

**ASX Announcement**

6 November 2023

## 2023 Sustainability Report

Dalrymple Bay Infrastructure Limited (ASX:DBI) (“DBI” or “the Company”) is pleased to issue its 2023 Sustainability Report. The report can also be found on our website at the following link: <https://dbinfrastucture.com.au/sustainability/reports-documents/>

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Authorised for release to the ASX by the Board of Dalrymple Bay Infrastructure Limited

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**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. [dbinfrastucture.com.au](https://dbinfrastucture.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

# 2023 SUSTAINABILITY REPORT



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This document was prepared by Dalrymple Bay Infrastructure Limited (ACN 643 302 032) (referred to as "DBI" which includes its related bodies corporate in the DBI Group). DBI has endeavoured to ensure the accuracy of the information contained in this document at the date of publication, however it may contain information that has not been independently verified and is unaudited. DBI makes no representation or warranty as to the accuracy, completeness or reliability of any of the information contained in this document. DBI owes you no duty, whether in contract or tort or under statute or otherwise, with respect to or in connection with this document, or any part thereof, including any implied representations or otherwise that may arise from this document. Any reliance is entirely at your own risk.

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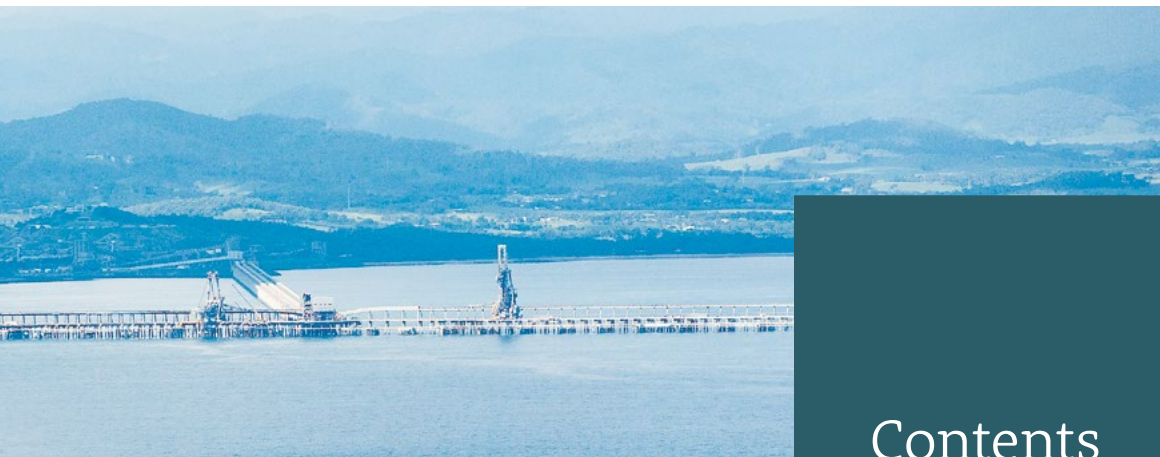
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### Forward-looking statements

This document may contain forward-looking statements with respect to the financial condition, operations and business of the DBI 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, performance or distributions of DBI to be materially different from the results, performance or distributions expressed or implied by such forward looking statements. Actual results may materially vary from any forecasts in this document. 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 document. To the maximum extent permitted by law, none of DBI, its directors, officers, employees, agents, contractors, advisers and any other person associated with the preparation of this document (including Dalrymple Bay Coal Terminal Pty Ltd and its directors, officers, employees, agents, contractors and advisers) nor any other person accepts any liability and each expressly disclaims any liability, including, without limitation, any liability arising out of fault or negligence, for any errors or misstatements in, or omissions from, this document or any direct, indirect or consequential loss howsoever arising from the use or reliance upon the whole or any part of this document or otherwise arising in connection with it. Past performance is not an indication of future performance. 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 document 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 the assistance of a financial adviser, whether an investment is appropriate in light of your particular investment needs, objectives and financial circumstances. Forward looking statements may also include references to indicative concepts of time such as "short term", "medium term" or "long term". To the extent these indicative temporal references are not defined, they are intended to provide indicative time differentiation in the specific context.

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#### Website

DBI maintains a website at [www.dbinfrastructure.com.au](http://www.dbinfrastructure.com.au). Any references to documents included on DBI's website are for convenience only, and information contained in or otherwise accessible through this or a related website is not a part of this document.

#### Industry and market data

This document uses market data, statistics and third party estimates, projections and forecasts relating to the industries, segments and end markets in which DBI operates. Such information includes, but is not limited to statements, statistics and data relating to product segment and market share, estimated historical and forecast market growth, market sizes and trends, and DBI's estimated market share and its industry position. DBI has obtained significant portions of the market data, statistics and other information from databases and research prepared by third parties, including reports and information prepared by AME Mineral Economics Pty Ltd (AME), Wood Mackenzie Australia Pty Ltd (Wood Mackenzie) other third parties and other sources.

#### AME data

AME has advised that (i) information in their databases is derived from their estimates, subjective judgements and third-party sources, (ii) the information in the databases of other coal industry data collection agencies will differ from the information in their databases, (iii) that forecast information is highly speculative and no reliance may be placed on this data. Compilation of the AME statistical and graphical information will be unreliable, inaccurate and will contain errors of fact and judgement. Any third party data is subject to full validation and the provision of such information requires investors to make appropriate further enquiries. Investors should note that market data and statistics are inherently predictive, subject to uncertainty and not necessarily reflective of actual market conditions. There is no assurance that any of the third party estimates or projections contained in this information will be achieved.

#### Wood Mackenzie data

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DBI has not independently verified, and cannot give any assurances to the accuracy or completeness of, these market and third party estimates and projections. Estimates involve risks and uncertainties and are subject to change based on various known and unknown risks, uncertainties and other factors.

#### 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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# Introduction

Dalrymple Bay Infrastructure Limited (DBI)<sup>1</sup> provides essential infrastructure for a world in transition. Through its foundation asset, the Dalrymple Bay Terminal (DBT), DBI serves as a global gateway from the Bowen Basin and is a vital link in the global steelmaking supply chain.

The high-quality coal handled by DBT on behalf of our customers is used to build the infrastructure we all depend on, to make the products we all use, and to produce the energy on which we rely.

DBT's unique location at the Port of Hay Point, 38km south of Mackay and within the Great Barrier Reef World Heritage Area, is both a privilege and a challenge. DBI and the independent Operator<sup>2</sup> of DBT acknowledge the responsibility we have to the environment and to our people, community and stakeholders. We know our future depends on handling our responsibilities with care.<sup>3</sup>

This report is for the year ended 30 June 2023 (FY-22/23), in line with the reporting period for the Operator of DBT.<sup>4</sup>

## Acknowledgement of Country

Dalrymple Bay Infrastructure Limited acknowledges the Yuwibara People, the Traditional Custodians of the land on which the Dalrymple Bay Terminal operates. We acknowledge the Traditional Custodians of country throughout Australia and their continuing connection to land, sea and community. We pay our respect to elders past, present and emerging.



1. Dalrymple Bay Infrastructure Limited (ACN 643 302 032) and where appropriate, also refers to related bodies corporate in the DBI Group.
2. Dalrymple Bay Coal Terminal Pty Ltd (ACN 010 268 167) (the Operator) is owned by a majority of DBT's customers (by contracted tonnage) and is responsible for the day-to-day operation and maintenance of DBT under a renewable Operations and Maintenance Contract (OMC).
3. References to our, we and us throughout this report refer to DBI and the Operator or otherwise as the context implies.
4. Unless otherwise stated, all statistics and references to a year in this report are for the year ended 30 June 2023 and are as provided by the Operator or as calculated by DBI.

# Key Highlights

FY-22/23

Zero

environmental non-compliances

DBT's new electricity arrangements with

100%

renewable benefits (in the form of LGCs) commenced on 1 January 2023<sup>6</sup>

98.8%

of water utilised was captured on site and recycled

40%

DBI female Board

73%

of waste was recycled or recovered in other operations

33%

DBI female Executive Leadership

Zero

fatalities and 1 serious injury<sup>5</sup>

Cultural Heritage Plan: Commitment to a Voluntary Cultural Heritage Management Plan

5. Safety statistics reported for both DBI employees and contractors (including Principal Contractors) and the Operator's employees and contractors. FY-22/23 Serious Injury relates to a broken finger that required surgery.

6. Refer ASX announcement: *Dalrymple Bay Terminal Secures Electricity Sale Agreement with 100% Renewable Benefits from 2023* dated 17 November 2021. The Electricity Sale Agreement is in place for the period 1 January 2023 to 31 December 2030.

# Chairperson and CEO Statement

DBI is pleased to present its 2023 Sustainability Report, covering a range of key sustainability matters relevant to our business and the way in which we manage climate-related risk.

Over the last year, DBI has continued to demonstrate the resilience of its business with the delivery of distribution growth underpinned by 100% long-term take-or-pay contracts for access to DBI's foundation asset, the Dalrymple Bay Terminal (DBT). DBT is the world's largest metallurgical coal export facility and serves as a critical link in the global steelmaking supply chain. DBI is fully contracted to 100% of DBT's system capacity to June 2028 on pricing terms agreed with 100% of its customers, applicable until 2031.

DBI is committed to its target of net zero Scope 1 and Scope 2 greenhouse gas emissions from DBT operations by 2050.

DBI recognises that although the steel industry carries a substantial carbon footprint, it plays a pivotal role in facilitating the shift towards a lower carbon economy, particularly as steel is a primary material in the construction of renewable energy generation and distribution infrastructure. DBI is committed to its target of net zero Scope 1 and Scope 2 greenhouse gas emissions from DBT operations by 2050. A key initiative implemented as part of the Terminal Decarbonisation Roadmap,<sup>7</sup> being the DBT power purchase agreement which secures arrangements for 100% of DBT's electricity requirements with 100% renewable benefits in the form of large scale generation certificates (LGCs), commenced on 1 January 2023. This sustainability report includes DBI's full emissions inventory for FY-22/23, including Scope 3 emissions, calculated in accordance with the Greenhouse Gas (GHG) Protocol.

The past year has seen further policy and regulatory shifts in compliance and climate change ambitions. During the year, DBI conducted a gap analysis of its current reporting against the newly introduced International Sustainability Standards Board (ISSB) standards for sustainability-related financial disclosures.<sup>8</sup> DBI is working to enhance its sustainability disclosures progressively and expects to be well placed to adhere to the Australian sustainability-related financial reporting standards upon their implementation, which is currently expected to be in place in 2024-2025.

In FY-22/23, DBI and its three consortium parties jointly funded high-level engineering studies to understand the potential of the existing DBT infrastructure to store, handle and load liquid ammonia products. The studies are preliminary and ongoing, but work to date suggests DBT's deep water berths and extensive offshore infrastructure would be suitable for the loading of ammonia carriers in parallel with DBT's existing coal trade. More detailed engineering and commercial assessments will be timed to align with broader developments in the market for alternative energy products.

## Looking Ahead

With the resilience of DBI's business supported by the strategic nature of the DBT asset, DBI will continue to implement its organic growth projects and pursue its transition strategy.

DBI and the Operator remain committed to our joint Sustainability Strategy for DBT, ensuring that we operate responsibly, reduce our environmental footprint, and contribute positively to the communities in which we operate. On behalf of the DBI Board, we thank DBI staff and the Operator of DBT for their continued efforts to embed and advance sustainability initiatives throughout the year.



A handwritten signature in black ink, appearing to read 'D Hamill'.

Hon. Dr David Hamill AM  
Chairperson



A handwritten signature in black ink, appearing to read 'Anthony Timbrell'.

Anthony Timbrell  
Chief Executive Officer  
and Executive Director

8. International Financial Reporting Standards (IFRS): IFRS S1 General Requirements for Disclosure of Sustainability-related Financial Information and IFRS S2: Climate-related Disclosures.



## Our Business

DBI'S VISION  
& PURPOSE  
IS TO PROVIDE  
ESSENTIAL  
INFRASTRUCTURE  
FOR A WORLD  
IN TRANSITION.

DBI is an Australian infrastructure company. Through wholly owned entities, DBI owns a 100% interest in the lease of DBT.<sup>9</sup> DBT is located within the Port of Hay Point, approximately 38km south of Mackay and 900km north of Brisbane. DBT was constructed by the Queensland Government in 1983 and has operated continuously since that time. DBT provides safe and efficient terminal infrastructure and services for producers and consumers of high quality Australian metallurgical coal exports.

DBI's vision and purpose is to provide essential infrastructure for a world in transition. This vision is broader than any single asset or commodity. It incorporates expectations of continuing investment in the maintenance, growth and diversification of DBT while also exploring long term growth opportunities to diversify DBI's infrastructure portfolio.



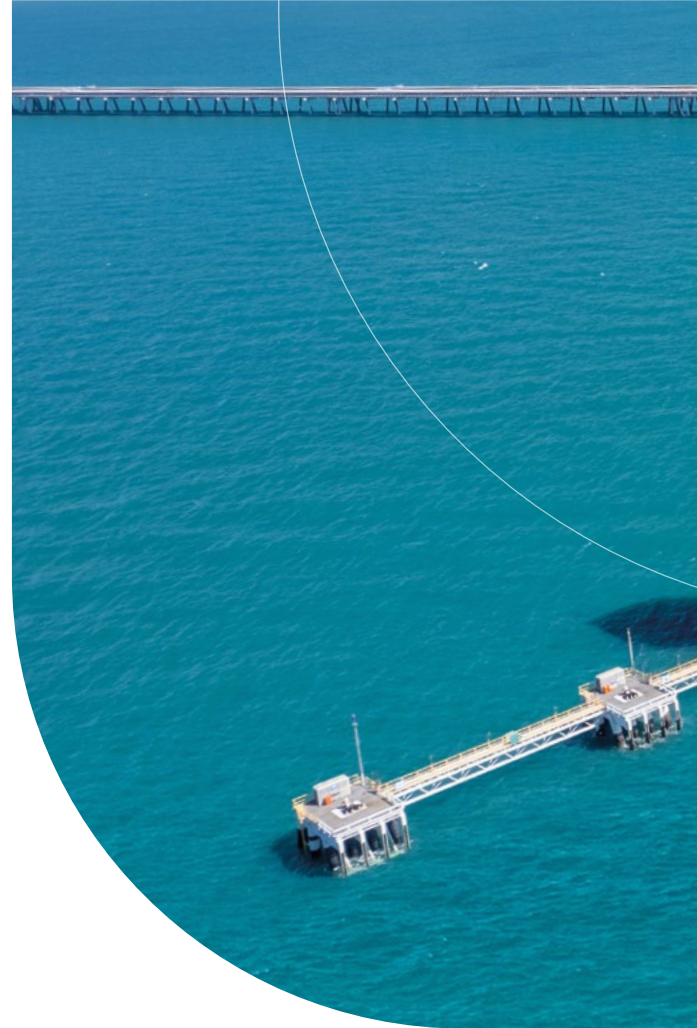
9. The lease period commenced on 15 September 2001 and is structured with a 50 year initial lease period and a 49 year extension option (at the option of Dalrymple Bay Investor Services Pty Ltd, a DBI subsidiary). The option to extend the lease may be exercised at any time between September 2045 and September 2047.

# Transition Strategy

DBI's transition strategy delivers a long-term plan for the company's diversification and growth. Through further organic investment in DBT and the selective acquisition of third-party infrastructure assets, DBI intends to deliver value to securityholders through stable distributions and capital growth.

In the 2022 Sustainability Report, DBI disclosed its transition strategy which detailed the resilience of its existing business and noted that, in order to continue to build resilience and grow value, DBI considers it prudent to diversify the businesses of both DBI and DBT over the coming decades.<sup>10</sup>

As part of DBI's transition strategy, the business considered various International Energy Agency (IEA) climate change scenarios to understand the pathway to net zero that may emerge as a result of differing political, economic and regulatory responses to climate change.<sup>11</sup> Having reviewed the potential climate scenarios, DBI sought to understand the potential impact of each of the scenarios on global seaborne metallurgical coal supply and demand. While the IEA provides detailed forecasts for steel and commodities dependent on the energy trade, it does not publish detailed data or forecasts for the future supply and demand of seaborne metallurgical coal. DBI chose to use the Wood Mackenzie forecasts because its Advanced Energy Transition (AET) 2.0 and 1.5 scenarios align closely with the warming scenarios under the IEA framework.<sup>12</sup>



Wood Mackenzie is an independent industry expert which prepares publicly available country-level forecasts of potential future global seaborne metallurgical coal supply and demand.

While Wood Mackenzie's seaborne coal supply and demand forecasts are global and not specific to DBT, DBI expects that significant metallurgical coal volumes will continue to be exported through DBT beyond 2050 under the potential climate scenarios considered. Given the terminal remains fully contracted to 2028 and has additional requests for access for approximately 33 million tonnes per annum (Mtpa), DBI's current experience at DBT remains closely aligned with

10. See 2022 DBI Sustainability Report, p.15-22.

11. See 2022 DBI Sustainability Report, p.17, and World Energy Outlook 2021 at: WEO 2021 for further detail. Scenarios considered include: Stated Policies Scenario (STEPS); Announced Pledges Scenario (APS), Sustainable Development Scenario (SDS); and Net Zero by 2050 case (NZE2050).

12. Wood Mackenzie has advised that updated AET 1.5 and AET 2.0 scenarios will be released in H1-24. DBI has considered the 2021 AET 1.5 and 2.0 scenarios and the 2023 ETO scenario in its transition planning process.



Wood Mackenzie's Energy Transition Outlook (ETO) Base Case which shows growth in demand for seaborne exported metallurgical coal from 2023 to 2050. DBI expects to be generating material revenues from the coal handling service at DBT beyond 2050 under all scenarios.

There are inherent risks and uncertainties in forecasting potential supply and demand for commodities and in respect of potential climate scenarios over such long timeframes.

Metallurgical coal throughput at DBT will likely be impacted by a range of factors including:

- economic growth and development (particularly in India and South-East Asia) driving demand for steel;
- methods of steel production, including lower carbon replacement technologies; and
- government policies, including approvals of new mines, and climate policy legislation and regulation.

# Transition Strategy

## Continued

While DBI remains confident of the continued viability of DBT beyond 2050 under various climate scenarios, to build resilience and grow value, DBI considers it prudent to diversify the businesses of both DBI and DBT. The forecast long-term global demand for metallurgical coal in the steel production process provides significant time for DBI to create value and build resilience through the process of diversification. In addition to the global seaborne metallurgical demand forecasts, DBI notes that factors supporting the long-term utilisation of DBT as a terminal facility, whether for coal or other commodity exports, include:

- deep-water berths at a declared Priority Port on Strategic Port Land under the *Sustainable Ports Development Act 2015*;
- supporting rail corridors servicing the terminal;
- vacant surrounding land to support future expansion or industrialisation; and
- proximity to the economic growth regions of Asia.

While DBI remains focused on existing organic growth opportunities through the DBT Non-Expansionary Capital Expenditure (NECAP) program and potential 8X Project, DBI intends to pursue diversification by:

- investigating options for the expansion of the existing infrastructure at DBT for non-coal purposes. DBI's feasibility studies into the potential for alternative energy exports through DBT is an example of this approach; and
- proactively reviewing opportunities to develop or acquire other infrastructure assets.



In considering external growth options through the acquisition of other assets, DBI will consider assets that provide revenue predictability and consistency, and which have a credible transition plan under a range of potential future climate change scenarios. DBI will continue to actively monitor climate-related transition risks and the potential impacts on DBI's business strategy through regular periodic reviews of a range of key market and strategic factors affecting DBI's business.



## Regulatory Developments during FY-22/23

The global response to the need to manage climate risk continues to evolve rapidly. Companies in DBI's supply chain are expected to become increasingly impacted by policy and regulatory responses seeking to compel or incentivise a transition to a low carbon future.

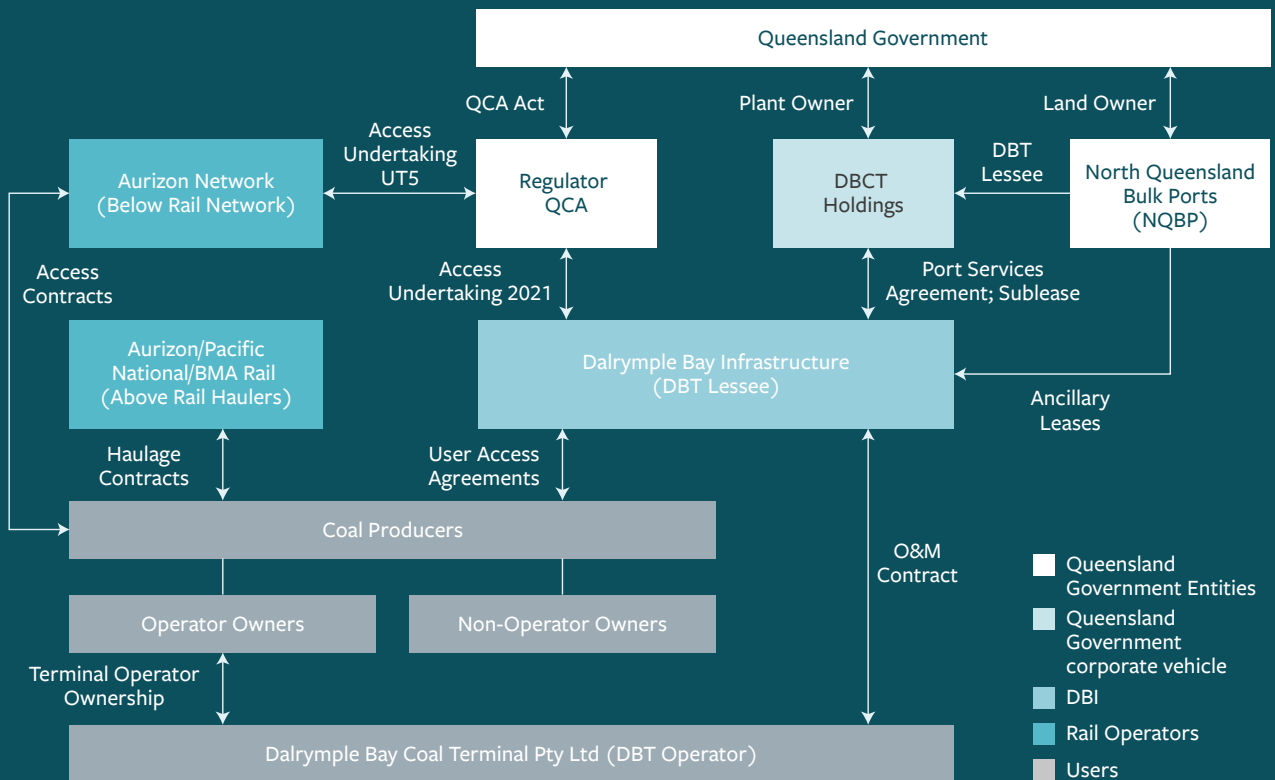
During FY-22/23 the Australian Government reaffirmed its commitment under the Paris Agreement to net zero emissions by 2050, and committed Australia to a more ambitious emissions reduction target of 43% below 2005 levels by 2030.<sup>13</sup> The subsequent amendments to *National Greenhouse and Energy Reporting (NGER) Act 2007* and the *National Greenhouse and Energy Reporting (Safeguard Mechanism) Rule 2015* (the Safeguard Mechanism) which took effect from 1 July 2023 are currently the key legislative tools designed to achieve the Government's legislated targets. DBT is not a designated large facility for the purposes of the Safeguard Mechanism, which applies to large emitters who are required to manage their Scope 1 emissions below an emissions baseline. As a result, neither DBI nor the DBT Operator are currently expected to have any direct obligations under the revised Safeguard Mechanism. DBI will continue to monitor the implementation of the recent amendments to the Safeguard Mechanism to understand the future impacts on its customers.

13. See: *Australian Government Climate Change Commitments, policies and programs.*

# Dalrymple Bay Terminal

DBT is the world’s largest metallurgical coal export terminal and services mines in the Bowen Basin in central Queensland. Metallurgical coal is used to produce steel, an essential product in the world’s industrialised economy, making DBT a vital link in the global steelmaking supply chain and the global economy.




Figure 1: Key Stakeholder Relationships



The legal, operational and regulatory framework relating to DBI's ownership of DBT reflects a broad set of stakeholder relationships. Figure 1 provides an overview of the key contractual and stakeholder relationships that govern the ownership, management and operation of DBT.

DBI's stakeholders play an important role in ensuring that the terminal is operating efficiently and reliably. The key roles and responsibilities for the management and operation of DBT between DBI, NQBP<sup>14</sup> and the Operator are outlined in Figure 2.

Figure 2: Roles and Responsibilities

|   |  |  |  |
|---|--|--|--|
|  <b>Dalrymple Bay Infrastructure</b>                                 | Regulatory Compliance                                    | Non-expansive Capital Works (NECAP)                  | Terminal Expansion   |
|   | Managing User and Access Seeker Relationships            | Maintaining the Access Queue                         | Insurance – Business Interruption, NECAP (public liability) <sup>1</sup> |
|   | Managing Contractual Relationship with Terminal Operator | Financing  | Master Planning  |
|  <b>Dalrymple Bay Coal Terminal Pty Ltd</b><br>Operator <sup>2</sup> | Day-to-day Terminal Operation <sup>3</sup>               | Maintenance and Repair                               | Minor Capital Expenditure  |
|   | Asset Management and Condition Monitoring                | Insurance – ISR, Property, and Third-party Liability | Operational and Environmental Licenses <sup>4</sup> and Approvals        |
|   | Obtaining and Maintaining Utilities Connections          | Vessel Towing  | Berth Pocket Maintenance   |
|  <b>Bulk Ports Hay Point</b> <sup>5</sup>                            | Pilotage Services  | Dredging Permits                                     | Channel Maintenance, Dredging and Spoil Disposal                         |

1. DBI is also responsible for other insurance such as for its motor vehicle and travel.

2. Owned by a majority of Users (by contracted tonnage).

3. Including train scheduling and ordering, train unloading, stockpile management and reclamation, coal blending (if required) and vessel loading.

4. Excluding licences and approvals specific to expansions.

5. NQBP is the landholder and the head lessor under certain leases.



# Dalrymple Bay Terminal

Continued

## Operations and DBT Supply Chain

DBT is fully contracted to a system capacity of 84.2 Mtpa until June 2028 on a 100% take-or-pay basis with evergreen renewal options for customers. Approximately 76% of coal shipped through DBT in FY-22/23 was metallurgical coal, with the remaining 24% being thermal coal.

DBT exported coal to over 20 countries in FY-22/23, with key markets comprising large demand centres for export metallurgical coal, including Japan, South Korea, India, Taiwan and Europe. During FY-22/23, a total of 6,024 trains were delivered to DBT, and 58.2Mt of coal was outloaded on 626 vessels (FY-21/22: 54.0Mt). The contract capacity utilisation rate in FY-22/23 was higher than the previous year due in part to the easing of the Chinese coal import restrictions in February 2023, with approximately 2Mt of coal exported to China from DBT in the latter part of FY-22/23 (FY-21/22: 0Mt). Terminal utilisation rates have no impact on revenue generated by DBI given the take-or-pay nature of its contracts with customers.

During the year, the 3D Mapping and Automation System (3DMAS) rollout was completed on all DBT yard machines. The 3DMAS improves inventory reconciliation by introducing visibility of stockpiles in near real time 3D imaging, and increases automation of the yard machines through mapping sensors and computer processing.<sup>15</sup>

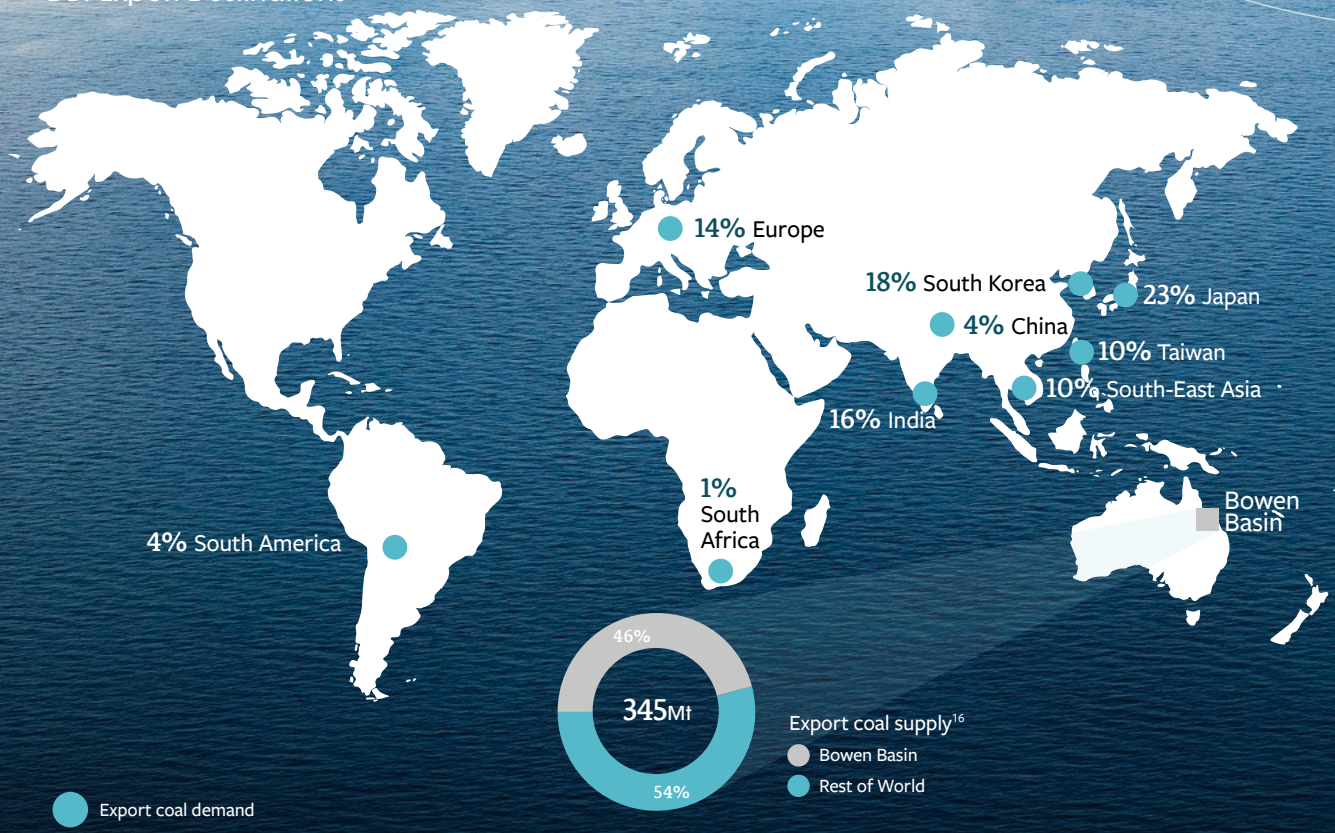


## DBT export profile

The high proportion of metallurgical coal exported through DBT reflects the dominance of metallurgical coal deposits in the Central Bowen Basin. With DBT's existing users and access queue expected to export predominantly metallurgical coal for use in the steelmaking process, DBT will play a critical role in the global steelmaking supply chain well into the future.



### DBT Export Destinations



16. AME Coal Industry data sheet, September 2023.

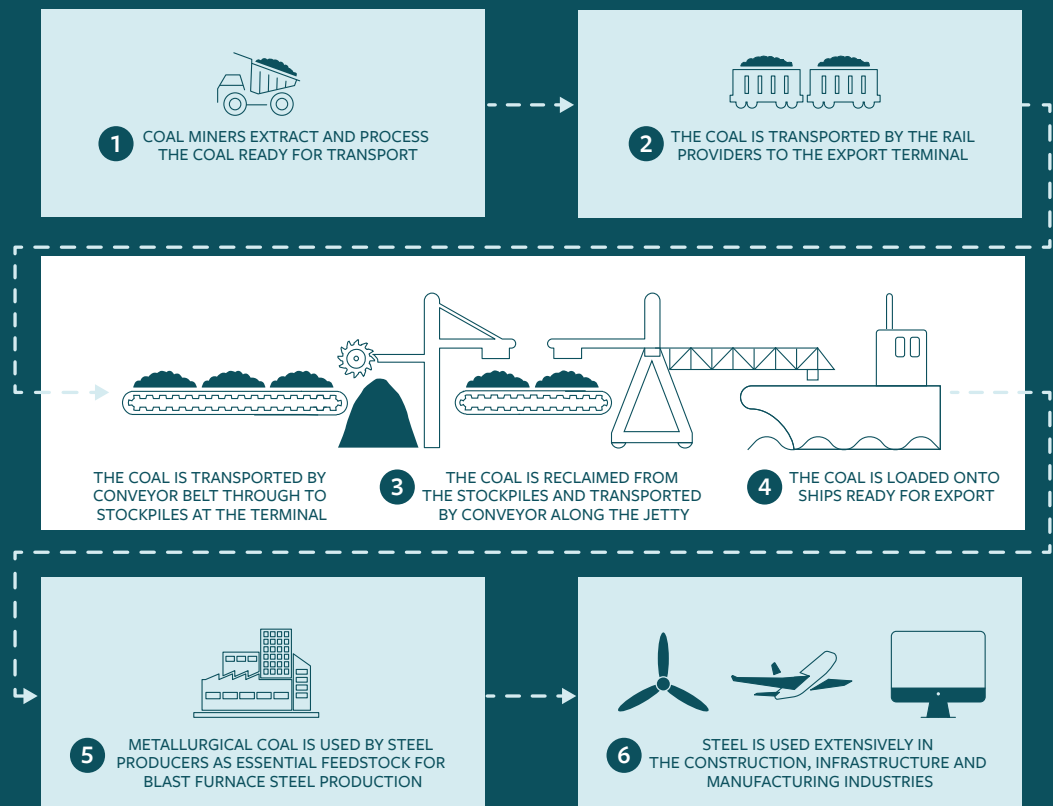
# Dalrymple Bay Terminal

Continued

## DBT Supply Chain

The capacity of the DBT supply chain is a function of mine production capability, below-rail capacity and efficiency, above-rail availability, and terminal capacity, as well as the interfaces between these components.

Figure 3: DBT Supply Chain



DBI is committed to terminal efficiency and seeking to maximise the use of the existing footprint at DBT to support supply chain efficiency. The independent DBT Operator is owned by a majority of DBT's users (by contracted volume), enabling terminal operations to be optimised to meet the needs of mines shipping through DBT. Steel producers and trading companies own interests in some mines which export through DBT, supporting strategic offtake to ensure supply in the long-term.

## DBT Asset Management

The objective of asset management at DBT is to sustainably manage each terminal component to be available to operate to at least its rated design capacity, and in accordance with the principle of good operating and maintenance practices. This objective applies to the performance of operations and maintenance services (undertaken by the Operator), as well as to sustaining capital works and capacity expansions (undertaken by DBI).

### Asset Management System

The DBT Asset Management System, developed by the Operator consistent with ISO standards,<sup>17</sup> includes individual asset plans that address the whole-of-life, long-term, medium-term and short-term objectives for key assets. These plans are in place for all major mobile equipment such as stackers, reclaimers, stacker-reclaimers and shiploaders.

The Operator is responsible for the operation and maintenance phase of the asset service life. The maintenance downtime, condition of the asset, and other important factors are considered by the Operator as part of its regular end-of-life assessments for the terminal assets. The Operator uses these assessments to inform its recommendations to DBI to refurbish or replace assets within specified timeframes as part of its Non-Expansionary Capital (NECAP) Expenditure program.

## Non-Expansionary Capital (NECAP) Program

NECAP is the sustaining capital works program at DBT, which is funded and managed by DBI. DBI and the Operator consult regularly on key aspects of the NECAP program, including safety and risk analysis, planning, design, component selection, spares requirements, and support for operator training. When the completed works are handed over to the Operator, the new or refurbished assets are then included in the Asset Management System, and the asset lifecycle is updated accordingly.

DBI expects to invest in excess of \$500m in NECAP projects over the decade to 2031. During FY-22/23, DBI approved \$280m in major NECAP projects and is proceeding with the design and construction of a new Shiploader (SL1A) and a new Reclaimer (RL4) to replace existing machinery, following unanimous User approval of these projects.<sup>18</sup>

Once completed and handed over into operation, expenditure on NECAP is incorporated into a NECAP Charge that forms part of the overall Terminal Infrastructure Charge levied by DBI to the customers of DBT. Accordingly, while NECAP is sustaining capital for DBT, it also provides an opportunity for DBI to grow its revenues organically over time. All NECAP works completed and handed over into operation at DBT since the inception of the NECAP program over ten years ago have earned a return on and a return of the relevant capital expenditure.

17. The relevant standards include:

- ISO 55000:2014 Asset Management – Overview, principles and terminology.
- ISO 55001:2014 Asset Management – Management systems – Requirements.
- ISO 55002:2018 Guidelines for the application of ISO 55001.

18. See ASX Announcement *DBI to proceed with \$280m in Major NECAP Projects* dated 19 April 2023 for information on the NECAP Charge DBI is entitled to levy on commissioned NECAP works.

# Dalrymple Bay Terminal

Continued

## Integrating Sustainability within NECAP

DBI's NECAP policies and procedures are consistent with DBT's Sustainability Strategy, with the recent deconstruction and removal of yard machine Stacker ST1 an example of effective waste management being incorporated into NECAP works.<sup>19</sup>

The NECAP program includes several sustainability initiatives, including for example:

- comprehensive safety practices and procedures, and mental health awareness;
- effective environmental controls;
- focus on whole-of-life costs and terminal throughput impacts;
- contractor prequalification;
- ensuring capital solutions are appropriate in each circumstance through application of a 'fit for purpose' approach; and
- Anti-Bribery & Corruption and Modern Slavery risk assessments, reviews and contractual mechanisms.

The recently announced major NECAP works relating to SL1A and RL4 will align with the DBT Sustainability Strategy, including:

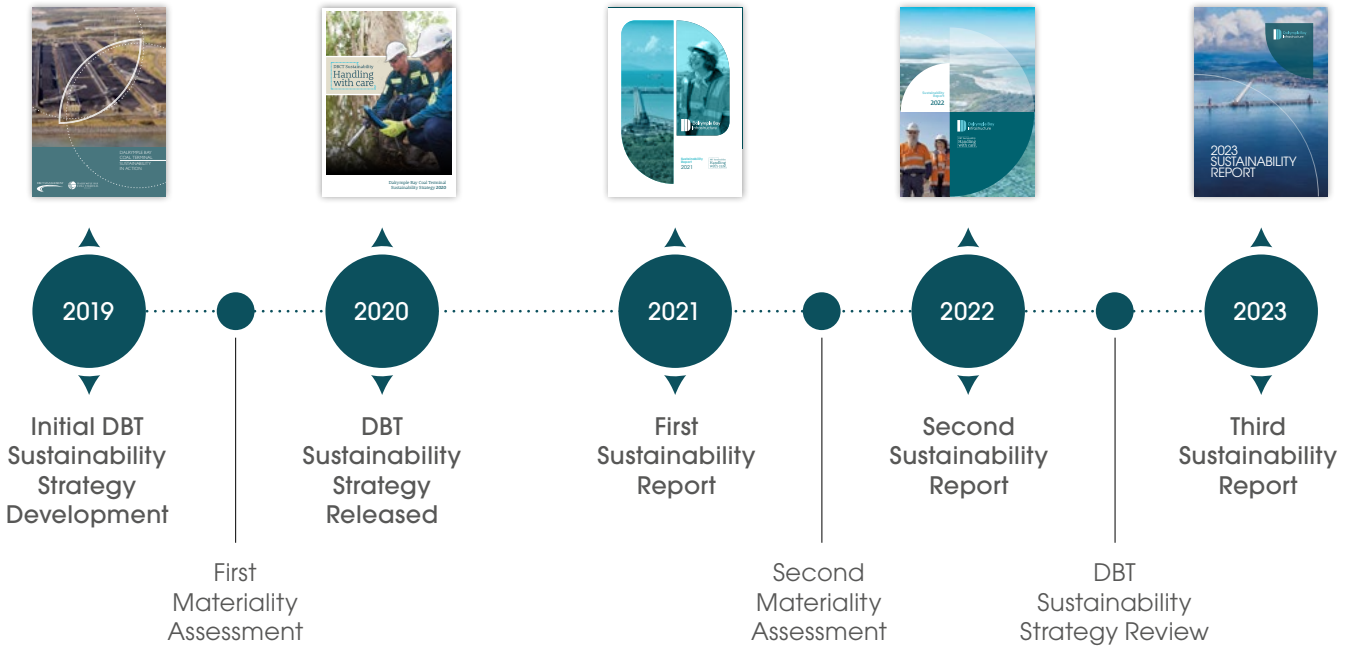
- design of the machines being based in Australia and in accordance with Australian standards and using Australian steel sections where practicable, increasing the participation of Australian workforce and improving safety practices in construction, operation and maintenance;
- procurement practices which promote sustainable supply chains, including the requirement for contract tenders to demonstrate sustainability initiatives that are either standard practice for the vendor or project specific;
- fabrication in Australia, reducing potential rework and waste during the construction phase, and supporting local manufacture where practicable; and
- construction using skilled and experienced local contractors.





# DBT Sustainability Strategy

Figure 4: DBT sustainability reporting journey



DBI and the Operator of DBT are two distinct organisations, united by a shared commitment to address current and future social, environmental and economic challenges facing our businesses through a robust, balanced and evidence-based sustainability strategy. The DBT Sustainability Strategy in practice means both organisations are committed to and consider people, the environment, our community and partnerships, our stakeholders and business performance, not only in our daily operations, but in our planning for the future.

In 2023, DBI and the Operator completed a review of the DBT Sustainability Strategy, building on the strategy released in 2020. The Sustainability Strategy was reviewed following our Materiality Assessment in 2022 (2022 MA). The results of the 2022 MA informed the DBT Sustainability Strategy through the ranking of important issues by stakeholders in a materiality matrix. As detailed in the DBI 2022 Sustainability Report, the top material issues reported by stakeholders remain substantially similar to those from the 2019 Materiality Assessment, with the highest priority issues being: Health, Safety & Wellbeing; Great Barrier Reef World Heritage Area; Water Management; and Dust & Noise.<sup>20</sup>

The United Nations Sustainable Development Goals (SDGs) continue to inform the DBT Sustainability Strategy, with the relevant SDGs mapped to each sustainability focus area forming part of the DBT Sustainability Strategy.

20. See 2022 DBI Sustainability Report p.25-28 for more detail on the results of the 2022 Materiality Assessment.

DBT is committed to working with the Operator to ensure that DBT sustainability practices are guided by the DBT Sustainability Strategy, which provides a set of principles and guidelines for achieving environmental, social and economic outcomes that benefit all stakeholders. DBT also recognises that the sustainability landscape is constantly

evolving and that new policy frameworks may emerge that require different approaches or result in changing priorities. DBT will therefore periodically reperform its materiality assessment for DBT to ensure the terminal's sustainability framework continues to reflect the prevailing expectations of its stakeholders and the standards of its industry.

Figure 5: DBT Sustainability Pillars







# ENVIRONMENT

## Environmental Governance

DBT's location within the Great Barrier Reef World Heritage Area (GBRWHA)<sup>21</sup> and proximity to residential communities brings with it a responsibility to minimise and mitigate the impact of its operations on the community and the unique ecosystem in which it operates. The Operator's Environmental Management System (EMS) and Environmental Management Plan

21. Great Barrier Reef World Heritage Area (GBRWHA).



*“The commitment to compliance extends to contractors and suppliers of DBT.”*

(EMP) set the framework for the terminal’s environmental practices and guides its efforts to minimise negative environmental impacts. It involves adopting sustainable practices, engaging stakeholders, improving energy efficiency and conservation, reducing waste generation, and focusing on environmental stewardship.



# Environmental Governance

Continued



As identified in Table 1, the Operator is responsible for the day-to-day operation of DBT under its Operations and Maintenance Contract (OMC) with DBI, including obtaining and maintaining relevant environmental approvals and licenses. The Operator holds the Environmental Authority for DBT.

The Operator's EMS has ISO14001 certification and is designed to ensure that the Operator strictly complies with DBT's Environmental Authority, the OMC, and DBT's other regulatory and environmental obligations. The EMS follows a continuous improvement cycle, which means that the Operator

seeks to enhance its environmental performance by revising its policy, plan, implementation (through monitoring, document and risk reviews and audits), and review processes. Consistent with its EMS, the Operator's EMP provides consistent and effective management and control of environmental aspects associated with the operation of DBT. Together, the Operator's EMS and EMP support the way that water, waste, air quality, noise and biodiversity are managed and monitored at the terminal.<sup>22</sup> The commitment to compliance extends to contractors and suppliers of DBT.

22. For further information on the EMS and EMP, see the Operator's website at: *Environmental Management System*.



Table 1: DBI and DBT Operator environmental obligations

| ENTITIES                           | KEY ENVIRONMENTAL ROLES   |
|------------------------------------|---|
| <b>DBI<br/>(AS DBT<br/>LESSEE)</b> | <ul style="list-style-type: none"> <li>• Implementation of long-term overarching environmental management strategy for DBT in collaboration with the Operator.</li> <li>• Development and review of DBT Master Plan and addressing relevant environmental management issues.</li> <li>• Compliance with DBT Operator’s environmental licence and EMS:               <ul style="list-style-type: none"> <li>– ensuring appropriate environmental management of capital works (NECAP); and</li> <li>– ensuring appropriate environmental management of 8X Project.</li> </ul> </li> <li>• Contractual oversight of the DBT Operator’s environmental management through the Operations and Maintenance Contract (OMC).</li> <li>• Maintaining the contractual interface with DBT Users and Access Seekers in relation to their compliance with the DBT Operator’s environmental requirements and EMS.</li> <li>• Consultation with community stakeholders on environmental matters in collaboration with the Operator.<sup>23</sup></li> </ul> |
| <b>DBCT PTY LTD<br/>(OPERATOR)</b> | <ul style="list-style-type: none"> <li>• Day-to-day operation, asset management, maintenance, environmental aspects and monitoring programs (e.g. stormwater, spillages, dust, noise).</li> <li>• Ensuring day-to-day activities are compliant with environmental legislation and the DBT Environmental Authority (e.g. air and water quality) and reporting requirements.</li> <li>• Ensuring environmental considerations are addressed for projects, procurement and any other relevant activities.</li> <li>• Maintaining ISO14001 certified Environmental Management System for DBT – mitigating risk and continual improvement to leading practices.</li> <li>• Consultation with North Queensland Bulk Ports Corporation Limited as the relevant port authority and community stakeholders in collaboration with DBI.</li> <li>• Required to meet reporting obligations for DBT under the NGER Act and the National Pollutant Inventory (NPI).</li> </ul>  |

23. Through the Community Reference Group (CRG) and Community Working Group (CWG). The CRG is coordinated by the port authority North Queensland Bulk Ports (NQBP), and is a forum for community, Indigenous groups, government entities, local businesses, and terminal and rail operators. See: *North Queensland Bulk Ports – Community Reference Group*. The CWG includes local residents and community representatives. It is a forum through which DBI and the Operator provide updates regarding DBT’s sustainability initiatives and performance and maintain ongoing dialogue with our community.

# Climate Change



DBI continues to support the objective of finding a pathway to limit global warming to well below 2°C, in line with the Paris Agreement.<sup>24</sup>

DBI seeks to align its climate-related disclosures to the recommendations of the Task Force on climate-related Financial Disclosures (TCFD) with an aim to enhance transparency, promote better decision-making, and ensure the effective management of environmental, social and governance factors affecting the business.

24. United Nations Framework Convention on Climate Change (2015) Adoption of the Paris Agreement, 21st Conference of the Parties, Paris: United Nations.

Table 2: DBI Climate Change Initiatives

| ACTIONS                   |  | INITIATIVES  | TIME HORIZON   |
|---------------------------|--|--|--|
| Climate Risk & Resilience | <b>Monitor climate-related physical and transition risks</b> – using industry and DBT-specific forecasts and climate scenarios to understand potential impacts to DBI and DBT. Ongoing monitoring and analysis will enable DBI to consider potential adaptation measures that may be required in the future to ensure long-term resilience.  | Climate-related physical and transition risk assessment                            | Completed physical risk assessment FY-22/23<br><br>Ongoing periodic review |
| Metrics and Targets       | <b>Scope 1 and 2 emissions</b> – determine DBI’s absolute Scope 1 and 2 emissions and confirm baseline levels.   | Determine DBI Scope 1 and 2 absolute emissions                                     | Complete FY-22/23  |
|                           | <b>Scope 3 emissions</b> – confirm Scope 3 GHG emissions boundary.   | Determine DBI Scope 3 emissions boundary   | Complete FY-22/23  |
|                           |  | Target net zero emissions at DBT (Scope 1 and 2) by 2050                           | Long-term by 2050  |
|                           |  | Understand opportunities to collaborate with DBI’s value chain to reduce emissions | Ongoing  |
| Decarbonisation           | <b>DBT Scope 1 and 2 decarbonisation (DBI Scope 3)</b> – implement decarbonisation initiatives, informed by the Roadmap to Net Zero, with a primary focus on Scope 1 and 2 emissions reduction and efficiency improvements at DBT, e.g. transition vehicle fleets, install EV charging infrastructure, investigate alternative energy options onsite. Embed decarbonisation in procurement and find partners to support decarbonisation initiatives. | Develop Low carbon emissions criteria in procurement policies                      | Short-term   |
|                           |  | Understand feasibility of floating solar   | Medium-term  |
|                           |  | Target 50% reduction in diesel fuel emissions from vehicles                        | Medium-term  |
|                           |  | Progress small and medium vehicles transition to BEVs                              | Medium-term  |
| Energy Efficiency         | <b>Energy assessment</b> – optimise DBT energy usage and identify opportunities (priority areas) to reduce consumption and undertake staff training.   | Understand areas of high energy use on-site  | Short-term   |

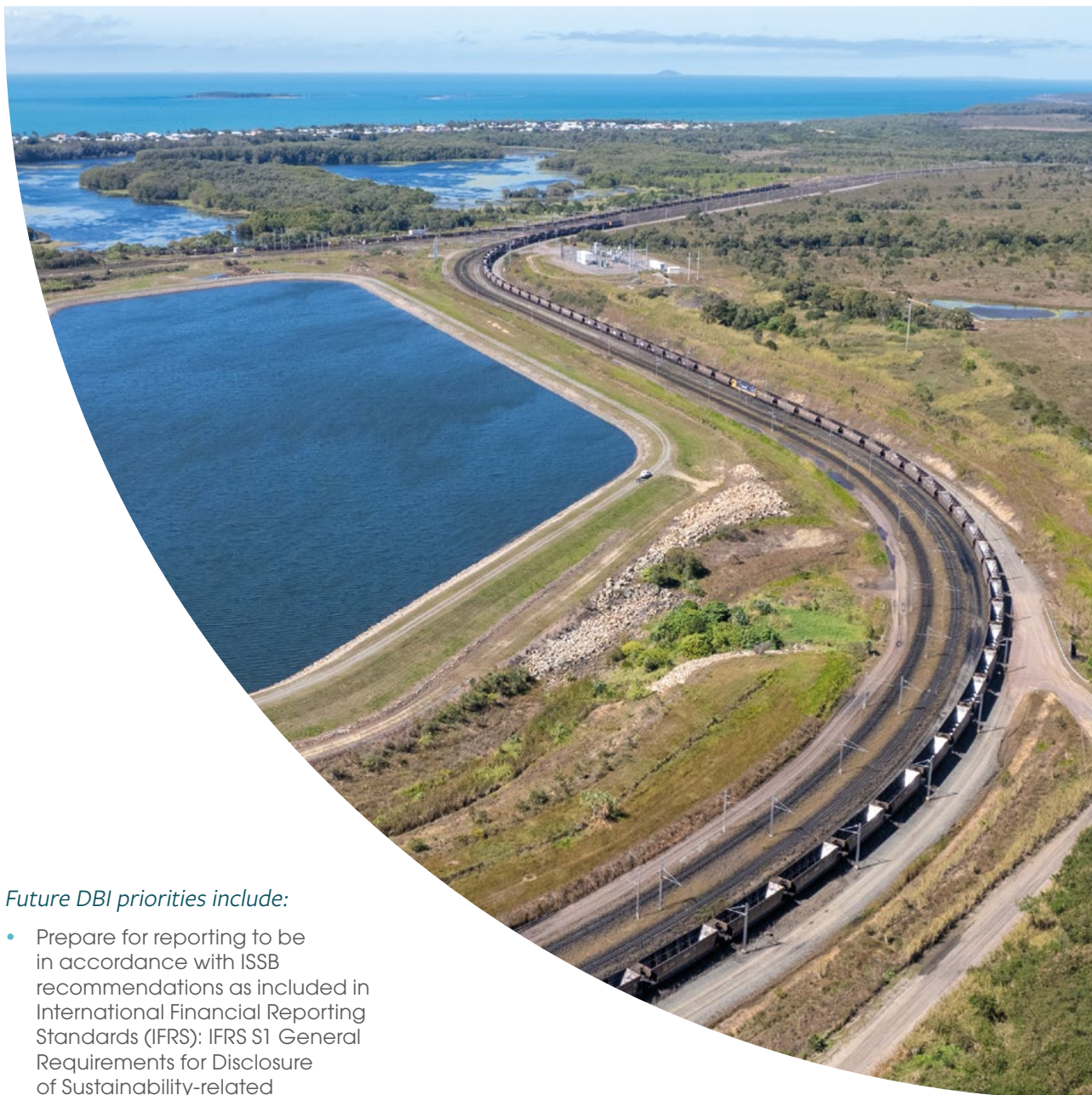
# Climate Change

Continued



Table 3: Progress against commitments made in 2022 Sustainability Report

| FY-21/22 STRATEGIC COMMITMENTS   | ACTIONS AT A GLANCE   |
|--|---|
| Implementation of DBT decarbonisation roadmap over time  | <ul style="list-style-type: none"> <li>Completed an Energy Audit of DBT.</li> <li>From 1 January 2023, DBT commenced procuring its electricity requirements under its new electricity sale arrangements with 100% renewable benefits in the form of renewable energy large scale generation certificates (LGCs) for 100% of its electricity requirements.<sup>25</sup></li> </ul>   |
| Setting DBI Scope 3 boundary   | <ul style="list-style-type: none"> <li>DBI nominated an operational control approach for its organisational boundary to determine direct (Scope 1 and 2) and indirect (Scope 3) emissions.</li> </ul>   |
| Using our climate change physical risk assessment to monitor and plan for potential impacts to DBT | <ul style="list-style-type: none"> <li>A high-level resilience and adaptation assessment was conducted with no immediate action required.</li> </ul>  |
| Integrating transition risks and opportunities into corporate decision-making and strategy         | <ul style="list-style-type: none"> <li>Corporate strategy aligned with overall transition strategy.</li> <li>Climate-related physical and transition risks are assessed and reviewed as part of DBI’s established Risk Management Framework. DBI will continue to actively monitor climate-related transition risks and the potential impacts on DBI’s business strategy through regular periodic review of a range of key market and strategic factors affecting DBT.</li> </ul> |
| Further improving TCFD alignment in future disclosures   | <ul style="list-style-type: none"> <li>Performed further gap analysis against the recommendations of the TCFD, with the findings used to inform our actions during FY-22/23 and disclosures in this report.</li> </ul>  |



*Future DBI priorities include:*

- Prepare for reporting to be in accordance with ISSB recommendations as included in International Financial Reporting Standards (IFRS): IFRS S1 General Requirements for Disclosure of Sustainability-related Financial Information and IFRS S2: Climate-related Disclosures;
- Conduct a renewed climate-related physical risk assessment every 3 years;
- Actively monitor climate-related transition risks and the potential impacts on DBI's business strategy; and
- Work with the Operator to facilitate implementation of DBT's decarbonisation roadmap over time.<sup>26</sup>

26. See 2022 DBI Sustainability Report, p.34.



# Climate Change

Continued

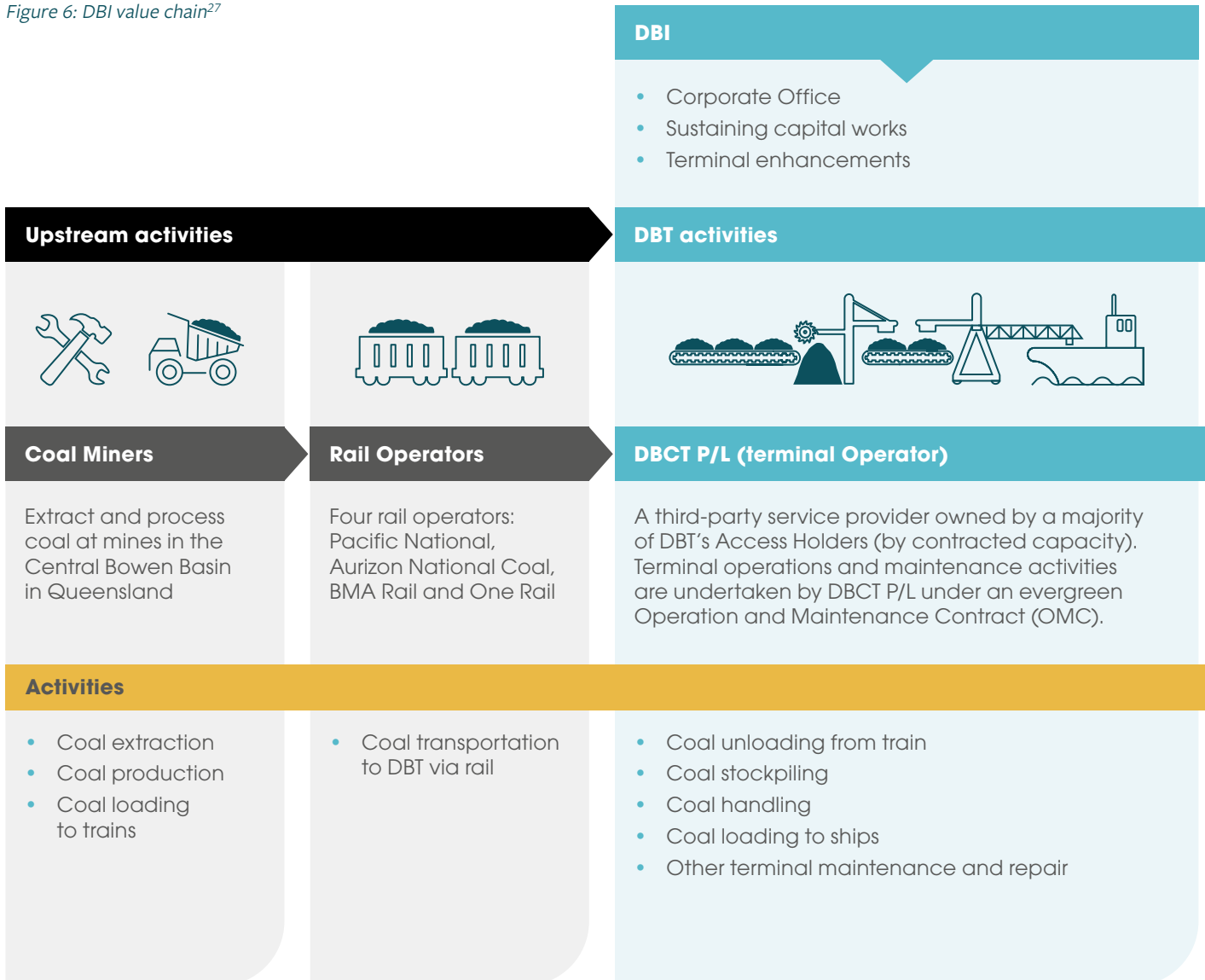


## Energy and Emissions

DBI adopts an operational control approach to set its organisational boundary for the purposes of emissions accounting and reporting. Under this approach, a company accounts for 100% of the emissions from operations over which it has full authority to introduce and implement its operating policies (including health, safety and environmental). The GHG Protocol defines Scope 1 emissions as emissions that occur from sources that are owned or controlled by the reporting company (direct emissions).

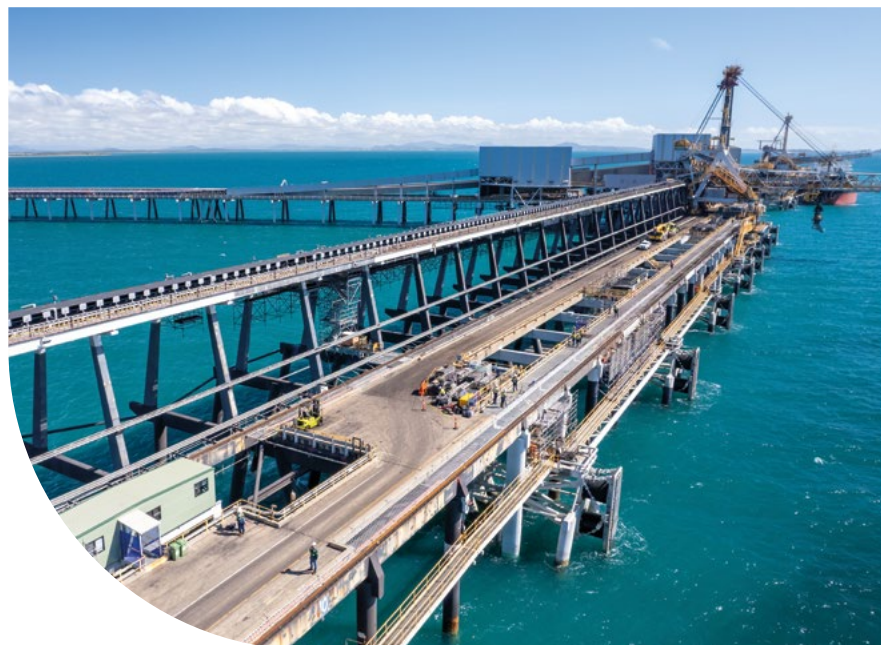
It defines Scope 2 emissions as emissions from the generation of purchased electricity consumed by a reporting company’s owned or controlled equipment or operations (indirect emissions).<sup>27</sup> As DBI does not have operational control over DBT’s operations (which is held by the Operator), relevant Scope 1 and 2 emissions from DBT operations are included within DBI’s Scope 3 boundary.

Figure 6: DBI value chain<sup>27</sup>



27. See A Corporate Accounting and Reporting Standard, p.25 and p.27.  
 28. DBI’s value chain includes upstream and downstream activities. In accordance with the GHG Protocol, DBI’s Scope 3 boundary includes relevant Scope 1 and Scope 2 emissions from DBT’s emissions boundary.

Based on the operational control approach used in setting DBT's organisation boundary for the purposes of emissions reporting, and in accordance with the GHG Protocol guidelines,<sup>29</sup> DBI developed its first emissions inventory (Scope 1, 2 and 3) for FY-21/22 (baseline year) and FY-22/23.



## Downstream activities



### Shipping Companies

Carry coal to more than 20 countries around the world



### Coal Users

- Steel producer
- Power plants



### End Users

- Steel products
- Electricity users

## Activities

- Coal shipping
- Vessels anchorage at DBT
- Vessels stay at DBT berth

- Steel production
- Electricity generation

- Use of steel products
- Use of electricity

29. Including: GHG Protocol – A Corporate Accounting and Reporting Standard; GHG Protocol – Scope 2 Guidance; GHG Protocol – Corporate Value Chain (Scope 3) Accounting and Reporting Standard; GHG Protocol – Technical Guidance for Calculating Scope 3 Emissions.

# Climate Change

Continued



## DBI emissions in FY-22/23

- DBI Scope 1 emissions of 54 tCO<sub>2</sub>-e are from DBI-owned vehicles used to drive to and from DBT.<sup>30</sup> DBI will assess the feasibility of transitioning its site vehicles to low emission vehicles or electric vehicles over time.
- DBI Scope 2 emissions of 20 tCO<sub>2</sub>-e are derived solely from the electricity consumption of its leased corporate office at Brisbane CBD.<sup>31</sup>
- DBI Scope 3 emissions of 79,139 tCO<sub>2</sub>-e are derived primarily from Scope 1 and Scope 2 emissions of the DBT Operator and other DBI contractors and suppliers.
- This is the first year DBI has reported its Scope 3 emissions in accordance with the GHG protocol. The accuracy of the data DBI has collected is currently considered to be 'indicative' only, as further work is required to capture, analyse and report data more accurately.

In FY-21/22 and FY-22/23 DBI recorded Scope 3 emissions of 76,461 tCO<sub>2</sub>-e and 79,139 tCO<sub>2</sub>-e respectively. These figures will likely be recalculated and reported in future reports as our methods improve.

- The terminal's emissions of 72,485 tCO<sub>2</sub>-e account for 92% of DBI's Scope 3 emissions in FY-22/23. A decarbonisation roadmap for the terminal has been developed to support the target of achieving net zero Scope 1 and Scope 2 emissions at DBT by 2050.
- The Operator is responsible for the emissions of DBT and complying with reporting obligations for DBT emissions (Scope 1 and 2) under the NGER Act. In addition, the Operator reports against the National Pollutant Inventory (NPI).

Table 4: DBI Scope 1, 2 and 3 emissions

| SCOPE                | CATEGORY                           | DESCRIPTION   | EMISSIONS (tCO <sub>2</sub> -e/YEAR) |               |
|----------------------|------------------------------------|---|--------------------------------------|---------------|
|                      |                                    |   | FY-21/22                             | FY-22/23      |
| SCOPE 1              |                                    | Annual diesel consumption associated with DBI leased vehicles   | 55                                   | 54            |
| SCOPE 2              |                                    | Annual electricity consumption from the Queensland grid associated with DBI's corporate office  | 21                                   | 20            |
| SCOPE 3              | Purchased goods and services       | Corporate office operational goods and services   | 811                                  | 658           |
|                      | Capital goods                      | NECAP goods and services  | 1,316                                | 5,916         |
|                      | Fuel and energy related activities | Annual diesel consumption associated with DBI leased vehicles and annual electricity consumption from the Queensland grid, not accounted for in Scope 1 and 2 | 6                                    | 17            |
|                      | Waste generated in operations      | Corporate office waste generated  | 1                                    | 1             |
|                      | Business travel                    | Air and ground travel and accommodation activities  | 19                                   | 47            |
|                      | Employee commuting                 | Corporate office employee commute activities  | 22                                   | 15            |
|                      | Downstream leased assets           | Scope 1 and 2 emissions of DBT Operator derived from the operation of DBT   | 74,286                               | 72,485        |
| <b>TOTAL SCOPE 3</b> |                                    |   | <b>76,461</b>                        | <b>79,139</b> |

30. Emissions from DBI onsite vehicle fuel and electricity usage are currently captured under the Operator's NGER reporting.  
 31. DBI's corporate office is located within a 5.5 NABERS Energy Base Building rating on a 6-star scale. A 5 star rating means that a building is 30% to 40% more energy and emissions efficient than average practice, and a 6-star rating is 70% to 80% more efficient (Dexus, 2018).

In FY-22/23, DBT's total Scope 1 and 2 greenhouse gas emissions were 72,485 tCO<sub>2</sub>-e, representing a decrease from the terminal's prior year emissions of 74,286 tCO<sub>2</sub>-e. The decrease is primarily attributable to revised emissions factors published by the Clean Energy Regulator for Queensland for FY-22/23.<sup>32</sup> The increase in DBT's energy consumption in FY-22/23 is a result of higher throughput at the terminal.

The Operator has conducted an energy audit to understand areas of high-energy use at DBT and identify opportunities to reduce energy consumption. The report was delivered in June 2023, with the recommendations to be assessed and a path forward mapped into the Operator's future Corporate Plans.

Figure 7: DBT's Energy Consumption

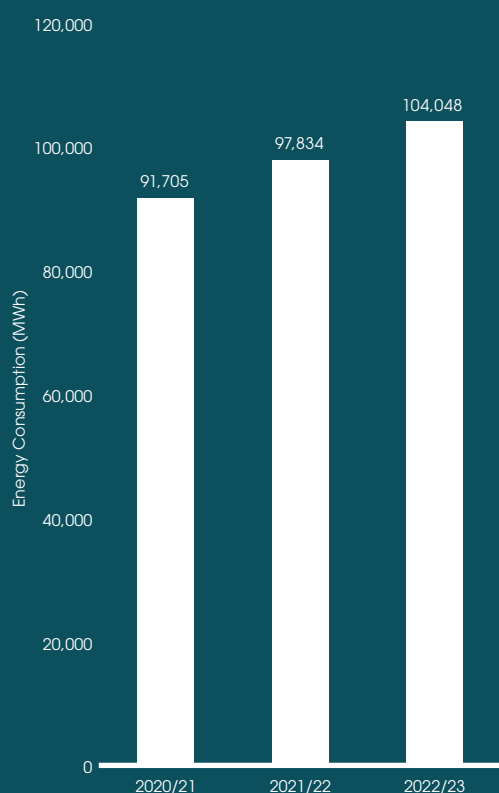
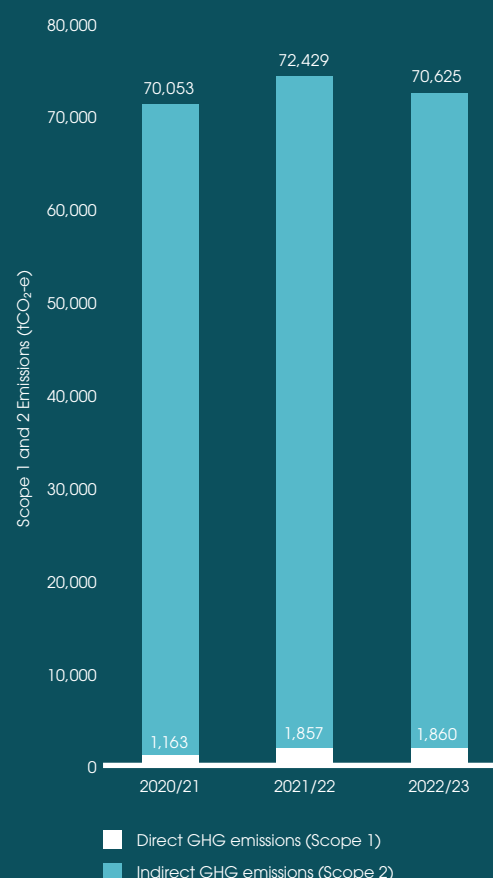


Figure 8: DBT's Scope 1 and 2 Emissions



32. See: *Clean Energy Regulator – Emissions Factors*.

# Climate Change

Continued



## Climate-related Risk and Resilience

Climate-related risks are assessed and reviewed as part of DBI’s established Risk Management Framework under its Risk Management Policy and Risk Management Procedure. The Risk Management Framework is consistent with ISO 31000, the international standard for risk management, and embeds the identification, measurement and evaluation of climate-related risks across the business’s processes and procedures.

### Physical Risk

DBI is exposed to changes in the physical climate. Risk can materialise in event driven (acute) or longer term (chronic) shifts in climate patterns. Key climate-related physical risks were identified in an initial vulnerability assessment undertaken in 2020. In 2022, DBI undertook a comprehensive physical risk assessment to identify potential climate-related physical risks at DBT. This physical risk assessment built on the initial

vulnerability assessment undertaken in 2020 and further assessed asset exposure and asset sensitivity to relevant climate hazards, as well as considering what adaptations may be required in the future to mitigate any climate-related physical risks identified.<sup>33</sup>

The overall assessment of climate-related physical risks to DBT confirmed that risks to the terminal are low (on an overall basis) to 2100, and that no immediate adaptation measures are required at DBT to mitigate the identified prevailing climate-related physical risks.

### Risk mitigation

Informed by the findings of DBI’s physical risk assessment, DBI conducted further analysis on assets with a greater than 1% chance of the climate hazard occurring by 2100. As a result of the analysis performed, DBI identified key potential physical risks to DBT and relevant controls, as listed in Table 5 below.

Table 5: DBT Key Physical Risks

| RISK CATEGORY                  | POTENTIAL IMPACT TO DBT   | CONTROLS   |
|--------------------------------|---|--|
| <b>TROPICAL CYCLONES</b>       | A significant cyclone event could cause damage to the terminal and surrounding area.  | Terminal infrastructure has been built to withstand moderate to high-intensity cyclone events (1 in 100 year), although there may be some damage to non-coal handling infrastructure as a result of a significant cyclone event. |
| <b>EXTREME RAINFALL EVENTS</b> | Intense rainfall events may overwhelm the water management infrastructure, potentially resulting in uncontrolled discharge in the adjacent waterways and flooding at DBT.   | DBI’s Water Quality Improvement Project completed in 2016 significantly reduced the likelihood of such events. The stockyard is fitted with drainage systems.  |
| <b>DROUGHT</b>                 | Extended periods of drought could lead to reduced on-site availability of water, potentially impacting dust suppression activities and impacting operations.  | DBI’s investment in the Water Quality Improvement Projects assisted with mitigating this risk due to the increased water storage capability on site.   |
| <b>EXTREME HEAT</b>            | Increased frequency and severity of temperature increases and heatwaves leading to the risk of bushfires potentially resulting in disruption to transport networks. Extreme heat may also impact plant and equipment resulting in equipment failures. | Temperature monitoring exists on some plant which is designed to shut equipment down when temperature thresholds are reached.  |

33. See 2022 DBI Sustainability Report for further detail on its climate-related physical risk assessment.

To ensure climate change and the related potential physical risks to DBT remain in focus and current, a physical risk assessment is proposed to be performed every three years.

DBI's Enterprise Risk register has been updated to address climate-related physical and transition risks, enabling effective ongoing review and monitoring of the identified climate-related risks to DBI.

### *Transition Risk*

As outlined in the Transition Strategy section, DBI is aware of the risks and opportunities presented by the potential decarbonisation of the global coal value chain. Climate-related transition risks are emerging as a result of the transition to a low carbon economy, arising from changes to policy and regulation in Australia and internationally, technology development and changing market dynamics. These changes will affect demand for (and supply of) the products handled by DBT, which may differ between thermal and metallurgical coal value chains.<sup>34</sup> DBI actively monitors climate-related transition risks and potential impacts on DBI's business strategy through regular periodic review of a range of key market and other strategic factors affecting DBT. DBI's Transition Strategy will be reviewed annually and in response to market, policy, technological and reputational changes.

The coming decades are expected to involve non-linear changes in government policy and international commitments to reducing carbon dioxide emissions<sup>35</sup> which will impact the economics of current and emerging markets. Government incentives and taxes may also accelerate the use of new technologies in production processes which in turn may alter the demand for commodities.

However, the pathway to net zero involves key uncertainties driven largely by the timeline upon which emerging and future technologies will prevail in terms of technical feasibility, cost effectiveness and social acceptance. This uncertainty requires scenario-based planning, as undertaken as part of DBI's transition strategy development, to best manage climate-related transition risks for DBT. Policies and developments related to climate change will continue to be monitored and, if required, adjustments to the assumptions used in DBI's financial reporting could be made in a future reporting period.

### *Climate-related financial risk*

DBI expects to be well placed to adhere to Australian sustainability reporting standards (based on ISSB recommendations) upon their implementation. As part of DBI's preparedness work, further work to assess the potential financial impacts of future and emerging climate-related transition risks on DBI's business will be required on an ongoing basis in coming years to respond to key market, industry and regulatory developments at a national and international level as well as to changes in DBI's business over time. As DBI better develops its understanding of the potential financial impacts of climate-related transition risks, where these have the potential to give rise to material financial implications, the company will update its financial assumptions, modelling and reporting accordingly.



34. See 2022 DBI Sustainability Report for potential climate-related transition risks identified and monitored by DBI.

35. See, for example, the legislated target of "reducing Australia's net greenhouse gas emissions to zero by 2050" in Climate Change Act 2022 section 10(1)(b).

# Healthy Ecosystems & Biodiversity



DBI and the Operator recognise the importance of biodiversity management and are committed to complying with applicable laws, regulations and international standards while continuously improving the environmental performance of DBT.

As part of its EMP, the Operator has set objectives and processes for the protection and systematic management of fauna onsite. All terminal activities and processes seek to minimise the impact of operations on marine life. The Operator's vegetation management processes seek to enhance and protect native vegetation communities and effectively managing invasive weed species threatening biodiversity at DBT.

There are several environmental monitoring programs undertaken at DBT, including for example:

- offshore monitoring in partnership with NQBP and BMA Hay Point Coal Terminal;
- marine monitoring programs through the Mackay-Whitsunday-Isaac Healthy Rivers to Reef Partnership;<sup>36</sup> and
- the Southern Inshore Monitoring Program.<sup>37</sup>

In FY-23/24, DBI will conduct a biodiversity baseline assessment within the DBT onshore leasehold area. The goal of the baseline assessment is to complete an initial ecological values assessment at DBT, map any planned land use changes, and identify opportunities for ecological improvements such as potential rehabilitation or habitat creation.

Relevant SDGs:



36. See the *Healthy Rivers to Reef Partnership website* for more information on the partnership.

37. See the *Southern Inshore Monitoring Project* for more information.

Table 6: DBT Biodiversity

|                                 |   |
|---------------------------------|---|
| <b>MARINE BIODIVERSITY</b>      | In collaboration with NQBP, DBI partly funded a Marine Biodiversity Assessment undertaken by TropWATER. Refer Case Study DBI: Case Study, Marine Biodiversity on page 39.   |
| <b>SEAGRASS</b>                 | Seagrass meadows in the Hay Point area have been monitored for over 20 years through the enduring partnership between NQBP and TropWATER. <sup>38</sup> The NQBP website maintains the most recent seagrass monitoring reports. <sup>39</sup>   |
| <b>VEGETATED/BUFFER AREAS</b>   | There are two significant vegetation/buffer areas for DBT. These areas serve as a buffer between the terminal operations and residential communities. The vegetation presents a natural approach to mitigate nuisance impacts, specifically dust and noise, and filter stormwater.  |
| <b>TERRESTRIAL BIODIVERSITY</b> | There are fragmented vegetated communities aligned to Regional Ecosystems as per the <i>Vegetation Management Act 1999</i> (VM Act).  |
| <b>FAUNA</b>                    | The Operator has fauna management protocols in place, specifically for birds, snakes and marine fauna. The Operator also takes responsibility to care for injured wildlife found on-site. Injured wildlife and death must be reported to the Administering Authority within 24 hours.   |
| <b>BIOSECURITY</b>              | <p>Designated vegetated areas in and around the terminal are monitored for native and invasive weed species and managed in accordance with the <i>Biosecurity Act 2014</i>. Surveys track progress of native vegetation and identify invasive weed species for future weed control and treatment programs. Regeneration of natural vegetated areas is encouraged with native species plantings and weed control to reduce the weed seed bank.</p> <p>To protect native wildlife, pest control programs for foxes are in place. This is a collaborative approach with Mackay Regional Council and NQBP.</p> <p>Biosecurity monitoring of the marine environment at DBT is undertaken via an invasive marine pest plate suspended from offshore infrastructure, regularly monitored for invasive species settlement by the port authority as part of the Port of Hay Point Biosecurity Management Plan.</p> |

38. Centre for Tropical Water & Aquatic Ecosystem Research (TropWATER) James Cook University. See: *TropWATER*.  
 39. See: *NQBP website at Seagrass Monitoring*.



# Healthy Ecosystems & Biodiversity

Continued





## DBI: Case Study

# Marine Biodiversity

In FY-21/22, a TropWATER study commenced in partnership with NQBP and James Cook University. This is the first study in a major port facility in northern Australia to explicitly examine marine conservation and resilience with respect to local marine species, and to examine if these processes are enhanced in port waters due to the supply of new and extended habitat located within protected waters. In FY-22/23, TropWATER completed the study Examining Marine Biodiversity Associated With Port Infrastructure. The study provides a blueprint for future innovative design and re-design of port facilities that maintain and enhance essential coastal ecosystem services, while maximising development opportunities.

The study used a range of autonomous survey approaches and was able to better show fish in their natural state. It found that fish species are highly adaptable to built infrastructure as it provides an ecosystem service similar to natural ecosystem services. Port infrastructure generally had similar types of fish species as found in natural environments, but had additional species not found commonly in the surrounding nearshore areas. Industrial infrastructure found at ports acts as a 'no-take' or refuge area and is seen to support large numbers of important commercial and recreational fish species and megafauna.

The abundance of fish species is similar to natural coastal habitats, characterised by daily shifts in faunal arrangements and enhanced by the artificial lighting found on port infrastructure, promoting schooling behaviours in prey species. The unique landscape provided in port areas is dominated by larger fish and supports strong predator-prey interactions.

The TropWATER study concludes that it is likely that port infrastructure has had some positive benefits for coastal fisheries by providing deep, complex and protected water column habitat settings for fish and marine species to occupy where previously only bare substrate existed.

# Environmental Stewardship



DBT’s offshore infrastructure is located within the Great Barrier Reef Marine Heritage Area (GBRWHA), adjacent to the Great Barrier Reef Marine Park (GBRMP). DBI and the Operator recognise DBT’s unique location and our responsibility to mitigate any potential impacts to the environment.

Relevant SDGs:



## DBT’s Water Management Strategy and Performance

The Operator is the holder of the Environmental Authority for activities related to operating DBT.<sup>40</sup> The Operator’s EMS is certified to ISO 14001 which ensures that environmental activities such as water management at DBT are documented and implemented in accordance with a robust governance framework.<sup>41</sup> The terminal infrastructure is built to provide significant capacity and flexibility for harvesting, storage, transfer and reuse of water on-site. This provides the basis for effective management of any water discharges from the site which are monitored in accordance with the Operator’s water monitoring and reporting procedures to verify water quality. Additionally, it provides less reliance on potable water for operational activities. For terminal activities, 98.8% of water utilised was from surface water harvested on site.



40. See the *Operator’s website* for more information on how the Operator approaches its environmental obligations, including in the areas of dust, noise, water and waste.  
41. See *2022 DBI Sustainability Report*, p.44-45.

## Water Use and Optimisation

Water is managed through an electronic real-time monitoring system. Parameters such as dam levels and water usage rates are monitored and predictive modelling using additional inputs from weather forecast data is used to project water storage volumes into the future. This allows for forward planning to maximise water harvesting capabilities and minimise the potential for offsite discharge prior to rainfall events. For terminal operations, stormwater that is harvested is used for dust suppression, conveyor belt cleaning, fire fighting and moisture addition to product.

The terminal's increased controlled water discharge volume for FY-22/23 can be attributed to a significant rain event during January 2023, in which the terminal received almost 700mm of rainfall in an eight-day period. The terminal's water storage and transfer infrastructure contained this rainfall on site without any uncontrolled discharges. Any controlled discharge is undertaken with appropriate quality testing prior and during the release to ensure all discharges remain compliant with the environmental authority water quality release limits. All water discharges for FY-22/23 remained well within the terminal's environmental licence limits.

Figure 9: Total Water Withdrawal

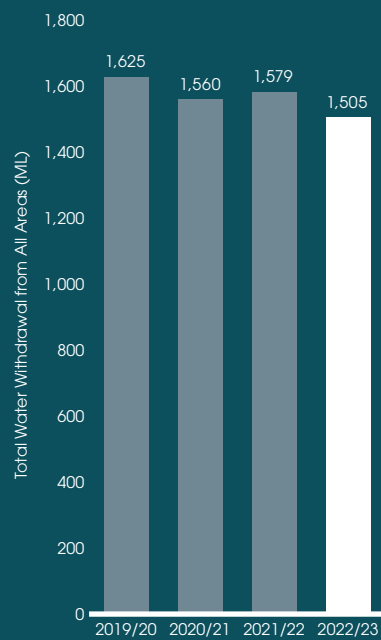


Figure 10: Composition of Total Water Withdrawn

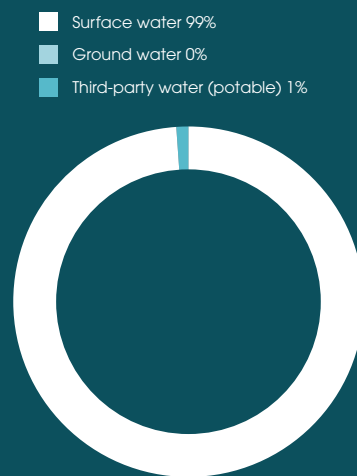
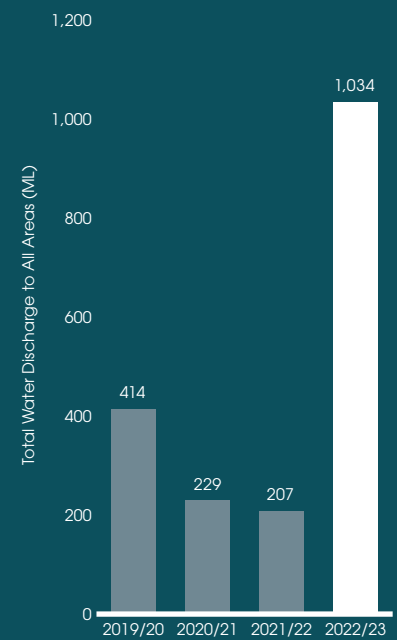


Figure 11: Water Discharge



# Environmental Stewardship

Continued



Table 7: Dust, Noise and Waste<sup>42</sup>

| ELEMENT | MANAGEMENT  | COMPLAINTS |
|---------|---|------------|
| DUST    | <ul style="list-style-type: none"> <li>100% of water used for dust suppression is sourced from stormwater that is harvested onsite.</li> <li>Coal received by rail is monitored for moisture and tracked online via the control system.</li> <li>Automated yard sprays are activated in response to weather conditions, including wind and speed direction.</li> <li>Real-time dust monitoring stations and dust deposition gauges around the terminal that are serviced monthly.</li> </ul>  | Nil        |
| NOISE   | <ul style="list-style-type: none"> <li>Four real-time monitors have been installed in the surrounding communities.</li> <li>Noise sensors are located around the terminal with controls in place to respond to any exceedances on noise levels.</li> <li>Noise complaints were investigated and resolved with the actions communicated to the complainant in a timely fashion.</li> </ul>   | 2          |
| WASTE   | <ul style="list-style-type: none"> <li>The end-of-life disposals of products and materials are appropriately handled, stored and disposed of in compliance with the Operator’s Environmental Authority, applicable legislation, and the Operator’s EMS and relevant policies and procedures.</li> <li>Opportunities for resource recovery exist at both the initiation stage and along the life-cycles of services or activities, including the procurement, supply, maintenance and replacement of parts or components of the terminal.</li> <li>The Operator follows a waste management hierarchy of avoid, reduce, reuse, recycle, recover and dispose.</li> </ul> | NA         |



42. See the *Operator’s website* for more information on dust, noise and waste management at DBT.

Figure 12: Waste diverted from disposal

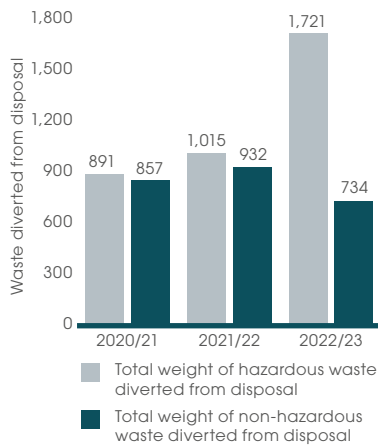


Figure 13: Waste directed to disposal

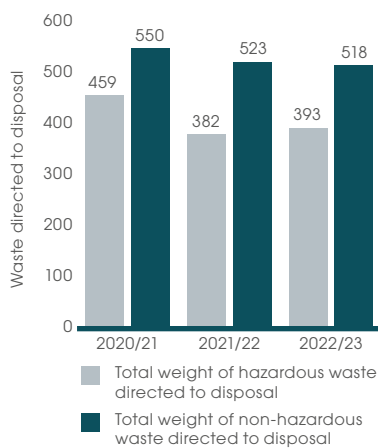
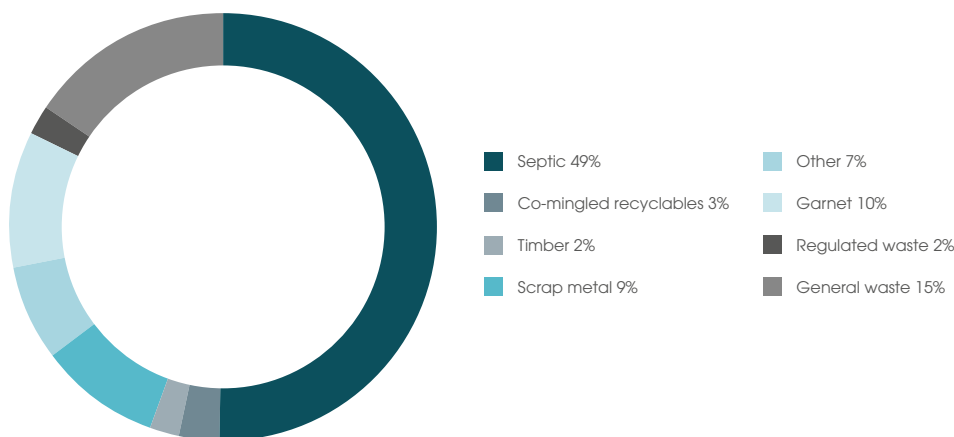


Figure 14: Breakdown of total waste generated at DBT FY-22/23



\* Other Includes: Oil, Batteries, Oil Filters, Thinners, Concrete, Confidential Documents, Oily Water and Medical Waste.

**Operator: Case Study**

## Beach Clean-up Program

During FY-22/23, the Operator continued its partnership with Tangaroa Blue Foundation, an Australia-wide not-for-profit organisation dedicated to the removal and prevention of marine debris.<sup>43</sup> Tangaroa Blue has hosted a number of events such as the Great Barrier Reef Clean at Cape Palmerston National Park and, closer to the terminal, Louisa Creek and Half Tide Beach. On a quarterly basis, a group of employee volunteers take part in the Operator's beach clean-up program. Since the partnership commenced in 2015, the Operator has assisted in removing 1.6 tonnes of waste from beaches within the vicinity of the terminal. The Operator's partnership with the Tangaroa Blue Foundation through Reef Clean, an Australian Government Reef Trust program, has continued to provide valuable data to the Australian Marine Debris Initiative.

43. See: Tangaroa Blue.

# Environmental Stewardship

Continued



## DBI: Case Study

# Deconstruction of Stacker ST1

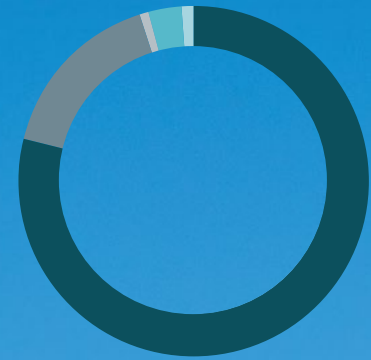
Effective waste management practices were used in a recent NECAP project at DBT, which included the deconstruction of Stacker ST1. The project comprised the construction of a new Stacker (ST1A) which was completed in May 2022, and the deconstruction of the existing Stacker (ST1) which was completed in December 2022.

ST1 was situated over an operational conveyor which required it to be “deconstructed” in the reverse of the original assembly, ensuring all components remained safely balanced at each stage. DBI’s contractor adopted a comprehensive deconstruction methodology to achieve the project scope. The deconstruction took approximately 8 weeks to complete, with the contractor’s area shown in Figure 15 below.

*Key sustainability initiatives during the deconstruction project included:*

- Development of a waste management plan for the works;
- Identification of specific opportunities to reduce, re-use & recycle; and
- Collection of detailed metrics and information on the final disposal of the waste.

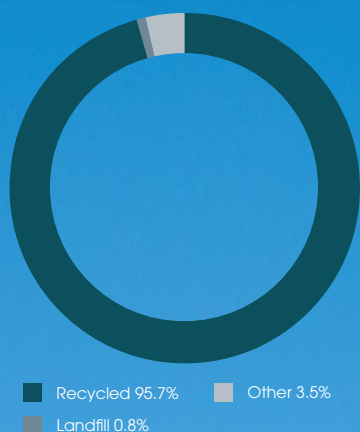
Figure 16(a): ST1 deconstruction waste data



|              |            |
|--------------|------------|
| Steel 79%    | General 1% |
| Concrete 16% | Septic 3%  |
|              | Other 1%   |



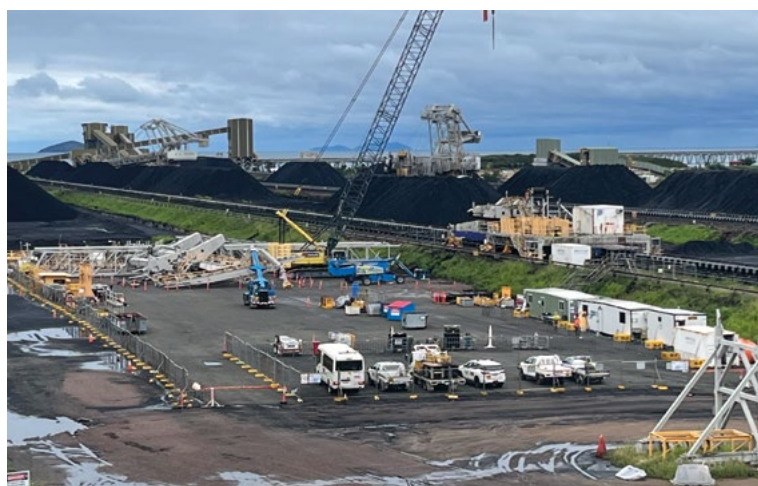
Figure 16(b): ST1 deconstruction waste data<sup>44</sup>



*ST1 deconstruction outcomes included:*

- The Operator salvaged approximately 150 components with a nominal value of \$2 million for re-use as spares for other machines at DBT, including electrical and hydraulic drives, gearboxes, fluid couplings, brake units, bogies, electrical power and control equipment, and instrumentation.
- Waste & consumption metrics were recorded monthly, with the final quantities listed in Figure 16.
- As illustrated, the vast majority of ST1 that could not be re-used by the Operator was recycled.

Figure 15: ST1 deconstruction before and after



44. Disposal percentages expressed as percentage of overall weight. 'Other' refers to disposals in accordance with regulated waste requirements, including for oil, septic, and other waste.





# SOCIAL



Maintaining the health and safety of those working at DBT is considered an embedded precondition and core value, whether they be employees, contractors, or visitors to the site. The Operator is responsible for the safe operation of DBT and has the primary responsibility for compliance with relevant safety legislation as the DBT operator. The Operator's mature Health and Safety Management System (HSMS) is certified to ISO 45001 Occupational Health and Safety Management.<sup>45</sup>

45. For a description of the roles and responsibilities of DBI and the Operator with regard to safety, see *DBI Sustainability Report 2021*, p.33.



*“DBI is committed to achieving a health and safety-first culture.”*

## Safety, Health & Wellbeing

Separately, DBI is committed to achieving a health and safety-first culture in everything we do and consequently bringing to life our vision that every person goes home from work safe and well. This applies to DBI’s employees operating under DBI’s well established Workplace Health and Safety (WHS)

System and to contractors engaged by DBI to undertake NECAP works. Pre-qualified contractors execute works under their own WHS systems. DBI monitors contractor performance through well-established assurance and governance processes.



# Safety, Health & Wellbeing

Continued



In FY-22/23, DBI refined its risk management practices for psychosocial workplace hazards. DBI aims to minimise the risk of psychological illness through the creation of an organisational culture that aligns with the DBI Corporate Values and by incorporating the following practical measures:

- Good job design and workload management;
- Role clarity and clear expectations;
- Code of Conduct training, including anti bullying, harassment, and discrimination training;
- Mental health in the workplace training that covers awareness, early intervention, immediate response and recovery;
- Open and transparent communication;
- Mental health first aid officers available in Brisbane and Site offices;
- Employee Assistance Program available to all staff and family members;
- Providing flexible working arrangements;
- Growth and development opportunities; and
- Consultation and communication between workers and management.

DBI's WHS Policy and WHS Procedures are both reviewed annually, with the WHS Policy approved by the Board and the WHS Procedures approved by the CEO. DBI has a well-established WHS Committee with representation from all levels of the workforce. The WHS Committee provides oversight, review and makes recommendations to the CEO on operational matters and the continuous improvement of the WHS System.



# Employee Diversity and Inclusion



## Values



### Respect

We respect our people and put their safety and welfare first.

### Reputation

We demonstrate integrity and transparency in all that we do.

### Accountability

We act like an owner as custodians of the business.

### Quality

We collaborate and innovate to deliver quality.

### Trust

We build strong relationships with our people, customers and stakeholders.

### Stewardship

We are good citizens and consider our impact on the wider community and the environment.

DBI's organisational culture is driven by its organisational values. DBI's Code of Conduct guides employee behaviour and encourages employees to deal appropriately and fairly with its stakeholders and to act with integrity, fairness and respect in all aspects of their work.<sup>46</sup>

46. See: *DBI Code of Conduct*.

# Employee Diversity and Inclusion

Continued



## In FY-22/23:

- DBI established a People and Culture Committee to promote progress in diversity and inclusion. Supported by the Chief Commercial and Sustainability Officer, the Committee:
  - established a reward and recognition program that is aimed at recognising employees that best demonstrates DBI’s values;
  - is responsible for DBI’s participation in a variety of events that celebrate diversity and inclusion, including Pride Month, Multicultural Month and Wear it Purple Day; and
  - will seek to implement initiatives directed toward staff networking and wellbeing following DBI’s 2023 staff engagement survey.
- DBI introduced equal parental leave for primary and secondary carers, available to all employees. In addition, DBI introduced superannuation contributions on unpaid parental leave and will calculate short term incentive bonuses on all paid parental leave.
- DBI conducted a biennial employee engagement survey to continue to inform how it can best preserve and enhance the culture of the organisation. The results from the survey have been used to guide the development of ongoing training programs for staff.



Figure 17: Diversity and Inclusion Governance



### Diversity and Inclusion

DBI recognises that people are its most important asset and is committed to the maintenance and promotion of workplace diversity and inclusion. DBI's vision for diversity and inclusion incorporates a number of different factors, including gender, marital or family status, sexual orientation, gender identity, age, disabilities, ethnicity, religious beliefs, cultural background, socioeconomic background, and experience. DBI's diversity and inclusion (D&I) policy<sup>47</sup> sets out the organisation's approach to managing D&I. The Governance, Remuneration and Nomination (GRN) Committee is responsible for oversight of D&I initiatives and metrics and reviews the policy annually.

DBI's D&I Policy aims to ensure DBI:

- Creates a diverse and inclusive workplace where every individual can participate and develop regardless of their circumstances;
- Has a workplace where people feel respected, connected, supported and valued;
- Leverages an individual's experiences, background, ideas, insights, skills and qualities;
- Embeds and progresses a socially inclusive workplace; and
- Leads and advocates for a diverse and inclusive culture.

The DBI Board sets measurable objectives for achieving diversity within the organisation and discloses these metrics publicly in DBI's annual Corporate Governance Statement.<sup>48</sup>

47. See DBI's Diversity and Inclusion policy.

48. The Corporate Governance Statement discloses metrics on a calendar year basis, in line with DBI's financial reporting. See: DBI Corporate Governance Statement for Period ended 31 December 2022.

# Community and Partnerships



## Community Relations

The Community Working Group (CWG) remains the principal medium of communication and engagement between the immediate surrounding communities of DBT and the Operator and DBI. The role of the CWG is to ensure that the community’s interest is considered and addressed, while providing a forum for all stakeholders to collaborate in achieving optimal environmental, social and economic outcomes.<sup>49</sup>

DBI’s Community Investment, Partnership and Sponsorship Program is aligned with the four pillars of the DBT Sustainability Strategy. DBI continues to support its foundation partnership and sponsorship programs and has over the last year expanded its support to include youth programs.<sup>50</sup>

Both DBI and the Operator value the importance of building strong partnerships with other organisations and industry associations. Some examples of the external initiatives we support are listed on the DBI website.<sup>51</sup>

## Indigenous Partnerships

DBI and the Operator consider that promoting diversity and inclusion – which includes indigenous nations, peoples and cultures – is vital in creating equal opportunities for participation in employment and business supply chains. Accordingly, a voluntary Cultural Heritage Management Plan (CHMP) for DBT was developed in partnership with the Yuwibara Aboriginal Corporation (the registered native title holders of the land and waters upon which DBT is situated) and took effect from FY-22/23. The CHMP provides the framework to inform business-as-usual operational activities of the DBT Operator together with specific actions for DBI as part of the proposed 8X Project.<sup>52</sup>

### Operator: Case Study

## CQU First Nations Engineering students supported by bursaries



Central Queensland University (CQU) has two locations in the Mackay region, boasting a wide range of facilities including a purpose-built Trades Training Centre and offering study options from certificates and diplomas to undergraduate courses.

In February 2022, the Operator funded a bursary program designed to help Mackay-based First Nations students enrolled in CQU’s Certificate II in Engineering Pathways. Since its launch, the bursary program has supported 21 First Nations students. The funds provided helped with PPE and the completion of a White Card<sup>52</sup> short course. The White Card short course grants the holder with lifetime accreditation that removes a potential barrier to work experience and employment opportunities. The students also have the opportunity to undertake work experience at the terminal.



49. See the CWG charter and CWG Fund for further information on commitments, responsibilities, stakeholder representation scope and resources.  
 50. Through the Whitsunday Voice Youth Festival, Neighbourhood Hub and the Sarina Junior Rugby League Services, DBI has expanded its sponsorships to include educational and health and wellbeing programs that are targeted towards youth.  
 51. See DBI Website: Partnership & Membership Groups.  
 52. The Queensland White Card course is a mandatory requirement for anyone to work in the construction industry.  
 53. See: DBI Corporate Governance Key Documents and Policies.

Table 8 – DBI Investment, partnerships and sponsorships

| SUSTAINABILITY PILLAR               | BENEFIT  | ALIGNMENT TO SDGs   | SUCCESSFUL FY-22/23 PROGRAM EXAMPLES  |
|-------------------------------------|--|---|---|
| <b>PEOPLE</b>                       | To contribute to a positive community culture that enhances livelihoods through social inclusion, innovation and empowerment of people.                          | <br><br>   | <p>In FY-22/23 The Neighbourhood Hub collected and distributed 1,789 kg of food through SecondBite, Coles, Woolworths and local farmers from the Mackay region.<sup>54</sup> To assist with running the Food Diversion Program, DBI provided \$19k.</p> <p>DBI and the Operator continued to support the Reconcile Life team and programs during the reporting period.<sup>55</sup> Reconcile Life is an indigenous family owned and operated business that was established to address the needs of Aboriginal and Torres Strait and Australian South Sea Islander communities in Central &amp; North Queensland. In FY-22/23 DBI contributed \$15k.</p> <p>DBI provided \$32k in support for a facilities upgrade project at Sarina Junior Rugby League Football Club Inc.</p> |
| <b>ENVIRONMENT</b>                  | To contribute to protecting and enriching the community through reef biodiversity and ecosystems, water management and climate change adaptation and mitigation. | <br><br><br><br> | <p>Marine Biodiversity Assessment. NQBP and DBI have jointly provided \$30k to James Cook University to carry out the studies.</p> <p>DBI and the Operator continued to support Healthy Rivers to Reef Partnership – Southern Inshore Program.<sup>56</sup> In FY-22/23 DBI’s contribution was \$73k.</p>   |
| <b>BUSINESS PERFORMANCE</b>         | To contribute to community through providing access to education and training of the workforce for our future.   | <br><br>   | <p>DBI provided \$10k in support to the YIRS One Stop Youth Shop Inc.<sup>57</sup> to assist their alternative distance education program for young people in years 8, 9 and 10 who have disengaged, or are disadvantaged to continue their education in a mainstream education setting.</p> <p>DBI provided \$15k to the Whitsunday Voices Youth Literature Festival.<sup>58</sup> Overall, in 2023 the festival hosted 14 presenters, 85 events, over 7000 students from 67 schools from the Mackay Whitsunday and Isaac region.</p> <p>Separately, DBI provided \$5k to the Winchester Foundation<sup>59</sup> which arranged for regional children and their teachers to attend the Whitsunday Voices Youth Literature Festival.</p>  |
| <b>COMMUNITY &amp; PARTNERSHIPS</b> | To enable authentic partnerships and long-term connections with the community that remain relevant, informed and value orientated.                               | <br><br>   | <p>DBI was a silver sponsor of RACQ CQ Rescue Chopper, the community-funded helicopter and medical service that services the Central and North Queensland region.</p> <p>DBI supported the Mayor’s Charity Ball<sup>60</sup> as a bronze sponsor. The 2023 ball raised \$91k for Ronald McDonald House Charities<sup>61</sup> and Australian Street Aid Project.<sup>62</sup></p> <p>DBI committed \$15k to the 2023 Mackay Special Children’s Christmas Party.<sup>63</sup> Members of the DBI team will volunteer at this event in Q4-23.</p>   |

54. See: *The Neighbourhood Hub*.  
 55. See: *Reconcile Life*.  
 56. See: *Healthy Rivers to Reef Partnership*.  
 57. Youth Information Referral Service. See: *YIRS*.  
 58. See: *Whitsunday Voices Youth Festival*.  
 59. See: *Winchester Foundation*.  
 60. See: *Mackay Mayor’s Charity Ball*.  
 61. See: *Ronald McDonald House Charities*.  
 62. See: *Australian Street Aid Project*.  
 63. See: *Mackay Special Children’s Christmas Party*.





# GOVERNANCE

The Board of DBI is committed to conducting the business of DBI in accordance with high standards of corporate governance and with a view to creating and delivering value for DBI's securityholders. To this end, the Board has adopted a system of internal controls, risk management processes and corporate governance policies and practices which are designed to support and promote the responsible management and conduct of DBI.



## Corporate Governance

DBI's corporate governance framework (CGF) embeds an integrated approach to governance and risk management within DBI and is overseen by a skilled, diverse and independent Board of Directors. DBI's Board retains ultimate responsibility for the strategy and performance of the Company, while the day-to-day operation is conducted

by, or under the supervision of, the CEO. The CEO and the Executive Management Team are responsible for implementing strategic objectives, plans and budgets approved by the Board and are accountable to the Board for matters within their delegated authority. DBI publishes its key governance documents and policies on its website.<sup>64</sup>



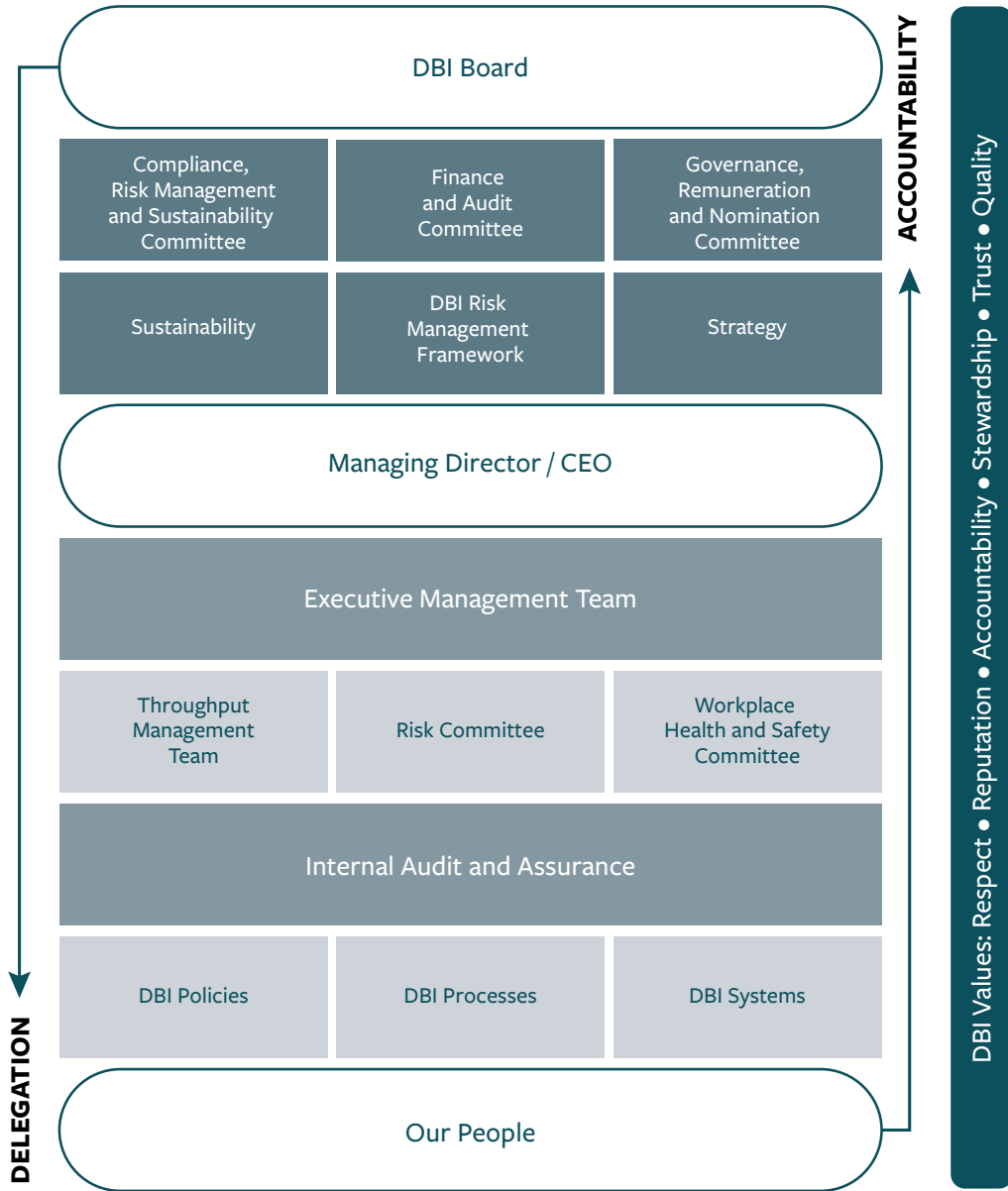
64. See: *DBI Corporate Governance Key Documents and Policies*.

# Corporate Governance

Continued



Figure 18: DBI's Corporate Governance Framework



The composition of the Board is based on maintaining a balance of skills, expertise, experience and diversity. The Board skills matrix incorporates skills and experience related to environmental and social responsibility and sustainability matters (including with respect to climate change).<sup>65</sup>

DBI's executive remuneration and incentives policies and practices are aligned with DBI's purpose, values, strategic objectives and risk appetite.<sup>66</sup>

DBI's Board Committees have been established to streamline the discharge of its responsibilities. There are three permanent committees of the Board.

<sup>65</sup>. See DBI's Corporate Governance Statement for more detail.  
<sup>66</sup>. See 'Remuneration Report' within DBI's Annual Report.



Table 10: DBI Board Committees

| FINANCE AND AUDIT COMMITTEE  | COMPLIANCE, RISK AND SUSTAINABILITY COMMITTEE  | GOVERNANCE, REMUNERATION AND NOMINATION COMMITTEE   |
|--|--|---|
| <p>Meets four times annually.<br/>To oversee:</p> <ul style="list-style-type: none"> <li>Financial and other periodic corporate reporting;</li> <li>Relationships with the external auditor and the external audit function generally;</li> <li>Relationship with the internal audit function;</li> <li>Processes for identifying and managing financial risk; and</li> <li>Financial management.</li> </ul> | <p>Meets four times annually.<br/>To oversee:</p> <ul style="list-style-type: none"> <li>Processes for identifying and managing non-financial risk;</li> <li>Internal controls and systems;</li> <li>Processes for monitoring compliance with laws and regulation; and</li> <li>Sustainability and climate-related matters.</li> </ul> | <p>Meets four times annually.<br/>To:</p> <ul style="list-style-type: none"> <li>Monitor significant developments in law and practice related to corporate governance;</li> <li>Review and recommend to the Board employment remuneration arrangements for the CEO and other senior executives;</li> <li>Review and monitor DBI's remuneration framework;</li> <li>Review and recommend to the Board the criteria for nomination as a director;</li> <li>Review succession plans for the CEO and other senior executives; and</li> <li>Assist the Board in relation to the performance evaluation of the Board, its Committees and individual directors.</li> </ul> |

# Corporate Governance

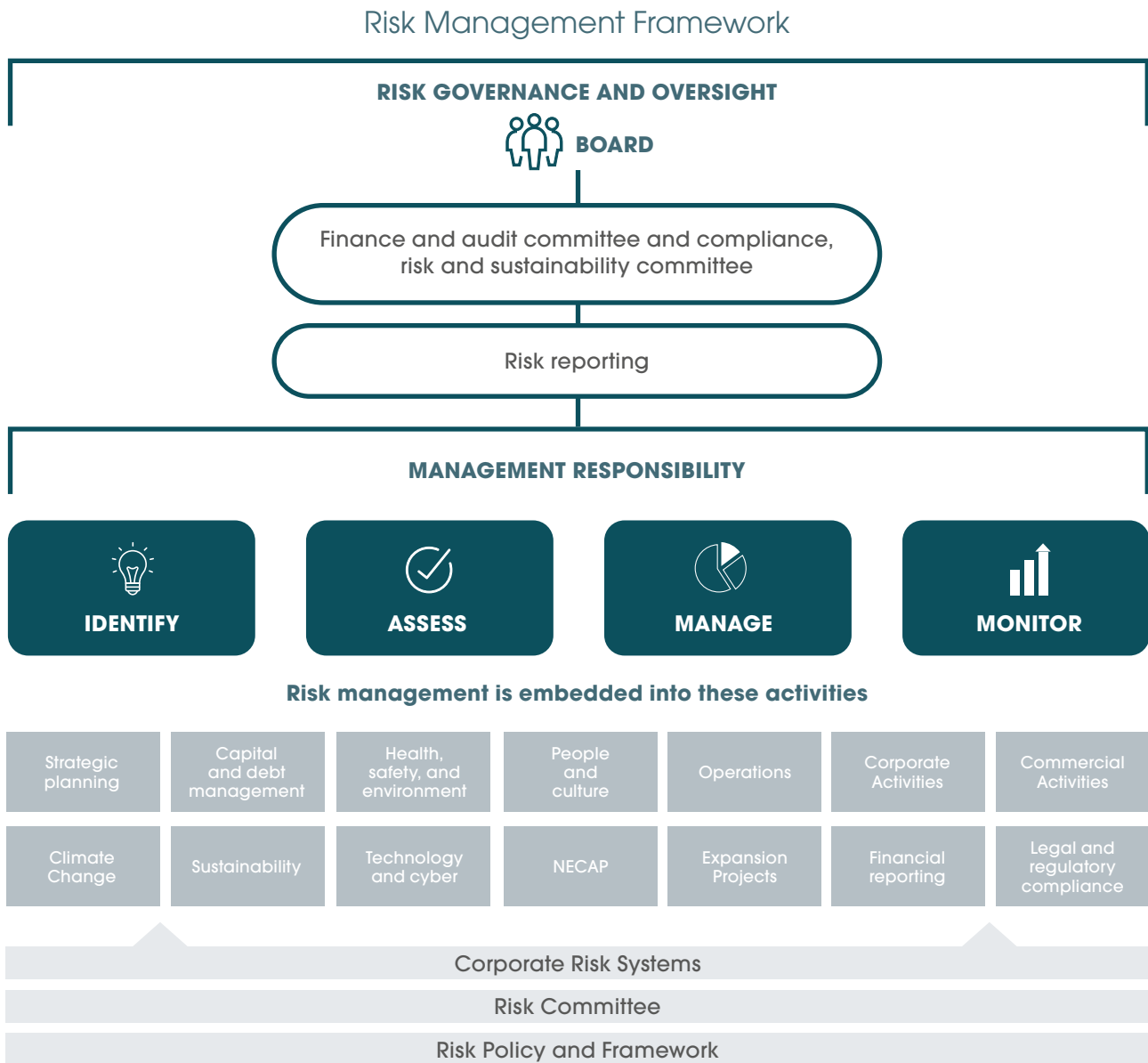
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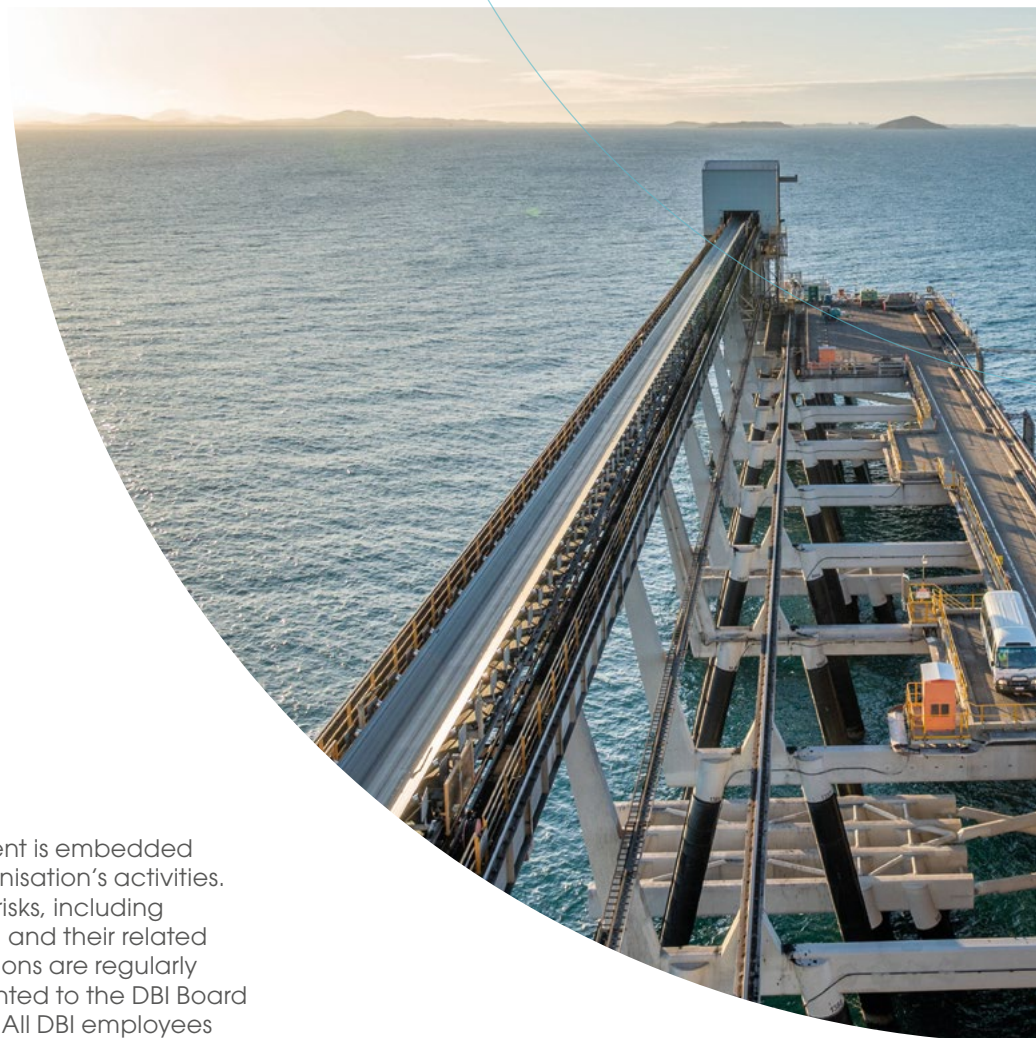


## Risk Management

The Board is responsible for determining the risk appetite and monitoring the financial and non-financial risks of DBI. The Board is supported in its risk oversight role by the Compliance, Risk and Sustainability (CRS) Committee (for non-financial risk oversight) and the Financial and Audit (F&A) Committee (for financial risk oversight).

Figure 19: DBI Governance Arrangements for Risk





DBI's risk management is embedded throughout the organisation's activities. New and emerging risks, including climate-related risks, and their related controls and mitigations are regularly reviewed and presented to the DBI Board and its Committees. All DBI employees are responsible for complying with DBI's risk management policies and procedures and are required to undertake mandatory risk training.

### **Climate-related Risk Management and Governance**

Climate-related risks are assessed and reviewed as part of DBI's established Risk Management Framework under its Risk Management Policy and Risk Management Procedure. The Risk Management Framework is consistent with ISO 31000, the international standard for risk management, and embeds processes and procedures directed to the identification, measurement and evaluation of climate-related risks across the business.

In line with DBI's Risk Management Framework, each of the Compliance Risk and Sustainability Committee and the Finance and Audit Committee of the DBI Board oversees and advises the DBI Board in relation to DBI's climate-related risks and sustainability issues on a quarterly basis. Similarly, DBI's CEO and Executive Management Team are responsible for identifying, assessing, managing and monitoring climate-related transition risks relating to DBI's business within their delegated authority. The Chief Commercial and Sustainability Officer (CCSO) oversees the implementation of DBI's joint sustainability strategy with the DBT Operator and key sustainability and climate-related initiatives.

# Sustainable Procurement



DBI has detailed policies and procedures in place to govern both its corporate procurement and NECAP project procurement activities. DBI conducts due diligence on its suppliers and vendors to ensure that they comply with relevant laws and regulations, as well as DBI's own standards relating to modern slavery and labour practices, health and safety and anti-bribery and corruption. DBI performs initial due diligence prior to engaging a supplier, along with ongoing supplier monitoring through an external compliance monitoring provider to identify any potential risks or issues that may affect DBI's reputation or performance.

Modern slavery is a crime in many jurisdictions and a violation of human rights. It takes various forms such as child labour, debt-bondage, forced labour, servitude, slavery, human trafficking and aiding, abetting, counselling or procuring any of these activities. DBI is committed to operating ethically, treating people with dignity and respect and to taking steps to address modern slavery risks within its business and supply chains. For further detail in relation to how DBI addresses modern slavery risks in its supply chain, please refer to DBI's Modern Slavery Statement which is available on DBI's website.<sup>67</sup>







# Tax



As an ASX-listed company operating in Australia, DBI understands the importance of tax transparency and is able to demonstrate this through its adoption of the Tax Transparency Code (TTC). The TTC is a voluntary code developed by the Board of Tax designed to encourage greater transparency and enhance the community's understanding of the corporate sector's compliance with Australian laws. DBI's Tax Framework, including its approach to tax governance and strategy, is detailed in the 2022 DBI Sustainability Report.<sup>68</sup>

## Tax contribution – Summary of taxes paid<sup>69</sup>

DBI pays tax to the Australian and State governments and collects various tax payments on their behalf. DBI's total tax contribution for CY-22 was \$37.25 million (CY-21: \$17.7 million).

DBI paid corporate income tax for the first time in respect of CY-22. Prior to CY-22, DBI was not liable to pay corporate tax primarily because of depreciation deductions available to DBI under Australia's tax law in respect of assets acquired as part of the acquisition of the DBT Entities in December 2020.

Table 11: Taxes collected and paid by DBI

|  | CY-22<br>\$'000 | CY-21<br>\$'000 |
|--|-----------------|-----------------|
| Fringe Benefits Tax                            | 30              | 50              |
| Goods and Services Tax (GST) Net of Recoveries | 23,141          | 14,348          |
| PAYG Withholding Taxes                         | 9,014           | 2,882           |
| Corporate income tax                           | 4,532           | -               |
| <b>Federal Taxes</b>                           | <b>36,717</b>   | <b>17,280</b>   |
| Payroll Tax                                    | 518             | 424             |
| <b>State Taxes</b>                             | <b>518</b>      | <b>424</b>      |

## Income tax

Under Australian tax law and Australian accounting standards, the timing of recognition of income and expenses may differ. These differences may be classified as either:

- Temporary differences – differences between the carrying amount of an asset or liability for accounting purposes and the amount attributable to that asset or liability for tax purposes; or
- Non temporary differences – differences which do not relate to differences between the carrying amount of an asset or liability for accounting purposes and the amount attributable to that asset or liability for tax purposes and temporary

differences which do not meet the criteria for recognition of deferred tax assets and liabilities.

Australian accounting standards require DBI to recognise income tax expense comprised of:<sup>70</sup>

- Current tax expense – the amount of taxes payable in respect of the current income year; and
- Deferred tax expense – the amount of taxes payable and deductions available in future periods.

The deferred tax component of income tax expense is recognised as a net deferred tax asset (future deductible amounts) or liability (future payable amounts) on the balance sheet.

68. See: 2022 DBI Sustainability Report, p.81-82.

69. All figures in this section of the report are on a calendar year basis, consistent with the financial reporting period for DBI.

70. AASB 112 Income Taxes sets out how to account for the current and future tax consequences transactions recognised in financial statements and future recovery (settlement) of the carrying amount of assets (liabilities that recognised in the statement of financial position).



### Reconciliation of accounting profit to income tax payable

Table 12 provides a reconciliation of DBI's accounting profit to income tax expense and income tax payable. This information has been derived from DBI's audited financial statements for CY-22.

# Tax

Continued



Table 12: Reconciliation of profit to tax expense

|  | CY-22<br>\$'000 | CY-21<br>\$'000 |
|--|-----------------|-----------------|
| <b>Statutory Profit/(Loss) Before Tax</b>                  | <b>111,975</b>  | <b>149,015</b>  |
| Tax at Australia Tax Rate of 30%                           | 33,593          | 44,705          |
| Increase/(decrease) income tax expense due to:             |                 |                 |
| Non-assessable income and other permanent differences      | 3,681           | (28,901)        |
| Non-deductible expenditure and other permanent differences | 5,133           | 5,128           |
| Adjustment for tax of prior periods                        | 594             | (994)           |
| <b>Income tax expense/(benefit)</b>                        | <b>43,001</b>   | <b>19,938</b>   |

Table 13: Reconciliation of income tax expense to income tax paid<sup>71</sup>

|  | CY-22<br>\$'000 | CY-21<br>\$'000 |
|--|-----------------|-----------------|
| <b>Income tax expense</b>                        | <b>43,001</b>   | <b>19,938</b>   |
| Movements in deferred tax                        |                 |                 |
| Intangibles                                      | (29,580)        | (25,148)        |
| Amortisation of shareholder loan notes           | 8,753           | 10,228          |
| Debt & Hedging arrangements                      | (11,414)        | (1,604)         |
| Provisions, accruals, prepayments & other        | (987)           | 264             |
| Transaction costs                                | (2,098)         | (2,516)         |
| Tax losses utilised                              | (3,233)         | (1,162)         |
| <b>Income tax payable/(tax losses generated)</b> | <b>4,442</b>    | <b>-</b>        |

Income tax payable is calculated as the accounting profit/(loss) before tax, multiplied by the applicable tax rate, adjusted for temporary and non-temporary differences.

DBI's key tax adjustments are for:

- Temporary and non-temporary differences arising from the differing treatment of DBI's intangible asset for accounting and tax purposes;
- Temporary differences arising from non-deductible accounting interest recognised in respect of the shareholder loan notes; and
- Temporary and non-temporary differences arising from the differing treatment of DBI's various financing arrangements and associated hedging instruments for accounting and tax purposes.

### Effective income tax rate

Australian accounting standards define effective tax rate as the income tax expense for the income year, divided by the accounting profit/(loss) before tax.<sup>72</sup> DBI's effective tax rate is outlined in Table 14 below.

Table 14: DBI's effective tax rate

|   | CY-22<br>\$'000 | CY-21<br>\$'000 |
|---|-----------------|-----------------|
| Underlying Profit/(Loss) Before Tax       | 98,883          | 35,466          |
| Significant Items                         | 13,092          | 113,549         |
| <b>Statutory Profit/(Loss) Before Tax</b> | <b>111,975</b>  | <b>149,015</b>  |
| Statutory Income Tax Expense/(Benefit)    | 43,001          | 19,938          |
| <b>Statutory Effective Tax Rate</b>       | <b>38.4%</b>    | <b>13.4%</b>    |
| Underlying Income Tax Expense             | 35,399          | 14,173          |
| <b>Underlying Effective Tax Rate</b>      | <b>35.8%</b>    | <b>40.0%</b>    |

The effective tax rate for CY-22 of 38.4% (CY-21: 13.4%) is more than the 30% Australian corporate tax rate. DBI's higher effective tax rate is primarily a consequence of the accounting treatment of the acquisition of the DBT Entities in CY-20 as an asset acquisition, and not a business combination.

After adjusting for the impact of transaction costs in CY-22, DBI's underlying effective tax rate is 35.8% (CY-21: 40.0%), which is more than the 30% Australian corporate tax rate for the same reasons noted above.

Under Australian accounting standards, deferred tax assets and liabilities may not be recognised in respect of temporary differences that arise on initial recognition of an asset or liability (unless the initial recognition relates to a business combination). This is commonly referred to as the initial recognition exception (IRE).<sup>73</sup>

On initial recognition of DBI's intangible asset acquired as part of the acquisition of the DBT Entities, there was a difference between the carrying amount of the intangible asset for accounting purposes, and future tax deductions available in respect of the underlying assets attributable to DBI's intangible asset. As the transaction was accounted for as an asset acquisition, the IRE applied and DBI could not recognise a deferred tax liability in respect of initial temporary difference on its intangible asset.

The initial temporary difference attributable to DBI's intangible asset is decreasing as the intangible asset is amortised for accounting purposes. This gives rise to a non-temporary tax adjustment as DBI was not permitted to recognise a deferred tax liability in respect of its intangible asset on initial recognition because of the IRE.

72. AASB 112 *Income Taxes*, para.86.

73. AASB 112 *Income Taxes*, para.15.

# Reporting

DBI seeks to align its climate-related disclosures to TCFD as recommended by the Financial Stability Board, as outlined in Table 15 below. DBI expects to be well

placed to adhere to Australian sustainability reporting standards (based on ISSB recommendations) upon their implementation.

Table 15: TCFD Report

| TCFD PILLAR  | TCFD RECOMMENDATIONS  | ALIGNMENT  |
|--|---|--|
| <b>GOVERNANCE</b><br>Disclose the organisation’s governance around climate-related risks and opportunities.  | a. Describe the Board’s oversight of climate-related risks and opportunities.   | 2023 DBI Sustainability Report: Corporate Governance section.<br><br>DBI Website: DBI Board Charter, and the Charters for each of DBI’s Finance and Audit Committee, Compliance, Risk and Sustainability Committee.  |
|  | b. Describe management’s role in assessing and managing climate-related risks and opportunities.                                      | 2023 DBI Sustainability Report: Corporate Governance section.<br><br>2022 DBI Sustainability Report: Corporate Governance Framework section.   |
| <b>STRATEGY</b><br>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. Describe the climate-related risks and opportunities the organisation has identified over the short, medium and long-term.         | 2023 DBI Sustainability Report: Climate-related Risk and Resilience section.<br><br>2022 DBI Annual Report: Directors’ Report – Climate-related Transition and Physical Risks.<br><br>2022 DBI Sustainability Report: Climate-related Risk and Resilience section. |
|  | b. Describe the impact of climate-related risks and opportunities on the organisation’s businesses, strategy, and financial planning. | 2023 DBI Sustainability Report: Transition Strategy section.<br><br>2022 DBI Annual Report: Directors’ Report – Climate-related Transition and Physical Risks.<br><br>2022 DBI Sustainability Report: Transition Strategy section.                                 |
|  | c. Describe the resilience of the organisation’s strategy, taking into consideration different climate-related scenarios.             | 2023 DBI Sustainability Report: Climate-related Risk and Resilience section.<br><br>2022 DBI Annual Report: Directors’ Report – Climate-related Transition and Physical Risks.<br><br>2022 DBI Sustainability Report: Transition Strategy section.                 |

| TCFD PILLAR   | TCFD RECOMMENDATIONS  | ALIGNMENT   |
|---|---|---|
| <b>RISK MANAGEMENT</b><br>Disclose how the organisation identifies, assesses, and manages climate-related risks.  | a. Describe the organisation's processes for identifying and assessing climate-related risks.   | 2023 DBI Sustainability Report: Corporate Governance and Climate-related Risk and Resilience section.<br><br>2022 DBI Sustainability Report: Climate-related Risk and Resilience section.                                 |
|   | b. Describe the organisation's processes for managing climate-related risks.  | 2023 DBI Sustainability Report: Climate-related Risk and Resilience section.<br><br>2022 DBI Sustainability Report: Climate-related Risk and Resilience section.  |
|   | c. Describe how processes for identifying, assessing, and managing climate-related risks are integrated into the organisation's overall risk management.  | 2023 DBI Sustainability Report: Corporate Governance and Climate-related Risk and Resilience section.<br><br>2022 DBI Sustainability Report: Transition Strategy section and Climate-related Risk and Resilience section. |
| <b>METRICS AND TARGETS</b><br>Disclose the metrics and targets used to assess and manage relevant climate-related risks and opportunities where such information is material. | a. Disclose the metrics used by the organisation to assess climate-related risks and opportunities in line with its strategy and risk management process. | 2023 DBI Sustainability Report: Transition Strategy section and Climate-related Risk and Resilience section.<br><br>2022 DBI Sustainability Report: Climate-related Risk and Resilience section.                          |
|   | b. Disclose Scope 1, Scope 2 and, if appropriate, Scope 3 greenhouse gas (GHG) emissions and the related risks.   | 2023 DBI Sustainability Report: Energy & Emissions section.<br>2022 DBI Sustainability Report: Energy & Emissions section.  |
|   | c. Describe the targets used by the organisation to manage climate-related risks and opportunities and performance against targets.                       | 2023 DBI Sustainability Report: Climate Change section.<br>2022 DBI Sustainability Report: Terminal Decarbonisation Roadmap section.  |

## ESG Metrics

|  |      | DBI & OPERATOR <sup>74</sup> |         |         |  |  |  |
|--|------|------------------------------|---------|---------|--|--|--|
| SAFETY   | UNIT | 2020/21                      | 2021/22 | 2022/23 |  |  |  |
| All Injury Frequency Rate (AIFR) <sup>75</sup> | Rate | 6.97                         | 9.12    | 3.64    |  |  |  |
| All Recordable Injuries <sup>76</sup>          | #    | 11                           | 16      | 7       |  |  |  |
| Fatalities and Permanent Impairments           | #    | 0                            | 0       | 0       |  |  |  |

|                                  |                     | DBI     |         |         | DBT <sup>77</sup> |         |         |
|----------------------------------|---------------------|---------|---------|---------|-------------------|---------|---------|
| EMISSIONS                        | UNIT                | 2020/21 | 2021/22 | 2022/23 | 2020/21           | 2021/22 | 2022/23 |
| Direct GHG emissions (Scope 1)   | tCO <sub>2</sub> -e |         | 55      | 54      | 1,163             | 1,857   | 1,860   |
| Indirect GHG emissions (Scope 2) | tCO <sub>2</sub> -e | 20      | 21      | 20      | 70,053            | 72,429  | 70,625  |

|   |       | DBI CORPORATE OFFICE <sup>78</sup> |         |         | DBT     |         |         |
|---|-------|------------------------------------|---------|---------|---------|---------|---------|
| ENERGY  | UNIT  | 2020/21                            | 2021/22 | 2022/23 | 2020/21 | 2021/22 | 2022/23 |
| <b>Energy consumption within the organization</b>     |       |                                    |         |         |         |         |         |
| Total fuel consumption from non-renewable sources     | MWh   |                                    |         |         | 5,219   | 7,298   | 7,302   |
| Total fuel consumption from renewable sources         | MWh   |                                    |         |         | 0       | 0       | 0       |
| Electricity consumption                               | MWh   | 25                                 | 26      | 27      | 86,486  | 90,536  | 96,746  |
| Total energy consumption                              | MWh   |                                    |         |         | 91,705  | 97,834  | 104,048 |
| <b>Energy intensity</b>                               |       |                                    |         |         |         |         |         |
| Energy intensity ratio for the organisation (Scope 2) | kWh/t |                                    |         |         | 1.66    | 1.67    | 1.66    |

74. Includes all DBI employees and contractors (including Principal Contractors) and the Operator's employees and contractors.

75. Calculated based on 1,000,000 hours worked.

76. Includes medical treatment injuries, restricted work injuries and lost time injuries.

77. For the purposes of emissions reporting, DBT refers to DBT Scope 1 and 2 emissions as reported by the Operator under its NGER reporting for the Terminal. DBT Scope 1 and Scope 2 figures for FY-22/23 are preliminary until finalised as part of the Operator's NGER submission requirements by the Australian Government.

78. Electricity consumption for the DBI Brisbane Corporate Office at Level 15 Waterfront Place, 1 Eagle Street, Brisbane Qld 4000.

|   |          | DBI      |          |          | OPERATOR <sup>79</sup> |         |         |
|---|----------|----------|----------|----------|------------------------|---------|---------|
| PEOPLE  | UNIT     | 2020/21  | 2021/22  | 2022/23  | 2020/21                | 2021/22 | 2022/23 |
| <b>Diversity of governance bodies and employees</b>   |          |          |          |          |                        |         |         |
| Full-time equivalent employees  | #        | 31       | 34       | 36       | 380                    | 391     | 415     |
| Female  | %        | 39.0     | 34.0     | 33.7     | 17.9                   | 17.5    | 19.0    |
| Male  | %        | 61.0     | 66.0     | 66.3     | 81.8                   | 82.2    | 80.9    |
| Other   | %        | 0.0      | 0.0      | 0.0      | 0.3                    | 0.3     | 0.1     |
| FTE Employees aged < 30 years old   | %        | 2.9      | 2.9      | 0.0      | 6.1                    | 6.9     | 6.3     |
| FTE Employees aged 30-50 years old  | %        | 76.5     | 75.1     | 73.0     | 61.3                   | 59.1    | 58.7    |
| FTE Employees aged > 50 years old   | %        | 20.6     | 22.0     | 27.0     | 32.6                   | 34.0    | 35.0    |
| <b>Board</b>  | <b>#</b> | <b>5</b> | <b>5</b> | <b>5</b> |                        |         |         |
| Female  | %        | 40       | 40       | 40       |                        |         |         |
| Male  | %        | 60       | 60       | 60       |                        |         |         |
| Other   | %        | 0        | 0        | 0        |                        |         |         |
| <b>Executive Leadership</b>   | <b>#</b> | <b>7</b> | <b>6</b> | <b>6</b> |                        |         |         |
| Female  | %        | 42.9     | 33.3     | 33.3     |                        |         |         |
| Male  | %        | 57.1     | 66.7     | 66.7     |                        |         |         |
| Other   | %        | 0.0      | 0.0      | 0.0      |                        |         |         |
| FTE Employees aged < 30 years old   | %        | 0.0      | 0.0      | 0.0      |                        |         |         |
| FTE Employees aged 30-50 years old  | %        | 71.4     | 66.7     | 66.7     |                        |         |         |
| FTE Employees aged > 50 years old   | %        | 28.6     | 33.3     | 33.3     |                        |         |         |
| <b>Percentage of employees receiving regular performance and career development reviews</b> |          |          |          |          |                        |         |         |
| Employees receiving performance reviews   | %        | 100      | 100      | 100      |                        |         |         |
| <b>New employee hires and employee turnover</b>   |          |          |          |          |                        |         |         |
| New employee hires  | #        | 8        | 5        | 4        |                        |         |         |
| New employee hires in %   | %        | 25.8     | 14.7     | 11.2     |                        |         |         |
| Turnover  | #        | 1        | 2        | 4        |                        |         |         |
| Turnover rate in %  | %        | 3.2      | 5.9      | 11.2     |                        |         |         |

|                                    |      | DBT <sup>80</sup> |         |         |
|------------------------------------|------|-------------------|---------|---------|
| OPERATING METRICS                  | UNIT | 2020/21           | 2021/22 | 2022/23 |
| Throughput                         | Mt   | 52.1              | 54.0    | 58.2    |
| Train Arrivals                     | #    | 5,248             | 5,569   | 6,024   |
| Ships Loaded                       | #    | 562               | 595     | 626     |
| Terminal Availability – Inloading  | %    |                   | 93.3    | 92.7    |
| Terminal Availability – Outloading | %    |                   | 86.8    | 89.8    |

79. Refers to Operator employees only.

80. DBT is inclusive of all DBT activities and operations.



# ESG Metrics

Continued

|  |      | DBT     |         |         |
|--|------|---------|---------|---------|
| WATER  | UNIT | 2020/21 | 2021/22 | 2022/23 |
| <b>Water withdrawal</b>  |      |         |         |         |
| Total water withdrawal from all areas  | ML   | 1,560   | 1,579   | 1,505   |
| Surface water  | ML   | 1,532   | 1,554   | 1,488   |
| Groundwater  | ML   | 0       | 1       | 0       |
| Seawater   | ML   | 0       | 0       | 0       |
| Produced water   | ML   | 0       | 0       | 0       |
| Third-party water (potable)  | ML   | 26      | 24      | 17      |
| Third-party water (non-potable)  | ML   | 1       | 0       | 0       |
| Total water withdrawals (water stress areas)                                       | ML   | 0       | 0       | 0       |
| Total water withdrawal from freshwater ( $\leq 1,000$ mg/L Total Dissolved Solids) | ML   | 1,560   | 1,578   | 1,505   |
| Total water withdrawal from other water ( $> 1,000$ mg/L Total Dissolved Solids)   | ML   | 0       | 1       | 0       |
| <b>Water discharge</b>   |      |         |         |         |
| Total water discharge to all areas   | ML   | 229     | 207     | 1,034   |
| Surface water  | ML   | 229     | 207     | 1,034   |
| Groundwater  | ML   | 0       | 0       | 0       |
| Seawater   | ML   | 0       | 0       | 0       |
| Third-party  | ML   | 0       | 0       | 0       |
| Total water discharge to freshwater ( $\leq 1,000$ mg/L Total Dissolved Solids)    | ML   | 229     | 207     | 1,034   |
| Total water discharge to other water ( $> 1,000$ mg/L Total Dissolved Solids)      | ML   | 0       | 0       | 0       |
| Total water discharges (water stress areas)  | ML   | 0       | 0       | 0       |
| Priority substances of concern for which discharges are treated                    | #    | 0       | 0       | 0       |
| Compliant water discharged from site   | %    | 100     | 100     | 100     |
| Licence limit exceedances  | #    | 0       | 0       | 0       |
| <b>Water consumption</b>   |      |         |         |         |
| Total water consumption from all areas   | ML   | 1,560   | 1,579   | 1,505   |
| Total water consumption from all areas with water stress                           | ML   | 0       | 0       | 0       |
| Change in water storage  | ML   | 0       | 0       | 0       |
|  |      | DBT     |         |         |
| AIR QUALITY  | UNIT | 2020/21 | 2021/22 | 2022/23 |
| External dust deposition licence limit exceedances                                 | #    | 0       | 0       | 0       |
| Noise licence exceedances due to port related activity                             | #    | 0       | 0       | 0       |

|  |      | DBT     |         |         |
|--|------|---------|---------|---------|
| WASTE MANAGEMENT   | UNIT | 2020/21 | 2021/22 | 2022/23 |
| <b>Waste generated</b>   |      |         |         |         |
| Total weight of waste generated  | †    | 2,756   | 2,851   | 3,368   |
| Oil  | †    | 18      | 39      | 41      |
| Batteries  | †    | 0       | 1       | 3       |
| Oil Filters  | †    | 2       | 2       | 2       |
| Septic   | †    | 850     | 960     | 1,660   |
| Thinners   | †    | 17      | 5       | 13      |
| Co-mingled Recyclables   | †    | 114     | 121     | 102     |
| Timber   | †    | 92      | 68      | 56      |
| Concrete   | †    | 54      | 47      | 35      |
| Confidential Documents   | †    | 1       | 4       | 2       |
| Scrap Metal  | †    | 300     | 312     | 296     |
| Oily water   | †    | 4       | 9       | 6       |
| Miscellaneous  | †    | 294     | 380     | 240     |
| Garnet   | †    | 389     | 313     | 321     |
| Regulated Waste  | †    | 69      | 67      | 72      |
| Medical waste  | †    | 0       | 1       | 0       |
| General Waste  | †    | 550     | 523     | 518     |
| <b>Waste diverted from disposal</b>                                    |      |         |         |         |
| Total weight of waste diverted from disposal                           | †    | 1,748   | 1,947   | 2,456   |
| Total weight of hazardous waste diverted from disposal                 | †    | 891     | 1,015   | 1,722   |
| Preparation for reuse  | †    | 0       | 0       | 0       |
| Recycling  | †    | 891     | 1,015   | 1,722   |
| Other recovery operations  | †    | 0       | 0       | 0       |
| Total weight of non-hazardous waste diverted from disposal             | †    | 857     | 932     | 734     |
| Preparation for reuse  | †    | 0       | 0       | 0       |
| Recycling  | †    | 563     | 552     | 494     |
| Other recovery operations  | †    | 294     | 380     | 240     |
| Hazardous waste and non-hazardous waste diverted from disposal offsite | †    | 0       | 0       | 0       |
| Hazardous waste and non-hazardous waste diverted from disposal onsite  | †    | 1,748   | 1,947   | 2,456   |

# ESG Metrics

Continued

|   |      | DBT          |            |            |
|---|------|--------------|------------|------------|
| WASTE MANAGEMENT  | UNIT | 2020/21      | 2021/22    | 2022/23    |
| <b>Waste directed to disposal</b>   |      |              |            |            |
| Total weight of waste directed to disposal  | †    | 1,009        | 904        | 912        |
| Total weight of hazardous waste directed to disposal  | †    | 459          | 382        | 393        |
| Incineration (with energy recovery)   | †    | 0            | 1          | 0          |
| Incineration (without energy recovery)  | †    | 0            | 0          | 0          |
| Landfilling   | †    | 459          | 381        | 393        |
| Other disposal operations   | †    | 0            | 0          | 0          |
| <b>Total weight of non-hazardous waste directed to disposal</b>                             | †    | <b>550</b>   | <b>523</b> | <b>519</b> |
| Incineration (with energy recovery)   | †    | 0            | 0          | 0          |
| Incineration (without energy recovery)  | †    | 0            | 0          | 0          |
| Landfilling   | †    | 550          | 523        | 518        |
| Other disposal operations   | †    | 0            | 0          | 0          |
| <b>Total weight of hazardous waste and non-hazardous waste directed to disposal onsite</b>  | †    | <b>0</b>     | <b>0</b>   | <b>0</b>   |
| <b>Total weight of hazardous waste and non-hazardous waste directed to disposal offsite</b> | †    | <b>1,009</b> | <b>904</b> | <b>912</b> |

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Dalrymple Bay  
Infrastructure

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