

California AB 1305 Compliance Statement

This statement is meant to address Zim Integrated Shipping Services Ltd. and/or its subsidiaries' (the "Company" or "we"/"our" as context requires below) obligations under the California Voluntary Carbon Market Disclosures Act ("AB 1305") (to the extent applicable) by referring readers to relevant sections of the Company's ESG Report 2024 ("ESG Report") or supplying the relevant information.

The Company's AB 1305 disclosures should be understood in the context of its overall approach to disclosure of climate-related financial risks, which includes the following:

- The Company issues an annual ESG report prepared in accordance with Global Reporting Initiative Standards ("GRI"): Core option and the Sustainability Accounting Standards Board ("SASB"): Marine Transportation Industry Metrics, as noted on page 5 of the ESG Report.
- Pages 87-88 of the ESG Report include high level SASB responses and tables with cross-references to other sections of the report that provide further detail.

AB 1305 Disclosure Requirement	AB 1305 Disclosure
How the Company's claims regarding its net-zero emissions goals, carbon intensity goals, and carbon reduction claims are determined to be accurate or actually accomplished	<ul style="list-style-type: none"> • The Company's goal to reach net-zero emissions by 2050 can be assessed using its GHG emissions. Information regarding the Company's methodologies for measuring GHG emissions and reduction targets are contained throughout the ESG Report, including on pages 26-35. • The Company's determination that its goal to reduce carbon intensity by 30% compared to a 2021 baseline by 2025 was achieved with a 35% reduction in 2024 is assessed by tracking the Company's carbon intensity over time. The Company measures carbon intensity in grams of CO₂ per TEU-KM, as discussed on pages 31, 32, 34 and 35 of the ESG Report. • Details of the methodologies used to assess the Company's scope 1, 2, 3, and net GHG reduction claims can be found on pages 29-30 of the ESG Report. • Information regarding the Company's claim that deploying LNG powered ships reduced GHG emissions, and that the Company has the lowest carbon emissions on the Far East to US East Coast Trade route be found on pages 31-34 of the ESG Report. • The estimated customer CO₂ emissions savings of 2,158,056 kg associated with Concargo referenced on page 73 of the ESG Report was provided by Concargo, which derived this number by multiplying the emissions saved per container reused by the number of times a container was reused because of Concargo in addition to estimated emissions reductions associated with reduced traffic.

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	<ul style="list-style-type: none"> The Company's statements regarding GHG emissions reductions associated with connecting docked ships with the local electrical grid on page 34 of the ESG Report is based on a comparison of estimated emissions associated with the consumption of onshore power from the local grid at SGIP Bayport Haifa (based on an emissions factor derived from the resource mix associated with Israel's electricity grid) and estimated emissions associated with the combustion of onboard fuel.
How interim progress towards the Company's net-zero and carbon intensity goals is being measured	<ul style="list-style-type: none"> The accuracy of future claims regarding the Company's net zero and carbon intensity goals can be determined by tracking GHG emissions over time. The ESG Report discusses the Company's GHG emissions and tracking methodology on pages 26-35.
Whether there is independent third-party verification of the Company's greenhouse gas emissions	<ul style="list-style-type: none"> The Company's Scope 1 and 2 GHG emissions data is subject to assurance by KPMG Somekh Chaikin.

Important notice

The information, statements and opinions set out in this document are for informational and reference purposes only and do not constitute a public offer for the purposes of any applicable law or an offer to sell or solicitation of any offer to purchase any securities or other financial instruments or any advice or recommendation in respect of such securities or other financial instruments.

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Forward-looking statements

This communication contains both historical and forward-looking statements. All statements other than statements of historical fact are, or may be deemed to be, forward-looking statements. Forward-looking statements may be identified by the use of terms such as 'expects,' 'targets,' 'believes,' 'seeks,' 'estimates,' 'may,' 'intends,' 'plan,' 'will,' 'should,' 'potential,' 'reasonably possible' or 'anticipates,' variation of these words, the negative thereof or similar expressions. The Company has based the forward-looking statements on current plans, information, data, estimates, expectations and projections about future events, and therefore undue reliance should not be placed on them. These forward-looking statements are subject to risks, uncertainties and assumptions about us, as described under 'Forward-Looking Statements' contained in the Company's 2024 Annual Report on Form 20-F for the year ended 31 December 2024 (the "2024 Form 20-F") and in other reports on Form 6-K furnished to or filed with the SEC subsequent to the 2024 Form 20-F ("Subsequent Form 6-Ks"). The Company undertakes no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events or otherwise. In light of these risks, uncertainties and assumptions, the forward-looking events discussed herein might not occur. Investors are cautioned not to place undue reliance on any forward-looking statements, which speak only as of their dates. Additional information, including information on factors which may affect the Group's business, is contained in the 2024 Form 20-F and Subsequent Form 6-Ks.