

SECOND PARTY OPINION (SPO)

Sustainability Quality of the Issuer and Sustainable Finance Framework

DP World Limited

11 November 2024

VERIFICATION PARAMETERS

Type(s) of instruments contemplated

- Sustainable financing instruments
- Green Bond Principles, ICMA, June 2021 (with June 2022 Appendix 1)
- Social Bond Principles, ICMA, June 2023

Relevant standard(s)

- Green Loan Principles and Social Loan Principles; LMA, APLMA and LSTA; February 2023
- Sustainability-Linked Bond Principles, ICMA, June 2024
- Sustainability-Linked Loan Principles, LMA, APLMA and LSTA; February 2023

Scope of verification

- DP World's Sustainable Finance Framework (as of November 01, 2024)

Lifecycle

- DP World eligibility criteria (as of November 01, 2024)
- Pre-issuance verification
- First update of [SPO](#) as of Sept. 1, 2023

Validity

- Valid as long as DP World's Sustainable Finance Framework and benchmarks for the sustainability performance target(s) remain unchanged

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SCOPE OF WORK

DP World Limited (“DP World,” “the Issuer” or “the Company”) commissioned ISS-Corporate to assist with its sustainable financing instruments by assessing three core elements to determine the sustainability quality of the instruments:

1. DP World’s Sustainable Finance Framework (as of November 01, 2024) and structural components of the transaction, benchmarked against the Green Bond Principles (GBP), Social Bond Principles (SBP), Sustainability Bond Guidelines (SBG) and Sustainability-Linked Bond Principles (SLBP), as administered by the International Capital Market Association (ICMA), and the Green Loan Principles (GLP), Social Loan Principles (SLP) and Sustainability-Linked Loan Principles (SLLP), as administered by the Loan Market Association (LMA), Asia Pacific Loan Market Association (APLMA) and Loan Syndications and Trading Association’s (LSTA).
2. The eligibility criteria — whether the project categories contribute positively to the United Nations Sustainable Development Goals (U.N. SDGs) and how they perform against ISS-Corporate’s proprietary issuance-specific key performance indicators (KPIs) (see Annex 1).
3. The sustainability credibility of the key performance indicators (KPI) selected and sustainability performance targets (SPT) calibrated — whether the KPIs selected are core, relevant and material to the Issuer’s business model and industry, and whether the associated targets are ambitious.
4. Consistency of the sustainable financing instruments with DP World’s sustainability strategy, drawing on the key sustainability objectives and priorities defined by the Issuer.

DP WORLD BUSINESS OVERVIEW

DP World Ltd. engages in the provision of global supply chain solutions. It offers logistics, parks and economic zones, ports and terminals, and maritime services. The firm serves the automotive and energy industries. The Company manages international marine and inland cargo terminals. It also owns and operates a fleet of specialist vessels that provide logistics solutions to public and private sector customers. Additionally, the Company offers containerized stevedoring, break bulk and general cargo, service concession, and drydocking services. It operates in the Asia-Pacific, Australia, the Americas, the Middle East, Europe and Africa. The Company was founded in 1972 and is headquartered in Dubai, United Arab Emirates.


ESG risks associated with the Issuer's industry

DP World is classified in the transportation infrastructure industry, as per ISS ESG's sector classification. Key sustainability issues faced by companies¹ in this industry are reduction of air emissions, worker health and safety and product safety, stakeholder responsibility, business ethics and government relations, responsible land use and biodiversity management.

This report focuses on the sustainability credentials of the issuance. Part III of this report assesses the consistency between the issuance and the Issuer's overall sustainability strategy.

¹ Please note that this is not a company-specific assessment but rather areas that are of particular relevance for companies within that industry. Key ESG issues by industry are sourced from ISS ESG's Corporate Rating methodology.

ASSESSMENT SUMMARY

SPO SECTION	SUMMARY	EVALUATION ²
<p>Part IA:</p> <p>Alignment with GBP, SBP, SBG, GLP and SLP</p>	<p>The Issuer has defined a formal concept for its sustainable financing instruments regarding the use of proceeds, processes for project evaluation and selection, management of proceeds and reporting. This concept is in line with the GBP, SBP, SBG, GLP and SLP.</p>	<p>Aligned</p>
<p>Part IB:</p> <p>Alignment with the SLBP/SLLP</p>	<p>The Framework is in line with the Sustainability-Linked Bond Principles and Sustainability-Linked Loan Principles.</p>	
<p>Part II:</p> <p>Sustainability quality of the eligibility criteria</p>	<p>The sustainable financing instruments will (re)finance eligible asset categories which include:</p> <p>Green categories: Clean Transportation, Green Buildings, Energy Efficiency and Renewable Energy Sustainable Water and Wastewater Management; Pollution Prevention & Control, and Terrestrial and Aquatic Biodiversity Conservation.</p> <p>Social categories: Socioeconomic Advancement and Empowerment (Training and Skills Development and Investment in Women).</p> <p>Product and/or service-related use of proceeds categories³ individually contribute to one or more of the following SDGs:</p> 	<p>Positive</p>

² The evaluation is based on DP World's Sustainable Finance Framework (Oct. 26, 2024), on the selection criteria as received on Oct. 26, 2024.

³ Clean Transportation, Green Buildings, Energy Efficiency, Sustainable Water and Wastewater Management, Pollution Prevention and Control, Terrestrial and Aquatic Biodiversity Conservation, and Socioeconomic Advancement and Empowerment (Training and Skills Development and Investment in Women).

	<p>Process-related use of proceeds categories ⁴ individually (i) improve the Issuer’s operational impacts and (ii) mitigate potential negative externalities of the Issuer’s/Borrower’s sector on one or more of the following SDGs:</p> <div style="text-align: center;">  </div> <p>The environmental and social risks associated with those use of proceeds categories are well managed.</p>	
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Part III:	KPI 1. Absolute Group Scope 1 GHG emissions	KPI 2. Absolute Group Scope 2 GHG emissions	KPI 3. Absolute Group Scope 3 GHG Emissions
KPI selection	Relevant	Relevant	Relevant
Core	Core	Moderately Core	Moderately Core
Material	Partially Material but Moderately Material when combined with KPI 2 and Material when combined with KPI 2 and 3.	Partially Material but Moderately Material when combined with KPI 1 and Material when combined with KPI 1 and 2.	Moderately Material if used individually; Material if issued alongside KPI 1 and KPI 2.
Assessment	Aligned	Aligned	Aligned
SPT calibration	SPT 1. Reduce absolute Group Scope 1 GHG emissions by 42.0% by 2030 from a 2022 baseline	SPT 2. Reduce absolute Group Scope 2 GHG emissions by 62.2% by 2030 from a 2022 baseline	SPT 3. Reduce absolute Group Scope 3 GHG emissions by 28.0% by 2030 from a 2022 baseline

⁴ Clean Transportation, Green Buildings, Energy Efficiency, Renewable Energy, Terrestrial and Aquatic Biodiveristy Conservation, Sustainable Water and Wastewater Management and Pollution Prevention and Control.

Against Issuer’s past performance	Ambitious	Not Ambitious	Ambitious (based on limited evidence)
Against Issuer’s industry peer group	Ambitious against peers	Ambitious against peers	Ambitious against peers
Against international targets	In line with the Paris Agreement	In line with the Paris Agreement Aligned with international targets	In line with the Paris Agreement
Level of ambition	Robust⁵	Good⁶	Robust⁷
Part IV: Consistency of sustainable financing instruments with DP World’s sustainability strategy	The key sustainability objectives and the rationale for issuing sustainable financing instruments are clearly described by the Issuer. All the project categories considered are in line with the Issuer’s sustainability objectives.		Consistent with Issuer’s sustainability strategy

⁵ All three of the SPT’s benchmarking approaches have been assessed positively.

⁶ Two of the SPT’s three benchmarking approaches have been assessed positively.

⁷ All three of the SPT’s benchmarking approaches have been assessed positively.

SPO ASSESSMENT

PART IA: ALIGNMENT WITH THE GREEN BOND PRINCIPLES AND THE GREEN LOAN PRINCIPLES

This section evaluates the alignment of the DP World’s Sustainable Finance Framework (as of Oct. 26, 2024) with ICMA’s Green Bond Principles, Social Bond Principles and Sustainability Bond Guidelines, and the LMA’s Green Loan Principles and Social Loan Principles.

GBP, SBP, SBG, GLP AND SLP	ALIGNMENT	OPINION
<p>1. Use of Proceeds</p>	<p>✓</p>	<p>The Use of Proceeds description provided by DP World’s Sustainable Finance Framework is aligned* with exceptions with the GBP, SBP, SBG, GLP and SLP.</p> <p>The Issuer’s green, blue and social categories align with the project categories as proposed by the Green and Social Bond Principles and the Green and Social Loan Principles. Criteria are defined clearly and transparently. Disclosure of an allocation period and commitment to report by project category has been provided and environmental and social benefits are described.</p> <p>The Issuer defined a look-back period of three years, in line with best market practice.</p>
<p>2. Process for Project Evaluation and Selection</p>	<p>✓</p>	<p>The Process for Project Evaluation and Selection description provided by DP World’s Sustainable Finance Framework is aligned with the GBP, SBP, SBG, GLP and SLP.</p> <p>The project selection process is defined and structured in a congruous manner. ESG risks associated with the project categories are identified and managed appropriately. Moreover, the projects selected show alignment with the Issuer’s sustainability strategy and clearly show the intended benefit to the relevant population.</p> <p>The Issuer defines exclusion criteria for harmful project categories, commits to involving various</p>

		<p>stakeholders in this process and identifies the alignment of its Sustainable Finance Framework. Additionally, the Issuer identifies the alignment of its blue projects with the International Finance Corporation’s Guidelines for Blue Finance and ICMA’s Bonds to Finance the Sustainable Blue Economy, which aligns with best market practice.</p>
<p>3. Management of Proceeds</p>	<p>✓</p>	<p>The Management of Proceeds provided by DP World’s Sustainable Finance Framework is aligned with the GBP, SBP, SBG, GLP and SLP.</p> <p>The net proceeds collected will equal the amount allocated to eligible projects. The net proceeds are tracked appropriately and are managed per bond (bond-by-bond approach). Moreover, the Issuer discloses the temporary investment instruments for unallocated proceeds and confirms that each loan tranche will be clearly labeled as green/social/sustainable. The Issuer defines an expected allocation period of 36 months⁸ and intended types of temporary placement for the balance of unallocated proceeds and make known to the lenders. The Issuer’s sukuk will comply with the Shariah standards set out by the Accounting and Auditing Organization for Islamic Financial Institutions.</p>
<p>4. Reporting</p>	<p>✓</p>	<p>The allocation and impact reporting provided by DP World’s Sustainable Finance Framework is aligned with the GBP, SBP, SBG, GLP and SLP.</p> <p>The Issuer commits to disclose the allocation of proceeds transparently and report with appropriate frequency. The reporting will be publicly available on the Issuer’s website and</p>

⁸ The Issuer will allocate an amount equivalent to the net proceeds raised by any sustainable financing instrument to eligible green, blue or social projects within 36 months of issuance. However, some projects, such as long-term green infrastructure, may require longer allocation periods.

		<p>available to the institutions participating in the loan. DP World has disclosed the type of information that will be reported and explains that the level of expected reporting will be at the project category level. Moreover, the Issuer commits to report annually until the proceeds have been fully allocated.</p> <p>The Issuer is transparent on the level of impact reporting and the information reported, further defines the duration and frequency of the impact reporting, and commits to get the allocation report audited by an external party, in line with best market practice.</p>
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PART IB: ALIGNMENT WITH SUSTAINABILITY-LINKED BOND PRINCIPLES AND SUSTAINABILITY-LINKED LOAN PRINCIPLES

This section describes ISS-Corporate's assessment of the alignment of DP World's Sustainable Finance Framework (as of November 01, 2024) with the SLBP and SLLP.

SLB AND SLL PRINCIPLES	ASSESSMENT	OPINION
1. Selection of KPIs	A detailed analysis of the sustainability credibility of the KPI selection is available in Part II of this report.	
2. Calibration of SPTs	A detailed analysis of the sustainability credibility of the SPT calibration is available in Part II of this report.	
3. Bond/Loan characteristics	✓	The description of the sustainability-linked bond and loan characteristics provided by the Issuer is aligned with the SLBP and SLLP. The financial characteristics of any security issued under this Framework, including a description of the selected KPIs, SPTs, step-up margin amount or the premium payment amount, as applicable, will be specified in the relevant documentation of the specific transaction.
4. Reporting	✓	<p>The reporting description provided by the Issuer is aligned with the SLBP and SLLP. This will be made available annually to investors and include up-to-date information on the performance of the selected KPIs, including the baseline where relevant, a verification assurance report ("Limited Assurance") relative to each KPI outlining the performance against each SPT, and any additional relevant information enabling investors to monitor the progress of the KPIs.</p> <p>Information may also include when feasible and possible: qualitative and/or quantitative explanations of the contribution of the main factors, including M&A; activities, behind the evolution of the performance on the KPIs on an annual basis; illustration of the positive sustainability impacts of the performance improvement; any re-assessments of KPIs and/or restatement of the SPT and/or pro-forma</p>

		<p>adjustments of baselines or KPI scope, if relevant; and/or updates on new or proposed regulations from regulatory bodies relevant to the KPIs and the SPTs.</p> <p>The reporting to lenders in any sustainability-linked loan will be conducted in accordance with the requirements documented in the relevant facility agreement.</p>
<p>5. External verification</p>	<p>✓</p>	<p>The verification description provided by the Issuer is aligned with the SLBP and SLLP. This report constitutes the SPO. The performance of the SPTs against the KPIs will be externally verified with a limited assurance annually until the target is reached.</p>

PART II: SUSTAINABILITY QUALITY OF THE ELIGIBILITY CRITERIA

A. CONTRIBUTION OF THE SUSTAINABLE FINANCING INSTRUMENTS TO THE U.N. SDGs⁹

The Issuer can contribute to the achievement of the SDGs by providing specific services/products that help address global sustainability challenges, and by being responsible actors, working to minimize negative externalities in their operations along the entire value chain. This section assesses the SDG impact of the UoP categories financed by the Issuer in two different ways, depending on whether the proceeds are used to (re)finance:

- Specific products/services
- Improvements of operational performance


1. Products and services

The assessment of UoP categories for (re)financing products and services is based on a variety of internal and external sources, such as the ISS ESG SDG Solutions Assessment (SDGA), a proprietary methodology designed to assess the impact of an Issuer's products or services on the U.N. SDGs, as well as other ESG benchmarks (the EU Taxonomy Climate Delegated Acts, the Green/Social Bond Principles and other regional taxonomies, standards and sustainability criteria).



The assessment of UoP categories for (re)financing specific products and services is displayed on a three-point scale:



Each of the sustainable financing instrument's use of proceeds categories has been assessed for its contribution to, or obstruction of, the SDGs:




USE OF PROCEEDS (PRODUCTS/SERVICES) FOR GREEN AND BLUE PROJECTS	CONTRIBUTION OR OBSTRUCTION	SUSTAINABLE DEVELOPMENT GOALS
<p>Green Building (Leased to Third Party)</p> <p><i>Construction, development, renovation, maintenance and/or purchase of recreational, residential buildings or commercial buildings</i></p>	<p>Contribution</p>	

⁹ The impact of the UoP categories on U.N. Sustainable Development Goals is assessed with proprietary methodology and may therefore differ from the Issuer's description in the Framework.

USE OF PROCEEDS (PRODUCTS/SERVICES) FOR GREEN AND BLUE PROJECTS	CONTRIBUTIO N OR OBSTRUCTION	SUSTAINABLE DEVELOPMENT GOALS
<p><i>that meet recognized green certification environmental building standards such as:</i></p> <ul style="list-style-type: none"> ▪ <i>LEED Gold or higher</i> ▪ <i>BREEAM Excellent or higher</i> ▪ <i>GBI (Green Building Initiative) 3 Green Globes or higher</i> ▪ <i>Indian Green Building Council (IGBC) Platinum certification</i> ▪ <i>GreenRE Gold or higher</i> ▪ <i>GSAS (Global Sustainability Assessment system) 5 Stars or higher</i> ▪ <i>CASBEE (Comprehensive Assessment System for Built Environment Efficiency) Very Good or higher</i> ▪ <i>Green Star 5 Stars or higher</i> ▪ <i>Estidama 4 Pearl rating or higher</i> ▪ <i>Al Sa'fat Platinum or higher.</i> 		
<p>Energy Efficiency (to hired Party)¹⁰</p> <p><i>Development and implementation of products or technologies that reduce the energy consumption by 30% or more of underlying assets, projects, appliances, products or systems (i.e., improved lighting, improved chillers or reduced power usage in manufacturing operations).</i></p>	<p>Contribution</p>	
<p>Sustainable Water and Wastewater Management</p> <p><i>Projects that improve water quality and improve efficiency, availability and conservation of freshwater resources, including:</i></p> <ul style="list-style-type: none"> ▪ <i>Sustainable infrastructure for clean and/or drinking water</i> <ul style="list-style-type: none"> ▪ <i>construction, retrofitting and upgrading of water supply systems, waste management facilities that remove pollutants from entering water supply system</i> 	<p>Contribution</p>	


¹⁰ This eligibility criteria relates to a specific asset within DP World's portfolio, namely [BoxBay](#). While key results of an assessment conducted by an external agency indicating clear environmental benefits was shared with us, the entire report has not been shared with ISS-Corporate.

USE OF PROCEEDS (PRODUCTS/SERVICES) FOR GREEN AND BLUE PROJECTS	CONTRIBUTIO N OR OBSTRUCTION	SUSTAINABLE DEVELOPMENT GOALS	
<p>Sustainable Water and Wastewater Management</p> <p><i>Projects that improve water quality and improve efficiency, availability and conservation of freshwater resources, including:</i></p> <ul style="list-style-type: none"> Investments in technologies to reduce overall water demand in stressed areas <ul style="list-style-type: none"> capital investments in atmospheric water generators for employees and customers 	<p>Contribution</p>		
<p>Pollution Prevention and Control</p> <p><i>Investments in projects that reduce environmental pollution such as;</i></p> <ul style="list-style-type: none"> Investments in removing or significantly mitigating environmental pollutants in water <ul style="list-style-type: none"> Hydro-blasting 		<p>Contribution</p>	
<p>Pollution Prevention and Control</p> <p><i>Investments in projects that reduce environmental pollution such as:</i></p> <ul style="list-style-type: none"> Investments in removing or significantly mitigating environmental pollutants in the air <ul style="list-style-type: none"> conversion of vehicles to hybrid or electric 		<p>Contribution</p>	
<p>Pollution Prevention and Control</p> <p><i>Investments in projects that reduce environmental pollution such as:</i></p> <ul style="list-style-type: none"> Investments in removing or significantly mitigating environmental pollutants in the air 		<p>Contribution</p>	

USE OF PROCEEDS (PRODUCTS/SERVICES) FOR GREEN AND BLUE PROJECTS	CONTRIBUTIO N OR OBSTRUCTION	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> ▪ <i>conversion of vehicles to alternative fuels</i> <ul style="list-style-type: none"> ▪ <i>HVO¹¹</i> ▪ <i>Green Hydrogen¹²</i> 	Contribution	
<p>Terrestrial and Aquatic Biodiversity Conservation</p> <p><i>Preservation and restoration of natural landscapes, resources and terrestrial and aquatic biodiversity and ecosystems:</i></p> <ul style="list-style-type: none"> ▪ <i>Restoration of Mangroves</i> 		
<p>Terrestrial and Aquatic Biodiversity Conservation</p> <p><i>Preservation and restoration of natural landscapes, resources and terrestrial and aquatic biodiversity and ecosystems:</i></p> <ul style="list-style-type: none"> ▪ <i>Coral reef restoration</i> 		
<p>USE OF PROCEEDS (PRODUCTS/SERVICES) FOR SOCIAL PROJECTS</p>		<p>CONTRIBUTION OR OBSTRUCTION</p>
<p>Socioeconomic Advancement and Empowerment — Training and Skills Development</p> <ul style="list-style-type: none"> ▪ <i>Development and delivery of skills training across STEM (science, technology, engineering and math), green/sustainability, logistics and digital skills in geographical locations where there is a gap identified in these skills</i> ▪ <i>Ecosystems and industry skill development for youth in developing countries</i> 	Contribution	

¹¹ DP World confirms that the HVO within its sustainable asset register is from waste feedstock.

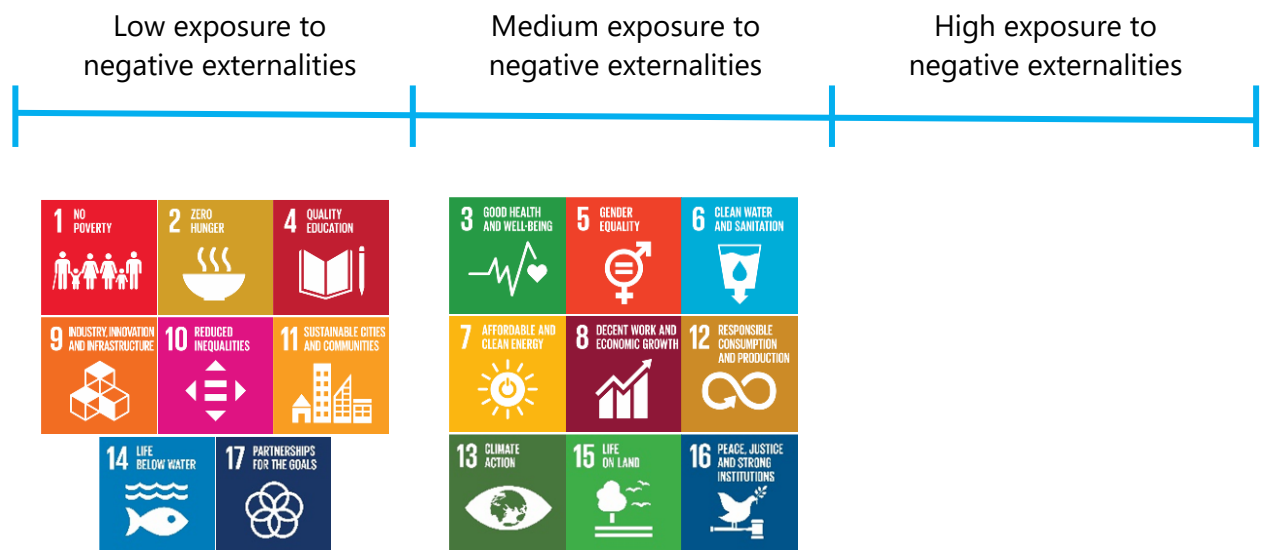
¹² DP World confirms that the Hydrogen is generated from renewable energy.

USE OF PROCEEDS (PRODUCTS/SERVICES) FOR SOCIAL PROJECTS	CONTRIBUTION OR OBSTRUCTION	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> Supporting the development and capacity of teachers in locations where a need is identified <p>Target population:</p> <ul style="list-style-type: none"> Students in marginalized/poor communities specifically between the ages of 15-25 years old Teachers in marginalized/poor communities 	<p>Contribution</p>	
<p>Socioeconomic Advancement and Empowerment — Investment in Women</p> <ul style="list-style-type: none"> Training and capacity building in technology and technologically advanced equipment <p>Target population:</p> <ul style="list-style-type: none"> Women in developing countries Women over 18 years old 		



2. Improvements of operational performance (processes)

The below assessment qualifies the direction of change (or “operational impact improvement”) resulting from the operational performance projects (re)financed by the UoP categories, as well as related SDGs impacted. The assessment displays how the UoP categories mitigate the exposure to the negative externalities relevant to the Issuer’s business model and sector.

According to ISS ESG SDG Impact Rating methodology, potential impacts on the SDGs related to negative operational externalities in the transportation infrastructure sector (to which DP World belongs) are the following:



The table below displays the direction of change resulting from the operational performance improvement projects. The outcome displayed does not correspond to an absolute or net assessment of the operational performance.

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<p>Clean Transportation</p> <p><i>Investments and expenditure in low energy consuming transportation, low emission transportation including:</i></p> <p><i>Ground transportation:</i></p>		

¹³ Limited information is available on the scale of the improvement as no threshold is provided. Only the direction of change is displayed.

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> ▪ <i>Passenger cars (under 50 gCO₂/km before Dec. 31, 2025)¹⁴</i> ▪ <i>Public transportation, including rail (under 50 gCO₂/pkm before Dec. 31, 2025)¹⁵</i> ▪ <i>Freight transportation, including rail (under 21 gCO₂/tkm before Dec. 31, 2029)¹⁶</i> 		

Clean Transportation

Investments and expenditure in low energy consuming transportation, low emission transportation including:

Freight transportation — port transportation:

- *Electric automatic stacking cranes*
- *Electric terminal tractors*
- *Electric empty container handlers*
- *Electric straddle cranes*
- *Electric quay crane/STS*
- *Electric RMG/RTGs*
- *Electric shuttle carriers*



Freight transportation — road transportation

- *Electric trucks*
- *Electric last-mile delivery (e.g., vans)*

Investments and expenditure into the acquisition, development and production of electric vehicles, including the manufacture or development of electric vehicle components such as batteries and engines, or electrification of existing vehicles.

¹⁴ The Issuer confirm to be in line with the EU Taxonomy Technical Screening Criteria for Climate Change Mitigation Activity 6.5: Transport by motorbikes, passenger cars and light commercial vehicles, as well as the CBI Eligibility Criteria for Land Transport.

¹⁵ As outlined in Footnote 2 on Page 13 of the CBI's [eligibility criteria for land transport](#).

¹⁶ Projects fully complying with the freight activity threshold defined in the CBI's eligibility criteria for land transport are also assessed with a contribution to SDG 13.

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<p>Clean Transportation</p> <p><i>Marine transportation:</i></p> <p><i>Investments in the design, build and operation of passenger and freight vessels using hybrid diesel/electric propulsion and supported by a battery system equipment resulting in reducing the CO₂ emissions intensity of a vessel by at least 20% compared to vessels without such characteristics.</i></p> <p><i>Investments in retrofitting of vessels that results in reducing fuel consumption of the vessel by at least 15% expressed in grams of fuel per deadweight tons per nautical mile for freight vessels, or per gross tonnage per nautical mile for passenger vessels, as demonstrated by computational fluid dynamics, tank tests or similar engineering calculations.¹⁷</i></p> <p><i>Investments in R&D that will reduce emissions for terminal, logistics or maritime assets:</i></p> <ul style="list-style-type: none"> ▪ <i>Dual fuel engines (diesel-electric, gasoline-electric, marine fuel-electric) or fuel cells</i> ▪ <i>Carbon-neutral biofuels used in port equipment</i> ▪ <i>Carbon-neutral biofuels used in vessels</i> ▪ <i>Electric terminal equipment automation systems (e.g., autonomous trucks)</i> 		

Clean Transportation

Investments in Infrastructure dedicated to low-carbon water transport:

- *Infrastructure for the operations of vessels with zero direct (tailpipe) CO₂ emissions such as electricity charging, hydrogen-based refueling*
- *Infrastructure for shore-side electrical power*



¹⁷ The Issuer confirms to be in line with the EU Taxonomy Technical Screening Criteria for Climate Change Mitigation Activity 6.9: Retrofitting of inland water passenger and freight transport.

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> ▪ Infrastructure for the performance of the port's own operations with zero direct (tailpipe) CO₂ emissions ▪ Infrastructure and installations dedicated to transshipping freight between the modes: has introduced terminal infrastructure and superstructures for loading, unloading and transshipment of goods. 		
<p>Clean Transportation</p> <p>Investments relating to the purchase and/or production of biofuels for use in vessels.¹⁸</p>	✓	 
<p>Clean Transportation</p> <p>Investments relating to the purchase and/or production of green methanol for use in vessels.¹⁹</p>	✓	 
<p>Green Building (Own Buildings)</p> <p>Construction, development, renovation, maintenance and/or purchase of recreational, residential buildings, or commercial buildings that meet recognized green certification environmental building standards such as:</p> <ul style="list-style-type: none"> ▪ LEED Gold or higher ▪ BREEAM Excellent or higher ▪ GBI (Green Building Initiative) 3 Green Globes or higher ▪ Indian Green Building Council (IGBC) Platinum certification ▪ GreenRE Gold or higher ▪ GSAS (Global Sustainability Assessment system) 5 Stars or higher 	✓	  

¹⁸ The Issuer confirms that biofuel consumed onboard our vessels are waste feedstocks such as palm oil mill effluent, residuals of FAME end distillation, cashew nut shell liquid and end-of-life tires. All biofuel sourced is fully ISCC certified, advanced, second-generation in accordance with Renewable Energy Directive (EU) 2018/2001 ('RED II') Annex 9a.

¹⁹ The Issuer confirms that green/bio methanol will be purchased from 2027 onward for use in our new green methanol enabled vessels. DP World has yet to determine whether to source bio-methanol or e-methanol, however bio-methanol will be derived from biomass feedstocks and e-methanol from renewable electricity and captured CO₂.

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<ul style="list-style-type: none"> ▪ CASBEE (Comprehensive Assessment System for Built Environment Efficiency) Very Good or higher ▪ Green Star 5 Stars or higher ▪ Estidama 4 Pearl rating or higher ▪ Al Sa'fat Platinum or higher. 		

Green Building (Own Buildings)

Buildings which have, or are projected to have, reduced life cycle consumption of energy, water or CO₂ levels of at least 30% less than statute/city baseline levels or local market average, where this can be easily and transparently demonstrated.²⁰



Energy Efficiency

- Development and implementation of products or technologies that reduce the energy consumption by 30% or more of underlying assets, projects, appliances, products or systems (i.e., improved lighting, improved chillers or reduced power usage in manufacturing operations)²¹
- Deployment of energy efficiency technologies, including LED lights and HVAC setbacks to promote higher energy efficiency²²
- Realizing operational efficiencies through the overall equipment effectiveness in port and terminal operations, which result in the reduction of machine idling times



²⁰ The Issuer confirms to be in line with the EU Taxonomy Technical Screening Criteria for Climate Change Mitigation Activity 7.2: Renovation of existing buildings.

²¹ This eligibility criteria relates to a specific asset within DP World's portfolio, namely [BoxBay](#).

²² The Issuer confirms to be in line with the EU Taxonomy Technical Screening Criteria for Climate Change Mitigation Activity 7.3: Installation, maintenance and repair of energy efficiency equipment.

USE OF PROCEEDS (PROCESSES)

**OPERATIONAL
IMPACT
IMPROVEMENT¹³**

**SUSTAINABLE
DEVELOPMENT GOALS**

Energy Efficiency

Deployment of energy efficiency technologies, including smart grid meters to promote higher energy efficiency.²³



Renewable Energy²⁴

Generation and procurement of electricity from renewable sources to support target of 70% of renewable electricity supply by 2030:

- *Solar photovoltaic*

Procurement of electricity from renewable sources to support target of 70% of renewable electricity supply by 2030:

- *Wind power*
- *Ocean energy*
- *Hydropower²⁵*

Investments in the development and/or manufacture of renewable energy technology and associated assets wholly dedicated and used for the purpose of supporting renewable energy generation facilities, including equipment for renewable energy generation and energy storage systems and the development, manufacture or purchase of vessels (boats, barges, ships) fully dedicated to the construction or other services of marine renewables (wind power or ocean energy)



Infrastructure to support renewable energy installation.

Utilizing green tariffs available by local utility providers as well as programs such as the International Renewable Energy Certificates (I-RECs) for supply guarantee of origins and sending market signals that stimulate the development of local renewable energy assets.

²³ Ibid.

²⁴ Projects fully complying with the EU Taxonomy Technical Screening Criteria for Climate Change Mitigation (activities 4.1: Solar PV, 4.2: CSP, 4.3: Wind, 4.4: Ocean energy, 4.5: Hydropower) are also assessed with a contribution to SDG 13.

²⁵ Excluding the construction of large hydropower projects (>25 MW) as per the CBI's [taxonomy](#).

USE OF PROCEEDS (PROCESSES)	OPERATIONAL IMPACT IMPROVEMENT ¹³	SUSTAINABLE DEVELOPMENT GOALS
<p>Terrestrial and Aquatic Biodiversity Conservation</p> <p><i>Preservation and restoration of natural landscapes, resources and terrestrial and aquatic biodiversity and ecosystems:</i></p> <ul style="list-style-type: none"> ▪ <i>Installation of habitat panels in ports</i> 		
<p>Sustainable Water and Wastewater Management</p> <p><i>Projects that improve water quality and improve efficiency, availability and conservation of freshwater resources, including:</i></p> <ul style="list-style-type: none"> ▪ <i>Water collection and treatment systems built or upgraded</i> <ul style="list-style-type: none"> ▪ <i>Aeration</i> ▪ <i>Wastewater capture</i> ▪ <i>Mechanical and/or biological treatment of wastewater</i> ▪ <i>Rainwater harvesting</i> ▪ <i>Water quality monitoring systems</i> 		
<p>Pollution Prevention and Control</p> <p><i>Investments in projects that reduce environmental pollution such as:</i></p> <ul style="list-style-type: none"> ▪ <i>Investments in waste prevention, waste reduction, waste recycling and waste-to-energy recovery (e.g., waste treatment through third parties to divert waste from landfill disposal)²⁶</i> 		

²⁶ DP World confirms that the project is dedicated to collecting marine waste that is found around the port DP World operates that are not only generated by DP World and include wastes that arrived in the ports due to water currents and wind. The collected wastes are sent to material recovery facility to ensure that wastes are sorted and recycled to the maximum. Waste that cannot be recycled is sent to be used for Refuse Derived Fuel or to Waste to Energy. Waste that can be recycled goes to approved recycling facilities.

B. MANAGEMENT OF ENVIRONMENTAL AND SOCIAL RISKS ASSOCIATED WITH THE ELIGIBILITY CRITERIA

The table below evaluates the eligibility criteria against issuance-specific KPIs. All of the assets will be located in the U.K., India, Belgium, the UAE, the Kingdom of Saudi Arabia, South Korea, Canada, Peru, Chile, Dominican Republic, Thailand, Philippines, Brazil, Australia, Turkey, South Africa and Namibia.

ASSESSMENT AGAINST KPIs

All categories

Labor, health and safety standards



The Issuer has policies in place ensuring that assets financed under this Framework provide for high labor standards for its own employees. DP World's [Human Rights Statement](#) applies to all operations globally and is compliant with the Universal Declaration of Human Rights, the International Labour Organization (ILO) Declaration on Fundamental Principles and Rights at Work and the Guiding Principles on Business and Human Rights. In 2019, DP World became a signatory to the United Nations Global Compact. The Issuer confirms that all assets financed will be covered by the HSE management system, which is ISO 45001 certified.

Labor, health and safety in the supply chain



The Issuer has policies and measures in place systematically ensuring high labor, health and safety standards are met in the supply chain. DP World's Human Rights Statement, which is guided by the Universal Declaration of Human Rights, ILO Declaration on Fundamental Principles and Rights at Work, Guiding Principles on Business and Human Rights, IFC Performance Standards on Environment & Social Sustainability and U.N. SDGs, applies to the supply chain and covers labor rights, safety and wellbeing. The Issuer has a [Vendor Code of Conduct](#) that requires adherence to DP World's [Group Health, Safety and Environment Policy](#), accounting for vendors' employee level.

Environmental aspect of construction (or production) and operation



The Issuer does not have policies in place to ensure that suppliers have an environmental management system in place. However, DP World has a Vendor Code of Conduct that requires vendors to comply with its Health, Safety and Environment Contractor Management Standard, and expects to minimize negative environmental impacts and develop its own sustainable procurement policies. The Issuer's vendors are required to report suspected violations of the code of conduct through the whistleblowing hotline. Furthermore, DP World requires its contractors to comply with general obligations around compliance with environmental protection and mitigation requirements in accordance

with project-specific environmental management plans, and any environmental commitments as required by national law, external environmental licenses, internal requirements and other applicable environmental laws. However, the Issuer does not require suppliers to have an environmental management system.

All infrastructure projects

Community dialogue



The Issuer has policies and measures systematically ensuring that community dialogue in an integral part of the planning process. DP World has defined its [External Stakeholder Engagement Policy](#), which is in line with World Bank Equator Principles, the IFC Environmental and Social Performance Standards and U.N. Guiding Principles on Business & Human Rights. The policy details the grievance mechanisms, stakeholder identification, oversight, monitoring and reporting processes in place to engage with communities that are impacted by DP World's activities.

Conservation and biodiversity management



The Issuer has policies and measures in place regarding conservation and biodiversity management. The Issuer confirms that an environmental impact assessment (EIA) will be performed for all projects financed under the Framework to comply with local regulations. DP World has an HSE Management System that requires an EIA at the planning stage. The Issuer also states that, for non-designated countries under the Equator Principles, the HSE Management System has requirements that ensure EIAs to be in line with the IFC Environmental and Social Performance Standards and World Bank Environmental, Health, and Safety Guidelines. In addition, the Issuer released a [Biodiversity Statement](#) to reinforce its commitment and manage its impacts on biodiversity. The statement includes applying a mitigation hierarchy approach to the biodiversity impact, which is integrated in the Issuer's environmental impact strategy.

Socioeconomic advancement and empowerment

Inclusion



The Issuer does not have any specific policy that ensures fair access and inclusion for the projects financed under this Framework.

Hydrogen fuel cell battery and storage system production

Environmental aspect of construction (or production) and operation



The Issuer has measures in place ensuring battery powered assets are recycled at the end of their lives. DP World commits that at the end of the batteries' life (battery-powered assets last between eight to 10 years), the batteries will be returned to the original equipment manufacturers or recycling manufacturers.

Energy efficiency, solar power

Environmental aspect of construction (or production) and operation



The Issuer does not have policies and measures in place to ensure energy efficiency and that solar power assets are recycled at the end of their lives. While DP World commits that at the end of the batteries' life, the batteries will be returned to the original equipment manufacturers or recycling manufacturers, there is currently no measure to ensure that non-battery powered assets such as solar panels and energy efficiency related assets can be recycled at the end of life. It should be noted that DP World confirms that it mostly rely on procured renewable energy, and that its solar power related assets are minimal.

Energy efficiency, hydrogen fuel cell battery and storage system production, and solar power

Environmental aspect of construction (or production) and operation



The Issuer has policies in place systematically ensuring the thresholds defined by the European Directive on the restriction of the use of certain hazardous substances in electrical and electronic equipment (RoHS Directive) are not exceeded. As part of the HSE due diligence, site surveys and checks are performed according to the RoHS Directive.

Transmission lines

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures in place ensuring cables for which low-impact methods are applied during cable-laying. DP World confirms that the transmission lines for the projects financed under this Framework are laid in already existing trenching. DP World confirms that the existing trenching has undergone an environmental impact assessment at the time of construction.

Transmission lines, renewable energy components

Environmental aspect of construction (or production) and operation



The Issuer does not have policies and measures in place ensuring that assets financed under this Framework feature take back and recycling at end-of-life.

DP World has a general reference to identify waste streams and identify opportunities to reuse and recycle in its [Waste Management Guideline](#). DP World also has waste management policies to ensure that batteries will be returned to the original equipment manufacturers or recycling manufacturers. However, there is currently no measure to ensure that assets related to transmission lines, renewable energy components and ocean energy are taken back and recycled at end-of-life.

Electric and alternative drive vehicles, green vessels, public transport vehicles, charging station and networks, and renewable energy components

Environmental aspect of construction (or production) and operation



The Issuer has measures in place covering the life-cycle assessment of its assets. The analysis included energy efficiency, potential carbon taxes, GHG emissions and energy usage. According to the Issuer, electric and alternative drive projects undergo a business case analysis and total cost of ownership analysis.

Electric and alternative drive vehicles, green vessels, hydrogen fuel cell battery and storage system production, public transport vehicles, renewable energy components, and waste management

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures in place to ensure all projects are covered by a comprehensive environmental management system. At the Group level, all assets undergo environmental impacts and risks assessment and are covered by the [environmental management system](#), which is ISO 14001 certified. The Issuer also requires its operating entities' environmental management systems to be aligned with ISO 14001 covering operations and assets.

Biomass, waste management

Environmental aspect of construction (or production) and operation



The Issuer has measures in place ensuring that assets financed under this Framework apply cogeneration technology. DP World commits that assets financed under this Framework are required to apply cogeneration technology.



The Issuer has policies and measures in place systematically ensuring that assets financed under this Framework provide for high standards regarding environmentally safe operation of plants. The Issuer's health, safety and environmental Management System aligns with ISO 14001 and ISO 45001.

Transport infrastructures

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures to reduce transport-related noise emissions. As part of the Issuer's EIA, noise emissions are considered and reduction measures implemented (preventive maintenance, usage of white noise reversing alarms, low road noise surfacing, installation of acoustic fencing in sensitive locations).

On-site safety



The Issuer has policies in place to systematically ensuring the health and safety of passengers and operators. The Issuer's health, safety and environmental management system covers mobility assets and is ISO 45001 certified, and has specific procedures that address risk reduction, incident management and operational control for safety. The Issuer also has occupational noise management guidelines to minimize on-site noise exposure. Furthermore, the Issuer states that it has the Zero Harm to our People and Environment Policy, which includes inspection requirements relating to forklifts, racking, mobile handling equipment, dock loading and ergonomics.

Green buildings

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures covering the sustainable procurement of construction materials. The Issuer has a Sustainable Design and Construction Guideline, which together with the Vendor Code of Conduct and HSE Contractor Management Standard, ensure the sustainable procurement of construction materials and for contractors to implement their own sustainable procurement practices.

Water



The Issuer has policies and measures in place systematically ensuring that water reduction measures are considered. DP World's health, safety and environmental management system includes measures to reduce and conserve water, and water reduction systems are incorporated into the building designs. Moreover, buildings financed under the Framework that have an environmental certification include water reduction measures.

Energy efficiency, biomass, transmission lines, renewable energy components, waste management

On-site safety



The Issuer has policies in place systematically ensuring high operational safety standards are followed. The Issuer commits that all renewable energy components that are owned and operated by DP World will have an electrical controller system. The Issuer states that in the case of operation of largescale renewables, SCADA systems will be introduced to control and monitor the energy used. The health, safety and environmental management system covers operational safety standards (control center, monitoring, inspections and emergency plans).

Green vessels, public transport vehicles, transport infrastructures

On-site safety



The Issuer has policies in place systematically ensuring health and safety for passenger and operators. The Issuer's health, safety and environmental management system covers mobility and is ISO 45001 certified. The Issuer also has occupational noise management guidelines to minimize on-site noise exposure.

Green buildings (commercial)

Site location



DP World does not have a systematic policy to ensure all assets are located within 1 kilometer of public transportation. However, there are measures to ensure buildings will be located within 1 kilometer of public transport. The buildings' certifications (e.g., BREEAM, LEED) include specific criteria regarding public transport availability. The project requirements are established at the planning phase, including the site selection and design.

Wastewater

Environmental aspect of construction (or production) and operation



The Issuer does not have policies and measures in place systematically ensuring that projects financed under this Framework feature clear measures for leak detection methods and repair systems in place. The Issuer states that water leak detection and repairing measures such as monitoring water usage per employee and any other relevant KPIs (e.g., TEU) and investigating if any large increases in usage are identified, maintaining plumbing, and identifying and repairing leaks and shutting off water to unused areas, are outlined in its health, safety and environmental management system, there is no dedicated policies for leak detection and repairing. Further, is it not clear how often DP World conducts leak inspections, and what are the responses to detecting a leak.



The Issuer has policies and measures that systematically ensure its assets financed reduce the environmental impacts of sewage sludge disposal. Specifically, DP World’s health, safety and environmental management system and Guideline for Water Management states that disposed sludge from pretreatment is required to be in compliance with local legislation, and if local legislation does not specify any requirements, sludge disposal is required to be consistent with the protection of public health and safety, and conservation and long-term sustainability of water and land resources. The Issuer confirms that the general requirements and principles set out in its Waste Management Standard and Guideline and Pollution Prevention Standard and Guideline also applies to wastewater management. Operating entities are required to maintain a waste register documenting the management of waste streams, while duty of care requirements are also further emphasized in the Waste Management Program in 2024.

Water supply

Environmental aspect of construction (or production) and operation



The Issuer does not have policies and measures in place systematically ensuring that assets financed under this Framework feature clear measures for leak detection methods and repair systems are in place. The Issuer states that water leak detection and repairing measures such as monitoring water usage per employee and any other relevant KPIs (e.g., TEU) and investigating if any large increases in usage are identified, maintaining plumbing, and identifying and repairing leaks and shutting off water to unused areas, are outlined in its health, safety and environmental management system, there is no dedicated policies for leak detection and repairing. Further, is it not clear how often DP World conducts leak inspections, and what are the responses to detecting a leak.



The Issuer has policies and measures that systematically ensure its assets financed provide for high standards regarding sustainable water withdrawal. The Issuer confirms that risk assessments are conducted as part of its EIA process when developing new water sources. The Issuer states that it collects general water withdrawal data for monitoring and will be enhancing its data collection to collect data by water source starting in 2025. The Issuer also states that its group-wide health, safety and environment management system establishes specific sustainable water withdrawal requirements and guidance for water management, with the aim of reducing impact on water resources, conserving water and controlling water discharge. The Issuer also states that it is in the process of developing a water conservation and management strategy aimed at integrating water conservation practices in its operations, including sustainable water supply for operations, which is expected to be announced

by the end of 2024. Furthermore, the Issuer states that stakeholder engagement is project- and location-specific and has identified its main operational water supply source as a municipal source.

Inclusion

The Issuer does not have measures that systematically ensure its assets are fairly priced and/or subsidized for the participation of socially disadvantaged patients and customers.



However, the Issuer states that water is charged by the amount that is extracted, and tariffs are set and provided after community consultation through meetings with the community, government, private operators and civil society. Tariffs are used for ongoing operation and maintenance of such water supply systems. The Issuer also states that, for healthcare facilities, patients and staff do not face charges for water access. Private operators of water pumps provide one bill to the district health service, whose responsibility it is to pay the operator.

Water use reduction



The Issuer has policies and measures that systematically ensure its assets provide for water use reduction measures. The Issuer states that it will be announcing quantitative and qualitative objectives regarding water usage reduction targets in its water conservation and management strategy (WCMS), expected to be released by the end of 2024. The Issuer states that the WCMS also aims to integrate water conservation efforts into its operations, such as water reduction measures and enhanced reporting for water consumption, with the main objective to drive water stewardship in its operations, strengthen operational practices, expand data collection and improve impact on water resources. The Issuer states that it has a health, safety and environmental integrated management system that includes requirements and guidance for reducing and implementing measures regarding water conservation, as well as sustainable design considerations related to integrating water reduction systems into building design. The Issuer also confirms that environmental impact assessments and other environmental reviews required for supporting planning and development also serve to identify water reduction opportunities and measures.

Charging stations and networks

Information technology security



The Issuer does not have policies and measures that systematically ensure minimum requirements for data and information security and data security in

outsourced data processing are met. Although the Issuer states that it has a systemic information technology management system in place, there is no evidence to whether business units and operating entities involving charging stations and networks are covered by the management system.

However, the Issuer states that its infrastructure is monitored by both third-party security operations center (SOC) providers and in-house SOC. The Issuer confirms that third-party SOC providers are ISO 27001 certified, and the Issuer conducts due diligence on the providers, which includes risk assessments, track record examination, integrity checks and red flag identification, and ensures that the SOC providers have adequate security measures and are monitored and reviewed. The Issuer also confirms that some of its business units have IT disaster recovery plans that are reviewed at least annually, and that they conduct annual disaster recovery drills. The Issuer also states that its IT infrastructure and information security management systems have been audited by external auditors in 2023. Furthermore, the Issuer has launched a cybersecurity assurance program, which looks to reduce risks from hacker exploitation and other cyber-criminal offenses through providing solutions aligned with latest guidelines, standards and best practices from the National Institute of Standards and Technology and enhance DP World's cyber defenses. The Issuer also confirms that it conducts frequent vulnerability analysis and penetration testing for its IT platforms, networks and critical systems at least annually. Regarding training and awareness raising, the Issuer confirms that it provides various training and awareness campaigns to improve its cyber maturity, including mandatory annual awareness training and phishing awareness training to all staff, and runs regular internal campaigns to educate its staff on IT security awareness.

Waste management

Waste



The Issuer has policies and measures in place to systematically ensure assets financed provide for high recycling of waste component measures. The Issuer states that it has launched a global waste management program (WMP) to drive waste management improvements in its portfolio in terms of governance, as well as aligning with the waste hierarchy and circular economy principles. Waste management and waste reduction measures in the WMP include questions on different aspects of waste management, including waste management practices, waste receptacles, waste segregation and storage, legal compliance and duty of care. The Issuer also states that operating entities are requested to establish action plans to reduce and divert waste from disposal, and to audit sources of single use plastic to identify opportunities to eliminate and reduce waste while maximizing recycling. The Issuer also states

that it has enhanced its internal waste reporting in line with the Global Reporting Initiative, as per its waste strategy, stating that it will enable the Issuer to further its waste management and help with internal target-setting. The Issuer states that its target for 2024 is to increase reclaimed waste from total generated waste against the previous year, and that the target for 2025 will be requiring an increase in waste diversion from disposal.

Renewable energy components

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures in place to systematically ensure assets financed provide for monitoring technologies ensuring high operational standards. The Issuer commits that all renewable energy components that are owned and operated by DP World will have an electrical controller system. The Issuer states that for operations of large-scale renewables such as solar deployments, SCADA and microgrid controller systems are implemented to control and monitor the energy used. However, the Issuer states that SCADA and microgrid controllers are not applied to all renewable energy sources, and instead depends on the scale and size of the asset.

Marine conservation

Environmental aspect of construction (or production) and operation



The Issuer has policies and measures that systematically ensure that projects financed under this Framework conduct biodiversity baseline surveys, and that conservation goals are clearly defined and regularly monitored. DP World confirms that all its conservation projects are jointly conducted with conservation specialist that are designated or registered research institute, international body, non-profit entity, or commercial partner. DP World also has internal guidelines for selecting projects to participate in. Conservation Projects are required to have baseline data to inform the conservation objectives and measures in place to monitor the impact. DP World also has its [Biodiversity Statement](#) to guide its conservation effort.



The Issuer has policies and measures that systematically ensure that installed artificial/non-natural material for conservation efforts does not cause a negative impact on the health of nearby wildlife and does not involve illegal dumping of waste/debris. DP World confirms that all installation for conservation efforts is designed specifically by designated or registered research institute, international body, non-profit entity, or commercial partner. DP World also commits that its conservation efforts do not involve any illegal waste or harmful materials. DP World has internal guidelines to ensure that the

measures implemented by its conservation partners comply with the IUCN Global Standards for Nature-based Solutions.²⁷

²⁷ IUCN, IUCN Global Standards for Nature-based Solutions, <https://iucn.org/our-work/topic/iucn-global-standard-nature-based-solutions>

PART III: KPI SELECTION AND SPT CALIBRATION

1. Selection of KPI 1

KPI 1 is defined as “Absolute Group Scope 1 GHG Emissions”

Opinion	<i>The KPI is relevant, core and partially material to the Issuer’s overall business, and of strategic significance to the Issuer’s current and future operations. It is appropriately measurable, quantifiable, externally verifiable and benchmarkable. It covers 100% of Scope 1 GHG emissions, which represent 35.3% of the Company’s total GHG emissions.</i>
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Assessment ²⁸	Not Aligned	Aligned	Best Practice
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KPI 1	KPI definition:	Absolute Scope 1 GHG emissions (in tCO ₂ e)	
	Characteristics and features	Scope and perimeter:	The KPI scope and perimeter are transparently defined as it covers Scope 1 GHG emissions of 100% DP World operations. ²⁹ Scope 1 represents 35.3% of the Company’s total GHG emissions.
	Quantifiable/ Externally verifiable:	The KPI is quantifiable since it is calculated in accordance with GHG Protocol Corporate Accounting and Reporting Standard. It is externally verifiable because absolute GHG emissions in tCO ₂ e are widely disclosed and standardized in the market.	
	Externally verified:	The historical and recalibrated baseline data for the KPI selected have been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.	
	Benchmarkable:	By referring to commonly acknowledged GHG accounting standards and protocol, the KPI is easily comparable with the data reported by other companies and with international targets such as the Paris Agreement. Benchmarking of the SPT in relation to this KPI has been analyzed below.	

²⁸ The KPI selection assessment is classified on a three-level scale: “Not Aligned,” “Aligned” or “Best Practice.” For further information on ISS-Corporate’s methodology for assessing KPIs, please refer to Annex 2.

²⁹ This percentage does not include RGL emissions in reefers, which are provided as a service, but not owned by DP World. The Issuer clarifies that this amount has been disclosed in line with GHG Accounting Protocol, however, they believe this figure is over-estimated and is negligible, given their strict procedures and control around refilling refrigerants for reefers.

KPI 1

Analysis

The KPI considered is:

Relevant to DP World's business as its industry is highly GHG-emitting and exposed to climate change risks. GHG emissions of maritime transport, maritime services, and ports and terminals are considered a key ESG issue faced by the transportation infrastructure industry according to [SASB Standards](#) and ICMA's [KPI registry](#). According to [UN Trade and Development](#), maritime shipping accounts for 3% of the global GHG emissions.

Core to the Issuer's business as Scope 1 GHG emission reduction measures affect key processes and operations that are core to the Issuer's business model. The Company has outlined an action plan to reduce its Scope 1 GHG emissions, which covers all the Company's operations. As part of its decarbonization plan, DP World [committed](#) to investing more than \$500 million to reduce CO₂ emissions in the next five years.

- DP World aims to increase equipment efficiencies and shift 50% of all equipment to electrically powered by 2030 (20% of vessels from P&O Ferries). The Issuer confirms that it is in the process of applying measures to increase efficiency of its electrical equipment. For instance, it is developing new electrified terminals; replacing diesel rubber-tired gantries and terminal tractors reaching their end-of-life with fully electric alternatives; developing and communicating terminal prioritization strategy for equipment replacement, upgrading and retrofitting; developing criteria for new vessel procurement and vessel retrofit policies for low-carbon vessels and trucks.
- The Issuer aims to substitute its fuel consumption with low carbon fuel supply. As the Issuer's operations are heavily reliant on fuels, particularly for maritime transportation, decarbonizing the fuel supply can reduce its Scope 1 GHG emissions. DP World aims to procure biofuels, including biodiesel, hydrogen and derivatives to fuel port equipment and propel vessels whenever the technologies allow for it. The Issuer aims to transform 15% of its Unifeeder fleets to zero-emitting (non-electric) fleets.
- The Issuer commits to allocate resources to improve the operational efficiencies across the value chain through digitalization of tools and technologies (e.g., route optimization, speed optimization, reduction of idle times, improved logistics process).
- The Issuer confirms to allocating ~USD 300 million to USD 400 million for its Ports and Terminal (P&T) business unit and ~USD 550 million for its marine operation (MSD). Additionally, DP World is in the process of finalizing its logistics decarbonization strategy and would disclose the investments for the logistics business unity upon finalization.

Partially Material³⁰ to DP World's business model and sustainability profile.³¹ However, the KPI is **Moderately Material** if combined with KPI 2 and **Material** if integrated with KPI 2 and 3 as part of the same financial instrument:

- The KPI is partially material if issued on a financial instrument as a standalone KPI, as Scope 1 GHG emissions account for less than 95% of total Scope 1 and 2 GHG emissions, which is less than the relevant threshold for emissions target setting laid out in [SBTi criteria C5](#).
- Moderately material if KPI 1 is in conjunction with KPI 2 on a financial instrument only, as Scope 1 and 2 GHG emissions only represent 38.6% of DP World's total Scope 1, 2 and 3 GHG emissions. As a result, the combined KPIs are deemed material for direct operations only, but not for the corporate value chain.
- Material if KPI 1 is in conjunction with KPI 2 and 3 while issuing a financial instrument as all three KPIs combined cover 100% of the Issuer's GHG emissions.

Of strategic significance to DP World's current and future operations as the KPI is consistent with the Company's sustainability strategy and business model. DP World is committed to an intermediate target of 42% reduction of absolute Scope 1 GHG emissions by 2030 and a 90% reduction in absolute Scope 1, 2 and 3 GHG emissions by 2050 compared to a 2022 baseline. The Issuer's net-zero strategy with a decarbonization goal by 2050 has been validated by the SBTi.

³⁰ ISS ESG bases this analysis on the Issuer's own emissions reporting and makes no comment on the quality or consistency of the Issuer's Scope 1 GHG emissions reporting, either in relation to the GHG Protocol or to established norms for the Issuer's sector. ISS-Corporate notes that Scope 3 reporting may be different between companies in the same sector and does not undertake any benchmarking of an Issuer's reporting.

³¹ The KPI is deemed partially material since it covers less than 95% of total Scope 1 and 2 GHG emissions, which is less than the relevant threshold for emissions target setting, as laid out in [SBTi criteria C5](#).

2. Calibration of SPT 1

SPT 1 is defined as “Reduce absolute Group Scope 1 GHG emissions by 42.0% by 2030 from a 2022 baseline”

Opinion	<i>The SPT is (i) ambitious against the Company’s past performance, (ii) ambitious against peers, and (iii) it is ambitious against international target. The target is set in a clear timeline and is supported by a strategy and action plan disclosed in the Company’s Framework.</i>
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Level of ambition of SPT 1 ³²	No Evidence	Moderate	Good	Robust
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SPT 1 Characteristics and features	SPT definition:	SPT 1 is defined as reduce absolute Group Scope 1 GHG emissions by 42.0% by 2030 from a 2022 baseline.
	Baseline performance and year:	3,042,651 tCO ₂ e of Scope 1 on Dec. 31, 2022 (excludes RGL GHG emissions)
	Target performance and observation date:	Target performance: 1,764,738 tCO ₂ e of Scope 1 on Dec. 31, 2030 (5.25% annual reduction from 2022 base year until 2030) Observation dates are to be specified in the bond/loan documentation.
	Trigger event:	The trigger events are to be specified in the bond/loan documentation.
	Long-term target:	Net zero by 2050. The Issuer commits to reduce Scope 1, 2 and 3 GHG emissions by 90% by 2050 from a 2022 base year. The target boundary includes land-related emissions and removals from bioenergy feedstocks.
	Strategy and action plan to reach the target:	To reduce its Scope 1 GHG emissions, DP World is focusing its efforts on three key pillars for action: <ul style="list-style-type: none"> ▪ Equipment electrification and efficiency ▪ Process efficiency and digitalization

³² The SPT selection assessment is classified on a four-level scale: “No Evidence,” “Moderate,” “Good” or “Robust.” For further information on ISS-Corporate’s methodology for assessing SPTs, please refer to Annex 2.

		<ul style="list-style-type: none"> ▪ Low-carbon fuel supply
	<p>Key factors/risks beyond the Issuer’s direct control that may affect the achievement of the SPTs:</p>	<ul style="list-style-type: none"> ▪ Lack of availability or increase of cost to implement low-carbon technologies and/or utilize low carbon fuels ▪ Lack of land around the facility to build own renewable generation facilities ▪ External business pressures resulting in lack of short-term appetite to invest in low-carbon solutions ▪ Unrest, war, pandemic that can adversely affect suppliers
	<p>Historical data verified:</p>	<p>The historical data has been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.</p>
	<p>SPT set with borrower/lender group:</p>	<p>The KPI(s) and SPT(s) will be determined and updated between the borrower and the lenders for each sustainability-linked loan transaction.</p>
	<p>Recalculations or pro-forma adjustments of baselines</p>	<p>The bond/loan agreement will include a recalculation policy.</p> <p>The baseline(s) and/or SPT(s) may be recalculated and applied to existing sustainability-linked financing instruments if the underlying SBTi calculation methodology changes or at the occurrence of a significant change in:</p> <ul style="list-style-type: none"> ▪ DP World’s sustainability strategy ▪ The methodology of calculation of any KPI, its baseline or an SPT ▪ Perimeter of DP World as a result of any acquisitions, divestitures, mergers or force majeure ▪ The data due to better data accessibility or discovery of data errors ▪ The applicable laws and regulations, policies, rules or decisions of a competent

		<p>authority relevant to the determination of any KPI</p> <p>Significant change is defined as a change that leads to an increase or decrease in the value of the KPI or SPT greater than 5%.</p> <p>In such event of a recalculation of the baseline(s) and/or SPT(s), these will be revised in good faith by the Issuer on the condition that the second-party opinion provider has independently confirmed that the proposed revision:</p> <ul style="list-style-type: none"> ▪ Is consistent with the sustainability strategy ▪ Is consistent or more ambitious than the initial target ▪ Has no material impact on the second-party opinion originally provided in connection with the Framework <p>When significant structural changes occur in the middle of a year/reporting period, the current and baseline year will be recalculated for the entire year/at the end of each fiscal year. If recalculations are not possible within the year of change, they will be deferred to the following year.</p> <p>Baseline of the KPI(s) and/or SPT adjustments will be reported by DP World in its annual Sustainability Report.</p>
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SPT 1 Analysis	The level of ambition of the SPT is assessed as follows:
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(i) Against past performance:³³

The Issuer provided three years of relevant historical data, including for the baseline year of 2022, as shown in Table 1. The Issuer confirms that the adjusted data is calculated based on the historic assured emissions footprint and adjusted with annual assured data from investments and divestments up until the last year of verification (2023). Calculating the compound annual growth rate (CAGR) of the adjusted past performance shows that the Issuer has achieved an average yearly decrease of 3.62% between 2021 and 2023.

TABLE 1.	2021	2022 ³⁴ - BASELINE	2023	2030 – SPT 1
Scopes 1 GHG Emissions (tCO₂e)	2,703,055	3,042,651	2,902,576	1,764,738
CAGR 2021 – 2023			3.62%	
CAGR 2022 – 2030				-6.58%

Source: DP World Framework

DP World sets SPT 1 to achieve a reduction of Scope 1 GHG emissions by 42% in 2030 compared to a 2022 baseline. Calculating the CAGR amounts to an average of 6.58% annual reduction between 2022 and 2030, which is quantitatively higher than the historical reduction. Therefore, the KPI is deemed ambitious compared to DP World’s past performance.

(ii) Against peers:³⁵

ISS-Corporate benchmarked SPT 1 set by DP World against a peer group of 34 listed companies (including the Issuer) belonging to the transportation infrastructure industry, identified by the Issuer and using the Statistical Classification of Economic Activities in the European Community (NACE) numeric code as per the ISS ESG Universe.

Aside from DP World, 11 peers have set a target covering absolute Scope 1 GHG emissions, 16 peers have set combined absolute Scope 1 and 2 GHG emissions target and four peers have set a Scope 1 GHG emission intensity target, making a total of 20 peers with incomparable targets with the Issuer. Two companies on the list have not set any targets. Among the peer group of 12 companies that have set individual absolute GHG emission reduction targets (broken down by scope), six companies, including the Issuer, have set targets that cover 100% of their operational Scope 1 GHG emissions, five covering 80% and one covering only 20%.

³³ ISS-Corporate assesses the ambitiousness of the Issuer’s SPT against past performance by computing the CAGR of the SPT and the target publicly disclosed by the Issuer. The calculation assumes that the Issuer will follow a linear trajectory to achieve the targets set, at least until the Issuer’s target year.

³⁴ The base year has been updated from a previous base year of 2019 to a more recent 2022 base year following several structural changes to the business. The base year is recalculated on a rolling basis due to acquisitions and is not affected by organic growth in the business. The actual Scope 1 GHG emission reported in 2022 was 2,569,290 tCO₂e.

³⁵ ISS-Corporate assesses the ambitiousness of the Issuer’s SPT against its peers by computing the CAGR of the SPTs and the targets publicly disclosed by the Issuer’s sectorial peers. The calculation assumes that every peer will follow a linear trajectory to achieve the targets set, at least until the Issuer’s target year.

Out of all peers that defined a target, DP World's target is quantitatively most ambitious. Including the peers that have not defined a target, SPT 1 ranks first out of 14, putting the Issuer in the top 4% of the peer group. Therefore, we conclude that DP World's SPT 1 is ambitious against industry peers in terms of setting an absolute Scope 1 GHG emissions reduction target.

(iii) Against international targets:

Paris Agreement

DP World has an SBTi approved emission reduction target of cutting Scope 1 GHG emissions by 42% by 2030 from a 2022 base year. This target has been confirmed by the SBTi to be consistent with the level of decarbonization required to keep global temperature increase to 1.5°C compared to preindustrial temperatures.

ISS-Corporate concludes that SPT 1 is in line with the Paris Agreement, based on the SBTi validation of the 2030 target.

Consistency with the Issuer's sustainability strategy:

DP World's Scope 1 GHG emissions target is consistent with its strategic vision for decarbonization and sustainability, aligning with the short-term goal of 1.5°C degrees and the long-term goal of achieving net-zero climate neutrality by 2050.

3. Selection of KPI 2

KPI 2 is defined as “Absolute Group Scope 2 GHG emissions”

Opinion	<i>The KPI is relevant, moderately core and partially material to the Issuer’s overall business, and of strategic significance to the Issuer’s current and/or future operations. It is appropriately measurable, quantifiable, externally verifiable and benchmarkable. It covers 100% Scope 2 GHG emissions, which represent 3.3% of the Company’s total GHG emissions.</i>
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Assessment ³⁶	Not Aligned	Aligned	Best Practice
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KPI 2	KPI definition:	Absolute group Scope 2 GHG emissions (in tCO ₂ e).
	Characteristics and features	
	Scope and perimeter:	The KPI scope and perimeter are transparently defined as it covers 100% of DP World’s Scope 2 GHG emissions. Scope 2 represent 3.3% of the Company’s total GHG emissions, including emissions related to grid electricity consumption at port terminals, consumption at logistics warehouses and offices, consumption at marine services buildings, and heating.
	Quantifiable/Externally verifiable:	The KPI is quantifiable because it is calculated using the GHG Protocol standard and accounts for indirect GHG emissions associated with purchase of electricity, steam, heat or cooling. It is calculated using a market-based approach. The KPI is externally verifiable because GHG emission in tCO ₂ e is a widely disclosed and standardized KPI in the market.
	Externally verified:	The historical and recalibrated baseline data for the KPI selected have been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.
	Benchmarkable:	By referring to commonly acknowledged GHG accounting standards and protocol, the KPI is easily comparable with the data reported by other companies and with international targets such as the Paris Agreement. Benchmarking of

³⁶ The KPI selection assessment is classified on a three-level scale: “Not Aligned,” “Aligned” or “Best Practice.” For further information on ISS-Corporate’s methodology for assessing KPIs, please refer to Annex 2.

	the SPT in relation to this KPI has been analyzed below.
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KPI 2	The KPI considered is:
Analysis	

Relevant to DP World’s business as its industry is highly GHG-emitting and exposed to climate change risks. Climate change (GHG emissions and energy) of maritime transport, maritime services, and ports and terminals are considered as key ESG issue faced by the transportation infrastructure industry according to SASB Standards and ICMA’s KPI registry. According to a [report](#) prepared by University Maritime Advisory Services (UMAS), regardless of technology choice, land-side infrastructure for producing and supplying new fuels will be a critical component of shipping’s fuel transition. The likely speed of the transition will put huge pressure on the scalability of production processes, and hydrogen-based fuels with electricity as the main input are most likely to deliver during this phase.

Moderately Core to the Issuer’s business as Scope 2 GHG emission reduction measures affect key processes and operations that are core to the Issuer’s business model. To achieve this KPI, the Company intends to procure electricity from renewable energy sources to be utilized across all operations. This will be addressed through self-generation of onsite electricity (solar) (20%) and the purchase of green electricity via green PPAs (10%), green tariffs, and green certificates (RECs) (70%) across different locations, in accordance with the regulation. We note that PPAs are long-term contracts, which require negotiation and ensure that renewable energy will be supplied for longer time spans than Renewable Energy Certificates (RECs) or Renewable Energy Guarantees of Origin, which act as one-off purchases and carry significant [limitations](#). Therefore, the KPI is assessed as moderately core.

Furthermore, the Issuer maintains a five-year decarbonization plan across its Ports & Terminals business unit, which includes an investments of around USD 100 million related to decarbonization of Scope 2 GHG emissions.

Partially Material if used individually on a financial instrument as a stand-alone KPI, **Moderately Material** if it is in conjunction with KPI 1 only the same financial instrument, but **Material**³⁷ to DP World’s business model and sustainability profile in conjunction with KPI 1 and KPI 3 together on the same financial instrument:

- KPI 2 accounts for 9% of the Issuer’s total Scope 1 and 2 GHG emissions. The KPI is deemed partially material since it covers less than 95% of total Scope 1 and 2 GHG emissions, which is less than the relevant threshold for emissions target setting as laid out in [SBTi criteria C5](#).

³⁷ ISS ESG bases this analysis on the Issuer’s own emissions reporting and makes no comment on the quality or consistency of the Issuer’s Scope 2 GHG emissions reporting, either in relation to the GHG Protocol or to established norms for the Issuer’s sector. ISS-Corporate does not undertake any benchmarking of an Issuer’s reporting.

- When in the same transaction issued in conjunction with KPI 1, 38.6% of DP World's total GHG emissions are addressed, making it material to the Issuer's direct operations. However, since it excludes the corporate value chain (Scope 3) emissions, the two KPIs combined are deemed to be moderately material overall.
- KPIs 1, 2 and 3, when issued together on a financial instrument, cover 100% of the Issuer's operations addressing the entirety of the direct operations and corporate value chain emissions and hence is deemed to be material to the Issuer's business model and sustainability profile.

Of strategic significance to DP World's current and future operations as the KPI is consistent with the overall Company's ambition of achieving 100% renewable electricity consumption by 2040 and aligning with the RE100 goal of carbon-free grids by 2040.

4. Calibration of SPT 2

SPT 2 is defined as “Reduce absolute Group Scope 2 GHG emissions by 62.2% by 2030 from a 2022 baseline.”

Opinion	<i>The SPT is (i) not ambitious against the Company’s past performance, (ii) ambitious against industry peers, and (iii) it is ambitious against international target. The target is set in a clear timeline and is supported by a strategy and action plan disclosed in the Company’s Framework.</i>
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Level of Ambition of SPT 2. ³⁸	No Evidence	Moderate	Good	Robust
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SPT 2 Characteristics and features	SPT definition:	Reduce absolute Group Scope 2 GHG emissions by 62.2% by 2030 from a 2022 baseline.
	Baseline performance and year:	583,076 tCO ₂ e of Scope 2 on Dec. 31, 2022
	Target performance and observation date:	Target performance: 220,403 tCO ₂ e of Scope 2 on Dec. 31, 2030 (7.775% annual reduction from 2022 base year until 2030, which is in line with the SBTi verified target) Observation dates are to be specified in the bond/loan documentation.
	Trigger event:	The trigger events are to be specified in the bond/loan documentation.
	Long-term target:	100% renewable electricity consumption by 2040.
	Strategy and action plan to reach the target:	Procure electricity from renewable energy sources and use it across all operations. This will be tackled via all possible market mechanisms available including: <ul style="list-style-type: none"> ▪ Self-generation of onsite electricity (solar)

³⁸ The SPT selection assessment is classified on a four-level scale: “No Evidence,” “Moderate,” “Good” or “Robust.” For further information on ISS-Corporate’s methodology for assessing SPTs, please refer to Annex 2.

		<ul style="list-style-type: none"> ▪ Purchase of green electricity via green PPAs, green tariffs and green certificates (RECs)
	<p>Key factors/risks beyond the Issuer’s direct control that may affect the achievement of the SPTs:</p>	<ul style="list-style-type: none"> ▪ Technologies for low-carbon transportation are not mature enough ▪ External business pressures resulting in lack of short-term appetite to invest in low-carbon solutions ▪ Lack of local electricity grids and infrastructure to supply renewable energy (especially in some countries) ▪ As a concession holder, limited ability to procure renewables as these falls under the remit of the port authority ▪ Significant dependence on renewable energy for the supply of low-carbon fuels/derivatives of hydrogen ▪ Unrest, war, pandemic that can adversely affect suppliers
	<p>Historical data verified:</p>	<p>The historical data has been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.</p>
	<p>SPT set with borrower/lender group:</p>	<p>The KPI(s) and SPT(s) will be determined and updated between the borrower and the lender group for each sustainability-linked loan transaction.</p>
	<p>Recalculations or pro-forma adjustments of baselines</p>	<p>The bond/loan agreement will include a recalculation policy.</p> <p>The baseline(s) and/or SPT(s) may be recalculated and applied to existing sustainability-linked financing instruments in the event the underlying SBTi calculation methodology changes or at the occurrence of a significant change in:</p> <ul style="list-style-type: none"> ▪ DP World’s sustainability strategy ▪ The methodology of calculation of any KPI, its baseline or an SPT

	<ul style="list-style-type: none">▪ Perimeter of DP World as a result of any acquisitions, divestitures, mergers or force majeure▪ The data due to better data accessibility or discovery of data errors▪ The applicable laws and regulations, policies, rules or decisions of a competent authority relevant to the determination of any KPI <p>Significant change is defined as a change that leads to an increase or decrease in the value of the KPI or SPT greater than 5%.</p> <p>In the event of a recalculation of the baseline(s) and/or SPT(s), these will be revised in good faith by the Issuer on the condition that the second-party opinion provider has independently confirmed that the proposed revision:</p> <ul style="list-style-type: none">▪ Is consistent with or sustainability strategy▪ Is consistent or more ambitious than the initial target▪ Has no material impact on the second-party opinion originally provided in connection with the Framework <p>When significant structural changes occur in the middle of a year/reporting period, the current and baseline year will be recalculated for the entire year/at the end of each fiscal year. If recalculations are not possible within the year of change, they will be deferred to the following year.</p> <p>The baseline of the KPI(s) and/or SPT adjustments will be reported by DP World in its annual Sustainability Report.</p>
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SPT 2

Analysis

The level of ambition of the SPT is assessed as follows:

(i) Against past performance:³⁹

The Issuer provided three years of relevant historical data, including for the baseline year of 2022, as shown in Table 2. The Issuer confirms that the adjusted data is calculated based on the historic assured emissions footprint and adjusted with annual assured data from investments and divestments up until the last year of verification (2023). Calculating the CAGR of the past performance shows that the Issuer has achieved an average yearly decrease of 27.37% between 2020 and 2023 for the Group’s absolute Scope 2 GHG emissions.

TABLE 2.	2021	2022 ⁴⁰ – BASELINE	2023	2030 – SPT 2
Scope 2 GHG Emissions (tCO₂e)	526,258	583,076	277,596	220,403
CAGR 2020-2023			-27.37%	
CAGR 2022-2030				-11.45%

Source: DP World’s Sustainable Finance Framework

DP World sets SPT 2 to achieve a reduction of Scope 2 emissions by 62.2% in 2030 compared to a 2022 baseline. Calculating the CAGR amounts to an average yearly decrease of 11.45% between 2023 and 2030, which is quantitatively lower than the historical reduction. The significant reduction in emissions between 2022 and 2023 is primarily due to IRECs purchased in the United Arab Emirates. Overall, the KPI is deemed not ambitious compared to DP World’s past performance, as SPT 2 has a lower average annual emission reduction compared to the historical emission reduction achieved.

(ii) Against peers:⁴¹

ISS-Corporate benchmarked the SPT set by DP World against the transportation infrastructure peer group of 34 companies (including the Issuer) as per the ISS ESG Universe. The peer group was identified based on the NACE classification within the ISS ESG database.

Out of the 34 companies, five companies, including DP World, have set absolute Scope 2 GHG emission reduction targets, and 20 companies have set combined Scope 1 and 2 GHG emission

³⁹ ISS-Corporate assesses the ambitiousness of the Issuer’s SPT against past performance by computing the CAGR of the SPT and the target publicly disclosed by the Issuer. The calculation assumes that the Issuer will follow a linear trajectory to achieve the targets set, at least until the Issuer’s target year.

⁴⁰ The base year has been updated from a previous base year of 2019 to a more recent 2022 base year following several structural changes to the business. The base year is recalculated on a rolling basis due to acquisitions and is not affected by organic growth in the business. The actual Scope 2 GHG emission reported in 2022 was 532,585 tCO₂e.

⁴¹ ISS-Corporate assesses the ambitiousness of the Issuer’s SPT against its peers by computing the CAGR of the SPTs and the targets publicly disclosed by the Issuer’s sectorial peers. The calculation assumes that every peer will follow a linear trajectory to achieve the targets set, at least until the Issuer’s target year.

targets, making them incomparable with the Issuer. Based on the comparable target, the Issuer has the second most ambitious target among these companies. The remaining nine peers do not have any publicly disclosed Scope 2 GHG emission reduction targets. Thus, DP World lies in the top 20% of its peer group and is deemed ambitious compared to its sectoral peers.

(iii) Against international targets:**Paris Agreement**

DP World has an SBTi approved emission reduction target of cutting Scope 2 emissions by 62.2% by 2030 from a 2022 base year. This target has been confirmed by the SBTi to be consistent with limiting average global temperature increase to 1.5°C, in line with the Paris Agreement.

ISS Corporate concludes that SPT 1 is ambitious against the Paris Agreement, based on the SBTi validation of the 2050 target.

Additionally, for international targets on renewable energy consumption, one relevant benchmark is the RE100 initiative led by the Climate Group in partnership with the CDP. It involves pledges by companies to use only renewable energy (i.e., 100% renewables, either through own production or off-site purchasing). The RE100 guidance allows for 2040 as the latest year to meet this target. The Company's SPT can be assessed as being in line with the RE100 initiative (the global corporate renewable energy initiative with the ambitious business commitment to 100% renewable energy by 2040) as the Company aims to achieve 62.2% renewable electricity consumed by 2030. Additionally, the Issuer has confirmed that it plans to achieve 100% renewable energy consumed by 2040.

Consistency with the Issuer's sustainability strategy: DP World's Scope 2 GHG emissions target is consistent with its plans to achieve 100% renewable energy consumption by 2040.

5. Selection of KPI 3

KPI 3 is defined as “Absolute Group Scope 3 GHG emissions”

Opinion	<i>The KPI is relevant, moderately core, and moderately material to the Issuer’s overall business, and of strategic significance to the Issuer’s current and/or future operations. It is appropriately measurable, quantifiable, externally verifiable, and benchmarkable. It covers 100% of Scope 3 (both upstream and downstream) GHG emissions which represent 62% of the Company’s total GHG emissions.⁴²</i>
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Assessment⁴³	Not Aligned	Aligned	Best Practice
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KPI 3 Characteristics and features	KPI definition:	Absolute Group Scope 3 GHG emissions (in tCO ₂ e)
	Scope and perimeter:	The KPI scope and perimeter are transparently defined as it covers 100% of Scope 3 (both upstream and downstream) GHG emissions of all DP World’s operations. ⁴⁴ The KPI represents 62% of the Company’s total GHG emissions.
	Quantifiable/Externally verifiable:	The KPI is quantifiable because it is calculated in accordance with the GHG Protocol Corporate Accounting and Reporting Standard. It is externally verifiable because absolute GHG emissions in tCO ₂ e are widely disclosed and standardized in the market.
	Externally verified:	The historical and recalibrated baseline data for the KPI selected have been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.
	Benchmarkable:	By referring to commonly acknowledged GHG accounting standards and protocol, the KPI is easily comparable with the data reported by other companies and with international targets such as the Paris Agreement. Benchmarking of

⁴² Category 1: Purchased goods and services, Category 2: Capital goods, Category 3: Fuel and energy related activities, categories 4 and 9: Upstream/Downstream transportation and distribution, Category 5: Waste generated in operations, Category 6: Business travel by air, Category 7: Employee commuting, and Category 13: Leased assets downstream.

⁴³ The KPI selection assessment is classified on a three-level scale: “Not Aligned,” “Aligned” or “Best Practice.” For further information on ISS-Corporate’s methodology for assessing KPIs, please refer to Annex 2.

⁴⁴ Category 1: Purchased goods and services, Category 2: Capital goods, Category 3: Fuel and energy related activities, categories 4 and 9: Upstream/Downstream transportation and distribution, Category 5: Waste generated in operations, Category 6: Business travel by air, Category 7: Employee commuting, and Category 13: Leased assets downstream.

	the SPT in relation to this KPI has been analyzed below.
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KPI 3	The KPI considered is:
Analysis	

Relevant to DP World’s business as its industry is highly GHG-emitting and exposed to climate change risks. GHG emissions from maritime transport, maritime services, and ports and terminals is considered a key ESG issue faced by the transportation infrastructure industry according to [SASB Standards](#) and ICMA’s KPI registry. According to [UN Trade and Development](#), maritime shipping accounts for 3% of the global GHG emissions. As outlined in a recent ScienceDirect [article](#), without timely intervention, global maritime carbon emissions could increase 150% by 2050, potentially accounting for 18% of total global emissions. For Scope 3 emissions, the task of collecting data from multiple sources across the value chain presents a significant challenge for many ports. This is primarily due to data being dispersed among different stakeholders, making it siloed and difficult to access. Monitoring vessels without advanced emission models and AIS vessel routing networks further complicates the process. According to the United Nations Global Compact, Scope 3 emissions account for 70% of the total emissions in the average corporate value chain. At ports, this percentage tends to be [higher](#). As the Port Authority of New York and New Jersey highlighted in its [2023 Net Zero Roadmap](#), "The challenge we face is similar to that encountered by other large and complex organizations. The majority of emissions resulting from Port Authority operations — approximately 96% — are beyond our direct control (Scope 3)."

Moderately Core to the Issuer’s business as the Scope 3 GHG emission reduction measures set forth by the Issuer aim at encouraging their supplier and does not make systematic policy changes that affect key processes and operations.

Starting in 2023, the Issuer initiated a supplier engagement program to better understand the supplier’s decarbonization strategy and to identify opportunities to collaborate.⁴⁵ The Issuer has some initiatives to reduce Scope 3 emissions:

- Supplier engagement to encourage suppliers to:⁴⁶
 - Invest in charging stations around their sites and propose the use of dedicated electric buses
 - Support shifting power supply to renewable market instruments such as PPAs, green tariffs, Energy Attribute Certificates and IRECs
 - Procure electrified and energy-efficient port equipment

⁴⁵ As outlined on Page 49 of DP World’s [2023 Sustainability Report](#).

⁴⁶ The Issuer shared detailed questionnaires and conducted interviews with its top five port equipment manufacturers and top two original equipment manufacturers in the logistics sector. In the port and terminal space, these suppliers represent approximately 70% of all port handling equipment. In the logistics sector, the two suppliers account for more than 50% of the total fleet ownership.

- Improving data accuracy by moving from industry-average spend methodologies to unit-based methodologies for purchased goods and services, capital goods, and fuel and energy related activities
- Energy efficiency through improvements on ship design (e.g., main engine, propeller, auxiliary systems) and improved maintenance where feasible for upstream/downstream transportation and distribution
- Establish a group business travel policy to reduce/replace short-haul flights with trains, rent hybrid or electric vehicles, and minimize business travel by air
- Promoting low-carbon alternatives:
 - Encourage suppliers to increase the use of low-carbon steel and concrete
 - Implement on-site renewable energy solutions
 - Support the transition to zero and near-zero GHG fuels for the fuel and energy related activities and leased assets downstream
 - Advocate for the electrification of trucks and port boats
- Encouraging sustainability practices:
 - Encourage suppliers to increase the use of recycled materials in products
 - Advocate for green commuting through car-sharing and public transport
 - Support e-mobility with investments in charging stations and dedicated electric buses
 - Encouraging behavioral changes to reduce idle time

Moderately Material to DP World’s business model and sustainability profile if issued alone, but **Material**⁴⁷ if integrated with KPI 1 and 2 as part of the same financial instrument:

- When issued as a standalone KPI in a financial instrument, the KPI is material to the Company’s corporate value chain but not to the direct operations. The KPI focuses on 100% of Scope 3 GHG emissions, covering the entirety of the Company’s operations worldwide. However, Scope 3 GHG emissions only represent 62% of DP World’s total Scope 1, 2 and 3 GHG emissions. Therefore, the overall evaluation is moderately material.
- Additionally, KPIs 1 and 2 address Scope 1 and 2 GHG emissions respectively covering 100% of the company’s direct and purchased emissions (accounting for 38% of the Company’s total GHG emissions). When combined with KPIs 1 and 2, the Issuer addresses emissions from both direct operations and the corporate value chain. Thus, KPIs 1, 2 and 3, when used in conjunction on the same financial instrument, will be deemed material.

Of strategic significance to DP World’s current and future operations as the KPI is consistent with the overall Company’s sustainability strategy and business model. In 2023, the majority

⁴⁷ ISS ESG bases this analysis on the Issuer’s own emissions reporting and makes no comment on the quality or consistency of the Issuer’s Scope 1, 2 or 3 GHG emissions reporting, either in relation to the GHG Protocol or to established norms for the Issuer’s sector. ISS ESG notes that Scope 3 reporting may be different between companies in the same sector and does not undertake any benchmarking of an Issuer’s reporting.

of the DP World's carbon footprint (i.e., 62%) came from Scope 3 GHG emissions. Additionally, DP World is committed to reducing absolute Scope 3 GHG emissions by 28% by 2030, using 2022 as a baseline. The Issuer has also publicly announced its goal of achieving net-zero emissions by 2050. Furthermore, the decarbonization plan focuses on reducing absolute emissions as much as possible, followed by transitioning from fossil fuels to renewable energy sources.

6. Calibration of SPT 3

SPT 3 is defined as “Reduce absolute Group Scope 3 GHG emissions by 28.0% by 2030 from a 2022 baseline”

Opinion	<i>The SPT is (i) ambitious (based on limited evidence) against the Company's past performance, (ii) ambitious against peers, and (iii) in line with the Paris Agreement. The target is set in a clear timeline and is supported by a strategy and action plan disclosed in the Company's Framework.</i>
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Level of ambition of SPT 3 ⁴⁸	No Evidence	Moderate	Good	Robust
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SPT 3 Characteristics and features	SPT definition:	Reduce absolute Group Scope 3 GHG emissions by 28.0% by 2030 from a 2022 baseline.
	Baseline performance and year:	4,819,790 tCO ₂ e of Scope 3 on Dec. 31, 2022.
	Target performance and observation date:	Target performance: 3,470,249 tCO ₂ e on Dec. 31, 2030 (3.5% annual reduction from 2022 base year until 2030, which is in line with SBTi verified target) Observation dates are to be specified in the bond/loan documentation.
	Trigger event:	The trigger events are to be specified in the bond/loan documentation.
	Long-term target:	Net zero by 2050.
	Strategy and action plan to reach the target:	To reduce its Scope 3 GHG emissions, DP World has some initiatives: <ul style="list-style-type: none"> ▪ Supplier engagement to encourage suppliers to: <ul style="list-style-type: none"> ▪ Invest in charging stations around their sites and propose

⁴⁸ The SPT selection assessment is classified on a four-level scale: “No Evidence,” “Moderate,” “Good” or “Robust.” For further information on ISS-Corporate’s methodology for assessing SPTs, please refer to Annex 2.

		<p>the use of dedicated electric buses</p> <ul style="list-style-type: none"> ▪ Support shifting power supply to renewable market instruments ▪ Procure electrified and energy-efficient port equipment ▪ Improving data accuracy by moving from industry-average spend methodologies to unit-based methodologies for purchased goods and services, capital goods, and fuel and energy related activities. ▪ Energy efficiency through improvements on ship design (e.g., main engine, propeller, auxiliary systems) and improved maintenance where feasible for upstream/downstream transportation and distribution ▪ Establish a group business travel policy to reduce/replace short-haul flights with trains, rent hybrid or electric vehicles, and minimize business travel by air ▪ Promoting low-carbon alternatives: <ul style="list-style-type: none"> ▪ Encourage suppliers to increase the use of low-carbon steel and concrete ▪ Implement on-site renewable energy solutions ▪ Support the transition to zero and near-zero GHG fuels for fuel and energy related activities and leased assets downstream ▪ Advocate for the electrification of trucks and port boats ▪ Encouraging sustainability practices: <ul style="list-style-type: none"> ▪ Encourage suppliers to increase the use of recycled materials in products
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	<ul style="list-style-type: none"> ▪ Advocate for green commuting through car-sharing and public transport ▪ Support e-mobility with investments in charging stations and dedicated electric buses ▪ Encouraging behavioral changes to reduce idle time
Key factors/risks beyond the Issuer’s direct control that may affect the achievement of the SPTs:	<ul style="list-style-type: none"> ▪ Global supply chain limitations for specialized equipment/infrastructure (e.g., electric terminal tractors, zero-emissions trucks and vessels) to meet short- and medium-term demands ▪ Limited infrastructure for low- and zero-carbon vessels (access to shore power to recharge electric and hybrid vessels for bunkering)
Historical data verified:	The historical data has been verified by a third party. The Issuer commits to having the future data verified by an external reviewer, as well.
SPT set with borrower/lender group:	The KPI(s) and SPT(s) will be determined and updated between the borrower and the lender group for each sustainability-linked loan transaction.
Recalculations or pro-forma adjustments of baselines	<p>The bond/loan agreement will include a recalculation policy.</p> <p>The baseline(s) and/or SPT(s) may be recalculated and applied to existing sustainability-linked financing instruments if the underlying SBTi calculation methodology changes or at the occurrence of a significant change in:</p> <ul style="list-style-type: none"> ▪ DP World’s sustainability strategy ▪ The methodology of calculation of any KPI, its baseline or an SPT

	<ul style="list-style-type: none">▪ Perimeter of DP World as a result of any acquisitions, divestitures, mergers or force majeure▪ The data due to better data accessibility or discovery of data errors▪ The applicable laws and regulations, policies, rules or decisions of a competent authority relevant to the determination of any KPI <p>Significant change is defined as a change that leads to an increase or decrease in the value of the KPI or SPT greater than 5%.</p> <p>In the event of a recalculation of the baseline(s) and/or SPT(s), these will be revised in good faith by the Issuer on the condition that the second-party opinion provider has independently confirmed that the proposed revision:</p> <ul style="list-style-type: none">▪ Is consistent with or sustainability strategy▪ Is consistent or more ambitious than the initial target▪ Has no material impact on the second-party opinion originally provided to us in connection with the Framework <p>When significant structural changes occur in the middle of a year/reporting period, the current and baseline year will be recalculated for the entire year/at the end of each fiscal year. If recalculations are not possible within the year of change, they will be deferred to the following year.</p> <p>Baseline of the KPI(s) and/or SPT adjustments will be reported by DP World in its annual Sustainability Report.</p>
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SPT 3

Analysis

The level of ambition of the SPT is assessed as follows:

(i) Against past performance: ⁴⁹

The Issuer provided three years of relevant historical data, including for the baseline year of 2022, as shown in Table 3. As seen in the table below, the Scope 3 reported data in 2021 is significantly lower than in 2022 and 2023. The Issuer confirms that it did not have a Scope 3 accounting system in place in 2021, and thus only reported on Category 6 (business travel). To ensure comparability of the historical data, the 2021 data has been excluded from the scope of calculation of past performance for assessment. However, according to principles, the ideal situation is to have three years of historical data for benchmarking. Like SPTs 1 and 2, the Issuer has adjusted the baseline for SPT 3. Calculating the CAGR of past performance shows that the Issuer has recorded an average yearly increase of 53.49% between 2022 and 2023 for absolute group Scope 3 GHG emissions. In 2023, there was an increase in Scope 3 emissions, specifically in Category 4 (upstream transportation) and Category 9 (downstream transportation), largely driven by growth in logistics, particularly in freight forwarding.

TABLE 3.	2021	2022 ⁵⁰ - BASELINE	2023	2030 – SPT 3
Scope 3 GHG Emissions (tCO₂e)	1,528	4,819,790	5,149,823	3,470,249
CAGR 2022-2023			53.49% ⁵¹	
CAGR 2022-2030				-4.02%

Source: DP World's Sustainable Finance Framework

DP World sets SPT 3 to achieve a reduction of Scope 3 GHG emissions by 28% in 2030 compared to a 2022 baseline. Calculating the CAGR amounts to an average yearly decrease of 4.02% between the 2022 baseline year and 2030.

It is observed that SPT 3 has been set to reduce the Issuer's Scope 3 emissions. However, only two years of comparable historical data is available, so we conclude that the SPT is ambitious based on limited evidence against past performance.

⁴⁹ ISS-Corporate assesses the ambitiousness of the Issuer's SPT against past performance by computing the CAGR of the SPT and the target publicly disclosed by the Issuer. The calculation assumes that the Issuer will follow a linear trajectory to achieve the targets set, at least until the Issuer's target year.

⁵⁰ The base year has been updated from a previous base year of 2019 to a more recent 2022 base year following several structural changes to the business. The base year is recalculated on a rolling basis due to acquisitions and is not affected by organic growth in the business. The actual Scope 3 GHG emission reported in 2022 was 3,355,205 tCO₂e.

⁵¹ Calculations are based on historical data from 2022 and 2023, with 2021 excluded due to incomplete Scope 3 category coverage.

(ii) Against peers:⁵²

ISS-Corporate benchmarked the SPT set by DP World against the transportation infrastructure peer group of 34 companies (including the Issuer) as per the ISS ESG Universe. The peer group was identified based on the NACE classification within the ISS ESG database.

According to [PortXchange](#), collecting data for Scope 3 GHG emissions across the value chain poses a challenge for many ports. This difficulty arises primarily because the data is dispersed among various stakeholders, resulting in silos that make access and integration challenging. As a result, few companies have reported on their Scope 3 GHG emissions, which has limited the benchmarking. Aside from DP World, six other peers set a target covering Scope 3 GHG emissions, while 27 peers have no such targets. From this subgroup, five companies (including DP World) set an absolute emissions reduction target, and two companies have set an intensity target, which is not comparable.

DP World has the most ambitious target among its peers who have publicly disclosed absolute Scope 3 GHG emission reduction targets. Therefore, we conclude that SPT 3 set by DP World is ambitious compared to its sectoral peers.

(iii) Against international targets:

Paris Agreement

DP World's target is to reduce absolute Scope 3 GHG emissions by 28.0% by 2030 from a 2022 baseline set in line with the latest SBTi guidance and the Paris Agreement. Additionally, the target is validated by SBTi. For maritime transport emissions, the SBTi's [Science Based Target Setting for the Maritime Transport Sector](#) sets a long-term target of reducing emissions to 96% below baseline levels, consistent with 1.5°C scenarios, by no later than 2040. According to [UMAS](#), the maritime industry must scale up climate action, cutting GHG emissions by 45% by 2030 and achieving net zero by 2040 to stay on track with global climate [goals](#).

As such, through the SPT, DP World is in line with the Paris Agreement as its target has been validated by the SBTi.

Consistency with the Issuer's sustainability strategy:

The SPT is consistent with the Issuer's attempt to reduce its GHG emissions from its business activities. Additionally, the target will support achieving net zero by 2050 and contribute to a 90% reduction in Scope 1, 2 and 3 GHG emissions between 2022 and 2050.

⁵² ISS-Corporate assesses the ambitiousness of the Issuer's SPT against its peers by computing the CAGR of the SPTs and the targets publicly disclosed by the Issuer's sectorial peers. The calculation assumes that every peer will follow a linear trajectory to achieve the targets set, at least until the Issuer's target year. The actual Scope 3 GHG emission reported in 2022 was 3,355,205 tCO₂e.

PART IV: CONSISTENCY OF SUSTAINABLE FINANCING INSTRUMENTS WITH DP WORLD'S SUSTAINABILITY STRATEGY

Key sustainability objectives and priorities defined by the Issuer

TOPIC	ISSUER APPROACH
<p>Strategic ESG topics</p>	<p>The Issuer focuses on sustainability, impact on people and communities, and environmental responsibility. The Issuer's confirms that its strategy focuses on responsible business operations with a strong emphasis on sustainability, covering impacts on people, the environment and communities. It was developed in 2019 through a groupwide materiality analysis and is aligned with U.N. SDGs. The Issuer's strategy focuses on four key areas⁵³ to support marine ecosystems and sustainability.</p> <p>The Issuer confirms its key components include targets for 2030 across seven priority areas and focuses on leaving a positive legacy in three areas⁵⁴: education, women and water. The Issuer's strategy leverages U.N. frameworks and uses reporting standards like Global Reporting Initiative, World Economic Forum Stakeholder Capitalism Metrics and Carbon Disclosure Project to track progress.</p>
<p>ESG goals/targets</p>	<p>The Issuer's sustainability strategy focuses on decarbonization through committing to the SBTi in alignment with the 1.5-degree scenario. DP World also confirms its targets, which were validated by the SBTi in August 2024, are 42% reduction in Scope 1, 62.2% reduction in Scope 2 and 28% reduction in Scope 3 by 2030, and net zero across all scopes by 2050.</p> <p>The Issuer also commits to be involved in understanding and improving water efficiency and its use in its operations and supply chains, while collaborating with other stakeholders for collective action to tackle water stress in 100 critical basins by 2030.</p>

⁵³ Diverse and resilient ecosystems, healthy waters, blue science innovation and leadership, and blue finance.

⁵⁴ As outlined in DP World's [Sustainability Overview](#).

	<p>The Issuer has a diverse and resilient ecosystems goal that aims to restore and protect marine biodiversity, including developing a coastal blue carbon ecosystems strategy by 2025 and restoring 280 hectares of mangroves by 2030. The healthy waters initiative targets reducing plastic pollution by eliminating single-use plastics in offices by 2030 and across all operations by 2035. Blue science, innovation and leadership seeks to advance ocean conservation through knowledge hubs and citizen science programs by 2025, engaging communities in ecosystem monitoring. Lastly, blue finance aims to establish sustainable financing models for maritime conservation, with a portfolio of projects and a financial framework by 2025.</p>
<p>Action plan</p>	<p>The Issuer has action plan in place for sustainability and decarbonization encompasses six priority areas. Equipment electrification involves a \$350 million investment through 2027 to electrify terminal equipment, including trials and integration of electric alternatives.</p> <p>DP World has five-year decarbonization plans for Scope 1 emissions which focuses on three pillars, adapted locally and reviewed quarterly: equipment electrification and efficiency, process efficiency and digitalization, and low-carbon fuel supply. For Scope 2 emissions, DP World aims to achieve 100% renewable electricity consumption across all operations by 2040, using onsite solar generation, green PPAs, green tariffs and certificates (RECs). This goal aligns with the RE100 target for carbon-free grids by 2040.</p> <p>For Scope 3 emissions, the Issuer has developed roadmaps across divisions that include a range of decarbonization initiatives and projects, including purchased goods and services, capital goods, and fuel and energy related activities.</p>
<p>Climate transition strategy</p>	<p>DP World's decarbonization strategy spans ports and terminals, logistics and marine services, with individual carbon intensity KPIs for each. It targets Scope 1, 2 and 3 emissions using a science-based approach, aiming to refine Scope 3 reporting and improve supplier engagement. A new decarbonization tool aids</p>

	<p>performance tracking, while strategies for Unifeeder and P&O Maritime Logistics were also developed. The five-pillar approach includes equipment electrification, process efficiency, renewable energy, low-carbon fuels and carbon compensation, with all emissions assured by LRQA.</p>
<p>ESG risk and sustainability strategy management</p>	<p>At the Group level, environmental standards and guidelines set minimum requirements for assessing and managing environmental impacts and risks, supporting strong environmental governance. These standards are part of the Group health, safety and environmental management system, which is ISO 14001 (environmental management) and ISO 45001 (health and safety) certified.</p> <p>The Issuer has a Governance and Sustainability Committee responsible for reviewing, approving and overseeing its sustainability strategy and management of ESG matters.</p>
<p>Sustainability reporting</p>	<p>The Issuer reports on its ESG performance and initiatives annually. The report is prepared in alignment with the U.N. SDGs, GRI Standards, U.N. Women’s Empowerment Principles, United Nations Global Compact, U.N. Sustainable Ocean Principles, the World Economic Forum’s Stakeholder Capitalism Metrics and the Taskforce for Climate-Related Financial Disclosures.</p>
<p>Industry associations, collective commitments</p>	<p>DP World is a signatory to the Ocean Stewardship Coalition and has adopted the United Nations Global Compact’s Sustainable Ocean Principles.</p> <p>The Issuer is also a signatory to the United Nations Global Compact since 2019. This report also serves as our communication on progress in accordance with the United Nations Global Compact advanced level criteria.</p>
<p>Previous sustainable/sustainability-linked issuances or transactions and publication of sustainable financing framework</p>	<p>In September 2023, the Issuer issued a \$1.5 billion green sukuk and also published a Green Sukuk Allocation and Impact Report. More information regarding the Issuer's past issuance is available on its website.</p>
<p>Consistency with the KPIs</p>	<p>KPI 1: DP World has set decarbonization as one of its priority long-term goals. KPI 1 focuses on reducing the</p>

Company's Scope 1 GHG emissions and is therefore consistent with its decarbonization objective.

KPI 2: DP World's KPI 2 is consistent with its plans to achieve 100% renewable energy consumption by 2040.

KPI 3: DP World's KPI 3 is in line with its goal of achieving net-zero emissions by 2050 and contributing to a 90% reduction in Scope 1, 2 and 3 GHG emissions between 2022 and 2050.

Rationale for issuance

DP World has actively advanced sustainable finance, starting with the establishment of a Sustainable Development Financing Framework in 2019. This framework allowed for issuing green, social and sustainability bonds, sukuk and loans to finance projects related to electrification, renewable energy, clean transportation and social initiatives such as education and female empowerment.

In 2023, DP World updated this to a Sustainable Finance Framework, aligning with new international standards and expanding the range of instruments, including sustainability-linked bonds and loans. The first \$1.5 billion green sukuk was issued under this framework in September 2023, accompanied by an independently assured allocation and impact report.

Consequently in 2024, the framework was further revised to include new SBTi approved decarbonization targets and criteria for investments in the Sustainable Blue Economy. This updated framework supports DP World's sustainability goals while meeting investor interest in assets with positive environmental or social impact, ensuring transparency and alignment with evolving standards and stakeholder expectations.

Opinion: *The key sustainability objectives and the rationale for issuing sustainable financing instruments are clearly described by the Issuer. All the project categories financed are in line with the Issuer's sustainability objectives.*

DISCLAIMER

1. Validity of the Second Party Opinion ("SPO"): Valid as long as DP World's Sustainable Finance Framework and benchmarks for the Sustainability Performance target(s) remain unchanged.
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ANNEX 1: METHODOLOGY

The ISS-Corporate SPO provides an assessment of labeled transactions against international standards using ISS-Corporate's proprietary [methodology](#).

ANNEX 2: ISS-CORPORATE SUSTAINABILITY-LINKED BONDS AND SUSTAINABILITY-LINKED LOANS METHODOLOGY

The ISS-Corporate SPO provides an assessment of labeled transactions against international standards using ISS-Corporate's proprietary [methodology](#).

Analysis of the KPI selection and associated SPT

In line with the voluntary guidance provided by the SLBP/SLLP, an in-depth analysis of the sustainability credibility of the KPIs selected and associated SPTs has been conducted.

The analysis has determined whether the KPIs selected are core, relevant and material to the Issuer's business model and consistent with its sustainability strategy thanks to long-standing expertise in evaluating corporate sustainability performance and strategy. The analysis also reviewed whether the KPI is appropriately measurable by referring to key reporting standards and against acknowledged benchmarks. Based on the factors derived from the SLBP/SLLP and using proprietary methodology, the KPI selection assessment is classified on a three-level scale:

Not Aligned	Aligned	Best Practice
The KPI is not aligned if one of the core requirements from the SLBP/SLLP selection of KPIs section is not satisfied.	The KPI is aligned if all core requirements from the SLBP/SLLP selection of KPIs section are satisfied.	The KPI follows best practice if all core requirements from the SLBP/SLLP selection of KPIs section are satisfied and if the KPI is fully material and follows best market practices in terms of benchmarkability.

The ambition of the SPT has been analyzed against the Issuer's own past performance (according to Issuer's reported data), against the Issuer's industry peers (e.g., per ISS ESG Peer Universe data) and against international benchmarks such as the Paris Agreement (based on data from the Transition Pathway Initiative or SBTi). Finally, the measurability and comparability of the SPT, and the supporting strategy and action plan of the Issuer have been evaluated.

Based on the factors derived from the SLBP/SLLP and using proprietary methodology, the SPT selection assessment is classified on a four-level scale:

No Evidence	Moderate	Good	Robust
If none of the three dimensions (past performance, industry peers and international benchmarks) are positively assessed.	One of the three SPTs' benchmarking approaches have been assessed positively.	Two of the three SPTs' benchmarking approaches have been assessed positively.	All the SPTs' benchmarking approaches have been assessed positively.

ANNEX 3: QUALITY MANAGEMENT PROCESSES

SCOPE

DP World commissioned ISS-Corporate to compile a sustainable financing instruments SPO. The second-party opinion process includes verifying whether the Sustainable Finance Framework aligns with ICMA's Green Bond Principles, Social Bond Principles, Sustainability Bond Guidelines and Sustainability-Linked Bond Principles, and the LMA's Green Loan Principles, Social Loan Principles and the Sustainability-Linked Loan Principles, and assessing the sustainability credentials of its sustainable financing instruments, as well as the Issuer's sustainability strategy.

CRITERIA

Relevant standards for this second-party opinion:

- ICMA's Green Bond Principles, Social Bond Principles, Sustainability Bond Guidelines and Sustainability-Linked Bond Principles
- The LMA's Green Loan Principles, Social Loan Principles and Sustainability-Linked Loan Principles

ISSUER'S RESPONSIBILITY

DP World's responsibility was to provide information and documentation on:

- Framework
- Selection criteria
- Documentation of ESG risk management at the asset level

ISS-CORPORATE'S VERIFICATION PROCESS

Since 2014, ISS Group, which ISS-Corporate is part of, has built up a reputation as a highly reputed thought leader in the green and social bond market and has become one of the first CBI-approved verifiers.

This independent second-party opinion of the sustainable financing instruments to be issued by DP World has been conducted based on proprietary methodology and in line with the Green Bond Principles, Social Bond Principles, Sustainability Bond Guidelines, Sustainability-Linked Bond Principles, Green Loan Principles, Social Loan Principles and Sustainability-Linked Loan Principles.

The engagement with DP World took place from October 2024 to November 2024.

ISS-CORPORATE'S BUSINESS PRACTICES

ISS-Corporate has conducted this verification in strict compliance with the ISS Group Code of Ethics, which lays out detailed requirements in integrity, transparency, professional competence and due care, professional behavior and objectivity for the ISS business and team members. It is designed to ensure that the verification is conducted independently and without any conflicts of interest with other parts of the ISS Group.

About this SPO

Companies turn to ISS-Corporate for expertise in designing and managing governance, compensation, sustainability and cyber risk programs that align with company goals, reduce risk and manage the needs of a diverse shareholder base by delivering best-in-class data, tools and advisory services.

ISS-Corporate assesses alignment with external principles (e.g., the Sustainability-Linked Bond Principles/Sustainability-Linked Loan Principles), analyzes the sustainability quality of the assets and reviews the sustainability performance of the Issuer itself. Following these three steps, we draw up an independent SPO so that investors are as well-informed as possible about the quality of the bond/loan from a sustainability perspective.

Learn more: <https://www.iss-corporate.com/solutions/sustainable-finance/bond-issuers/>.

For information about SPO services, please contact: SPOsales@iss-corporate.com.

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