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OUR VISION AND OUR PURPOSE

TO LEAD THE FUTURE OF WORLD TRADE

By leveraging our portfolio of world-class infrastructure, strengthening global supply chains and generating sustainable economic growth. Creating an integrated global supply chain “...from factory floor to customer door”.

WE MAKE TRADE FLOW TO CHANGE WHAT’S POSSIBLE FOR EVERYONE

We’re on a mission to reimagine the global supply chain. And make the flow of trade smarter, faster and more sustainable.

By building better ways to bring goods to more people, we can all thrive in ways we never thought possible.
FROM LOCAL PORT OPERATOR TO SUPPLY CHAIN SOLUTIONS PROVIDER

1972 - 1998
LOCAL PORT OPERATOR
1972
Development of Port Rashid
1979
Opening of Jebel Ali Port
1991
Port Rashid and Jebel Ali combine, creating Dubai Ports Authority (DPA)

1999 – 2004
REGIONAL PORT OPERATOR
1999
Dubai Ports International FZE (DPi) formed
2000
Concession won in Jeddah (KSA) and Doraleh (Djibouti)
2002 - 2004
Concessions won in Visakhapatnam (India), Constanta (Romania) and Cochin (India)

2005 - 2017
GLOBAL PORT OPERATOR
2005 - 2006
CSX World Terminals and P&O acquired. Global network and market position increased
2013 - 2014
Opening of London Gateway (UK) deep sea port and logistics park
2015 - 2017
Jebel Ali Freezone (JAFZA) acquired
Partnered with CPQ to create global investment platform

2018 - PRESENT
SUPPLY CHAIN SOLUTIONS PROVIDER
Dubai Maritime City and Drydocks World (UAE) acquisitions
Partnered with NIF to set up investment platform in India
Acquisition of Unifeeder
Acquisition of Syncore and Imperial logistics – Integrated logistics provider
# Providing Solutions to Cargo Owners

## Traditional Container Customers

- Shipping Lines

## Beneficial Cargo Owners

- **Automotive**
- **Perishables**
- **Technology**
- **Oil & Gas**
- **Healthcare**
- **Consumer**

![List of companies including Volkswagen, Samsung, Daimler, KIA, ExxonMobil, General Motors, CNPC, and others.](image-url)
PORT OPERATOR TO SUPPLY CHAIN SOLUTIONS PROVIDER

2014 | 2022
---|---
PORT OPERATOR | SUPPLY CHAINS SOLUTION PROVIDER
(PORTS & TERMINALS, LOGISTICS, MARINE SERVICES, TECHNOLOGY)

- **Revenue**
  - 2014: USD 3.4 BILLION
  - 2022: USD 17.1 BILLION

- **Containerised Revenue**
  - 2014: ~80%
  - 2022: ~30%

- **Capital Employed**
  - 2014: USD 16.4 BILLION
  - 2022: USD 37.6 BILLION

- **Global Capacity**
  - 2014: 76 MILLION TEU
  - 2022: 92.5 MILLION
OUR BUSINESS

PORTS & TERMINALS
We operate ports and terminals that let the world’s trade flow more freely.
Our network spans the globe, seamlessly connecting the supply chain today and innovating to create the sustainable trade infrastructure of tomorrow.

MARINE SERVICES
Our global, multi-modal network of land and sea transport routes offer flexible, sustainable solutions to the supply challenges of getting goods into local communities both big and small.
Our wider marine services meet highly specialised customer needs in a range of shortsea, offshore and in-port contexts.

LOGISTICS
From freight forwarding to contract logistics, in a world where global supply chains have become more complex and challenging than ever before, we connect and simplify, uniting unbeatable expertise and infrastructure.

DIGITAL SOLUTIONS
We are transforming the global supply chain, using cutting-edge technology to improve every aspect of trade and logistics.
This covers financing your shipment, to making your supply chain more resilient, expanding into new markets and opportunities for businesses of all sizes.
SUPPLY CHAIN SOLUTIONS PROVIDER – FULLY INTEGRATED ACROSS THE SUPPLY CHAIN

LOGISTICS
WAREHOUSE MANAGEMENT, TRUCKING, FREIGHT FOWARDING, BARGE OPERATIONS, STUFFING, DE-STUFFING, CONTAINERS, INLAND AND CARGO DEPOTS AND TERMINALS

ECONOMIC ZONES
FREE AND SPECIAL ECONOMIC ZONES, INDUSTRIAL AND LOGISTIC PARKS

PORTS & TERMINALS
PRE-SHIPPER AND OFF-SHORE VESSEL SUPPORT, TECHNOLOGICAL MARINE SERVICES, FEEDING

MARINE SERVICES
PRE-SHIPPER AND OFF-SHORE VESSEL SUPPORT, TECHNOLOGICAL MARINE SERVICES, FEEDING

ON-CARRIAGE TO DESTINATION FOR VALUE ADD OR PORT OF LOADING

TECHNOLOGY LED SOLUTIONS TO REDUCE INEффICIENCIES ACROSS THE SUPPLY CHAIN
VISIBILITY AND TRANSPARENCY, AUTOMATED PLANNING, DIGITAL RATES, INTEGRATED ACCESS AND CONTROL, TRADE FINANCE AND INSURANCE, ENTERPRISE IT SOLUTIONS AND SYSTEMS, B2B E-COMMERCE

Playing a wider role in the supply chain
Connecting directly with cargo owners & aggregators of demand
Providing technology led solutions to remove inefficiencies
Improve quality of earnings and drive returns

Overview | Ports & Terminals | Logistics | Marine Services | ESG | Financials | Outlook | Appendix
CARGOES is our suite of cutting edge, propriety technology tools designed specifically to meet supply chain challenges.

A new trade finance provider, offering companies with access to financing solutions and a new source of business opportunities for partner financial institutions.

Enables market access and cross border e-commerce.

Digital Freight Alliance provides various benefits for freight forwarders with over 4,000 members.

A global network of strategic partners spread across over 40 countries, designed to address trade barriers and facilitate trade. It is the world's first logistics loyalty program that provides its member with economic efficient benefits.
DP WORLD – PORTS & TERMINALS
OUR GLOBAL FOOTPRINT

DP World is a global leader in container terminal operations and manages 92 million TEU of capacity. DP World’s container capacity is focused on faster growing markets and high margin origin & destination cargo.

Average life of port concessions is approximately 32 years

DP WORLD MARKET SHARE (BY THROUGHPUT)*

- Global 8.9%
- Middle East 38.0%
- North America 2.9%
- Asia 6.6%
- South Asia 17.5%
- Africa 4.9%
- Europe 5.0%
- South America 11.8%
- Oceania 24.1%

* Source: Drewry Global Container terminal Operators AR 2023/2024
GLOBALISATION AND THE GROWTH OF THE CONTAINER

CONTAINER PORTS CHARACTERISTICS
- Resilient volumes, high cash generation, and limited operators.
- Light regulation – cost of container handling is less than 10% of total transport logistics.
- High entry barriers – capital expenditure heavy, strategic assets.

WHY DOES A MULTIPLIER EXIST?
- Distance between manufacturing and consumption location requires transhipment which leads to containers being handled more than once.
- Trade imbalance leads to empty repositioning.
- Low container penetration rates in emerging markets.

More than 90% of cargo is transported on Sea
World container traffic vs. World GDP
## Containerisation Penetration Rates Remain Low

<table>
<thead>
<tr>
<th>Region / Country</th>
<th>Port Throughput (million TEU)</th>
<th>Estimated Population in 2022 (million PEOPLE)</th>
<th>Container / Thousand Capita in 2022 (TEU /’000 PEOPLE)</th>
</tr>
</thead>
<tbody>
<tr>
<td>China</td>
<td>270.4</td>
<td>1,427</td>
<td>189</td>
</tr>
<tr>
<td>UK</td>
<td>10.9</td>
<td>68</td>
<td>162</td>
</tr>
<tr>
<td>North America</td>
<td>77.9</td>
<td>500</td>
<td>156</td>
</tr>
<tr>
<td>Middle East</td>
<td>42.2</td>
<td>300</td>
<td>141</td>
</tr>
<tr>
<td>Europe</td>
<td>138.3</td>
<td>1,058</td>
<td>131</td>
</tr>
<tr>
<td><strong>World</strong></td>
<td><strong>862.4</strong></td>
<td><strong>7,932</strong></td>
<td><strong>109</strong></td>
</tr>
<tr>
<td>Latin America</td>
<td>52.2</td>
<td>533</td>
<td>98</td>
</tr>
<tr>
<td>Brazil</td>
<td>12.2</td>
<td>216</td>
<td>56</td>
</tr>
<tr>
<td>Russia</td>
<td>4.3</td>
<td>144</td>
<td>30</td>
</tr>
<tr>
<td>Africa</td>
<td>32.6</td>
<td>1,315</td>
<td>25</td>
</tr>
<tr>
<td>India</td>
<td>19.9</td>
<td>1,422</td>
<td>14</td>
</tr>
</tbody>
</table>

Notes:
- Port throughput figures include gateway and transhipment volumes.
- Significant volumes of unitised traffic also move in ro-ro mode in some countries e.g. UK.

Source: Drewry Annual Review and Forecast 2023/2024
## MAINTAINING DIFFERENTIATION FROM TERMINAL OPERATING PEERS
### TOP 5 GLOBAL PORT OPERATORS

<table>
<thead>
<tr>
<th>OPERATOR</th>
<th>2022 THROUGHPUT</th>
<th>CAPACITY</th>
<th>2022 MARKET SHARE</th>
<th>2022 EQUITY TEU MARKET SHARE</th>
<th>KEY FOCUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>China Cosco Shipping</td>
<td>106.3</td>
<td>135.0</td>
<td>12.3%</td>
<td>6.1%</td>
<td>• Primarily emerging markets, with exposure to mature markets achieved via shareholding in TerminalLink.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Mainly gateway traffic (over 65%), with transhipment focused on small number of ports including Colombo and Oman.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Primary focus is China, but 49% shareholding in Terminal Link provides exposure to global markets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Strengthening global and domestic presence via investment in other operators. Belt and Road policy influences overseas investment strategy.</td>
</tr>
<tr>
<td>PSA International</td>
<td>90.9</td>
<td>128.5</td>
<td>10.5%</td>
<td>7.1%</td>
<td>• Around 80% of traffic from emerging markets, Singapore a mature market location but transhipment volume drawn from emerging markets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Overall, around 50% gateway traffic.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Global operator, but no presence in Africa or Oceania. About half of equity volume generated in Singapore.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Major expansion underway in Singapore. Overseas focus is on expanding / upgrading current portfolio and developing port-adjacent logistics services.</td>
</tr>
<tr>
<td>APM Terminals</td>
<td>89.6</td>
<td>115.3</td>
<td>10.4%</td>
<td>5.7%</td>
<td>• Equity teu split around 70% / 30% between emerging and mature markets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Around 65% gateway traffic, but portfolio includes a number of large transhipment terminals which support Maersk Line operations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Global presence–Oceania the only world region where not currently operating.</td>
</tr>
<tr>
<td>Hutchinson Port Holdings3</td>
<td>82.2</td>
<td>116.7</td>
<td>9.5%</td>
<td>5.2%</td>
<td>• Mainly emerging markets although with significant presence in Europe.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Primary focus is gateway (70% equity teu) but operating small number of established transhipment hubs including Panama Ports Company and Freeport Bahamas.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Global presence, although significant proportion of volumes generated in Asia. Limited volumes handled in Africa, MESA and Oceania.</td>
</tr>
<tr>
<td>DP World</td>
<td>77.1</td>
<td>91.0</td>
<td>8.9%</td>
<td>5.4%</td>
<td>• Balance of portfolio shifting towards emerging markets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Primary focus outside of Jebel Ali is on gateway markets.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Global presence, although significant proportion of volume still generated in Dubai.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>• Vertical integration with investment in shipping and logistics. Selected strategic acquisitions of terminals. Some greenfield projects in emerging market locations.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Monetisation of key assets via JV deals with financial investors.</td>
</tr>
</tbody>
</table>

Source: Drewry Global Container Terminal Operators 2023/24
DP WORLD – LOGISTICS
OUR GLOBAL FOOTPRINT

Africa & Middle East
APAC 3
america s
Europe 146

- Syncreon
- Imperial (Owned/Partner)
- Unico

Overview  Ports & Terminals  Logistics  Marine Services  ESG  Financials  Outlook  Appendix
DP WORLD LOGISTICS CAPABILITIES

FREIGHT MANAGEMENT

Our approach delivers end-to-end logistics solutions for your business that combine our owned services and long-standing global logistics network.

Includes - Ocean Freight; Trucking and Custom Clearance; Road Transport Services; Barge, River and Rail transport, including Inland Terminals

CONTRACT LOGISTICS

Our range of Contract Logistics services provide your business with flexible, customised and integrated solutions.

Includes - Manufacturing Support & Assembly Services; Reverse, Repair and Service Parts; Warehousing, Fulfilment, eCommerce and Value added Services; Export Packing

PARKS & ECONOMIC ZONES

We aim to build best in class logistics hubs in key locations with an ecosystem that allows trade to thrive.

Includes – Logistics Parks; Industrial Parks; Free Zones; Special Economic Zones; Pre-Built Warehouses; Serviced Land Plots; Offices & Business Centres; Build to Suit

MARKET ACCESS

Our unique market access approach provides your business with complete solutions for entering developing markets.

Includes - Integrated Market Access Services & Logistics Solutions; Managing Distributorship Relationships; Multimarket Aggregation; Sourcing & Procurement; Emergency Relief & Kitting; Marketing & Promotion Services; Supply Chain Control Tower

DP WORLD CAPABILITIES

- 14,000 employees in 20+ countries
- 25,000 employees in 20+ countries
- 500 employees in 20+ countries
DP WORLD LOGISTICS

UNICO has a global footprint of 25 subsidiaries in 20 countries and is one of the largest independent NVOCC (Non-Vessel Operating Common Carrier) in South Korea. UNICO is a multimodal transport specialist with strong market position in the fast-growing transcontinental rail freight market between East Asia and Central Asia.

Imperial is an African focused provider of integrated market access and logistics solutions. With a focus on the following key industries - healthcare, consumer, automotive, chemicals, industrial and commodities – the company takes its clients’ and principals’ products to some of the fastest growing and most challenging markets in the world.

Syncreon is a US based global logistics provider which delivers tailored, scalable and progressive 3PL and 4PL solutions that adapt as the industry and marketplace evolves. As a global company, Syncreon has 100+ locations and 14,000+ employees worldwide.
Helping connect and simplify your logistics

We integrate best-in-class facilities, multimodal transport solutions, digital solutions and market access capabilities into seamless end-to-end supply chains.
DP World aims to build best in class logistics hubs in key locations with an ecosystem that allows trade to thrive.

![World map showing DP World's parks and economic zones](image)

- **Operational**: 8,791 ha
- **Under Development**: 690 ha
- **Total**: 9,516 ha
DUBAI’S EXCEPTIONAL MULTIMODAL CONNECTIVITY

One-of-a-kind multimodal environment under a single custom bonded area enabling efficient trade flows

- JAFZA is ideally located alongside regions largest deep seaport of Jebel Ali.
- 40 Kms / 40 Mins from Dubai International Airport and 24 Kms / 30 Mins from Al Maktoum International Airport.
- Accessible from all Major Domestic and National Highways e.g. E11, E311, E611 etc. seamlessly connecting JAFZA to other Emirates and neighbors.
- Connected to local transport network of Buses and Dubai Metro Red Line.
- Adjacent to Dubai Expo 2020 site.

24/7 undisrupted trade connectivity to all major world destinations

**Sea Connectivity:**
80+ Weekly services
150+ Direct ports of call
180+ Shipping lines

**A dedicated sea-air customs bonded corridor,** connecting a sea-air box within 45 minutes of discharge

**Connected to the main UAE/GCC Road network** – 2 to 3 days road Transit to anywhere in the GCC.

**Etihad Rail will have a depot within Jebel Ali facility,** connecting UAE to GCC
DP WORLD MARINE SERVICE VERTICAL

WIDE PORTFOLIO OF MARITIME SERVICES

- Ships repair, maintenance and upgrade;
- Global offshore & onshore services;
- Marine services;
- Ship conversion, refurbishment & life extension;
- Offshore fabrication & new building;
- Drilling Rig/Jack Up Repair, Reactivation & Life Extension;
- Engineering, Procurement & Construction (EPC)

Offshore Port Cargo transport
Services transport

- Global provider portfolio of maritime services
- Offshore support Oil and Renewable industry
- Port Service supplying Towage and Pilotage services to DPW and 3rd party ports
- Transportation of special cargo

UNIFEEDER

- Regional feeder services in North Europe, Mediterranean and ISC & Asia
- Shortsea and NVOCC End-to-End services in North Europe and ISC & Asia regions

NVOCC Feeder

P&O Ferrymasters

- European End-to-End Multimodal Tailer and Container services
- Shortsea End-to-End services in North Europe

P&O FERRIES

- RoRo services connecting Freight between UK and Freight hubs on the continent
- RoPax services connecting Freight and Passengers between UK and the Continent

P&O Services
DP WORLD MARINE VERTICAL SERVICES

GLOBAL MARINE TRANSPORT NETWORK
MEDIUM-HAUL SERVICES INTEGRATED WITH UNPARALLELED INLAND CAPABILITIES ACROSS EAST ASIA, WIDER ISC, AND ARABIAN GULF

North Europe

Mediterranean

True multimodal network with unparalleled coverage from East Asia to Gulf and Red Sea.

Services spanning full spectrum of medium-haul lines, shortsea, and coastal.

Largest regional equipment pool serving the full range of regional cargo flows.

20 terminals connected across region.

Port centric freight forwarding capabilities enabling seamless D2D connectivity in Jebel Ali.

Asia, Wider Indian Subcontinent, the Middle East & Africa
DP WORLD MARINE SERVICES – POML GLOBAL OFFERING

- **Port and Terminal Services**
  - Countries: 7
  - No. of Vessels: 250
  - Yearly Revenue: +USD200m

- **Cargo Transport**
  - Countries: 5
  - No. of Vessels: 17
  - Yearly Revenue: +USD100m

- **Offshore Services**
  - Countries: 8
  - No. of Vessels: 100
  - Yearly Revenue: +USD225m
SUSTAINABILITY FRAMEWORK

‘Our World’, focuses on the efforts DP World makes today to operate as a responsible business across seven priority areas.

‘Our Future’, looks at the lasting legacy we create for industry and society. We focus on three areas for future generations: women, education and water.

Our work is aligned with the UN Sustainable Development Goals (SDGs) so that DP World’s actions can contribute to a greater collective impact.
OUR WORLD: CLIMATE CHANGE

We aspire to achieve carbon neutrality by 2040 and net zero carbon emissions by 2050, with an intermediate target of 28% reduction of carbon footprint by 2030

We are accounting for the following types of emissions

SCOPE 1: Direct emissions from owned and controlled sources (mainly fossil fuels)

SCOPE 2: Indirect emissions associated with purchase of electricity

SCOPE 3: All other indirect emissions occurring in the value chain will be addressed through the Group-wide Scope 3 emissions reduction strategy, focused on working with key suppliers of purchased goods and services

The absolute baseline was set in 2019 and is recalculated on a rolling basis due to acquisitions. The baseline is unaffected by organic growth (greenfield or brownfield)

We have set individual carbon intensity KPIs for Ports and Terminals, and we will be setting similar KPIs for Logistics, Economic Zones and Marine Services. We aim to have our methodology verified by GLEC

- We will be setting aspirational targets on Group, Regional and Operating Entity level, based on the assessed ability (both technical and regulatory) to achieve

- Operating Entities are expected to set and follow five-year decarbonisation plans, reviewed quarterly
ESG RATINGS

DP World is rated by Moody’s, MSCI, Sustainalytics and CDP

- **Sustainalytics**: 8.5 Negligible Risk
- **CDP**: A- Leadership
  - Only 12% of companies within our activity group achieved this rating
- **Moody’s**: CIS 2
- **MSCI**: B
# Overview of 2023 Interim Financial Results

<table>
<thead>
<tr>
<th>Results before separately disclosed items</th>
<th>1H 2023</th>
<th>1H 2022</th>
<th>As reported % change</th>
<th>Like-for-like % change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross throughput (TEU’000)</td>
<td>39,858</td>
<td>39,488</td>
<td>+0.9%</td>
<td>+3.1%</td>
</tr>
<tr>
<td>Consolidated throughput (TEU’000)</td>
<td>23,005</td>
<td>22,918</td>
<td>+0.4%</td>
<td>-1.5%</td>
</tr>
<tr>
<td>Revenue</td>
<td>9,037</td>
<td>7,932</td>
<td>+13.9%</td>
<td>+7.1%</td>
</tr>
<tr>
<td>Share of profit from equity-accounted investees</td>
<td>82</td>
<td>84</td>
<td>-1.9%</td>
<td>+28.6%</td>
</tr>
<tr>
<td>Adjusted EBITDA</td>
<td>2,611</td>
<td>2,441</td>
<td>+7.0%</td>
<td>+5.3%</td>
</tr>
<tr>
<td>Adjusted EBITDA margin</td>
<td>28.9%</td>
<td>30.8%</td>
<td>-</td>
<td>30.8%</td>
</tr>
<tr>
<td>EBIT</td>
<td>1,603</td>
<td>1,481</td>
<td>+8.2%</td>
<td>+6.1%</td>
</tr>
<tr>
<td>Profit for the period</td>
<td>885</td>
<td>884</td>
<td>+0.1%</td>
<td>+1.4%</td>
</tr>
<tr>
<td>Profit for the period attributable to owners of the Company</td>
<td>651</td>
<td>721</td>
<td>-9.7%</td>
<td>+33.3%</td>
</tr>
</tbody>
</table>

(1) Before separately disclosed items (BSDI) primarily excludes non-recurring items. DP World reported separately disclosed items of $178 million profit for the period.

(2) Like-for-like at constant currency is without the consolidation of Imperial Logistics, Eurotunnel and removal of Cargoes Finance, Logistics in Jeddah and Turkey and divestment in Yantai and Le Havre.

(3) Gross throughput is throughput from all consolidated terminals including equity-accounted investees.

(4) Consolidated throughput is throughput from all terminals where the Group has control as per IFRS.

(5) Adjusted EBITDA is Earnings before interest, tax, depreciation & amortisation including share of profit from equity-accounted investees before separately disclosed items.

(6) Like-for-like adjusted EBITDA margin.

(7) Adjusted EBITDA less depreciation and amortization.
## Resilient Margins

<table>
<thead>
<tr>
<th></th>
<th>US$ million</th>
<th>1H 2023</th>
<th>1H 2022</th>
<th>As reported % change</th>
<th>Like-for-like % change¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ports &amp; Terminals EBITDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjusted EBITDA margin</td>
<td>51.9%</td>
<td>52.6%</td>
<td></td>
<td>-</td>
<td>51.9%</td>
</tr>
<tr>
<td>Logistics EBITDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjusted EBITDA margin</td>
<td>18.5%</td>
<td>19.5%</td>
<td></td>
<td>-</td>
<td>21.0%</td>
</tr>
<tr>
<td>Marine Services EBITDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adjusted EBITDA margin</td>
<td>23.9%</td>
<td>27.5%</td>
<td></td>
<td>-</td>
<td>23.9%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>US$ million (Group)</th>
<th>1H 2023</th>
<th>1H 2022</th>
<th>As reported % change</th>
<th>Like-for-like % change¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>Share of profit from equity-accounted investees (BSDI)</td>
<td>82</td>
<td>84</td>
<td>-1.9%</td>
<td>+28.6%</td>
<td></td>
</tr>
<tr>
<td>Adjusted EBITDA (including share of profit from equity-accounted investees)</td>
<td>2,611</td>
<td>2,441</td>
<td>+7.0%</td>
<td>+5.3%</td>
<td></td>
</tr>
<tr>
<td>Adjusted EBITDA margin</td>
<td>28.9%</td>
<td>30.8%</td>
<td>-</td>
<td>+30.8%²</td>
<td></td>
</tr>
<tr>
<td>EBIT³</td>
<td>1,603</td>
<td>1,481</td>
<td>+8.2%</td>
<td>+6.1%</td>
<td></td>
</tr>
<tr>
<td>EBIT margin</td>
<td>17.7%</td>
<td>18.7%</td>
<td>-</td>
<td>+19.1%²</td>
<td></td>
</tr>
</tbody>
</table>

- Adjusted EBITDA grew 7.0%, and EBITDA margin for the half-year stood at 28.9%.
- Like-for-like adjusted EBITDA margin of 30.8%.

¹ Like-for-like normalises for monetisations and new developments as well as currency impact
² Displays adjusted EBITDA margin on like-for-like basis rather than % change
³ Adjusted EBITDA less Depreciation and Amortization
REVENUE BREAKDOWN BY SECTOR

- Ports and Terminals, revenue grew by 4% on a like-for-like basis.
- Logistics total reported revenue rose 36% to $3.9 billion. Like-for-like revenue growth was 16%.
- Marine Services reported revenue stood at $2.0 billion.

* Digital Solutions pillar has not been disclosed separately on the basis that the amounts for the six months period ended 30 June 2023 are not considered to be significant.
FINANCIALS BY GEOGRAPHY

- Middle East, Europe & Africa: 6,528 (Revenue) 2,060 (EBITDA)
- Asia Pacific & India: 1,094 (Revenue) 315 (EBITDA)
- Australia & Americas: 1,416 (Revenue) 441 (EBITDA)
ROCE was at 8.0% in 2022 from 6.3% in 2021.
The average life of our port concessions is approximately 32 years.
We expect our ROCE to continue to increase as our portfolio matures.

- Newer operations or investment in pre-operational businesses reduces Group ROCE.
- Includes all DP World consolidated operations and our equity-accounted investees.
CONTINUED INVESTMENT IN GROWTH

- Capital expenditure of $910 million invested across the portfolio during the first half of the year.
- Capital expenditure guidance for 2023 is for approximately $2.0 billion to be invested in UAE, Jeddah (Saudi Arabia), London Gateway (United Kingdom), Dakar (Senegal), Callao (Peru) and DPW Logistics (South Africa).
- Expect to have approx. 95.0 million TEU of gross global capacity in 2023 and 59.7 million TEU of consolidated capacity by end of 2023.
## DEBT POSITION

<table>
<thead>
<tr>
<th></th>
<th>US$ million</th>
<th>30 Jun 2023</th>
<th>31 Dec 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interest Bearing Debt*</td>
<td>15,483</td>
<td>14,862</td>
<td></td>
</tr>
<tr>
<td>IFRS 16 Lease Liability</td>
<td>4,486</td>
<td>4,370</td>
<td></td>
</tr>
<tr>
<td>Total Debt</td>
<td>19,969</td>
<td>19,232</td>
<td></td>
</tr>
<tr>
<td>Cash Balance</td>
<td>3,398</td>
<td>3,261</td>
<td></td>
</tr>
<tr>
<td>Adjusted Net Debt</td>
<td>16,571</td>
<td>15,970</td>
<td></td>
</tr>
<tr>
<td>Adjusted Net Debt (Excluding lease liabilities)</td>
<td>12,085</td>
<td>11,601</td>
<td></td>
</tr>
<tr>
<td>Net Debt / Adjusted EBITDA pre IFRS 16</td>
<td>2.8x</td>
<td>2.8x</td>
<td></td>
</tr>
<tr>
<td>Net Debt / Adjusted EBITDA post IFRS 16</td>
<td>3.2x</td>
<td>3.2x</td>
<td></td>
</tr>
<tr>
<td>Interest Cover pre IFRS 16</td>
<td>5.5x</td>
<td>6.9x</td>
<td></td>
</tr>
<tr>
<td>Interest Cover post IFRS 16</td>
<td>5.1x</td>
<td>6.3x</td>
<td></td>
</tr>
</tbody>
</table>

- Well matched debt profile with long-term debt to meet long-term nature of our business.
- Cash generated from operating activities remains strong at $1,951 million in 1H2023 compared to $1,931 million in 1H2022.
- Leverage (Net debt to annualised adjusted EBITDA) stands at 2.8 times (Pre-IFRS16) in 1H2023. On a post-IFRS16 basis, net leverage stands at 3.2 times in 1H2023 compared to 3.2 times at FY2022.

*Includes 50% of Hybrid Bonds (USD738 million) as per rating agencies methodology.
**DEBT MATURITY PROFILE – AS OF 30 JUN 2023**

- Bank Loans and others include revolver facility amounting to $2.5 billion with maturity of June 2028.
- $1.2 billion of Sukuk due on 31 May 2023 was repaid using proceeds from revolver facility
### DP WORLD BONDS / SUKUKS

<table>
<thead>
<tr>
<th>Size</th>
<th>Credit Rating (Moody's / Fitch)</th>
<th>Mid Price (31 Aug 2023)</th>
<th>Mid Yield to Maturity</th>
</tr>
</thead>
<tbody>
<tr>
<td>DPW PERP 6.000% USD (S)</td>
<td>USD 1,500m Ba1 (Stable) / BBB- (Stable)</td>
<td>99.582</td>
<td>6.218%*</td>
</tr>
<tr>
<td>DPW SEP26’s 2.375% EUR</td>
<td>EUR 750m Baa2 (Stable) / BBB+ (Stable)</td>
<td>94.254</td>
<td>4.424%</td>
</tr>
<tr>
<td>DPW SEP28’s 4.848% USD (S)</td>
<td>USD 1,000m Baa2 (Stable) / BBB+ (Stable)</td>
<td>98.507</td>
<td>5.187%</td>
</tr>
<tr>
<td>DPW JUL29’s 3.875% USD (S)</td>
<td>USD 1,000m Baa2 (Stable) / BBB+ (Stable)</td>
<td>93.263</td>
<td>5.222%</td>
</tr>
<tr>
<td>DPW Jan30’s 3.7495% USD (S)</td>
<td>USD 500m Baa2 (Stable) / BBB+ (Stable)</td>
<td>92.391</td>
<td>5.159%</td>
</tr>
<tr>
<td>DPW SEP30’s 4.250% GBP</td>
<td>GBP 350m Baa2 (Stable) / BBB+ (Stable)</td>
<td>89.142</td>
<td>6.194%</td>
</tr>
<tr>
<td>DPW JUL37’s 6.850% USD</td>
<td>USD 1,750m Baa2 (Stable) / BBB+ (Stable)</td>
<td>107.646</td>
<td>6.026%</td>
</tr>
<tr>
<td>DPW SEP48’s 5.625% USD</td>
<td>USD 1,300m Baa2 (Stable) / BBB+ (Stable)</td>
<td>92.543</td>
<td>6.216%</td>
</tr>
<tr>
<td>DPW SEP49’s 4.700% USD</td>
<td>USD 500m Baa2 (Stable) / BBB+ (Stable)</td>
<td>82.756</td>
<td>6.019%</td>
</tr>
</tbody>
</table>

* Mid Yield to Next Call – October 2025

- (S) Sukuk
- Price and Yield sourced from Bloomberg
## DP World Key Financial Metrics

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue</td>
<td>3,121</td>
<td>3,073</td>
<td>3,411</td>
<td>3,968</td>
<td>4,163</td>
<td>4,715</td>
<td>5,646</td>
<td>7,686</td>
<td>8,533</td>
<td>10,778</td>
<td>17,127</td>
</tr>
<tr>
<td>Adjusted EBITDA</td>
<td>1,404</td>
<td>1,414</td>
<td>1,588</td>
<td>1,928</td>
<td>2,263</td>
<td>2,469</td>
<td>2,808</td>
<td>3,306</td>
<td>3,319</td>
<td>3,828</td>
<td>5,014</td>
</tr>
<tr>
<td>EBITDA margin</td>
<td>45.0%</td>
<td>46.0%</td>
<td>46.6%</td>
<td>48.6%</td>
<td>54.4%</td>
<td>52.4%</td>
<td>49.7%</td>
<td>43.0%</td>
<td>38.9%</td>
<td>35.5%</td>
<td>29.3%</td>
</tr>
<tr>
<td>Leverage (Net Debt / EBITDA)</td>
<td>2.0</td>
<td>1.7</td>
<td>1.3</td>
<td>3.2</td>
<td>2.8</td>
<td>2.5</td>
<td>2.8</td>
<td>3.9*</td>
<td>4.3*</td>
<td>4.2*</td>
<td>3.0*</td>
</tr>
<tr>
<td>PAT</td>
<td>624.8</td>
<td>674.2</td>
<td>756.7</td>
<td>969.9</td>
<td>1,259.5</td>
<td>1,362.5</td>
<td>1,332.8</td>
<td>1,341.4</td>
<td>979.7</td>
<td>1,353</td>
<td>1,839</td>
</tr>
<tr>
<td>ROCE %</td>
<td>6.8%</td>
<td>6.7%</td>
<td>7.1%</td>
<td>7.9%</td>
<td>9.5%</td>
<td>8.8%</td>
<td>8.4%</td>
<td>7.5%</td>
<td>6.0%</td>
<td>6.3%</td>
<td>8.0%</td>
</tr>
<tr>
<td>Interest cover x</td>
<td>4.7</td>
<td>5.0</td>
<td>5.6</td>
<td>5.0</td>
<td>6.7</td>
<td>7.5</td>
<td>6.5</td>
<td>4.6</td>
<td>4.0</td>
<td>5.1</td>
<td>6.3</td>
</tr>
<tr>
<td>Capex</td>
<td>685</td>
<td>1,063</td>
<td>807</td>
<td>1,389</td>
<td>1,298</td>
<td>1,090</td>
<td>908</td>
<td>1,146</td>
<td>1,076</td>
<td>1,393</td>
<td>1,715</td>
</tr>
<tr>
<td>Acquisition &amp; Monetisation</td>
<td>(374)</td>
<td>(637)</td>
<td>83</td>
<td>4,072</td>
<td>174</td>
<td>300</td>
<td>2,320</td>
<td>3,133</td>
<td>600</td>
<td>1,572</td>
<td>6,108</td>
</tr>
<tr>
<td>Gross Throughput (TEU mn)</td>
<td>56.1</td>
<td>55.0</td>
<td>59.9</td>
<td>61.7</td>
<td>63.7</td>
<td>70.1</td>
<td>71.4</td>
<td>71.2</td>
<td>77.9</td>
<td>79.0</td>
<td>79.0</td>
</tr>
<tr>
<td>Gross Capacity (TEU mn)</td>
<td>69.7</td>
<td>70.7</td>
<td>76.1</td>
<td>79.6</td>
<td>84.6</td>
<td>88.2</td>
<td>90.5</td>
<td>91.8</td>
<td>93.3</td>
<td>91.7</td>
<td>92.5</td>
</tr>
<tr>
<td>Gross Capacity Utilisation</td>
<td>80.4%</td>
<td>77.8%</td>
<td>78.7%</td>
<td>77.5%</td>
<td>75.2%</td>
<td>79.5%</td>
<td>78.9%</td>
<td>77.6%</td>
<td>76.3%</td>
<td>84.9%</td>
<td>85.5%</td>
</tr>
</tbody>
</table>

*Post IFRS16*
• Drewry forecasts container throughput to grow +1.0% in 2023 and +4.1% in 2024.
• Transport Intelligence forecast freight forwarding to decline 3.9% while contract logistics to grow by 3.8% in 2023.
• Outlook is uncertain due to macroeconomic and geopolitical headwinds.

Source: Drewry Container Forecaster 2Q 2023 (July 2023)

Source: Transport Intelligence
## Throughput Overview

### Gross Volumes (‘000 TEU)

<table>
<thead>
<tr>
<th>Region</th>
<th>1Q 2023 (Volume)</th>
<th>1Q 2023 (YoY)</th>
<th>2Q 2023 (Volume)</th>
<th>2Q 2023 (YoY)</th>
<th>1H 2023 (Volume)</th>
<th>1H 2023 (YoY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia Pacific &amp; India</td>
<td>9,372</td>
<td>+10.9%</td>
<td>9,862</td>
<td>+7.7%</td>
<td>19,234</td>
<td>+9.2%</td>
</tr>
<tr>
<td>Europe, Middle East and Africa*</td>
<td>7,413</td>
<td>-7.3%</td>
<td>7,657</td>
<td>-6.3%</td>
<td>15,071</td>
<td>-6.8%</td>
</tr>
<tr>
<td>Americas &amp; Australia</td>
<td>2,752</td>
<td>-2.4%</td>
<td>2,802</td>
<td>-3.1%</td>
<td>5,554</td>
<td>-2.7%</td>
</tr>
<tr>
<td><strong>Total Group</strong></td>
<td>19,537</td>
<td>+1.4%</td>
<td>20,321</td>
<td>+0.5%</td>
<td>39,858</td>
<td>+0.9%</td>
</tr>
</tbody>
</table>

### Consolidated Volumes (‘000 TEU)

<table>
<thead>
<tr>
<th>Region</th>
<th>1Q 2023 (Volume)</th>
<th>1Q 2023 (YoY)</th>
<th>2Q 2023 (Volume)</th>
<th>2Q 2023 (YoY)</th>
<th>1H 2023 (Volume)</th>
<th>1H 2023 (YoY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Asia Pacific &amp; India</td>
<td>2,524</td>
<td>+2.0%</td>
<td>2,493</td>
<td>-0.4%</td>
<td>5,017</td>
<td>+0.8%</td>
</tr>
<tr>
<td>Europe, Middle East and Africa*</td>
<td>6,234</td>
<td>+1.8%</td>
<td>6,368</td>
<td>+1.9%</td>
<td>12,602</td>
<td>+1.9%</td>
</tr>
<tr>
<td>Americas &amp; Australia</td>
<td>2,656</td>
<td>-3.1%</td>
<td>2,730</td>
<td>-3.6%</td>
<td>5,386</td>
<td>-3.3%</td>
</tr>
<tr>
<td><strong>Total Group</strong></td>
<td>11,414</td>
<td>+0.7%</td>
<td>11,590</td>
<td>0.1%</td>
<td>23,005</td>
<td>+0.4%</td>
</tr>
</tbody>
</table>

*Jebel Ali volumes included in Middle East, Africa and Europe region

<table>
<thead>
<tr>
<th>Region</th>
<th>1Q 2023 (Volume)</th>
<th>1Q 2023 (YoY)</th>
<th>2Q 2023 (Volume)</th>
<th>2Q 2023 (YoY)</th>
<th>1H 2023 (Volume)</th>
<th>1H 2023 (YoY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jebel Ali volumes included in Middle East, Africa and Europe region</td>
<td>3,501</td>
<td>+2.0%</td>
<td>3,558</td>
<td>+0.0%</td>
<td>7,059</td>
<td>+1.1%</td>
</tr>
</tbody>
</table>
## Key Capacity Additions

<table>
<thead>
<tr>
<th>2022 Year End Capacity</th>
<th>New developments and major expansions</th>
<th>2023 Year End Forecast</th>
</tr>
</thead>
<tbody>
<tr>
<td>Consolidated Capacity</td>
<td>Caucedo, Dominican Republic (1.2m)</td>
<td>Approx. 57.0m TEU</td>
</tr>
<tr>
<td></td>
<td>Sokhna, Egypt (0.5m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Jeddah, Saudi Arabia (0.2m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Callao, Peru (0.2m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Saigon, Vietnam (0.2m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Luanda Angola (0.1m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Dakar, Senegal (0.1m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Berbera, Somaliland (0.1m)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vancouver, Canada (0.1m)</td>
<td></td>
</tr>
</tbody>
</table>

| Gross Capacity         | As above                             | Approx. 92.5m TEU      |
| (Consolidated plus equity-accounted investees) | |                        |

- Many of our existing portfolio of terminals have the ability to increase capacity as utilization rates and customer demand increases.
- 2023 expected new capacity: Caucedo, Dominican Republic (1.2m), Sokhna, Egypt (0.5m), Jeddah, Saudi Arabia (0.2m), Callao, Peru (0.2m), Saigon, Vietnam (0.2m).
## DP World Partnership Update

<table>
<thead>
<tr>
<th>Assets</th>
<th>Partner</th>
<th>Description</th>
<th>Closing Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dakar (Senegal), Sokhna (Egypt) and Berbera (Somaliland)</td>
<td>British International Investment (BII)</td>
<td>DP World created an investment platform with UK’s impact investor BII to accelerate investment in Africa to unlock the trade potential of the continent. BII is committing approximately $320 million initially and expects to invest up to a further $400 million over the next several years. The platform will be initially seeded with minority stakes in existing DP World assets.</td>
<td>Closed in March 2022</td>
</tr>
<tr>
<td>Le Havre (France)</td>
<td>Funds advised by iCON Infrastructure LLP</td>
<td>DP World Limited sold its minority shares in Le Havre to funds advised by iCON Infrastructure LLP with a transaction enterprise value of EUR700 million on a 100% basis.</td>
<td>Closed August 2022</td>
</tr>
<tr>
<td>Jebel Ali Port, Jebel Ali Freezone and the National Industries Park (UAE)</td>
<td>Caisse de dépôt et placement du Québec (CDPQ)</td>
<td>CDPQ will hold approx. 22% stake in a new JV which holds three of DP World’s flagship UAE assets. The CDPQ-UAE transaction raised $5 billion in tranche 1. The transaction implies a total enterprise value of approx. $23 billion for the three assets.</td>
<td>Closed in June 2022</td>
</tr>
<tr>
<td></td>
<td>Hassana Investment Company</td>
<td>The tranche 2 stake sale of approx. 10% of the JV, raised approx. $2.4 billion from Saudi based Hassana. The transaction implies a total enterprise value of approx. $23 billion for the three UAE assets.</td>
<td>Closed in December 2022</td>
</tr>
<tr>
<td>Hindustan Ports Private Limited (India)</td>
<td>National Investment and Infrastructure Fund (NIIF)</td>
<td>NIIF will invest approx. $300 million for a shareholding of approximately 22.5% in Hindustan Ports Private Limited (HPPL), the wholly owned subsidiary of DP World. Expansion of NIIF partnership in India will allow DP World to accelerate investment across ports and logistics.</td>
<td>Expected to close in Q3 2023</td>
</tr>
</tbody>
</table>
CASE STUDY - DP WORLD INDIA

DP World has the largest logistics network in India

- We provide the fastest and reliable access to major markets through our logistics network in India.
- We provide seamless movement of goods through all modes of transportation.
- We offer efficient movement of all types of cargo.

- 6 Port Terminals (+Kulpi concession)
- 6 Container Freight Stations
- 2 CTO Licenses
- 2 Mn sq feet of warehouse space under Contract Logistics
- 30 Container Trains
- 7 Inland Rail Terminals
- 2 Free Trade & Warehousing Zone (underdevelopment)
- 6 Cold Chain Facilities
- 92 Cities with Express Logistics Centres
UPDATE ON JEBEL ALI FREE ZONE

Over 420 new companies registered during the first half of 2023 and total number of companies exceeds 9,770.
### Decarbonisation approach is grouped into five pillars

<table>
<thead>
<tr>
<th>Pillar</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equipment electrification and efficiency</td>
<td>Reduce diesel and marine fuel consumption</td>
</tr>
<tr>
<td>Process efficiency and digitalisation</td>
<td>Introduce innovative low-carbon technologies in operations portfolio and maximise efficiency in processes</td>
</tr>
<tr>
<td>Renewable energy supply</td>
<td>Procure electricity from renewable energy or carbon-neutral sources</td>
</tr>
<tr>
<td>Low carbon fuel supply</td>
<td>Procure low- or zero-carbon fuels to replace diesel and marine fuel</td>
</tr>
<tr>
<td>Carbon compensation</td>
<td>Compensate the remaining carbon that cannot be avoided or other carbon offsetting method</td>
</tr>
</tbody>
</table>

### 2022 notable activities

- Published inaugural Taskforce for Climate Related Financial Disclosure (TCFD) Mapping
- Launched Climate Change Asset Resiliency project to assess impact of climate
- Established internal working group to identify and evaluate hydrogen solutions
- Received two awards at the 2022 Dubai Award for Sustainable Transport (DAST)
- Piloting electric terminal tractors at our Jebel Ali port
- Decarbonised 90%+ of Southampton by replacing Diesel with HVO
- Joined the MMMCZCS* to develop a decarbonisation roadmap for marine services

*Maersk McKinney Møller Center for Zero Carbon Shipping
TABLE 1 – ENVIRONMENT

<table>
<thead>
<tr>
<th>Climate Change*</th>
<th>Carbon</th>
<th>Carbon emissions (\text{CO}_2) (\text{V}^{(1)}) (GR Disclosure 305-1)</th>
<th>Gross locat ed (\text{CO}_2) emissions</th>
<th>Brock/Cit igated CO(_2) emissions</th>
<th>Brock/Cit igated (\text{CO}_2) emissions</th>
<th>Brock/Cit igated (\text{CO}_2) emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross direct (\text{HGH}) emissions</td>
<td>Tonnes CO(_2)</td>
<td>1,543,207</td>
<td>2,673,068</td>
<td>2,537,939</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Biogenic CO(_2) emissions</td>
<td>Tonnes CO(_2)</td>
<td>21,427</td>
<td>22,089</td>
<td>31,616</td>
<td></td>
<td></td>
</tr>
<tr>
<td>R&amp;D (\text{CO}_2) emissions</td>
<td>Tonnes CO(_2)</td>
<td>35,778</td>
<td>34,011</td>
<td>55,151</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Carbon emissions scope 2 (GRDisclosure 305-2)</th>
<th>Carbon emissions scope 3 (GRDisclosure 305-3)</th>
<th>Carbon emissions scope 4 (GRDisclosure 305-4)</th>
<th>Carbon emissions scope 5 (GRDisclosure 305-5)</th>
<th>Carbon emissions scope 6 (GRDisclosure 305-6)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross location based (\text{CO}_2) emissions</td>
<td>Tonnes CO(_2)</td>
<td>558,569</td>
<td>304,712</td>
<td>532,068</td>
</tr>
<tr>
<td>Gross location based energy indirect (\text{CO}_2) emissions</td>
<td>Tonnes CO(_2)</td>
<td>556,847</td>
<td>304,712</td>
<td>532,068</td>
</tr>
</tbody>
</table>

Energy Consumption

<table>
<thead>
<tr>
<th>Energy consumption from non-renewable sources (GR Disclosure 302-1)</th>
<th>Units</th>
<th>Target</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>Biomass</td>
<td>MWh</td>
<td>392,142,286</td>
<td>429,149,272</td>
<td>444,929,589</td>
<td></td>
</tr>
<tr>
<td>Solar Electricity</td>
<td>MWh</td>
<td>14,309,850</td>
<td>14,010,681</td>
<td>18,025,620</td>
<td></td>
</tr>
<tr>
<td>Wind Electricity</td>
<td>MWh</td>
<td>15,962,581</td>
<td>16,852,792</td>
<td>16,062,363</td>
<td></td>
</tr>
<tr>
<td>Purchased Green Electricity (c- PPA or Green Tariff)</td>
<td>MWh</td>
<td>9,933,700</td>
<td>617,726,519</td>
<td>723,456,640</td>
<td></td>
</tr>
</tbody>
</table>

Total consumption from renewable sources: MWh | 927,226,297 | 917,638,448 | 986,837,620 |

Total renewable energy MWh | 192,870 | 216,518* | 258,152 |

% share of renewable energy | 15.5% | 16.3%* | 19.0%* |

Environmental Compliance (GR Disclosure 307-1)

<table>
<thead>
<tr>
<th>Serious environmental incidents</th>
<th>No. of serious Zero serious environmental incidents</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>0</td>
</tr>
</tbody>
</table>

Waste Generated (c) (GR Disclosure 306-4)

| Solid Haz Waste | Tonnes | 1,069 | 2,477 |
| Hazardous Waste | Ltr | 10,750,300 | 12,727,267 |
| Recycled Waste | Tonnes | 104,711 | 144,889 |
| General Waste | Tonnes | 107,532 | 97,764 |

(1) Climate Change (\(\text{GHG}\) emission inventory) data has been verified by Lloyd’s Register, in accordance with ISO 14064-1 (2018) (IPD)\(\text{W}\) Group carbon dioxide equivalent emissions intensity scope 1; (2) DP World Group carbon consumption in major ports (M) by source; (4) Wind, solar, biomass, hydroelectric, geothermal, purchased or generated; (5) Total kWh of electricity from renewable energy sources/total kWh of electricity grid + renewable; (6) Carbon intensity per TEU weight of carbon dioxide equivalent per twenty foot equivalent unit; (7) Classified as major or catastrophic environmental incidents (20): 2021 is the baseline year. * Resolved due to adjusted calculation methodology for West Canada Operating Entities.
## ONE STOP SOLUTION

<table>
<thead>
<tr>
<th><strong>Ports &amp; Terminals</strong></th>
<th><strong>Inland Terminals</strong></th>
<th><strong>Express</strong></th>
<th><strong>Contract Logistics</strong></th>
<th><strong>Short-Sea Service</strong></th>
<th><strong>Freight Forwarding</strong></th>
</tr>
</thead>
</table>
| • Container handling and customised storage solutions  
  • Free time at terminal yard for imports and exports  
  • On-demand transportation solutions  
  • Connectivity to Global Network | • Rail handling  
  • Consolidation / Deconsolidation  
  • Bonded Warehousing / General Warehousing  
  • First Mile / Last Mile Transportation  
  • Value added services | • Door-to-door parcel delivery services via air and surface through network of PUDO centers | • 2 million square feet of warehousing space across 20+ warehouses serving several major clients | • Short-sea product offering to multiple geographies | • Ocean Freight (FCL/LCL), Air Freight, Project cargo  
  • Network of owned assets - Rail, Road, Port Terminals, Inland Terminals, Economic Zones. |

<table>
<thead>
<tr>
<th><strong>CFS</strong></th>
<th><strong>Economic Zones</strong></th>
<th><strong>Cold Chain</strong></th>
<th><strong>Digital Solution</strong></th>
</tr>
</thead>
</table>
| • Consolidation / Deconsolidation  
  • Bonded Warehousing / General Warehousing  
  • First Mile / Last Mile Transportation  
  • Value added services such as packaging & labeling | • Duty deferment benefit  
  • Consolidation / Deconsolidation  
  • Bonded Warehousing  
  • First Mile / Last Mile Transportation  
  • Value added services such as packaging & labeling | • Temperature controlled storage with palletised racking systems  
  • Temperature controlled transportation – primary and secondary | • Digital Logistics Platform providing end-to-end solutions  
  • Unified pricing and single invoice offerings |

<table>
<thead>
<tr>
<th><strong>Container Rail Ops</strong></th>
<th><strong>First / Last Mile Service</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Rail movement of containerized cargo between major gateway ports and key cargo centres in north India</td>
<td>• Connection between customer facilities (factories / warehouses) and logistics facilities (ports / CFSs / ICDs / Economic Zones) by road</td>
</tr>
</tbody>
</table>
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