ASX Announcement
13 October 2021

Investor Presentation – Citi Australia & New Zealand Investment Conference

Dalrymple Bay Infrastructure Limited (ASX:DBI) ("**DBI**" or "t**he Company**") releases the attached presentation that will be presented at the Citi Australia & New Zealand Investment Conference today.

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Authorised for release to the ASX by the Disclosure Committee of Dalrymple Bay Infrastructure Limited.

More information

Investors	Media
Craig Sainsbury	Tristan Everett
craig.sainsbury@dbinfrastructure.com.au	tristan.everett@marketeye.com.au
+61 428 550 499	+61 403 789 096

About Dalrymple Bay Infrastructure

Dalrymple Bay Infrastructure (DBI) through its foundation asset, the Dalrymple Bay Terminal (DBT), aims to provide safe and efficient terminal infrastructure and services for producers and consumers of high quality Australian coal exports. DBT, as the world's largest metallurgical coal export facility, serves as a global gateway from the Bowen Basin and is a critical link in the global steelmaking supply chain. By providing operational excellence and options for capacity expansions to meet expected strong export demand, DBI intends to deliver value to security holders through distributions, ongoing investment and capital growth. dbinfrastructure.com.au

Forward Looking Statements

This announcement contains certain forward-looking statements with respect to the financial condition, operations and business of the Company and certain plans and objectives of the management of DBI. Forward-looking statements can be identified by the use of forward-looking terminology, including, without limitation, the terms "believes", "estimates", "anticipates", "expects, "predicts", "intends", "plans", "goals", "targets", "aims", "outlook", "guidance", "forecasts", "may", "will", "would", "could" or "should" or, in each case, their negative or other variations or comparable terminology. These forward-looking statements include all matters that are not historical facts. Such forward looking statements involve known and unknown risks, uncertainties and other factors which because of their nature may cause the actual results or performance of the Company to be materially different from the results or performance expressed or implied by such forward looking statements. Actual results may materially vary from any forecasts in this announcement. No representation or warranty, express or implied, is made as to the fairness, accuracy, completeness or correctness of the information, opinions and conclusions contained in this announcement. To the maximum extent permitted by law, none of DBI, its directors, employees or agents, nor any other person accepts any liability, including, without limitation, any liability arising out of fault or negligence, for any loss arising from the use of the information contained in this announcement. In particular, no representation or warranty, express or implied is given as to the accuracy, completeness or correctness, likelihood of achievement or reasonableness of any forecasts, prospects or returns contained in this announcement nor is any obligation assumed to update such information. Such forecasts, prospects or returns are by their nature subject to significant uncertainties and contingencies. Before making an investment decision, you should consider, with or without the assistance of a financial adviser, whether an investment is appropriate in light of your particular investment needs, objectives and financial circumstances.

Dalrymple Bay Infrastructure

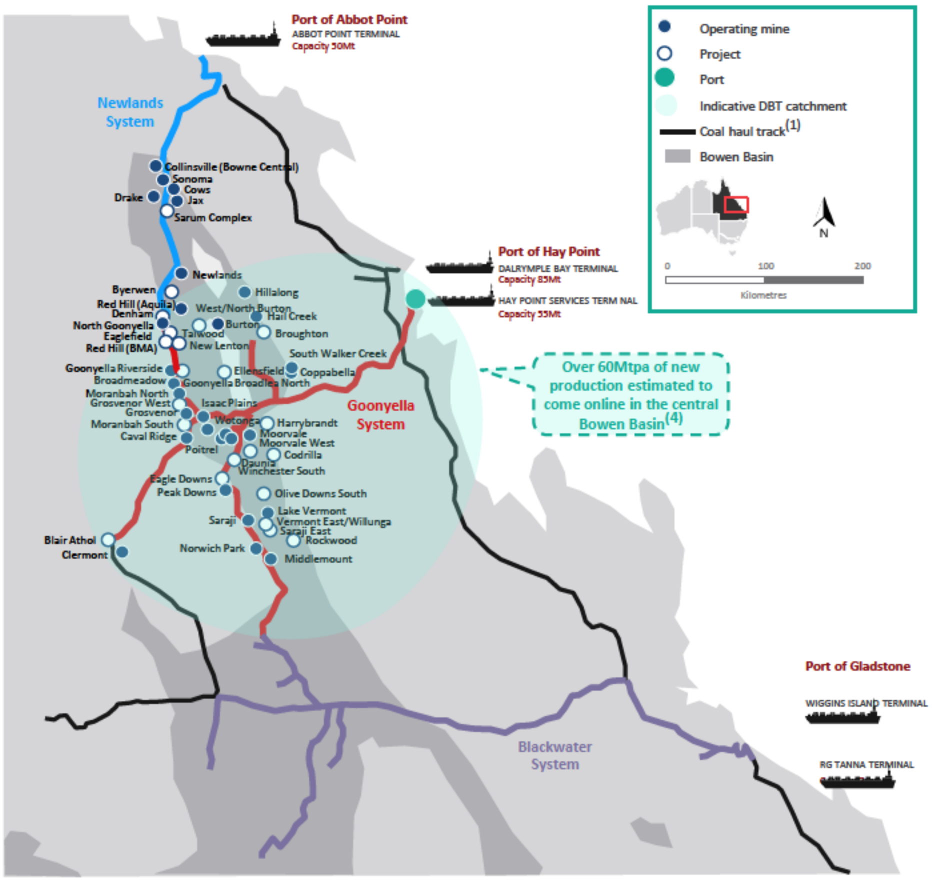
Investor Presentation

Citi's Australia & New Zealand Investment Conference

October 2021

A critical link in the global steel supply chain

Majority of new Queensland metallurgical coal projects are expected to come from the central Bowen Basin



Long lease life, with optionality to expand

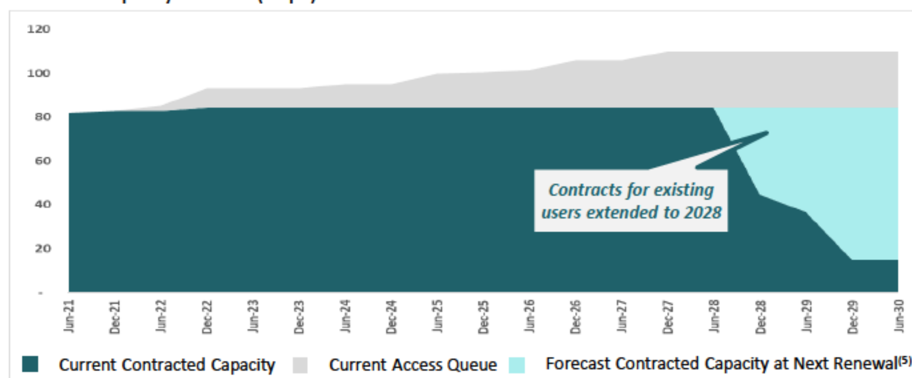
99 year lease term to 2100[2]

85 Mtpa nameplate capacity

99 Mtpa potential capacity after 8x expansion pathway implemented[3]

Fully contracted profile, recent contract extensions and c.26Mtpa Access Queue[6] seeking additional capacity

Terminal Capacity Demand (Mtpa)



Source: AME market analysis.

(1) Coal haul tracks include rail systems as displayed and labelled on map (Newlands System, Goonyella System and Blackwater System).

(2) The lease is structured with a 50 year initial lease period and a 49 year extension option (at the option of Dalrymple Bay Infrastructure Management Pty Ltd (DBIM)). The option to extend the lease may be exercised at any time between September 2045 and September 2047.

(3) Potential expansion pathway involves four phases. Refer to slide 7 for further information

(4) Reflects estimated production profile of possible and probable users of DBT to 2040, as estimated by AME.

(5) Comprised of contracted and forecast renewal capacities. Assumes all evergreen Users will renew their contracts at the next required renewal date. One customer has raised a procedural issue with respect to the renewal which, if not resolved as DBI expects, could impact 4 Mtpa of capacity that would otherwise expire between June 2031 and June 2033.

(6) A new Access Application for 1.0Mtpa is currently being reviewed by DBIM and an Access Application for 1.2Mtpa is expected to be removed from the Access Queue in Q4-21, due to the capacity no longer being needed

Why invest in DBI?

1

Critical link in the global steel supply chain

26%
Australian Met Coal Exports [1]

~82%
Metallurgical coal throughput in 1H 2021 [2]

~17%
Global metallurgical coal exports in 2020 [1]

2

The QCA approved a move to a light- handed regulation model allowing the Company to negotiate commercial price setting arrangements with customers, rather than be bound by a reference tariff

100% take-or-pay contracts

No relief for Users where force majeure declared[3]

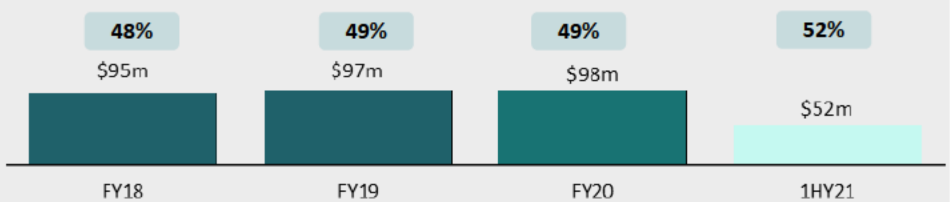
Pass through of all O&M costs to Users[4]

Commercial negotiations with customers are underway

3

Stable cash flows with high margins

Pro forma FFO and FFO margin[5]



4

Attractive income opportunity generating high yield with opportunities for organic growth

18cps
CY-21 distribution guidance

Policy of
60-80%
FFO payout ratio

Targeting
1-2%
DPS growth

(1) *Source DBI data, Department of Industry, Science, Energy and Resources for year ending December 2020.*
(2) *Source DBI data*
(3) *A User may terminate its access agreement if terminal capacity is reduced below 10% of aggregate contracted capacity on a sustained basis and DBT does not commence reinstatement works within a reasonable time.*
(4) *Reflects terminal opex incurred by the Operator. The 2021 AU does not include any changes to pass-through arrangements.*
(5) *Funds from Operations (FFO) means EBITDA less net interest expense and less any cash tax. Margin adjusted for pass-through of handling charge. Proforma amounts for FY18, FY19 historical and FY20 forecast, are sourced from listing Prospectus. FFO Margin calculated as FFO / TIC Revenue. 1H21 FFO has been adjusted to exclude the reversal of IPO Transaction Costs expense.*

Whole-of-terminal commitment to ESG and sustainability

People

Encourage a positive culture of safety, diversity, transparency, innovative thinking and empowerment in our people

FOCUS AREAS

- Safety
- Positive Culture and Leadership
- Proactive Communication and Innovative Thinking
- Ongoing Learning and Development
- Health and Wellbeing
- Workforce for the Future

Environment

Leading in environmental management, acknowledging our unique location in the World Heritage Area and proximity to neighbouring communities

FOCUS AREAS

- Healthy Reef and Ecosystems
- Water Management
- Climate Change and Renewable Energy Transition
- Managing Terminal Footprint
- Waste Management
- Clean and Safe Shipping

Community and Partnerships

Connecting with the community and partners to drive positive change

FOCUS AREAS

- Stakeholder Engagement and Communication
- Community Investment, Sponsorship and Partnerships
- Sustainability Reporting and Education
- Indigenous and Cultural Relationships
- Industry Outreach
- Research and Reef Partnerships

Business Performance

Delivering prosperity through optimising the terminal and supply chain performance

FOCUS AREAS

- Terminal Efficiencies
- Change Management and Risk Management
- Long-term Prosperity
- Supply Chain Efficiency
- Sustainable Procurement
- Asset Management

2021 Priorities

- Issue inaugural Sustainability Report
- Develop Voluntary Cultural Heritage Management Plan with local indigenous people
- Develop framework to measure sustainability performance of projects including 8X Expansion
- Finalise key strategic actions identified in the DBT Sustainability Strategy across the framework: People, Environment, Community and Partnerships, and Business Performance
- Develop a road map for ongoing development of the Task Force on Climate-Related Financial Disclosures (TFCD) aligned reporting

Transition Strategy Planning

DBI's Vision is to provide "Essential infrastructure for a world in transition"

Jan 2019 – Aug 2020	Dec 2020	Mar 2021	Apr 2021	Jun 2021	Aug 2021	Oct 2021
DBT Sustainability Strategy	**Listed on ASX**	**DBI Climate Change Position**	**Hydrogen scoping study**	**Commenced Transition Strategy Planning**	**Hydrogen MOU**	**Sustainability Report**
Joint Strategy with Operator 4 Pillars + 24 Focus Areas	Exited private ownership	Commitment to Net Zero Scope 1 and 2 by 2050 Consideration of 100% renewable PPA from Jan 2023	Study commenced to assess potential for DBI to develop the DBT as a hydrogen hub for the production, storage and export of green hydrogen	Develop Transition Strategy with consideration of IEA Scenarios	Following initial pre-concept feasibility study, MOU[(1)] signed to enter a funding agreement for additional feasibility studies	Inaugural Sustainability Report to be published Working on a roadmap for ongoing development of TCFD aligned reporting

(1) A non-binding Memorandum of Understanding between DBHex Management Pty Ltd, a wholly owned subsidiary of DBI, Brookfield Infrastructure Group (Australia) Pty Ltd, North Queensland Bulk Ports Corporation Limited and ITOCHU Corporation was entered into on 17 August 2021. Under the MOU, the parties will negotiate funding arrangements for feasibility studies into a green hydrogen production, storage and export facility at DBT.

Transition to light handed regulatory framework

The Queensland Competition Authority (QCA) approved a light-handed regulatory framework under a negotiate-arbitrate model, commencing from 1 July 2021 and applying for five years until the next review date. Commercial negotiations with customers are currently underway.

Transition to lighter handed framework

Negotiation	Arbitration
TIC based on commercial negotiations with each User and Access Seeker	QCA assesses the reasonableness of DBIM's proposed TIC in the event of a dispute

Commercial Price Setting

Under the light-handed model, the Company is open to negotiate commercial price setting arrangements with customers, rather than be bound by a single reference tariff set by the QCA, better aligning DBIM's regulatory regime to that of other Australian coal terminals

Negotiate /Arbitrate

When an agreement is reached with customers or determined by an arbitrator, the agreed price will be backdated to an effective date of 1 July 2021 and a retrospective payment adjustment will be made. If agreement with one or more customers cannot be reached, the dispute will be referred to arbitration.

Engaging with Customers post Regulatory Reset

DBI recently commenced the process of negotiating with its customers under the light-handed framework

DBI has provided all information required by the QCA to its customers

The negotiations remain ongoing, confidential and no agreement has been reached on access pricing or on any other matter with the customer base

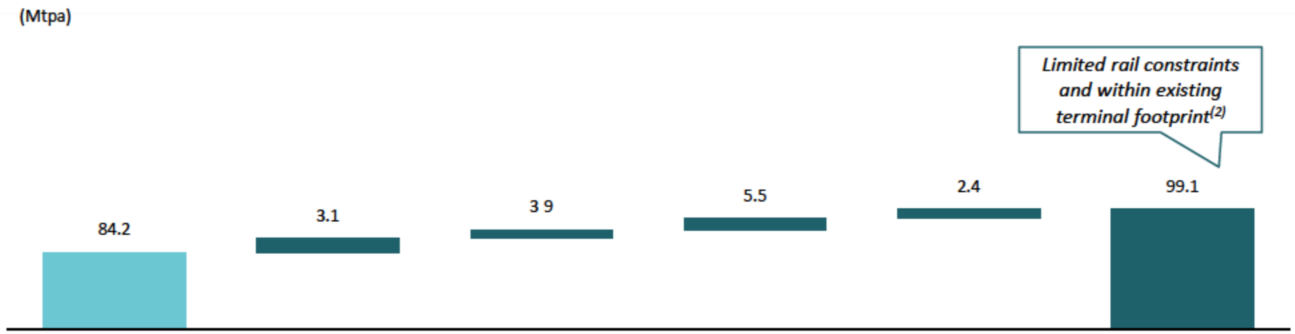
The negotiation process remains at an early stage

Pricing outcomes agreed between DBI and its customers will be backdated to an effective date of 1 July 2021 and retrospective payment adjustments will be made

If agreement with one or more customers cannot be reached, the disputes will be referred to arbitration(s)

Significant progress made on planning for a further material expansion of the asset

Well-defined pathway to 99.1Mtpa through the 8X Expansion



	Current	8X Phase 1	8X Phase 2	8X Phase 3	8X Phase 4	After 8X Expansion
Estimated capital costs[1]		$246m	$229m	$461m	$340m	**8X: $1,276m**

Current pathway

8X Expansion Pathway

Phase 1	New Shiploader 4
Phase 2	Stockyard augmentation
Phase 3	New inloading system
Phase 4	Zone 4[3]

8X Represents augmentation of existing terminal rather than fundamental changes to configuration and operating mode

9X Expansion Concept

Multiple phases to be refined

- New stockyard
- New shiploader
- Up to two new berths
- Outloading conveyer extension
- Additional onshore conveyor

(1) Estimated capital costs presented in 2020 real dollar terms. Costs represent current DBIM estimates and costs includes costs associated with feasibility studies which are currently estimated at $32m for 8X Expansion and $90m for 9X Expansion. Estimate capital costs for 8X Expansion are to a FEL2 pre-feasibility study level at a P50 confidence level and 9X Expansion costs are to a FEL1 concept study level

(2) At FEL2 (Pre-feasibility) level, the ILC advised that based on their system modelling the 8X expansion can deliver 99.1Mtpa without the need for rail expansion. Aurizon is currently reviewing capacity of the Goonyella system, with an independent expert report expected to be released in late 2021. In previous reviews into expansion of the Goonyella corridor Aurizon has assessed demand scenarios up to 165mtpa which is 30mtpa above the current combined capacity of DBT and HPCT. To the extent upgrades to the Goonyella Rail System Capacity need to be undertaken to accommodate the 8X expansion, the Group expects these to be completed within the timeframes contemplated for full commissioning of expanded capacity. The 8X Expansion includes an upgrade to the rail receival infrastructure at DBT to accommodate additional rail paths delivered through increased rail system capacity.

(3) Includes works in relation to completion of Row 8, vertical western wall, replacement of Reclaimer RL2 with a new reclaimer to suit the new Row 8 configuration, a new stacking conveyor and a new Stacker to the west of Row 8.

Financial Overview

The statutory results for 1H-21 were in line with Prospectus forecast on a TIC Revenue and adjusted EBITDA and adjusted FFO basis.

Profit & Loss A$ million	Note	1H FY21	Prospectus Forecast (1H FY21)	Variance
TIC Revenue	2	100.9	100.9	0.0
Handling Revenue	1	118.8	129.3	(10.5)
Total Revenue	**1**	**219.7**	**230.2**	**(10.5)**
Terminal operator's handling costs	1	(118.8)	(129.3)	10.5
G&A Expenses (excluding IPO Transaction Costs)	3	(7.2)	(8.4)	1.2
G&A Expenses (IPO Transaction Costs)	3	94.0	-	94.0
EBITDA (non-statutory)	**4**	**187.7**	**92.5**	**95.2**
Net finance costs	5	(39.4)	(49.4)	10.0
Depreciation and Amortisation		(19.5)	(19.4)	(0.1)
Profit before Tax		**128.9**	**23.7**	**105.2**
Income tax expense		(15.7)	(9.4)	(6.3)
Net profit/(loss) after Tax		**113.2**	**14.3**	**98.9**
Adjusted EBITDA (excl IPO transaction costs)		**93.7**	**92.5**	1.2
Net Interest paid	6	(42.8)	(41.1)	(1.7)
Funds from Operations (FFO)	7	**50.9**	**51.4**	(0.5)

1. Handling Revenue and Costs

Handling Revenue and Handling (Operator) Costs were 8% lower than Prospectus forecast due a cumulative underspend by the Operator. Handling Revenue and Costs are a pass through in DBI's accounts and have no impact on the EBITDA or FFO of the Group.

2. TIC Revenue

Total Infrastructure Charge (TIC) Revenue was in line with Prospectus forecast.

3. Costs

Underlying General & Administrative (G&A) costs of $7.2m were 14% favourable to Prospectus of $8.4m due primarily to the delayed timing of new staff appointments and lower than forecast insurance costs. The reversal of $94.0m in expenses relates to IPO Transaction Costs that had been preliminary estimates at the time of Prospectus and for which cash to meet such costs had been provided by the Selling Entities. As the costs are not going to be expended, the funds have been returned to the Selling Entities.

4. EBITDA

EBITDA (excluding the IPO expense reduction and its tax effect) is within 2% of the Prospectus forecast.

5. Net Finance Costs

External finance costs of $41.3m (excluding net fair value adjustments of $1.9m) are within 0.5% of Prospectus forecast of $41.1m (which included forecast fair value adjustments of $8.3m). The variance arose due to fair value adjustment on the non-interest-bearing loan notes and the amortisation of the fair value adjustments on debt (required as part of IPO acquisition value adjustment).

6. Net Interest Paid

Cash interest paid was 4.1% higher than Prospectus forecast due to interest accrued as at 31 December 2020 and paid during 1H-21.

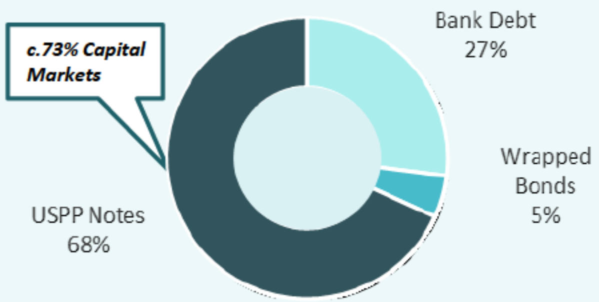
7. Funds from Operations

FFO was within 1% of Prospectus forecast with the variance in cash interest largely offset by the favorable variance in G&A costs.

Investment Grade balance sheet

Investment grade credit profile with diversified funding sources

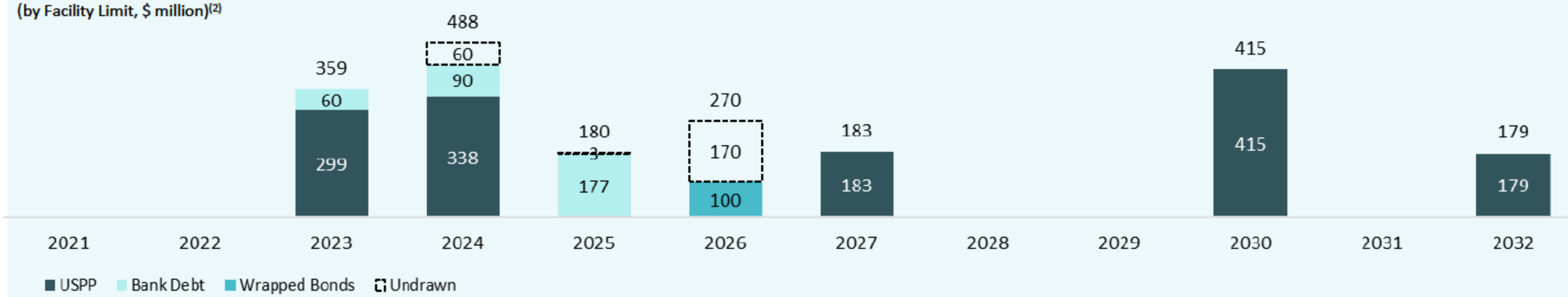
Funding Source[1] **(by Facility Limit, %)**



- $2.1 billion of total debt facilities[1,2] of which $1.9 billion was drawn at 30 June 2021 – headroom of $233 million
- $260 million of bank debt was refinanced in August 2021
- Weighted average tenor of 5.55 years
- All USD debt has been swapped back to AUD – 100% foreign exchange hedge
- Portfolio hedging approach adopted to ensure the risk-free rate component of the Company's revenue allowance aligns with the regulatory period. $1.45 billion of five-year interest rate swaps were transacted to commence in June 2021 (when the previous swaps rolled off) – hedged rate of new swaps was 1.173% lower than average rate of previous $1.6bn of swaps[3]
- Diversified funding sources, manageable maturity profile and proactive approach to refinancing
- Three investment grade credit ratings (BBB/Baa3/BBB-) all stable[4]

Debt Maturity Profile

(by Facility Limit, $ million)[2]



Source: Company filings.

(1) Debt amounts reported are non-statutory. Refer to Appendix for reconciliation between statutory borrowings and non-statutory debt balances.

(2) USD Borrowings converted to AUD at swap-back value. Drawn balances are as at 30 June 2021.

(3) DBI's treasury policy requires that at least 75% of core debt is hedged.

(4) Ratings issued in respect of Dalrymple Bay Finance Pty Limited, a wholly owned subsidiary of DBI

Essential infrastructure for a world in transition

DBI considers the existing terminal to be critical infrastructure for a world in transition, given DBT's role in the global steel supply chain, with steel being fundamental to a modern economy

DBI has commenced the development of an overarching transition strategy, which will consider potential metallurgical coal demand scenarios, largely influenced by how countries and corporations pursue climate policies, and the potential impact on the terminal

This transition strategy will inform how DBI considers future opportunities including expansions and diversification opportunities.

DBI has executed a non-binding Memorandum of Understanding (MOU) with Brookfield, Itochu Corporation and the Queensland State Government body, North Queensland Bulk Ports, to study the potential for a green hydrogen production, storage and export facility at DBT(1)

DBI is exploring opportunities to utilise its existing deep-water port infrastructure to support the development of low-carbon export industries

(1) Please refer to DBI's ASX Announcement: "Dalrymple Bay Infrastructure to study green hydrogen production and export at Hay Point" *released to the Australian Securities Exchange (ASX) on 18 August 2021.*

Outlook and priorities for CY-21

- **Continue to progress negotiations with customers under the light-handed regulatory environment**
- **Deliver total distributions for CY-21 of 18 cents per security**
- **Target 60-80% payout ratio with 1-2% p.a. DPS growth**
- **Maintain investment grade balance sheet**
- **Deliver our whole-of-terminal ESG and sustainability initiatives**
- **Progress opportunities for growth via 8X expansion and sustaining capital projects**
- **Continue development of hydrogen opportunity**

Appendix

2021 Regulatory Reset

Impact of a transition to a lighter handed framework under the 2021 AU

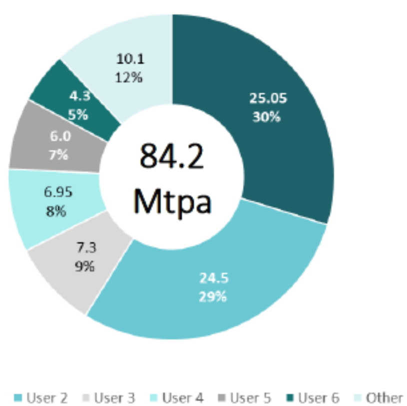
	Previous (expired 1 July 2021)	2021 AU (lighter handed regulation) (1 July 2021)
Terms of Access	Existing Users: Access Agreements Access seekers: apply for access under AU	Existing Users: Access Agreements Access seekers: apply for access under AU
Pricing framework	In practice parties have adopted the reference tariff TIC set by the QCA on an ex ante basis.	Negotiate-arbitrate with individual users for each 5 year pricing period
Role of QCA	Regulator – determines reference tariff	Regulator – may have arbitration role in the event of a dispute.
Arbitrator	The QCA is expected to act as arbitrator although a commercial arbitrator may be appointed under the Access Agreements in some circumstances	The QCA is expected to act as arbitrator although a commercial arbitrator may be appointed under the Access Agreements in some circumstances
Price setting approach	The QCA historically determined a reference tariff TIC based on the application of the building blocks methodology to determine an Annual Revenue Requirement for DBI. This methodology focuses on the cost of providing DBT's service.	The TIC will depend on the outcome of commercial negotiations with Users or access seekers, or the outcome of an arbitration conducted by the QCA in the event the parties cannot agree. In arbitrating a dispute, the QCA must have regard to a set of 12 factors in Section 120 of the QCA Act. These include matters beyond the cost of providing the service, such as the value and quality of services at DBT, and DBI's legitimate business interests
TIC	Single TIC applies to all Users of existing Terminal	TIC negotiated/arbitrated with Users
Socialisation	Socialisation of revenue in the event of user default or contract expiry to ensure DBI recovers ARR regardless of change in contracted tonnage	Socialisation to be negotiated with Users and access seekers
Take-or-pay	All contracts on a take-or-pay basis – no throughput risk	All contracts on a take-or-pay basis – no throughput risk
No FM risk	No relief from User take-or-pay obligations where force majeure declared(1)	No relief from User take-or-pay obligations where force majeure declared(2)
NECAP approval	The QCA must approve the addition of NECAP to the RAB where it has been supported by all Users and the Operator	Concept of a formal RAB replaced by a capital base maintained by DBI. Price adjustments as a result of NECAP are subject to negotiation. Prudency assessment rules are defined in 2021 AU and remain consistent with the prior 2017 AU.
O&M costs	Full pass through of all terminal O&M costs to Users	Full pass through of all terminal O&M costs to Users

(1) A User may terminate its access agreement if terminal capacity is reduced below 10% of aggregate contracted capacity on a sustained basis and DBT does not commence reinstatement works within a reasonable time
(2) See note 1

Longstanding relationships with high quality Users and strong alignment through the value chain

- Diversified User portfolio comprising some of the world's largest mining companies
- Key Users maintain strong credit ratings and reliance on DBT with take-or-pay contracts with evergreen renewal options
- Revenue underpinned by ship-or-pay contracts with the top 6 Users accounting for ~90% of the current contracted tonnage in 2021
- Significant vertical alignment throughout the value chain at DBT
  - The Operator is owned by the majority of Users (by contracted volume), allowing terminal operations to be optimised to meet the needs of mines shipping through DBT
  - Steel producers and marketers own interests in mines which export through DBT, supporting strategic offtake to ensure supply in the long term

Contracted Capacity – User Composition (2022F)[1]



Users maintain strong credit ratings and reliance on the port

Users	Investment grade user?	Relationship Commencement[3]
Anglo American	✓	1983
BMC	✓	1983
BMA	✓	2018
Fitzroy Resources	NR[2]	2006
Glencore	✓	1983
Middlemount Coal	NR	2012
Middlemount South	NR	1999
Peabody	x	1999
Pembroke Resources	NR	2017
Stanmore Coal	NR	2006
Terracom	NR	2018
MetRes	NR	2021

Source: Company filings, S&P, Moody's, Fitch.
(1) User composition in 2022 is currently contracted. Contracted capacity as at July 2022.
(2) NR = Not rated.
(3) Relationship commencement represents the relationship with the miner or the underlying mine

Glossary

$	Australian Dollar unless otherwise stated
/t	Per metric tonne
8X Expansion	expansion program to bring terminal capacity to 97.5Mtpa
ARR	Annual Revenue Requirement
AU	Access Undertaking. Sets out the terms of terminal access, the process to negotiate access and the process for resolving disputes that is approved by the QCA
AUD	Australian dollars
DBI	Dalrymple Bay Infrastructure Limited (ACN 643 302 032) and, where the context requires, includes members of the Group
DBIM	Dalrymple Bay Infrastructure Management Pty Limited, a wholly owned subsidiary of DB
DBT	Dalrymple Bay Terminal
EBITDA	Earnings Before Interest, Tax, Depreciation and Amortisation
ESG	Environmental, Social and Governance
FFO	Funds From Operations
Group	DBI and its wholly owned or controlled entities
IPO Transaction Costs	IPO Transaction Costs are defined in Note 30 to DBI's Financial Report for the period ended 31 December 2020 released to the ASX on 26 February 2021 and described in the Prospectus as "Transaction Costs".

m	Million
Mt	Million tonnes
Mtpa	Million tonnes per annum
NECAP	Non-expansionary capital expenditure
No.	Number
O&M	Operations and maintenance
Operator	Dalrymple Bay Coal Terminal Pty Ltd
Opex	Operating expenditure
QCA	Queensland Competition Authority
RAB	Regulated Asset Base
Selling Entities	Selling Entities means the Exiting Securityholders as defined in the Prospectus
TIC	Terminal Infrastructure Charge, being a single tariff that is paid by all Users
Users	access holders, being customers of DBI who access DBT under the terms of the Access Agreement
USPP	United States Private Placement

Disclaimer and Important Notices

This presentation has been prepared by Dalrymple Bay Infrastructure Limited ACN 643 302 032 (DBI or the Company).

Summary Information

This presentation contains summary information about the Company and its related entities and their activities, current as at 25 August 2021, unless otherwise stated. The information in this presentation does not purport to be complete. It should be read in conjunction with DBI's other periodic and continuous disclosure announcements lodged with the Australian Securities Exchange, which are available at www.asx.com.au.

Not an Offer

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You should make your own assessment of an investment in DBI. In all cases, you should conduct your own research of the Company and analysis of the financial condition, assets and liabilities, financial position and performance, profits and losses, prospects and business affairs of DBI and its business, and the contents of this presentation. You should seek legal, financial, tax and other advice appropriate to your jurisdiction.

Past performance

Past performance information given in this presentation is given for illustrative purposes only and should not be relied upon as an indication of (and gives no guidance as to) future performance.

Future performance

This presentation contains certain forward-looking statements (including financial forecasts) with respect to the financial condition, operations and business of the Company and certain plans and objectives of the management of DBI. Forward-looking statements can be identified by the use of forward-looking terminology, including, without limitation, the terms "believes", "estimates", "anticipates", "expects, "predicts", "intends", "plans", "goals", "targets", "aims", "outlook", "guidance", "forecasts", "may", "will", "would", "could" or "should" or, in each case, their negative or other variations or comparable terminology. These forward-looking statements include all matters that are not historical facts.

Such forward looking statements involve known and unknown risks, uncertainties and other factors
which because of their nature may cause the actual results or performance of the Company to be materially different from the results or performance expressed or implied by such forward looking statements. Actual results may materially vary from any forecasts in this presentation.

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Financial data

All figures in the presentation are Australian dollars ($ or A$) unless stated otherwise.

A number of figures, amounts, percentages, estimates, calculations of value and fractions in this presentation are subject to the effect of rounding. Accordingly, the actual calculation of these figures may differ from the figures set out in this presentation.

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Non-IFRS financial measures

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