ASX Announcement

24 November 2026

Investor Presentation
Dalrymple Bay Terminal Site Visit

Dalrymple Bay Infrastructure Limited (ASX:DBI) (DBI or the Company) releases today the attached Investor Presentation that will be presented during a Dalrymple Bay Terminal site visit on 25 November 2026.

-ENDS-

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

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More information

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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 for metallurgical coal, DBI intends to deliver value to securityholders through stable cashflows and ongoing investment to support distributions and growth. dbinfrastructure.com.au

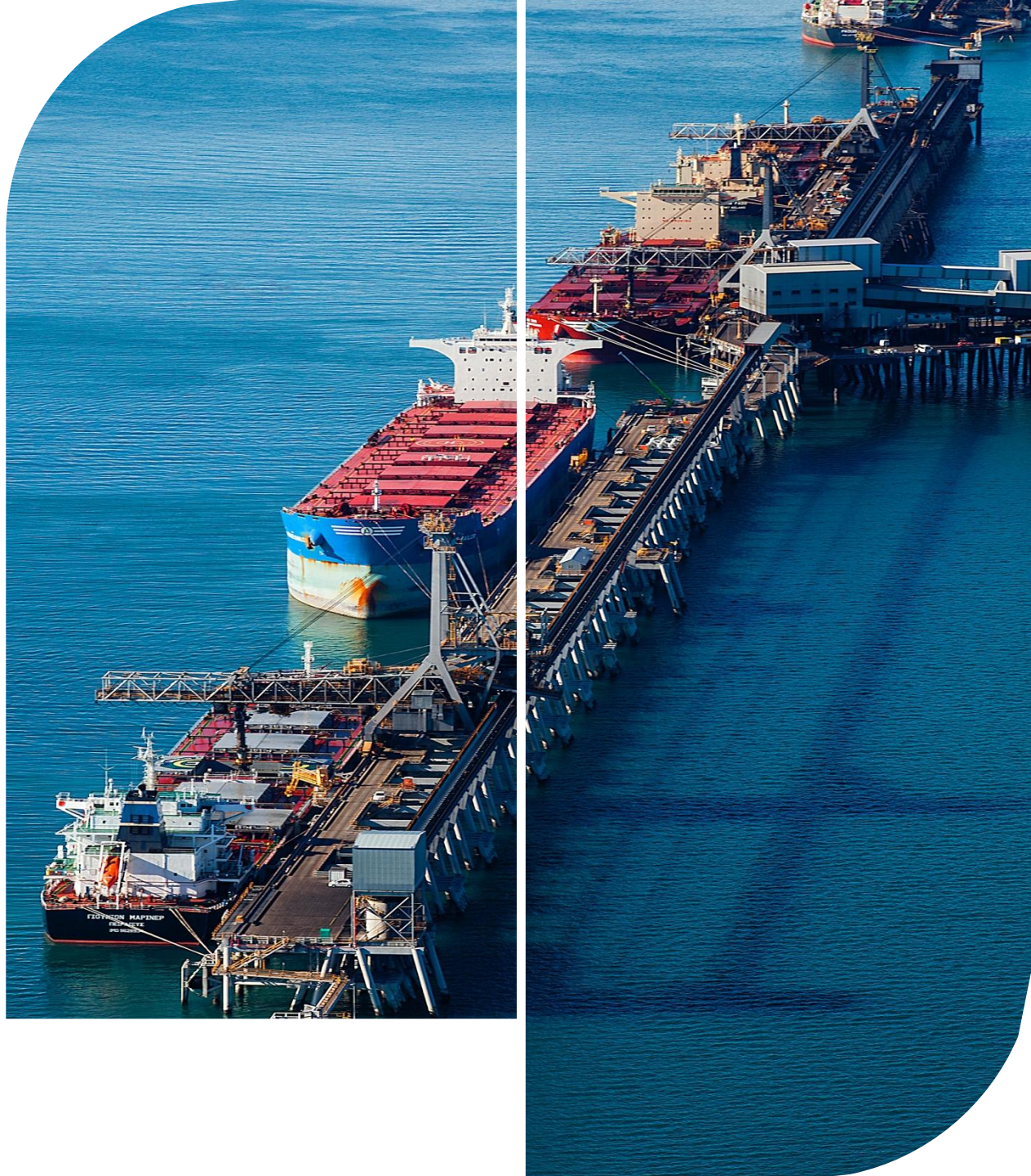
Forward Looking Statements

This announcement contains certain forward-looking statements with respect to the financial condition, operations and business of the Company and certain plans and objectives of the management of DBI and may contain statements in relation to climate change and energy transition scenarios. These forward-looking statements reflect DBI's expectation at the date of this announcement (including with respect to its strategies and plans regarding climate change), and are not guarantees or predictions of future performance, outcomes, or statements of facts. 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. 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 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, and cannot, be relied upon or used as an indication of future performance. DBI does not have any obligation to update forward-looking information and, except as required by law, DBI is not under any obligation and does not undertake to update any forward-looking statements, or the assumptions on which they are based, (including climate-related scenario analysis) to address new information or reflect events or circumstances that arise after publication. Forecasts, prospects or returns – and broader forward-looking statements – 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.

Dalrymple Bay Infrastructure

Dalrymple Bay Terminal Site Visit

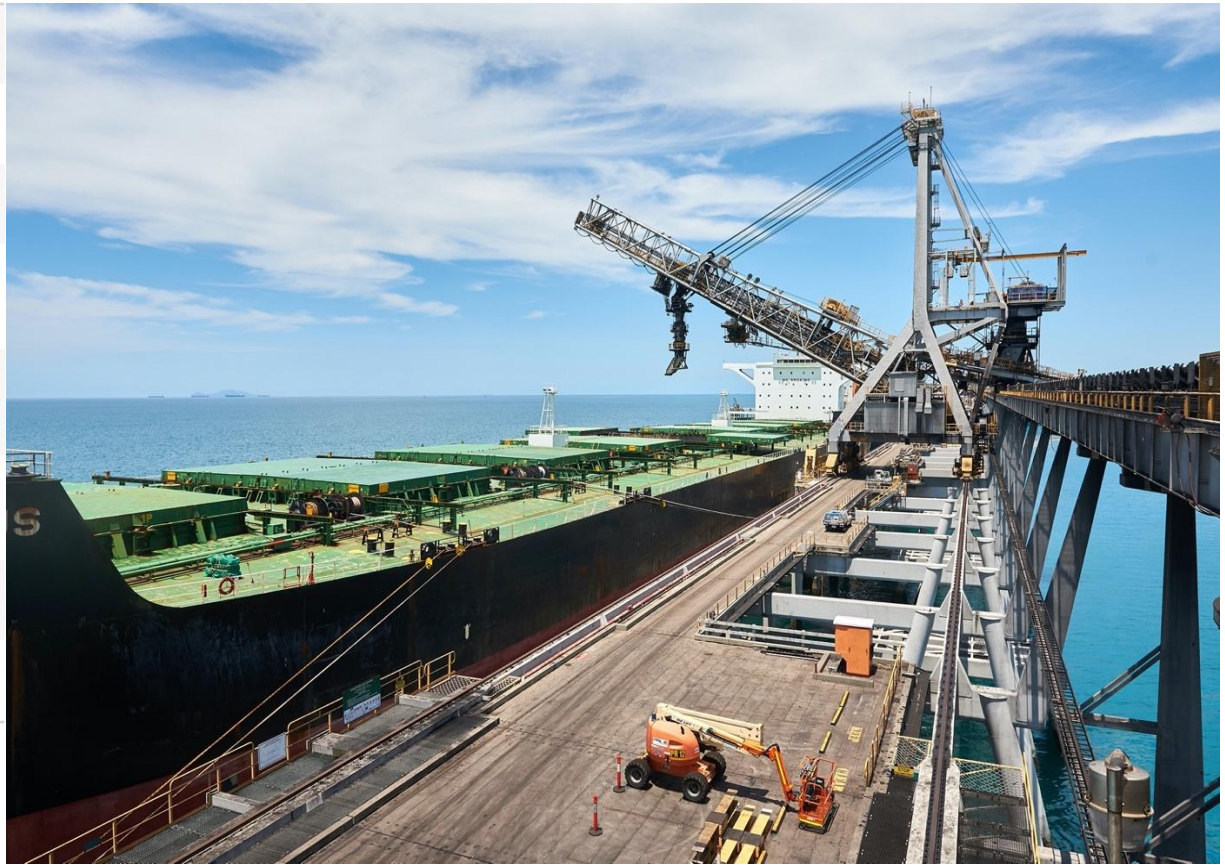
November 2026



Dalrymple Bay Infrastructure

DBI through its foundation asset, the Dalrymple Bay Terminal (DBT), aims to provide safe and efficient port infrastructure and services for producers and consumers of high quality Australian metallurgical coal exports.

#1	Largest global metallurgical coal export facility[1]
14%	DBT share of 2025 global seaborne met coal exports[2]
84.2Mt	Fully contracted volume on a 100% take or pay basis[3]
$4.02/t	Terminal Infrastructure Charge levied on every tonne of contracted volume
100%	Pass though of terminal operating and maintenance costs
84%	Of DBI's revenue from predominantly metallurgical coal mines[4]
10	Customers utilising DBT across 21 mines[5]
2031	Current pricing arrangement expiry



1. By contracted volume.
2. Source: AME (2025). % represents calendar year ended 31 December 2025.
3. To June 2028 with evergreen renewal options for customers, and with socialisation applying to any uncontracted capacity. Refer Note 4 on Slide 5.
4. Based on each source mine's total shipping mix over a 3-year rolling period to 30 June 2026.
5. Customers currently contracted to access DBT as at 30 June 2026.

History of DBT

The terminal was commissioned in 1983 and is located within the Port of Hay Point, approximately 38km south of Mackay and 900km north of Brisbane

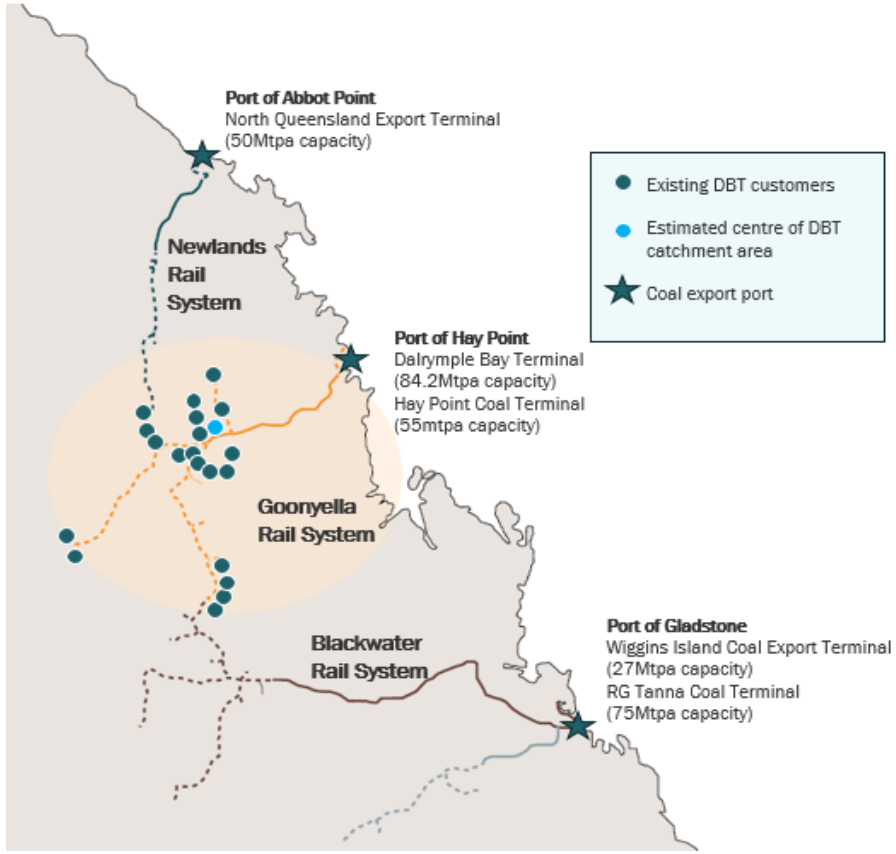
- Since being established in 1983, DBT has expanded over seven different phases from 14.5Mtpa in 1983 to its current capacity of 84.2Mtpa
- The terminal was privatised in 2001 under a 99-year lease, structured with an initial term of 50 years and a 49-year extension option. This extension option is exercisable at the sole discretion of DBI
- The initial lease was to Prime Infrastructure. Brookfield purchased DBT from Prime Infrastructure in 2009
- DBI was listed on the ASX in December 2020
- The DBT Operator is owned by subset of DBT customers and is responsible for day-to-day management of the terminal under an Operations and Maintenance Contract (OMC)
- Operating costs are a direct pass-through to the customers under their Access Agreements

Expansion Phase	Date	Incremental Capacity (Mtpa)	Terminal Capacity (Mtpa)
Inception	1983	-	14.6
Stage 1	1990	8.0	22.6
Stage 2	1995	4.0	26.6
Stage 2A	1997	2.0	28.6
Stage 3	1999	5.0	33.6
Stage 4	1999	4.0	37.5
Stage 5	2002	8.0	45.5
Stage 6	2003	10.5	56.0
Short Gain	2006	3.0	59.0
7X	2009	25.2	84.2[1]

1. DBCT Capacity Estimates, 19 October 2018, Integrated Logistics Company Pty Ltd.

The DBT services predominantly metallurgical coal mines in the Bowen Basin

DBI Asset Location



- DBT currently services 21 mines across the Central Bowen Basin
- DBT offers a geographic advantage over alternative export ports:
  - Centre of DBT catchment (est. Coppabella) to DBT is approximately 144km vs 305km to Abbot Point.
  - Centre of DBT catchment (est. Coppabella) to DBT is approximately 144km vs 536km to Gladstone.
- Rail access south through the Blackwater system to Gladstone involves significantly longer haul distances for all Central Bowen Basin mines, when compared to the haul distance to DBT. Payloads (i.e. tonnes per train) are also approximately 20% higher in the Goonyella system
- Rail access north through the Goonyella-Abbot Point Expansion (GAPE) to Abbot Point also involves longer haul distances for all Central Bowen Basin mines when compared to hauling to DBT. Payloads are also approximately 50% higher in the Goonyella system
- Increased haulage distances, combined with higher rail network costs and lower train payloads in the Blackwater and Newlands systems (including GAPE) result in substantially higher 'mine to ship' costs for Central Bowen Basin customers to export through another export terminal

Note: Map is indicative only and may not be drawn to scale. DBI makes no representation and takes no responsibility for the accuracy of the location of mines, rail networks and ports located on the map.

Terminal Customers and contracts

- DBT is fully contracted at 84.2mtpa to 30 June 2028 under take-or-pay contracts
- Customers have evergreen extension options which must be exercised at least 12 months prior to expiry of the current term
- If contracts are extended for less than the full five-year standard term, the option for future extensions is lost
- Customers are permitted to assign some or all their access rights to a third party (with DBI consent)
- Key contract rights such as socialisation[4], force majeure, etc continue to apply post a 3rd party assignment of access – protecting DBI's revenue and cashflow
- DBI considers the risk of non-renewal or material uncontracted volumes at the terminal as low. Access to the terminal remains highly strategic for customers

DBI Customer base[1]

Customer[2]	Mine
Anglo American	German Creek, Moranbah North, Grosvenor[3]
Argo Resources	Carborough Downs, Broadlea, Ironbark No.1, New Burton
Glencore	Clermont, Oaky Creek, Hail Creek
Middlemount Coal	Middlemount
QMetco Limited	Foxleigh
Peabody	Coppabella, Moorvale, Centurion
Pembroke Resources	Olive Downs
Stanmore Resources	South Walker Creek, Poitrel, Isaac Plains
TerraCom	Blair Athol
Whitehaven Coal	Daunia

1. As at 31 October 2026.
2. The referenced customers are the operating or majority Joint Venture partner in the mine. Some of these mines have additional minority Joint Venture interests that are not listed on this slide.
3. Grosvenor did not export through DBT during H1-26 as it was not operating during this period.
4. Revenue for uncontracted capacity will not be socialised through increased charges for remaining Users in three limited circumstances: (1) if DBIM elects to voluntarily resume capacity not being utilised by a User without a reasonable expectation of recontracting to another access seeker, (2) in respect of uncontracted capacity created by an expansion until such capacity is unconditionally contracted for a term of at least 10 years, as required by the 2021 Access Undertaking, with appropriate credit security and for a mine that has achieved first coal at DBT, or (3) if DBIM fails to maintain DBT to be available to operate to its rated design capacity, or enters any agreements with non-coal customers in the future, either of which reduces available capacity, to the extent that available capacity is reduced. DBIM currently has no agreements with non-coal customers at DBT.

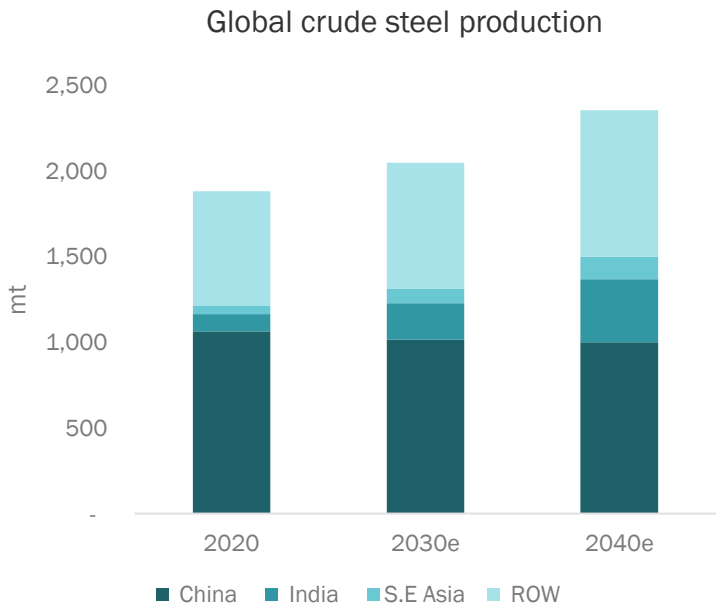
Queensland Coal Ports

DBT provides a low cost export pathway for central Bowen Basin mines

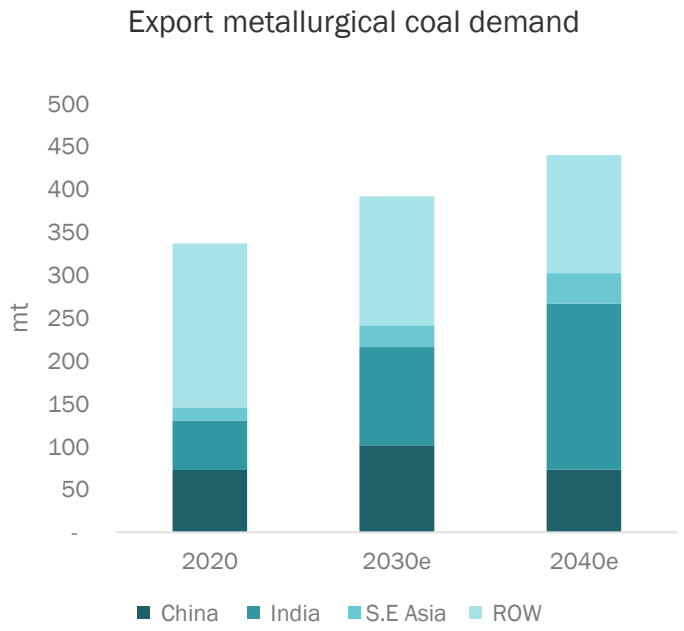
Terminal	Owner/ Ownership Structure	Location	Capacity (Mtpa)	Access Status	Coal Regions Served	Comment
DBT	DBI	Hay Point	84.2	Multi- Open access	Central Bowen Basin	Fully contracted to 84.2Mtpa to June 2028.
HPCT	BMA	Hay Point	55	Dedicated Closed access	Central Bowen Basin (BMA only)	Privately owned by BMA and only services BMA mines
NQXT	Adani Ports Special Economic Zone Ltd	Abbot Point	50	Multi	Northern Bowen Basin, Carmichael and Newlands systems	Currently subject to declaration application with QCA Draft Decision that the terminal should remain undeclared
WICET	Customer owned	Gladstone	27	Multi- Open access under an access policy	Southern Bowen Basin	Only contracted to 3 customers. Glencore's Rolleston Mine is the largest customer at the terminal
RG Tanna	QLD Government owned	Gladstone	75	Multi-	Southern Bowen Basin	Government owned

DBT is strategically positioned to unlock high quality Bowen Basin coal reserves to meet growing global demand for seaborne metallurgical coal

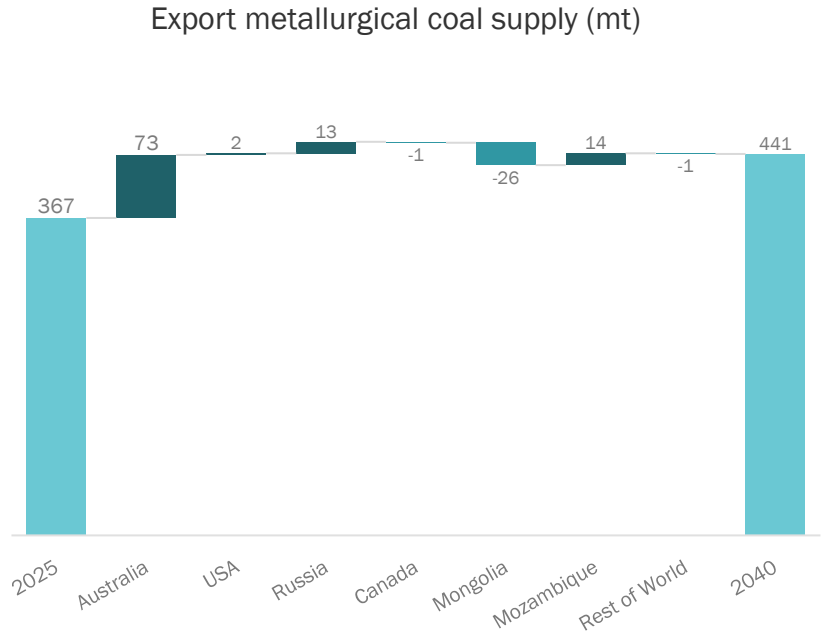
Growth in global crude steel production is forecast to be driven by the emerging economies of India and South East Asia



India is forecast to require material imports of metallurgical coal to satisfy their steel growth profile



Australia strategically positioned to meet the growing metallurgical coal demand forecasts



Source: AME Coal Data Pack, July 2026

DBT Overview



Safety

Dalrymple Bay Infrastructure

DBI was the first Australian organisation to be awarded Safety Citizenship, the highest safety culture rating applied by Sentis[1]

Zero fatalities, serious injuries and high potential incidents reported by DBI in respect to its employees and contractors on NECAP projects in FY25

Management have a STI gateway that requires group wide safety objectives to be met to be awarded STIs

DBT Operator had no Fatalities, 1 Serious Injury and 8 HPIs in 2025[2]

1 Sentis is an Australian specialist in safety culture assessment and consulting, using workforce surveys and benchmarking to evaluate organisational safety attitudes, behaviours and leadership effectiveness
2 For year ended 31 December 2025

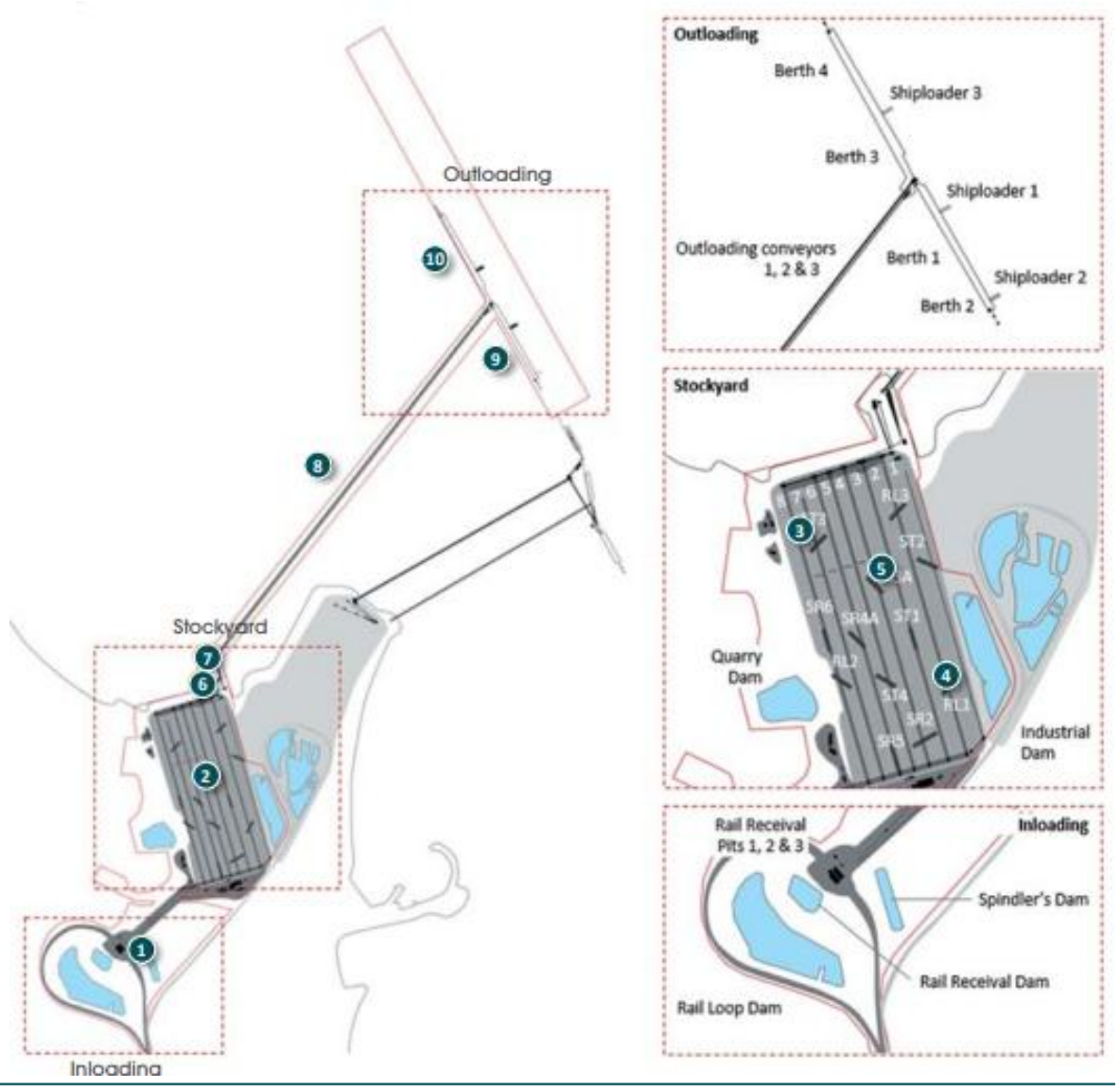
DBT Overview



DBT Site Layout

DBT covers approximately 3,504,800m²

Infrastructure	Description
1 Inloading	• Three rail inloading systems feeding three conveyor paths, transferring coal to the stockyard at up to 8,100tph
2 Stockyard	• Stores coal received from inloading before being reclaimed to be shipped • Serviced by 12 yard machines (stackers, reclaimers and stacker-reclaimers) and has a nominal capacity of 2.0Mt
3 Stackers	• Inloading conveyors transfer coal to the stackers, which stack coal into a stockpile in the stockyard • Individual stacking rates up to 8,100tph
4 Reclaimers	• Recovers the coal from the stockpile to be transported to the shiploaders • Individual reclaim rates up to 5,300tph
5 Stacker-reclaimers	• Individual stacking rates up to 5,500tph and reclaim rates up to 5,300tph
6 Outloading	• Transports coal to the shiploaders at rates up to 8,650tph
7 Surge Bins	• Act as a buffer between stockyard reclaiming operations and the shiploaders
8 Jetty	• Supports three conveyor gantries and two roadways
9 Shiploaders	• Design rate of up to 8,650tph
10 Berths	• Each shipping berth is capable of mooring 220,000dwt Capesize vessels • Allows for three vessels to be loaded simultaneously with one additional vessel stationed alongside



Inloading

DBT's inloading systems are the interface between external coal delivery and DBI's stockyard

- Trains arrive via 3 main rail operators – Aurizon Operations, Pacific National and OneRail
- DBT has three rail inloading systems
  - 2 x 5,500tph
  - 1 x 8,100tph
- Combined daily capacity of 307,500t
- 24/7 operation
- Standard Goonyella Train of 126 wagons containing approximately 10,250mt of coal per train
- Three conveyor paths, transferring coal to the stockyard at up to 8,100tph



Stockyard

The stockyard is utilised to manage customers coal deliveries and assemble cargoes prior to shipping





- 7.5 stockyard rows with nominal capacity of 2Mt
- Coal is stacked into stockpiles approximately 13.2 metres high and approximately 43 metres long
- Full cargo assembly operation. Average residence time of coal in stockyard is 8.9 days[1]
- 4 stackers with a stacking capacity of up to 8100tph
- Stackers move on rail to place coal across the c.1,176 metres length of the stockyard
- 3 reclaimers and 5 stacker reclaimers with a reclaiming capacity up to 5,300tph
- Reclaimers take coal from the stockyard and place it on the outloading system (conveyors) for loading onto the ships

1. Between 1 July 2025 to 30 June 2026

Outloading

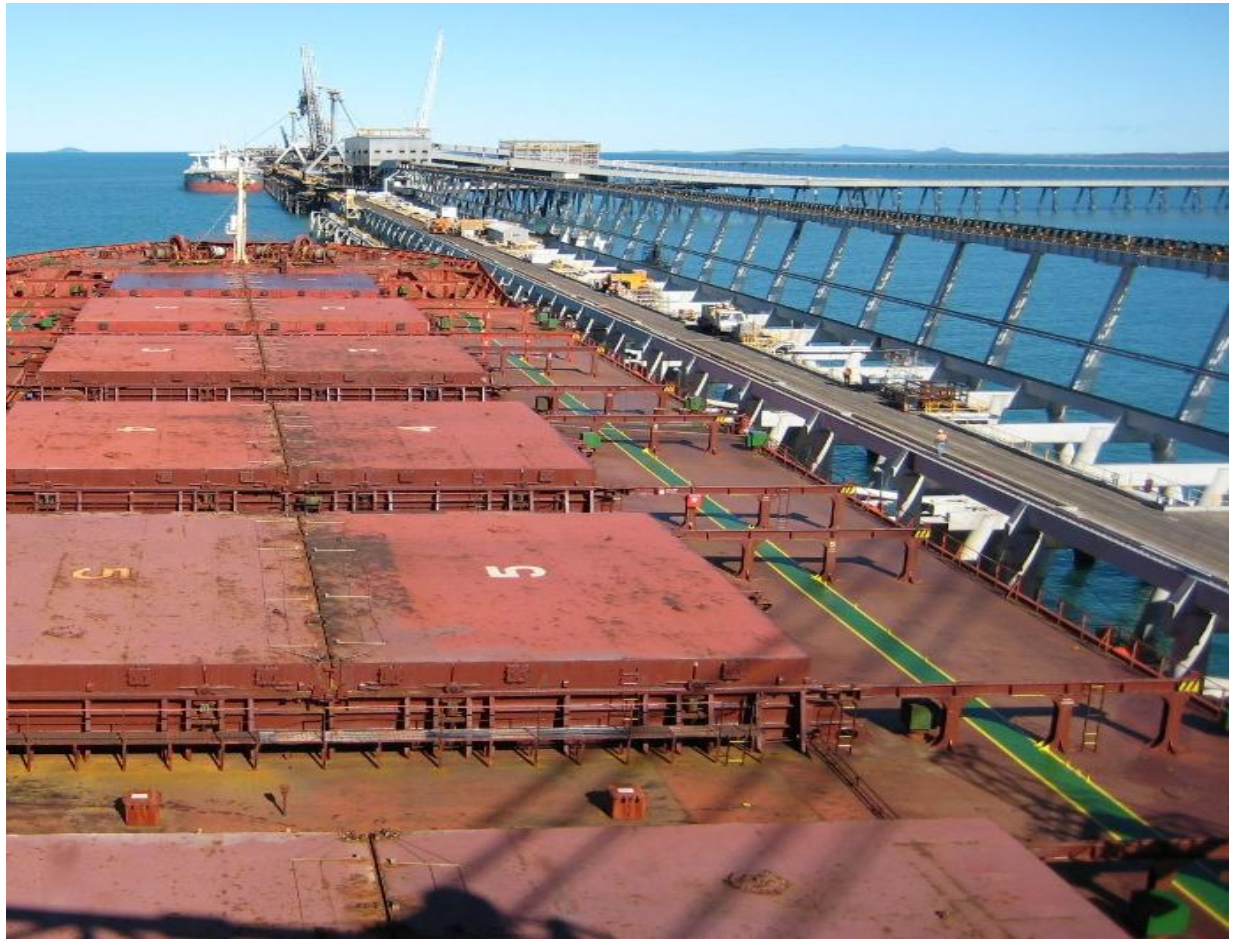
The outloading systems transport coal from stockyard to the shiploader. Surge bins provide a buffer to manage coal flow and optimise shiploading

- 3 outload systems (conveyors and shiploaders)
- Transport coal to the shiploaders at up to 8,650 tph
- Outloaders have some redundancy and can be configured to transport coal to any Shiploader
- 3 surge bins act as a buffer between stockyard reclaiming operations and the shiploaders
- Surge bins can store up to 1500t of coal
- Dual reclaiming is implemented to provide some blending flexibility
- Surge bin areas contain certified sampling equipment to test product quality



Offshore

Shiploaders service four berths



- 3.8km long jetty supports three conveyor gantries and two roadways
- 3 shiploaders individual average design rates of up to 8,650 tph
- 4 shipping berths capable of mooring 220,000 dwt Capesize vessels
- Allows for three vessels to be loaded simultaneously with an additional vessel stationed alongside while waiting to depart
- >600 ships on average pass through DBT on an annual basis
- Average cargo size is c.95,000t[1]
- Large tidal variation of up to 7m
- Open sea port
- Managed (dredged) berth pocket depths ~19 metres to sustain loading through low tides

1. Between 1 July 2025 to 30 June 2026

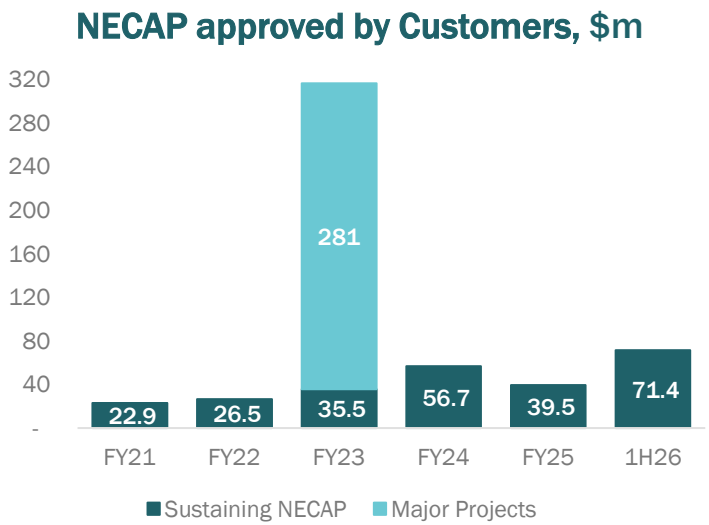
NECAP

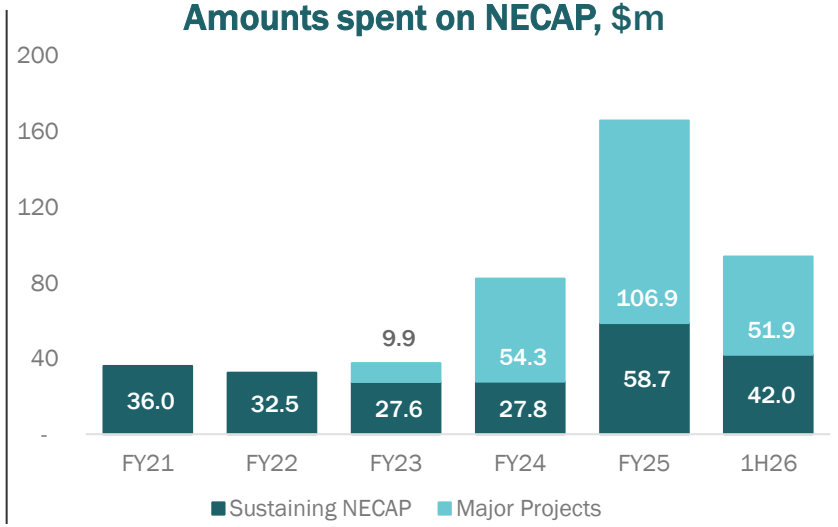


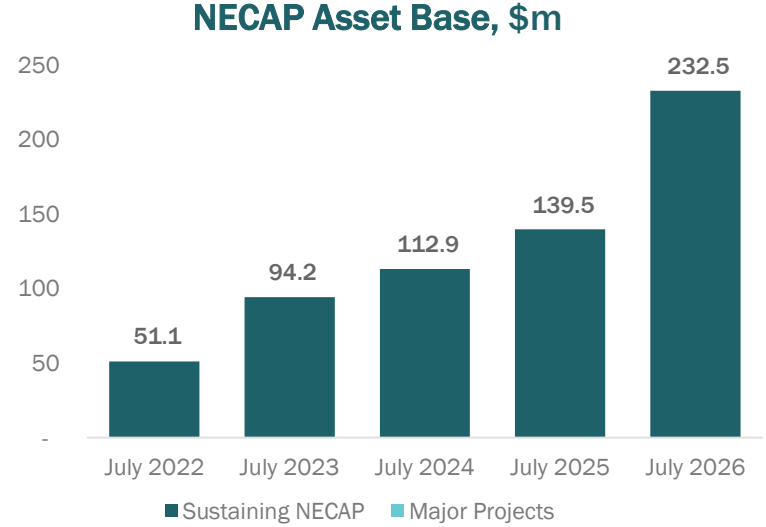
Organic growth: Non-expansion capital expenditure

NECAP provides an ongoing growth platform

- As amounts are spent on NECAP, interest during construction (IDC) accrues at an agreed rate until the expenditure is added to the NECAP Asset Base. This compensates DBI for the cost of debt funding and provides a return on equity during the period of construction
- Once added to the NECAP Asset Base, NECAP spend earns a return on invested capital set at the 10-Year Australian Government Bond rate (reset annually) plus a margin and a return of the invested capital in the form of a depreciation allowance
- NECAP spend includes both regular and major project expenditure. Outside of major asset replacements (like SL1 and RL4), spend on regular NECAP projects is typically between $30m to $50m per annum
- Capital spent on a project is added to the NECAP Asset Base on 1 July of the year after the project is commissioned, resulting in an uplift in TIC
- $97.8m ($91.3m plus $6.5m IDC) was added to the NECAP Asset Base on 1 July 2026 resulting in a $0.15/t increase in TIC



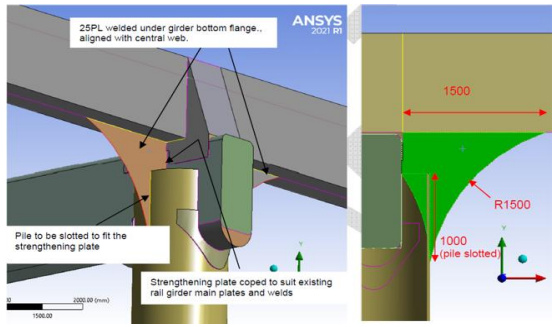




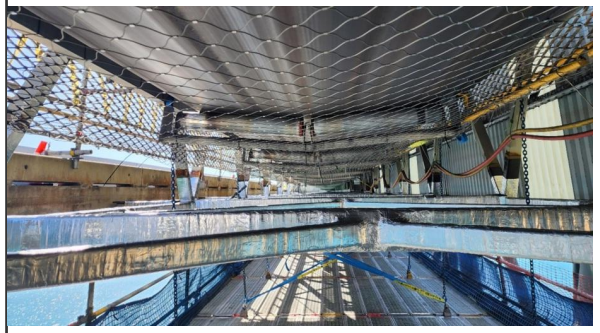
Regular NECAP Projects

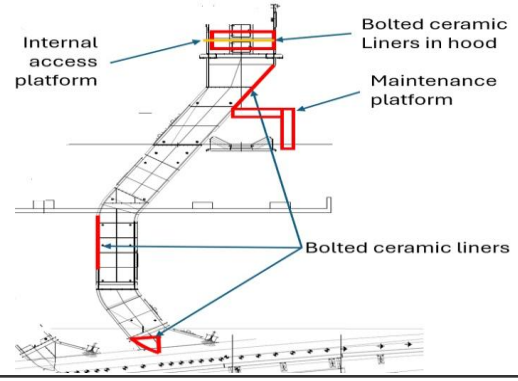
- As at 1 July 2026, DBI has included over $245m of regular NECAP in the Asset Base since 2021
- The regular NECAP program provides a recurring pipeline of non-expansion capital investment directed toward sustaining infrastructure, improving productivity and addressing asset integrity requirements across the terminal to support safe, reliable and efficient operations.

Regular NECAP Projects









NECAP V ($35m)

- 7 different projects
- Berth 1 rail girder to pile connection strengthening
- Stockyard Safezone Project
- Phase 3 of Arc-Flash mitigation

Status: Complete

NECAP W ($57m)

- 8 different projects
- Berth 1 Top Flange Fatigue Mitigation
- Gallery Structural Upgrade
- Berth 1 & Berth 2 Expansion Joint Works

Status: Ongoing

NECAP X ($72m)

- 5 different projects
- Offshore Gallery Wrapping Phase 1
- Phase 3 of MCC replacement
- Fireline Replacement

Status: Ongoing

NECAP Z ($38m)

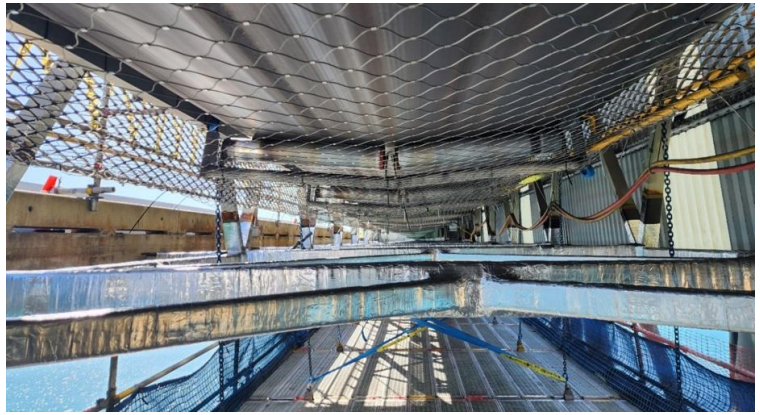
- 7 different projects
- Chute Upgrade Project
- Drive Tower Strengthening
- Conveyor Safety Related Electrical Control System (SRECS) Upgrade

Status: Ongoing

Offshore Gallery Wrapping Project

Issue

- DBT has 3 jetty conveyors (L5, L6, L15) each comprising of approximately 150 x 24m gallery sections constructed from square hollow section steel that operate in an extremely corrosive environment (i.e. high humidity and salt water)
- Historically, traditional paint systems have been relied upon for corrosion protection of these conveyor galleries
- Modern paint systems have a life of no more than 10 years, often less, because of chemical composition changes for safety reasons over the past 10-20 years and application difficulties (e.g painting in difficult conditions). Failure of paint systems on these galleries will lead to structural defects occurring
- A more robust protective system is required to prevent ongoing corrosion and minimise maintenance intervention, which involves cost and the need to reduce terminal operating time



Solution

- Rectify all structure defects prior to wrapping
- Undertake a petroleum tape wrapping of all the L5, L6, and L15 jetty conveyor gallery structural members safely
- Restore the galleries and achieve the lowest whole of lifecycle maintenance cost
- Indicative capex of approximately $150m over 6 years
- Capex spent on a gallery section is added to the NECAP Asset Base on 1 July after the gallery section is completed allowing progressive addition of capital to the NECAP Asset Base



Status

- Phase 1 (NX05 $33m) – commenced September 2026 and has been unanimously approved by customers

NECAP U: Shiploader 1 (SL1) replacement

Project Description

- SL1 was 43 years old. Due to the asset reaching end of life, SL1 has been replaced with a new Shiploader known as SL1A
- Project commenced in April 2023, using a Design-Bid-Build execution model

Cost & Returns

- Budget is $165.4m excluding interest during construction
- Project was completed on 14 November 2026 on time and on budget

Status

- Shiploader was delivered to DBT on 14 October 2026
- On-site commissioning of SL1A commenced on 17 October 2026, with first coal on 12 November
- SL1A handed over to Operations on 14 November 2026
- Original SL1 returned to Henderson, WA on 6 November 2026 and handed over to the Deconstruction Contractor

Future Projects

- DBI continues to assess the capital options available to resolve the approaching end of asset life of SL2 and SL3



NECAP T: Stacker Reclaimer 2 (SR2) replacement

Project Description

- Stacker Reclaimer SR2 is 43 years old. Due to the asset reaching end of life, SR2 is being replaced with a new reclaimer known as RL4
- Project commenced in April 2023, using a Design-Bid-Build execution model

Cost & Returns

- Project Budget is $115.6m excluding interest during construction with costs running slightly below budget to date
- The capital contribution to RL4 is expected to be included in DBI's NECAP Asset Base for TY-27/28

Progress

- Construction is due to be completed by the end of November 2026 allowing commissioning activities to ramp up
- Handover into operation is expected in January 2027
- Deconstruction and removal of SR2 is targeted for completion in April 2027

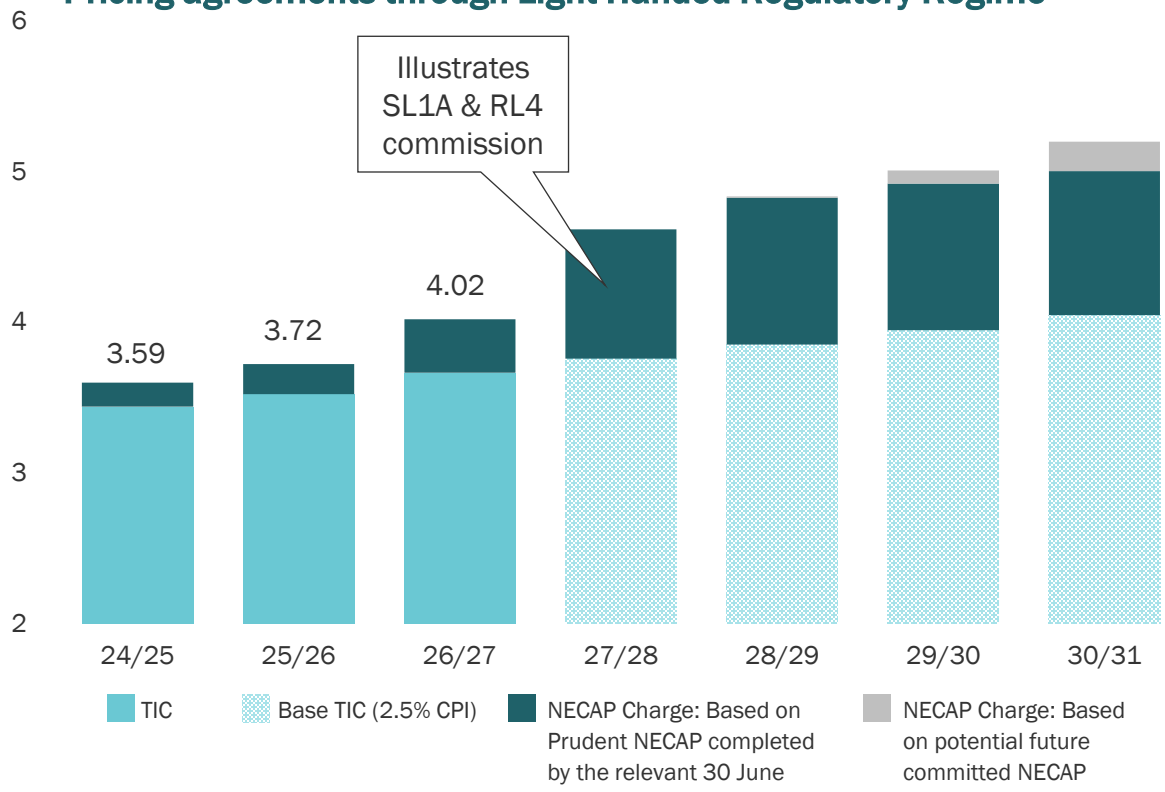


NECAP supporting revenue uplift

Completion of major NECAP programs will drive a step change in TIC

- All current NECAP works have been recommended by the Operator and approved by all customers, demonstrating a strong alignment of interests in efficient investment in DBT
- SL1A and RL4, together with many of the other regular NECAP programs are expected to be completed by 30 June 2027
- It is currently anticipated that the addition of capital spent on SL1A, RL4 and other NECAP programs will be added to the NECAP Asset Base on 1 July 2027, which would deliver an increase to the NECAP charge component of the TIC by approximately a further ~$0.53/t[1]
- Every additional $0.10/t of TIC delivers ~$8.5m of incremental revenue per annum
- DBI has identified NECAP projects of similar capital spend to existing committed projects which are anticipated to be committed and commence, but not necessarily added to the NECAP Asset Base, by 2030, supporting longer term growth in TIC post TY-30/31

Pricing agreements through Light Handed Regulatory Regime[2,3]



1. Assumes ~$300m of direct capex added to the NECAP Asset Base, as well as IDC on 1 July 2027, and a 10-year Commonwealth Government Bond rate of 4.5% from 1 July 2027.
2. Estimate only. NECAP Projects are subject to the prudency procedures under clause 12.10 of the 2021 AU in order to be included in the NECAP Charge. NECAP is deemed prudent where it was recommended by the Operator and was approved by all customers to be incurred, which applies to all of the current committed NECAP projects.
3. Figures represent TIC Year. TIC labels represent the TIC per contract tonne. DBT is fully contracted at 84.2Mtpa to 30 June 2028 with evergreen renewal options for customers. 2027/28-2030/31 scenario is indicative only and does not represent a forecast or future outlook. Scenario assumes inflation of 2.5% p.a. (light shading); 10yr Australian Government Bond rate of 4.5% from July 2027, noting it is reset annually; Potential NECAP expenditure on a reasonable estimate of commissioning profile; QCA fees are included in the data but not illustrated as they are negligible; 8X Project not included.

8X Expansion Works

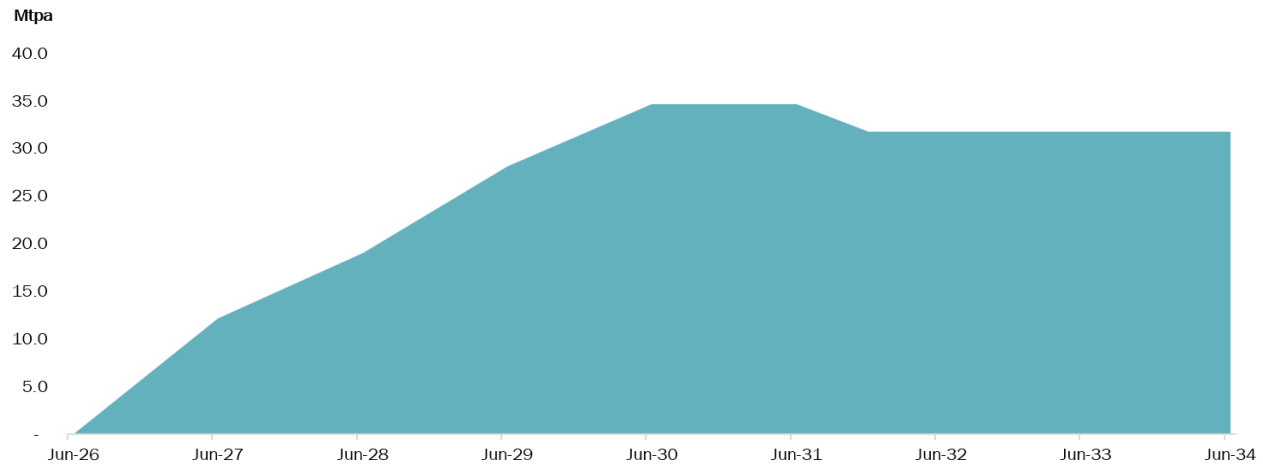
Capacity expansion project that can be delivered in phases to meet customer demand

- 8X is a well-defined pathway to 99.1Mtpa of contracted capacity
- All primary environmental approvals have been secured and 8X is wholly within the existing terminal footprint
- 8X is expected to involve a cost per tonne of capacity that is more than previous expansions. Any access seeker that commits to 8X will likely be subject to a higher charge than the TIC paid by existing customers
- Currently there is approximately 35Mtpa of annualised demand in the DBT access queue
- A range of financing options are being explored

Phase	Description	Capacity Mtpa[1]	Cost[2] $m
1	SL4 on Berth 3	4.4	538
2	Stockpile Augmentation	4.1	335
3	New Inloading systems	6.4	710
Total		**14.9**	**1,583**

1. DBI retains significant optionality around how many phases of the 8X Project (if any) it undertakes, subject to commercial negotiations with access seekers that have signed 8X Conditional Access Agreements, formal commitment by those access seekers to 8X capacity and a final investment decision by DBI.
2. FEL3 capital cost estimate is the estimate at completion with a P95 confidence level inclusive of escalation (at an assumed rate) and an assumed commencement date of 1 April 2028. This cost will likely require adjustment when the actual commencement date is known to reflect the then applicable cost environment.

DBT Access Queue as at 31 October 2026



Appendices



Roles and Responsibilities

By contracting day-to-day operations to an entity owned by a subset of customers, DBI minimises its operational complexity and risk

Dalrymple Bay Infrastructure	Regulatory compliance	Non-expansionary Capital Works (NECAP)	Terminal expansion
	Managing customer and access seeker relationships	Maintaining the access queue	Insurance (NECAP (public liability))[5]
	Managing contractual relationship with DBT Operator	Financing	Master planning
DBT Operator [4,6]	Day-to-day terminal operation[1]	Maintenance and repair	Minor capital expenditure
	Asset management and condition monitoring	Insurance (ISR, property and third-party liability)	Operational and environmental licenses[2] and approvals
	Obtaining and maintaining utilities connections	Vessel towage	Berth pocket maintenance
North Queensland Bulk Ports Corporation [3]	Pilotage services	Dredging permits	Channel maintenance, dredging and spoil disposal
Above Rail	Haulage from mine to port	Access and haulage are typically contracted directly with Customers	
Below Rail	Scheduling trains	Expansion of the rail network	Operating and maintaining the rail network

1. Including train scheduling and ordering, train unloading, stockpile management and reclamation, coal blending (if required) and vessel loading.
2. Excluding licences and approvals specific to expansions.
3. NQBP is the landholder and the head lessor under certain DBT leases
4. 450+ permanent employees. 350+ contractors at DBT each day (predominantly in maintenance support roles).
5. DBIM is also responsible for other insurance such as its own motor vehicle and travel.
6. Owned by a subset of DBT customers.

Glossary

$	Australian Dollar unless otherwise stated
/t	Per metric tonne
8X Project	Expansion program to bring terminal capacity to a maximum of 99.1Mtpa
AU	Access Undertaking. Sets out the terms of terminal access, the process to negotiate access and the process for resolving disputes, that is approved by the QCA
AUD	Australian dollars
DBI	Dalrymple Bay Infrastructure Limited (ACN 643 302 032) and, where the context requires, includes members of the Group
DBT	Dalrymple Bay Terminal

Group	DBI and its wholly owned or controlled entities
m	Million
Mt	Million tonnes
Mtpa	Million tonnes per annum
NECAP	Non-expansion capital expenditure
Operator	Dalrymple Bay Coal Terminal Pty Ltd
QCA	Queensland Competition Authority
TIC	Terminal Infrastructure Charge, being a charge that is paid by all customers



Disclaimer and important notices

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

Summary Information

This presentation contains summary information about Dalrymple Bay Infrastructure Limited (ACN 643 302 032) (referred to as "DBI" which includes its related bodies corporate in the DBI Group), current as at 24 November 2026, unless otherwise stated. The information in this presentation does not purport to be complete. It should be read in conjunction with DBI's other periodic and continuous disclosure announcements lodged with the Australian Securities Exchange, which are available at www.asx.com.au.

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Financial data

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

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

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DBI has commissioned AME Mineral Economics Pty Ltd (AME) to provide certain information for inclusion in this document. Information provided by AME is referred to in this document as 'AME'. 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 market data, statistics and other information from databases and research prepared by third parties, including reports and information prepared by the AME and other third parties, and other sources. 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) forecast information is highly speculative and no reliance may be placed on this data. In the compilation of the AME, statistical and graphical information may be unreliable, inaccurate and may contain errors of fact and judgement. It 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, including information provided by AME, will be achieved.

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