

PREMIUM SERVICE FOR PREMIUM SHIPPERS



LETTER FROM OUR CEO

A Record-Breaking Year

Over the past two years, our industry has faced ongoing challenges from surging cargo demand. In 2022, the West Coast gained national attention when President Joe Biden visited the Port of Los Angeles on June 10th. He acknowledged the significant progress made in addressing supply chain disruptions and praised the efforts of waterfront workers and terminals for handling record cargo volumes during the pandemic. His visit highlighted the dedication across our company and the broader maritime supply chain, which played a key role in supporting the national economy.

In 2022, we experienced record-breaking growth, continuing the momentum of 2021. Our terminals operated at full capacity, handling volumes that exceeded normal utilization limits. Despite these challenges, our teams in Los Angeles and Oakland displayed exceptional resilience, ensuring our operations remained safe and efficient. Both terminals earned safety awards for Accident Prevention and Injury Rate Reduction from the Pacific Maritime Association, an achievement we take great pride in.

Technology

During this period, we deployed a new terminal operating system at our Oakland facility, which increased efficiency and reduced truck idling at the in-gate by 31%. This not only boosted productivity but also reinforced our commitment to delivering better outcomes for stakeholders and customers. Additionally, we volunteered to demonstrate a zeroemission hydrogen-powered yard truck and fueling station at our Los Angeles terminal. The pilot project tested the commercial viability of zero-emission heavy-duty yard trucks in a real-world cargo handling environment. TraPac is dedicated to accelerating the transition to more efficient, greener operations, and our participation in and investment in advanced and prototype technologies are crucial to meeting our zeroemission goals.



Transparency

As we conclude this pivotal year and look to the future, we remain focused on continuous improvement. We've completed a comprehensive analysis of our emissions, dating back to 2013, and have independently verified our baseline emissions for Scope 1 and Scope 2. This step is critical in our efforts to provide accurate and transparent emissions reporting that aligns with global industry standards. Notably, this is the first year we've combined the results from our Oakland and Los Angeles terminals as part of our evolving reporting practices.

2022 showed our ability to meet challenges and set new standards in performance and sustainability. Our record volumes, safety awards, and efficiency improvements highlight our commitment to excellence. Looking ahead, we will focus on equipment investment, transparency, and our people – the backbone of our operations. Thank you for your hard work and adaptability in 2022, we look forward to what lies ahead.



Dan Bergman, Chief Executive Officer



ABOUT TRAPAC TRAPAC DS ANGELES

TraPac was established in 1985 as a wholly owned subsidiary of Mitsui O.S.K. Lines, Ltd. (MOL) with the goal of operating a competitive container terminal featuring state-of-the-art technologies and facilities at the Port of Los Angeles. In 1991, TraPac expanded its presence in California by opening a terminal at the Port of Oakland, operating at berths 30 to 32. In 2014, TraPac Los Angeles became the first facility on the West Coast to automate loading and unloading operations.

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As the first terminal in North America to invest over half a billion dollars in zero-emissions equipment and infrastructure, TraPac significantly reduced terminal emissions. It was also the world's first container terminal to implement automated on-dock rail, utilizing a combination of automated straddle carriers and rail-mounted gantry cranes, which increased total volume capacity from 882,000 twenty-foot equivalent unit (TEUs) to 1.6 million TEUs annually.

As industry pioneers, TraPac continues to invest in sustainable technology and equipment, driving innovation that enhances efficiency and operational safety. TraPac is headquartered in Los Angeles, California.

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PREMIUM SERVICE FOR PREMIUM SHIPPERS

SUSTAINABILITY REPORT 2022



OUR Focus

SAFETY

Providing a safe environment has been one of the core tenants of TraPac's operating philosophy since we were founded more than 30 years ago.

SERVICE

TraPac continues to invest in efficiency technologies that improve cargo velocity and reliability as part of our commitment to premium service for premium shippers.

SUSTAINABILITY

TraPac is committed to being a responsible corporate citizen that is recognized for its leadership in environmental, economic, and social sustainability programs.

OUR SUSTAINABILITY STRATEGY

Our sustainability strategy is rooted in developing innovative solutions that not only increase operational efficiency but also protect the environment and enhance customer satisfaction.

As we strive to meet evolving industry standards, our commitment to achieving net-zero Scope 1 emissions by 2030 remains a cornerstone of our long-term vision.

PATHWAY TO NET ZERO SCOPE 1 EMISSIONS

Our goal to achieve net-zero Scope 1 emissions by 2030 is supported by a comprehensive strategy that addresses emissions from all our direct operations, including those from our terminal equipment and vehicles. We will accomplish this through the following key initiatives:

1. Investment in Low-Emission Equipment

TraPac has already taken significant steps toward reducing emissions by investing in low-emission and zero-emission equipment. As the first terminal in North America to invest over half a billion dollars in zero-emission infrastructure, we have reduced greenhouse gas emissions by 97% compared to other Port of Los Angeles terminals. Moving forward, we will continue to upgrade our fleet of cargo handling equipment to all-electric and hybrid alternatives, with the goal of transitioning to 100% zero-emission equipment by 2030.

2. Renewable Energy Integration

To support our zero-emission equipment, we will increase the integration of renewable energy sources across our terminals. We plan to partner with local utilities and renewable energy providers to source a greater portion of our electricity from clean energy sources, while also exploring on-site renewable energy generation, such as solar installations. The San Pedro Port Complex, which has seen the volume of shipping containers nearly triple since the mid-1990s, has become the largest source of air pollution in Southern California. In response, the California ports face stringent state regulations aimed at reducing pollution and transitioning to zero-emission operations. TraPac Los Angeles fully supports these measures as they align with our mission to be the most sustainable terminal In the United States.

3. Collaboration with Industry and Regulatory Bodies

We will actively engage with regulatory agencies, industry partners, and stakeholders to align our practices with emerging regulations and technological advancements. By collaborating with the California Air Resources Board (CARB), other state agencies, and environmental groups, we will ensure that our sustainability efforts are in full compliance with state regulations while also driving the development of new solutions to reduce emissions industry-wide.

4. Monitoring and Reporting

Transparency is key to achieving our sustainability goals. We will continue to measure and report our emissions, tracking our progress toward net-zero Scope 1 emissions. This includes annual sustainability reports, third-party verification of our emissions, and participation in the Green Marine environmental certification program. By adhering to Green Marine's rigorous standards, we will ensure our progress is independently verified and in line with industry best practices. Additionally, we have aligned with global frameworks such as the United Nations Sustainable Development Goals (UN SDGs) and will explore alignment with additional frameworks as our sustainability strategy matures.

SUPPORTING THE SUSTAINABLE DEVELOPMENT GOALS

The UN Sustainable Development Goals (SDGs) pledge action on 17 critical social and environmental issues – from ending hunger and poverty to fighting climate change and inequality – by 2030. The private sector and individuals are expected to play a critical role in solving these global issues – governments cannot achieve them alone. We are responding to the global challenge by aligning our sustainability priorities with three of the 17 SDGs.





OUR BUSINESS

SUSTAINABILITY REPORT 2022





SAFETY FIRST

Our Mission is to create a foundation of best-in-class safety programs that protect our people and drive continuous improvement.



We understand how important it is to implement control measures to reduce the risk of serious injury. Over the past years, we made investments in state-of-the-art technologies that have dramatically improved safety and exposure to hazards associated with container handling. Our fully automated process, which occurs behind a fenced-in area, is designed to keep humans and machines separate. Significant safeguards have been implemented for on-road trucks to ensure the highest safety standards for cargo pickup and delivery. For example, drivers step out of their cab during the delivery process and are segregated from the automated operation via a safety sensor system. Proactively managing the safety of these automated processes is vital to maintaining effectiveness and preventing injury. An example of how we do this is the launch of Trucker Training Program. The program offers inexperienced drivers relevant training to carry out their jobs in a safe manner in an automated work environment.

Efforts to address our long-term safety strategy continue with a focus on our approach to safety as a core foundational value. Realizing we could do more, we established a new Health Safety Security Environment (HSSE) department and onboarded new staff members who thoroughly reviewed and refined our safety, environmental, and vendor management programs helping to further reduce the risk of incidents. We also launched the DuPont safety leadership training program, a best-in-class safety management system (SMS) designed to reduce incidents and transform our safety culture from the top, down. With these systematic efforts, TraPac continues in its endeavor to create an even stronger safety culture. Our goal is to empower all employees with the responsibility of their own safety and that of everyone - from colleagues to vendors, workers, and visitors.

SAFETY HIGHLIGHT

In 2022, TraPac was presented with the Pacific Maritime Association Coast First Place Accident Prevention Award.



SECURITY AGAINST TERRORISM

TraPac is firmly committed to providing its stakeholders, visitors and employees with comprehensive protection and security against terrorism. In 2022, TraPac Los Angeles was re-certified by the Customs-Trade Partnership Against Terrorism (C-TPAT) initiative led by U.S. Customs and Border Protection (CBP), which focuses on improving the security of private companies' supply chains with respect to terrorism. To achieve C-TPAT certification, TraPac crafted and implemented processes for determining and alleviating security risk factors. For example, we revised hazardous container segregation protocols, developed contractor escort security training, and established improvements to physical security that are designed to exceed minimum compliance requirements.

TRUCK TRAFFIC MIGRATION

Los Angeles

As part of our continued efforts to minimize delays for cargo owners and mitigate our environmental impact, we dedicated significant focus to the efficient running of our automated truck delivery which reduces harmful pollutants caused by idling on-road truck emissions. This is important given that an average of 1,000 trucks move through our terminal every shift. Burning fossil fuels from idling trucks releases carbon dioxide, a greenhouse gas (GHG), into the atmosphere. At Tra-Pac, truckers are directed to an automation area where they wait (engine off) while we bring their containers to them for either a single or 'dual transaction', meaning to deliver and pick up a container in one trip. This way of working significantly reduces the truckers 'idling' time within our terminal. In addition, the faster the speed of transaction, the less 'engine on' idling time is experienced from start to finish.



TERMINAL EMISSIONS FOR ON-ROAD TRUCKS

In 2022, truck turn times reached 92 minutes, higher than in previous years. We faced challenges with terminal utilization exceeding normal operating limits, compounded by rising congestion due to backlogs in the inland rail network. Our highest turn times occurred during months when rail cargo was stored on the terminal which impacted our ability to deliver containers quickly.

TRUCK TURN TIMES (In minutes)

2022	92
2021	86
2020	56
2019	58
2018	79

*data includes: in-queue / terminal / out-queue

TOTAL HOURS IDLING (per 10,000 container moves)

2022	15,194	
2021	10,567	
2020	5,567	
2019	5,900	
2018	9,400	

*Prior to 2020, TraPac did not have steady vessel services calling our conventional berth. After 2020, we saw an increase in demand which is reflected in both the increase in idling hours and GHG.

GREENHOUSE GAS IN TONNES (per 10,000 container moves)



*Metric tons

DIGITAL INTEGRATION

There is considerable demand from our stakeholders for digital solutions that speed the processing of information. Therefore, it is imperative for our organization to continually innovate and improve our data sharing processes to advance our supply chain performance.

In 2019, TraPac released Application Programming Interface (API) access to help enable customers to effectively manage their shipments in real-time. TraPac's API allows stakeholders to track import container availability, export booking appointment availability, equipment history, and vessel schedules through a secure channel to the terminal operating system. The project was widely embraced among drayage providers using transportation management systems (TMS) who saw immense benefits such as reductions in truck transit times due to more efficient dispatching, as well as resulting in reduced emissions.

We are enhancing our API further to include empty appointment availability which will provide stakeholders with even greater planning capabilities by improving the visibility of their cargo.





EQUIPMENT Electrification

TECHNOLOGY SHOWCASE





AUTOMATED RAIL MOUNTED GANTRY CRANES (On-Dock Rail)



Our corporate approach to equipment procurement assesses safety, environmental, and productivity criteria to ensure optimal equipment performance. We are continually looking ahead to the cleanest available cargo-handling technology.

As the first terminal in California to implement automated systems including truck handling, on-dock (intermodal) rail and customs scanning, we were pioneers in the industry taking on the sustainability challenges in its earlier stages.

While our container handling fleet largely deploys the cleanest available cargo-handling technology, including hybrid electric-powered automated straddle carriers, automated electric stacking cranes (ASCs), and electric rail mounted gantry cranes (RMGs), twenty percent of our fleet still operates using diesel -powered container handling equipment (CHE). Our "in-use" CHE engines are Tier 4 Final and fully compliant with regulations set forth by the Environmental Protection Agency (EPA) and CARB. The fleet includes Tier 4F diesel engine utility tractor trucks and diesel-powered side handlers. Our target is to replace all diesel-powered equipment with alternative fuel and/or battery-electric equipment, and we have plans to test different technologies in the coming years.

Currently, we are in our third phase of a five-phase terminal automation upgrade. Transforming from a traditional diesel-powered container handling equipment to automated technology was accomplished through a multi-stage project. The first phase began operations in 2012, which realized an integrated solution using both ASCs and automated straddle carriers in concert with one and other. The second and third phases were followed between 2014 and 2018 by adding 11 more crane blocks and increasing our auto-strad fleet. The facility infrastructure for the fourth phase of the project has been completed with plans to order additional equipment when further capacity expansion is needed. Phase five is planned to replace the conventional portion of the terminal currently operating in this area with zero emissions container handling equipment.

TraPac has also enrolled in the Low Carbon Fuel Standard (LCFS) program, a voluntary compliance measure put forth by CARB. The program is designed to decrease the carbon intensity of California's transportation pool through the use of clean technology and encouraging the use of zero emission vehicle adoption.

"We've invested in the future, using automation technologies to move cargo through the terminal quickly and safely, heighten security for personnel and cargo, minimize customer risk and delays and reduce emissions."

-Mark Jensen, Vice President for Asset Management at TraPac

OUR PERFORMANCE

SUSTAINABILITY REPORT 2022



OUR EQUIPMENT PERFORMANCE - TRAPAC LOS ANGELES

IN 2022 COMPARED TO 2013 LEVELS, PRIOR TO AUTOMATION



100% of Vessels that call at TraPac use alternative maritime power (AMP) or an equivalent technology to reduce harmful pollutants & GHG.





ENVIRONMENTAL PERFORMANCE – TRAPAC LOS ANGELES

GHG EMISSIONS (SCOPE 1 AND 2) (tonnes, same as metric tons)

CATEGORY	SCOPE EMISSIONS DEFINITIONS	2019	2020	2021	2022
Direct GHG emissions (Scope 1 GHG emissions)	Direct emissions from owned or controlled sources	8,931	11,160	9,271	11,036
Indirect GHG emissions (Scope 2 GHG Protocol)	Indirect emissions from the gen- eration of purchased energy	6,801	7,643	5,335	5,126

ENVIRONMENTAL PERFORMANCE – TRAPAC OAKLAND

GHG EMISSIONS (SCOPE 1 AND 2) (tonnes, same as metric tons)

CATEGORY	SCOPE EMISSIONS DEFINITIONS	2022
Direct GHG emissions (Scope 1 GHG emissions)	Direct emissions from owned or controlled sources	5,942
Indirect GHG emissions (Scope 2 GHG Protocol)	Indirect emissions from the generation of purchased energy	3,701

*In 2022, TraPac's volume increased to the highest levels in history due to post pandemic surge in import cargo. Thus, we experienced an increase in port activity and our terminals operated at full capacity, handling volumes that exceeded normal utilization limits. This resulted in an increase in Scope 1 GHG emissions.



INDIRECT Emission reductions Ocean going vessels

In California, ocean-going vessels release nearly twice the smog-forming emissions of nitrogen oxides as all the automobiles in the state. Additionally, when a container ship idles while at berth, it emits more pollution than 40,000 cars release each day (according to emissions data from state and federal environmental regulators). 100 percent of the vessels calling to TraPac use alternative maritime power (AMP) or equivalent technology to reduce greenhouse gases. We have a number of programs and technologies to help mitigate vessel emissions, including:



Capture and Control System (Bonnet Technology)



Alternative Maritime Power (AMP)



Alternative Maritime Power (AMP)

MP enables a ship to plug into the electrical grid for on-board power so it can shut down its auxiliary engines while at berth. In addition to eliminating 95 percent of all vessel emissions, AMP also lessens noise pollution and frees up engines for maintenance..

Bonnet Systems

For ships that are not AMP-capable, the bonnet technology captures emissions at the smokestack and processes the exhaust through a series of emission control systems. TraPac invested approximately \$5 million in testing and demonstration of the bonnet technology and are proud to offer this option so that all vessels that come to TraPac can reduce harmful emissions while at our berths.

Vessel Speed Reduction (VSR) Program

When container ships call at our terminals, we monitor their participation in the ports' voluntary VSR programs, which instruct ships to slow to 12 knots within 40 nautical miles. The VSR program conserves fuel and reduces all harmful pollutants.

Vessel Fuel Switching Program

TraPac's Marine Operations Director Bill Schopp a 30-year veteran of TraPac, was recognized by the Port of Los Angeles for his significant contributions to the Vessel Fuel Switching Program (VFS). VFS requires container ships that use high-sulfur heavy fuel oils to switch to lower sulfur marine gas oils while in port. These efforts substantially reduced ship stack emissions and improved air quality across the region and along the California coast.

TIME AT BERTH WITH ENGINE OFF							
TOTAL	2018	2019	2020	2021	2022		
Hours of Alternative Maritime Power Used	7,813	7,935	12,965	19,230	16,725		
VESSEL EMISSIONS AT BERTH	•	•	•				
CO2E emissions (metric tons)	2018	2019	2020	2021	2022		
Ocean Going Vessel (OGV) emissions at berth	5,504	6,475	11,795	14,639	12,858		

OUR PERFORMANCE

*In 2022, we saw a decrease in hours used due to shorter port stays for larger vessels.



(L) Gene Seroka, Executive Director, Port of Los Angeles with (R) Bill Schopp, Director Marine Operations



HEALTHY OCEANS PROTECTING OCEAN HEALTH THROUGH DATA COLLECTION

The effects of climate change, industrial waste, and over-fishing are just some of the many threats that are affecting our coastal habitats.

To mitigate these harmful human impacts, we must manage our oceans in a sustainable way to ensure its health for generations to come -- this requires continuous scientific observation and data collection. TraPac has a dedicated environmental team that works directly with local and environmental agencies to address the reduction of harmful substances going into the ocean through storm water discharge. TraPac's storm water discharges are regulated by the Industrial General Permit (IGP). The State Water Resources Control Board (State Water Board) and Regional Water Quality Control Boards (collectively, the Water Boards) implement and enforce the IGP. The Water Boards work for the protection of groundwater and surface waters in the State of California. TraPac adheres to the requirements of the IGP and implements best management practices (BMPs) at both its Los Angeles and Oakland terminals. Over the past three years TraPac has shown continued improvement in its storm water quality results.

STORM WATER QUALITY RESULTS 2019-2022							
Analytical Parameters	pH (s.u.)	Total Suspended Solids3 (mg/L)	Oil & Grease (mg/L)	Aluminum (mg/L)	lron3 (mg/L)	Lead (mg/L)	Zinc3 (mg/L)
2019 Average	N/A	29.6	5.5	0.23	0.3	N/A	0.23
2020 Average	N/A	58	9.3	.072	0.8	0.0064	0.67
2021 Average	N/A	58.1	9.33	0.717	0.766	0.006	0.672
2022 Average	N/A	23.6	3.12	0.310	0.296	0.00234	0.537
TARGET BASELINE	N/A	100	15	0.75	1.0	0.262	0.26

*These values are the calculated average of all sampling results for the reporting year.



CORPORATE Sustainability Programs

SUSTAINABILITY REPORT 2022





-chargepoint:



We believe in investing in transparent and meaningful relationships with our employees, customers, business partners, and communities where we operate.

Enhancing Transparency with Stakeholders

To be a good partner in the communities where we work, we need to build partnerships through positive engagement and collaboration. In 2019, we launched the Tra-Pac trucker outreach program, an in-person group session designed to comprehensively address topics – from driver safety and security to improving operations and air quality.

Our goal is to establish an effective communication channel with drayage providers while continually improving their terminal experience through truck efficiency and white-glove customer service.

TraPac also became a member of the Harbor Trucking Association, a coalition of intermodal carriers who advocate on behalf of licensed motor carriers serving America's west coast.

Office Sustainability Programs

TraPac promotes responsible and sustainable corporate policies and office practices. Our corporate headquarters were designed with conserving energy and environmental resources in mind.

• **LEED Certified Building:** TraPac's corporate office obtained the Leadership in Energy and Environmental Design (LEED) Gold certification level.

• **Solar Panels:** TraPac installed solar panels on our corporate office, parking lot, and backlands, providing renewable power to offset some fossil-based energy use.

• **EV Charging:** TraPac offers easy EV charging access for employees at our corporate office in Los Angeles.

• **Bike lockers:** Secure bike lockers and showers are available for cyclists.

Corporate recycling is a renewed area of focus and Tra-Pac continues to move toward an eco-responsible environment. In 2019, we became Assembly Bill (AB) 341 compliant in the state of California. All our waste goes to an advanced Materials Recovery Facility (MRF) where recyclable items are separated from waste to ensure compliance.



TraPac Trucker Outreach Meeting, Oakland, CA

SOCIAL Responsibility

For decades, TraPac has given back to our local communities by supporting positive afterschool mentorship and health programs, with a focus on underrepresented groups.

Recent highlights:

- Our longstanding support for the Boys & Girls Club of Los Angeles helps provide quality afterschool programming for students, including youth from families that have lower income, potential first-generation college students and others, that enriches their lives through academic success, developing healthy lifestyles, and becoming civically engaged.
- TraPac is a proud sponsor of FIRST® Robotics (For In spiration and Recognition of Science and Technology) a charitable organization that immerses children in robotics education through competitions to design. Through charitable contributions, TraPac provides a local high school team with the equipment, registration and travel fees needed for competition. Our goal is to encourage local youth to develop the essential skills they need in the real world and introduce them science, technology, engineering, and mathematics (STEM) related fields and concepts. Supporting our youth will make the world a better place for all of us and we are committed to their success.

OUR GOAL:

- Inspire the next wave of innovators through STEM
- Get involved in our communities
- · Identify and grow our local talent
- Share our expertise with students
- Mentor them to become better programmers,
- business leaders, and critical thinkers.

Wilmington Community Clinic

Toy drives provide a magical holiday for children who would otherwise not have one. That is why it is so important for us to give back and help those in need. Every year TraPac participates in the Wilmington Community Clinic (WCC) annual holiday event by sponsoring families as well as providing toys to individual children. WCC is a non-profit health clinic built in our community to provide medical and health-related services to each person who needs them, regardless of their financial situation.









GOVERNANCE

SUSTAINABILITY REPORT 2022



Our Executive Leadership Team consists of seasoned industry professionals. This team is responsible for overseeing alignment with TraPac's strategic vision and ensuring our steadfast commitment to our core values: Safety, Service, and Sustainability.

TraPac's governance team is responsible for providing oversight to ensure that TraPac is operating with integrity, adhering to industry best practices, and actively managing the issues that are relevant to our business, operations, and stakeholders.

Compliance Committee

We conduct our business in accordance with regulatory standards and local laws applicable to TraPac. Adhering to these stringent guidelines ensures that we meet or exceed regulatory and legal requirements. Tra-Pac's compliance committee is dedicated to risk mitigation efforts and provides oversight and scrutiny into how we conduct our business. This committee routinely meets to ensure that we are operating in adherence to our governance principles and that we are actively managing risk. The compliance committee is also responsible for providing leadership on TraPac's compliance and ethics initiatives and reporting all allegations of misconduct to the Executive Leadership Team.

Ethics, Compliance, and Anti-Corruption

We are committed to conducting business with integrity and we expect our colleagues and business partners to do the same. We have robust policies and procedures underpinning our expectations of business conduct that are routinely communicated internally and externally. Our compliance committee provides oversight to ensure we conduct our operations with integrity. To promote an ethical business environment, we strictly prohibit illegal or unethical acts by employees, vendors, customers, union members, or any other individuals the employees may encounter while conducting TraPac's business. These expectations are outlined in our Employee Handbook and our Business Code of Conduct (Code).

TraPac has a stringent anti-bribery and anti-corruption policy detailed in our Employee Handbook and Code. We have a zero-tolerance approach towards bribery. We strictly prohibit any and all forms of bribery such as giving, receiving, cash, the exchange of gifts, the granting of loans, or the provision of services to those being bribed. Employees are provided with our anti-bribery and anti-corruption policy and are required to acknowledge that they have received, reviewed, and understand the policy, and agree to compliance. This requirement applies to the highest levels of management and our Executive Leadership Team. We comply with applicable laws and regulations that prohibit bribery such as the Foreign Corrupt Practices Act (FCPA).

Whistleblowing and Grievance Mechanism

Our Employee Handbook and Code contains a whistleblowing and grievance mechanism procedure for reporting violations or suspected wrongdoing. This procedure outlines the process for reporting and managing concerns regarding wrongdoing, whether real or perceived. TraPac encourages a culture of transparency and employees have the option of reporting violations to Human Resources or a member of Senior Management. We also contract with a third-party company where violations may be reported through a variety of channels such as a hotline, web intake site, or mobile intake site. All reports are taken seriously and followed through to resolution. TraPac strictly prohibits retaliation against employees who report concerns.



ABOUT THIS REPORT

The data in this report is from the 2022 calendar year which ran from January 1, 2022 – December 31, 2022. This report was prepared with reference to the United Nations Sustainable Development Goals (UN SDGs). The data in this report has not been subject to a third-party audit or verification.

This report contains some statements that are not historical facts and are forward-looking for the purposes of the safe harbor provision of Private Securities Litigation Reform Act (PSLRA) of 1995. These statements are subject to uncertainties and risks and may not reflect actual results. Such forward-looking statements may be accompanied by words such as "anticipate", "believe", "could", "estimate", "expect", "intend", "may", "plan", "seek", "should", "would" and similar statements. These statements include, but are not limited to, goals associated with future social, environmental, and sustainability initiatives and the timeline for achieving such goals.



OUR Partners

TraPac is a member of — or partnered with — the following organizations:















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HEADQUARTERS

TraPac, LLC 630 W. Harry Bridges Blvd. Wilmington, California 90744-5733 United States Tel: +1 (310) 830-2000

FOR FURTHER INFORMATION CONTACT

TraPac, LLC Marketing Department, Los Angeles media@trapac.com





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