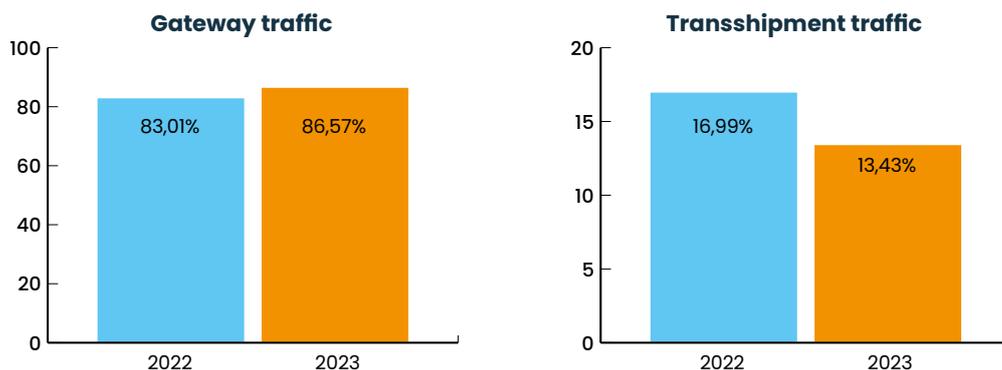
Graph 2:
TDT IN THE PORT OF LIVORNO – 2023 DATA



TDT records a decrease in volumes compared to 2022 due on the one hand to the cessation of some services such as the NITUS operated by MSC which directly connected Livorno with New York, the Tyrrhenian Levant Service of Metz Container Line which connected the Mediterranean with Egypt and the Intra Med GAS Greece-Algeria service of EMES and on the other to the transfer in November 2023 of the WAF West Med Can Dak service operated by MSC from TDT to another Terminal, as well as to the succession of changes between the various CMA CGM feeders and to a decline in call media of the Hapag Lloyd service on the transatlantic trade that operates between the Mediterranean and Central America.

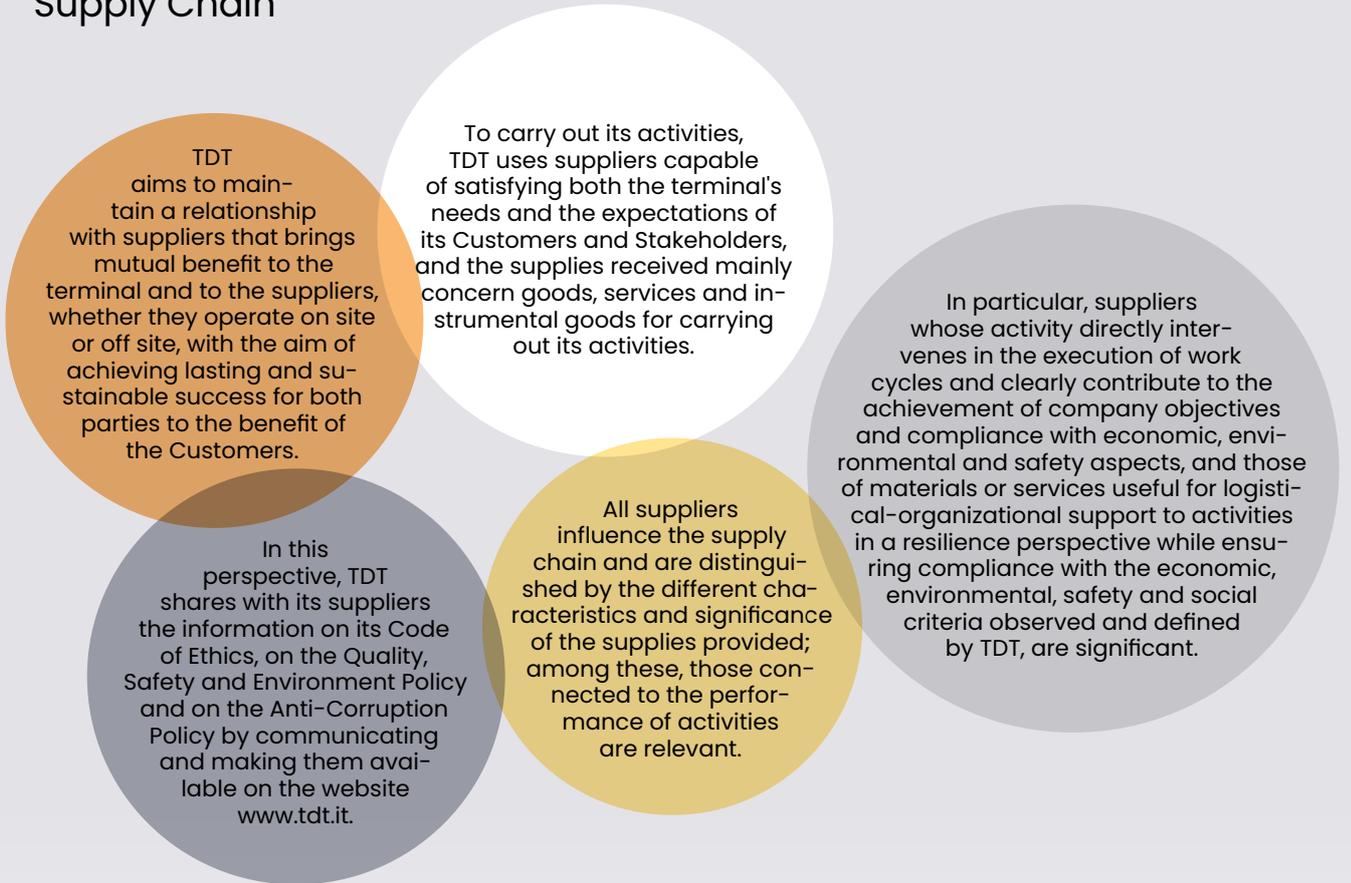
Despite this, the composition of TDT traffic remains unchanged and indeed has improved, which in recent years has seen a strong decrease in transshipment traffic in favor of local traffic.

Graph 3:
GATEWAY TRAFFIC - TRANSSHIPMENT

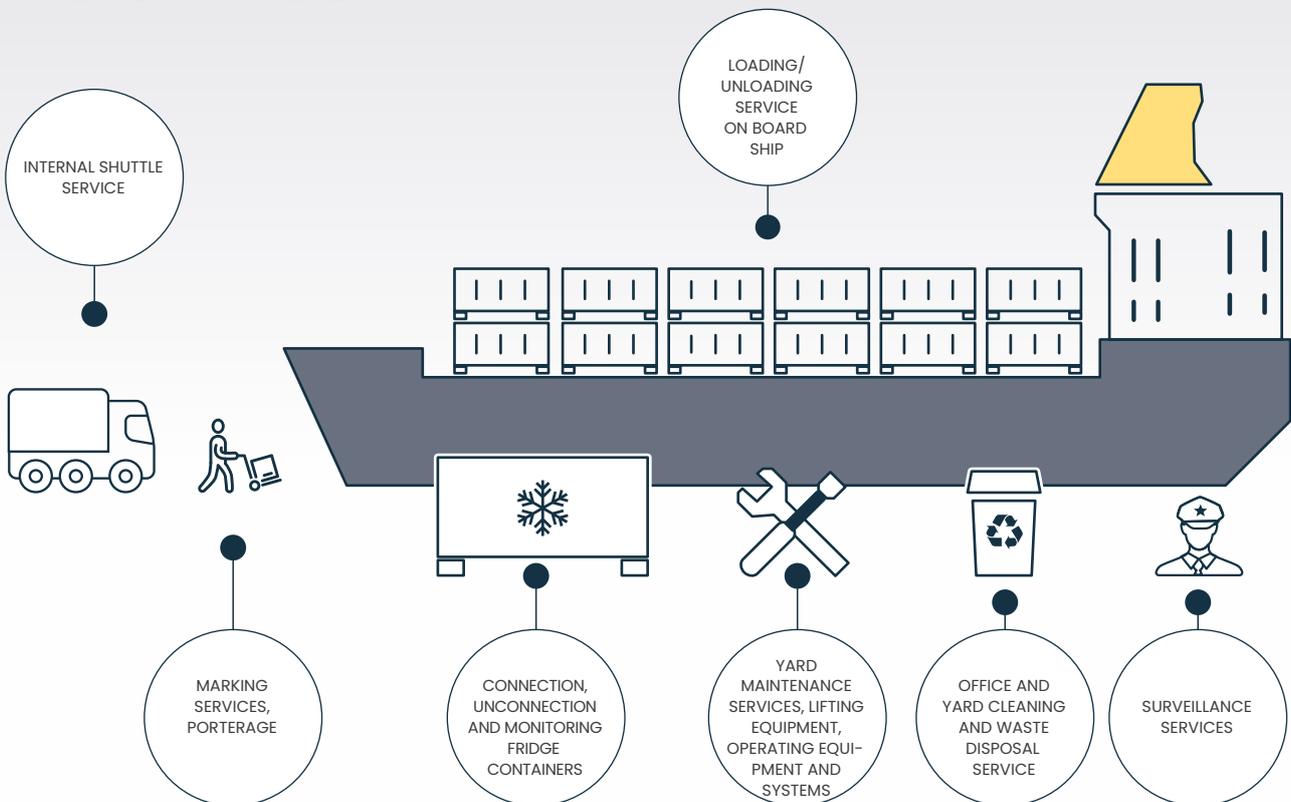


⁴ Data source: Shipping Italy 17/01/2024.

Supply Chain



Among the plurality of supplies of products and services that TDT acquires from its suppliers, the following typologies can be highlighted:



During the period considered, there were no significant changes regarding the size, structure of TDT or its supply chain.

Environmental and Social Assessment of Suppliers in the Supply Chain

308 Supplier environmental assessment

414 Supplier social assessment

TDT has prepared and maintains specific procedures regarding the qualification of suppliers, i.e. their initial evaluation, selection and periodic re-evaluation, with particular reference to the aspects of quality, environment, safety and anti-corruption, in order to guarantee their ability to satisfy the requirements relating to supplies. This procedure is integrated with the controls of the Organizational and Management Model pursuant to D. Lgs. 231/2001.

The qualification allows to verify the possession of the basic requirements to be able to operate with the terminal and this process takes place in compliance with the criteria of transparency, equal opportunities of access, professionalism, reliability and cost-effectiveness, without prejudice to the prevalence of the legality requirements. This qualification allows the maintenance of a list of suppliers approved by TDT to which purchase orders can be issued.

In addition to the qualification, TDT maintains a surveillance activity of its suppliers by monitoring the quality of supplies and services received, periodically re-evaluating them.

Qualification and monitoring activities allow the continuous identification of impacts and interferences that may pose risks to workers involved in activities within the TDT site or to the environment with the generation of waste or that may expose to social risks. Based on the results of the qualification and monitoring processes, TDT agrees with the selected suppliers the appropriate measures aimed at preventing environmental and social risks associated with the required performances.

For consultancy services, TDT takes into account the requirements of professionalism, reliability, integrity, confidentiality and diligence.

From an environmental perspective, indirect environmental impacts are due to activities related to those of the terminal and delegated to subjects upstream with respect to the service delivery processes. The level of management control of the Terminal is indirect and depends on the ability to influence the individual process or supplier. The significant environmental aspects linked to the activities are analysed within the environmental analysis and assessed, like the direct ones, based on criteria of severity, probability of occurrence, legislative compliance, risks/opportunities, human rights.

Among the suppliers present on the site, particular attention is paid to the maintainers of vehicles/equipment/systems, whose activities generate maintenance waste. TDT ensures the correct management through yard monitoring activities and/or supplier audits. Any abandoned or incorrectly disposed waste is managed with a view to remedying, treating and preventing the event from recurring.

For suppliers, there is also a "Supplier Code of Conduct" with specific provisions on environmental issues (emissions, waste management), data and IT security and social issues (diversity and inclusion, health and safety).

308-1 New suppliers that were screened using environmental criteria

414-1 New suppliers that were screened using using social criteria

All new suppliers performing any of the activities listed below were evaluated by environmental criteria prior to their employment. During 2023, 9 new suppliers were evaluated.

308-2 Negative environmental impacts in the supply chain and actions taken

From the analysis of the terminal supply chain, the processes and related environmental aspects reported in the following table were significant, on which it was possible to activate improvement actions to reduce impacts in collaboration with the suppliers themselves. These supplies are provided on the TDT operating site.

Table 2:
TABLE OF ENVIRONMENTAL ASPECTS AND IMPACTS IN THE SUPPLY CHAIN

| TYPE OF SUPPLY | ENVIRONMENTAL ASPECTS | POTENTIAL NEGATIVE IMPACTS | IMPROVEMENT ACTIONS IMPLEMENTED |
|-----------------------------|--|--|---|
| Vehicles maintenance | Discharges on the ground | Soil contamination during maintenance | management training, meetings, nc spills management |
| Internal transport | Waste production | Waste abandonment | Management of abandoned waste; communication prohibiting abandonment, signs, cameras, delimited TDT waste area, post-inspection recalls |
| Office cleaning services | Use of raw materials and natural resources | Consumption of raw materials | information, policy, supplier control; office cleaning supplier coordination for the purchase of less aggressive detergents |
| | Waste production | Waste production | information, policy, supplier control |
| Plant/equipment maintenance | ATM emissions | GWP, ODS | replacement of systems in case of low performance, replacement of air conditioning gas before expiry |
| | Waste production | Waste production | Supplier training and control |
| | Use of energy sources | Consumption of resources – minerals, fossils | |

414-2 Negative social impacts in the supply chain and actions taken

Table 3:
TABLE OF SOCIAL ASPECTS AND IMPACTS IN THE SUPPLY CHAIN

| SOCIAL ASPECTS | POTENTIAL NEGATIVE IMPACTS | IMPROVEMENT ACTIONS IMPLEMENTED |
|---------------------------|-------------------------------|--|
| Health and safety at work | Interfering hazards and risks | Definitions of protocols and coordination documents for carrying out activities. Inspection and audit control actions on the supplier |
| | Accidents at Work | |
| Security practices | Conduct of security personnel | Definitions of protocols and coordination documents for carrying out activities Inspection and audit control actions on the supplier. Mandatory training on security issues |

2.1 Employees

As of 12/31/2023, TDT directly employs 261 workers to carry out its activities.

The data on TDT's employees and their composition are shown below.

Table 4:
STAFF COMPOSITION – NUMBER OF PEOPLE

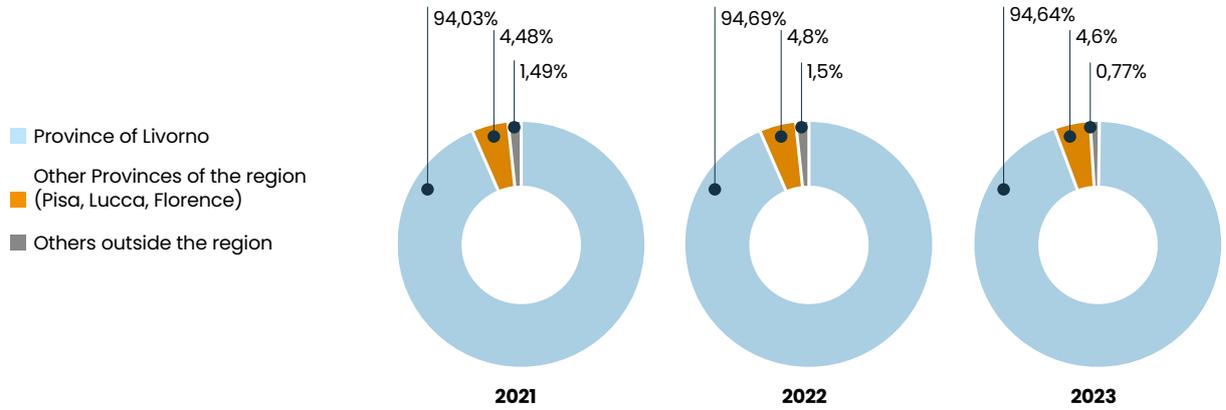
| STAFF COMPOSITION | 2021 | 2022 | 2023 |
|---------------------------------|------|------|------|
| Total employees | 268 | 269 | 261 |
| By gender | | | |
| Men | 218 | 221 | 214 |
| Women | 50 | 48 | 47 |
| By age | | | |
| Under 30 | 1 | 4 | 4 |
| Between 30 and 50 | 176 | 161 | 145 |
| Over 50 | 91 | 104 | 112 |
| Average age of staff | 47 | 48 | 49 |
| By professional category | | | |
| Senior executives | 8 | 7 | 7 |
| Middle Managers | 2 | 2 | 3 |
| Employees | 140 | 137 | 131 |
| Workers | 118 | 123 | 120 |
| By contract type | | | |
| Permanent | 268 | 264 | 260 |
| Fixed-term | 0 | 5 | 1 |
| Apprentices | 0 | 0 | 0 |
| By type of employment | | | |
| Full time | 252 | 255 | 248 |
| Part time | 16 | 14 | 13 |

In TDT, which operates according to art.18 of L.84/96, the percentage of women employed is 18%, equal to 47 employees out of 261 employees.

Value higher than the national figure of 8%
(source "Port Infographics Update 2024" created by Srm and Assoport).



Graph 4:
EMPLOYEE ORIGIN



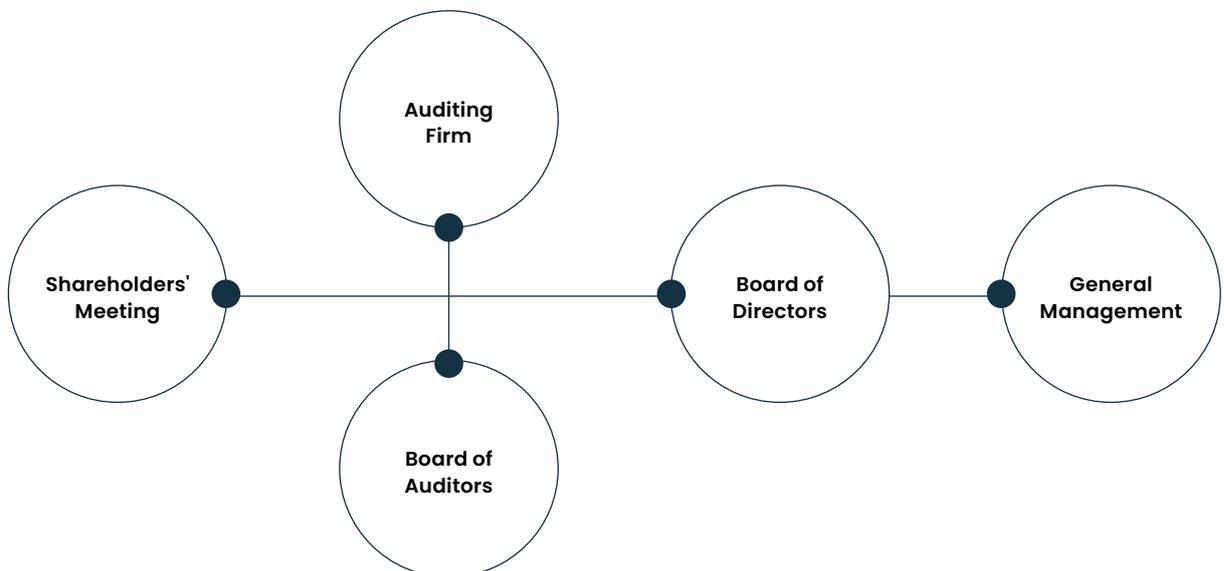
2-8 Workers who are not employees

In addition to its own employees, TDT can avail itself of the services of the Port Employment Agency of Livorno, which is the only entity that can provide temporary port work, authorized under art. 17 of law 84/94..

GOVERNANCE

2-9 Governance structure and composition

Graph 5:
TDT GOVERNANCE



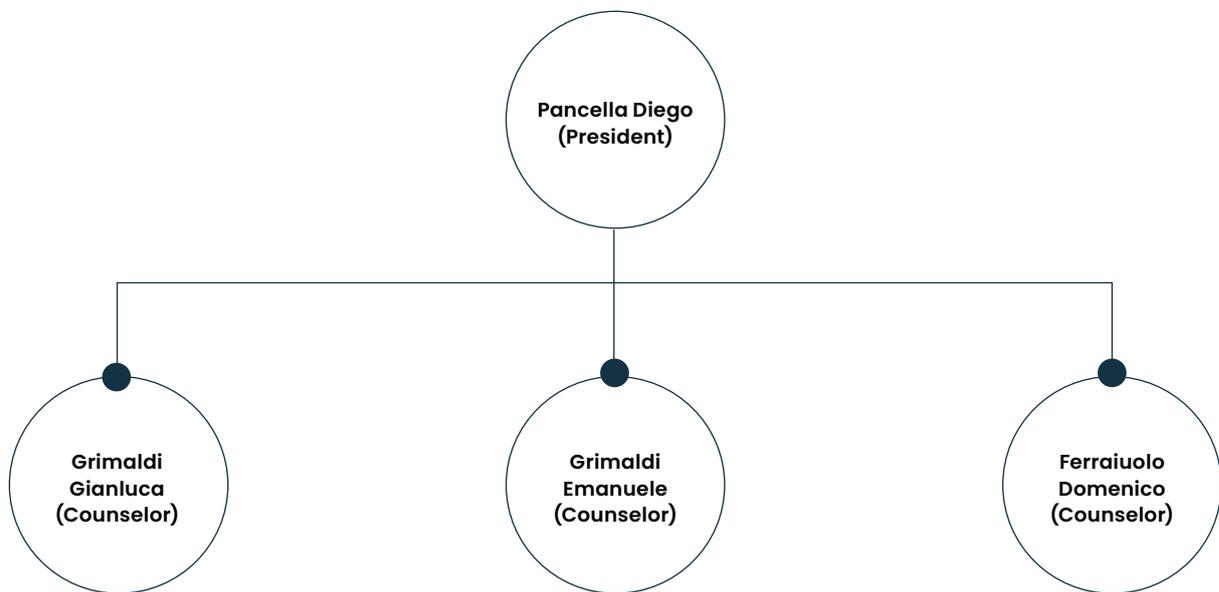
The Shareholders' Meeting appoints the Board of Directors and the Board of Auditors, approves the financial statements for the financial year each year and, if necessary, is convened in an extraordinary session for the resolutions that are its responsibility according to the law and the Articles of Association.

The Board of Auditors, which exercises the supervisory functions provided for by the Law, is composed of the President, two Statutory Auditors and two Alternates.

The company's financial statements for the year 2023 are certified by the auditing firm Price Waterhouse-Coopers S.p.A.

These bodies are supported, in compliance with the establishment of the Management, Organization and Control Model pursuant to ex D.Lgs 231/2001 established by resolution of the Board of Directors of TDT on 12.12.2009, by the Supervisory Body composed of two members: Guido Leonardi (external member with the function of President) and Valerio Liperini (internal member).

Graph 6:
THE BOARD OF DIRECTORS OF TDT



The Board of Directors of TDT defines the strategic directions of the group and assumes responsibility for corporate governance, appoints the General Manager, determining his/her responsibilities and management powers through a specific proxy in accordance with the defined strategies and directives. There are no management and control committees within the Board of Directors.

2-10 Nomination and selection of the highest governance body

The Shareholders' Meeting appoints the members of the Board of Directors in accordance with the provisions of the Law and considering as founding criteria the representativeness of the shareholders, independence and competence with respect to economic, social and environmental issues.

2-11 Chair of the highest governing body

The Chairman of the Board of Directors has no executive roles in TDT; Director Commander Domenico Ferraiuolo has been appointed Chief Executive Officer.

2-12 Role of the highest governance body in overseeing the management of impact

The Board of Directors promotes an approach to terminal management towards strategic corporate objectives that are compatible and consistent with economic, environmental and social sustainability.

The objectives, approved by the Board of Directors, are pursued by the Management and the management team according to specific plans, developed taking into account the material expectations under the environmental, economic and social aspects of internal and external stakeholders.

TDT identifies and manages its economic, environmental and social issues and the related impacts, risks and opportunities based on context analyses in which it identifies the relevant internal and external factors that can influence the achievement of the economic, environmental and social objectives determined in compliance with the needs of the interested parties.

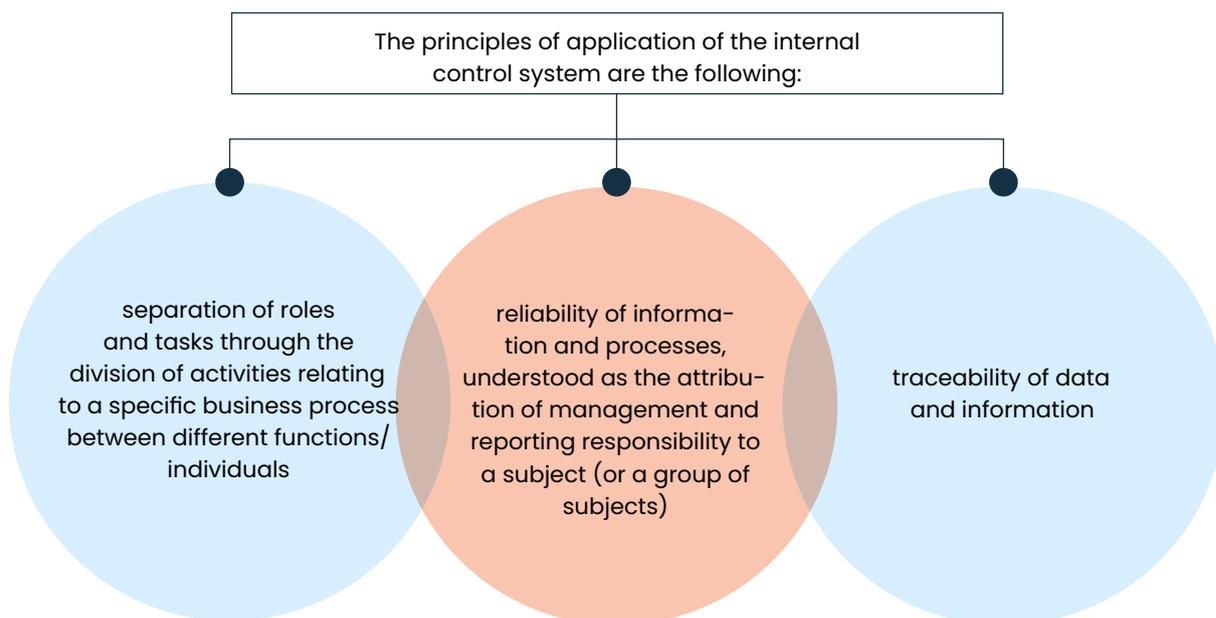
To identify these issues, TDT, and in particular the General Management, engages with its stakeholders, be they Customers, Investors, Suppliers or Authorities, both formally and directly, through specific audits or surveys conducted within the Management Systems, and indirectly during commercial or institutional meetings.

In conducting its business, TDT identifies, addresses and manages numerous types of risk that can potentially generate significant impacts of an economic-financial, patrimonial, social, environmental and reputational nature, deteriorating the corporate image towards all Stakeholders.

TDT adopts operational and management objectives and plans capable of preventing and mitigating the impacts of risks inherent in carrying out activities, ensuring the effectiveness of the actions undertaken, as well as compliance with mandatory regulations.

The responsibility for the implementation of these plans lies with the General Management, supported by the management team, i.e. the appointed Function Managers.

Furthermore, TDT has adopted an internal control system, consisting of a set of principles, rules, procedures aimed at allowing the company to be run in a healthy, correct and coherent manner with the objectives established in compliance with economic, environmental and social sustainability.



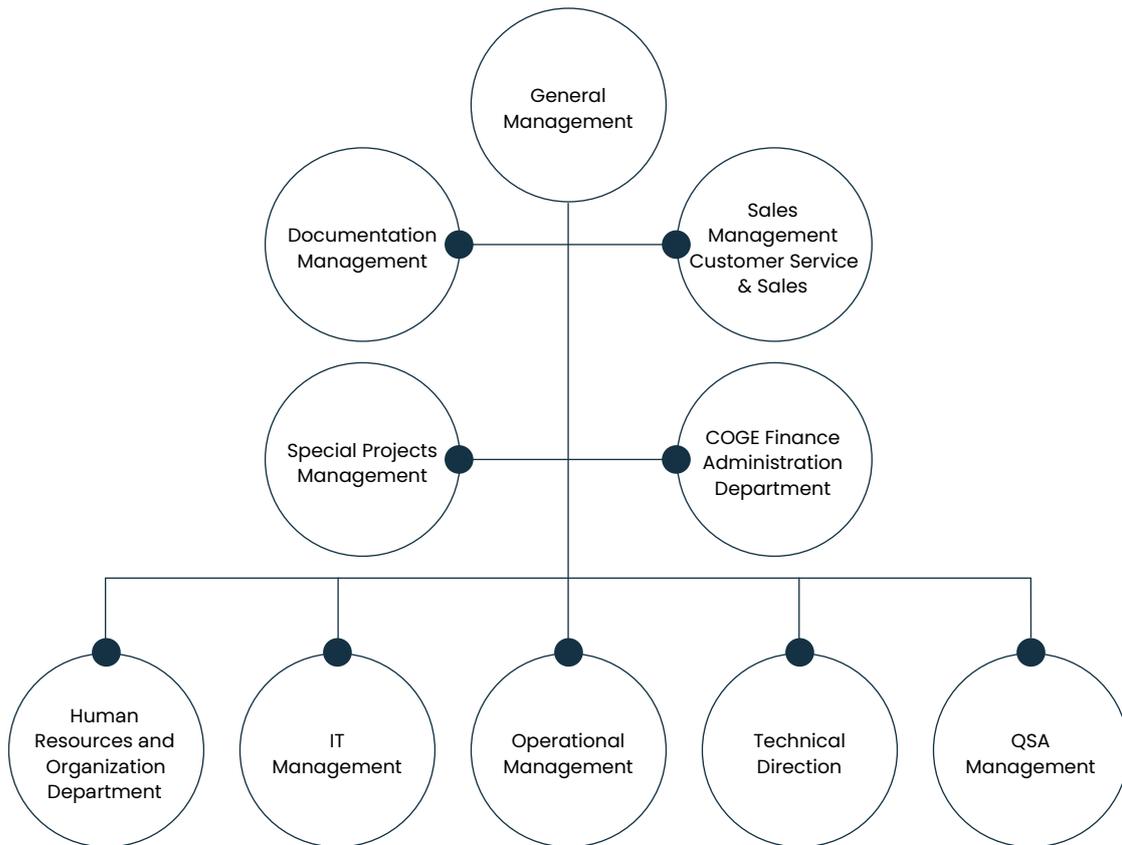
TDT has long maintained the strategy of implementing and certifying its Management Systems in accordance with international Standards, to ensure both continuous reference to best practices and verification of their implementation by independent Third Parties.

2-13 Delegation of responsibility for managing impacts

The General Manager of TDT, Eng. Marco Mignogna, through the powers delegated to him by the Board of Directors and the CEO, is responsible for managing economic, environmental and social issues and their impacts and for implementing strategies using the company's management.

The structure of the top management functions and the main reporting lines are represented in the following organizational chart:

Graph 7:
TDT ORGANIZATION CHART



The Board of Directors and the General Management are informed and updated on sustainability aspects relating to economic, environmental and social issues, both internal and external to the TDT organization, through specific annual reviews and information meetings.

2-14 Role of the highest governing body in sustainability reporting

TDT Senior Management verifies and approves the Sustainability Report prepared by the Working Group, ensuring the adequacy of the internal controls implemented so that the contents and material issues relating to the economic, environmental and social impacts resulting from the analysis of the context and communication with stakeholders are reported according to principles of integrity and credibility and are shared with the Board of Directors.

2-15 Conflicts of interest

During the year, no conflicts of interest were identified or communicated.

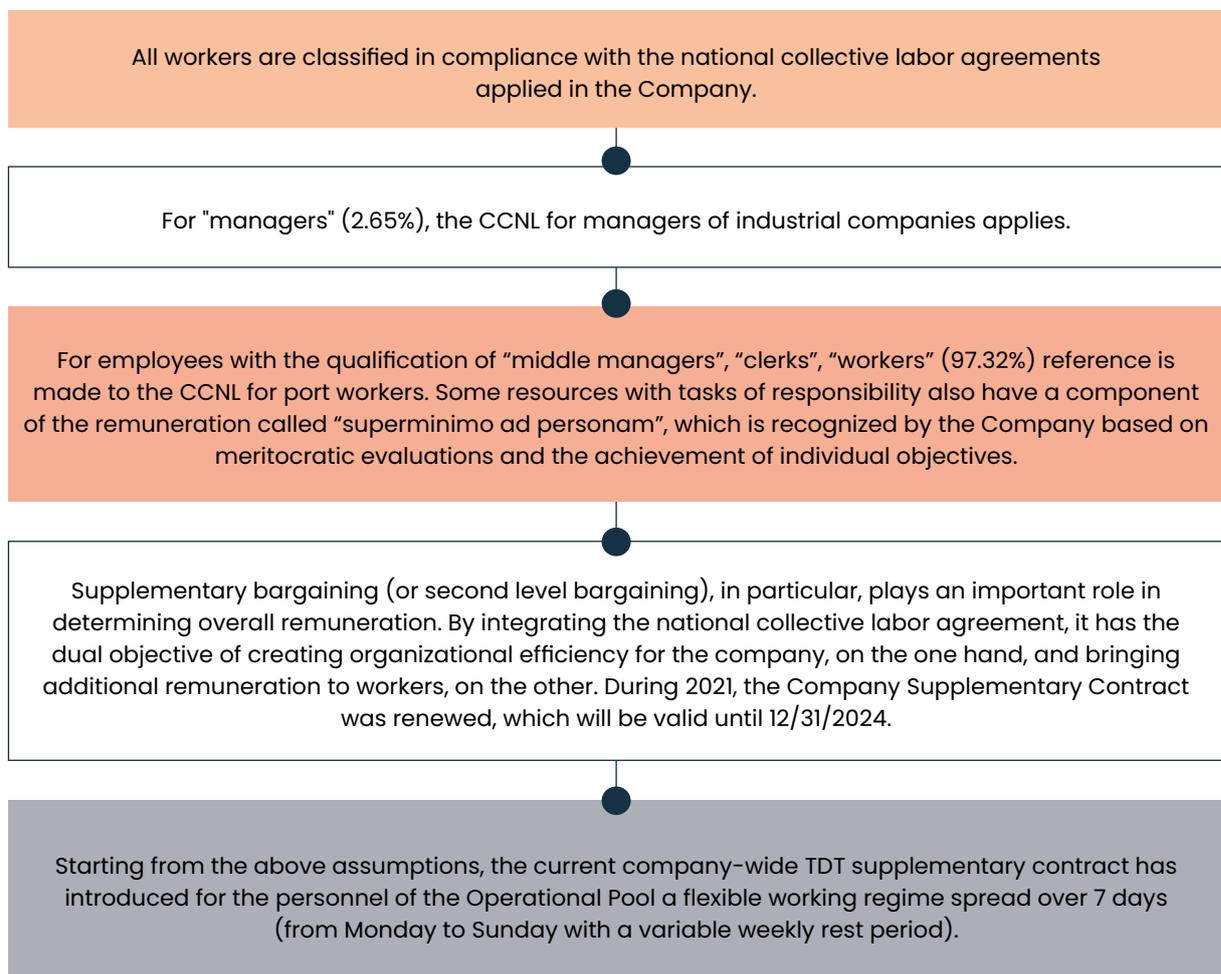
2-16 Communication of critical concerns

With the establishment of the Management, Organization and Control Model ex D.lgs. 231/01, with resolution of the Board of Directors of TDT on 12.12.2009, TDT also defined the procedures to be followed for reporting potential or real concerns. Such reports are reported, in the most significant cases, to the Senior Management and the Board of Directors.

The information and critical issues that arise from the reviews of the Management Systems with reference to environmental and social aspects are integrated by the Senior Management with the economic-financial information that emerges during the preparation of the annual Financial Statement and are brought to the attention of the Board of Directors during specific meetings.

During the year, no critical issues or significant disputes were detected relating to Economic, Environmental and Social issues that required the adoption of legal action or changes to the organization or activities.

2-20 Process to determine remuneration



2-21 Annual total compensation ratio

The ratio of the highest salary to the median salary values of the employees are reported below.

TABLE 5:
RATIO OF HIGHEST SALARY TO AVERAGE SALARY

| RATIO OF HIGHEST SALARY TO AVERAGE SALARY | 2021 | 2022 | 2023 |
|---|------|------|------|
| | 2,0 | 1,74 | 1,96 |

TABLE 6:
RATIO OF THE CHANGE IN THE HIGHEST WAGE TO THE CHANGE IN THE AVERAGE WAGE

| RATIO OF THE CHANGE IN THE HIGHEST WAGE TO THE CHANGE IN THE AVERAGE WAGE | 2021 | 2022 | 2023 |
|---|--------|------|------|
| Change in highest paid | -0,2%* | 1,3 | 1,01 |
| Change in average salary | 2,7% | 8,5 | 1,03 |
| Difference | 2,9% | 7,2 | 0,02 |

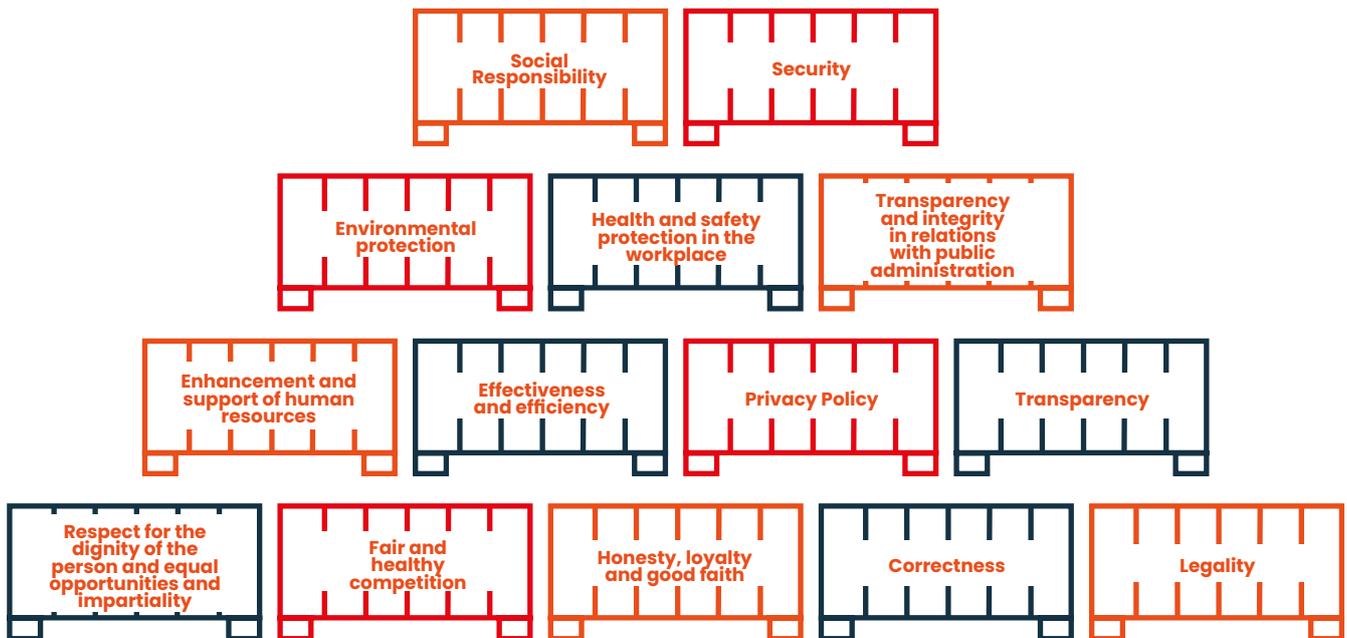
*Since 2020, the Covid-19 redundancy fund has been used, which ended in July 2021.

STRATEGIES, POLICIES AND PRACTICES

2-23 Policy commitments

TDT has adopted its own Code of Ethics which indicates the set of values and principles, commitments and ethical responsibilities that inspire it in the conduct of business and corporate activities.

The commitment to respecting the values and principles indicated in the Code of Ethics is aimed at ensuring responsible, sustainable business conduct that respects internationally recognized human rights, aimed at achieving the Sustainable Development Goals (SDGs) expressed by the United Nations.



The Ethical Principles indicated in the Code are the bases and assumptions of reference and orientation of the behaviors and activities for the people who work and collaborate with Terminal Darsena Toscana, in terms of correctness, reliability, corporate image and reputation, protection of assets, compliance with current laws and rules.

The Code of Ethics is available on the TDT website: www.tdt.it.

The Code of Ethics was approved by the Board of Directors of TDT as part of the establishment of the organizational and management model (MoG) ex D.lgs. 231/01, which includes in its scope of application the prevention of certain types of environmental crimes, and represents a further system of guarantee and control of compliance with current legislation.

The Code of Ethics is brought to the attention of all internal and external recipients with specific communication activities; the heads of departments and sectors as well as the heads of organizational units are responsible for its implementation together with the related procedures and regulations, in their areas of competence.

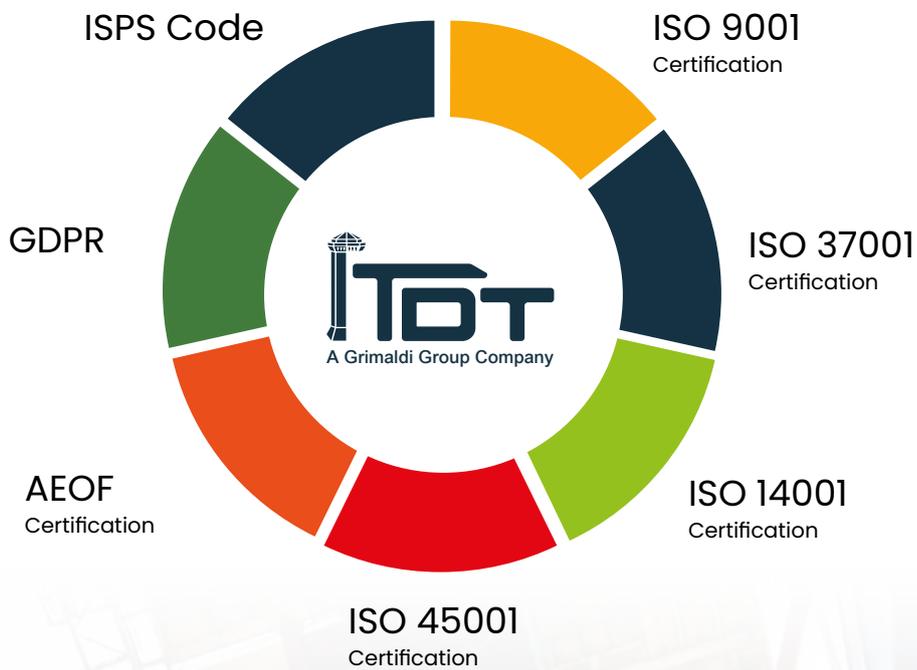


2.24 Embedding policy commitments

TDT has decided to integrate its commitments and responsibilities towards sustainability and respect for human rights by implementing and maintaining its Management Systems and extending the approaches required by these Standards to other aspects and dimensions of the company.

In fact, TDT maintains an active Integrated Management System compliant with the Standards ISO 9001:2015 (Quality Management System), ISO 14001:2015 (Environmental Management System), ISO 45001:2018 (Health and Safety Management System) and ISO 37001 (Anti-Corruption Management System).

This internal control system is implemented within the Organization, Management and Control Model ex D.lgs. 231/01 established in 2012.



For TDT, the purpose of this systemic approach is to achieve the satisfaction of the needs of the Interested Parties, the strengthening of performance, compliance with the requirements and laws applicable to the reference context, the achievement of the objectives set combined with the reduction of negative impacts and the improvement of positive impacts relating to Economic, Environmental and Social issues.

TDT has adopted specific Policies on Quality, Safety, Environment and Anti-Corruption, approved by the Terminal's Top Management, such as to address and manage material issues with respect to the economic, environmental and social impacts of the Terminal.

In line with these policies, the objectives and targets are determined together with the related plans for achieving them with the relative attribution of responsibilities and resources.

TDT also complies with the provisions of the ISPS Code (International Maritime Security Code for ships and port facilities), which came into force on 1 July 2004. TDT has developed a Port Facility Security Plan that provides deterrent measures and response procedures for each scenario assessed in the Port Facility Security Assessment (PFSA) and applies the provisions of the GDPR, i.e. the General Regulation (EU) on the protection of personal data 2016/679, a tool that is part of what is already provided for by the Community Directive of 1995 and, in Italy, by law 675/1996 followed by the 2003 Code.

To complete the above, we must also obtain the status of Full Authorized Economic Operator (AEOF) from the Excise, Customs and Monopolies Agency, which is essential to balance the need for greater control and security of shipments with the need to facilitate legitimate trade.

The Policies relating to Management Systems are available on the website www.tdt.it

The Policies are brought to the attention of all internal and external recipients with specific communication activities; the heads of departments and sectors as well as the heads of organizational units are responsible for their implementation in their areas of competence.

2.25 Processes to remediate negative impacts

As part of the systemic approach to the Management of Material Issues, TDT, in the event of reports from its Stakeholders or detection of events with negative impacts on Stakeholder expectations, implements specific procedures for the Management of Complaints, Reports and Non-Conformities with the aim of investigating and remedying negative events or expressions of concerns. Such remedial actions are brought to the attention of the Stakeholders who made the report.

2-26 Mechanisms for seeking advice and raising concerns

TDT has established, by resolution of the Board of Directors, the Supervisory Body (OdV) which has the function of supervising the implementation and compliance with both the Code of Ethics and the Organization, Management and Control Model, adopted ex D. Lgs.231/2001.

Reports regarding unethical or illegal behavior relating to compliance with the principles and values described in the Code of Ethics may be addressed to this body.

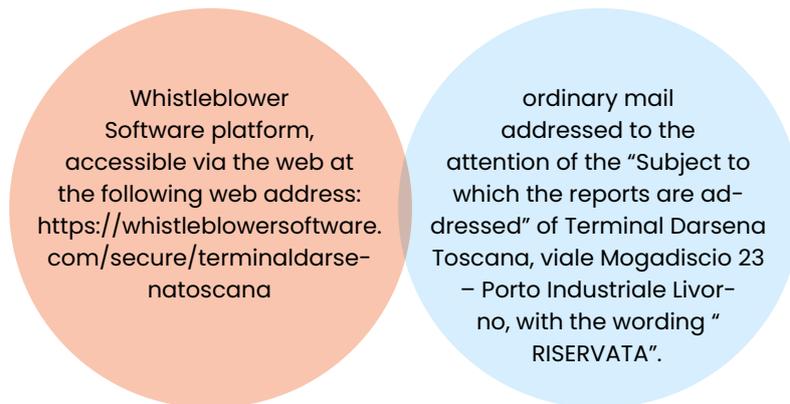
The implementation of the Corruption Prevention Management System, created in accordance with the UNI ISO 37001 standard, has led to the establishment of the Compliance Function to which acts or suspected acts of corruption relating to the activities carried out by TDT can be reported.

A whistleblowing system has been established within the scope of the Organizational Model and the Anti-Corruption Management System, i.e. a reporting system that allows employees and other interested parties to report any concerns or illegal practices in conflict with the Code of Ethics or with the approved Company Policies.

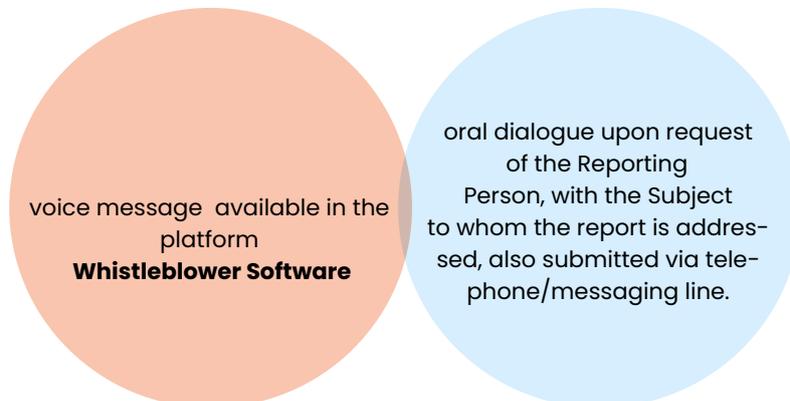
TDT guarantees the people who make the reports the due anonymity and confidentiality against the risk of retaliation and/or discrimination in compliance with its non-retaliation policy.

Reports of any violations or suspected violations of the Code of Ethics, the Anti-Corruption Policy and other Company Policies may be made in writing or orally.

Written reports are made through:



Oral reports are made through:



Furthermore, within the Corruption Prevention Management System, created in accordance with the UNI ISO 37001 standard, the Compliance Function has been established to which acts or suspected acts of corruption relating to the activities carried out by TDT can be reported.

2.27 Compliance with laws and regulations

During the three-year period 2021 - 2023, no significant monetary penalties or non-monetary sanctions were imposed on the Terminal for non-compliance with social, environmental and economic laws and regulations.

TDT manages its socio-economic and environmental compliance, i.e. the overall level of compliance with applicable laws, as well as compliance with specific laws or regulations on social and economic matters, through its Organization and Control Model ex D. Lgs. 231/2001 and its Management Systems.

The methods for ensuring compliance with legal requirements are defined and described in a specific dedicated procedure, with the aim of identifying and evaluating the introduction of new legislative compliance obligations and preparing the necessary procedures.

2.28 Membership associations

During the year 2023 Terminal Darsena Toscana was a member of Assiterminal, the Italian Association of Port Terminal Operators, the main associative expression of the Italian port industry that promotes the development of terminals and port operators.

Terminal Darsena Toscana is a member of Confindustria Toscana Centro Costa.

Emanuele Grimaldi, member of the Board of Directors of TDT, is the First Italian President of the International Chamber of Shipping (ICS), the global trade association of shipowners and operators, representing national shipowners' associations and over 80% of the world's merchant fleet.



STAKEHOLDER ENGAGEMENT

2.29 Approach to Stakeholder Engagement

TDT, in the context of its commercial, operational and administrative activities, interacts with numerous parties that have interests or that could be influenced by the decisions and actions of the Terminal.

The analysis of the methods of interaction and their frequency has allowed us to collect useful information that has been analyzed and combined with the results of the context analysis, carried out to comply with the requirements of the ISO 9001, 14001, 37001 and 45001 standards; on the basis of the results of this processing, the relevant Stakeholders for the activities carried out have been identified and selected.

TDT is committed to maintaining stable, solid and transparent relationships with all stakeholders through daily working relationships, periodic meetings, participation in institutional tables, exchange of information flows with the aim of identifying the impacts, negative and positive, real and potential, and determining any prevention and mitigation responses.

The main stakeholders towards which TDT considers itself primarily responsible for frequency and relevance of interaction are:



TDT maintains active communication with its Stakeholders on economic, environmental and social issues and the methods of contact and involvement include:

- Customer Satisfaction surveys, polls to monitor Customers' perception of the services provided,
- meetings and exchange of information and reporting with Investors,
- periodic meetings with Workers' Representatives for Safety,
- periodic meetings with Workers' Unions in the context of the management of collective bargaining agreements,
- discussions with Authorities and Control Bodies or the renewal of concessions and authorizations, including the Port System Authority of the Northern Tyrrhenian Sea, the Harbour Master's Office and the Excise, Customs and Monopolies Agency, as required by the Regulations and Ordinances of the Port of Livorno,
- meetings with suppliers for the definition of contractual relationships and the management of related activities for safety and environmental aspects.

TDT PARTECIPATES AT FRUIT LOGISTICA

From 8 to 10 February 2023, Terminal Darsena Toscana, in collaboration with the Port System Authority of the Northern Tyrrhenian Sea, the Interporto "A. Vespucci" and the "Livorno Reefer" of the "CPL" group, participated, as has been the case for several years now, under the slogan of "Livorno Cold Chain" at FRUIT LOGISTICA.

Fruit Logistica is a leading trade fair in the fruit and vegetable sector, which was held as every year, at the Messe Berlin exhibition center in Berlin. The event represents an important appointment for exhibitors and buyers from all over the world, as well as a very important stage for meeting and comparing for all the professionals in the sector who make up the logistics chain.



Fruit logistica
Port News



2-30 Collective bargaining agreements

All employees carry out their employment relationship with TDT on the basis of the National Collective Agreement for Port Workers which regulates employment relationships between port companies, as per articles 16 and 18 of Law 84/1994, and the personnel employed by them.

This agreement is supported by the 2nd level Company Agreement.

For personnel with the qualification of Manager, the CCNL for managers of industrial companies applies.



3

MATERIAL TOPICS

REPORTING OF MATERIAL TOPICS

3-1 Process to determine material topics

TDT is committed to identifying and verifying its economic, environmental and social impacts on an on-going basis; this process occurs in combination with the activities carried out to comply with the requirements of the ISO 9001, 14001, 37001 and 45001 Standards which require the determination of the context, with the identification of relevant internal and external factors, the identification of the expectations of relevant interested parties, and the planning of actions to address uncertainties and opportunities as well as carrying out reviews of the systems themselves to evaluate their performance. These activities allow the identification of the material issues that TDT must address by identifying the impacts, actual and potential, of an economic, social and environmental nature, and for these assessing their extent.

The information regarding the impacts and influence on Stakeholders was collected during the various formal and informal meetings between Stakeholders and TDT, and assessed by the Working Group based on the potential for TDT to manage and improve such impacts and influences.

The assessment of the extent of impacts is typically conducted within the Management Systems in compliance with the applicable ISO Standards, as well as the assessments carried out during the Board of Directors and Management Team meetings.

The materiality analysis was updated in 2022 based on the combination of impacts caused by TDT's activity and interactions with Commercial, Supply Chain and Institutional partners, as well as the ability to influence them; TDT has determined the topics to be considered material and has defined the reference perimeter.

This perimeter differs from the commercial catchment area of Terminal Darsena Toscana, the Alto Tirreno Shipping market and the routes connected to it with regard to partner Customers, and is mainly referred to the Port of Livorno and the Stakeholders who are involved in the operations carried out by TDT in this geographical area.

3-2 List of material topics

TDT has identified the material topics to be reported by assessing the needs of the relevant Stakeholders, who have expressed their priorities through direct consultations such as audits and interviews, or mediated consultations i.e. based on questionnaires and requests sent by them to TDT.

These topics were considered material based on the cause or contribution of TDT with respect to the topic and the severity of the topic for the Stakeholders, considering any requests on the topics as relevant to determine their materiality.

These topics mainly concern the areas of economic performance and corporate management, attention to the environment (consumption, use of resources, commitment to pollution prevention and reduction of emissions), attention to relations with workers, their rights, their health and safety and their growth and attention to the relationship with Customers and users of the Terminal's services as well as with the surrounding community.

Table 7:
LIST OF MATERIAL TOPICS

| STANDARD GRI | TOPICS | MATERIALITY | SDG |
|--------------|--|--------------|---------------|
| 201 | Economic performance | Material | 8-9-13 |
| 202 | Market presence | Material | 8-1-5 |
| 203 | Indirect economic impacts | Material | 1-3-5-8-9-11 |
| 204 | Procurement practices | Material | 8 |
| 205 | Anti-corruption | Material | 16 |
| 206 | Anti-competitive behavior | Material | 16 |
| 207 | Taxes | Material | 1-10-17 |
| 301 | Materials | Non-Material | 8-12 |
| 302 | Energy | Material | 7-8-12-13 |
| 303 | Water and effluents | Material | 6-12 |
| 304 | Biodiversity | Material | 6-14-15 |
| 305 | Emissions | Material | 3-12-13-14-15 |
| 306 | Waste | Material | 3-6-11-12 |
| 308 | Supplier environmental assessment | Material | |
| 401 | Employment | Material | 3-5-8-10 |
| 402 | Labor and labor relations management | Material | 8 |
| 403 | Health and safety at work | Material | 3-8-16 |
| 404 | Training and education | Material | 4-5-8-10 |
| 405 | Diversity and equal opportunities | Material | 5-8-10 |
| 406 | Non-discrimination | Material | 5-8 |
| 407 | Freedom of Association and Collective Bargaining | Material | 8 |
| 408 | Child Labor | Material | 5-8-16 |
| 409 | Forced or Compulsory Labor | Material | 5-8 |
| 410 | Safety Practices | Material | 16 |
| 411 | Rights of Indigenous Peoples | Non-Material | 2 |
| 413 | Local Communities | Material | 1-2 |
| 414 | Social Assessment of Suppliers | Material | 5-8-16 |
| 415 | Public Policy | Material | 16 |
| 416 | Customer Health and Safety | Material | 16 |
| 417 | Marketing and Labeling | Non-Material | 12-16 |
| 418 | Customer Privacy | Material | 16 |

3.3 Management of material topics

TDT addresses topics that have direct and indirect, actual and potential, short and long-term negative impacts on the local economic, environmental and social system, including human rights.



From an economic perspective, the effects on stakeholders such as investors and staff (economic performance and presence in the area where the activities are carried out), suppliers and local community (purchasing practices, indirect effects) and authorities (sound and correct management in terms of anti-corruption, fair competition and compliance with tax legislation) are relevant.



For the environmental aspect, the impacts related to energy consumption (especially those from non-renewable sources) to emissions into the air, water, soil, sound and light, to the production of waste are relevant, which are managed ensuring compliance with the regulations in force with improvement actions aimed at their prevention and reduction. TDT also strives to influence the negative impacts generated by the activities of suppliers, in a manner directly proportional to the influence it has on them and in accordance with the places of execution of the requested supplies.

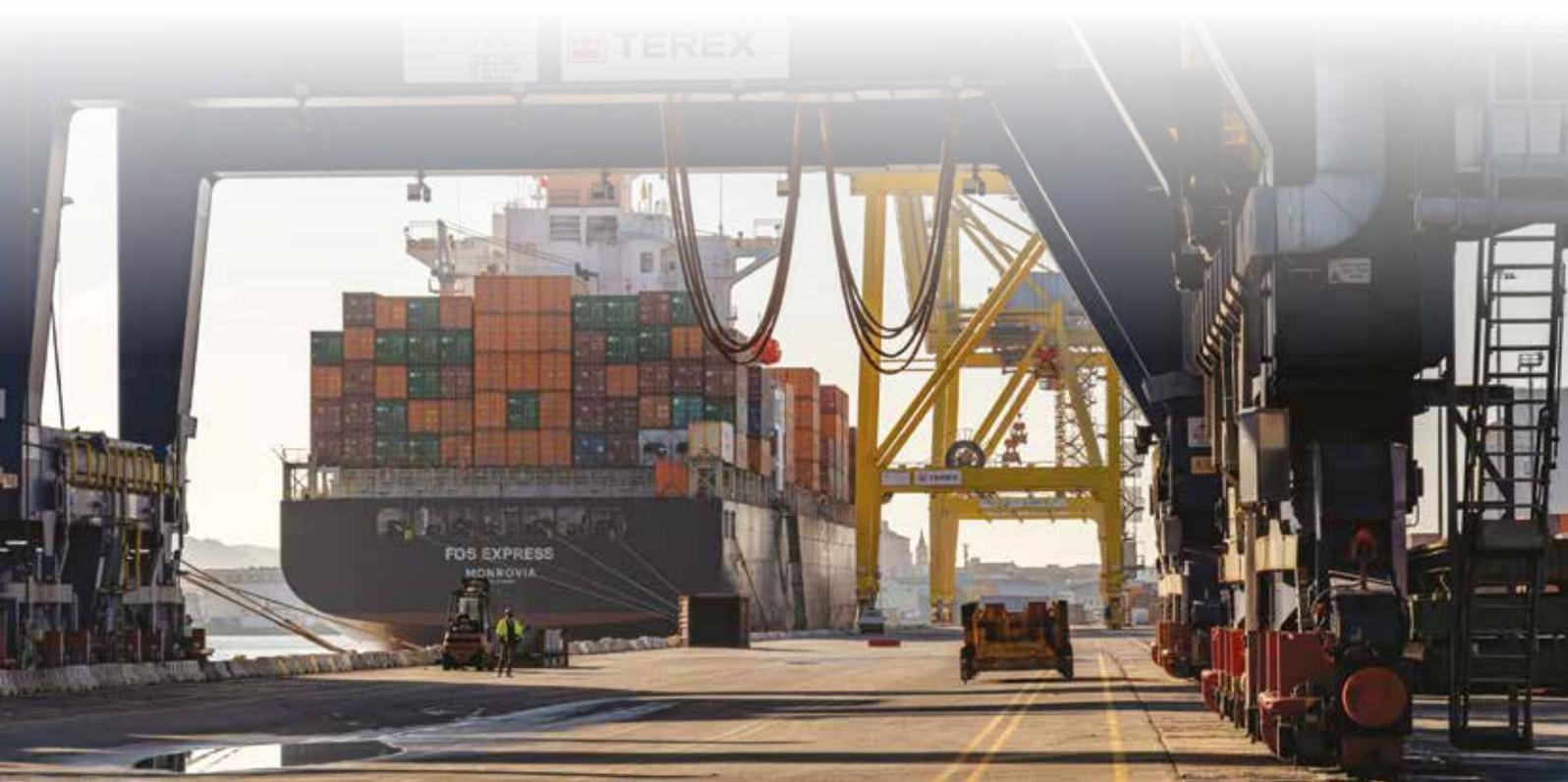


With reference to the social aspect, TDT pays attention to an inclusive, non-discriminatory management that respects the civil rights of direct and indirect collaborators, to correct working conditions, to the management of relations with workers, to the Health and Safety aspects related to its activities, to the growth of the skills and competences of collaborators, as well as to the collaboration with the Port Community and the City of Livorno.

TDT manages its activities, its material topics and related impacts by implementing and maintaining its Quality, Safety, Environmental and Anti-Corruption Management Systems and extending the approaches required by these Standards to other aspects and dimensions of the company.

TDT evaluates its methods of managing activities, material topics and related impacts with specific monitoring and measurement tools, by conducting internal audits, with performance reviews by Top Management.

As a result of these controls and assessments, appropriate measures and actions are adopted aimed at improving, reducing or eliminating economic, environmental and social impacts. These actions are framed in specific improvement programs monitored throughout the year.





4

ECONOMIC SUSTAINABILITY



Pursuing economic sustainability for TDT means committing to consolidate over time the competitive position acquired in the upper Tyrrhenian market, increasing the efficiency of processes, and creating value for the benefit of Investors, Customers, Workers, in collaboration with Suppliers and Institutions present in the territory in which it operates; in this sense, the economic-financial results must be read also considering aspects such as the creation of employment in the reference territory, from which almost all of the company's employees come, the remuneration of employees, the selection of suppliers located in the Livorno context and the contributions destined by TDT to the community.

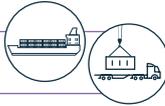
201 Economic performance

201-1 Direct economic value generated and distributed

During the year, the Company continued to carry out its main activity of loading and unloading containers within the port area under concession in the port of Livorno.

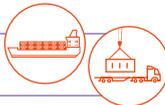
In numerical terms, the volumes handled showed an 18% reduction. However, it should be emphasized that the mix, or composition of the traffic managed, has substantially improved. In fact, there was an increase in full containers (62.0% compared to 58.5% in the previous year and 45.3% in 2021) and a consequent reduction in transshipment containers (13.4% compared to 17.0% in 2022 and 38.6% in 2021). This has positive effects on the company's profitability, as full containers generate higher operating revenues.

Table 8: SHIP DATA



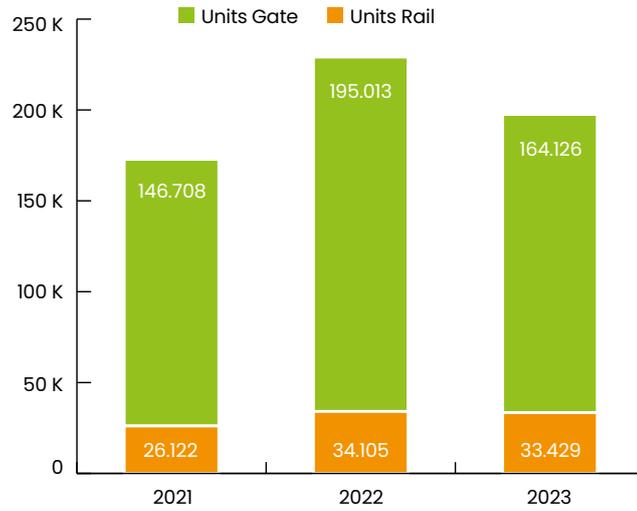
| SHIP DATA | 2021 | 2022 | 2023 |
|--|---------|---------|---------|
| Ships docked | 495 | 479 | 470 |
| Total Units (disembarkation/embarkation/transshipment) | 283.644 | 278.342 | 228.118 |
| -Full (%) | 45,3% | 58,5% | 62,0% |
| -Empty (%) | 16,1% | 24,5% | 24,6% |
| -Transshipments (%) | 38,6% | 17,0% | 13,4% |
| TEU (disembarkation/embarkation/transshipment) | 468.942 | 467.938 | 387.808 |

Table 9: GATE AND RAIL DATA

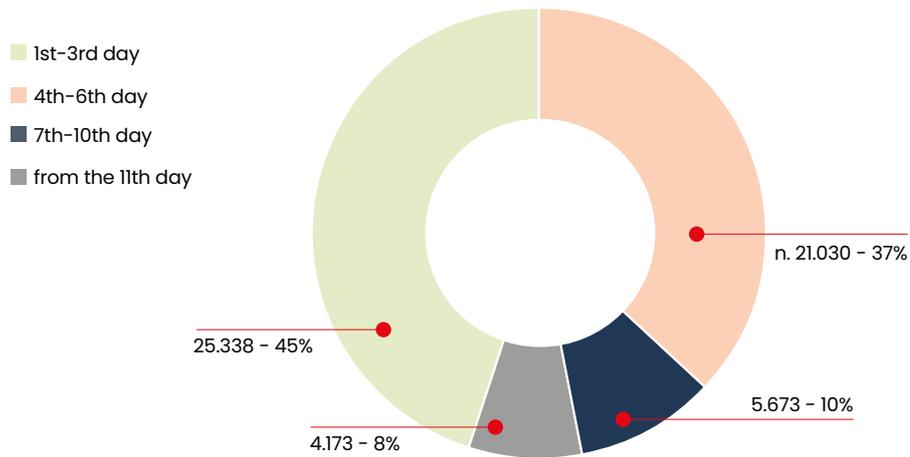


| GATE AND RAIL DATA | 2021 | 2022 | 2023 |
|---|---------|---------|---------|
| Trucks served at gate | 113.575 | 142.357 | 122.580 |
| Average turnaround time of trucks - full containers (min) | 25 | 23 | 19 |
| TEUs unloaded/reloaded from train | 41.795 | 57.336 | 56.829 |
| Dwell time of import containers (days) | 5,4 | 5,9 | 5,2 |
| Total Hinterland Volumes | 172.830 | 229.118 | 197.555 |
| -Units via Rail (%) | 15,1% | 14,9% | 16,9% |
| -Units via Gate (%) | 84,9% | 85,1% | 83,1% |

Graph 8:
HINTERLAND TRAFFIC



Graph 9:
STOCK OF FULL IMPORT CONTAINERS



Total revenues show a reduction compared to the previous year of 22.6%. This reduction, more than proportional to the change in volumes handled, is attributable to the trend in revenues relating to container stops which have returned to register trends in line with the historical trend of the Company. The 2022 revenue had been more than positively affected by this revenue item which has become largely extraordinary.

The improvement in ancillary revenues is highlighted with particular reference to reefer and railway revenues.



Table 10:
INCOME STATEMENT

| INCOME STATEMENT (€/000) | 2021 | 2022 | 2023 |
|---|-----------------|-----------------|-----------------|
| Operating Revenue | 48.417 € | 56.267 € | 43.507 € |
| - External Operating Costs | -19.475 € | -21.105 € | -18.157 € |
| = Added Value | 28.942 € | 35.162 € | 25.351 € |
| - Labor Cost | -17.808 € | -18.824 € | -18.178 € |
| =Gross Operating Margin | 11.135 € | 16.338 € | 7.173 € |
| -- Depreciation and impairment losses (including risk provision) | -2.649 € | -2.585 € | -2.774 € |
| =Operating Income | 8.486 € | 13.753 € | 4.399 € |
| +/- Financial assets balance | -162 € | 304 € | -36 € |
| +/- Ancillary assets balance | 0 € | 0 € | 0 € |
| +/- Extraordinary assets balance | 61 € | 518 € | 293 € |
| - Taxes | -2.044 € | -3.896 € | -1.179 € |
| =Economic residue | 6.342 € | 10.678 € | 3.476 € |

Table 11:
BALANCE SHEET

| BALANCE SHEET (€/000) | 2020 | 2021 | 2022 |
|--------------------------|-----------------|-----------------|-----------------|
| ACTIVE | | | |
| Fixed assets | 12.896 € | 13.044 € | 13.054 € |
| Intangible assets | 3.728 € | 3.528 € | 3.106 € |
| Tangible assets | 9.086 € | 9.455 € | 9.871 € |
| Financial assets | 82 € | 60 € | 75 € |
| Working capital | 19.279 € | 21.784 € | 16.415 € |
| Inventory | 713 € | 839 € | 908 € |
| Deferred liquidity | 14.450 € | 16.292 € | 10.984 € |
| Immediate liquidity | 4.116 € | 4.653 € | 4.523 € |
| TOTAL Uses | 32.175 € | 34.828 € | 29.467 € |
| PASSIVE | | | |
| Net capital | 9.892 € | 7.193 € | 13.872 € |
| Consolidated liabilities | 4.333 € | 3.036 € | 1.815 € |
| Current liabilities | 11.608 € | 13.920 € | 10.304 € |
| TOTAL Sources | 25.833 € | 24.149 € | 25.991 € |
| OPERATING PROFIT | 6.342 € | 10.678 € | 3.476 € |

During the financial year, the policy of rationalizing external operating costs continued, also with the aim of offsetting increases due to contractual Istat revaluations.

With reference to some activities of the operating cycle, given the lower volumes handled, the Company internalized part of operating segments, such as the internal container shuttle service which shows a self-production of 15.6% compared to 8.9% in the previous financial year.

A reduction in electricity costs is highlighted, which as is known in 2022 had reached disproportionately high costs/MWh.

In this regard, the Company continued to pursue energy efficiency policies aimed at addressing these phenomena.

The reclassification of the economic value generated and distributed reported below highlights the economic effect that the TDT activity has produced on the main categories of Stakeholders, namely:

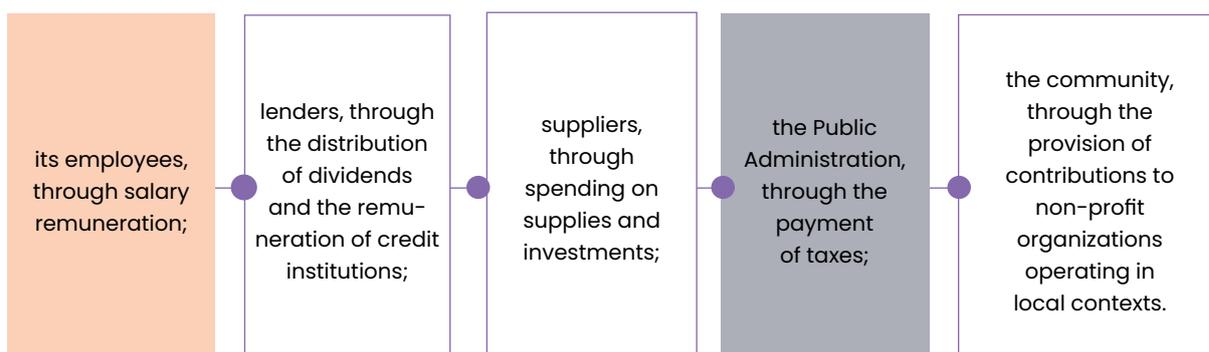


Table 12:
DISTRIBUTION OF ADDED VALUE TO STAKEHOLDERS

| DISTRIBUTION OF ADDED VALUE TO STAKEHOLDERS (€) | 2021 | 2022 | 2023 |
|---|---------------------|---------------------|---------------------|
| Economic value generated | € 48.860.002 | € 57.787.059 | € 44.487.045 |
| Revenues | € 48.859.668 | € 57.286.673 | € 44.281.820 |
| Proceeds (financial-extraordinary-from participations) | € 335 | € 500.386 | € 205.226 |
| Economic value distributed | € 39.096.310 | € 43.641.306 | € 37.469.841 |
| Operating costs | € 20.014.352 | € 21.771.337 | € 18.857.919 |
| Employee remuneration | € 16.779.461 | € 17.708.838 | € 17.089.161 |
| Financier remuneration | € 84.230 | € 82.529 | € 164.403 |
| Public administration remuneration | € 2.043.654 | € 3.896.327 | € 1.178.682 |
| Local community remuneration | € 174.613 | € 182.276 | € 179.675 |
| Economic value retained in the company | € 9.763.692 | € 14.145.753 | € 7.017.204 |
| Depreciation and write-down | € 2.594.801 | € 2.602.551 | € 2.725.396 |
| Provisions and reserves | € 7.168.891 | € 11.543.202 | € 4.291.808 |

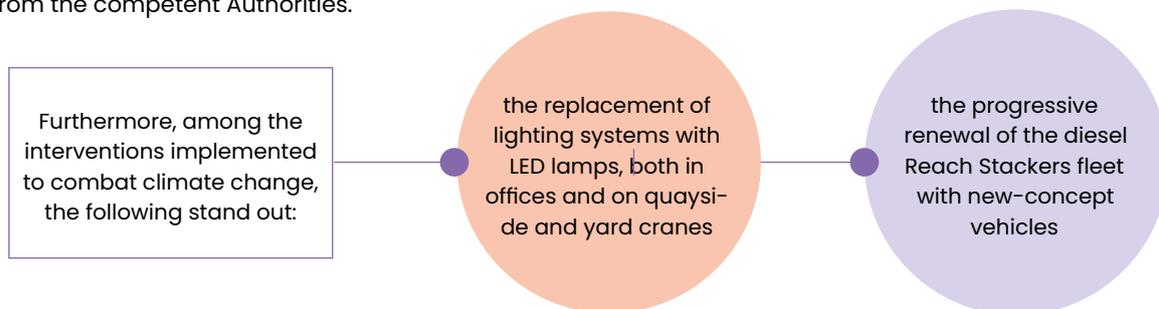
201-2 Financial implications and other risks and opportunities due to climate change

TDT assesses its risks and opportunities related to climate change as a specific activity within the scope of the Environmental Management System certified in compliance with the ISO 14001 Standard and in its Quality, Safety and Environment Policy declares its commitment to reducing resource consumption and increasing the use of low-emission infrastructure and equipment.

TDT has identified and assessed among the risks related to climate change the physical risks due to extreme weather events, in particular those due to the fall of Customers' containers stored in the Terminal during adverse weather conditions with strong winds.

Such events can impact the supply chain served by the Shipping Companies and expose the Terminal to risks for workers, as well as for compensation for damages.

To deal with these risks, TDT has prepared appropriate measures and tools for monitoring wind intensity together with specific intervention protocols to be implemented in the event of receiving Weather Alert reports from the competent Authorities.



201-3 Defined benefit plan obligations and other retirement plans

As regards the coverage of pension costs, there are no company defined benefit plans, nor does the company offer employees specific supplementary pension coverage, in addition to that already provided for by the relevant national collective agreements for which employees are free to join.

201-4 Financial assistance received from government

For the first half of 2021, TDT benefited from the CIGO Redundancy Fund due to the Covid-19 pandemic in compliance with the emergency provisions for economic support issued by the Government.

During 2023, the Company benefited from public contributions of a legislative nature relating to the electricity bonus (€104,643.79) and Industry 4.0 (for a total of €1,612,686, of which revenues pertaining to the financial year amounted to €165,647.25).

202 Market Presence

202-1 Ratios of standard entry level wage by gender compared to local minimum wage

TDT's employees are hired under regular employment contracts, based on the National Collective Agreement for Port Workers, which defines the minimum wage scales, including for newly hired staff.

202-1 Proportion of senior managers hired from the local community

At the moment there are no Senior Managers of non-Italian nationality in TDT.

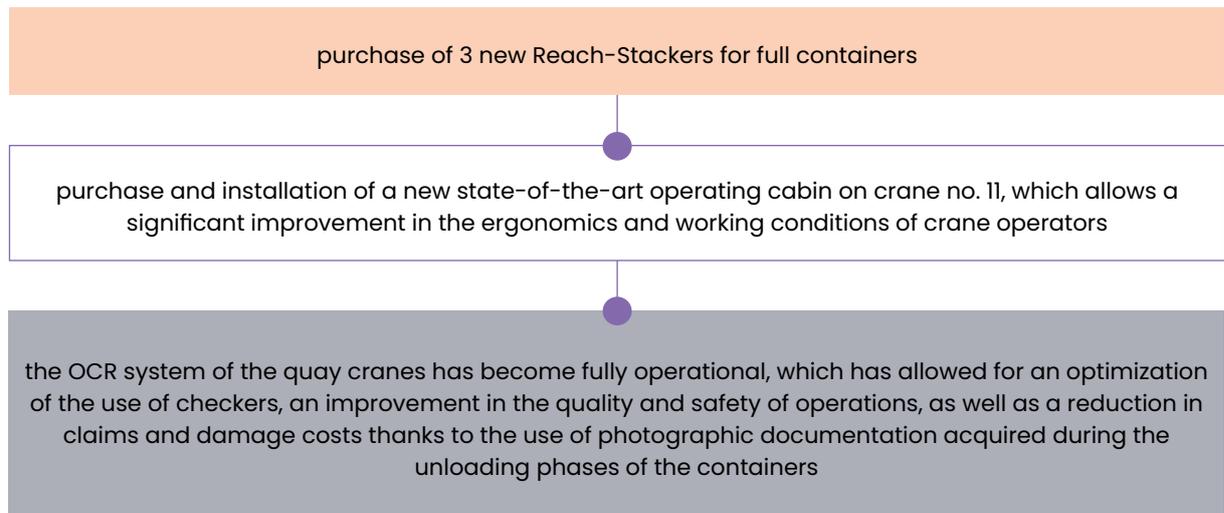
203 Indirect economic impacts

203-1 Infrastructure investments and services supported

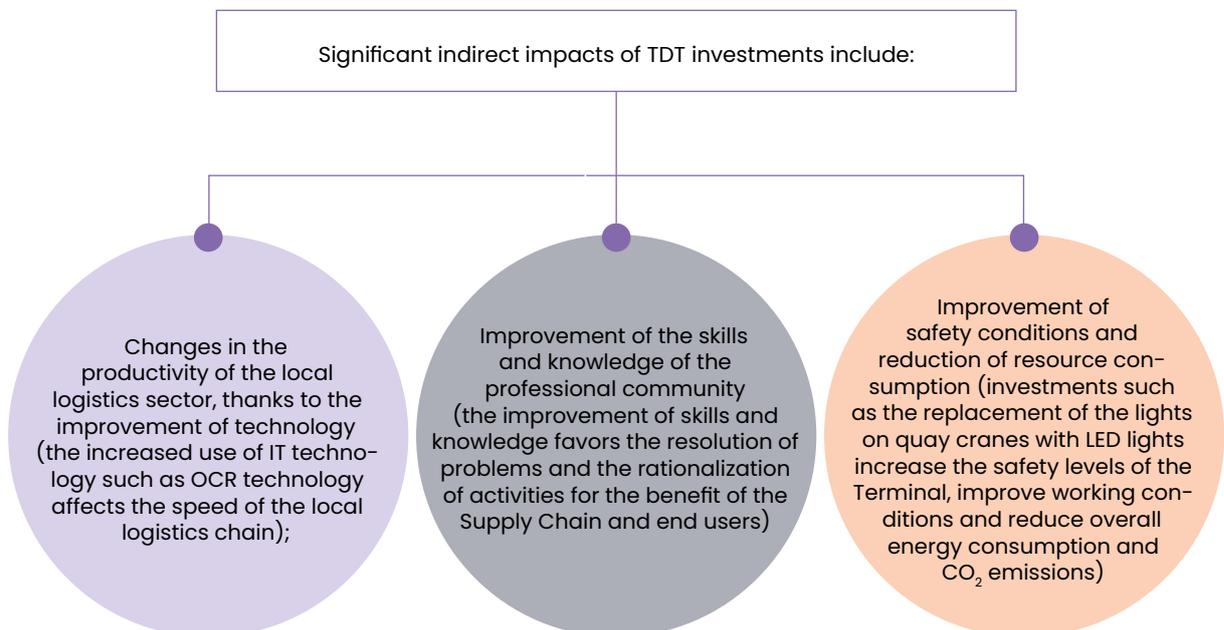
The economic impact of TDT does not end with the production and distribution of added value; the company's objective is not only to produce profits for members, but also to create job opportunities and economic growth for the local community.

As far as infrastructures are concerned, there have been interventions aimed at improving productivity and raising safety levels within the Terminal by improving the working conditions of staff.

The main investments made in 2023 by TDT are also summarized below.



203-2 Significant indirect economic impacts



204 Procurement practices

204-1 Proportion of spending on local suppliers

As regards supplies, in 2023 the total expenditure for services and consumables was 19.4 million euros. The analysis by geographical area of origin highlights a clear prevalence of suppliers located in Italy for over 97% of the total purchases made.

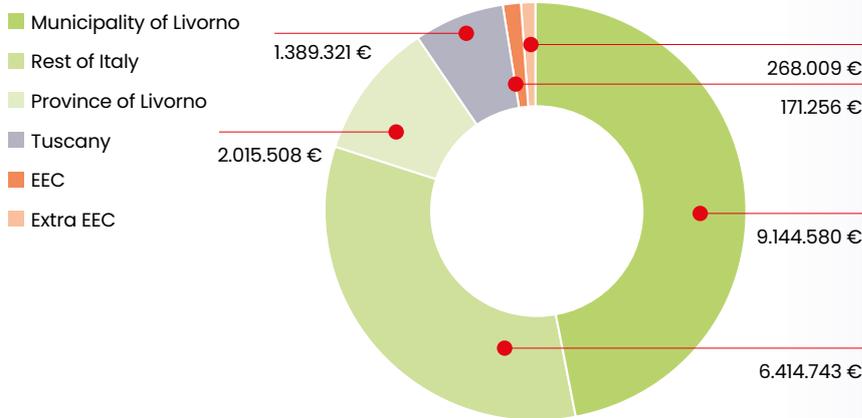
The following is a breakdown of the percentage shares of expenditure on the total purchases made.

Table 13:
ALLOCATION OF PROCUREMENT COSTS

| ALLOCATION OF PROCUREMENT COSTS | 2021 | | 2022 | | 2023 | |
|---------------------------------|---------------------|---------------|---------------------|---------------|---------------------|---------------|
| | Amounts (€) | % | Amounts (€) | % | Amounts (€) | % |
| Italy | € 18.863.108 | 95,7% | € 21.875.673 | 97,2% | € 18.064.152 | 97,7% |
| EU | € 548.943 | 2,8% | € 216.128 | 1,0% | € 171.256 | 0,9% |
| Non-EU | € 305.114 | 1,5% | € 424.255 | 1,9% | € 268.009 | 1,4% |
| TOTAL | € 19.717.165 | 100,0% | € 22.516.056 | 100,0% | € 19.403.417 | 100,0% |



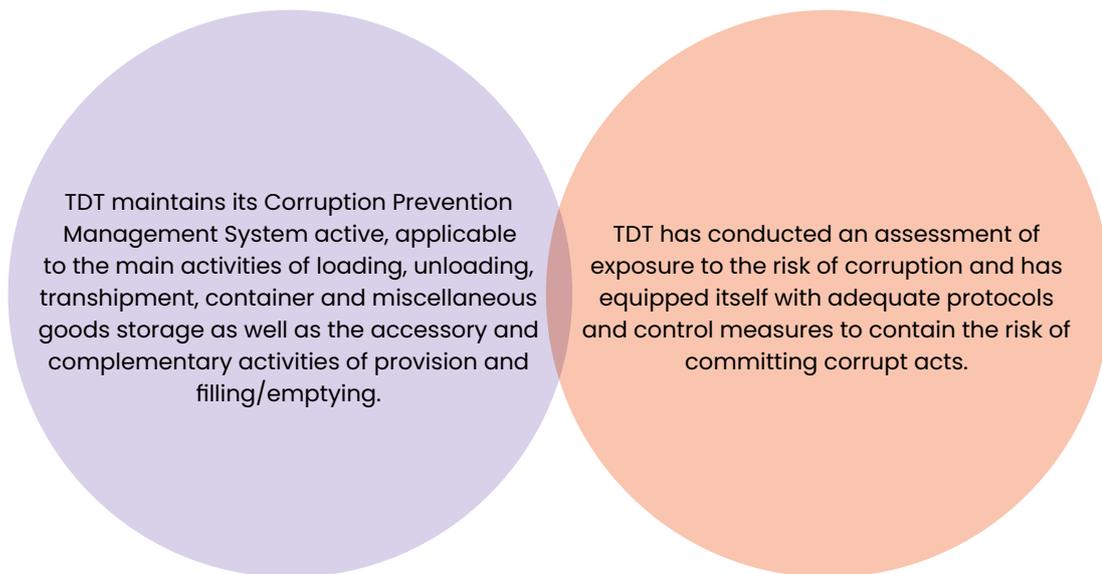
Graph 10:
VALUE OF SUPPLIES BY GEOGRAPHICAL AREA



As evidence of the strong roots in the territory, the graph highlights how purchases from suppliers located in the province of Livorno represent 56.9% of supplies made in Italy, for a value of 12.8 million euros.

205 Anti-corruption

205-1 : Operations assessed for risks related to corruption



205-2 Communication and training about anti-corruption policies and procedures

The Terminal General Management has issued a Policy for the Prevention of Corruption; this policy is approved and supported by the Board of Directors. Furthermore, the Board of Directors has expressed its adherence to the contents of this policy.

The Policy has been communicated to the Management Team and the Terminal employees, as well as to its Business Partners.

The documents relating to the corporate certifications obtained, the integrated quality, safety and environmental policies and the anti-corruption policies, organizational models pursuant to Legislative Decree 231/01, codes of ethics and previous Sustainability Reports can be consulted on the TDT website (www.tdt.it).

All TDT Managers have been trained on the methods of implementing the System and those responsible for sensitive processes have been trained on the controls and reporting methods envisaged.

205-3 Confirmed incidents of corruption and actions taken

In 2023, no cases of corruption related or attributable to the Company were ascertained or reported, no legal actions were taken, nor are there any pending and concluded legal actions relating to anti-competitive behavior, violations of anti-trust and monopoly legislation, in which TDT has been identified as a participant.

206 Anti-competitive behaviour

206-1 Legal actions for anti-competitive behavior, antitrust and monopoly practices

In 2023, TDT was not involved in any legal actions initiated under any national or international legal regulations aimed at regulating anti-competitive behavior, antitrust or monopolistic practices.





5

**ENVIRONMENTAL
SUSTAINABILITY**

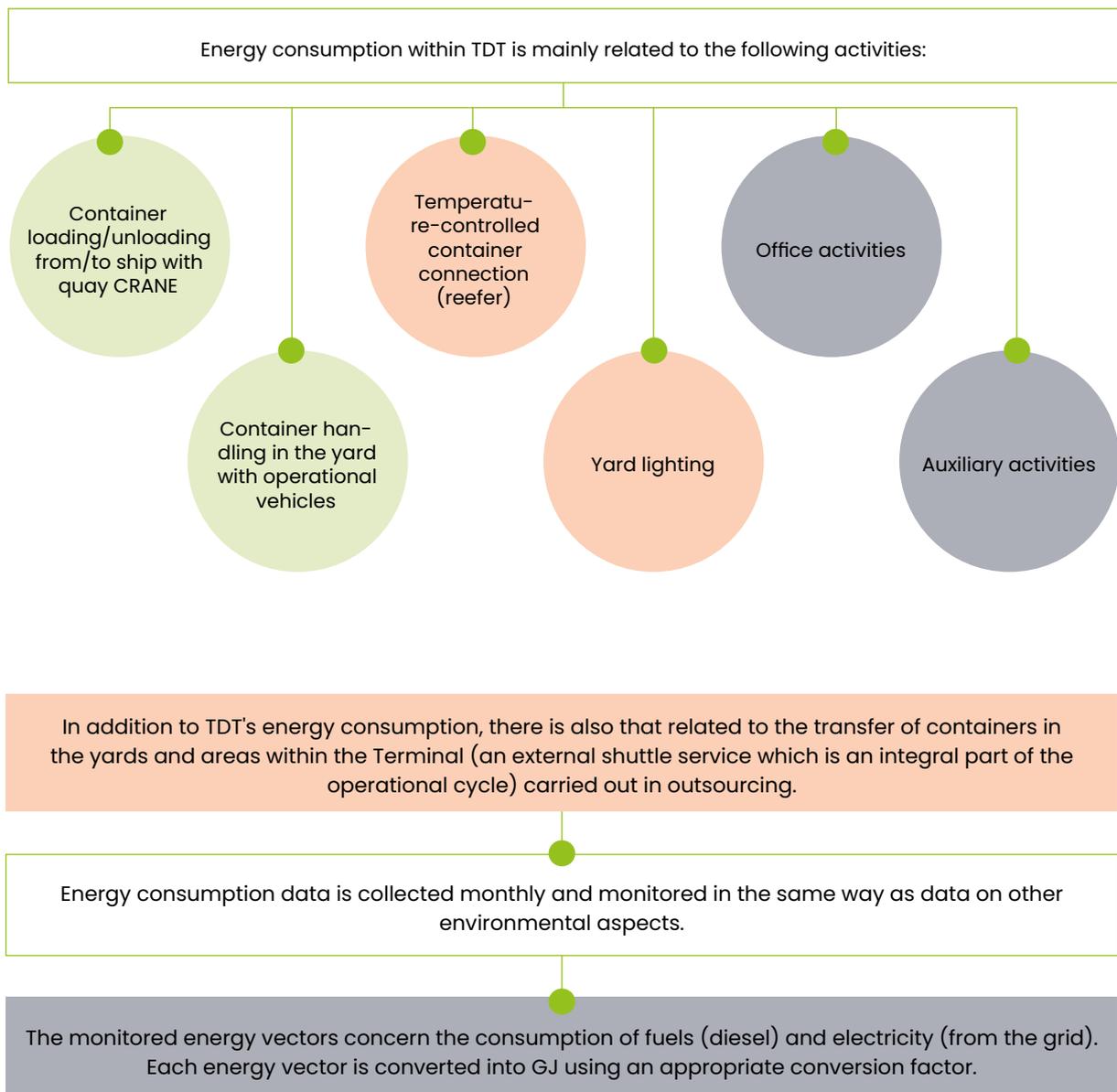


For TDT, protecting the environment means conducting activities with a preventive and precautionary perspective, reducing and eliminating, when possible, the causes of negative impacts related to the performance of operations, both directly and indirectly.

This approach, in addition to being expressed and described in the Environmental Analysis updated annually, is implemented in compliance with current environmental legislation and with the planning and monitoring of actions aimed at reducing energy consumption, water consumption, preventing pollution while respecting the environment surrounding the Terminal and containing emissions and waste production.

There are no constraints deriving from the Kyoto Protocol or from emission trading schemes at the Terminal.

302 Energy



302-1 Energy consumption within the organization

Comparing consumption in GJ in 2023 with previous years shows a general contraction in consumption for both energy vectors. This reduction is related to the decrease in volumes handled in the Terminal in the past year, and to the contribution of the initiatives undertaken by TDT over the years to contain the consumption of energy resources.

Table 14:
ENERGY CONSUMPTION TREND

| CONSUMPTION OF | | | | | THREE-YEAR COMPARISON | | | COMPOSITION | | |
|------------------|------|--------|--------|--------|-----------------------|-------|-------|-------------|-----|-----|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 | 21 | 22 | 23 |
| Energy | [UM] | | | | | | | | | |
| Totals in TDT | [GJ] | 72.579 | 76.363 | 64.482 | 5% | -11% | -16% | | | |
| <i>Of which:</i> | | | | | | | | | | |
| Diesel | [GJ] | 48.547 | 50.652 | 44.134 | 4% | -9% | -13% | 67% | 66% | 68% |
| Electricity | [GJ] | 24.032 | 25.711 | 20.349 | 7% | -15% | -21% | 33% | 34% | 32% |

Table 15:
DIESEL CONSUMPTION TREND

| CONSUMPTION OF | 2021 | | 2022 | | 2023 | |
|------------------------------------|--------|-----------|--------|-----------|--------|-----------|
| | [GJ] | [Liters] | [GJ] | [Liters] | [GJ] | [Liters] |
| Totals in TDT | 48.547 | 1.361.436 | 50.652 | 1.420.392 | 44.134 | 1.237.604 |
| <i>Of which:</i> | | | | | | |
| TDT for operational activities | 32.679 | 916.438 | 35.636 | 999.313 | 32.200 | 902.964 |
| ext. shuttle service | 14.795 | 414.900 | 14.154 | 396.900 | 11.236 | 315.090 |
| DHW boiler | 279 | 7.833 | 294 | 8.254 | 269 | 7.532 |
| TDT for non-operational activities | 794 | 22.265 | 568 | 15.925 | 429 | 12.018 |



Table 16:
ELECTRICITY CONSUMPTION TREND

| CONSUMPTION OF | 2021 | | 2022 | | 2023 | |
|------------------|---------------|--------------|---------------|--------------|---------------|--------------|
| | [GJ] | [MWh] | [GJ] | [MWh] | [GJ] | [MWh] |
| Totals | 24.032 | 6.676 | 25.711 | 7.142 | 20.349 | 5.652 |
| <i>Of which:</i> | | | | | | |
| Low voltage | 117 | 33 | 133 | 37 | 118 | 33 |
| Medium voltage | 23.915 | 6.643 | 25.578 | 7.105 | 20.230 | 5.619 |

302-3 Energy intensity

The energy intensity indicator shows an increasing trend in the three-year period 2021 – 2023, this trend is mainly due to the contraction of units handled in the terminal, which decreased more than proportionally compared to the decrease in consumption.

Table 17:
ENERGY INTENSITY

| INTENSITY | [UM] | YEAR | | | THREE-YEAR COMPARISON | | |
|--|-----------------|---------|---------|---------|-----------------------|-------|-------|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 |
| Energy Intensity | GJ/Unit | 0,256 | 0,274 | 0,283 | 7% | 10% | 3% |
| Numerator: Total Energy Consumption in TDT | GJ ⁵ | 72.579 | 76.363 | 64.482 | 5% | -11% | -16% |
| Denominator: Containers moved | Unit | 283.644 | 278.340 | 228.118 | -2% | -20% | -18% |

⁵ 1kWh = 3.6 GJ, 1l diesel = 35.65 GJ. Source of the conversion factors used: "National Energy Balance 2007".

302.4 Reduction of energy consumption

From the analysis of diesel consumption in 2023 compared with previous years and in particular with 2022, it emerges that the most significant decreases concern the consumption of internal operating cars (-32%), external vehicles in use in TDT (-29%) and Reach Stackers (-23%).

Table 18:
DIESEL CONSUMPTION ANALYSIS

| DIESEL CONSUMPTION | | | YEAR | | | THREE-YEAR COMPARISON | | | IMPACT ON TOTAL | | |
|----------------------------------|-------------------------------------|-----------------|------------------|------------------|------------------|-----------------------|------------|-------------|-----------------|---------------|---------------|
| Consumption type | Point of consumption | [UM] | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 | 2021 | 2022 | 2023 |
| Operational | Reach Stacker | [Liters] | 516.956 | 545.653 | 422.703 | 6% | -18% | -23% | 38,0% | 38,4% | 34,2% |
| Operational | RTG | [Liters] | 347.532 | 400.630 | 412.287 | 15% | 19% | 3% | 25,5% | 28,2% | 33,3% |
| Operational | Truck | [Liters] | 46.198 | 49.023 | 65.128 | 6% | 41% | 33% | 3,4% | 3,5% | 5,3% |
| Operational | FL not TDT | [Liters] | 5.752 | 4.007 | 2.846 | -30% | -51% | -29% | 0,4% | 0,3% | 0,2% |
| Non - operational | Internal cars | [Liters] | 9.817 | 9.457 | 6.437 | -4% | -34% | -32% | 0,7% | 0,7% | 0,5% |
| Non - operational | Refueling van | [Liters] | 75 | 400 | 150 | 433% | 100% | -63% | 0,0% | 0,0% | 0,0% |
| Non - operational | Fork Lift Payload>6t | [Liters] | 4.512 | 2.700 | 3.294 | -40% | -27% | 22% | 0,3% | 0,2% | 0,3% |
| Non - operational | Fork Lift Payload>6t | [Liters] | 1.260 | 1.170 | 699 | -7% | -45% | -40% | 0,1% | 0,1% | 0,1% |
| Non - operational | Generators | [Liters] | 5.445 | 1.514 | 429 | -72% | -92% | -72% | 0,4% | 0,1% | 0,0% |
| Non - operational | TDT washing | [Liters] | 234 | 206 | 373 | -12% | 59% | 81% | 0,0% | 0,0% | 0,0% |
| Non - operational | PLE | [Liters] | 922 | 478 | 636 | -48% | -31% | 33% | 0,1% | 0,0% | 0,1% |
| Heating | Changing rooms | [Liters] | 7.833 | 8.254 | 7.532 | 5% | -4% | -9% | 0,6% | 0,6% | 0,6% |
| Total TDT | TDT consumption | [Liters] | 946.536 | 1.023.492 | 922.514 | 8% | -3% | -10% | 69,5% | 72,1% | 74,5% |
| Operational | Consumption for shuttle service ext | [Liters] | 414.900 | 396.900 | 315.090 | -4% | -24% | -21% | 30,5% | 27,9% | 25,5% |
| Total Consumption on site | Total Consumption | [Liters] | 1.361.436 | 1.420.392 | 1.237.604 | 4% | -9% | -13% | 100,0% | 100,0% | 100,0% |

The analysis of electricity consumption in the year 2023 shows, compared with the previous year, that the most significant changes are mainly in consumption for connecting reefer containers in storage (-31%) and for offices (-14%); there is also an increase in consumption for the use of new electric vehicles (+45%).

Table 19:
ELECTRICITY CONSUMPTION ANALYSIS

| ELECTRICITY CONSUMPTION | | YEAR | | | THREE-YEAR COMPARISON | | | INCIDENCE ON TOTAL | | |
|----------------------------|--------------|--------------|--------------|--------------|-----------------------|-------------|-------------|--------------------|-------|-------|
| Consumption point | [UM] | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 | 2021 | 2022 | 2023 |
| Reefer container | [MWh] | 3.271 | 3.898 | 2.706 | 19% | -17% | -31% | 49,0% | 54,6% | 47,7% |
| Use of quay cranes | [MWh] | 2.056 | 1.951 | 1.774 | -5% | -13% | -8% | 30,8% | 27,3% | 31,6% |
| Light towers | [MWh] | 659 | 632 | 594 | -4% | -10% | -6% | 9,9% | 8,9% | 10,5% |
| Offices | [MWh] | 450 | 414 | 357 | -8% | -21% | -14% | 6,7% | 5,8% | 6,3% |
| Gateway area | [MWh] | 112 | 116 | 95 | 3% | -15% | -18% | 1,7% | 1,6% | 1,7% |
| GC and maintenance area | [MWh] | 92 | 93 | 91 | 1% | -1% | -2% | 1,4% | 1,3% | 1,6% |
| Electric cars | [MWh] | 2 | 2 | 3 | -10% | 30% | 45% | 0,0% | 0,0% | 0,0% |
| Medium voltage consumption | [MWh] | 6.643 | 7.105 | 5.619 | 7% | -15% | -21% | 99,5% | 99,5% | 99,4% |
| Low voltage consumption | [MWh] | 33 | 37 | 33 | 14% | 0% | -11% | 0,5% | 0,5% | 0,6% |
| Total consumption | [MWh] | 6.676 | 7.142 | 5.652 | 7% | -15% | -21% | | | |



The reductions in energy consumption calculated on an annual basis are linked to the specific initiatives implemented by TDT for energy conservation and efficiency that have led to organizational or technological changes that allow a process or task to be carried out using a smaller amount of energy.

Table 20:
ENERGY CONSERVATION AND EFFICIENCY INITIATIVES

| INITIATIVE | REDUCTION ACHIEVED (INTERESTED SOURCE) | [UM] | 22 | 23 | 23/22 |
|---|--|----------|---------|---------|-------|
| Purchase of 5 new electric vehicles for operational use | Reduction of diesel consumption (Internal cars) | [Liters] | 9.457 | 6.437 | -32% |
| Reorganization of the operating methods of container storage with optimization of movements and use of vehicles | Reduction of diesel consumption (FL Non TDT) | [Liters] | 4.007 | 2.846 | -29% |
| Modernization of the vehicle fleet with the sale and purchase of 2 new Reach Stackers | Reduction of diesel consumption (Reach Stacker) | [Liters] | 545.653 | 422.703 | -23% |
| Installation of LED lamps in building 3 as a replacement for neon lighting | Reduction of electricity consumption (Offices) | [MWh] | 414 | 357 | -14% |
| Installation of LED lamps in building 4 as a replacement for neon lighting | | | | | |
| Decommissioning and dismantling of buildings for better use of areas | Reduction of electricity consumption (GC and Gate) | [MWh] | 116 | 95 | -18% |
| Restoration of GC areas/depots for better use of the area | | | | | |

Further variations in energy consumption are as follows, due to the causes indicated:

Table 21:
OTHER CAUSES OF CHANGES IN ENERGY CONSUMPTION

| CAUSE | CHANGE ACHIEVED | [UM] | 22 | 23 | 23/22 |
|--|---|-------|-------|-------|-------|
| Reduction of the use of electricity in the production line | Decrease in electricity consumption (reefer container connection) | [MWh] | 3.898 | 2.706 | -31% |
| Use of new electric cars in operational context | Increased electricity consumption (Electric cars) | [MWh] | 2 | 3 | 45% |

302-5 Reduction in energy requirements of products and services

Energy intensities, broken down by type of energy used, highlight the different uses of energy related to the activities carried out to provide services. The intensity of diesel indicates the amount of liters of diesel used to move a container, while the intensity of electricity shows the amount of kilowatt hours consumed for a single container.

For the year 2023, the data show two opposing trends, one increasing (diesel intensity) and one decreasing (electricity intensity). These trends are due to the different rate of contraction of the units handled in the Terminal, compared to the decrease in diesel consumption, a less than proportional decrease on the units, and with respect to the decrease in electricity, a more than proportional decrease on the units.

Table 22:
DIESEL INTENSITY

| INTENSITY OF | | YEAR | | | THREE-YEAR COMPARISON | | |
|-------------------|--------|------|------|------|-----------------------|-------|-------|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 |
| diesel | [U.M.] | | | | | | |
| Total diesel/unit | Liters | 4,80 | 5,10 | 5,43 | 6% | 13% | 6% |

Table 23:
ELECTRIC ENERGY INTENSITY

| INTENSITY OF | | YEAR | | | THREE-YEAR COMPARISON | | |
|---------------------------|--------|-------|-------|-------|-----------------------|-------|-------|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 |
| Electric energy intensity | [U.M.] | | | | | | |
| Total E.E./units | [kWh] | 23,54 | 25,66 | 24,78 | 9% | 5% | -3% |

303 Water and effluents

303-1 Interactions with water as a shared resource

The water supply is guaranteed by the port aqueduct whose operator carries out ordinary and extraordinary maintenance of the water supply and distribution systems in the port area. The water withdrawn is mainly consumed for toilets and washing operating vehicles.

The water discharges originating from the activities carried out inside the TDT Terminal are domestic (toilets) and industrial (vehicle washing). The wastewater, previously treated within the 5 purification plants, is released into the sea (4 purifiers) and into the ground (1 purifier).

The drains do not have a flow meter, so it is assumed that all the water withdrawn is subsequently discharged.

303-2 Management of water discharge-related impacts

TDT is required to ensure the correct functioning of the wastewater discharge systems and to communicate any changes; to this end, it uses a specific service for the ordinary and extraordinary maintenance of the purification systems and analysis, on a quarterly basis, of the discharges. Any malfunctions and deviations from the quality objectives required by law are managed with extraordinary maintenance, external emptying, washing and adjustments.

Spills and leaks of polluting substances on the ground are managed and rationed promptly, in order to prevent their flow into the sea.

All authorizations have been included in the Single Environmental Authorization (AUA) with a fifteen-year expiry and updated in 2020 for the replacement of a biological purification plant.

303-3 Water withdrawal

Table 24:
THIRD-PARTY WATER WITHDRAWAL

| WITHDRAWAL POINTS | U.M. | 2020 | 2021 | 2022 |
|--------------------------------|------------|--------------|-------------|-------------|
| Office area and changing rooms | [M] | 8,30 | 6,35 | 3,54 |
| Gate and office reception area | [M] | 0,21 | 0,30 | 0,32 |
| G.C. area/car wash | [M] | 1,89 | 0,66 | 0,66 |
| Area Pif | [M] | 0,18 | 0,59 | 2,73 |
| Area TERFER | [M] | 0,01 | 0,03 | 0,17 |
| Total Water Withdrawal | [M] | 10,59 | 7,93 | 7,42 |

303-4 Water discharge

Table 25:
WATER DISCHARGE

| DISCHARGE BY DESTINATION | U.M. | 2020 | 2021 | 2022 |
|-------------------------------|------------|--------------|-------------|-------------|
| Discharged at sea | [M] | 10,58 | 7,90 | 7,25 |
| Discharged on land | [M] | 0,01 | 0,03 | 0,17 |
| Total water discharges | [M] | 10,59 | 7,93 | 7,42 |

303-5 Water consumption

Water consumption is monitored through meter readings and then compared with the consumption shown on the invoice.

Sometimes consumption can be influenced by hidden leaks, due to broken pipes or meters, or by supply services to the Port System Authority or to suppliers who need water supply, with a consequent increase in average statistical consumption data.

304 Biodiversity

304.1 Operational sites owned, leased and managed in (or adjacent to) protected areas and high biodiversity value areas outside protected areas

The area occupied by the Terminal has been located in a Site of Regional Interest (SIR) since 2014, in the vast industrial and port area of Livorno north, within the territorial system called "Port Territorial System and Activities" subsystem "n° 5A Portuale", as indicated in articles 23 and 24 of the "Technical standards for the implementation of the Urban Planning Regulations" approved by Resolution of the C.C. n° 19 of 25/01/1999, and is bordered to the north by the railway network, to the east by the Darsena Toscana, to the south/south-east by the industrial canal, to the west by the railway terminal.

From the consultation of the current General Regulatory Plan (P.R.G.) of the Municipality of Livorno, the area where the Terminal falls is classified as area B and D pursuant to D.M. 2/4/1968 n° 1444.

In these areas it is possible to build buildings for port, production and storage activities, parking lots, and it is also allowed to build ecological pole plants such as: treatment of solid and liquid waste, incineration plants, waste-to-energy plants.

There are no protected areas and/or areas of high biodiversity value nearby.





305 Emissions

The information relating to emissions concerns the activities under the direct control of TDT; these activities are the same as those identified with reference to energy consumption.

305-1 Direct (Scope 1) GHG emissions

GHG emissions decreased compared to the previous year; the quantities of nitrogen oxides (NOx) emissions are also shown in the table. Direct emissions include those related to the internal container transfer service.

Table 26:
SCOPE 1

| INTERNAL ENERGY SOURCES - DIESEL | 2021 [tCO ₂ EQ] | 2022 [tCO ₂ EQ] | 2023 [tCO ₂ EQ] | THREE-YEAR COMPARISON | | | IMPACT ON TOTAL | | |
|--|-------------------------------|-------------------------------|-------------------------------|-----------------------|-------|-------|-----------------|-------|-------|
| | | | | 22/21 | 23/21 | 23/22 | 2021 | 2022 | 2023 |
| Diesel emissions | 3.586 | 3.741 | 3.260 | 4% | 4% | -13% | | | |
| <i>Of which:</i> | | | | | | | | | |
| Carbon dioxide - CO ₂ | 3.570 | 3.724 | 3.245 | 4% | 4% | -13% | 99,6% | 99,5% | 99,5% |
| Protossido di azoto - N ₂ O | 15 | 16 | 14 | 7% | 7% | -13% | 0,4% | 0,4% | 0,4% |
| Nox | 0 | 0 | 0 | - | - | - | 0,0% | 0,0% | 0,0% |
| Metano - CH ₄ | 1 | 1 | 1 | 0% | 0% | 0% | 0,0% | 0,0% | 0,0% |

Source of conversion factors: 2019 EEA GHG emission from heavy transport emission by ISPRA

305-2 Energy indirect (Scope 2) GHG emissions

Table 27:
SCOPE 2

| EXTERNAL ENERGY SOURCES - ELECTRICITY | 2021 [tCO ₂ EQ] | 2022 [tCO ₂ EQ] | 2023 [tCO ₂ EQ] | THREE-YEAR COMPARISON | | | IMPACT ON TOTAL | | |
|---------------------------------------|-------------------------------|-------------------------------|-------------------------------|-----------------------|-------|-------|-----------------|-------|-------|
| | | | | 22/21 | 23/21 | 23/22 | 2021 | 2022 | 2023 |
| Emissions from electrical energy | 1.834 | 1.962 | 1.553 | 7% | -15% | -21% | - | - | - |
| <i>Of which:</i> | | | | | | | | | |
| Carbon dioxide - CO ₂ | 1.821 | 1.948 | 1.542 | 7% | -15% | -21% | 99,2% | 99,2% | 99,3% |
| Methane - CH ₄ | 5 | 5 | 4 | 0% | -30% | -30% | 0,3% | 0,3% | 0,2% |
| Nitrous oxide - N ₂ O | 9 | 10 | 8 | 11% | -11% | -20% | 0,5% | 0,5% | 0,5% |

Source of conversion factors:ISPRA: Greenhouse gas emission factors from the electricity sector for gross production of electricity and heat (gCO₂/kwh) 2019

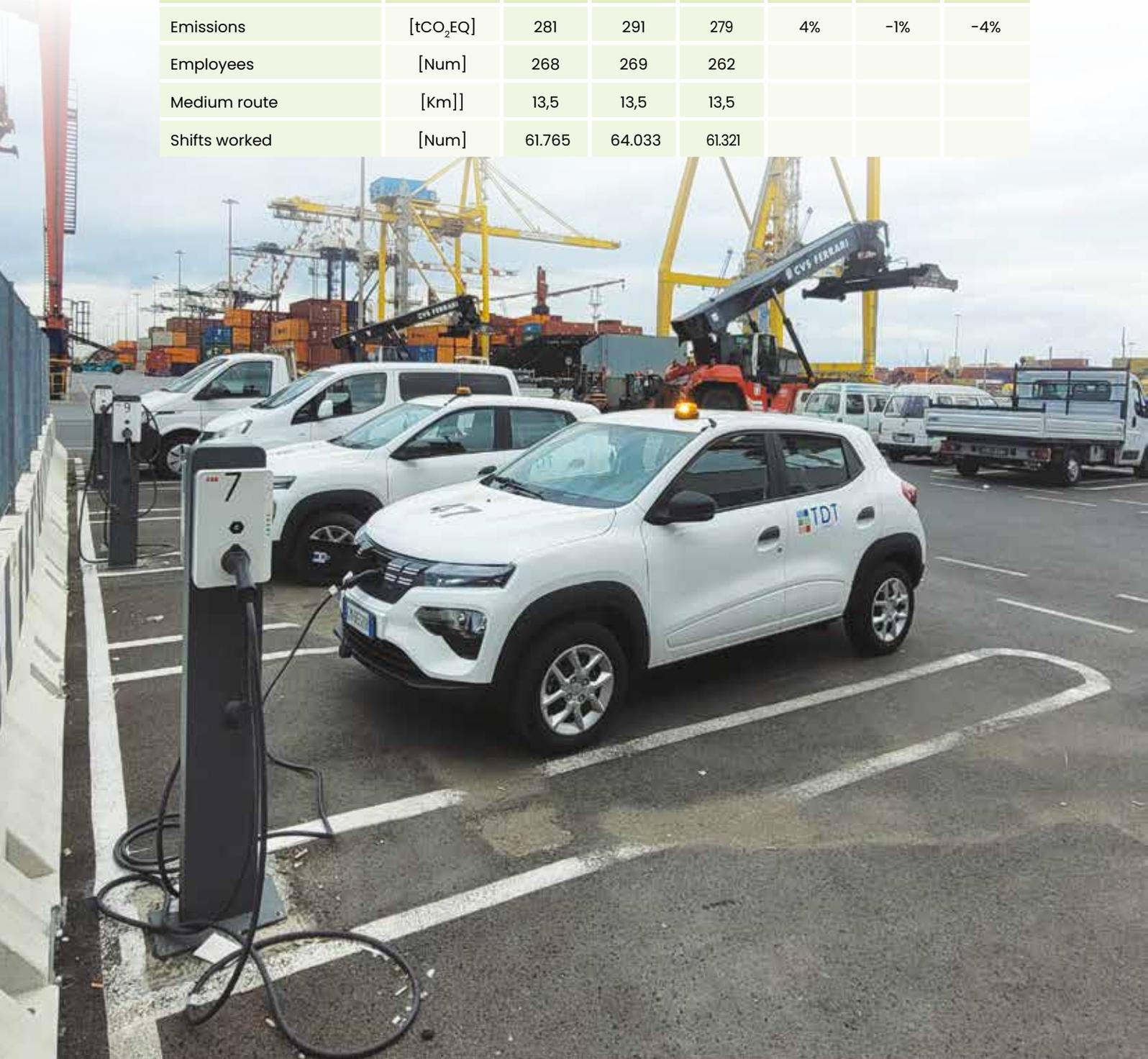
305-3 Other indirect (Scope 3) GHG emissions

Currently, the quantities of GHG emitted within the TDT supply chain are not available; moreover, the activities upstream and downstream of the TDT production area are not included among the values to be reported by the port terminals.

Emissions from commuting employees by means of their own vehicle (Scope 3) are estimated on the basis of the length of the average journey to work.

Table 28:
SCOPE 3

| COMMUTING | U.M. | YEAR | | | THREE YEAR COMPARISON | | |
|---------------|-----------------------|--------|--------|--------|-----------------------|-------|-------|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 |
| Emissions | [tCO ₂ EQ] | 281 | 291 | 279 | 4% | -1% | -4% |
| Employees | [Num] | 268 | 269 | 262 | | | |
| Medium route | [Km] | 13,5 | 13,5 | 13,5 | | | |
| Shifts worked | [Num] | 61.765 | 64.033 | 61.321 | | | |



305.4 GHG emissions intensity

The slightly increasing trend in emissions intensity is mainly due to the reduction in units handled in the Terminal, which decreased more than proportionally compared to the emissions themselves.

Table 29:
EMISSION INTENSITY

| Emissions | U.M. | YEAR | | | THREE YEAR COMPARISON | | |
|--------------------|-----------------------|---------|---------|---------|-----------------------|-------|-------|
| | | 2021 | 2022 | 2023 | 22/21 | 23/21 | 23/22 |
| Intensity | [tCO ₂ EQ] | 0,019 | 0,020 | 0,021 | 7% | 10% | 3% |
| Scope1+Scope2 | [tCO ₂ EQ] | 5.420 | 5.703 | 4.813 | 5% | -11% | -16% |
| Containers handled | Unit | 283.644 | 278.340 | 228.118 | -2% | -20% | -18% |

305.5 Reduction of GHG emissions

The initiatives taken to reduce energy consumption, already described in paragraph 302-4, have also had a positive impact on GHG emissions, contributing to the reduction of emissions by 13% for diesel combustion emission sources and by 21% for electricity sources.

305.6 Emissions of Ozone-Depleting Substances (ODS)

In TDT, the production, import or export of substances that deplete the ozone layer is not carried out, but air conditioners are used for heating and cooling buildings. The use of such systems implies the presence of ozone-depleting substances (ODS). The systems are monitored in compliance with the legislative provisions and the maintenance plan defined by TDT in agreement with the supplier.

When gas is topped up, TDT determines the quantities of CO₂ dispersed into the atmosphere.

Table 30:
LOCATION AND TYPE OF AIR CONDITIONERS AND GAS

| LOCATION | QUANTITY OF AIR CONDITIONERS | QUANTITY BY TYPE OF GAS | GAS TYPE | Q.TY GAS [KG] | [tCO ₂ EQ] |
|-----------------|------------------------------|-------------------------|----------|---------------|-----------------------|
| Crane | 47 | | | 67,38 | 120,37 |
| | | 19 | R32 | 15,98 | 13,04 |
| | | 28 | R410A | 51,4 | 107,32 |
| Offices | 122 | | | 118,79 | 194,36 |
| | | 42 | R32 | 38,88 | 31,33 |
| | | 80 | R410A | 79,91 | 163,03 |
| Pif | 2 | | | 8 | 31,37 |
| | | 2 | R404A | 8 | 31,37 |
| Gate | 5 | | | 20 | 28,60 |
| | | 5 | R134A | 20 | 28,60 |
| TDT Gate | 4 | | | 22 | 31,46 |
| | | 4 | R134A | 22 | 31,46 |
| Total | 180 | | | 236,17 | 406,17 |

305-7 Nitrogen oxides (NO_x), sulphur oxides (SO_x) and other significant air emissions

Over time, various environmental surveys have been conducted aimed at characterizing air quality in terms of concentration of dust, volatile organic substances and combustion fumes; the aim is to evaluate workers' exposure to the various chemical compounds resulting from emissions produced by combustion exhausts from operating vehicles, from the wear of the road surface and tires, from fumes from ships on the dock and from reclaimed landfill basins.

The analyses carried out and repeated over the years, from 2004 to 2021, have not detected any exceedances of respirable gases and dust.

The deviation from the TLV (Threshold Limit Value or threshold limit value ⁶) of the various substances being assessed was verified and, as regards gases, the verification aimed at showing how many times the value equal to one tenth of the TLV was exceeded during sampling. For dust, the results obtained were compared with the reference values (the TLV as regards respirable dust).

The survey found concentration values lower than the limits taken as a reference for all the parameters observed.

The emissions of substances for diesel combustion and use of electricity are reported below.

⁶ They refer to the environmental concentrations of airborne chemicals and indicate the concentrations below which it is believed that most workers can be repeatedly exposed day after day, throughout a working lifetime, without adverse health effects.

Table 31:
SCOPE 1 - GAS EMISSIONS FROM DIESEL COMBUSTION

| SUBSTANCES EMITTED | U.M. | FDC STEC. | 2021 [KG] | 2022 [KG] | 2023 [KG] | THREE-YEAR COMPARISON | | |
|------------------------------|------------|-----------|-----------|-----------|-----------|-----------------------|-------|-------|
| | | | | | | 22/21 | 23/21 | 23/22 |
| CO | g/kg fuel | 7,58 | 8.617 | 8.990 | 7.833 | 4% | 4% | -13% |
| TSP (Total Suspended Dust) | g/kg fuel | 0,94 | 1.069 | 1.115 | 971 | 4% | 4% | -13% |
| CO ₂ | kg/kg fuel | 3,14 | 3.569.549 | 3.724.126 | 3.244.874 | 4% | 4% | -13% |
| Benzo(a)pyrene [IPA] | g/kg fuel | 0,00 | 0 | 0 | 0 | 4% | 4% | -13% |
| NMVOC | g/kg fuel | 1,92 | 2.183 | 2.277 | 1.984 | 4% | 4% | -13% |
| NH3 | g/kg fuel | 0,01 | 15 | 15 | 13 | 4% | 4% | -13% |
| Pb | g/kg fuel | 0,00 | 0 | 0 | 0 | 4% | 4% | -13% |
| N ₂ O | g/kg fuel | 0,05 | 58 | 60 | 53 | 4% | 4% | -13% |
| Indeno(1,2,3-cd)pyrene [IPA] | g/kg fuel | 0,00 | 0 | 0 | 0 | -9% | -9% | 0% |
| Benzo(b)fluoranthene [IPA] | g/kg fuel | 0,00 | 0 | 0 | 0 | 4% | 4% | -13% |
| Benzo(k)fluoranthene [IPA] | g/kg fuel | 0,00 | 0 | 0 | 0 | 4% | 4% | -13% |
| NOx | g/kg fuel | 33,37 | 37.935 | 39.578 | 34.485 | 4% | 4% | -13% |
| CH4 | g/kg fuel | 0,04 | 45 | 47 | 41 | 4% | 4% | -13% |

Table 32:
SCOPE 2 - GAS EMISSIONS FROM ELECTRICITY

| SUBSTANCES EMITTED | U.M. | FDC STEC. | 2021 [T] | 2022 [T] | 2023 [T] | THREE-YEAR COMPARISON | | |
|----------------------------------|-------------------------|-----------|----------|----------|----------|-----------------------|-------|-------|
| | | | | | | 22/21 | 23/21 | 23/22 |
| Carbon dioxide - CO ₂ | tCO ₂ EQ/kWh | 272,79 | 1.821 | 1.948 | 1.547 | 7% | 7% | -21% |
| Methane - CH4 | tCO ₂ EQ/kWh | 0,62 | 5 | 5 | 4 | 0% | 0% | -20% |
| Nitrous Oxide- N ₂ O | tCO ₂ EQ/kWh | 1,41 | 9 | 10 | 8 | 11% | 11% | -20% |

Other emissions

Noise emissions

Noise emissions from the Terminal must comply with the limits in the acoustic zoning plan of the territory, drawn up by the Municipality of Livorno on the basis of L. 447/95 and L.R. 89/98, "Class VI Exclusively industrial areas". In fact, there are no sensitive and/or vulnerable settlements in the immediate vicinity of the TDT activity: there are only and exclusively other industrial structures attributable to the typical activities of the port sector. The nearest sensitive receptors are located several hundred meters from the settlement area and all see the interposition of other activities that are also part of the port area. All neighboring areas are classified in Class V or Class VI.

Table 33:

VALUES OF THE MAXIMUM LIMITS OF THE EQUIVALENT SOUND LEVEL (LEQ A) RELATING TO THE CLASSES OF INTENDED USE OF THE REFERENCE TERRITORY

| D.P.C.M. 15/11/97 | REFERENCE TIMES | |
|------------------------------------|-----------------|-----------|
| | Daytime | Nighttime |
| I Specially protected areas | 50 | 40 |
| II Mainly residential areas | 55 | 45 |
| III Mixed-type areas | 60 | 50 |
| IV Areas of intense human activity | 65 | 55 |
| V Mainly industrial areas | 70 | 60 |
| VI Exclusively industrial areas | 70 | 70 |

The emissions relating to the noise impact produced by the activities that take place inside the Terminal have been subjected to assessment in accordance with the provisions of Law 447/95, in relation to the acoustic classification of the territory. The last assessment carried out by the Terminal was in 2019 as some sound sources have changed: the survey does not detect emissions, emission and noise differential values (in the classes where applicable) above the limit levels.

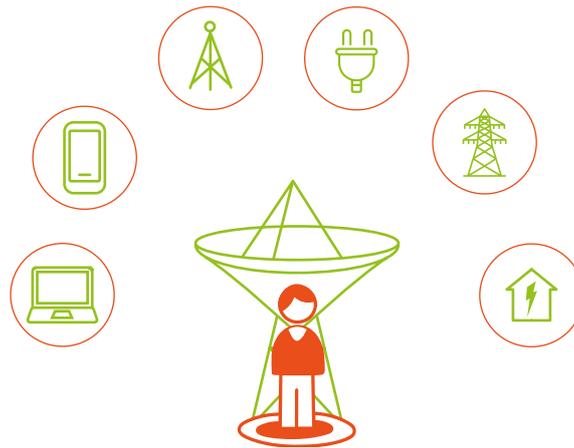
On the other hand, assessments relating to the exposure of workers to noise are carried out at least every four years or following changes in activities.

Electromagnetic Radiation Emissions

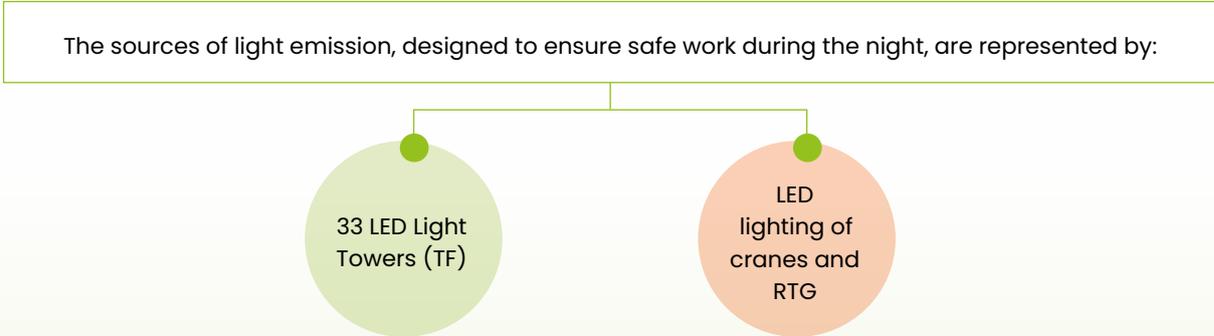
ERD are linked to the presence of electrical systems, transmitting antennas, racks (servers), mobile phones and two-way radios for communication between people employed in the operational offices when they are working in the yard and between the internal planning and operational management offices.

In TDT, the last technical assessment carried out in 2021 addressed the issue of workers' exposure to electromagnetic fields. There were 81 measurement points and concerned: Terminal structures (Electrical Substations, Reefer Towers, Access Point Towers, offices, etc.), outdoor areas, equipment and operational means in use. From the reconnaissance and measurements carried out, with the active sources analyzed, it is not clear that the action limits provided for by the legislation have been exceeded for workers.

WHERE ELECTROMAGNETIC FIELDS ARE FOUND



Light Emissions



The intensity has been adjusted according to the minimum ground lighting requirements in port areas provided for by the various UNI standards (e.g. UNI EN 12464), while the orientation has been maintained downwards, with a protective structure above each row of headlights, in order to avoid dispersion and therefore light pollution. During routine maintenance, the correct orientation of the lamps is checked.

Ionizing radiation

There are no sources of ionizing radiation, except for those emitted by the X-ray machines of the scanner, fixed and mobile, of the Customs Agencies during the scanning activity of the containers, which is in any case carried out in the absence of personnel within the scanning area, and through the application of specific procedures.

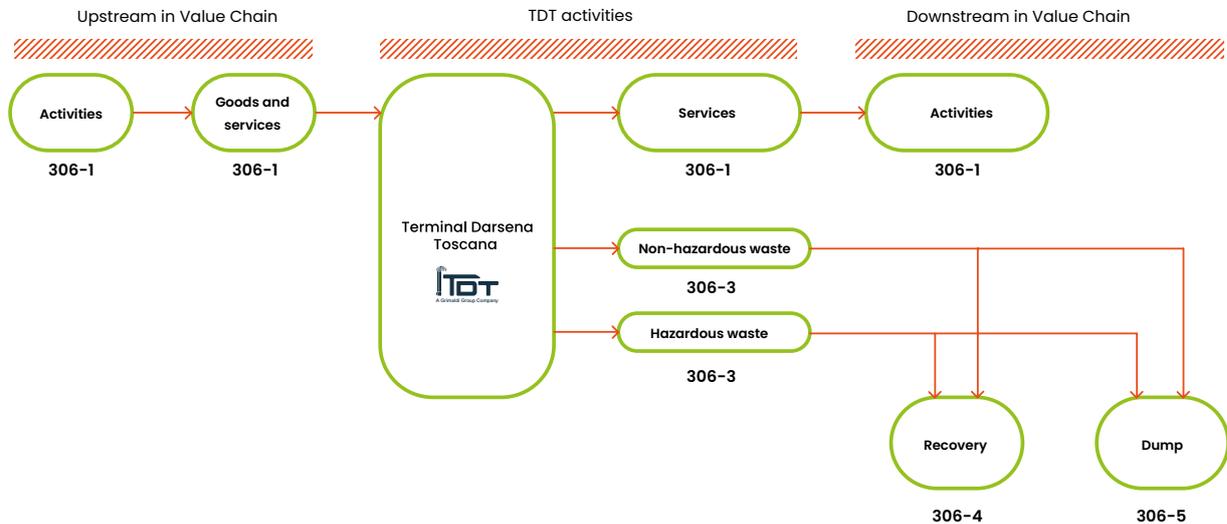
Odorous emissions

The activity carried out indoors does not have significant olfactory impacts, as they are limited to emissions from motor vehicles and heavy handling vehicles. More significant odorous emissions may instead be due to the simultaneous presence of ships on the quay and railway locomotives.



306 Waste

306-1 Waste generation and significant waste-related impacts



TDT acquires external goods and services that are instrumental both to the provision of its own container and goods loading and unloading service and to the performance of the necessary support processes for the main activity.

Waste production is mainly related to support activities and among these, the maintenance of operational vehicles and buildings is of particular importance.

In addition to ordinary maintenance activities, activities are undertaken for the disposal of equipment, containers used for archives/warehouses or abandoned, as well as abandoned goods that involve the production of extra waste.

Random events of container leaks and spills from operational vehicles, which determine the production of unpredictable waste, are managed following internal instructions that provide for the confinement and cleaning of the area, with the subsequent disposal of the resulting material.

The waste produced by TDT is stored in a special waste area and managed in accordance with the regulations and provisions defined by the internal waste management procedure.

All waste is entrusted to transporters with appropriate authorization for management, recovery or disposal in landfill at authorized plants.

Waste produced by contracted and supplier activities is their property and management, unless otherwise established in the contractual agreements. Staff and internal suppliers have been informed about the correct management of waste from their activities through periodic information, training activities, non-compliance management meetings, contractual clauses.

306-2 Management of significant waste-related impacts

TDT is committed to the management of waste from its activities, paying particular attention to the possibility of sending the waste produced for recovery, rather than sending it to landfills. From this point of view, the creation of an internal ecological island together with the monitoring of its use, the recalls for improper disposal and the training and information interventions of internal and external personnel, together with the inclusion of environmental clauses in the contracts of service providers and in tenders, allows to recover products, components and materials from waste through preparation for reuse and recycling.

The management of waste leaving TDT is implemented by third parties (intermediaries and waste collection centres) and includes the collection, transport, recovery and disposal of waste. TDT actively collaborates with these third parties in order to manage operations adequately both with respect to the type of waste to be treated, hazardous or non-hazardous, and with respect to its destination.

All waste is then entrusted to transporters with appropriate authorization and to be managed in recovery or disposal in landfills at authorized plants.

The data collection and monitoring processes refer to the boundaries of the TDT site.

306-3 Waste generated

In the three-year period, the following wastes were produced, classified by EER.

Table 34:
WASTE PRODUCED

| EER | DESCRIPTION/TYPE OF WASTE | 2021 [Kg] | 2022 [Kg] | 2023 [Kg] |
|-----------|--|-----------|-----------|-----------|
| 02 03 04 | waste unsuitable for consumption or processing | 17.100 | - | - |
| 07 02 13 | plastic waste | 315 | - | - |
| 07 06 11* | Sludge produced by on-site effluent treatment, containing hazardous substances | 5.700 | 280 | - |
| 07 06 12 | Sludge removed from on-site effluent treatment | - | 5.900 | 26.140 |
| 08 01 11* | Waste paints and varnishes | - | 342 | 43 |
| 08 03 18 | Out of stock printing toners, other than those referred to in heading 08 03 17 | 32 | - | 30 |
| 13 02 08* | Other Engine, Gear & Lubrication Oils | 11.200 | 15.400 | 13.000 |
| 15 01 01 | Paper and cardboard packaging | - | 4.510 | 5.988 |
| 15 01 03 | Wooden packaging | 10.850 | 8.120 | - |
| 15 01 06 | Mixed packaging | 3.200 | 7.130 | 14.300 |
| 15 01 10* | packaging containing residues of hazardous substances or contaminated with such substances | 343 | 196 | 1.256 |
| 15 02 02* | sanitary napkins, filter materials, rags and protective clothing, contaminated with hazardous substances | 5.078 | 3.010 | 3.415 |
| 16 01 03 | End-of-life tires | 4.392 | - | - |
| 16 01 04* | End-of-life vehicles | 53.200 | - | 4.000 |

| EER | DESCRIPTION/TYPE OF WASTE | 2021 [Kg] | 2022 [Kg] | 2023 [Kg] |
|-----------|---|----------------|----------------|----------------|
| 16 01 07* | Oil filters | 436 | 978 | 325 |
| 16 01 20 | glass | - | 400 | - |
| 16 01 21* | Hazardous components other than those referred to in headings 16 01 07 to 16 01 11, 16 01 13 and 16 01 14 | 302 | 408 | 520 |
| 16 02 11* | end-of-life equipment, containing chlorofluorocarbons, HCFCs, HFCs | - | 100 | - |
| 16 02 13* | end-of-life equipment containing hazardous components other than 16 02 09 | 265 | - | 70 |
| 16 02 14 | end-of-life equipment other than that referred to in items 16 02 09 -16 02 13 | 1.435 | 1.136 | 1.052 |
| 16 02 16 | components removed from other end-of-life equipment referred to in 160215 (toner) | - | - | 1.071 |
| 16 06 01* | Lead-acid batteries | 1.094 | 2.137 | 1.740 |
| 16 06 02* | Nickel-cadmium batteries | - | 3 | - |
| 16 06 05 | Other batteries and accumulators | - | 14 | - |
| 16 10 01* | aqueous liquid waste, containing hazardous substances | 1.752 | - | - |
| 17 01 01 | cement | - | - | 43.120 |
| 17 02 01 | wood | - | 4.460 | 10.540 |
| 17 02 02 | glass | - | 648 | 32 |
| 17 02 03 | plastic | 220 | 2.687 | 2.334 |
| 17 04 05 | iron and steel | 5.700 | 23.270 | 99.270 |
| 17 04 11 | cables, other than those referred to in heading 17 04 10 | 205 | - | - |
| 17 06 03* | other insulating materials containing or consisting of hazardous substances | - | 40 | 1.086 |
| 17 08 02 | gypsum-based building materials other than those referred to in heading 17 08 01 | - | 80 | 1.160 |
| 17 09 04 | mixed waste from construction and demolition activities, other than that referred to in items 17 09 01, 17 09 02 and 17 09 03 | - | 6.120 | - |
| 20 01 01 | Paper and cardboard | - | - | 1.770 |
| 20 01 21* | fluorescent tubes and other waste containing mercury | 10 | 118 | 76 |
| 20 03 01 | Unsorted municipal waste | 15.560 | - | - |
| 20 03 03 | Residues from street cleaning (sweeping) | 102.550 | 56.130 | 17.530 |
| 20 03 04 | Septic tank sludge | 500 | - | - |
| | Annual total in kg | 241.439 | 143.617 | 249.868 |
| | Annual total in Tons | 241,44 | 143,62 | 249,87 |

For the year 2023, there is an increase in waste production compared to the previous year.

The increase is mainly attributable to the extraordinary cleaning of the Terminal aprons, the sale and disposal of obsolete equipment no longer in use, and the renovation of areas of the Terminal. Among the equipment disposed of and sent for recovery are the control cabin replaced with a new concept, numerous iron equipment (people cells, spreaders) and some containers located in various areas of the terminal and no longer used.

306-4 Waste diverted from disposal

Table 35:
WASTE NOT INTENDED FOR DISPOSAL

| TOTAL WASTE | [UM] | 2021 | 2022 | 2023 |
|---|------|---------------|---------------|---------------|
| WASTE DIVERTED FROM DISPOSAL | [t] | 203,88 | 137,40 | 222,64 |
| <i>of which</i> | | | | |
| Hazardous waste, intended for: | [t] | - | 22,69 | 24,45 |
| Other recovery operations (R13) | [t] | - | 22,69 | 24,45 |
| Non-hazardous waste, intended for: | [t] | | | 198,20 |
| Other recovery operations (R13 – R9) | [t] | - | 114,71 | 198,20 |

The other recovery operations implemented are:

- R9 Regeneration or other reuse of oils
- R12 Exchange of waste to subject it to one of the operations from R1 to R11
- R13 Placing waste in reserve for one of the operations indicated in points R1 to R12 (excluding temporary storage, before collection, in the place where it is produced)

306-5 Waste directed to disposal

Table 36:
WASTE DESTINED FOR DISPOSAL

| TOTAL WASTE | [UM] | 2021 | 2022 | 2023 |
|---|------|--------------|-------------|--------------|
| WASTE DIRECTED TO DISPOSAL | [t] | 37,56 | 6,22 | 27,23 |
| <i>Of which:</i> | | | | |
| Hazardous waste, intended for: | [t] | | 0,32 | 1,09 |
| Other disposal operations (D15) | [t] | - | 0,32 | 1,09 |
| Non-hazardous waste, intended for: | [t] | | 5,90 | 26,14 |
| Other disposal operations (D9) | [t] | - | 5,90 | 26,14 |

The other disposal operations are:

- D9 Physicochemical treatment not specified elsewhere in this Annex resulting in compounds or mixtures eliminated by any of the processes listed in D1 to D12 (e.g. evaporation, drying, calcination, etc.).
- D15 Preliminary storage before any of the operations referred to in points D1 to D14 (excluding temporary storage, before collection, at the place where they are produced)



SOCIAL SUSTAINABILITY



With a view to social sustainability, TDT has always responsibly applied national and international regulations on employment contracts, health and safety, respect for human rights, avoiding any form of discrimination or violation of civil and political rights and ensuring its commitment to activities aimed at protecting these inalienable rights.

For this reason, and to ensure a transparent image of the Company to all external (suppliers, public institutions, communities, etc.) and internal (employees, trade unions), TDT has prepared and adopted the Code of Ethics which is accompanied by the Anti-Corruption Policy issued on the occasion of the implementation of the Anti-Corruption Management System in accordance with ISO 37001.

The Code of Ethics sets out the set of values and principles, commitments and ethical responsibilities that inspire Terminal Darsena Toscana in the conduct of business and corporate activities and which are required to be observed by all those who have relations with the Company, in any capacity.

Compliance with the indications of the Code of Ethics, including those relating to respect for human rights, and the Anti-Corruption Policy are also reported in the contracts with Suppliers, who are asked to read them and adopt appropriate conduct that complies with these specifications.

401 Occupation

401-1 New employees hires and employee turnover

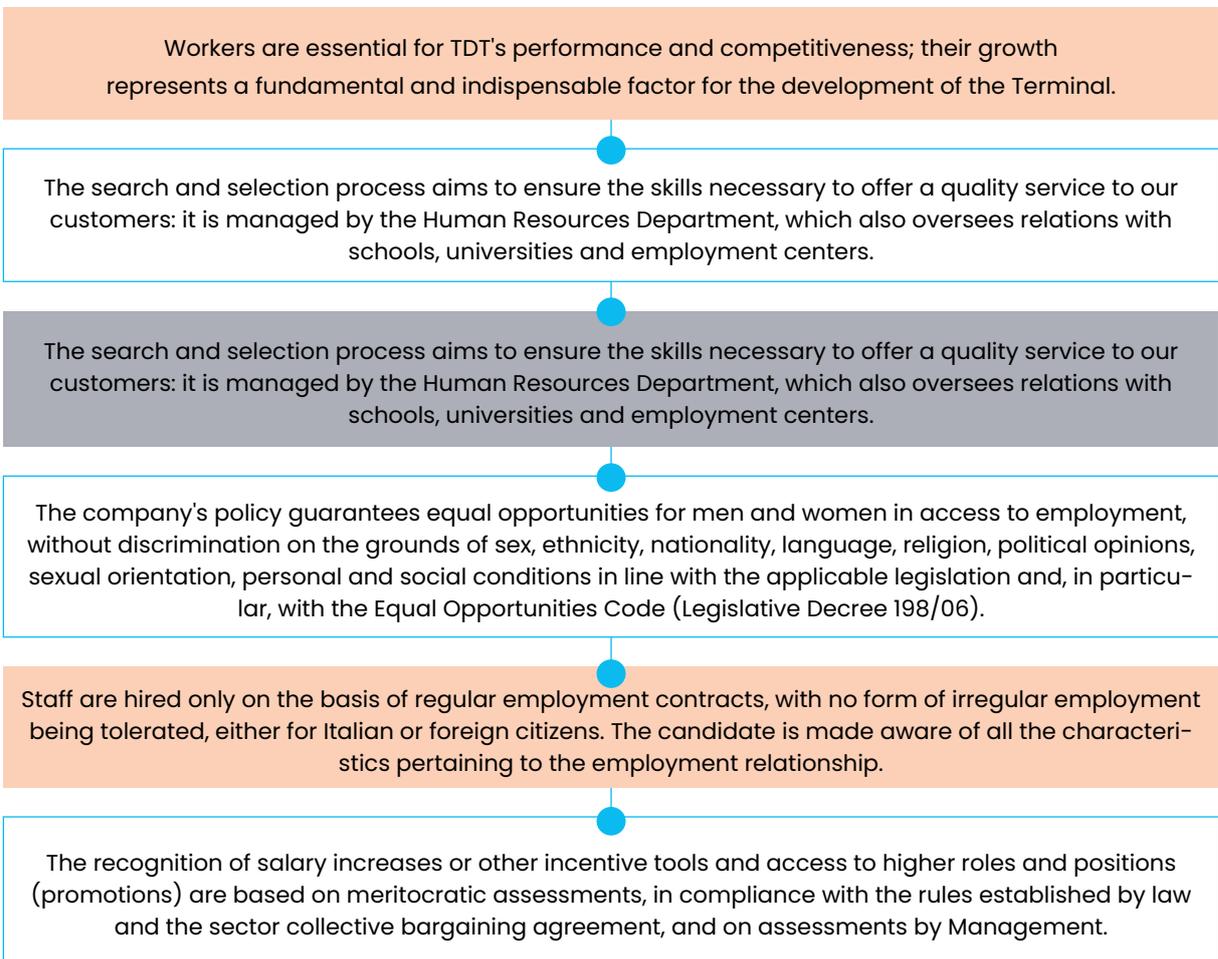


Table 37:
EMPLOYEE HIRES AND TURNOVER

| EMPLOYEE HIRES AND LEAVE | 2021 | 2022 | 2023 |
|--|-----------|----------|----------|
| Employees hired during the year | 1 | 9 | 1 |
| Men | 1 | 9 | 1 |
| Women | 0 | 0 | 0 |
| Under 30 | 0 | 3 | 1 |
| Between 30 and 50 | 0 | 6 | 0 |
| Over 50 | 1 | 0 | 0 |
| Employees who left in the year | 14 | 8 | 9 |
| Men | 14 | 6 | 8 |
| Women | 0 | 2 | 1 |
| Under 30 | 0 | 0 | 1 |
| Between 30 and 50 | 4 | 3 | 2 |
| Over 50 | 10 | 5 | 6 |

In the last three years, the workforce of TDT has suffered a slight decline (about -7%), mainly due to exits for reaching retirement requirements (13 out of 31 exits), to which are added 10 voluntary resignations, 7 dismissals, and 1 death.

Permanent contracts are the most widely used form of contract, accounting for 99.62% of the total number of contracts in force.

The overall turnover rate, i.e. the staff who entered and left the period on the average workforce for the period, is shown below.

Table 38:
OVERALL TURNOVER RATE

| OVERALL TURNOVER RATE | 2021 | 2022 | 2023 |
|-----------------------------|--------------|--------------|--------------|
| Men | 5,49% | 5,60% | 3,40% |
| Women | 0,00% | 0,75% | 0,38% |
| Under the age of 30 | 0,00% | 1,12% | 0,75% |
| Between 30 and 50 years old | 1,47% | 3,36% | 0,75% |
| Over 50 | 4,03% | 1,87% | 2,26% |
| Total | 5,49% | 6,34% | 3,77% |

Below is the Positive Turnover Rate, i.e. those entering the period/staff at the beginning of the period.

Table 39:
POSITIVE TURNOVER RATE

| POSITIVE TURNOVER RATE | 2021 | 2022 | 2023 |
|-----------------------------|--------------|--------------|--------------|
| Men | 0,36% | 3,37% | 0,37% |
| Women | 0,00% | 0,00% | 0,00% |
| Under the age of 30 | 0,00% | 1,12% | 0,37% |
| Between 30 and 50 years old | 0,00% | 2,25% | 0,00% |
| Over 50 | 0,36% | 0,00% | 0,00% |
| Total | 1,08% | 3,37% | 0,37% |

Below is the negative turnover rate, i.e. those who left the company/headcount at the beginning of the period.

Table 40:
NEGATIVE TURNOVER RATE

| NEGATIVE TURNOVER RATE | 2021 | 2022 | 2023 |
|-----------------------------|--------------|--------------|--------------|
| Men | 5,02% | 2,25% | 2,99% |
| Women | 0,00% | 0,75% | 0,37% |
| Under the age of 30 | 0,00% | 0,00% | 0,37% |
| Between 30 and 50 years old | 1,43% | 1,12% | 0,75% |
| Over 50 | 3,58% | 1,87% | 2,24% |
| Total | 5,02% | 3,00% | 3,36% |

Below is the Turnover compensation rate, i.e. entered the period/left the period.

Table 41:
TURNOVER COMPENSATION RATE

| TURNOVER COMPENSATION RATE | 2021 | 2022 | 2023 |
|-----------------------------|--------------|---------------|---------------|
| Men | 7,14% | 150,00% | 12,50% |
| Women | 0,00% | 0,00% | 0,00% |
| Under the age of 30 | 0,00% | 300,00% | 100,00% |
| Between 30 and 50 years old | 25,00% | 200,00% | 0,00% |
| Over 50 | 10,00% | 0,00% | 0,00% |
| Total | 7,14% | 112,5% | 11,11% |

During the three-year period 2021-2023, a managerial figure was hired in TDT in addition to 3 employees and 7 workers. The negative turnover rate had a slight increase in 2023 also due to the continuation of a policy of incentivizing the exodus of workers who had accrued pension requirements.

401-2 Benefits provided to full-time employees that are not provided to temporary or part-time employees

As regards the coverage of pension costs, there are no company defined benefit plans, nor does the Company offer employees specific supplementary pension coverage, in addition to that provided for by the relevant national collective agreements.

Since 2005, there has been the Priamo Pension Fund for executives, clerks and workers, to which all employees can join by having the accrued severance pay merged with an additional equal employee-company contribution of 1% of the salary elements valid for the calculation of the severance payments provision.

In addition to the legal pension plans guaranteed by the payment of mandatory INPS contributions, employees are recognized, at the time of termination of the employment relationship, the severance pay for those who have not joined the supplementary pension, while those who have joined the supplementary pension have the possibility of receiving from the Priamo Fund, and for Managers from the Previdai Fund, a life annuity and/or the redemption of the accrued pension position.

In the cases provided for by the CCNL, the employee is also recognized the compensation in lieu of notice.

The composition and movement of the TFR and other personnel funds as of December 31, 2023 is detailed below:

Table 42:
BENEFITS DUE UPON TERMINATION OF EMPLOYMENT

| TERMINATION BENEFITS € | 2021 | 2022 | 2023 |
|--|---------|---------|---------|
| Severance payments provision | 816.798 | 864.847 | 815.423 |
| Other (substitute allowances, IMA, etc.) | - | - | - |



401.3 Parental Leave

TDT operates in compliance with the legislation on parental leave, the aim of which is to allow employees to enjoy leave and subsequently return to work carrying out the same or equivalent duties.

Table 43:
PARENTAL LEAVE

| PARENTAL LEAVE | 2021 | | 2022 | | 2023 | |
|---|------|-----|------|-----|------|-----|
| | M | F | M | F | M | F |
| Number of workers entitled to parental leave | 218 | 50 | 221 | 48 | 214 | 47 |
| Number of workers who took advantage from parental leave | 6 | 5 | 10 | 5 | 24 | 3 |
| Number of workers who returned from parental leave in the reference year | 6 | 5 | 10 | 5 | 24 | 3 |
| Number of workers who returned to work at the end of parental leave and were still employed in the following 12 months | 6 | 5 | 0 | 0 | 0 | 0 |
| Percentage (%) of workers who returned to work at the end of parental leave and still employed in the following 12 months | 100 | 100 | 100 | 100 | 100 | 100 |

*From 2021, the criterion for determining personnel entitled to Parental Leave has changed.



402 Management of Labor and Labor Relations

402-1 Minimum notice period regarding operational changes

TDT adopts appropriate consultation practices with employees and their representatives with reference to significant changes in the operation of the activities.

These consultations take place in compliance with the legal and contractual provisions governing relations between employer and trade unions and are specifically implemented for the management of changes that have impacts on the Health and Safety of Workers.

TDT communicates significant operational changes with reasonable notice, even if not determined in national and second-level contracts, both to employees and their representatives, and to the competent government authorities, so that they can promptly receive all the information necessary to make an informed decision.

403 Occupational health and safety

403-1 Occupational health and safety management system

403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships

403-8 Workers covered by an occupational health and safety management system



The adoption by TDT of the International Standard for the health and safety of workers in compliance with the UNI ISO 45001:2018 standard guarantees constant monitoring of performance and the drive for progressive and continuous improvement of performance in the health and safety sector.

TDT attaches great importance to this factor by dedicating a specialized internal structure (with its own employees), which constitutes the Prevention and Protection Service, composed of the Safety Director/RSPP, the Health and Safety Management System Manager/ASPP, 2 ASPPs and an operational control and support service for surveillance activities, operating 24 hours a day, implemented by a private security institute..

There are also 3 Workers' Safety Representatives (RLS), elected by the workers, who have the task of representing the workers for all aspects of health and safety in the workplace, one of whom is also a Site Representative, who covers the area of the entire Port of Livorno.

The Health and Safety Management System covers the entire scope of TDT and affects both direct workers (employees or temporary workers) and indirect workers (contractors and suppliers) who operate in the TDT area of competence, including visitors and users who access the Terminal in various capacities. To this end, TDT implements a policy of reducing health and safety risks that impacts both its own workers and all those who access the workplace controlled by TDT, providing, among other things, detailed information on risks through the drafting of specific coordination documents (Information, DUVRI, Coordination Protocols, Work Permits) with users and suppliers/contractors.

Periodically, as part of the System Review, the status of implementation of the System is verified, within which, among other things, the improvement actions undertaken are reported and the areas requiring the greatest attention are defined as an output, together with the actions to be implemented to control and reduce the risks and the indicators to measure the performance.



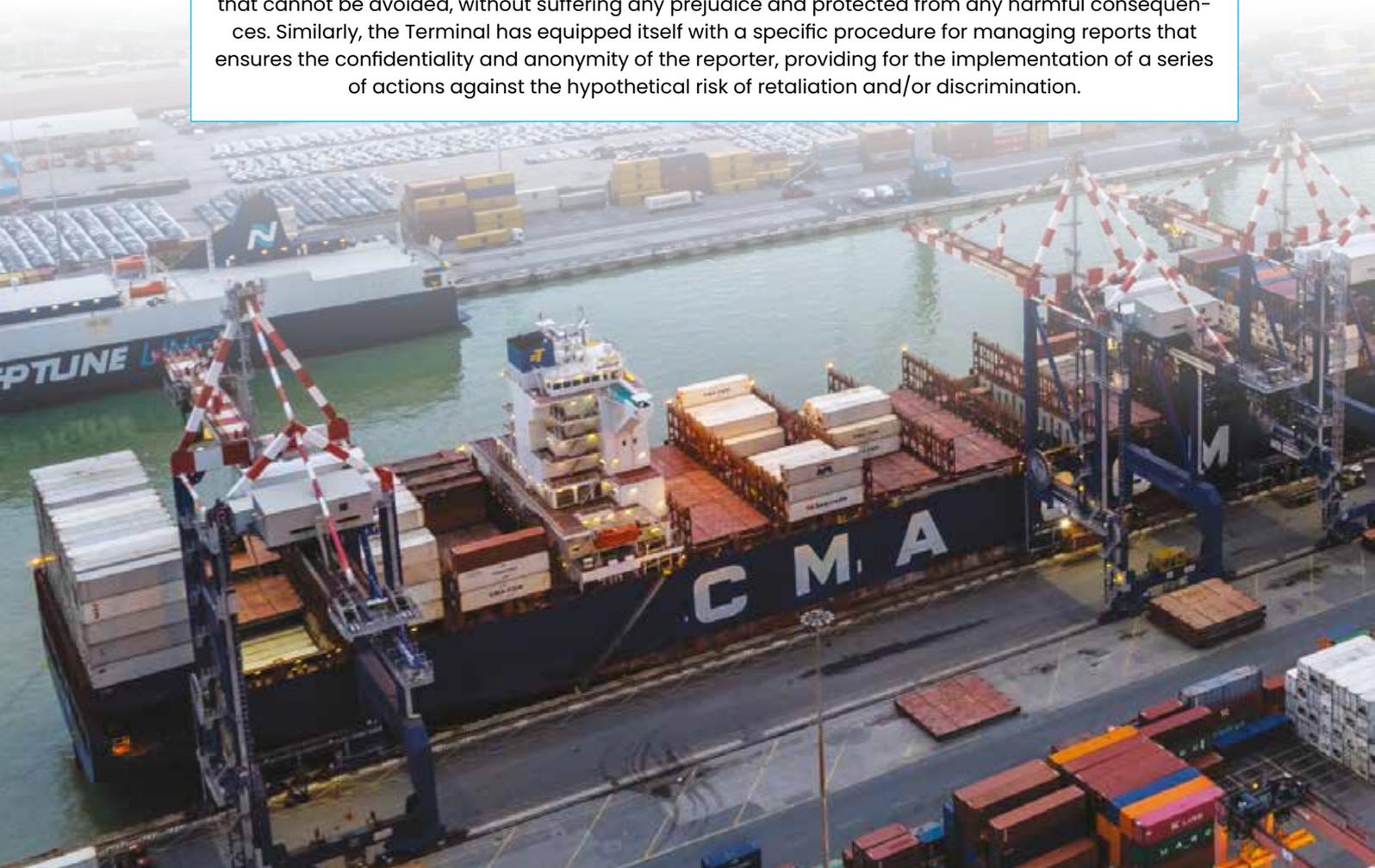
403-2 Hazard identification, risk assessment and incident investigation

TDT, in compliance with the provisions of the ISO 45001 Standard which requires greater attention to the needs and expectations of workers and other interested parties, has carried out an in-depth analysis of the context, identifying the relevant internal and external factors capable of influencing the achievement of its objectives, the expectations of interested parties and the risks and opportunities related to health and safety at work, while establishing a series of actions aimed at mitigating the identified risks and seizing the identified opportunities. The status of the actions and their effectiveness in effectively reducing the identified health and safety risks are periodically analyzed.

The specialized structure dedicated to workplace safety, the constant monitoring of activities and the taking charge of any reports relating to health and safety aspects, wherever they come from, also allow TDT to promptly identify the presence of any dangers and to react to them through a specific analysis and the identification of the relevant measures for the elimination or reduction of the associated risk, while improving the performance of the System.

In the event of any significant change (including changes in personnel, replacement of equipment or machinery, operational changes, etc.), TDT carries out a preliminary analysis of the consequences and the advantages or disadvantages that derive from it, involving the sectors and workers affected from time to time, to ensure maximum participation and sharing in the choices and prevention and protection measures identified in order to eliminate or reduce the resulting risks.

In compliance with the regulatory provisions and the adopted Code of Ethics, TDT guarantees the worker the right to leave the workplace or a dangerous area in the event of serious and immediate danger that cannot be avoided, without suffering any prejudice and protected from any harmful consequences. Similarly, the Terminal has equipped itself with a specific procedure for managing reports that ensures the confidentiality and anonymity of the reporter, providing for the implementation of a series of actions against the hypothetical risk of retaliation and/or discrimination.



403-3 Occupational health services

All workers, in compliance with the obligation provided for by art. 41 of Legislative Decree 81/2008 and the National Collective Agreement, are subject to health surveillance, the aim of which is to protect the state of health and safety of workers based on the risks to which they are exposed, the environment in which they are placed and the type of activity carried out.

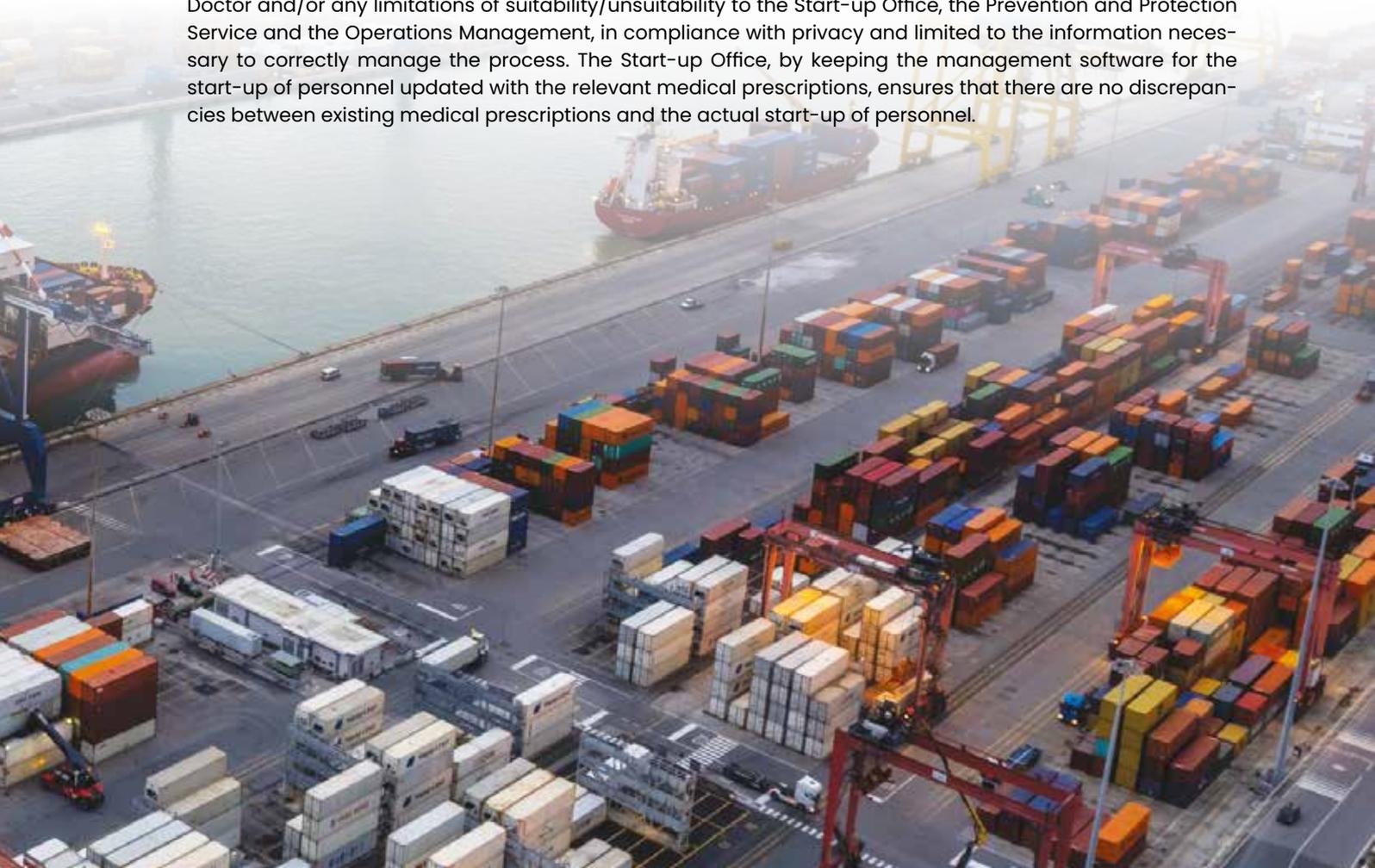
The health surveillance carried out by the Competent Doctor includes the carrying out of preventive medical examinations, to assess the worker's suitability to carry out the specific task and the carrying out of periodic medical examinations, aimed at checking the health status of the workers and the persistence of the requirements of suitability to carry out the specific task; in addition to this, medical examinations are provided at the request of the worker and medical examinations upon return from long periods of absence due to illness or injury (60 days).

Health checks and visits are carried out in the Company, during working hours, in a special Medical Office that TDT has made available to the Competent Doctor appointed by the Company, in possession of the necessary qualifications and requirements, and registered in the national list of Competent Doctors of the Ministry of Health.

The Competent Doctor plans Health Surveillance based on the results of the Company Risk Assessments by developing a specific Health Plan that includes health protocols (visits and checks) defined according to the risks and based on the most advanced scientific directions; this Plan is updated periodically as needed and in any case of changes in the results of the Risk Assessment.

The Competent Doctor also provides specialized support for the assessment of all risks related to the health of workers, participates in the periodic safety meeting where he reports the aggregate results of his assessments of risk situations in the workplace, visits the workplace at least once a year to assess the absence of environmental risks, establishes and maintains the health records of individual workers and the related health documentation, safeguarding professional secrecy and privacy.

The TDT Personnel office monitors the deadlines for periodic visits, plans the dates for carrying out the tests with the diagnostic center and the Competent Doctor so that the suitability assessment is issued before the expiry of the previous assessment, keeps an updated database with the results of the visits and the expiry dates of the tests and future visits, communicates the temporary prescriptions defined by the Competent Doctor and/or any limitations of suitability/unsuitability to the Start-up Office, the Prevention and Protection Service and the Operations Management, in compliance with privacy and limited to the information necessary to correctly manage the process. The Start-up Office, by keeping the management software for the start-up of personnel updated with the relevant medical prescriptions, ensures that there are no discrepancies between existing medical prescriptions and the actual start-up of personnel.



403-4 Worker participation, consultation and communication on occupational health and safety

TDT uses various tools to ensure that communication, participation and consultation of workers are live and always active processes, both with regard to employees and stakeholders in general:

Drafting of Information on topics relevant to safety, which aim to inform or remind/raise awareness among personnel (including external personnel) on important safety aspects. In 2023 in particular, 11 Information were drafted, including, for example, findings on periodic checks of lifting accessories, correct posture to be maintained on quay cranes, reminders on compliance with internal traffic, reminders on the rules to be respected in the event of mixed use of equipment and vehicles by TDT and external authorised parties, indications relating to the new layout for parking operational vehicles, etc.

Collection and Management of reports from employees/suppliers, impacting on safety aspects: these reports reach the Safety Office both through the RLS (Workers' Representatives for Safety), and through direct contacts with the workers themselves. These are collected, recorded and managed by the Prevention and Protection Service (Safety Office) which follows their evolution and closure. Following these reports, simple treatments can be identified or improvement actions studied and implemented with a significant impact on various aspects of the SGSSL (e.g. participation, involvement, consultation of interested parties) and on Health and Safety (e.g. Emergency management, vehicle control, etc.).

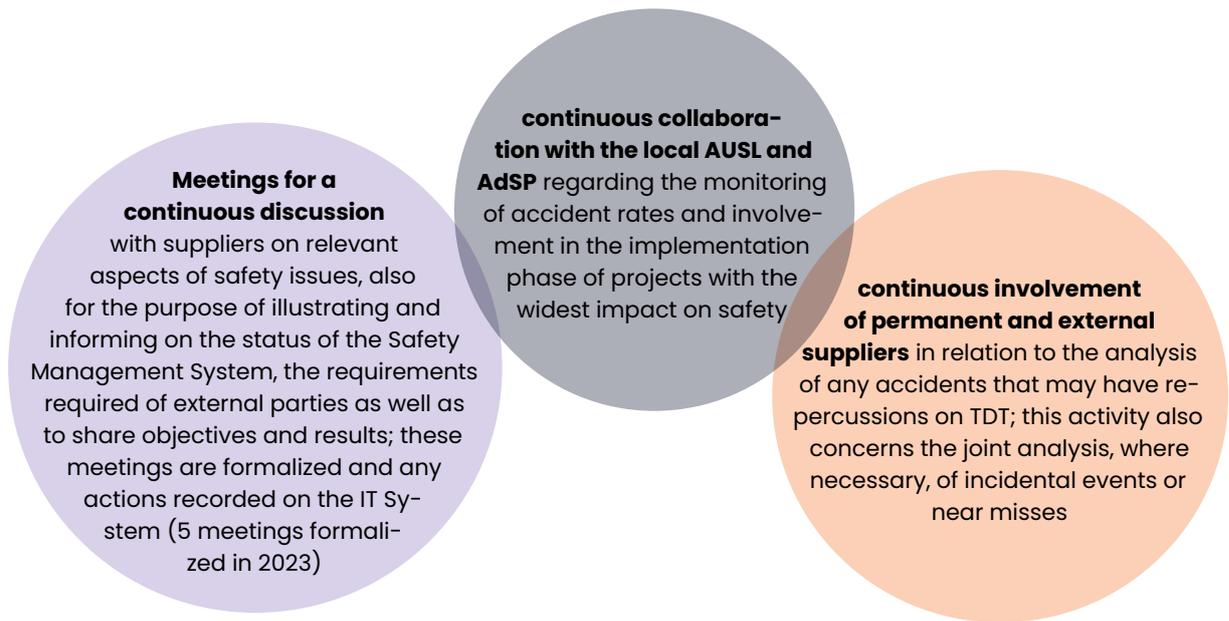
Meetings with SUPPLIERS on common aspects with impact on Safety and Health: periodic meetings/conferences with suppliers have allowed sharing information relevant to safety, as well as projects that can generate impacts on companies operating in TDT, sharing impressions, specific problems and solutions. Extraordinary meetings are also called based on needs. The outcomes of these meetings are reported in the minutes of the meeting/meeting reports. The actions that arise from these meetings are recorded and followed within the SGSSL on a specific IT System.

INTERNAL meetings between the Safety Office and Workers' Safety Representatives and/or Sector Managers that are convened when necessary or when significant data has been collected on the status of the projects being carried out. Also in this case, the outcomes of these meetings are minuted and the resulting actions are recorded and followed within the Management System for Health and Safety at Work on a specific IT System.

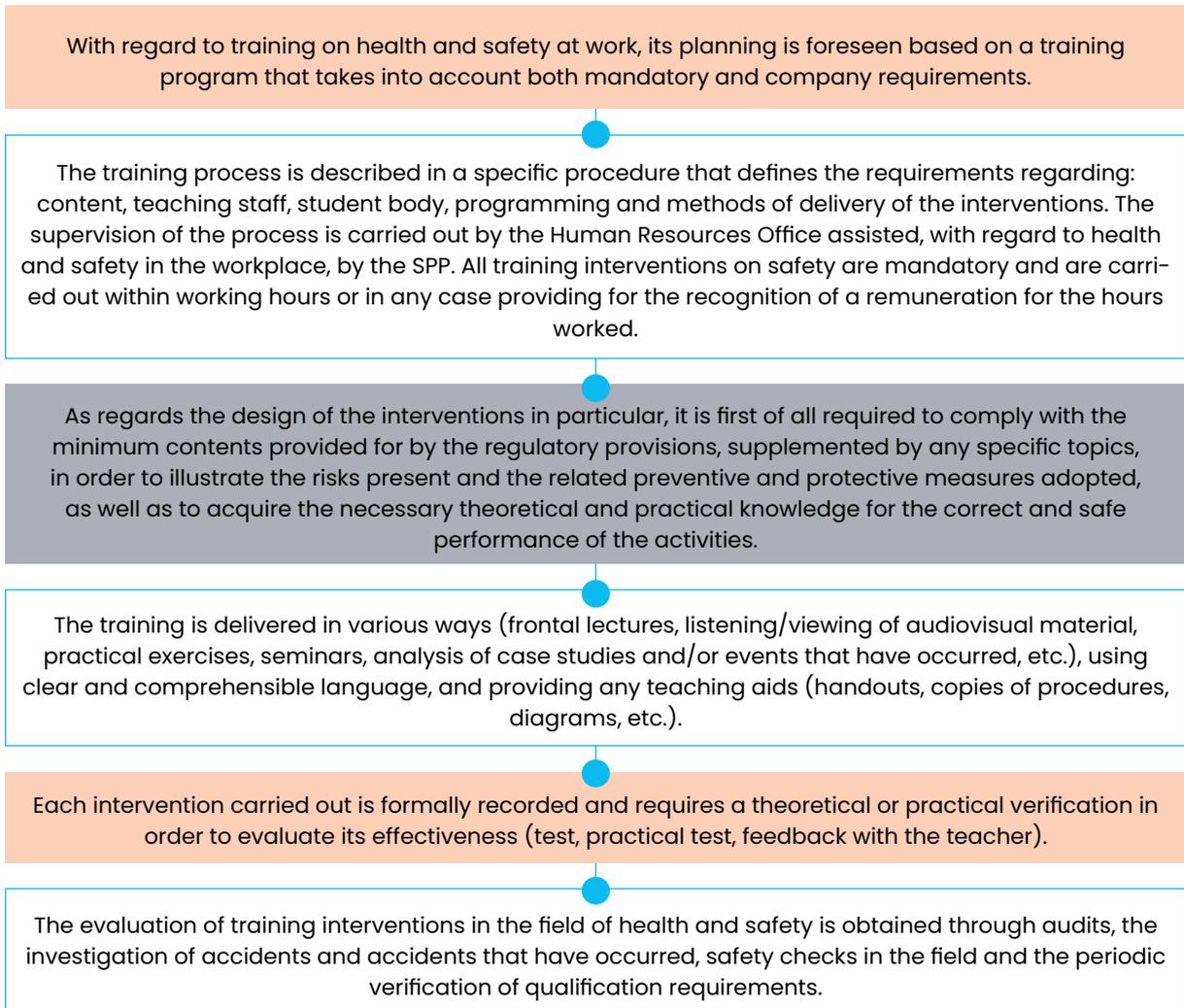
Electronic noticeboard on the IT system: with a view to continuous information sharing with an impact on safety and health, TDT maintains a special workstation for the Competent Physician to allow access to all data (Risk Assessments, Procedures, Instructions, etc.). With this in mind, the company electronic bulletin board is also available and kept updated and available to all employees.

During the year, several surveillance visits were received by the local Local Health Authority, through the intervention of officials as officers of the Public Prosecutor (pursuant to Article 21 of Law 833/78), from which no prescription for TDT arose.

Reports from outsiders are tracked and recorded in a special network folder. In 2023, 10 reports from so-called "sedentary" suppliers were tracked and managed.



403-5 Worker training on occupational health and safety



403-6 Promotion of worker health

In order to improve the health and well-being conditions of all employees, in addition to health surveillance, in accordance with the provisions of the CCNL, all employees have supplementary insurance (CASSAGEST) which provides medical and health care services, visits and specialist examinations at affiliated facilities, annual screening examinations, provision of specialists to obtain specialized medical opinions.

This insurance can be extended to employees' family members, on a voluntary basis.

403-7 Prevention and mitigation of occupational health and safety impacts directly linked by business relationships

The Company's attention to mitigating the impacts on health and safety at work in TDT is always high and is directed not only at TDT workers but also at all those who gravitate towards it in various capacities.

Among the most significant actions of 2023 are the following:



the increase in workers trained in emergency management (BLS and Fire Prevention) to ensure a prompt and effective response in all cases of emergency that may occur in the Terminal; in this regard, it is recalled that at the Terminal access gate, since 2022, there has been a fixed First Aid Station covering the Darsena Toscana Ovest area, active every day from 8 am to 8 pm, able to provide immediate assistance in case of need, with 2 advanced level rescuers, and to simultaneously activate the emergency at the Single Emergency Number in Italy 112;



the further replacement of 1 control cabin on quay crane no. 11 (project started in 2022), with 1 advanced workstation, designed by the leading company in the sector Brieda Cabins of Pordenone, which mounts the **Dynamic Control Station** system capable of **reducing muscle stress by over 60%**, particularly in the lumbar region, and equipped with **large glass surfaces**, designed to guarantee the operator maximum visibility during operations, and an **air treatment system** to keep the cabin air-conditioned and pressurized in order to prevent the entry of any dust and fumes from the ship inside it;



as part of the gradual replacement of the equipment for work at height on board the ship, a further 2 new "People Cells" of TEC Container were purchased, complying with the most advanced technical/regulatory framework on the subject and able to ensure a substantial increase in the level of safety of operations, thanks to the use of the latest generation systems, specifically created and certified for work at height activities through the use of quay cranes.



DANGEROUS GOODS MANAGEMENT

The TDT dangerous goods (IMO) yard, located in an internal area of the terminal authorized by the local Port System Authority, has a storage capacity of 864 TEU which can be extended by a further 576 TEU if necessary. In order to comply with the provisions of local, national and international regulations for the management of dangerous goods, TDT has identified specific predefined areas (holds), dedicated to the parking of containers containing dangerous goods pursuant to the IMDG Code. In these areas, IMO containers are stowed respecting the safety distances (damage distance and segregation) and any additional requirements indicated from time to time by the local Port Chemical Service. Specific areas are dedicated to the parking of rolling stock, considered IMO pursuant to the IMDG Code (e.g. UN 3166 and UN 3171), and to the opening and checks of the load required by the local authorities.



The procedures require that the IMO fleet structure, correct segregation and the presence of any anomalies are constantly monitored. The presence of dangerous goods inside a temporary port warehouse is, in fact, subject to continuous changes, being constantly influenced by the handling activity (loading/unloading) that takes place inside it.

Therefore, the risk analysis is dynamic and is managed through a dedicated software, Hacpack, used in many other Italian terminals, which allows the risk to be constantly assessed based on the type of goods, the danger class, the packaging, the weight of each individual package and the total number of containers present in the fleet.

Furthermore, the software is also able to provide real-time safety data sheets for goods in storage to allow for the rapid and correct management of any emergency interventions to protect workers and users of the Terminal. In addition to Hacpack, TDT implemented, at the end of 2022 and fully operational in 2023, the "Expert Decking" function of Navis N4, which automatically assigns positions to IMO containers taking into account the segregation rules and distances permitted under the IMDG Code, highlighting any positioning anomalies to yard planning operators.

TDT also ensures specific training for all employee personnel, as well as information for all third-party personnel about the risks present, the behaviors to be followed and the emergency procedures adopted.

To contain any spills, the Terminal has equipped itself with mobile systems, more precisely 3 45' MAFIs, equipped to contain spills of solid or liquid materials from containers.

To deal with any emergencies, the area is covered by 50 kg wheeled dielectric powder fire extinguishers, A-B-C approved, located in the outdoor areas; finally, an emergency management team is always present, with equipment available for intervention and for the area's demarcation.

The following tables show the trends in dangerous goods handled in the last three years:

Table 44:
TOTALS IMO

| IMO | 2021 | 2022 | 2023 |
|-------------------------|--------------|-------------|--------------|
| Import | 818 | 694 | 862 |
| Export | 2.308 | 2673 | 2.544 |
| Total containers | 3.126 | 3367 | 3.406 |
| Transshipment | 1.368 | 1118 | 1.417 |
| Total | 4.494 | 4485 | 4.823 |

⁷ International Maritime Dangerous Goods Code, is the international reference regulation for the maritime transport of dangerous goods drawn up by the IMO (International Maritime Organization).

Table 45:
BREAKDOWN OF DANGEROUS GOODS BY HAZARD CLASS (%)

| Classes | Description | EXPORT (%) | | | IMPORT (%) | | | TRANSHIPMENT (%) | | |
|---------|---|------------|------|-------|------------|------|-------|------------------|------|------|
| | | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 | 2021 | 2022 | 2023 |
| 2 | Gases | 0,12 | - | 0,12 | - | - | - | - | - | - |
| 2.1 | Flammable gases | 2,87 | 3,8 | 2,87 | 1,28 | 3,7 | 1,28 | 2,33 | 3,0 | 2,3 |
| 2.2 | Non-flammable/ non-toxic gases | 4,76 | 4,9 | 4,76 | 0,70 | 1,2 | 0,70 | 1,98 | 6,9 | 2 |
| 2.3 | Toxic gases | - | - | - | 0,12 | - | 0,12 | 0,35 | - | 0,4 |
| 3 | Flammable liquids | 19,10 | 20,3 | 19,10 | 6,03 | 22,6 | 6,03 | 31,55 | 19,8 | 31,5 |
| 4.1 | Flammable solids, self-reactive sub- stances and desen- sitized explosives | 0,24 | 0,4 | 0,24 | 0,23 | 0,5 | 0,23 | 1,27 | 2,4 | 1,3 |
| 4.2 | Substances liable to spontaneous combustion | - | - | - | 0,12 | 0,4 | 0,12 | 1,34 | 0,8 | 1,3 |
| 4.3 | Substances which, in contact with water, emit flammable gases | 5,11 | 3,4 | 5,11 | 4,99 | 0,5 | 4,99 | 0,21 | 0,6 | 0,2 |
| 5.1 | Oxidizing substances | 15,41 | 7,8 | 15,41 | 45,48 | 4,7 | 45,48 | 6,00 | 6,4 | 6 |
| 5.2 | Organic peroxides | 0,31 | 0,7 | 0,31 | - | - | - | 0,21 | 0,8 | 0,2 |
| 6.1 | Toxic substances | 1,02 | 1,1 | 1,02 | 10,56 | 15,4 | 10,56 | 3,74 | 1,1 | 3,7 |
| 8 | Corrosive substances | 10,69 | 12,4 | 10,69 | 9,05 | 28,4 | 9,05 | 17,36 | 28,7 | 17,4 |
| 9 | Miscellaneous dan- gerous substances and objects | 40,37 | 45,3 | 40,37 | 21,46 | 22,7 | 21,46 | 33,66 | 29,5 | 33,7 |



403-9 Work-related injuries

INCIDENTS AND NEAR MISSES

Following the occurrence of any incidental event, including accidents and Near Misses (those incidents that only by chance did not turn into an accident at work), the Terminal reacts immediately by starting in-depth investigation activities, necessary to ensure a timely reconstruction of the dynamics of the same.

The analysis of the data and testimonies collected allows us to identify the root causes underlying the occurrence of the events and to determine the actions to be implemented to avoid their repetition, while improving the health and safety conditions of the workplace.

The analysis of these events represents an important prevention tool as it provides the Terminal with significant information regarding signs of malfunction or opportunities for improvement of the Health and Safety at Work management system.

For this purpose, the Prevention Protection Service maintains a database that collects all the incidental events that have occurred over the years, also taking into account those involving external suppliers/users.

It is customary for registrations to be systematic and for all events that cause damage to be recorded as an incident.

The analysis carried out by the SPP is aimed at identifying any corrective or improvement actions, and is carried out with a methodology completely similar to that applied to the examination of accidents.

If it is believed that the events require immediate measures, we proceed, in accordance with what is established in the reference procedure, through meetings or ad hoc meetings, to determine the causes and corrective measures to be prepared immediately.

The data relating to the accident trend of TDT are shown below.

Table 46:
ACCIDENTS AT WORK OF EMPLOYEES

| EMPLOYEES | 2021 | 2022 | 2023 |
|-------------------------------|------|------|------|
| No. of incidents at work | 0 | 1 | 1 |
| of which serious ⁸ | 0 | 1 | 0 |
| of which fatal | 0 | 0 | 0 |

Table 47:
OCCUPATIONAL ACCIDENTS OF NON-EMPLOYEES*

| NON-EMPLOYEE WORKERS | 2021 | 2022 | 2023 |
|--------------------------|------|------|------|
| No. of incidents at work | 10 | 6 | 2 |
| of which serious | 3 | 1 | 0 |
| of which fatal | 0 | 0 | 0 |

* Data from the main companies (number 6) that work more or less steadily in TDT are included.

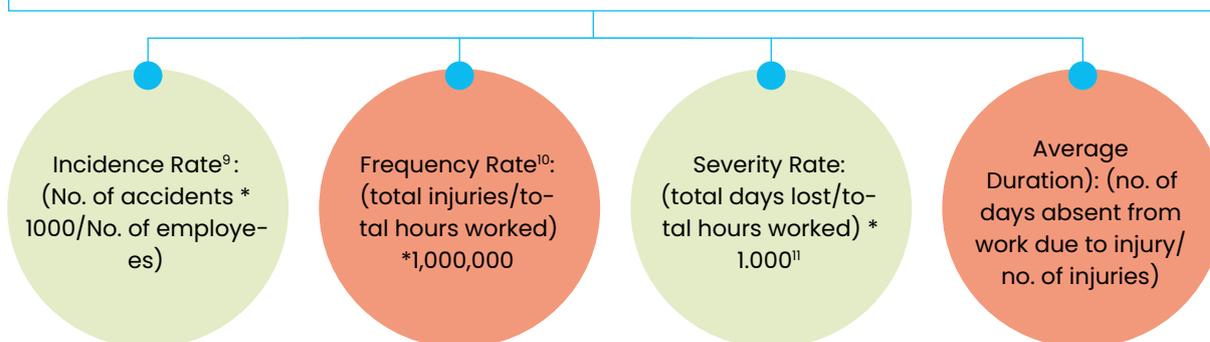
⁸ Serious injuries are defined as those resulting in more than 39 days of absence from work.



TABLE 48:
OCCUPATIONAL INJURIES KPI FOR WORKERS

| OCCUPATIONAL INJURIES FOR WORKERS | 2021 | 2022 | 2023 |
|--|------|------|------|
| Incidence Rate | 0 | 3,72 | 3,77 |
| Frequency Rate | 0 | 2,61 | 2,77 |
| Fatal Frequency Rate | 0 | 0 | 0 |
| High-consequence work-related injuries | 0 | 2,61 | 0 |
| Recordable work-related injuries | 0 | 0 | 2,73 |
| Severity Rate | 0 | 0,65 | 0,01 |
| Average Duration | 0 | 249 | 4 |

The injury rates follow the following calculation methods, in accordance with the GRI guidelines:



In 2023, only 1 work-related injury was recorded. The data has significantly improved compared to the already positive trend that was recorded starting from 2012 (where an average of just over 9 injuries/year was recorded), already progressively improving compared to the previous period 2006-2011 in which the average was 28 injuries/year; the last three years, as can be seen from the table, recorded an average of just under 1 injury/year.

The number of days of absence from work resulting from this single injury, with a rather simple dynamic, was only 4 days.

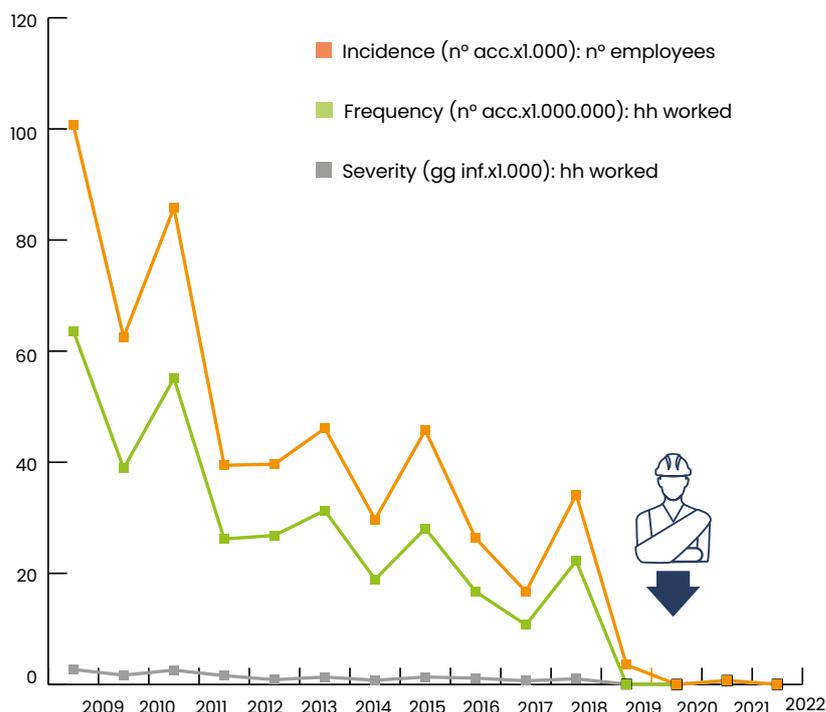
The analysis carried out over a multi-year time frame shows a constant improvement in the trend lines of all the indices.

⁹ This index is calculated using a multiplier of 1,000 to obtain a value aligned with the legal parameters.

¹⁰ This index is calculated using a multiplier of 1,000,000 to obtain a value aligned with the legal parameters.

¹¹ Compared to other indicators, this index is calculated using a multiplier of 1,000 to obtain a value representative of the company size.

Graph II:
TDT INCIDENTS TREND



Below are the main causes of injury distinguished between internal (I), i.e. employed workers (I) and external (E), i.e. non-employed workers, but whose activity or workplace is controlled by TDT.

Table 49:
CAUSES OF INTERNAL (I) AND EXTERNAL (E) INCIDENTS IN TDT

| YEAR | 2021 | | 2022 | | 2023 | |
|-----------------------------|----------|-----------|----------|----------|----------|----------|
| | I | E | I | E | I | E |
| Accident causes | | | | | | |
| Behavior | 0 | 8 | 1 | 5 | 1 | 2 |
| Technical | 0 | 1 | 0 | 0 | 0 | 0 |
| Organizational / managerial | 0 | 0 | 0 | 0 | 0 | 0 |
| Procedural | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | 0 | 1 | 0 | 1 | 0 | 0 |
| Total | 0 | 10 | 1 | 6 | 1 | 2 |

As far as TDT is concerned, the data show that the accidents that occurred in the years 2022 and 2023 are linked to behavioral aspects. This macro category includes events such as, for example, accidental falls, incorrect handling or misuse of equipment, procedures not followed, incorrect handling of loads, etc. However, during the analysis, especially in cases where the cause is to be attributed to "behavior", the conditions at the origin of the event are always considered, such as, for example, process factors and interfaces that can favor forgetfulness or confusion (work or not). The identification of these elements is essential in order to be able to significantly affect and therefore bring about a concrete and effective improvement.

On the other hand, as regards non-employee personnel working in the Terminal, 2 accident events were recorded in 2023. The analysis of the individual events made it possible to detect that these are not attributable to critical issues detected in the workplace, but derive from the performance of the specific activity of the permanent supplier. The number of accidents concerns 6 different companies that deal with: maintenance of operating vehicles, maintenance of fire extinguishers, monitoring of refrigerated containers, work activities on board, security service for access control, cleaning service and internal container transport service. As for the dynamics, which are also distinguished between internal (I) and external (E), the following table is shown:

Table 50:
INTERNAL (I) AND EXTERNAL (E) INCIDENTS DYNAMICS IN TDT

| Anno | 2021 | | 2022 | | 2023 | |
|----------------------------------|----------|-----------|----------|----------|----------|----------|
| | I | E | I | E | I | E |
| Accident dynamics | | | | | | |
| Injury while climbing/descending | 0 | 2 | 0 | 1 | 1 | 1 |
| Fall on level ground/stumble | 0 | 1 | 0 | 0 | 0 | 0 |
| Road conditions | 0 | 0 | 0 | 0 | 0 | 1 |
| Impact | 0 | 2 | 0 | 1 | 0 | 0 |
| MLH* - manipulation | 0 | 3 | 1 | 2 | 0 | 0 |
| Accident between vehicles | 0 | 0 | 0 | 1 | 0 | 0 |
| Inappropriate movement | 0 | 1 | 0 | 0 | 0 | 0 |
| Other - presence | 0 | 0 | 0 | 1 | 0 | 0 |
| Technique - mechanical breakage | 0 | 1 | 0 | 0 | 0 | 0 |
| Total | 0 | 10 | 1 | 6 | 1 | 2 |

*MLH = Manual Load Handling

403-10 Work-related ill health

Table 51:
WORK-RELATED ILL HEALTH

| WORK-RELATED ILL HEALTH | 2021 | 2022 | 2023 |
|---|------|------|------|
| Number of Work-related ill health | 0 | 0 | 0 |
| Number of deaths resulting from Work-related ill health | 0 | 0 | 0 |
| Work-related ill health Rate [(total occupational diseases/total hours worked) *100,000]. | 0 | 0 | 0 |

Table 52:
TYPES OF WORK-RELATED ILL HEALTH OF INTERNAL (I) AND EXTERNAL (E) EMPLOYEES

| YEAR | 2021 | | 2022 | | 2023 | |
|--------------------------------------|----------|-------------|----------|-------------|----------|-------------|
| | I | E | I | E | I | E |
| Types of Work-related ill health TDT | | | | | | |
| Lumbosacral spondylodiscitis | 0 | N.D. | 0 | N.D. | 0 | N.D. |
| Total | 0 | N.D. | 0 | N.D. | 0 | N.D. |

During 2023, TDT received 2 requests for occupational disease, both of which were defined negatively (not recognized) by the competent body.

404 Training and education

Staff education and corporate training are an important element in achieving success in businesses and it is clear that, in any work and production environment, to operate in a cohesive and efficient manner, it is necessary to be united and ensure that all employees, from the first to the last, feel they are taking part in a common project.

Table 53:
COMPOSITION OF STAFF BY EDUCATIONAL QUALIFICATION

| STAFF COMPOSITION BY EDUCATIONAL QUALIFICATION (%) | 2021 | 2022 | 2023 |
|--|------|------|------|
| Bachelor's degree | 9,4 | 9,9 | 8,8 |
| High School Diploma | 45,5 | 46,8 | 47,1 |
| Professional qualification | 0,7 | 0,7 | 0,7 |
| Elementary/middle school | 44,4 | 43,5 | 43,3 |

It is believed that, even from a psychological point of view, corporate training fulfills an indispensable task, in terms of usefulness and benefit, on a double axis: for the worker because he feels valued and relevant for the performance of the company and for the company, because in this way the employee will work with greater commitment and motivation.

Human resources are undoubtedly the tool with the greatest influence on the growth of companies and the importance of corporate training is evident because, through the personal and professional development of individuals, improvements are made across the entire work line.

Following the training activities, creativity and spirit of initiative benefit, the ability to find shared solutions increases and employees acquire greater awareness of the meaning and importance of their role in the company; therefore, the importance of corporate training should not be underestimated, because it allows for positive growth of employees which translates into general development for TDT.

404-1 Average hours of training per year per employee

Below are some tables that provide an overview of the training carried out in the Company.

Table 54:
AVERAGE HOURS OF TRAINING

| AVERAGE HOURS OF TRAINING (H) | 2020 | 2021 | 2022 |
|----------------------------------|--------------|--------------|--------------|
| Total hours provided | 3.167 | 5.982 | 3.896 |
| Of which internal teaching | 2.320 | 4.784 | 2.810 |
| Average hours per employee* | 17 | 29 | 20 |
| Average hours per total employee | 12 | 22 | 15 |

*calculated on employees who have received training

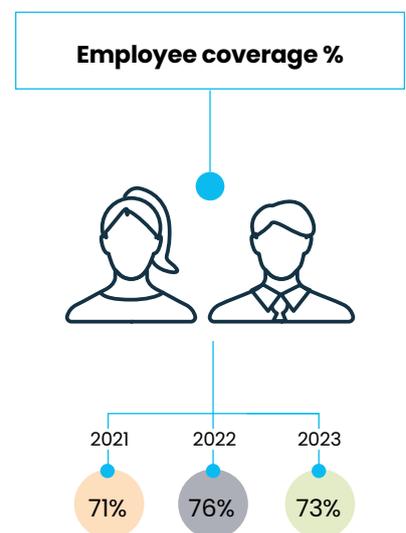
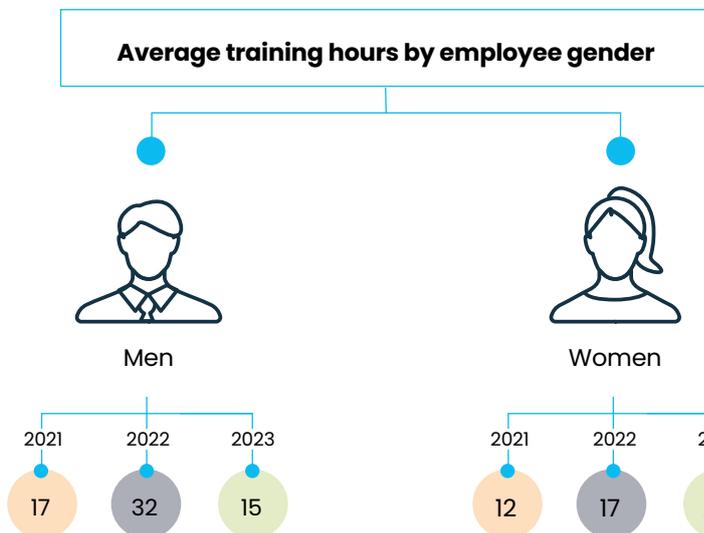
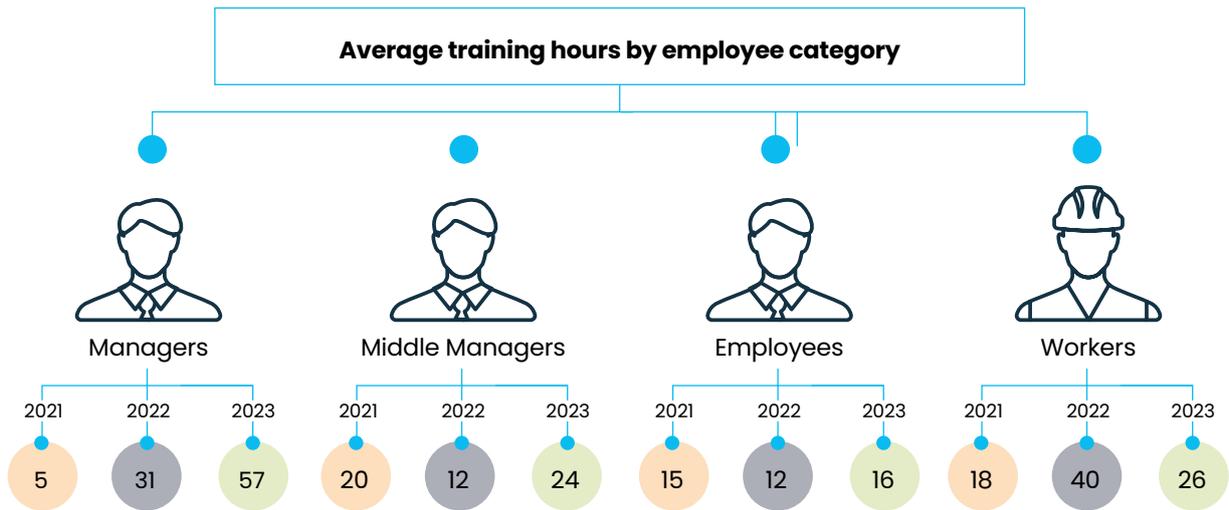


Table 55:
HOURS PROVIDED BY TYPE OF COURSE

| HOURS PROVIDED BY TYPE OF COURSE (H) | 2021 | 2022 | 2023 |
|--------------------------------------|--------------|--------------|--------------|
| Management training | 112 | 0 | 0 |
| Security Training | 914,5 | 1.050 | 1.471,5 |
| Professional updating | 2.140,5 | 4.932 | 2.424,5 |
| Total | 3.167 | 5.982 | 3.896 |

Table 56:
TRAINING COSTS

| TRAINING COSTS | 2021 | | 2022 | | 2023 | |
|-----------------------------|---------------|------------|---------------|------------|---------------|------------|
| For training | € | % | € | % | € | % |
| Cost of funded training | 26.333 | 75 | 30.183 | 63 | 25.434 | 49 |
| Cost of non-funded training | 8.743 | 25 | 17.363 | 37 | 26.470 | 51 |
| Total | 35.076 | 100 | 47.546 | 100 | 51.903 | 100 |

The economic investments made over the last three years in training have been covered for more than **62%** by the income received from private interprofessional funds, such as Fondimpresa and Fondirigenti to which the Company has been a member for several years.

Details of investments in training in the last three years are shown in the following table.

Table 57:
INVESTMENTS IN FUNDED AND UNFUNDED TRAINING

| INVESTMENTS IN TRAINING (€) | 2021 | 2022 | 2023 |
|-----------------------------|---------------|---------------|---------------|
| Funded training | 26.333 | 30.183 | 25.434 |
| Of which: | | | |
| Private funds | 26.333 | 30.183 | 25.434 |
| Public funds | 0 | 0 | 0 |
| Unfunded training | 8.743 | 17.363 | 26.470 |
| Total training | 35.076 | 47.546 | 51.903 |

Table 58:
AMOUNTS PER THEMATIC AREA

| AMOUNT PER THEMATIC AREA (€) | 2021 | 2022 | 2023 |
|------------------------------|--------|--------|--------|
| Managerial training | 11.200 | 0 | 0 |
| Safety training | 2.346 | 9.118 | 12.219 |
| Professional updating | 21.530 | 38.428 | 39.684 |
| Total | 35.076 | 47.546 | 51.903 |
| Delivery method | | | |
| % Classroom | 89% | 92% | 88% |
| % Online | 11% | 8% | 12% |

404.2 Programs for upgrading employee skills and transition assistance programs

In 2023, 3,896 hours of training were provided, divided as follows:

- approximately 50% for training for the functions dedicated to port operations and services, of which 39% (hours 1,513) were carried out for qualification for new tasks and to obtain new qualifications for the personnel of the operational pool hired during 2022, the remaining 11% (hours 419) of the hours for job updates for workers of the operational pool.
- For training on Safety, Quality and the Environment, approximately 38% of the total hours mainly concerned mandatory training on safety (1,471 hours).
- For training relating to professional updates and language training, approximately 13% of the total hours were carried out (hours 492.5).

405 Diversity and Equal Opportunity

405.1 Diversity of governance bodies and employees

With reference to the management and the Board of Directors, there are currently no female members within it.

Table 59:
TDT BOARD OF DIRECTORS COMPOSITION BY GENDER

| YEAR | 2021 | 2022 | 2023 |
|-------------------------|-----------|-----------|-----------|
| Men | 3 | 3 | 3 |
| Women | 0 | 0 | 0 |
| Percentage Women | 0% | 0% | 0% |

405-2 Ratio of basic salary and remuneration of women to men

TDT does not practice any discrimination between the sexes and supports equal opportunities, in compliance with the regulations in force, also with reference to remuneration policies.

Table 60:
RATIO OF WOMEN'S PAY TO MEN'S PAY BY PAY LEVEL

| SALARY LEVEL | 2021 | 2022 | 2023 |
|--------------|-------|-------|-------|
| 1st level | -3,8% | -4,8% | -7,5% |
| 2nd level | 2,0% | 1,2% | 4,1% |
| 3rd level | 1,5% | 0,6% | 1,4% |
| 4th level | -0,6% | 0,9% | 1,5% |
| 5th level | -2,4% | -2,9% | 0 |

In the photo Alessandra and Julie, TDT employees, interviewed for "Il Porto delle Donne", an initiative promoted by Barbara Bonciani (in the center) former councilor to the Port and Innovation.



406 Non-discrimination

406-1 Incidents of discrimination and corrective actions taken

During the periods considered, no incidents of discrimination were reported, understood as acts and their consequences resulting from the unequal treatment of persons through the imposition of unequal burdens or the denial of benefits, contrary to the treatment of each individual impartially on the basis of individual merits.

407 Freedom of association and collective bargaining

407-1 Operations and suppliers in which the right to freedom of association and collective bargaining may be at risk

409 Forced or compulsory labor

409-1 Operations and suppliers at significant risk for incidents of forced or compulsory labor

408 Child labor

408-1 Operations and suppliers at significant risk for incidents of child labor

TDT strives to establish relationships with suppliers based on clear and transparent rules, explicitly defined in the contracts that are stipulated and in the documents attached to them such as the Code of Ethics, the Quality, Safety, Environment Policy and the Policy for the Prevention of Corruption.

TDT therefore wants the activities and operations carried out through its suppliers to be inspired and guided by the values expressed in its Code of Ethics, with particular attention to respect and valorization of human resources.

TDT does not tolerate any form of irregular work and requires that the laws and practices on labor and employment are respected within the supplier organizations with particular attention to respect for freedom of association, the prohibition of the use of child labor and forced labor.

Based on the qualification and due diligence activities carried out, TDT has not identified activities and suppliers at significant risk of violation of the right to freedom of association and collective bargaining, of the use of child labor and of the use of forced or compulsory labor.

410 Security practices

410-1 Security personnel trained in human rights policies or procedures

Security personnel working in TDT participate in training according to IMO Model Course 3.24, which, in the areas relating to inspections and checks on personnel, visitors, drivers, etc., requires that these be carried out in compliance with human rights, with particular reference to gender and different cultural and religious sensitivities, as well as in compliance with privacy.

All security personnel working in the Terminal, both employees and external, are trained on policies or procedures regarding human rights.

In particular, during 2023, this training was aimed at:

TDT staff started in a new role, with specific security assignments

newly hired personnel from external companies called upon to perform security services on behalf of TDT.

413 Local communities

413-1 Operations with local community engagement, impact assessments, and development programs

413-2 Operations with significant actual and potential negative impacts on local communities

TDT pays constant attention to the impacts that its activities can have on Stakeholders and the local community. In this respect, participation and support to initiatives promoted by Authorities such as the Port System Authority, the Municipality of Livorno, by research bodies and by charitable bodies are continuous.



THE PORT OF WOMEN

TDT supported the project “The Port of Women”, created and promoted by the Municipality of Livorno in collaboration with the international scientific association RETE, the University of Pisa and the CNR-Iriss of Naples. The Project has, among other objectives, that of promoting knowledge of the work carried out by women in the port and maritime sector to a wide audience. As part of the project, women workers in TDT were interviewed and reported their experiences regarding work in the sector.



FIRE ENGINE DONATION

In September 2023, the inauguration ceremony of the fire-fighting vehicle took place in San Vincenzo, in the splendid seafront setting of the Torre Medicea, which the Società Terminal Darsena Toscana donated to the Italian Red Cross – Comitato di San Vincenzo. The fire-fighting fire engine with tank (APS), originally supplied to the Terminal, will be used for forest fire-fighting services and for prevention and civil protection in the “Costa degli Etruschi” area.



DRIVING EXERCISE FOR RESCUE VEHICLES

In December 2023, TDT made the external parking lot in front of the Reception offices available to the Misericordia di Livorno to allow for an exam for ambulance drivers. This event, coordinated by the Terminal Security Department, involved the performance of low-speed maneuvers carried out under the supervision of expert training drivers so as not to pose risks to the safety and security of the people involved.

TDT also maintains a strong bond with the territory and closeness to citizens, and this is also reflected in the choices of support for non-profit organizations operating in local contexts.

The following table shows the details of the amounts invested in the three-year period.

Table 61:
SPONSORSHIPS AND DONATIONS TDT

| SPONSORSHIPS AND DONATIONS TDT (€) | 2021 | 2022 | 2023 |
|-------------------------------------|-----------------|-----------------|-----------------|
| Palliative Care Association Livorno | 20.000 € | 20.000 € | 20.000 € |
| Other donations | 500 € | 2.500 € | 6.000 € |
| Total | 20.500 € | 22.500 € | 26.000 € |

416 Customer Health and Safety

416-1 Assessment of tehealth and safety impacts of product and service categories

416-2 Incidents of non-compliance concerning the health and safety impacts of products and services

Within the Management System for Health and Safety at Work, the activity of evaluating the legal requirements in terms of safety is of particular importance, which requires analyzing a considerable quantity of provisions of various degrees and levels that, in some cases, present aspects of controversial applicability. Each analysis carried out and the results of such analysis are kept track of in the System through a specific register of legal and signed requirements.

This activity also includes in-depth analyses of specific topics that may involve various branches/sectors of the company and with which opinions and results are shared. Furthermore, topics deriving from sector guidelines, inquiries, ministerial and/or professional opinions are examined and evaluated in a systematic and continuous manner, arriving, in some cases, to analyze the technical standards (UNI, CEI, EN) applicable to TDT suppliers and service providers with the greatest impact on safety.

In accordance with the provisions of the Organization and Control Model ex D.Lgs. 231/2001 adopted by TDT, the support activities for the Supervisory Body are continuous, which include, periodically, meetings for the evaluation of the application of the model and/or sending of information flows relating to the activities to the Supervisory Body.

During the course of operations at the TDT site, activities aimed at protecting the Health and Safety of Customers, Visitors and users of TDT services are therefore continuous and implemented in compliance with legal requirements and with the provisions of the Policy for Health and Safety at Work applicable by the related Management System. Customers, Visitors and users of TDT services are therefore recipients of the Policy and the measures taken to implement the System. In 2023, no non-compliance with applicable regulations and Policies relating to the protection of the Health and Safety of Customers, Visitors and Users was detected.

418 Customer Privacy

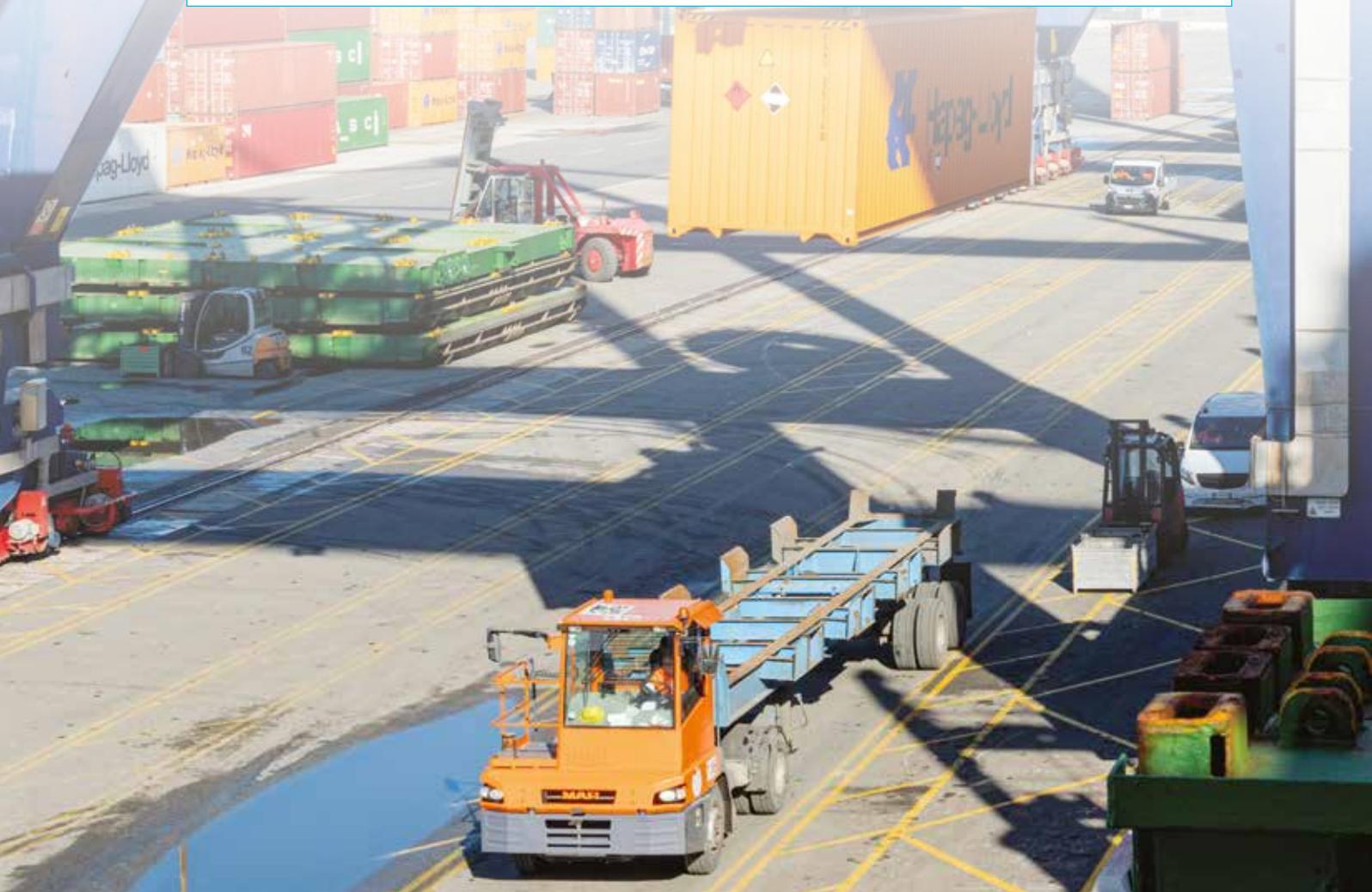
418-1 Substantiated complaints concerning breaches of customer privacy and losses of customer data

TDT is committed to respecting the confidentiality of its Customers and takes reasonable measures to ensure the protection of personal data collected, stored and processed, and is also committed to not disclosing or using the personal information of Customers for any purpose other than that foreseen, communicating directly to Customers any changes relating to policies or measures regarding data protection.

TDT maintains its active commitment to operate in compliance with existing laws, regulations and/or other self-regulatory rules on the protection of Customer privacy with particular attention to compliance with the provisions of the European Regulation on the protection of personal data (EU Regulation 2016/679 - GDPR) and the relevant national legislation. (D.Lgs. 196/2003 e s.m.i. e D.Lgs. 101/2018).

In order to protect its data and that of its Customers, TDT has adopted, among others, specific organizational measures such as a procedure for the Management of Data Resident on IT Systems, a Regulation on the use of internal IT tools, a security procedure against cyber-risks and a Regulation to govern the use of the Video Surveillance System.

TDT did not detect any substantiated complaints regarding customer privacy breaches or customer data leaks during the year.





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