



# DP World Sustainable Development Impact Disclosure

18 April 2024



**DP WORLD**

This document is work in progress, and subject to public consultation  
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# DP World Overview

**WE ARE A LEADING PROVIDER OF SMART LOGISTICS SOLUTIONS, ENABLING THE FLOW OF TRADE ACROSS THE GLOBE**

We have a dedicated, diverse and professional team of more than 108,000 employees spanning 74 countries on six continents and are pushing trade further and faster towards a seamless supply chain that's fit for the future. We are rapidly transforming and integrating our businesses – Ports and Terminals, Economic Zones, Marine Services, Logistics, and Technology – and uniting our global infrastructure with local expertise to create stronger, more efficient end-to-end supply chain solutions that can change the way the world trades.

**OUR PURPOSE** Trade is the lifeblood of the global economy, creating opportunities and improving the quality of life for people around the world. DP World exists to make the world's trade flow better, changing what's possible for the customers and communities we serve globally.

**OUR VISION** Our network spans the globe, from industrial hubs to emerging centres of commerce. Our range of products and solutions, from ports and technology to marine services and logistics, enables us to create end-to-end, sustainable supply chain solutions that can reshape the way the world trades.

Our strategic investments and operational presence in emerging markets and developing economies (EMDE) have been pivotal in reshaping the region's trade environment. Our strategy focuses on identifying logistics corridors in densely populated regions to create connections between landlocked countries and international markets through advanced infrastructure and technology.

Our operations in EMDE make a substantial contribution to GDP growth, highlighting our pivotal role in delivering efficient trade and logistics solutions. These are essential in reshaping trade dynamics. Leveraging over 70 years of experience, we have crafted bespoke solutions specifically designed to address the distinct challenges and opportunities presented in these markets.

Our investments in EMDE, stand as a cornerstone in our strategy to drive socioeconomic development, create employment opportunities, and improve service accessibility. Furthermore, our investments extend beyond infrastructure. Our dedication to these markets goes beyond business interests, involving extensive community engagement and social responsibility initiatives.

This reflects our commitment to nurturing a more equitable and sustainable society. Looking forward, our ongoing commitment to EMDE includes enhancement of rail-linked logistics platforms, the development of special economic zones for transformation opportunities, and investments in cold storage facilities for agricultural exports. These initiatives align with our vision of revolutionising global trade, transforming traditional trade models, and making a significant contribution to the economic and social advancement of the region.

# Sustainability Strategy



## THE OUR WORLD, OUR FUTURE SUSTAINABILITY STRATEGY















Our World, Our Future sets out our pathway to operating as a responsible business, prioritising working sustainably in terms of impact on people, the environment and the communities in which DP World operates in.

The strategy's central aim is to achieve a better, more equitable and sustainable future for generations to come. Developed in 2019, it is based on a Groupwide materiality analysis conducted in line with global best practices.

The first part of the strategy, Our World, includes ambitious commitments across seven priority areas to be achieved by 2030. The second part, Our Future, looks at the legacy DP World will leave for its industry and society. It focuses on three legacy areas where DP World can make a positive difference for future generations: education, women, and water. The strategy is aligned with the United Nations SDGs and DP World leverages various United Nations memberships and frameworks to retain transparency and global best practice, ensuring concrete action propels DP World's ambition of operating as a responsible business.

DP World's ESG framework measures the impact of its sustainability programme and initiatives. We track and report on impact using several internationally recognised reporting frameworks: GRI, WEF Stakeholder Capitalism Metrics and CDP. DP World is also rated by independent rating agencies such as MSCI, Sustainalytics, Moody's and, for the first time, Ecovadis. DP World scores reflect the strong systems it has in place to manage and mitigate ESG risks.

# 2023 Sustainability Highlights and Achievements

<p><b>New Commitments</b></p> <p> <b>The CEO Water Mandate</b></p> <p>Positively contribute to 100 water-stressed basins by 2030</p> <p>Committed to the Climate Action and Water Resilience areas of action </p> <p> <b>First Movers Coalition</b> 5% of marine power coming from zero-emission fuels by 2030</p>	<p><b>ESG Ratings</b></p> <p><b>SUSTAINALYTICS</b> Top rated - Region Top rated - Industry</p> <p>ESG Risk Rating 8.8</p> <p><b>ecovadis</b> First time rated </p> <p> <b>COP28 UAE</b> Principal Pathway Partner advocating for ambitious climate action and positive change</p>	<p><b>Thought Leadership</b></p>  <p>Published several papers in the run-up to COP28</p>	<p><b>Policy Advocacy</b></p> <p>Launched the ZEPA, an industry wide alliance, to act as a catalyst for zero-emission ports </p> <p>Launched the Move to -15 °C campaign and brought industry leaders together </p> <p>Signed a MOU to jointly develop green solutions to decarbonise global supply chains </p>
<p><b>Forbes Middle East</b> Ranked #1 in Transport and Logistics Sector in Sustainable 100</p>	<p>Supported over 55k rural residents in Rwanda by the construction of 17 bridges </p> <p> In Mozambique, started construction of 3 water supply systems and waste management units</p>	<p><b>Climate and Environment</b></p> <p>13% Reduction in Scope 1 and 2 emissions from baseline  Scope 1, 2 and 3 carbon emissions annually assured</p> <p>60% Globally sourced electricity from renewable energy  Launched largest double-ended hybrid ferry in Dover</p>	
<p><b>Sustainable Finance</b></p> <p>USD 1.5bn 10-year Green Sukuk; largest Green Corporate Sukuk tranche globally </p>			

# Sustainable Development Impact Disclosure

The Impact Disclosure Taskforce (the “Taskforce”), launched in November 2023, is a network of financial institutions, capital markets participants, and industry stakeholders that are drafting voluntary guidance for entity-level disclosure and mechanisms to facilitate impact reporting, analysis, and financing in pursuit of the UN Sustainable Development Goals (“SDGs”).

This guidance is expected to assist corporate and sovereign entities, particularly those in emerging markets and developing economies (“EMDE”), to produce a Sustainable Development Impact Disclosure (“SDID”) using the principles of impact measurement and monitoring to attract sustainable pools of capital. The guidance also recommends establishing mechanisms for disseminating and analysing disclosed impact information to promote transparency and accountability. This disclosure would provide sustainable financiers with information needed for financing decisions.

The SDID also helps corporate and sovereign entities to measure and disclose the impacts of their business strategies or national development plans. The SDID is characterised by being:

- Entity-level: assesses DP World’s overall strategy in countries of focus;
- Impact-oriented: focuses on outputs and outcomes, rather than a taxonomy of sustainable activities or eligible investments;
- Forward-looking: establishes targets that measure intended impacts, as opposed to reporting on current sustainability levels; and
- Context-specific: tailors framework to account for development gaps in local jurisdictions.

At the entity level, DP World has been a leader in disclosure and transparency related to the impact of its operations. Since 2020 DP World has published an annual Sustainability Report, which includes a comprehensive ESG Scorecard<sup>1</sup>. The company has consistently made available to the public information and data on important impact metrics, such as the direct hires in the total workforce, female representation in top management positions, total training hours provided to its employees, among others. Additionally, DP World also discloses metrics related to how the company is mitigating the negative impacts of its activities, such as the carbon emissions offset through renewable energy sources, the company’s overall reduction in waste generated and total emissions, among others.

Taking a step further in its disclosure initiatives, DP World is pleased to be the pioneer in this initiative and release the pilot disclosure created under the Impact Disclosure Guidance, which reinforces the firm’s commitment to transparency and sustainable practices. Whilst the company has mapped its contribution to the SDGs more broadly, the SDID will support the development of more localised metrics and targets aligned to the SDGs.

This SDID intends to disclose and highlight the firm’s impact through the expansion and modernisation of its operations in the Global South, especially in Africa and Asia. DP World’s operations in the following countries have been chosen to be analysed in this SDID as they reflect and consolidate most of the company’s efforts towards sustainability and impact:

- India
- Africa (Somaliland, South Africa, Senegal, and Egypt)

In 2023, DP World announced its overseas logistics investments have exceeded \$10 billion over a ten-year period. DP World is the only firm from outside Europe and the US among the top-five overseas investors in the global logistics sector.

<sup>1</sup> Available at [DP World Sustainability Report 2023](#)

DP World touches people's lives around the world every day. The infrastructure developed opens untapped trade opportunities, grows economies, and makes goods more affordable. DP World's investments in emerging economies helps trade go further, facilitates economic growth, attracts foreign investment, and generates thousands of jobs – raising the quality of life for everyone.”

Africa and India are key focus areas for the Group, and to support and accelerate investment DP World have broadened key partnerships to unlock trade potential.

DP World has been investing in Africa for over 20 years, covering ports, terminals, economic zones, and logistics. In the last decade, the Group has invested \$1.8 billion with plans for another \$3 billion in the coming years.

In partnership with Senegal, DP World, the Port Authority of Dakar, and British International Investment will jointly develop the Port of Ndayane, which aims to transform Senegal into a major logistics hub for west and northwest Africa. Ndayane is the largest private investment in the West African country, located around 50 km south of Dakar.

DP World is also very committed to India, where it has been operating for nearly 20 years. In that time, we invested almost \$2.5 billion, and we are going to invest more in the next three years.

"I am immensely proud to announce the publication of our new Sustainable Development Impact Disclosure, which embodies our commitment to changing what's possible through infrastructure development. This framework not only demonstrates our commitment to sustainable development but also sets a path for industry-wide accountability. It's a call to action, to catalyse positive change and drive sustainable infrastructure development on a global scale." Sultan Ahmed bin Sulayem, DP World Group Chairman and CEO



# India

## Executive Summary

In India, DP World's container port terminals serve 25% of the country's containerised EXIM trade and is among the top five rail operators. The Company has also added contract logistics, express cargo and freight forwarding to its portfolio of businesses and modernising its operations across the portfolio. Specifically, in the Nhava Sheva, Chennai and Mundra regions, DP World has built logistics ecosystems comprising multiple capabilities and a wide array of logistics services. DP World's business impact in India is focused on four main pillars:

- Empowering manufactures to reach new markets and expand their foothold in conventional markets globally by improving supply chain efficiency in the country (when the whole operation takes place within DP World's ecosystems, end-to-end) and creating better value to customers;
- Increasing foreign direct investment (FDI) in India by improving the ease of doing business through free trade zones, global forwarding and integrated supply chain solutions;
- Empowering micro, small and medium enterprises ("MSMEs") through the expansion of digital channels to deliver logistics services; and
- Addressing the logistics sectors' skill-labour gap divide by expanding social initiatives to provide logistics skill training in local communities.

To achieve these goals, this business strategy involves investing in modernising the company's ports in this region, integrating the logistics networks nationally and internationally, facilitating the shift from road to rail and creating integrated ecosystems of logistics facilities such as ports, inland container depots and economic zones. These growth intentions are expected to contribute to the country's infrastructure and logistics network by increasing certainty of delivery times, reducing transit time (port-to-port) and congestion on national roads, and creating job opportunities in logistics operations, the total number of containers handled, among other metrics.

## Step 1: Identify the metrics related to the entity's impact intentions

1.A. Identify the sector-specific metrics that are relevant to a company's impact intentions and the remit of its business<sup>2</sup>

DP World identified the following sector-specific metrics considering its impact intentions for India.

Metric	Unit of Measure	Source	Theory of Change
<b>Intention: Empowering manufactures to reach new markets and expand foothold in conventional markets</b>			
1. Decrease in storage days / hours at port terminals	Reduction in average dwell time at ports	DP World	Improving efficiency makes the supply chain faster in the country, providing better value to customers and empowering them to increase exports
2. Increase in freight volume carried by Rail	TEUs / P.A.	DP World	
<b>Intention: Increase FDI in India by improving the ease of doing business through free trade zones</b>			
3. Increase in the number of international customers using FTWZ in India	# of customers	DP World	The FTWZ makes India more attractive to foreign investment by improving the ease of doing business
<b>Intention: Increase access to global trade for SMEs through the expansion of digital channels</b>			
4. Increase in the number of SMEs served directly	# of SMEs	DP World	Providing access to new markets and facilitating exports empower SMEs in India
<b>Intention: Improving technical skills in local communities</b>			
5. Increase number of students trained	Total number of students / undergraduates trained	IRIS+	Increasing the number of students and undergraduates trained in India contributes to the social services provided to local communities

1.B. Identify the cross-cutting metrics that are sector-agnostic, and thus relevant to all types of business operations

DP World identified the following sector-specific metrics considering its impact intentions for India.




Metric	Unit of Measure	Source
1. Decrease in CO2 equivalent emissions	Tonnes CO2	SFDR
2. Increase in the share of renewable energy sourced at DP World facilities	% of total power consumed	DP World
3. Increase in % of women in the organisation	% of women in total workforce	UN SDG Indicators
4. Increase in employment generation	# of jobs created	IRIS+

<sup>2</sup> Other metrics can be included in Step 1 considering further engagement and discussions on the most material sustainability metric.

## Step 2: Assess the development gap of the selected metrics


### 2.A Map company-level metrics to country-level UN SDG targets

To better understand how DP World's metrics align and contribute to the SDG's an initial mapping was done considering both sector-specific and cross-cutting metrics and specific indicators and the relevant SDG Targets.

Metric	SDG	Indicator	SDG Target
<b>Sector-specific Metrics</b>			
<b>Intention:</b> Empowering manufactures to reach new markets and expand foothold in conventional markets			
1. Decrease in storage days / hours at port terminals		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita <sup>3</sup>	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
2. Increase in freight volume carried by Rail		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
<b>Intention:</b> Increase FDI in India by improving the ease of doing business through free trade zones			
3. Increase in the number of international customers using FTWZ in India		Indicator 17.3.1: Foreign direct investment, net inflows (% of GDP) <sup>4</sup>	Target 17.3: Mobilise additional financial resources for developing countries from multiple sources
<b>Intention:</b> Increase access to global trade for SMEs through the expansion of digital channels			

<sup>3</sup>For this assessment, the indicator "Container port traffic (TEU: 20-foot equivalent units), per capita" will be used to assess Target 9.1 instead of "Proportion of the rural population who live within 2 km of an all-season road".




<sup>4</sup>For this assessment, the indicator "Indicator 17.3.1: Foreign direct investment, net inflows (% of GDP)" will be used to assess Target 17.3.


<p>4. Increase in the number of SMEs served directly</p>		<p>Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita</p>	<p>Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all</p>
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**Intention:** Improving technical skills in local communities

<p>5. Increase number of students trained</p>		<p>Indicator 4.3.1: Participation rate in formal and non-formal education and training</p>	<p>Target 4.3: By 2030, ensure equal access for all women and men to affordable and quality technical, vocational, and tertiary education, including university</p>
		<p>Indicator 8.5.2: Unemployment rate (%)</p>	<p>Target 8.5: By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value</p>

**Cross-cutting Metrics**

<p>1. Decrease in CO2 equivalent emissions</p>		<p>Indicator 13.2.2: Total greenhouse gas emissions per year</p>	<p>Target 13.2: Integrate climate change measures into national policies, strategies, and planning</p>
<p>2. Increase in the share of renewable energy sourced at DP world facilities</p>		<p>Indicator 7.2.1: Renewable energy share in the total final energy consumption (%)</p>	<p>Target 7.2: By 2030, increase substantially the share of renewable energy in the global energy mix</p>
<p>3. Increase in the proportion of women in the organisation</p>		<p>Indicator 5.5.2: Proportion of women in managerial positions (%)</p>	<p>Target 5.5 - Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic, and public life</p>

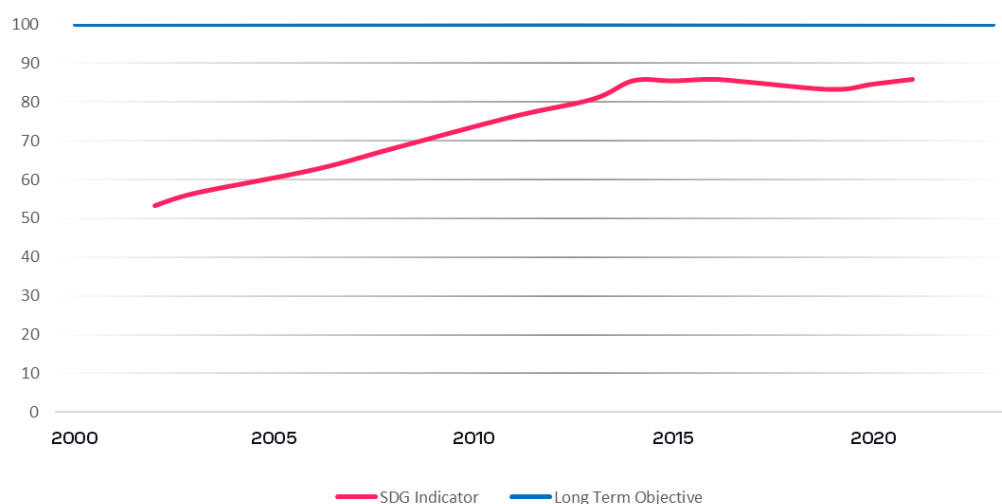
<p>4. Increase in employment generation</p>		<p>Indicator 8.5.2: Unemployment rate (%)</p>	<p>Target 8.5: By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value</p>
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2.B Conduct a development gap / “development opportunity” assessment to benchmark the current level of development of the country/local context of the company on the SDG targets identified<sup>5</sup>

Based on the mapping exercise done above, we have identified the following development indicators best suited to measure the progress of India to the SDG targets identified in **Step 2.A**. As such, an analysis on the gap’s overall magnitude has been assessed against the following indicators:

- 1) Indicator 4.3.1: Participation rate in formal and non-formal education and training (%)
- 2) Indicator 5.5.2: Proportion of women in managerial positions (%)
- 3) Indicator 7.2.1: Renewable energy share in the total final energy consumption (%)
- 4) Indicator 8.5.2: Unemployment rate (%)
- 5) Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita
- 6) Indicator 13.2.2: Total greenhouse gas emissions per year (CO2 emissions per capita)
- 7) Indicator 17.3.1: Foreign direct investment, net inflows (% of GDP)

### UN SDG Indicator 4.3.1: Participation rate in formal and non-formal education and training (%) Sustainable Development Report<sup>6</sup>

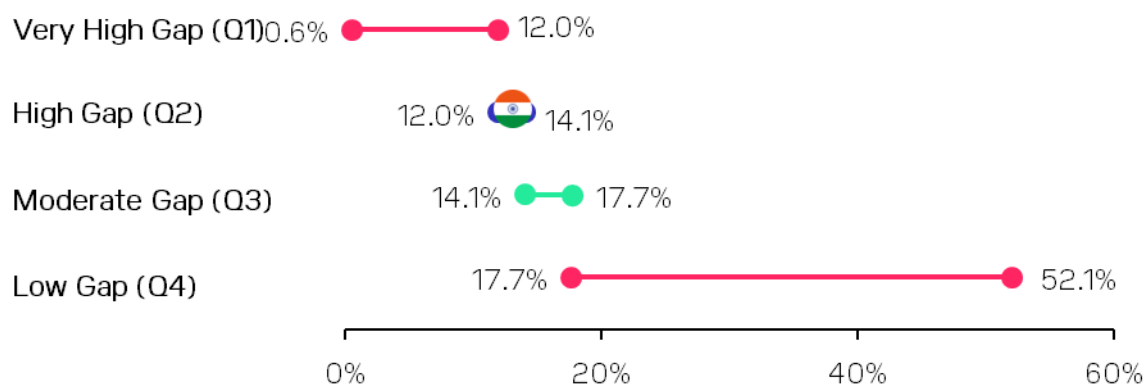


Per the chart above, the lower secondary completion rate (%) was 85.8 in India in 2021 and the long-term objective for this indicator is 100, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “challenges remain” (yellow colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 4.3.1 against the long-term objective is Moderate.

<sup>5</sup> The complete methodology used by the Sustainable Development Report can be found [here](#). To normalize this methodology and enable it to be compared to the development gap analysis on developing countries and OECD countries also displayed in this assessment, we have assigned the labels “Low”, “Moderate”, “High” and “Very High” to “SDG achieved” (green), “Challenges remain” (yellow), “Significant challenges remain” (orange) and “Major challenges remain” (red), respectively.

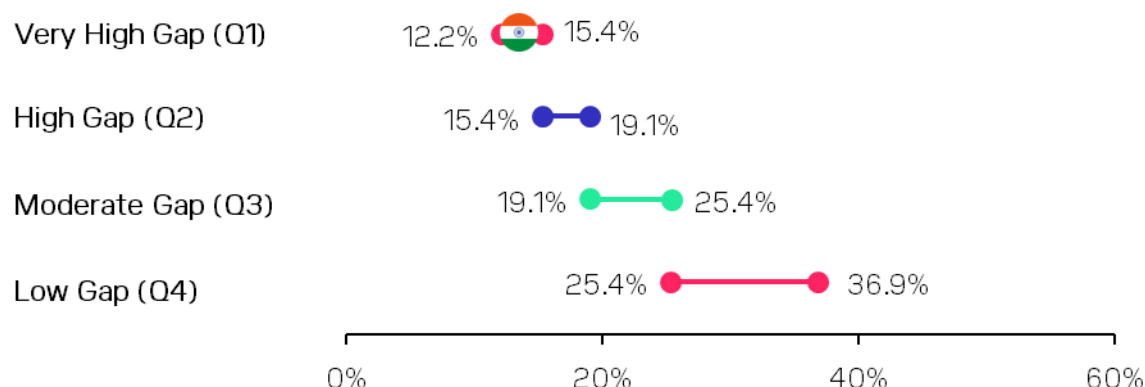
<sup>6</sup> For this indicator, the Sustainable Development Report uses lower secondary completion rate (%) as indicator. Source: UNESCO. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 4.3.1: Lower secondary completion rate %. Accessed: February 29, 2024.

## Developing Countries<sup>7</sup>



Per the chart above, the participation rate in formal and non-formal education and training was 13% in India in 2020. This statistic falls in the second quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 4.3.1 against other developing countries is High.

## OECD Countries<sup>8</sup>

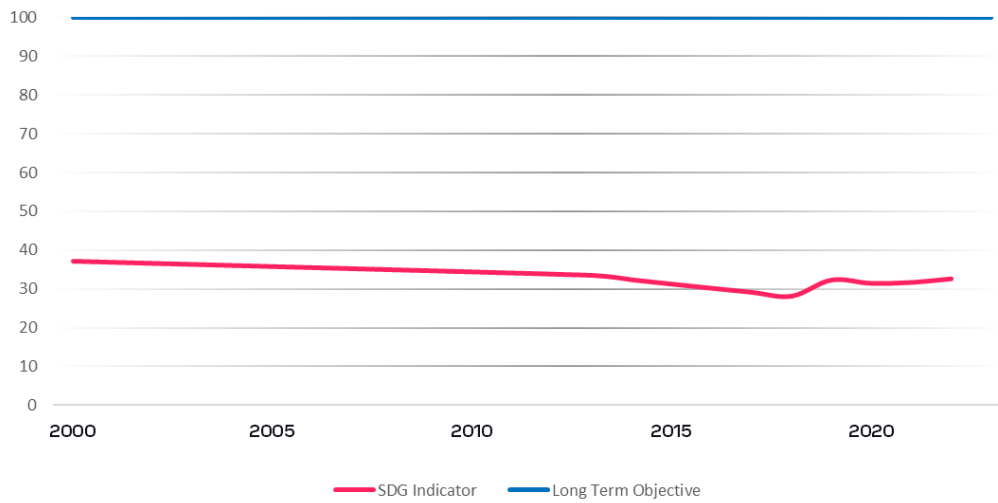


Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 4.3.1 against OECD countries is Very High.

<sup>7</sup> Source: UN Statistics. Data retrieved from the UN SDGs Global Database - Indicator 4.3.1: Participation rate in formal and non-formal education and training, by sex (%) (n=112) as of December 15, 2023.

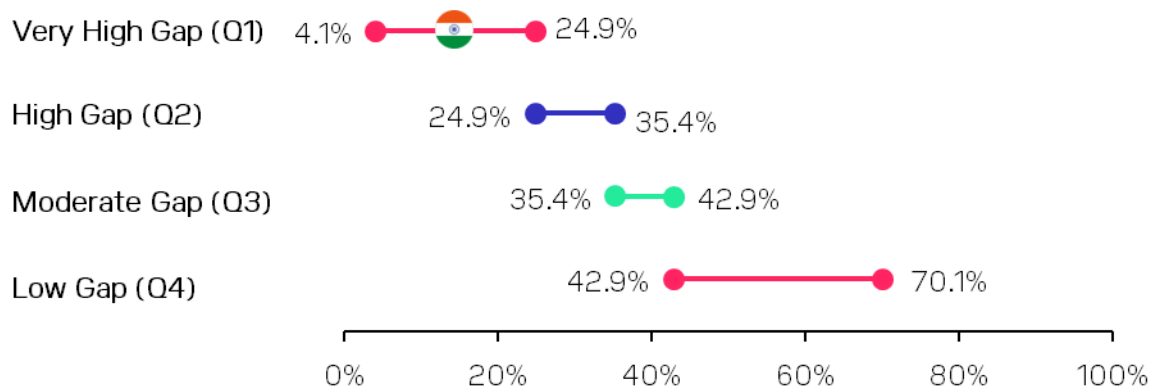
<sup>8</sup> Source: UN Statistics. Data retrieved from the UN SDGs Global Database - Indicator 4.3.1: Participation rate in formal and non-formal education and training, by sex (%) (n=29) as of December 15, 2023.

## UN SDG Indicator 5.5.2: Proportion of women in managerial positions (%) Sustainable Development Report<sup>9</sup>



Per the chart above, the ratio of female-to-male labour force participation rate (%) was 32.5 in India in 2022 and the long-term objective for this indicator is 100, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 5.5.2 against the long-term objective is Very High.

### Developing Countries<sup>10</sup>



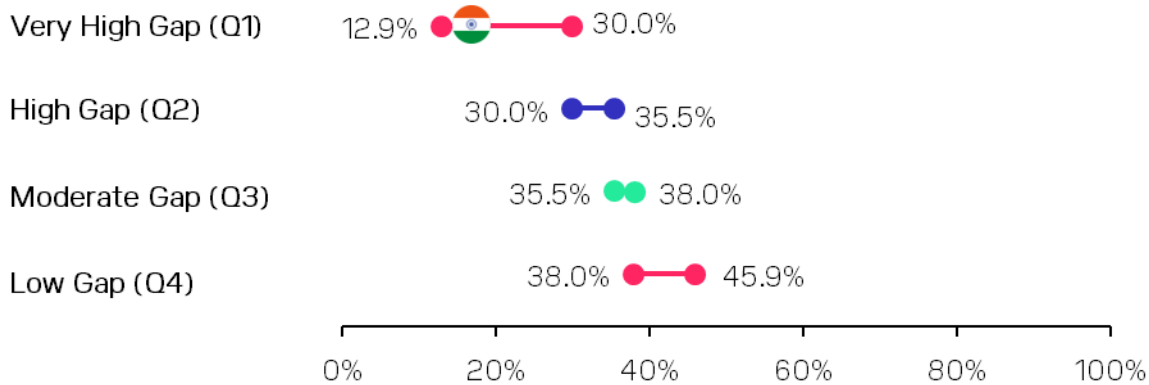
Per the chart above, the proportion of women in managerial positions was 13% in India in 2020. This statistic falls in the first quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 5.5.2 against other developing countries is Very High.

<sup>9</sup> For this indicator, the Sustainable Development Report uses ratio of female-to-male labour force participation rate (%) as indicator. Source: ILO. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 5.5.2: ratio of female-to-male labour force participation rate (%). Accessed: February 29, 2024.

<sup>10</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - Indicator 5.5.2: Proportion of women in managerial positions - 13th ICLS (%) (n=120) as of December 15, 2023.

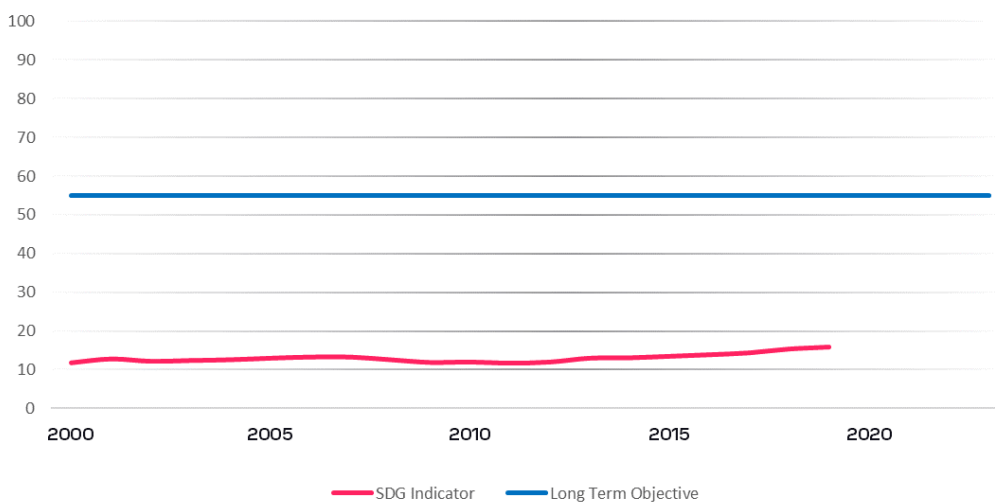


## OECD Countries<sup>11</sup>



Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 5.5.2 against OECD countries is Very High.

## UN SDG Indicator 7.2.1: Renewable energy share in the total final energy consumption (%) Sustainable Development Report<sup>12</sup>

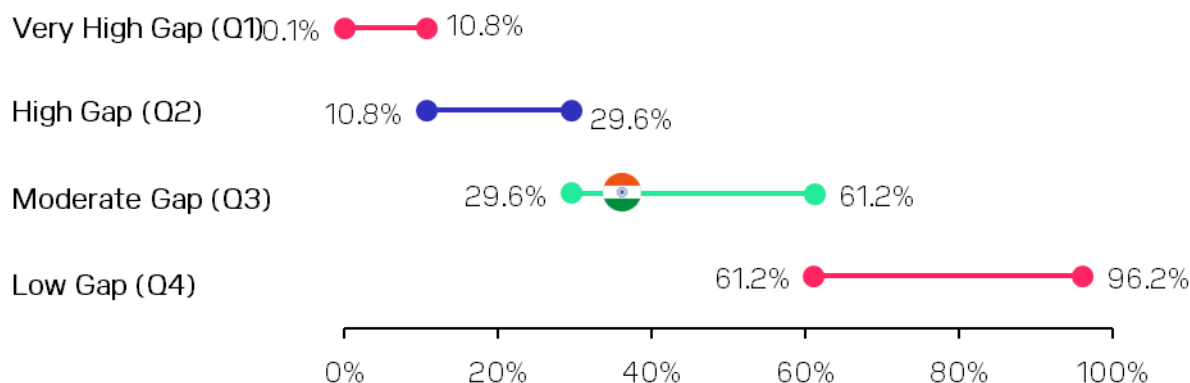


Per the chart above, the renewable energy share in the total final energy consumption (%) was 15.9 in India in 2019 and the long-term objective for this indicator is 55, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “significant challenges remain” (orange colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 7.2.1 against the long-term objective is High.

<sup>11</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - Indicator 5.5.2: Proportion of women in managerial positions - 13th ICLS (%) (n=31) as of December 15, 2023.

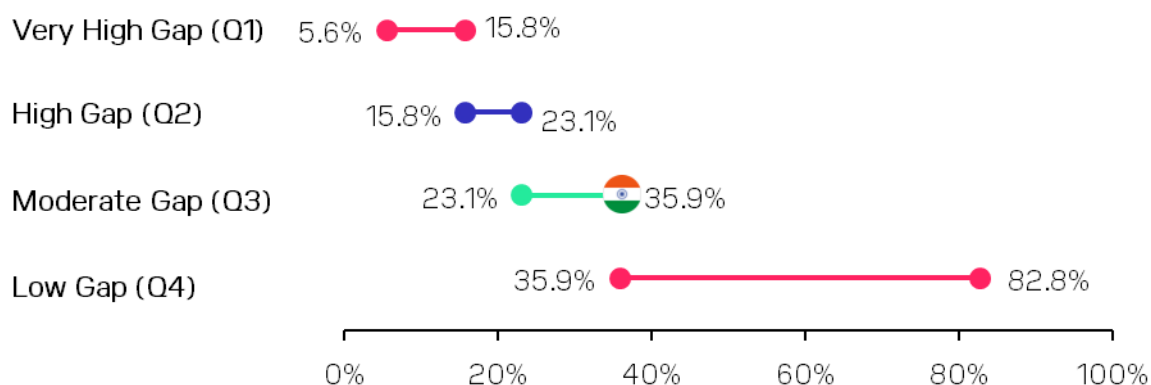
<sup>12</sup> Source: IEA, IRENA, UNSD, World Bank, WHO. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 7.2.1: Renewable energy share in the total final energy consumption (%). Accessed: February 29, 2024.

### Developing Countries<sup>13</sup>



Per the chart above, the renewable energy share in the total final energy consumption was 35.82% in India in 2020. This statistic falls in the third quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 7.2.1 against other developing countries is Moderate.

### OECD Countries<sup>14</sup>



Per the chart above, this statistic falls in the third quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 7.2.1 against OECD countries is Moderate.

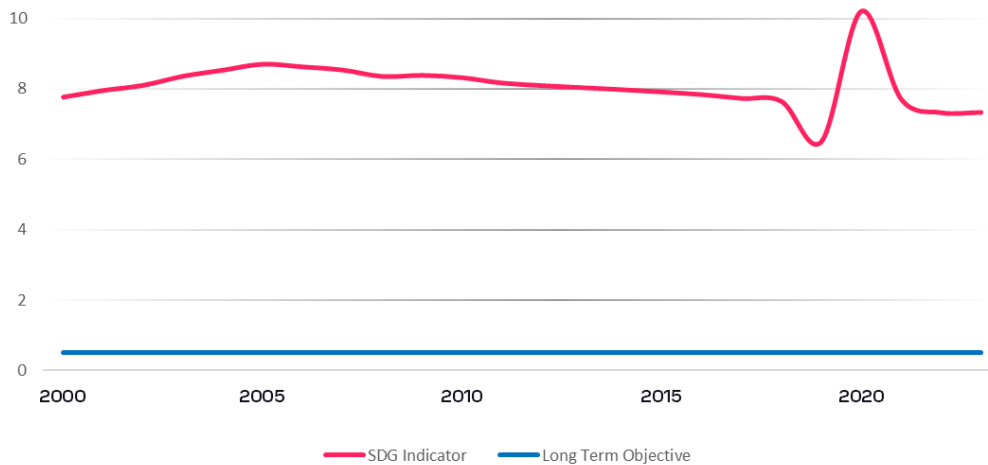
### UN SDG Indicator 8.5.2: Unemployment rate (%)

### Sustainable Development Report<sup>15</sup>

<sup>13</sup> Source: Energy Balances, UN Statistics Division (2022), IEA (2022), World Energy Balances. Data retrieved from the UN SDGs Global Database - Indicator 7.2.1: Renewable energy share in the total final energy consumption (%) (n=144) as of December 15, 2023.

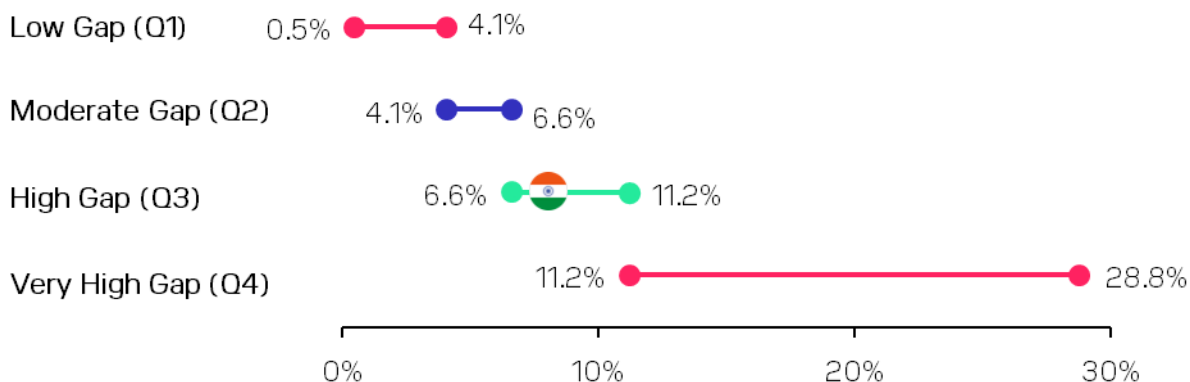
<sup>14</sup> Source: Energy Balances, UN Statistics Division (2022), IEA (2022), World Energy Balances. Data retrieved from the UN SDGs Global Database - Indicator 7.2.1: Renewable energy share in the total final energy consumption (%) (n=32) as of December 15, 2023.

<sup>15</sup> Source: ILO. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 8.5.2: Unemployment rate (%). Accessed: February 29, 2024.



Per the chart above, the unemployment rate (%) was 7.3 in India in 2023 and the long-term objective for this indicator is 0.5, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “challenges remain” (yellow colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 8.5.2 against the long-term objective is Moderate.

### Developing Countries<sup>16</sup>

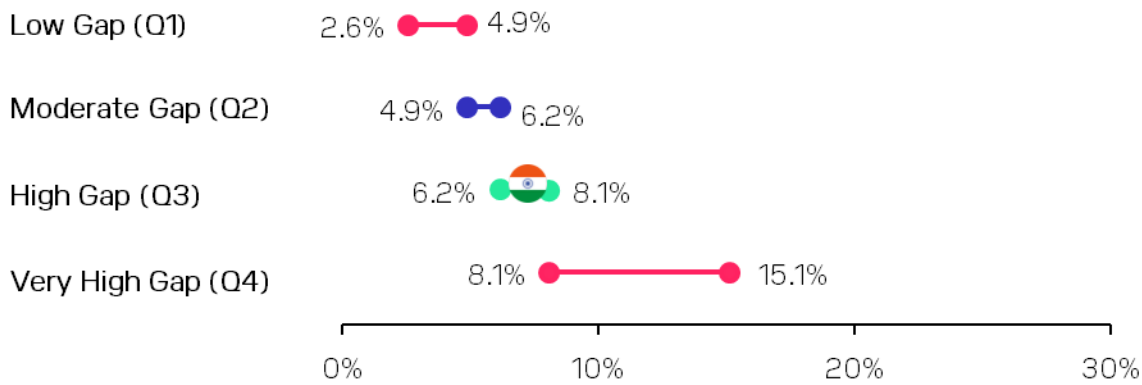


Per the chart above, the unemployment rate was 7.9% in India in 2020. This statistic falls in the third quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 8.5.2 against other developing countries is High.

### OECD Countries<sup>17</sup>

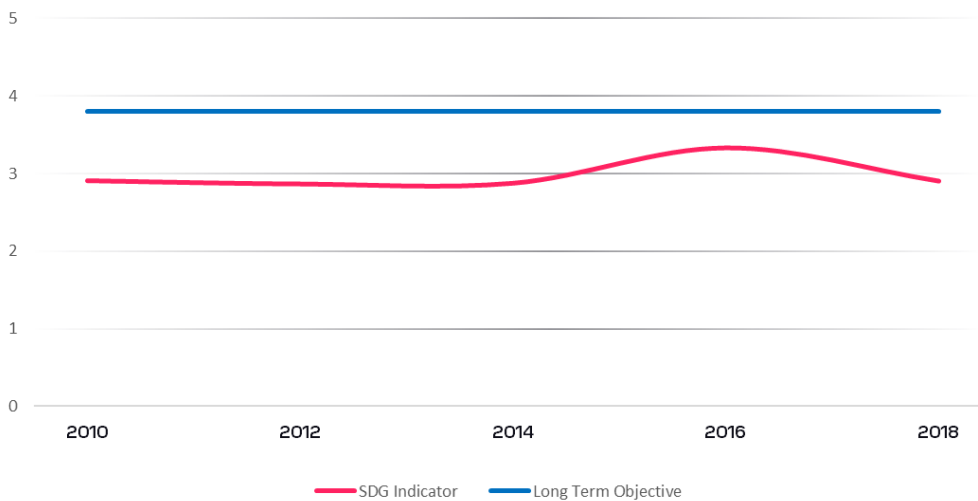
<sup>16</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - 8.5.2: Unemployment rate, by sex and age - 13th ICLS (%) (n=130) as of December 15, 2023.

<sup>17</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - 8.5.2: Unemployment rate, by sex and age - 13th ICLS (%) (n=32) as of December 15, 2023.



Per the chart above, this statistic falls in the third quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 8.5.2 against OECD countries is High.

### UN SDG Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita Sustainable Development Report<sup>18</sup>

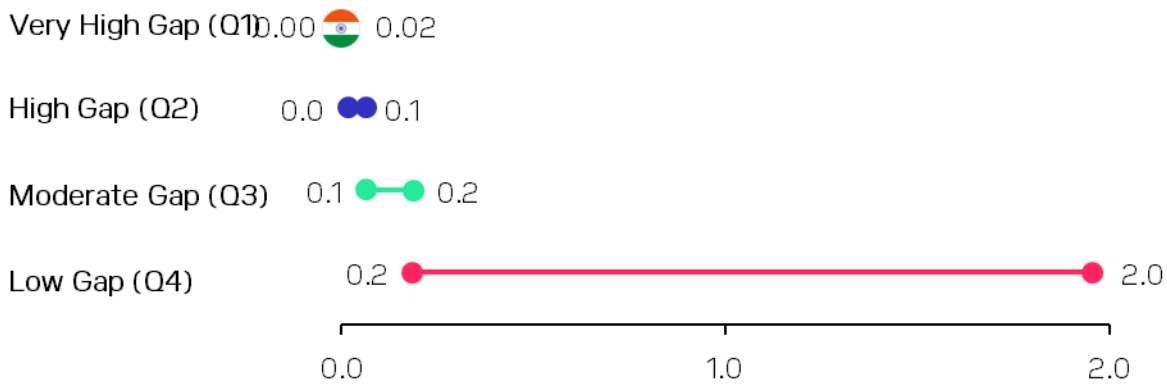


Per the chart above, according to the “Logistics Performance Index: Quality of trade and transport-related infrastructure”, 2.9 was the score attributed to India in 2018 and the long-term objective for this indicator is 3.8, as per the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “challenges remain” (yellow colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 9.1.1 against the long-term objective is Moderate.

### Developing Countries<sup>19</sup>

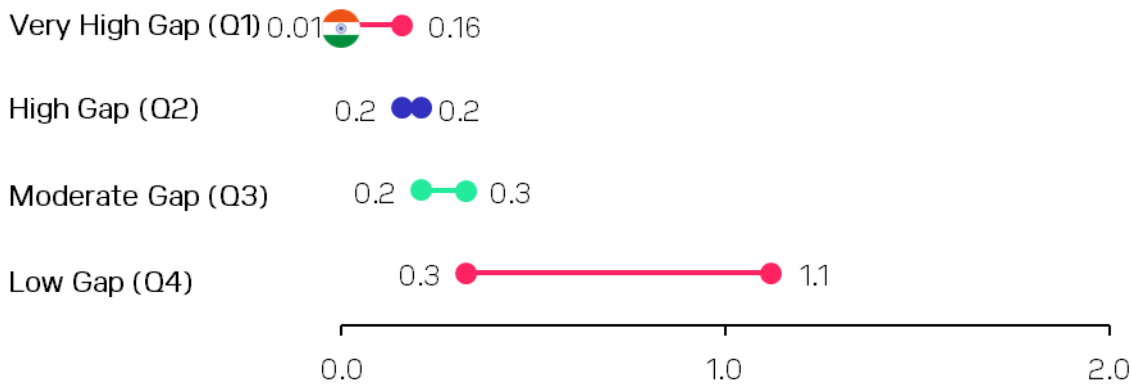
<sup>18</sup> For this indicator, the Sustainable Development Report uses “Logistics Performance Index: Quality of trade and transport-related infrastructure” (worst 1-5 best) as indicator. Source: World Bank. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 9.1.1: “Logistics Performance Index: Quality of trade and transport-related infrastructure” (worst 1-5 best). Accessed: February 29, 2024.

<sup>19</sup> Source: United Nations Conference on Trade and Development (UNCTAD). Data retrieved from the UN SDGs Global Database - 9.1.1: Container port traffic (TEU: 20-foot equivalent units, per capita) (n=111) as of December 15, 2023.



Per the chart above, the container port traffic was 0.01 TEU per capita in India in 2021. This statistic falls in the first quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 9.1.1 against other developing countries is Very High.

### OECD Countries<sup>20</sup>

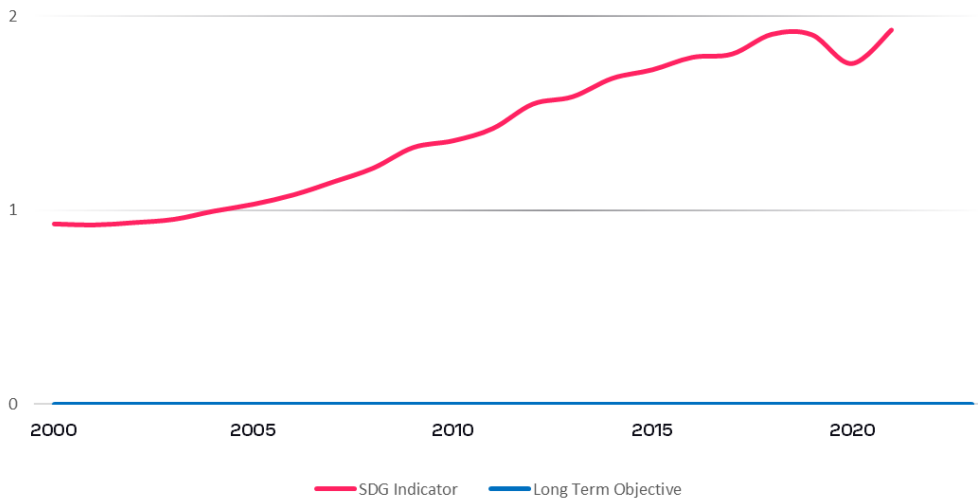


Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 9.1.1 against OECD countries is Very High.

### UN SDG Indicator 13.2.2: Total greenhouse gas emissions per year (CO<sub>2</sub> emissions per capita) Sustainable Development Report<sup>21</sup>

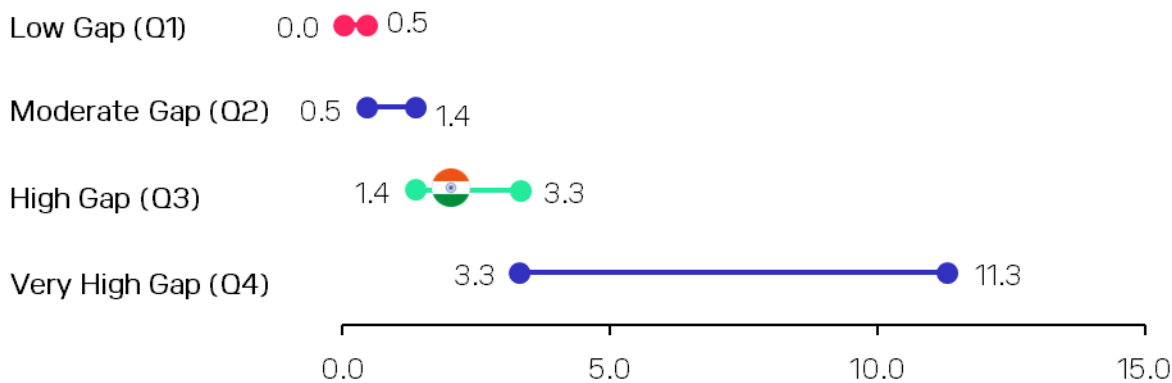
<sup>20</sup> Source: United Nations Conference on Trade and Development (UNCTAD). Data retrieved from the UN SDGs Global Database - 9.1.1: Container port traffic (TEU: 20-foot equivalent units, per capita) (n=34) as of December 15, 2023.

<sup>21</sup> Source: Global Carbon Project. Data retrieved from the Sustainable Development Report database, Country Profile: India, Indicator 13.2.2: CO<sub>2</sub> emissions from fossil fuel combustion and cement production (tCO<sub>2</sub>/capita). Accessed: March 27, 2024.



Per the chart above, CO2 emissions per capita were 1.93 in India in 2020 and the long-term objective for this indicator is 0, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows “SDG achieved” (green colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 13.2.2 against the long-term objective is Low.

### Developing Countries<sup>22</sup>

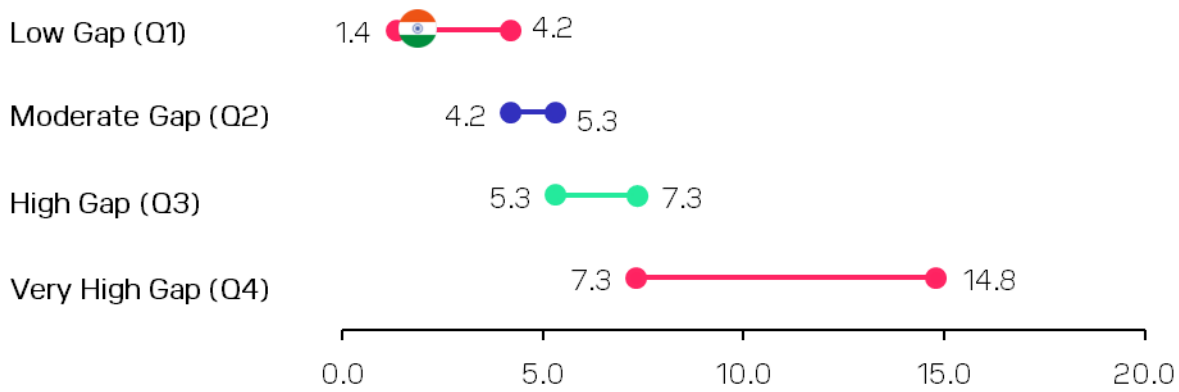


Per the chart above, CO2 emissions per capita were 1.58 in India in 2020. This statistic falls in the third quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 13.2.2 against other developing countries is High.

### OECD Countries<sup>23</sup>

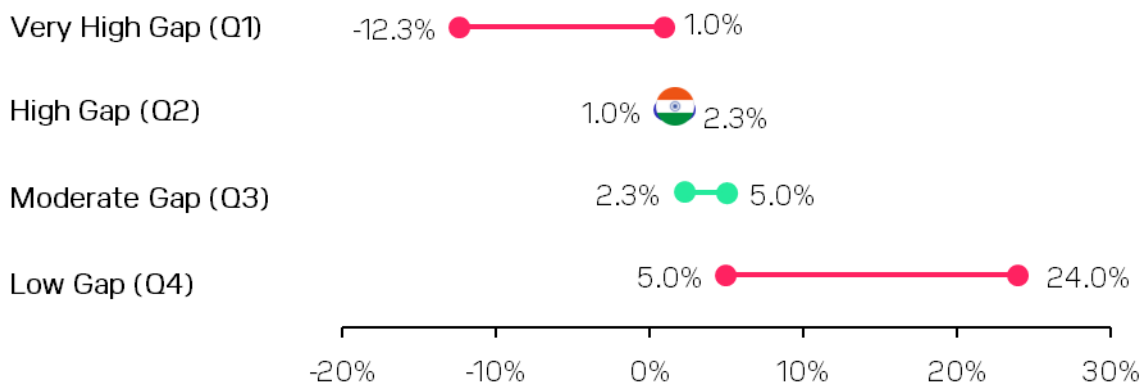
<sup>22</sup> Source: Emissions data are sourced from Climate Watch Historical GHG Emissions (1990-2020). 2023. Washington, DC: World Resources Institute. Data retrieved from the World Bank Development Indicators Database – 13.2.2: CO2 Emissions per capita (n=143) as of March 27, 2024.

<sup>23</sup> Source: Emissions data are sourced from Climate Watch Historical GHG Emissions (1990-2020). 2023. Washington, DC: World Resources Institute. Data retrieved from the World Bank Development Indicators Database – 13.2.2: CO2 Emissions per capita (n=38) as of March 27, 2024.



Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 13.2.2 against OECD countries is Low.

### UN SDG Indicator 17.3.1: Foreign direct investment, net inflows (% of GDP)<sup>24</sup> Developing Countries<sup>25</sup>

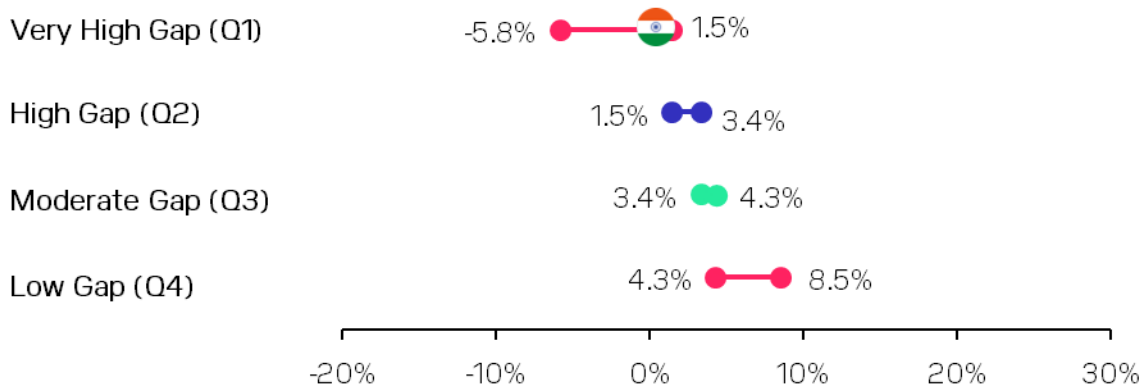


Per the chart above, the proportion of foreign direct investment (as a % of GDP) was 1.4 in India in 2022. This statistic falls in the second quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 17.3.1 against other developing countries is High.

<sup>24</sup> For 17.3.1, there's no data available on direct foreign investment at the Sustainable Development Report platform.

<sup>25</sup> Source: International Monetary Fund, International Financial Statistics and Balance of Payments databases, World Bank, International Debt Statistics, and World Bank and OECD GDP estimates. Data retrieved from the World Bank Development Indicators Database – 17.3.1: Foreign direct investment, net inflows (% of GDP) (n=143) as of April 15, 2024.

## OECD Countries<sup>26</sup>



Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 17.3.1 against other OECD countries is Very High.

2.C Select the metrics with the most development materiality.

Per the analysis in Step 2.b, the following metrics are considered material:

- 1) Indicator 4.3.1: Participation rate in formal and non-formal education and training (%)
- 2) Indicator 5.5.2: Proportion of women in managerial positions (%)
- 3) Indicator 7.2.1: Renewable energy share in the total final energy consumption (%)
- 4) Indicator 8.5.2: Unemployment rate (%)
- 5) Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita
- 6) Indicator 13.2.2: Total greenhouse gas emissions per year (CO<sub>2</sub> emissions per capita)
- 7) Indicator 17.3.1: Foreign direct investment, net inflows (% of GDP)

<sup>26</sup> Source: International Monetary Fund, International Financial Statistics and Balance of Payments databases, World Bank, International Debt Statistics, and World Bank and OECD GDP estimates. Data retrieved from the World Bank Development Indicators Database – 17.3.1: Foreign direct investment, net inflows (% of GDP) (n=37) as of April 15, 2024.



## Step 3: Set incremental targets for metrics that have development materiality

3.A. Establish a baseline for metrics

3.B. Set targets to achieve incremental results on the metrics with identified development materiality

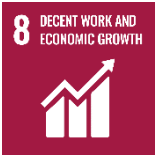



3.C. Set targets that are ambitious and incremental to ‘business-as-usual’



3.D. Define a time-horizon for the achievement of the targets, including short-medium and long-term milestones and interim targets (with a five-year interval)

3.E. Entities should outline the intended actions to achieve the targets

3.F. Review and update targets at least every five years

Metric	Unit of Measure	Baseline Year	Baseline Value	Target Year	Target Value	SDGs
<b>Sector-specific Metrics</b>						
<b>Intention:</b> Empowering manufactures to reach new markets and expand foothold in conventional markets						
Decrease in storage days / hours at port terminals	Reduction in average dwell time at ports	2018	To be updated	2028	25%	
	<b>Actions to achieve the targets:</b> Investing in integrated supply chain solutions					
Increase in freight volume carried by Rail	TEUs / P.A.	2022	100	2027	12,000	
	<b>Actions to achieve the targets:</b> Developing rail-based logistics products to attract road cargo					
<b>Intention:</b> Increase FDI in India by improving the ease of doing business through free trade zones						
Increase in the number of international customers using FTWZ in India	# of customers	2023	25	2028	50	

	<p><b>Actions to achieve the targets:</b> Propagate the FTWZ value proposition among international clients</p>					
<p><b>Intention:</b> Increase access to global trade for SMEs through the expansion of digital channels</p>						
Increase in the number of SMEs served directly	# of SMEs	2022	1,500	2027	5,000	
	<p><b>Actions to achieve the targets:</b> Digital Logistics Products for SMEs</p>					
<p><b>Intention:</b> Improving technical skills in local communities</p>						
Increase number of students trained	Total number of students / undergraduates trained	2022	To be updated	2027	5,000	
	<p><b>Actions to achieve the targets:</b> Continuation of existing dedicated and focused training programmes and investments into developing students in the logistics sector</p>					
<p><b>Cross-cutting metrics</b></p>						
Decrease in CO2 equivalent emissions	Reduction in Absolute Kg CO2 emissions	2022	94KT	2030	42% reduction	
	<p><b>Actions to achieve the targets:</b> Execution of our Group wide Decarbonisation programme which cuts across equipment electrification, process efficiency, renewable energy, low carbon fuel supply and carbon compensation.</p>					
Increase in the share of renewable energy sourced at DP World facilities	% of total power consumed	2019	2.17%	2030	60%	

	<b>Actions to achieve the targets:</b> Continued investment in renewable energy infrastructure and procurement of green electricity					
Increase in % of women in the organisation	% of total workforce	2020	3%	2028	15%	
	<b>Actions to achieve the targets:</b> Continuation of existing dedicated programmes aimed at developing the pipeline of future female leaders. In addition, we have several programmes in place to foster a more inclusive environment for our overall workforce.					
Employment Generation	No. of jobs created (Direct jobs only)	2018	4,200	2028	16,000	
	<b>Actions to achieve the targets:</b> Investments in expansion and new projects					

# Somaliland

## Executive Summary

The development of the Port of Berbera in Somaliland has brought hope to a young nation and created jobs for 1,335 people. Located along one of the world's busiest sea routes with access to a vast hinterland via the Berbera Corridor, the port is becoming a trade hub for the Horn of Africa, serving a region of 140 million people.

DP World's terminal at the Port of Berbera – the only prominent multipurpose port in Somaliland – is an integrated maritime, logistics and industrial hub. It contributes directly to Somaliland's economy and those of neighbouring countries, including landlocked Ethiopia. With the most modern container terminal in the Horn of Africa, the Port of Berbera helps to offer extensive bulk and breakbulk handling facilities, including the handling of liquid cargo.

The Berbera Economic Zone (BEZ) was inaugurated in early 2023 and is another facility that is the first of its kind in Somaliland. The BEZ will positively impact local economies, increase direct foreign investment, and stimulate job creation. The BEZ is creating a competitive, sustainable, and affordable trade environment. This provides a conducive and competitive environment for industry, transformation and thus value creation within the Country.

BEZ is adjacent to the Port and deepens DP World's comprehensive trade service offering in Somaliland, establishing a strategic gateway to the Horn of Africa and specifically Ethiopia, which has the fifth largest GDP on the African continent.

Coupled together the Port of Berbera and the Berbera Economic Zone provides multinational companies with the following value proposition:

- Access to new customers in targeted markets;
- Minimise the risk of trading;
- Well-tested and coordinated strategies for managing governance and corporate compliance;
- Operating to the highest quality and compliance standards; and
- Providing robust supply chain and logistic solutions.

The Berbera Port and Berbera Economic Zone will serve to establish the "Berbera-Addis Corridor." Through the corridor, DP World will offer a new, fast, and efficient land corridor that will enhance trade and bring unrivalled value to customers across the Horn of Africa.

DP World is the second largest employer in Somaliland only after the government. The Company remains at the forefront of driving long-term private sector participation within the country and has helped to diversify Somaliland's economy; creating employment opportunities through various trade activities associated with the Port and Economic Zone facilities.

DP World's business plan in Somaliland is focused on three main pillars:

- Boosting the export potential of the region by increasing agricultural exports and improving overall logistics efficiency;
- Integrating sustainability and sustainable development into the business operations; and

- Providing social services to local communities by expanding projects related to health and education.

To achieve these goals, this business strategy involves investing in modernising the company's economic zone of Berbera and the terminals in this region. These growth intentions are expected to contribute to the country's infrastructure and logistics network by decreasing journey time, transit time (port-to-port) and traffic in national roads, and increasing the number of agricultural exports, jobs created, truck drivers in operations, the total number of containers handled, among other metrics.

## Step 1: Identify the metrics related to the entity's impact intentions

1.A. Identify the sector-specific metrics that are relevant to a company's impact intentions and the remit of its business

DP World identified the following sector-specific metrics considering its impact intentions for Somaliland.

Metric	Unit of Measure	Source	Theory of Change
<b>Intention: Increasing exports and improving overall logistics efficiency</b>			
1. Decrease in days/hours in storage	# days, # hours	DP World	Improves efficiency and streamlines the supply chain
2. Decrease in transit time (port-to-port)	# vehicles/year	HIPSO	Improves efficiency and increases the number of mother vessels directly calling Berbera
3. Decrease in truck in and out time (train, barge)	# hours	HIPSO	Improves supply chain efficiency and reduces operating costs for customers
4. Increase in total number of containers handled	# TEUs (twenty-foot equivalent unit)	IRIS+	Increases access to and from the Horn of Africa
5. Decrease in cost of DP World's services to customers	\$ Dollars	DP World	Increases access to services provided by DP World
<b>Intention: Improving the sustainability of its operations</b>			
6. Coral reef transplanted	Area (m2) of coral reef transplanted	DP World	Reduces biodiversity impact on critical habitat
<b>Intention: Providing social services to local communities, by improving education in the region and administrative capacity of the trauma centre in the Berbera Regional Hospital</b>			
7. Increase the proportion of operational costs in the trauma centre that is funded by its own revenue	%	DP World	Ensures the sustainability and longevity of medical trauma services provided to the people of Somaliland
8. Increase in the number of scholarships provided	# of scholarships provided	DP World	Ensures a pipeline of leadership talent for Somaliland and DP World operations

1.B. Identify the cross-cutting metrics that are sector-agnostic, and thus relevant to all types of business operations





DP World identified the following sector-specific metrics considering its impact intentions for Somaliland.






Metric	Unit of Measure	Source
1. Decrease in GHG Emissions	Tonnes CO2	SFDR
2. Increase in the proportion of women in managerial positions	Percentage	UN SDG Indicators
3. Increase in individuals trained by DP World	US\$ million spent on people training and development	IRIS+

## Step 2: Assess the development gap of the selected metrics

### 2.A Map company-level metrics to country-level UN SDG targets

To better understand how DP World's metrics align and contribute to the SDG's an initial mapping was done considering both sector-specific and cross-cutting metrics and specific indicators and the relevant SDG Targets.

Metric	SDG	Indicator	SDG Target
<b>Sector-specific Metrics</b>			
<b>Intention: Increasing exports and improving overall logistics efficiency</b>			
1. Decrease in days/hours in storage		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
2. Decrease transit time (port-to-port)		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
3. Decrease truck in and out time (train, barge)		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all
4. Increase in total number of containers handled		Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita	Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all

<p>5. Decrease in cost of DP World's services to customers</p>		<p>Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita</p>	<p>Target 9.1: Develop quality, reliable, sustainable, and resilient infrastructure, including regional and transborder infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all</p>
<p><b>Intention:</b> Improving the sustainability of its operations</p>			
<p>6. Coral reef transplanted</p>		<p>Indicator 14.1.1: (a) Index of coastal eutrophication; and (b) plastic debris density</p>	<p>Target 14.1: By 2025, prevent and significantly reduce marine pollution of all kinds, in particular from land-based activities, including marine debris and nutrient pollution</p>
<p><b>Intention:</b> Providing social services to local communities, by improving education in the region and administrative capacity of the trauma centre in the Berbera Regional Hospital</p>			
<p>7. Increase the proportion of operational costs in the trauma centre that is funded by its own revenue</p>		<p>Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population)</p>	<p>Target 3.6: By 2020, halve the number of global deaths and injuries from road traffic accidents</p>
<p>8. Increase in the number of scholarships provided</p>		<p>Indicator 4.3.1: Participation rate in formal and non-formal education and training</p>	<p>Target 4.3: By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university</p>
<p><b>Cross-cutting Metrics</b></p>			
<p>1. Decrease in GHG Emissions</p>		<p>Indicator 13.2.2: Total greenhouse gas emissions per year</p>	<p>Target 13.2: Integrate climate change measures into national policies, strategies, and planning</p>



2. Increase in the proportion of women in managerial positions		Indicator 5.5.2: Proportion of women in managerial positions (%)	Target 5.5 - Ensure women's full and effective participation and equal opportunities for leadership at all levels of decision-making in political, economic, and public life
3. Increase in individuals trained by DP World		Indicator 4.3.1: Participation rate in formal and non-formal education and training	Target 4.3: By 2030, ensure equal access for all women and men to affordable and quality technical, vocational and tertiary education, including university
		Indicator 8.5.2: Unemployment rate (%)	Target 8.5: By 2030, achieve full and productive employment and decent work for all women and men, including for young people and persons with disabilities, and equal pay for work of equal value

2.B Conduct a development gap / “development opportunity” assessment to benchmark the current level of development of the country/local context of the company on the SDG targets identified

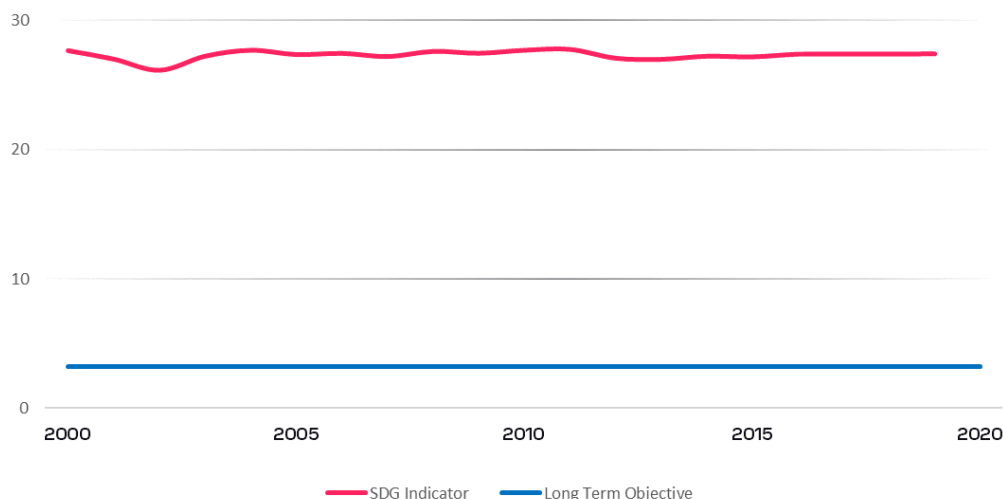
Due to the lack of specific data on Somaliland, this assessment used data related to Somalia as a proxy, which may not correspond to the exact data for Somaliland.

Based on the mapping exercise done above, we have identified the following development indicators best suited to measure the progress of Somaliland to the SDG targets identified in Step 2.A<sup>27</sup>. As such, an analysis on the gap’s overall magnitude has been assessed against the following indicators:

- 1) Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population)
- 2) Indicator 4.3.1: Participation rate in formal and non-formal education and training (%)
- 3) Indicator 5.5.2: Proportion of women in managerial positions (%)
- 4) Indicator 8.5.2: Unemployment rate (%)
- 5) Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita
- 6) Indicator 13.2.2: Total greenhouse gas emissions per year (CO2 emissions per capita)
- 7) Indicator 14.1.1: (a) Index of coastal eutrophication; and (b) plastic debris density

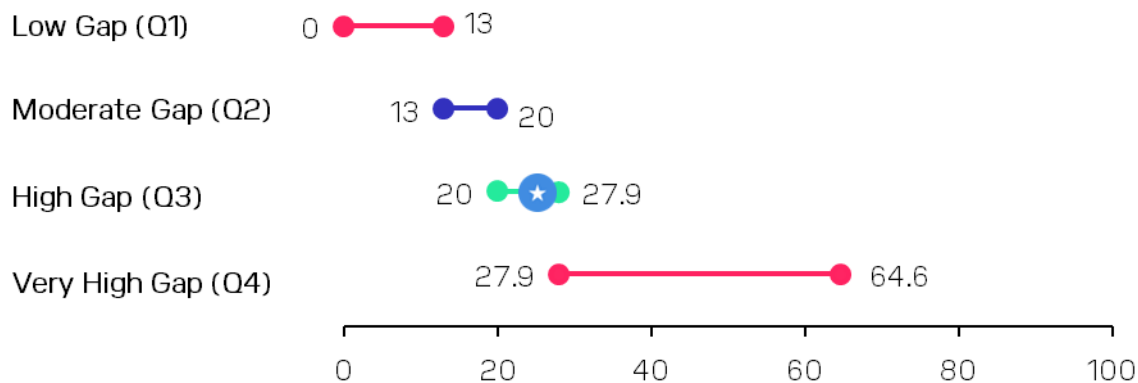
UN SDG Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population)

<sup>27</sup> Due to the lack of specific data on Somaliland, this assessment used data related to Somalia as a proxy.



Per the chart above, the death rate due to road traffic injuries (per 100,000 population) was 27.4 in Somalia in 2019 and the long-term objective for this indicator is 3.2, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 3.6.1 against the long-term objective is Very High.

### Developing Countries<sup>29</sup>



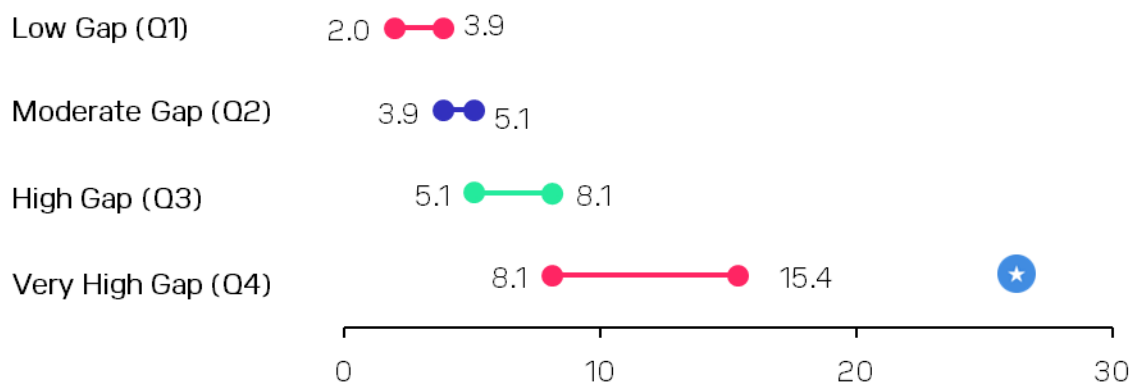
Per the chart above, the death rate due to road traffic injuries (per 100,000 population) was 27.4 in Somalia in 2019. This statistic falls in the third quartile of the distribution of other developing

<sup>28</sup> Source: WHO. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population). Accessed: February 29, 2024.

<sup>29</sup> Source: Global Health Estimates 2019: Deaths by Cause, Age, Sex, by Country and by Region, 2000-2019. Geneva, World Health Organisation, 2020. Data retrieved from the UN SDGs Global Database - Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population) (n=137) as of December 15, 2023.

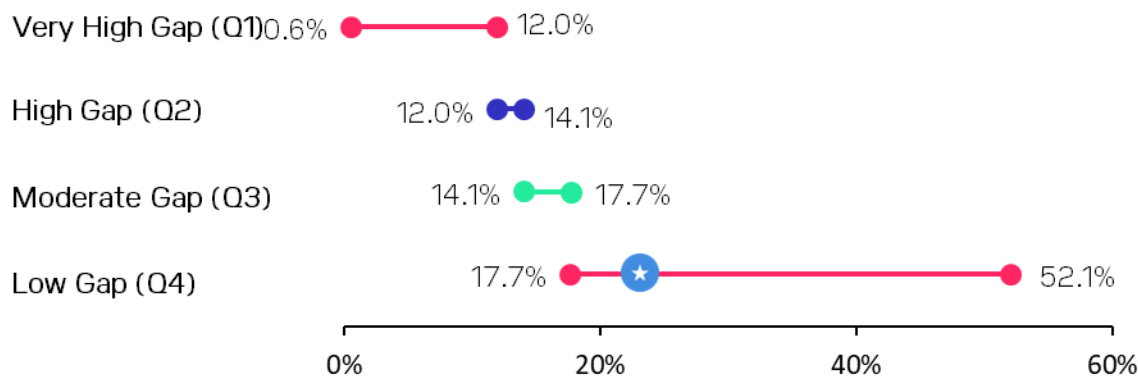
countries, indicating that the development gap for UN SDG Indicator 3.6.1 against other developing countries is High.

### OECD Countries<sup>30</sup>



Per the chart above, this statistic falls in the fourth quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 3.6.1 against OECD countries is Very High.

### UN SDG Indicator 4.3.1: Participation rate in formal and non-formal education and training (%)<sup>31</sup> Developing Countries<sup>32</sup>



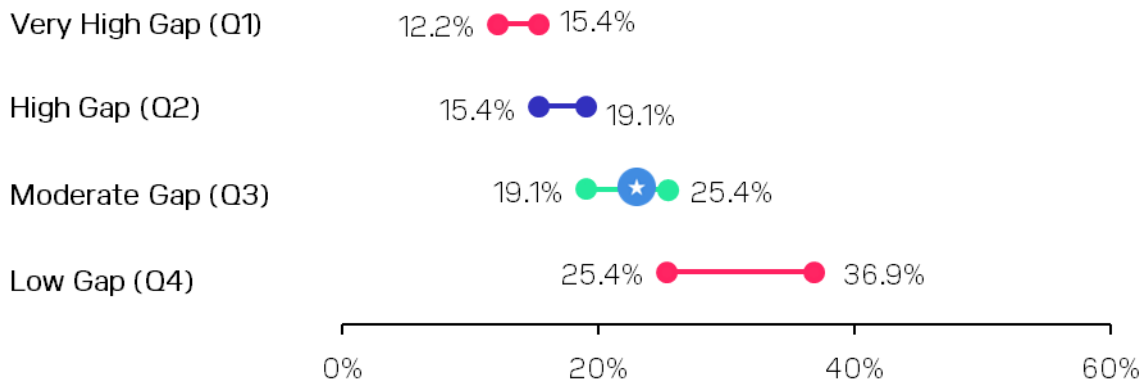
Per the chart above, the participation rate in formal and non-formal education and training was 23.5% in Somalia in 2019. This statistic falls in the fourth quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 4.3.1 against other developing countries is Low.

<sup>30</sup> Source: Global Health Estimates 2019: Deaths by Cause, Age, Sex, by Country and by Region, 2000-2019. Geneva, World Health Organisation, 2020. Data retrieved from the UN SDGs Global Database - Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population) (n=32) as of December 15, 2023.

<sup>31</sup> The Sustainable Development Report has no available data for Somalia on "Indicator 4.3.1: Participation rate in formal and non-formal education and training" or any other one related to SDG 4 – Quality Education.

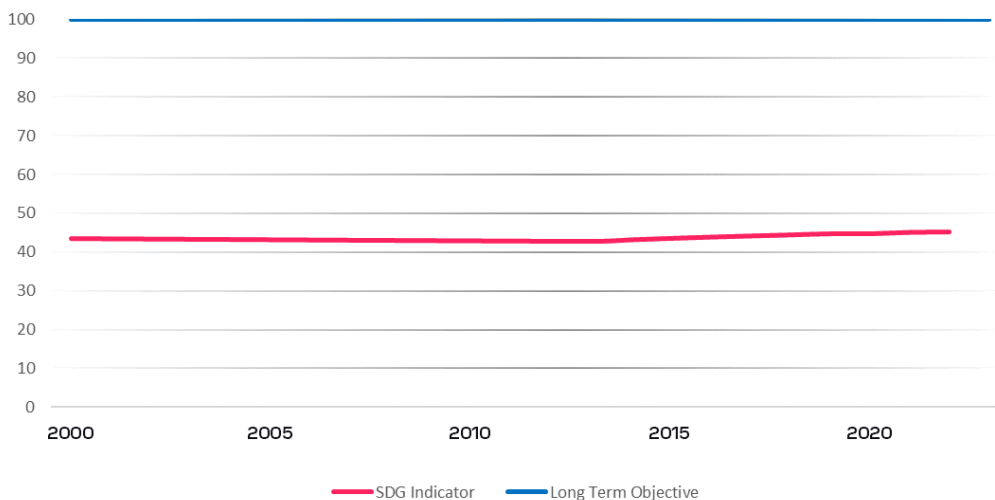
<sup>32</sup> Source: UN Statistics. Data retrieved from the UN SDGs Global Database - Indicator 4.3.1: Participation rate in formal and non-formal education and training, by sex (%) (n=112) as of December 15, 2023.

## OECD Countries<sup>33</sup>



Per the chart above, this statistic falls in the third quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 4.3.1 against OECD countries is Moderate.

## UN SDG Indicator 5.5.2: Proportion of women in managerial positions (%) Sustainable Development Report<sup>34</sup>

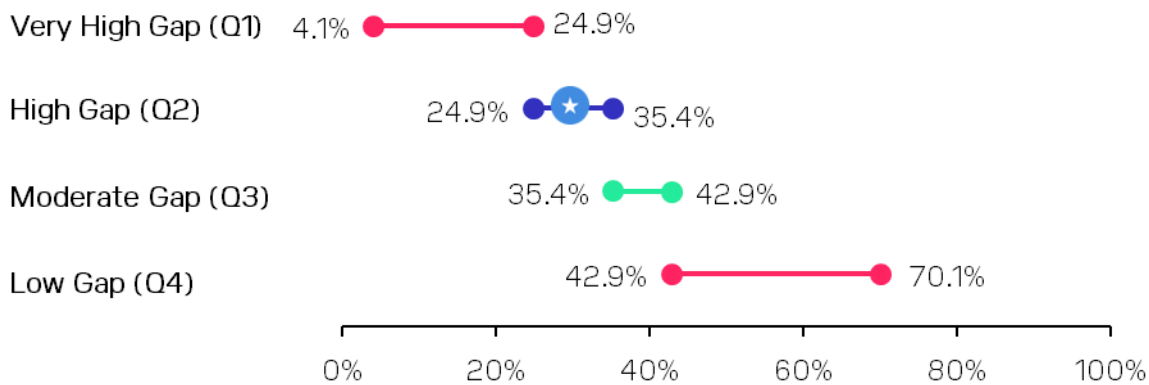


Per the chart above, the ratio of female-to-male labour force participation rate (%) was 45.1 in Somalia in 2022 and the long-term objective for this indicator is 100, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 5.5.2 against the long-term objective is Very High.

<sup>33</sup> Source: UN Statistics. Data retrieved from the UN SDGs Global Database - Indicator 4.3.1: Participation rate in formal and non-formal education and training, by sex (%) (n=29) as of December 15, 2023.

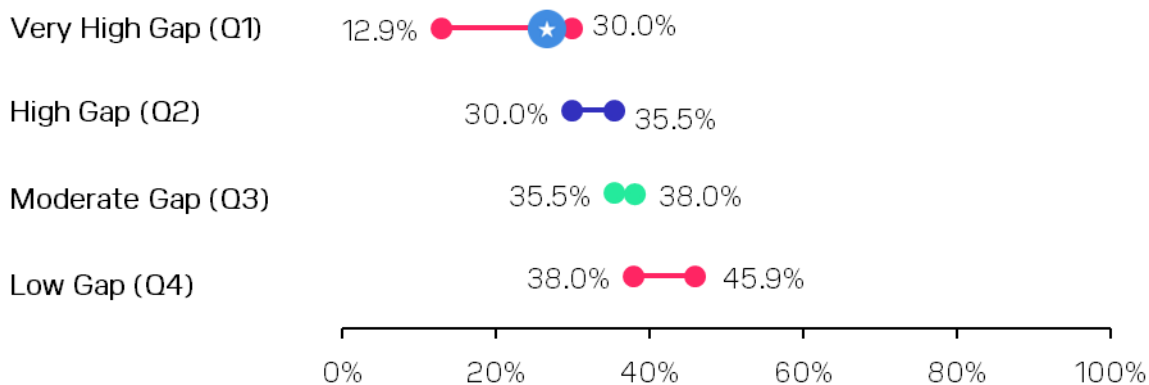
<sup>34</sup> For this indicator, the Sustainable Development Report uses ratio of female-to-male labour force participation rate (%) as indicator. Source: ILO. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 5.5.2: ratio of female-to-male labour force participation rate (%). Accessed: April 9, 2024.

## Developing Countries<sup>35</sup>



Per the chart above, the proportion of women in managerial positions was 29.4% in Somalia in 2019. This statistic falls in the second quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 5.5.2 against other developing countries is High.

## OECD Countries<sup>36</sup>

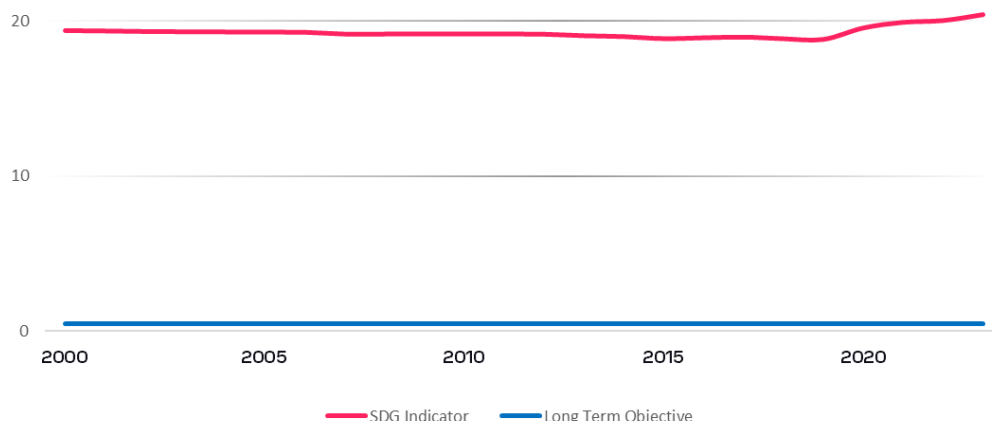


Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 5.5.2 against OECD countries is Very High.

## UN SDG Indicator 8.5.2: Unemployment rate (%)

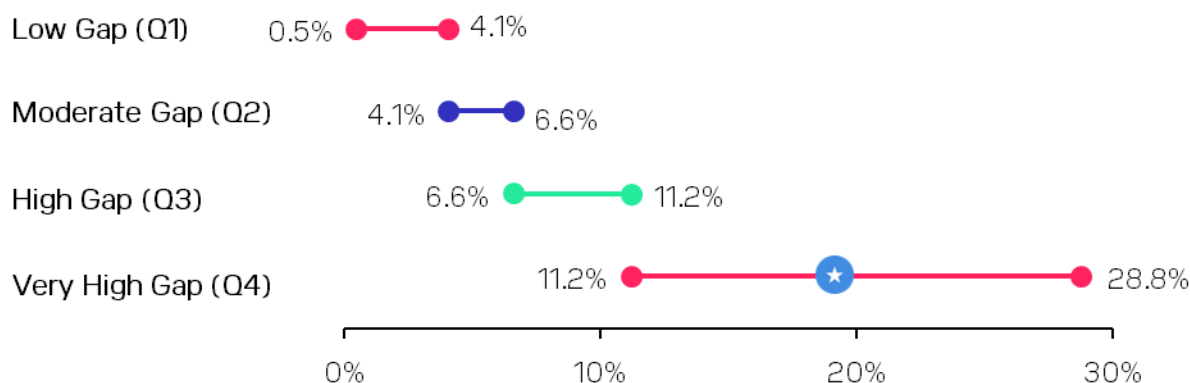
<sup>35</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - Indicator 5.5.2: Proportion of women in managerial positions - 13th ICLS (%) (n=120) as of December 15, 2023.

<sup>36</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - Indicator 5.5.2: Proportion of women in managerial positions - 13th ICLS (%) (n=31) as of December 15, 2023.



Per the chart above, the unemployment rate (%) was 20.4 in Somalia in 2023 and the long-term objective for this indicator is 0.5, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 8.5.2 against the long-term objective is Very High.

### Developing Countries<sup>38</sup>



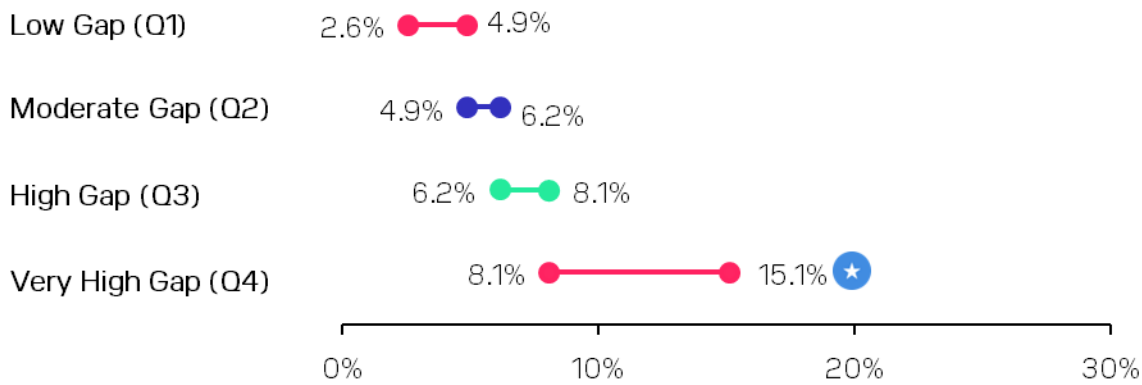
Per the chart above, the unemployment rate was 18.8% in Somalia in 2019. This statistic falls in the fourth quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 8.5.2 against other developing countries is Very High.

### OECD Countries<sup>39</sup>

<sup>37</sup> Source: ILO. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 8.5.2: Unemployment rate (%). Accessed: February 29, 2024.

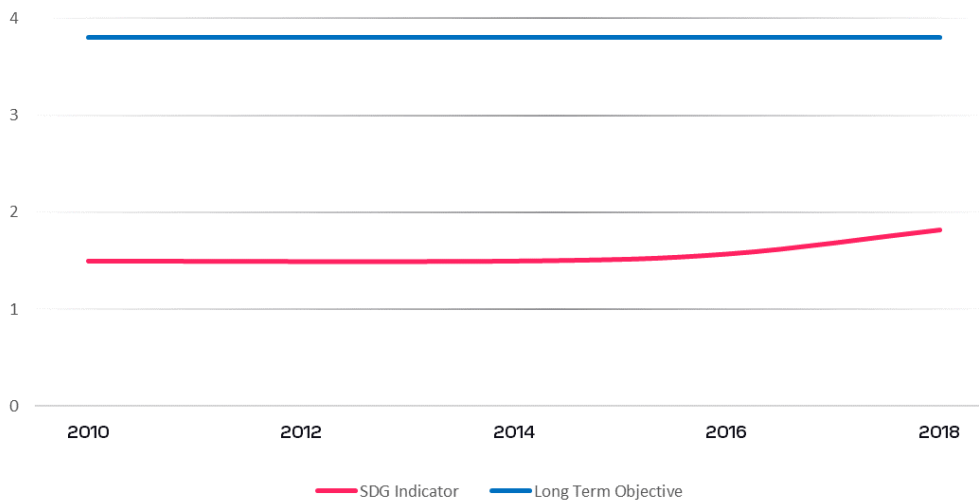
<sup>38</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - 8.5.2: Unemployment rate, by sex and age - 13th ICLS (%) (n=130) as of December 15, 2023.

<sup>39</sup> Source: LFS - Labour Force Survey, HIES - Households' Integrated Living Conditions Survey, ILO modelled estimates, Nov. 2022. Data retrieved from the UN SDGs Global Database - 8.5.2: Unemployment rate, by sex and age - 13th ICLS (%) (n=32) as of December 15, 2023.



Per the chart above, this statistic falls in the fourth quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 8.5.2 against OECD countries is Very High.

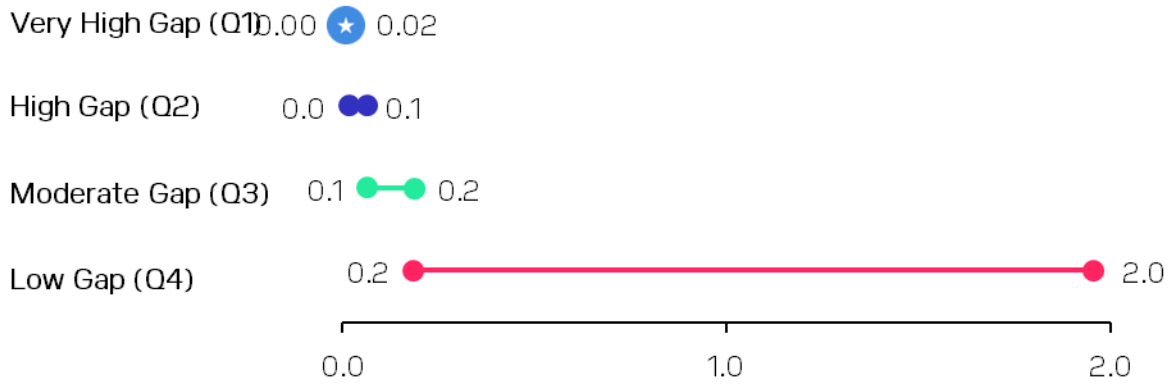
### UN SDG Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita *Sustainable Development Report*<sup>40</sup>



Per the chart above, according to the “Logistics Performance Index: Quality of trade and transport-related infrastructure” 1.8 was the score attributed to Somalia in 2018 and the long-term objective for this indicator is 3.8, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 9.1.1 against the long-term objective is Very High.

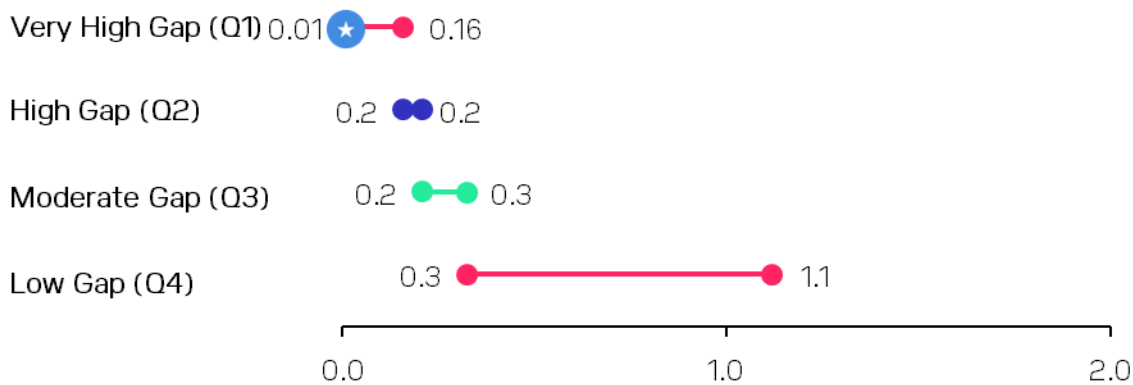
<sup>40</sup> For this indicator, the Sustainable Development Report uses “Logistics Performance Index: Quality of trade and transport-related infrastructure” (worst 1-5 best) as indicator. Source: World Bank. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 9.1.1: “Logistics Performance Index: Quality of trade and transport-related infrastructure” (worst 1-5 best). Accessed: February 29, 2024.

## Developing Countries<sup>41</sup>



Per the chart above, the container port traffic was 0.01 TEU per capita in Somalia in 2019. This statistic falls in the first quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 9.1.1 against other developing countries is Very High.

## OECD Countries<sup>42</sup>



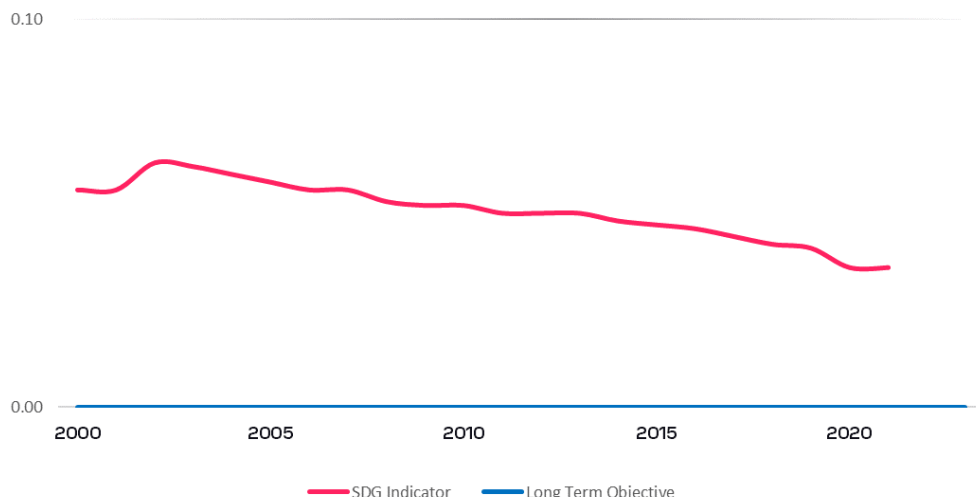
Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 9.1.1 against OECD countries is Very High.

## UN SDG Indicator 13.2.2: Total greenhouse gas emissions per year (CO2 emissions per capita)

<sup>41</sup>Source: United Nations Conference on Trade and Development (UNCTAD). Data retrieved from the UN SDGs Global Database - 9.1.1: Container port traffic (TEU: 20-foot equivalent units, per capita) (n=111) as of December 15, 2023.

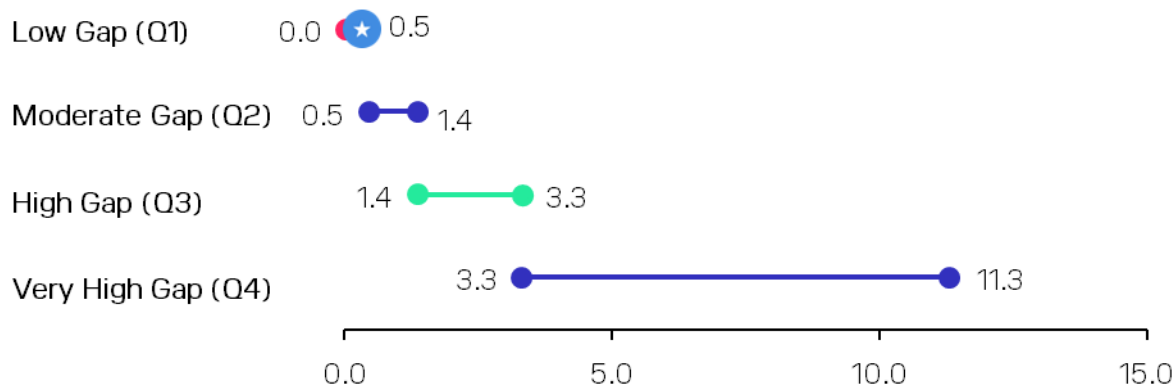
<sup>42</sup>Source: United Nations Conference on Trade and Development (UNCTAD). Data retrieved from the UN SDGs Global Database - 9.1.1: Container port traffic (TEU: 20-foot equivalent units, per capita) (n=34) as of December 15, 2023.





Per the chart above, CO2 emissions per capita were 0.04 in Somalia in 2021 and the long-term objective for this indicator is 0, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows “SDG achieved” (green colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 13.2.2 against the long-term objective is Low.

### Developing Countries<sup>44</sup>

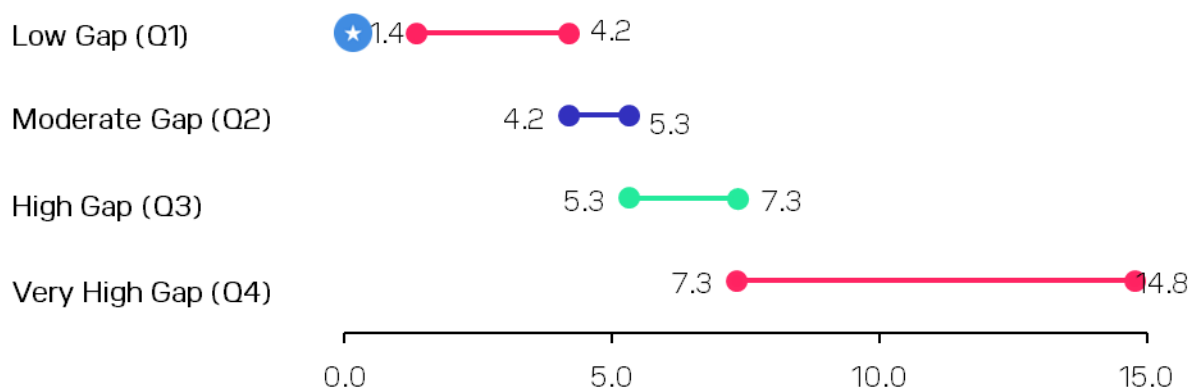


Per the chart above, CO2 emissions per capita were 0.04 in Somalia in 2020. This statistic falls in the first quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 13.2.2 against other developing countries is Low.

<sup>43</sup> Source: Global Carbon Project. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 13.2.2: CO<sub>2</sub> emissions from fossil fuel combustion and cement production (tCO<sub>2</sub>/capita). Accessed: March 27, 2024.

<sup>44</sup> Source: Emissions data are sourced from Climate Watch Historical GHG Emissions (1990-2020). 2023. Washington, DC: World Resources Institute. Data retrieved from the World Bank Development Indicators Database – 13.2.2: CO<sub>2</sub> Emissions per capita (n=143) as of March 27, 2024.

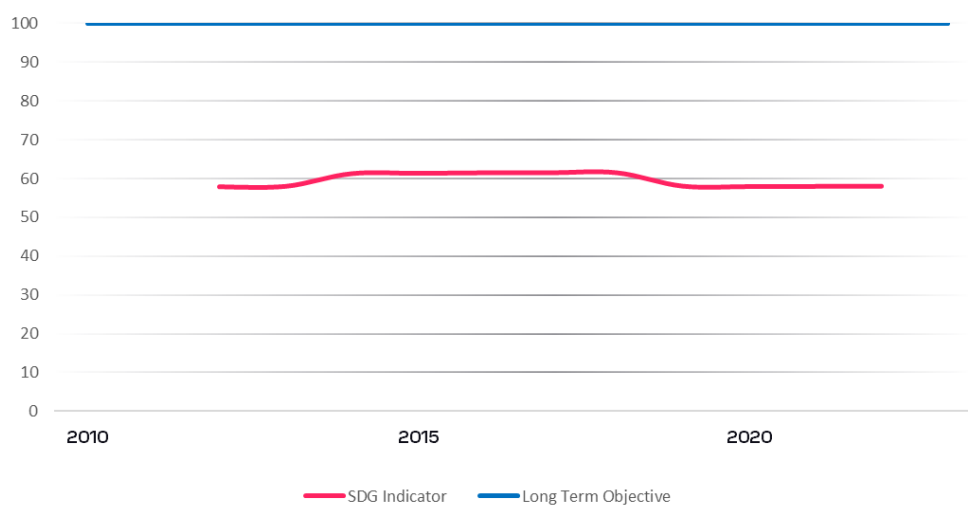
## OECD Countries<sup>45</sup>



Per the chart above, this statistic falls in the first quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 13.2.2 against OECD countries is Low.

## UN SDG Indicator 14.1.1: Beach litter originating from national land-based sources that ends in the ocean (%)

### Sustainable Development Report<sup>46</sup>

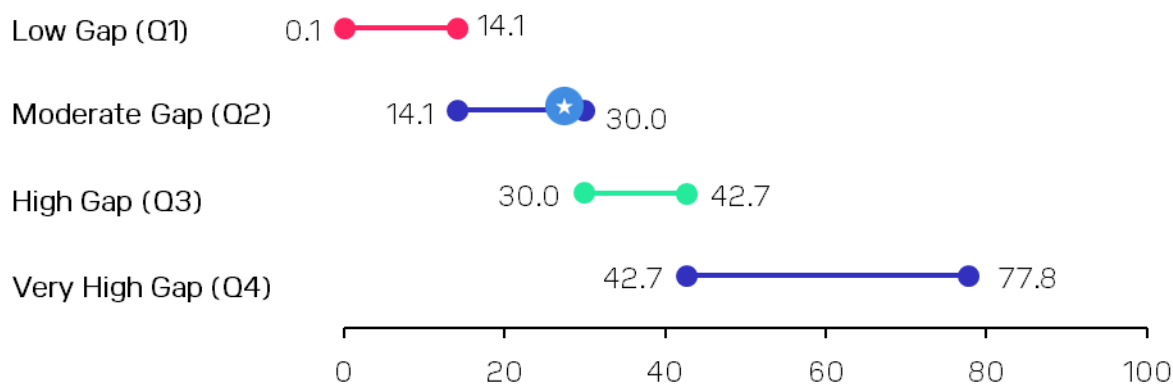


Per the chart above, the score attributed to Somalia in 2022 on the Ocean Health Index was 58 and the long-term objective for this indicator is 100, according to the Sustainable Development Report. Therefore, as the Sustainable Development Report shows that “major challenges remain” (red colour) in this case, this statistic indicates that the development gap for UN SDG Indicator 14.1.1 against the long-term objective is Very High.

<sup>45</sup> Source: Emissions data are sourced from Climate Watch Historical GHG Emissions (1990-2020). 2023. Washington, DC: World Resources Institute. Data retrieved from the World Bank Development Indicators Database – 13.2.2: CO2 Emissions per capita (n=38) as of March 27, 2024.

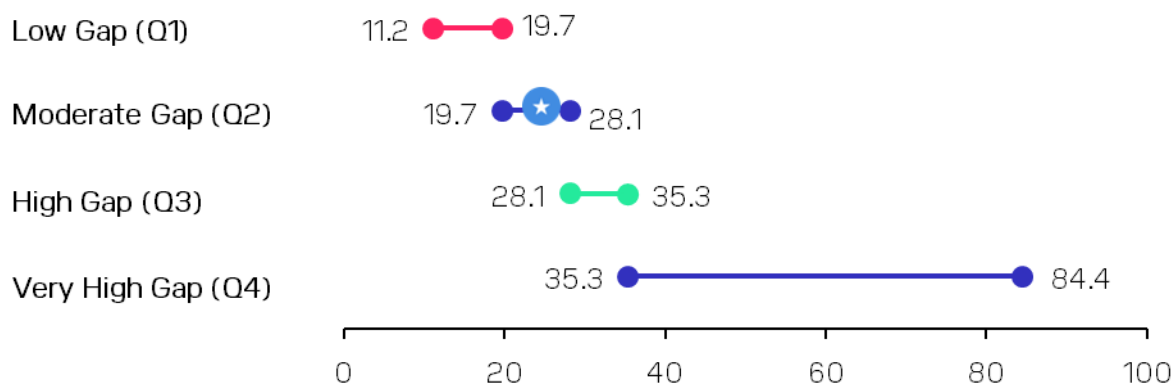
<sup>46</sup> For this indicator, the Sustainable Development Report uses “Ocean Health Index: Clean Waters score” (worst 0-100 best) as indicator. Source: Ocean Health Index. Data retrieved from the Sustainable Development Report database, Country Profile: Somalia, Indicator 14.1.1: “Ocean Health Index: Clean Waters score” (worst 0-100 best). Accessed: April 9, 2024.

## Developing Countries<sup>47</sup>



Per the chart above, the proportion of beach litter originating from national land-based sources that ends in the ocean was 27.9 in Somalia in 2021. This statistic falls in the second quartile of the distribution of other developing countries, indicating that the development gap for UN SDG Indicator 14.1.1 against other developing countries is Low.

## OECD Countries<sup>48</sup>



Per the chart above, this statistic falls in the second quartile of the distribution of OECD countries, indicating that the development gap for UN SDG Indicator 14.1.1 against OECD countries is Moderate.

## 2.C Select the metrics with the most development materiality.

<sup>47</sup> Source: Centre for Ocean-Atmospheric Prediction Studies (COAPS). Data retrieved from the UN SDGs Global Database - 14.1.1: Beach litter originating from national land-based sources that ends in the ocean (%) (n=103) as of December 15, 2023.

<sup>48</sup> Source: Centre for Ocean-Atmospheric Prediction Studies (COAPS). Data retrieved from the UN SDGs Global Database - 14.1.1: Beach litter originating from national land-based sources that ends in the ocean (%) (n=27) as of December 15, 2023.

Per the analysis in Step 2.B, the following metrics are considered material:

- 1) Indicator 3.6.1: Death rate due to road traffic injuries (per 100,000 population)
- 2) Indicator 4.3.1: Participation rate in formal and non-formal education and training (%)
- 3) Indicator 5.5.2: Proportion of women in managerial positions (%)
- 4) Indicator 8.5.2: Unemployment rate (%)
- 5) Indicator 9.1.1: Container port traffic (TEU: 20-foot equivalent units), per capita
- 6) Indicator 13.2.2: Total greenhouse gas emissions per year (CO<sub>2</sub> emissions per capita)
- 7) Indicator 14.1.1: (a) Index of coastal eutrophication; and (b) plastic debris density

## Step 3: Set incremental targets for metrics that have development materiality

3.A. Establish a baseline for metrics




3.B. Set targets to achieve incremental results on the metrics with identified development materiality






3.C. Set targets that are ambitious and incremental to 'business-as-usual'




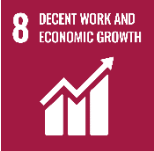
3.D. Define a time-horizon for the achievement of the targets, including short-medium and long-term milestones and interim targets (with a five-year interval)

3.E. Entities should outline the intended actions to achieve the targets

3.F. Review and update targets at least every five years

Metric	Unit of Measure	Baseline Year	Baseline Value	Target Year	Target Value	SDGs
Sector-specific Metrics						
<b>Intention:</b> Increasing exports and improving overall logistics efficiency						
Decrease in days/hours in storage	# days, # hours	2017	16 days	2028	7 days	
	<b>Actions to achieve the targets:</b> When DP World initially took over operations of the port, the average dwell time of full containers in the port was 16 days. DP World has subsequently reduced the dwell time to 11 days through operational efficiency, productivity, truck turnaround time and offering a one stop service centre to support customers. Through future improvements DP World aims to reduce the dwell days to 7.					
Decrease in transit time (port-to-port)	# cargo movement/ voyage time	2017	8 weeks	2027	3 weeks	
	<b>Actions to achieve the targets:</b> Currently, imports to Berbera are getting transhipped in different ports before they reach Berbera. With the commencement of transshipment, DP World are expecting that mother vessels carrying cargo from Far East will not undergo transshipment which will reduce cargo voyage time considerably.					
Decrease in truck in and out time (train, barge)	# hours	2017	8 hours	2024	45 minutes	
	<b>Actions to achieve the targets:</b> DP World has made remarkable improvements in the Truck Turnaround Time (TTT) in Berbera port. In 2017, trucks used to remain in terminal for nearly 8 hours. Due to several operational enhancements, DP World has reduced this to 45 minutes, which is 90% reduction in time. DP World expects to maintain the TTT at 45 minutes in the future, as this already meets the needs of its customers substantially.					

Increase in total number of containers handled	# TEUs	2023	143,256	2030	435,000	
	<b>Actions to achieve the targets:</b> As of 2023, the total TEU handled in Berbera port was just over 143k TEU. By 2030 DP World expect to handle over 435,000 TEU, which is a growth of 300% in TEU volume. DP World expect to achieve this by increasing transit and transshipment volume in Berbera.					
Decrease in cost of DP World's services to customers	\$ Dollars	2023	Figure not disclosed	2028	10% reduction in cost when compared to competing ports	
	<b>Actions to achieve the targets:</b> DP World expect to achieve reduction in our cost of service utilising several different levers. This includes maintaining competitive rates with the neighbouring ports for all the handling services and reducing dwell days in Berbera port to 7 days. In addition, DP World will continue to improve operational efficiency and productivity, as well as increase handling transshipment vessels to reduce freight charges.					
<b>Intention:</b> Improving the sustainability of its operations						
Coral reef transplanted	Area of coral reef transplanted to preserved areas	2023	75% of habitat offset area	2030	100% of habitat offset area	
	<b>Actions to achieve the targets:</b> DP World has developed a Biodiversity Action Plan for this Project and implemented translocation of coral in 2023. Monitoring and further translocation will be undertaken to achieve 100% of the habitat offset area by 2030					
<b>Intention:</b> Providing social services to local communities, by improving education in the region and administrative capacity of the trauma centre in the Berbera Regional Hospital						
Increase the proportion of operational costs in the trauma centre that is funded by its own revenue	%	2023	20%	2030	100%	
	<b>Actions to achieve the targets:</b> Berbera Regional Hospital is a Government facility, and DP World initially built, and provided financial support for a Trauma care centre at the hospital. By providing training to the relevant administrative and operational staff DP World are helping to ensure that by 2030, the trauma care centre operations in the hospital, will be sustainable and self-funded.					
Increase in the number of scholarships provided	# of scholarships provided	2017	Zero	2031	82	
	<b>Actions to achieve the targets:</b> Currently access to high quality education in Somaliland is limited to very few students. To address this, DP World has introduced an educational scholarship programme. Under these scholarships, top Somaliland students are provided access to the best education institution in Somaliland. A total of 82 students (including 72 women) will benefit from this scholarship programme which runs until 2031.					
<b>Cross Cutting Metrics</b>						

Decrease in GHG Emissions	Tonnes CO2	2022	Absolute emission: 6,630,374 kgCO2e	2030	30% reduction	
	<b>Actions to achieve the targets:</b> In line with DP World's Group Decarbonisation Strategy, DP World will continue to electrify its container handling equipment (CHE), which includes forklifts and ITVs, increasing renewable energy supply, and improving operation efficiency.					
Increase in the proportion of women in managerial positions	Percentage of women in the management team	2023	5%	2030	20%	
	<b>Actions to achieve the targets:</b> As of 2023, females represented 5% of the management team. By 2030, DP World expect this to be increased to 20%. DP World have dedicated training programmes to nurture talent for appropriate positions in the future.					
Increase in individuals trained by DP World	US\$ million spent on people training and development	2017	\$21K	2030	Over \$6 million	
						
	<b>Actions to achieve the targets:</b> One of the initial challenges faced in 2017, was the lack of a qualified & trained workforce to handle different operations in the terminal. Over the years, DP World have invested a lot of resources to train and equip team members to take up appropriate positions in the terminal. By 2030, DP World expect to have invested over \$6m in training and development.					

## Step 4: Disclose the company’s intentions for reducing negative impacts and upholding safeguards

### Disclosing quantitative negative impacts

Step 4 collectively applies to all entities covered within the DP World Sustainable Development Impact Disclosure

#### Entity Level

Principle Adverse Impact (PAI) Indicators	Unit of Measure	Baseline Year	Baseline Value	Target Year	Target Value	Supporting notes
Carbon emissions Scope 1	Tonnes CO2	2022	2,569,290	2030	42% reduction against 2022 baseline	Targets are aligned with recently updated and disclosed targets in the Group’s 2023 Sustainability Report
Carbon emissions Scope 2 (Location based)	Tonnes CO2	2022	604,737	2030	42% reduction against 2022 baseline	
Carbon emissions Scope 3	Tonnes CO2	2022	3,355,205	2030	28% reduction against 2022 baseline	
Total GHG Emissions Intensity per USD Revenue	Tonnes/million USD	2023	476	N/A	N/A	<p>GHG emission intensity is the GHG emissions expressed per unit of revenue (million) - based on total GHG emissions (Scope 1 Gross direct GHG emissions, Scope 1 Biogenic CO2 emissions, Scope 2 - location-based GHG emissions and scope 3 emissions) and revenue as stated in the Annual Report.</p> <ul style="list-style-type: none"> <li>2023 Total GHG Emissions = 8,686,181 TCO2e</li> <li>2023 Revenue = USD 18,250m</li> </ul> <p>DP World does not currently utilise this metric. The reported figure has been calculated for the purpose of the PAI disclosure. Going forward we will develop a target and report progress against this metric.</p>
Share of investment in companies active in the fossil fuel sector	%	2023	Not reported	2024	Reported	Metric to be defined as: revenue exposure to fossil fuel-related activities, including exploration, extraction, mining, storage, distribution and trading of oil and gas, production and distribution of thermal coal, and production, distribution, storage, and reserves of metallurgical coal.



						<p>* Metallurgical coal is used to produce coke, the primary source of carbon used in steelmaking. Metallurgical coal differs from thermal coal, which is used for energy and heating, by its carbon content and its coking ability.</p> <p>DP World does not currently utilise this metric. Going forward the company will report this metric.</p>
Share on non-renewable energy consumption	%	2023	39%	2040	0%	The share of non-renewable energy is the percentage of total energy consumption that is derived from non-renewable energy sources.
Energy consumption intensity per high-impact climate sector	Energy consumption in GWh per million USD* of revenue	2023	1.47	N/A	N/A	<p>Energy consumption intensity is the total energy consumption per unit of revenue (million).</p> <ul style="list-style-type: none"> <li>2023 Energy Consumption = 26,805 GWh</li> <li>2023 Revenue = USD 18,250m</li> </ul> <p>DP World does not currently utilise this metric. The reported figure has been calculated for the purpose of the PAI disclosure. Going forward we will develop a target and report progress against this metric.</p>
Activities negatively affecting biodiversity-sensitive areas	Share of sites/operations located in or near to biodiversity-sensitive areas where activities negatively affect those areas	2023	Not reported	2024	Reported	<p>DP World do not report on the share of sites/ operations located in or near to biodiversity-sensitive areas.</p> <p>Going forward, we aim to include this in our external reporting.</p> <p>In 2024, we commenced a Biodiversity Risk Mapping (screening) exercise to further understand the location of our operations relative to biodiversity-sensitive areas, the pressures, and threats on these areas and how our operations may interact negatively.</p> <p>Our potential impacts on biodiversity are primarily driven by the following activities: dredging, marine traffic, piling, sedimentation, diffuse pollution sources, wastewater discharge, hydrodynamic alterations, airborne/ underwater noise</p>

Emissions to water	Tonnes of emissions to water generated	2023	Not reported	2026	Reported	We do not currently report on emissions to water. We are assessing the inclusion of this metric in our external reporting in the future.
Hazardous waste ratio	Tonnes of solid hazardous waste	2023	124,4760	2026	Target to be set	Stated as the total amount our solid hazardous waste generated across DP World operations.  In 2023 DP World updated its internal waste reporting in line with GRI to provide further detail to support establishing data driven reduction targets.
Violations of UN Global Compact Principles and Organisations for Economic Cooperation and Development (OECD) guidelines for multinational enterprises	Number	2023	No	Annual	No	
Lack of processes and compliance mechanisms to monitor compliance with UN Global Compact Principles and OECD Guidelines for Multinational Enterprises	Yes/No	2023	No	Annual	No	
Unadjusted general pay gap	Not reported	2023	Not reported	2025	Reported	Whilst DP World do not report externally on unadjusted pay gaps, the Company has adopted an independent and balanced approach to remuneration to prevent discrimination.  Going forward, DP World will include this metric in our external reporting.
Board gender diversity (Females in top management positions)	%	2023	11	N/A	N/A	DP World has adopted a gender lens across all aspects its business.  In line with the UAE Gender Balance Council Pledge, the Company has previously committed to having 30% of women in Executive, Senior and middle management roles by 2025
Exposure to controversial weapons (anti-personnel mines, cluster munitions, chemical weapons, and biological weapons)	Yes/ No	2023	No	Annual	No	

## Disclosing qualitative information

Policies and Procedures		
Subject	Definition	References
Resource Efficiency and Pollution Prevention	Policies that will avoid, minimise, and reduce project-related pollution, ensure the sustainable use of resources, including energy and water, reduction of GHG emissions, and the use of high durability and recyclability components that are easy to reuse.	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) - Climate Change (pages 48-55) - Water (pages 68-75) <a href="#">Group Sustainability Policy</a> <a href="#">Group Health, Safety and Environment Policy</a>
Climate Change Adaptation	Disclose the organisation's governance around climate-related risks and opportunities	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) - Climate Change (pages 48-55) - TCFD Mapping Index (pages 87-91) <a href="#">Decarbonisation Strategy</a>
	Disclose the actual and potential impacts of climate-related risks and opportunities on the organisation's businesses, strategy, and financial planning where such information is material	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) - Climate Change (pages 48-55) - TCFD Mapping Index (pages 87-91) <a href="#">Decarbonisation Strategy</a>
	Disclose how the organisation identifies, assesses, and manages climate-related risks	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) - Climate Change (pages 48-55) - TCFD Mapping Index (pages 87-91) <a href="#">Decarbonisation Strategy</a>
	Disclose the metrics and targets used to assess and manage relevant climate-related risks and opportunities where such information is material	<a href="#">2023 Sustainability Report</a> - ESG Scorecard (pages 77-86) - TCFD Mapping Index (pages 87-91) <a href="#">Decarbonisation Strategy</a>
Biodiversity Conservation and Sustainable Management of Living Natural Resources	Policies and/or procedures that support the protection and conservation of biodiversity; maintenance of ecosystem services, which preserve water quality, avoid water stress, and that promote conservation needs and development priorities. An Environmental Impact Assessment (EIA) or screening is required by law for relevant sectors with required mitigation and compensation measures for protecting the environment are implemented. For sites/operations located in or near biodiversity-sensitive areas (including the Natura 2000 network of protected areas, UNESCO World Heritage sites and Key Biodiversity Areas, as well as other protected areas), an appropriate assessment, where applicable, is required to be conducted and based on its conclusions the necessary mitigation measures are required.	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) <a href="#">Group Sustainability Policy</a> <a href="#">Biodiversity Statement</a>
Labor and Working Conditions	Disclose the standard of conduct expected of anyone working for, or on behalf of DP World, as well as to shows the firm's commitment to compliance and ethical behaviour	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) <a href="#">Code of Ethics</a> <a href="#">Group Sustainability Policy</a> <a href="#">Vendor Code of Conduct</a> <a href="#">Human Rights Statement</a> <a href="#">Modern Slavery Statement</a> <a href="#">Just Transition Statement</a> <a href="#">Group Health, Safety and Environment Policy</a> <a href="#">Anti-Bribery Policy</a>

Community Health, Safety, and Security	Disclose the standard of conduct expected of anyone working for, or on behalf of DP World, as well as to shows the firm's commitment to compliance and ethical behaviour	<a href="#">Just Transition Statement</a> <a href="#">Group Health, Safety and Environment Policy</a>
Land Acquisition and Involuntary Resettlement	Policies and procedures that support avoiding or minimising displacement by exploring alternative growth strategies; avoiding forced eviction; anticipating, avoiding and minimising adverse social and economic impacts of land acquisition or restrictions on land use by (1) providing compensation for loss of assets and (2) ensuring that resettlement activities are implemented with appropriate disclosure of information; improving or restoring livelihoods and standards of displaced persons; and improving living conditions among physically displaced persons through provision of adequate housing.	<a href="#">External Stakeholder Engagement Policy</a> * Subject to asset specific Environmental and Social Impact Assessment and Management Plans
Indigenous Peoples	Policies and procedures for: a) Protecting and conserving biodiversity; b) Maintaining the benefits from ecosystem services; and c) Promoting sustainable management of living natural resources through adoption of practices that integrate conservation needs and development priorities.	<a href="#">2023 Sustainability Report</a> - Governance, Oversight and Risk Management (pages 12-15) - Ethics (pages 40-41) <a href="#">External Stakeholder Engagement Policy</a> <a href="#">Human Rights Statement</a> <a href="#">Modern Slavery Statement</a> * Subject to asset specific Environmental and Social Impact Assessment and Management Plans
Cultural Heritage	Protecting cultural heritage from the adverse impacts of company activities; and promoting the equitable sharing of benefits from use of cultural heritage.	<a href="#">External Stakeholder Engagement Policy</a> * Subject to asset specific Environmental and Social Impact Assessment and Management Plans

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