

Approved
by decision of the Board of Directors
of JSC NC AMTP
dd "07" December 2023
(protocol No. 94)

**REPORT
IN THE FIELD OF SUSTAINABLE DEVELOPMENT
OF THE JOINT STOCK COMPANY "NATIONAL COMPANY "AKTAU
SEA TRADE PORT"
FOR 2022**

About the Report (GRI 2-2, 2-3, 2-12, 2-14)

The purpose of this Sustainable Development Report is to provide stakeholders with comprehensive and reliable information about the Company and its activities for the period from January 1 to December 31, 2022 in three aspects of sustainable development: economic, social and environmental.

The Company's sustainable development report is prepared on an annual basis and, as a rule, is included in the Company's Annual Report, approved by a decision of the Board of Directors. However, this Report has been prepared separately for the first time, with a link to it provided in the Annual Report, and is also approved by a decision of the Board of Directors of the Company.

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SUSTAINABILITY MANAGEMENT (GRI 2-30)

Joint Stock Company "National Company "Aktau Sea Trade Port" (hereinafter referred to as JSC "NC "AMTP", the Company), realizing the importance of its influence on the economy, ecology and society, in 2022 continues to work to form an appropriate system of sustainable development in the Company, through development of the following principles defined by the Sustainable Development Policy of JSC NC KTZ (*approved by the decision of the Board of Directors of JSC NC KTZ dated May 24, 2021 (Minutes No. 8)*) :

- *openness, accountability, transparency of the Company's activities;*
- *ethical behavior of employees;*
- *fair remuneration for employees;*
- *respect for the interests of stakeholders;*
- *legality, respect for human rights, intolerance to corruption, inadmissibility of conflicts of interest;*
- *careful treatment of property, efficient use of financial resources, acquisition of goods, works and services of proper quality;*
- *personal example.*

The Board of Directors and the Management Board of JSC NC AMTP, when making management decisions, are guided by the above principles in the field of sustainable development, enshrined in the Company's Corporate Governance Code (approved by the decision of the Board of NC KTZ JSC dated October 13, 2015 (minutes No. 02/28)) .

All employees, each at their own level, implement the principles of sustainable development through personal behavior and compliance with the relevant internal documents of the Company.

The company takes measures to carry out its activities taking into account the consistency of three components: economic, environmental and social.

The economic component directs the Company's activities towards increasing long-term value, ensuring the interests of the Sole Shareholder and investors, increasing the efficiency of processes and labor productivity.

The environmental component ensures minimization of the impact on biological and physical natural systems, optimal use of limited resources, use of environmentally friendly, energy- and material-saving technologies, minimization, recycling and destruction of waste.

The social component is focused on the principles of social responsibility, which, among other things, include: ensuring occupational safety and preserving the health of workers, fair remuneration and respect for the rights of workers, individual development of personnel, implementation of social programs for personnel, sponsorship and charity, environmental and educational events.

Results of achieving the strategic goal “Ensuring sustainable development of the Company” in 2022 (GRI 2-22)

One of the fundamental directions of the Development Strategy of JSC NC AMTP for 2022-2032 (approved by the decision of the Board of Directors of JSC NC AMTP dated May 6, 2022 (Minutes No. 79)) is to ensure the sustainable development of the Company, which provides for the implementation of the following strategic initiatives:

- development of human resources;
- social stability;
- staff involvement;
- environmental sustainability.

Below is information on the results of achieving the strategic goal “Ensuring sustainable development of the Company” in 2022 through the implementation of its strategic initiatives.

Strategic Initiatives	Achievement results
<p>1. Development of human resources</p> <p>Continuous improvement in the quality of personnel, management styles, revealing the abilities of personnel, as well as the systematic implementation of leadership development programs aimed at achieving the Company’s objectives will be achieved through:</p> <ul style="list-style-type: none"> - development, implementation and execution of long-term Personnel Policy; - implementation and realization of leadership development programs; - formation of an effective corporate culture; - intolerance to corruption 	<p>Improving the quality of personnel in 2022 was ensured through the implementation of the following HR processes: management of search and selection of personnel; training and professional development; management of personnel reserve and succession planning; implementation of youth policy.</p> <p>The basic principles of competitive selection include accessibility for all candidates, depending on compliance with requirements and professional standards, transparency and objectivity.</p> <p>The purpose of the training and advanced training process is to provide workers with knowledge, develop competencies and technical skills.</p> <p>Succession processes and performance assessment serve as the basis for assessing training needs.</p> <p>The main objectives of the development of corporate culture are:</p> <ul style="list-style-type: none"> - carrying out organizational activities that strengthen teamwork, loyalty, and a favorable atmosphere in the work team; - organizational order: regulations of behavior in various situations adopted at all levels of management, production discipline, culture of relations with clients and colleagues; - effective implementation of changes of any type and motivation to achieve results. <p>By the decision of the Board of Directors of JSC</p>

		<p>NC KTZ dated September 7, 2023 (Minutes No. 11), the Personnel Policy of JSC NC KTZ was approved. This document is the Company's strategic document on human resource management, and is recommended for use by the Company's subsidiaries.</p> <p>To ensure the intolerance of Company personnel towards corruption in 2022, officials of the Company holding organizational and administrative functions have filled out and signed Conflict of Interest Declarations in detail.</p>
2. Social stability _	<p>Preserving the integrity of the Company's core values and processes, building internal communications between the employer and employees and maintaining a high level of social well-being of employees will be ensured through:</p> <ul style="list-style-type: none"> - introduction of a graded wage system for production personnel; - increasing wage levels; - monitoring of personnel needs; - succession planning and personnel reserve. 	<p>As part of the implementation of a graded remuneration system for production personnel in 2022, measures were taken to develop job descriptions for heads of production structural divisions, and a preliminary assessment of positions was carried out.</p> <p>At the same time, on behalf of JSC NC KTZ, in order to evaluate the performance of production personnel, work is being carried out to introduce current bonuses based on the results of work for the quarter/half year. The activities are planned to be completed by the end of 2023.</p> <p>By the decision of the management of JSC NC AMTP, as well as JSC NC KTZ, the implementation of a graded wage system for production personnel was suspended. For employees of JSC NC AMTP in 2022, the following was carried out:</p> <ol style="list-style-type: none"> 1) from January 1, 2022 - a differentiated increase in wages for production personnel from 35,000 to 50,000 tenge (<i>ranging from 4% to 28% , decision of the Board of JSC NC AMTP dated February 4, 2022 (minutes No. 4)</i>); 2) from January 1, 2022 - revision of official salaries of employees of AMP and production personnel, the terms of payment of which are determined by the graded wage system (<i>decision of the Board of JSC NC AMTP dated April 15, 2022 (minutes No. 10)</i>) ; 3) from January 1, 2022 - a differentiated increase in wages for employees of AMP and production personnel, whose wage conditions are determined by the graded wage system, from grades 13 to 16 (<i>for positions of specialists / economists / accountants / legal advisers of levels 1, 2, leading specialists / economists / accountants / legal advisers, with</i>

		<p><i>the exception of chief managers, heads of structural divisions, as well as employees whose wage conditions are determined by the tariff system of remuneration), (decision of the Board of JSC NC AMTP dated May 6, 2022 (minutes No. 12)) .</i></p> <p>By the decision of the Board of JSC NC AMTP dated May 6, 2022 (Minutes No. 12), the Rules for the formation and rotation of the personnel reserve of JSC NC AMTP were approved, in accordance with which the decision of the Board of Directors of JSC NC AMTP dated June 21, 2022 (Minutes No. 80) the succession plan for the personnel reserve for the positions of members of the Management Board of JSC NC AMTP was approved for 2022.</p> <p>By order of the acting President of JSC NC AMTP No. 158-OD dated April 6, 2021 also approved the basic personnel reserve.</p>
<p>3. Personnel involvement</p>	<p>The staff's interest in the success of the company, satisfaction with the organization of the work process and workplace, and employees' vision of prospects for personal and professional growth will be stimulated by:</p> <ul style="list-style-type: none"> - ensuring safe conditions and labor protection; - creating a healthy atmosphere in the team; - development of mechanisms for retraining workers. <p>Indicators of the level of human resources development will be:</p> <ol style="list-style-type: none"> 1. Staff involvement is not lower than 65%; 2. The level of HR job satisfaction is not lower than 80%. 	<p>In order to strengthen the interest of employees in increasing production efficiency and work quality, the Company provides an one-time bonus for the prevention of incidents in the field of industrial safety and labor protection (for the group of companies of JSC NC KTZ). In 2022, 13 employees of the Company were awarded bonuses for the prevention of incidents for a total amount of 1,348 thousand tenge.</p> <p>In order to maintain social stability, as well as a healthy atmosphere in the team, the Employer, on an annual basis, carries out the following activities in accordance with the terms of the Collective Agreement between JSC NC AMTP and its workforce for 2020-2022:</p> <ol style="list-style-type: none"> 1) financial assistance is provided (for the purchase of school supplies for large families by September 1; for employees with disabled children for Children's Day; for employees who are participants in hostilities; for funerals); 2) sports, cultural and mass events are held; 3) an annual summer vacation is organized for the children of the Company's employees, New Year's gifts and tickets to the New Year's performance are purchased; 4) refundable funds are allocated to pay for the training of Company employees and their children. <p>JSC NC AMTP has a Commission on Social and Living Issues, the main purpose of which is to</p>

		<p>provide social support to employees and non-working pensioners of JSC NC AMTP. There is also a Moral Incentive Commission, within which the Company's employees nominated for awards are reviewed and given material incentives.</p> <p>On an annual basis, the Company retrains dockers and machine operators in the skills of managing loading and unloading equipment. According to the Training Plan, Company employees take part in various seminars, trainings, forums, and webinars in order to improve their skills and develop personal, business and professional competencies (135 people were trained in 2022).</p> <p>The staff engagement level for 2022 was 88%. The satisfaction level of employees of JSC NC AMTP for 2022 was 89%.</p>
4. Ecological stability	<p>The company recognizes its responsibility to manage its business in a manner that minimizes its impact on the local environment and is committed to sustainable practices.</p> <p>The company will continue to work to limit the impact of its activities on surrounding areas by adhering to 5 key topics for management:</p> <p><u>1. Environmental impact management.</u> "We are committed to managing the impact of our activities on the environment and sustainable development of the port";</p> <p><u>2. Beyond our borders.</u> "We comply with the requirements of environmental legislation included in international conventions ratified by the Republic of Kazakhstan";</p> <p><u>3. Perfect managers.</u> "We pride ourselves on our commitment to recycling as much as possible to reduce the amount of waste going to landfill";</p> <p><u>4. Our systems and support.</u> "We cooperate with customers,</p>	<p>1. The volume of emissions of pollutants into the atmosphere for 2022 is 6.64 tons, with the permitted limit for the period being 56.58 tons. The actual volume of emissions for the same period last year was 5.98 tons. Compared to last year, the increase in pollutant emissions is 1.1 times (11% more). The increase in the volume of pollutant emissions is associated with an increase in the operating hours of the emergency diesel generator by 2.5 times, an increase in the operating hours of the oil waste collection vessel SLV " Bulak " by 2.3 times, increasing the volume of ship refueling by 1.8 times, increasing the volume of diesel fuel pumped into tanks by 1.5 times.</p> <p>2. For 2022, JSC NC AMTP, according to the environmental action plan, has planned 11 measures for a total amount of 22,960 thousand tenge, of which 11 measures have been completed for the amount of 13,919 thousand tenge. Development in volume is 97%, in monetary terms – 61%.</p> <p>3. In 2022, the volume of consumer and production waste amounted to 493.82 tons, for the same period last year it amounted to 542.32 tons. The reduction in waste volume is 48.5 tons (9%) compared to the same period last year. The decrease in the total volume of waste during the reporting period in comparison with the same reporting period in 2021 is due to a</p>

suppliers, authorities and other stakeholders in the implementation of the port's Environmental Policy";

5. Port-city relations. "Developing positive interactions within and outside the port area creates opportunity and contributes to the creation of sustainable development."

The company will maintain comprehensive data collection on energy consumption, water and waste generation, quantification of its use, and cost, and will use this data to identify resource improvement opportunities and quantify material and monetary savings. As a logistics hub, the Company is also a source of CO2 emissions that are associated with its operations. The company will aim to reduce CO2 emissions by 25%, encouraging companies to reduce these emissions, promoting transport by rail and pipeline instead of road transport, and maintaining its green port status.

decrease in the volume of oily water received from ships by 110 tons less, while 11.9 tons more solid waste was placed at the landfill due to the carrying out of bottom cleaning works with excavation of fenders from the bottom of the quay wall of dry cargo berths. These fenders, made from used tires, cannot be recycled due to the large area of shell rock fouling, so they were placed at an industrial waste landfill. In total, in 2022, the following materials were transferred to third-party organizations for recycling under concluded contracts: plastic, waste paper, defective electronic equipment and scrap metal in the amount of 81.9 tons in the amount of 7,826 thousand tenge, which is 34.6 tons more than in the same period last year of the year. There is an increase in the volume of solid waste generation by 15 tons due to an increase in the volume of food waste received from ships by 1.9 times.

4. In order to ensure that suppliers comply with environmental standards and legal requirements, at the stage of developing technical specifications for services, work is carried out on the high-quality preparation of technical assignments and technical specifications. Preference is given to the supplier who has provided all the necessary environmental permits.

5. In 2022, greenhouse gas emissions from stationary facilities amounted to 2.01 tons, and in 2021 they amounted to 1.32 tons. Emissions increased by 52% compared to the previous period. The reason was an increase in the operating hours of the emergency diesel generator (1240 kW) by 2.5 times compared to the same period last year, as well as an increase in the operating hours of the oil waste collection vessel SLV " Bulak " by 2.3 times, an increase in the volume of refueling of vessels by 1 .8 times, increasing the volume of diesel fuel pumped into tanks by 1.5 times.

Planned environmental payments from stationary facilities for the reporting period amount to 2,239 thousand tenge, the actual payment amounted to 1,481 thousand tenge. For the same period in 2021, the actual payment of environmental payments amounted

		to 1,224 thousand tenge. The increase in the fee is 257 thousand tenge, due to an increase in the operating hours of diesel units in the port (emergency diesel generator, ship engines SLV “Bulak”, etc. listed above).
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Measuring the achievement of the strategic goal “Ensuring sustainable development of the Company” is carried out by assessing the implementation of key performance indicators (hereinafter referred to as KPIs) in the field of sustainable development included in the KPIs of the Company’s management.

No.	Name of efficiency	Plan for 2022	Fact for 2022
1	Net profit, million tenge	889	1,854
2	Total cargo transshipment, thousand tons	4 101	3,818
3	EBITDA	2 456	3 783
4	LTIFR	3.04	3.66
5	Environmental impact level	0.374	0.357
6	Implementation of the Comprehensive Action Plan to improve corporate governance of JSC NC AMTP for 2021-2022	90	73.8
7	Level of average monthly wages of production personnel of JSC NC AMTP	528.7	561.1

The following KPIs in the field of sustainable development have not been met:

- **general cargo transshipment**. At the end of 2022, actual performance amounted to 3.8 million tons or 93% of the plan (4.1 million tons) due to a decrease in transshipment volumes of grain, metal and other cargo.

Name	2021	2022		In % 2022 to the fact 2021	
	fact	plan	fact		% to plan
Cargo transshipment, total	3 501	4 101	3,818	93	109
Oil	2 190	2 150	2 462	115	112
Corn	635	810	447	55	70
Metal	29	1 55	121	7 8	414
Other cargo	643	9 82	784	8 0	122
Ferry cargo	3	4	4	108	174

The bulk of the cargo base of the Aktau port consists of general and liquid cargo, the transshipment of which is provided by JSC NC AMTP (oil, grain, container and other cargo). The reason for the failure to fulfill the plan for shipping containers in 2022 is the shortage of free containers in circulation for containerization of cargo, a large accumulation of containers in the port of Baku due to the lack of AZD platforms, as well as an increase in the cost of transporting a container along the TMTM route (increase in commercial rates by the route operator, respectively involved KTZ Express, ADY Express and GR Logistics). These circumstances influenced the delivery time of cargo to the final destination, provided for on the route of 14-16 days, over 20 days, which led to partial refusals of customers to use the TMTM route for transporting containers. In addition, there is a decline in Chinese transit volumes. Due to the congestion of the TMTM route and the presence of infrastructure restrictions (carrying

out repair work on the railway sections of the State Railway and Turkey) on the Trans-Caucasus corridor, as well as a decrease in sea freight for container transportation (via traditional sea traffic), Chinese shippers have reduced the volume of container transportation along the route TMTM.

The failure to fulfill the transshipment plan for grain cargo is due to the introduction of quotas for the export of grain and flour (Order of the Acting Minister of Agriculture of the Republic of Kazakhstan dated July 5, 2022 No. 215 “On some issues of the export of certain goods from the territory of the Republic of Kazakhstan”). The restriction was in effect until September 15 to “prevent a possible shortage of grain on the domestic market.” In particular, grain transshipment indicators were affected by the situation related to the shortage of ships. Due to the reorientation of ships to the route Astrakhan - Iranian ports for the transportation of Russian grain, a situation has arisen with a shortage of dry cargo ships to export Kazakh grain for export.

The reason for the failure to fulfill the plan for transshipment of other cargo is the partial reorientation of clients to AMST LLP, associated with the unloading of cargo from the vessel and the availability of a cargo base during return loading from the terminal. In particular, the indicators for transshipment of other cargo were affected by the situation associated with the shortage of ships. Due to the reorientation of ships to the route Astrakhan - Iranian ports for the transportation of Russian grain, a situation has arisen with a shortage of dry cargo ships. The shortage of ships has led to an increase in the price of transporting goods by sea (sea freight).

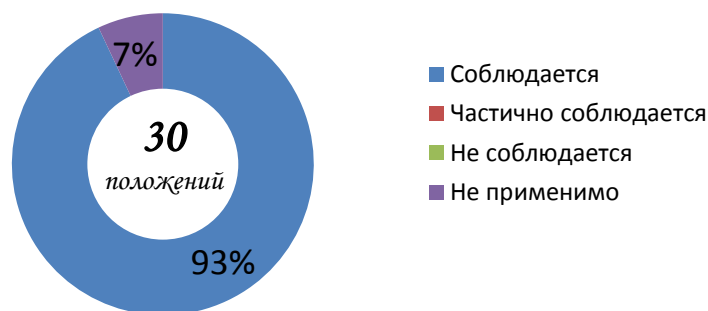
- **LTIFR** (Lost Time Incident Frequency Rate). During 2022, 3 accidents occurred at NC AMTP JSC, with the loss of temporary working capacity of workers, which led to failure to comply with the KPI;

- **implementation of the Comprehensive Action Plan to improve the corporate governance of JSC NC AMTP for 2021-2022.** In total, out of 65 points of the plan: fulfilled: 48 (73.8%); on performance: 3 (4.6%); not implemented: 10 (14.6%); not applicable: 4 (6.2%).

Results of the analysis under Section III “Sustainable Development” of the Corporate Governance Code

In accordance with the requirements of the Corporate Governance Code of JSC NC AMTP (hereinafter referred to as the CGC) (*approved by the decision of the Board of JSC NC KTZ dated October 13, 2015 (minutes No. 02/28)*), the Company prepares a Report on compliance with the principles and provisions of the CCG, including an analysis of compliance/non-compliance with requirements in the field of sustainable development. This report is approved by the Board of Directors and is included in the Annual Report of JSC NC AMTP.

Below is information based on the results of an analysis of compliance in 2022 with the principles and provisions of Section III of the CGC “Sustainable Development”.



Based on the results of the analysis, the current corporate governance practice in the Company under this section is 93% compliant with the requirements of the CGC, while 7% of the requirements are not applicable. In particular, the Company fulfills the following key requirements of the CGC:

Key areas of the Company's compliance with the requirements of the CGC	
1.	<p>The key idea of the Company's sustainable development is to achieve its strategic goals in the long term, while maintaining an optimal balance between the interests of stakeholders and the Company's strategic objectives.</p> <p>The company is guided by the Sustainable Development Policy of JSC NC KTZ (<i>approved by the decision of the Board of Directors of NC KTZ JSC dated May 24, 2021 (Minutes No. 8)</i>), which describes interactions with stakeholders. The policy applies to subsidiaries of JSC NC KTZ.</p>
2.	<p>KPIs in the field of sustainable development are included in the KPIs of the Company's management, such as: net income; general cargo transshipment; EBITDA; LTIFR (Lost Time Incident Frequency Rate); level of environmental impact; implementation of the Comprehensive Action Plan to improve the corporate governance of JSC NC AMTP for 2021-2022; level of average monthly wages of production personnel of JSC NC AMTP</p>
3.	<p>For the three main areas of sustainable development, through a thorough, in-depth and thoughtful analysis of the current situation in each area, the Company has developed the following action plans in 2022:</p> <ul style="list-style-type: none"> - Development plan of JSC NC AMTP for 2022-2026 (<i>approved by the decision of the Board of Directors of JSC NC AMTP dated December 29, 2021 (minutes No. 76)</i>), adjustments approved by the decision of the Board of Directors of JSC NC AMTP dated June 21 2022 (minutes No. 80)); - Environmental Protection Action Plan of JSC NC AMTP for the period from October 21, 2019 to December 31, 2023 (<i>approved by the First Vice President of JSC NC AMTP on October 17, 2019</i>); - Comprehensive measures to improve working conditions and safety for 2022 at JSC NC AMTP (<i>agreed by the director of the labor safety and environmental inspection of JSC NC KTZ, S. Nazyrov, dated April 6, 2022</i>).
4.	<p>The Company annually approves a risk map and register, which reflects risks in all three areas of Sustainable Development.</p> <p>Risk management in the field of sustainable development is carried out within the framework of the Company's general corporate risk management and internal control system. By the decision of the Board of Directors of the Company dated December 6, 2021 (Minutes No. 75), the Register and risk map of JSC NC AMTP for 2022 were approved.</p>

By the decision of the Board of Directors of the Company dated August 9, 2022 (Minutes No. 90), the Report on compliance with the principles and provisions of the CGC was approved.

Results of the implementation of the activities of Section 3 “Sustainable Development” of the Comprehensive Plan for Improving Corporate Governance of JSC NC AMTP for 2021-2022

Pursuant to the decision of the Board of Directors of NC KTZ JSC dated April 29, 2021 (Minutes No. 7), the Company has developed a Comprehensive Plan for improving the corporate governance of NC AMTP JSC for 2021-2022 (hereinafter referred to as the Comprehensive Plan) (*approved by the decision of the Board of Directors of NC AMTP JSC dated October 19, 2021 (Minutes No. 74)*), including a number of activities in the field of sustainable development, reports on the implementation of which based on the results of the 2nd, 3rd and 4th quarters of 2022 were submitted for consideration to the Board of Directors of the Company (*decision of the Board of Directors dated September 15, 2022 (Minutes No. 82), December 2, 2022 (Minutes No. 84), February 27, 2023 (Minutes No. 86)*).

The report on the implementation of the Comprehensive Plan is an analysis of five sections indicating the number of activities with the status “completed”, “in progress”, “not implemented” and “not applicable”. Of the 17 activities of the section based on the results of 2022: 14 were completed, 0 were in progress, 1 were not implemented, 2 were not applicable.

Information on the results of implementation in 2022 of key activities of Section 3 “Sustainable Development” of the Comprehensive Plan:

- the position of a compliance controller was introduced into the Company Structure (*decision of the Board of Directors of JSC NC AMTP dated June 18, 2021 (minutes No. ___)* . T.B. Esetov was appointed to the position of Compliance Controller of JSC NC AMTP (Board decision directors of JSC NC AMTP dated June 21, 2022 (minutes No. 80)) ;
- On December 5, 2022, the Compliance Controller of NC AMTP JSC and the staff of the Prevention Directorate of the Department of the Agency of the Republic of Kazakhstan for Anti-Corruption in the Mangistau Region conducted training events on the anti-corruption legislation of the Republic of Kazakhstan and business ethics with the administrative, managerial and production staff of JSC NC AMTP";
- based on the results of a successfully completed audit by the independent body Lloyd's Register (London), environmental certification was obtained PERS (Port Environmental Assessment System), promoted by ESPO (European Seaport Organization). On July 12, 2022, the presentation of the Certificate took place in the port of Aktau (issued on April 7, 2022 for a period of 2 years);
- A report on the state of integrated safety and labor protection of JSC NC AMTP for 2022 was prepared and submitted to the Board of Directors of JSC NC KTZ as part of the Report on the state of integrated safety and labor protection for JSC NC KTZ for results of 2022 (*decision of the Board of Directors of NC KTZ JSC dated March 16, 2023 (minutes No. 2)*) ;
- the KPI of the members of the Board of Directors of JSC NC AMTP includes indicators in the field of sustainable development (*approved by the decision of the Board of Directors of JSC NC AMTP dated May 6, 2022 (Minutes No. 79)*, adjustments were made based on the decision of the Board of Directors of JSC NC AMTP » dated September 2, 2022 (protocol No. 81)) ;

- a sponsor for sustainable development was appointed in the person of the chief of staff (member of the Board) Tleugali U.S. (*decision of the Board of JSC NC AMTP dated March 31, 2022 (minutes No. 9)*) .

Results of the implementation of the Action Plan for the implementation of the principles of sustainable development of JSC NC AMTP for 2022

Pursuant to paragraph 1.9 of Section 1 “Efficiency of the Board of Directors and the Management Board” of the Comprehensive Plan for Improving Corporate Governance of JSC NC AMTP for 2021-2022 (*approved by the decision of the Board of Directors of JSC NC AMTP dated October 19, 2021 (Minutes No. 74)*), at JSC NC AMTP, an Action Plan for the implementation of the principles of sustainable development of JSC NC AMTP for 2022 was developed and approved by the decision of the Board of Directors of JSC NC AMTP dated September 15, 2022 (minutes No. 82) – Action plan).

The action plan was prepared taking into account the requirements of the Sustainable Development Policy of JSC NC KTZ (*approved by the decision of the Board of Directors of JSC NC KTZ dated May 24, 2021 (Minutes No. 8)*) in such sections as: “Economic aspect”, “Social aspect”, “Environmental aspect”, “Interaction with stakeholders” and includes 18 activities, reports on the implementation of which based on the results of 9 and 12 months of 2022 were submitted to the Board of Directors of the Company (*decision of the Board of Directors dated December 2, 2022 (Minutes No. 84) and dated February 27, 2023 (Minutes No. 86)*) .

The report on the implementation of the Action Plan is an analysis of four sections indicating the number of activities with the status “completed”, “in progress”, “not completed”. Of the 3 activities in the “Economic Aspect” section: completed – 3; out of 8 events in the “Social Aspect” section: completed – 7, in progress – 1; out of 5 activities in the “Environmental Aspect” section: completed – 5; out of 2 activities in the “Interaction with Stakeholders” section: completed – 2.

Information on the results of the implementation of key activities in 2022 on the economic, social, environmental aspects of the Action Plan:

- internal regulatory documents of the Company related to the economic aspect of activity have been updated: Enterprise Standard STP AMTP 012 “Procurement Management” (approved by order of the Chairman of the Board (President) of JSC NC AMTP dated July 28, 2022 No. 275-OD) , Management Regulations receivables from JSC NC AMTP (approved by order of the Chairman of the Board (President) of JSC NC AMTP dated December 28, 2022 No. 500-OD);

- Rules for the formation and rotation of the personnel reserve of JSC NC AMTP were developed (approved by the decision of the Board of JSC NC AMTP dated May 6, 2022 (Minutes No. 12)) ;

- internal regulatory documents of the Company related to the social aspect of activity have been updated: Enterprise Standard STP AMTP 020 “Human Resource Management” (approved by order of the Chairman of the Board (President) of JSC NC AMTP dated April 15, 2022 No. 140-OD), Regulations on the procedure and conditions for the provision of material assistance to JSC NC AMTP (approved by order of the Chairman of the Board (President) of JSC NC AMTP dated August 4, 2022 No. 284-OD), Rules for awarding the title “Veteran of the Aktau Commercial Sea Port” (approved by order acting president JSC NC AMTP dated October 19, 2022 No. 388-OD) ;

- a Collective Agreement was adopted between JSC NC AMTP and its labor collective for 2023-2025 (signed by the parties at the conference of the labor collective on December 30, 2022);

- an Action Plan for energy saving and increasing energy efficiency of JSC NC AMTP for 2022-2026 was developed (*approved by the Chairman of the Board (President) of JSC NC AMTP on January 27, 2022*) .

INTERACTION WITH STAKEHOLDERS (GRI 2-29)

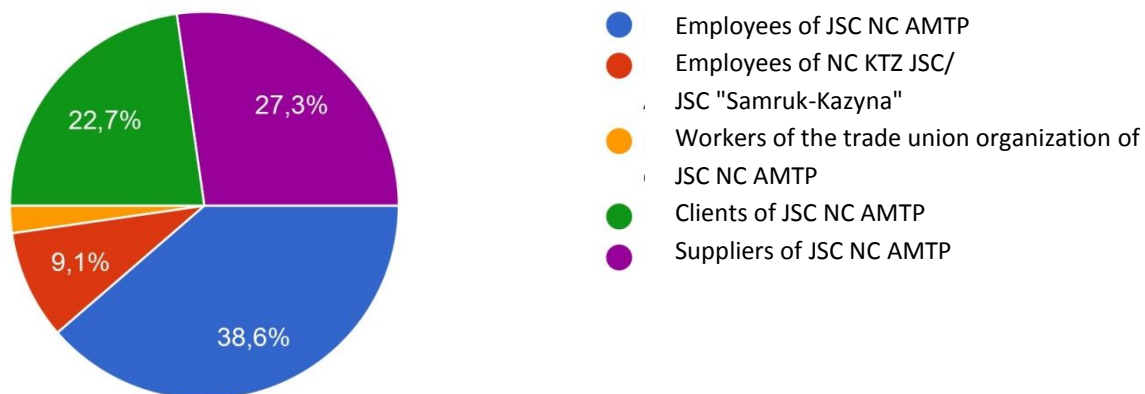
In order to better understand the needs of the state, business and population, provide effective feedback and respect the interests of stakeholders, the Company strives to build a dialogue with all stakeholders on the principles of transparency and information openness.

Stakeholders receive information about the Company's activities through:

- 1) The Annual Report of the Company, the purpose of which is to provide comprehensive and reliable information to interested parties about the Company and its activities;
- 2) report in the field of sustainable development;
- 3) information on the official Internet resource of the Company;
- 4) applications from legal entities and individuals considered by the Company;
- 5) press releases about relevant events of the Company in the media;
- 6) briefings;
- 7) information disclosed on the Internet resource of the Depository of Financial Statements.

SIGNIFICANT ASPECTS OF ACTIVITY (GRI 3-1, 3-2, 3-3)

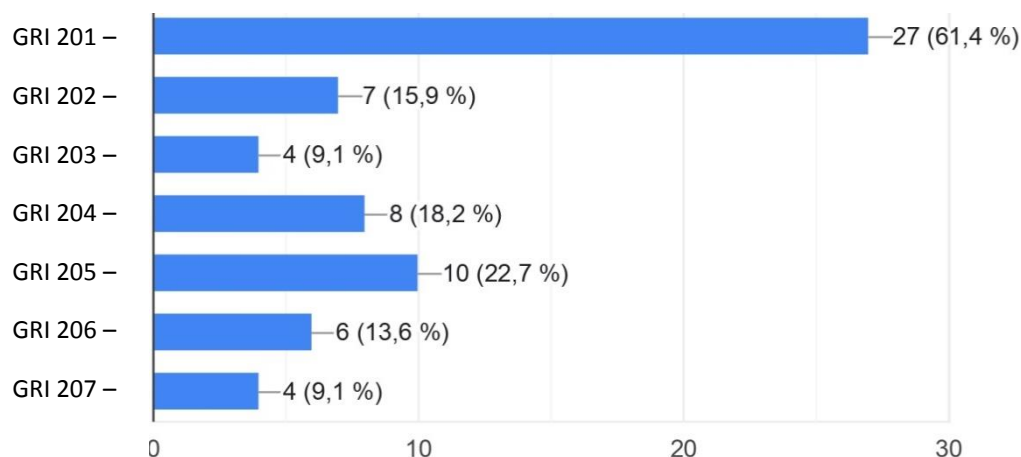
In order to determine significant topics for disclosure in this report, the Company conducted a survey of key stakeholders (*employees of JSC NC AMTP, employees of JSC NC KTZ and Samruk-Kazyna JSC, employees of the Trade Union Organization of JSC NC AMTP, clients and suppliers of JSC NC AMTP*) regarding the most important topics in their opinion on three aspects of the Company's activities: economic, environmental and social.



A total of 31 topics were proposed, as provided for by the GRI standards.

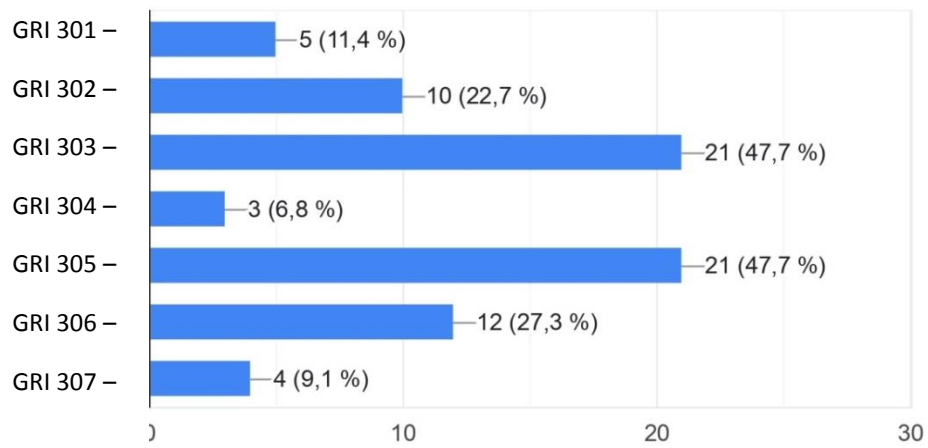
Based on the survey results, 5 significant topics were identified that received the maximum number of votes from key stakeholders, the disclosure of which is further presented in this Sustainability Report for 2022:

- **GRI 201** – Economic performance;



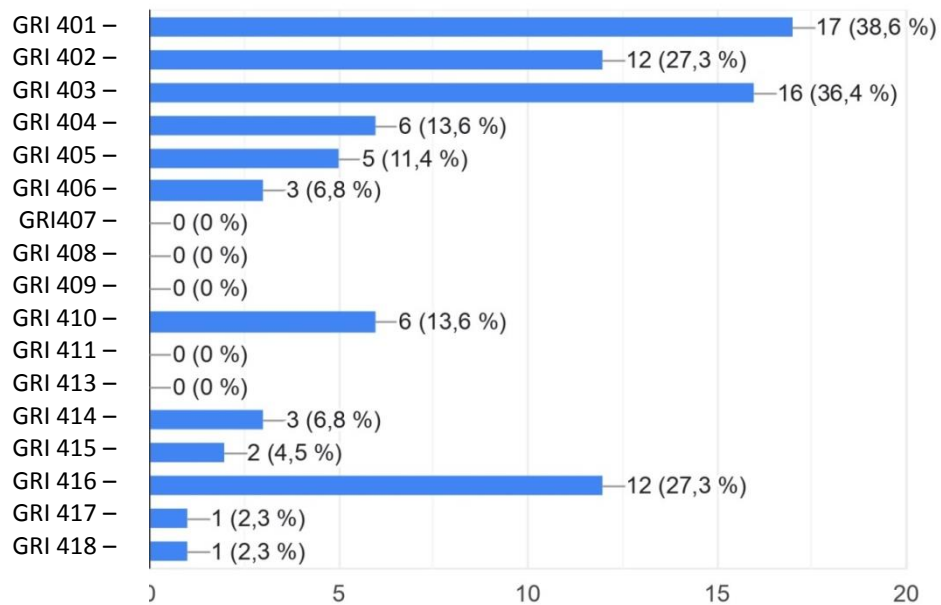
- **GRI 303** – Water and discharges;

- **GRI 305** – Emissions;



- **GRI 401** – Employment;

- **GRI 403** – Occupational health and safety.



ECONOMIC IMPACT

ECONOMIC PERFORMANCE (GRI 201)

DIRECT ECONOMIC VALUE GENERATED AND DISTRIBUTED (GRI 201-1)

Production figures for 2022

Name	Unit measured	2022	2021	2020
General transshipment	thousand tons	3,818	3 501	3 111
Oil	thousand tons	2 462	2 191	2 213
Grain	thousand tons	447	635	457
Other cargo, including:	thousand tons	909	675	441
containers, including:	TEU	30 708	27,624	17,969
<i>TMTM route</i>	<i>TEU</i>	<i>27,094</i>	<i>17,741</i>	<i>12 491</i>
<i>KKTI route</i>	<i>TEU</i>	<i>0</i>	<i>132</i>	<i>884</i>
<i>other</i>	<i>TEU</i>	<i>3 614</i>	<i>9,751</i>	<i>4,594</i>
Income	thousand tenge	9 670 762	7 601 460	6 010 583
Income from cargo transshipment, including:	thousand tenge	5 971 784	4 585 805	3,569,505
<i>oil</i>	<i>thousand tenge</i>	<i>2 629 453</i>	<i>2 148 710</i>	<i>2 169 103</i>
<i>grain</i>	<i>thousand tenge</i>	<i>789 233</i>	<i>1,019,498</i>	<i>499 876</i>
<i>other cargo</i>	<i>thousand tenge</i>	<i>2,553,098</i>	<i>1 417 597</i>	<i>900 526</i>
Income from ship calling services	thousand tenge	2 103 496	2 033 887	1 690 686
Income from port fleet services	thousand tenge	870 320	603 204	430 139
Income from cargo storage	thousand tenge	311 411	219 579	104 471
Other income	thousand tenge	413 751	158 985	215 782

The total cargo transshipment for 2022 amounted to 3,818 thousand tons or 109% of the actual 2021 (3,501 thousand tons), including:

- oil transshipment amounted to 2,462 thousand tons or 112% compared to the same period last year (2,191 thousand tons);

- grain transshipment – 447 thousand tons or 70% of the actual 2021 (635 thousand tons);

- transshipment of other and general cargo amounted to 909 thousand tons or 135% of the same period in 2021 (675 thousand tons), including:

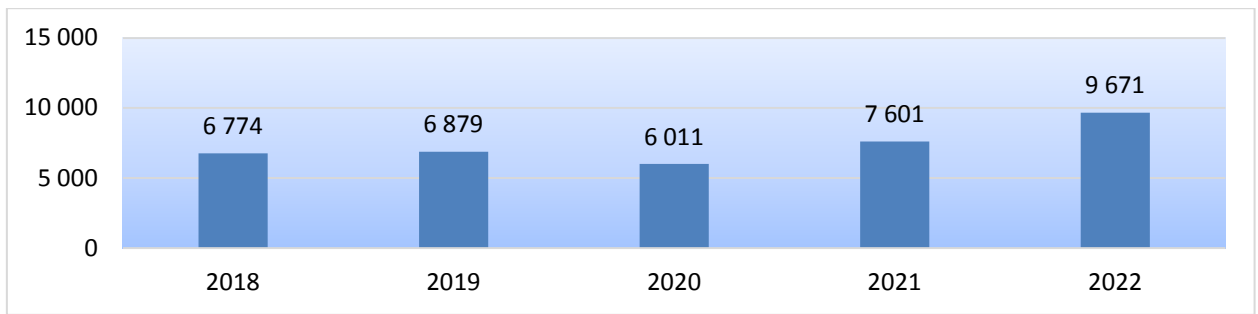
- transshipment of containers in all directions amounted to 30,708 TEU or 111% of the previous year (27,624 TEU), including:

- along the TMTM route – 27,094 TEU or 153% compared to the same period last year (17,741 TEU);

- transshipment of other containers – 3,614 TEU or 37% compared to last year (9,751 TEU).

Income from core activities (revenue) at the end of 2022 amounted to 9,670,762 thousand tenge or 127% of the previous year (7,601,460 thousand tenge).

Income from core activities, million tenge

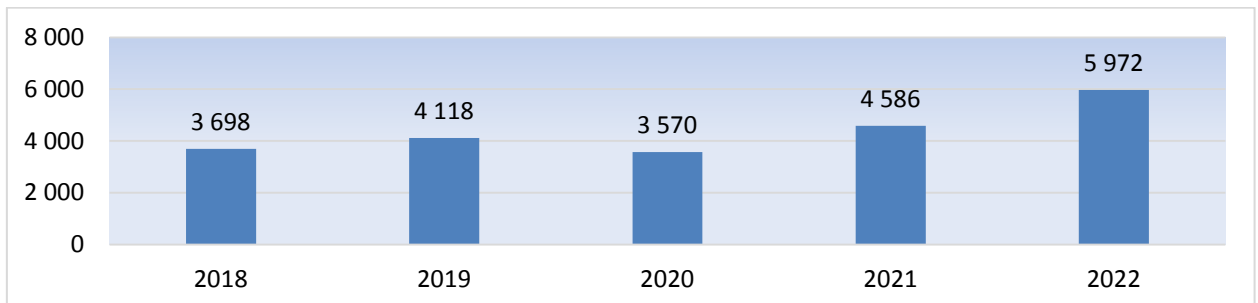


The growth is associated with an increase in income: from cargo transshipment by 30%, from ship calling services by 3%, from storage by 42% and other income by 68%:

1) income from cargo transshipment amounted to 5,971,784 thousand tenge or 130% of the 2021 fact of 4,585,805 thousand tenge), which is associated with an increase in cargo transshipment volumes by 9%, including:

- oil transshipment – 2,629,453 thousand tenge or 122% of the actual 2021 (2,148,710 thousand tenge);
- transshipment of other cargo – 2,553,098 thousand tenge or 180% of the previous year's actual value (1,417,597 thousand tenge).

Income from cargo transshipment, million tenge



At the same time, income from grain transshipment amounted to 789,233 thousand tenge or 77% of the actual 2021 (1,019,498 thousand tenge);

2) income from ship calling services amounted to 2,103,496 thousand tenge or 103% of the previous year (2,033,887 thousand tenge).

3) income from port fleet services amounted to 870,320 thousand tenge or 144% of the previous year (603,204 thousand tenge).

4) income from cargo storage actually amounted to 311,411 thousand tenge or 142% of the previous year (219,579 thousand tenge).

5) other income amounted to 413,751 thousand tenge or 260% of the actual 2021 (158,985 thousand tenge).

2022 Cost Information

Name	<i>thousand tenge</i>		
	2022	2021	2020
Cost price	5 584 445	4 959 643	4 272 552
Personnel costs, including short-term provisions	3 207 144	2 459 697	1 884 271
Depreciation and amortization	924 286	963 691	1,004,717
Taxes	365 727	368 449	357 802
Repair and service	284 817	273 577	317 065
Materials and supplies	146 512	267 161	201 815
Production works and services	117 125	117 614	131 341
Security services	121 223	124 712	118 634
Fuel and lubricants	132 731	107 918	74 340
Electricity	69,924	81 636	67,706
Post-employment benefits expenses	74 827	61,099	4 905
Other	140 129	134 089	109 956
Administrative expenses	1,283,761	1 272 545	940 793
Personnel costs, including short-term provisions	586,989	756 409	463 301
Taxes	308 965	140 186	145 115
Depreciation and amortization	56 473	58 482	61,348
Consulting, auditing and legal services	34 275	32,784	31 223
Materials	11,589	10 130	14 109
Expenses for festive and cultural events	19 640	15,026	10 417
Travel and entertainment expenses	46 460	25 804	7 191
Allowance for expected credit losses			386
Post-employment benefits expenses	13,961	13 225	1 199
Other	205 409	220 499	206 504

Profit and loss information

Name	<i>thousand tenge</i>		
	2022	2021	2020
Revenue	9 670 762	7 601 460	6 010 583
Cost of sales	(5,584,445)	(4,959,643)	(4,272,552)
Gross profit	4 086 317	2 641 817	1,738,031
Administrative expenses	(1,283,761)	(1,272,545)	(940 793)
Other (losses)/profits, net	(324,235)	29,638	(7,444)
Impairment losses on financial assets	(25,533)	(27,498)	-
Financial income	372 018	274 438	330 181
Financial expenses	(485,682)	(562,533)	(711 316)
Profit from exchange rate difference, net	63 426	19 166	92 910
Profit before tax	2 402 550	1 102 483	501 569
Corporate income tax expenses	(548,353)	(226,946)	(1 04 462)
Profit for the year	1 854 197	875 537	397 107

Income from main activities (revenue) at the end of 2022 amounted to 9,670,762 thousand tenge or 127% of the previous year (7,601,460 thousand tenge), which is associated with an increase in cargo transshipment volumes.

Production cost expenses – 5,584,445 thousand tenge or 113% of the actual 2021 (4,959,643 thousand tenge), which is associated with an increase in wage costs, an increase in the cost of goods, fuels and lubricants, works and services.

Administrative expenses amounted to 1,283,761 thousand tenge or 99% of the previous year's actual value (1,272,545 thousand tenge).

Financial income amounted to 372,018 thousand tenge or 136% of the previous year (274,438 thousand tenge).

Financing costs amounted to 485,682 thousand tenge or 86% of the actual 2021 (562,533 thousand tenge).

At the end of 2022, net profit amounted to 1,854,197 thousand tenge or 212% of the previous year (875,537 thousand tenge).

Cash flow information

Name	<i>thousand tenge</i>		
	2022	2021	2020
Net operating cash flow	3 391 845	2,257,739	1,525,996
Disposal on capital investments	(305,661)	(485,261)	(238,565)
FCFC (cash flow after financing capital investments)	3 086 184	1 772 478	1 287 431
Repayment of the loan principal	(1,076,684)	(1,076,684)	(1,076,684)
Other cash flow from investment activities	41 396	209 199	166,986
Others ¹	63,802	15 708	(798 045)
Money at the beginning of the period	1 323 150	799 556	1,219,868
Money at the end of the period	3 437 848	1 323 150	799 556

Net operating cash flow for 2022 amounted to 3,391,845 thousand tenge.

Payments on capital investments amounted to 30 5 661 thousand tenge.

Payments to repay the principal debt on loans from Development Bank of Kazakhstan JSC amounted to 1,076,684 thousand tenge.

Other income amounted to 105,198 thousand tenge.

Cash at the end of 2022 amounted to 3,437,848 thousand tenge.

FINANCIAL IMPACTS AND OTHER RISKS AND OPPORTUNITIES ASSOCIATED WITH CLIMATE CHANGE (GRI 201-2)

Below is information on the climate risk included in the Risk Register of JSC "NC "AMTP" for 2022 - a drop in sea level.

¹ The effect of changes in foreign exchange rates on the amount of cash and cash equivalents and the effect of changes in the allowance for expected credit losses on cash and cash equivalents.

Risk of falling sea level

Climate risks may include the risks of physical damage to production assets as a result of changing weather conditions or natural disasters.

For the seaports of the coastal states of the Caspian basin, the main factor ensuring their normal functioning is the level of the Caspian Sea.

Over the past 20 years, there has been a steady decline in the level of the Caspian Sea (the water level in the port of Aktau has decreased by 1.7 meters and continues to decline), which negatively affects the operational capabilities of port berths, shipping routes, port waters, hydraulic structures and navigation safety.

In accordance with the Rules for the operation of seaports, including seaports with the status of international importance, port facilities and seaport waters (approved by Order of the Minister of Investment and Development of the Republic of Kazakhstan dated April 28, 2015 No. 519), the procedure and organization of maintenance work water area and shipping channels is ensured by maintaining the required navigation dimensions.

Based on periodic depth measurements (bathymetry), as well as information from the RSE “Kazhydromet”, information from international meteorological organizations of the countries of the Caspian Basin (Azerbaijan, Iran, Russia and Turkmenistan) and observation data from the Aktau port gauge, the dynamics of sea level changes downwards is monitored (annually by 10–20 cm). With a design sea level of 28 meters BS, the minimum sea level in 2022 is 29.41 meters (BS).

Probability of risk occurrence: 50%.

Name of risk reduction measures: carrying out dredging activities.

Cost of risk reduction measures: 18,200 million tenge.

Assessment of the effectiveness of the above measures to reduce risks: high.

DEFINED BENEFITS AND OTHER PENSION PLAN OBLIGATIONS (GRI 201-3)

Below is the information reflected in the financial statements of JSC NC AMTP for the year ended December 31, 2022, prepared in accordance with International Financial Reporting Standards (“IFRS”), and which is an appendix to the Annual Report of JSC NC AMTP for 2022.

Defined Benefit Pension Plan

In accordance with the Collective Agreement concluded between JSC NC AMTP and its workforce for 2020-2022, the Company pays certain benefits to its employees upon termination of employment (“Defined Benefit Pension Plan”).

The Company recognizes actuarial gains and losses arising from the remeasurement of benefit obligations in the period in which they are recognized in other comprehensive income and loss and recognizes benefit expense and liabilities.

The benefit obligation and expense under the Defined Benefit Plan are determined using the projected unit credit method.

This method treats each year of service as increasing entitlement by an additional unit and measures each unit separately to reflect the resulting liability. Benefit costs are recognized in the statement of profit or loss and other comprehensive income to allocate the resulting benefits over the employees' service in accordance with the defined benefit plan benefit formula. This liability is measured at the present value of estimated future cash flows using a discount rate similar to the interest rate on government bonds whose currency and terms are comparable to the currency and estimated terms of the Defined Benefit Plan obligations.

Payments under a defined benefit plan are expensed as services are provided to employees that entitle them to pension benefits.

Expense categories for the Defined Benefit Plan include:

- cost of services (including the cost of services of the current and previous periods, as well as profits and losses from sequestration and repayments under the Pension Plan with established benefit amounts);
- net interest expense; And

- revaluation.

The Company records the cost of services in profit or loss as cost and administrative expenses. Profits and losses from sequestration are recorded as past service cost. The Company reflects the category of expenses "Revaluation" as part of other comprehensive income.

The amount paid to the Company's pensioners in 2022 is 34,277 thousand tenge, of which:

- one-time remuneration upon retirement – 13 18 6 thousand tenge;
- monthly pension supplements – 21,091 thousand tenge.

FINANCIAL SUPPORT RECEIVED FROM GOVERNMENT (GRI 201-4)

The company did not receive financial assistance from the state in 2022.

ENVIRONMENTAL RESPONSIBILITY

WATER AND EMISSIONS (GRI 303, 2-12, 2-13, 2-25)

The company recognizes the importance of caring for natural resources and strives for their rational use. In the reporting year, water consumption increased by 4,583 cubic meters compared to the level of 2021 m. The increase in the volume of water consumed is associated with an increase in the number of ship calls and the volume of water transferred to these vessels.

INTERACTION WITH WATER AS A COMMON RESOURCE (GRI 303-1)

The Aktau port water area is a section of water surface limited by hydraulic structures. Conditionally clean sea waters are discharged into the waters of the port of Aktau, after heat has been removed from the diesel engine parts of port fleet vessels, during sailing operations (regulatory clean waters allowed for discharge into water sources without treatment include waters used for cooling units and equipment of thermal power plants, etc.). There is a possibility of minor thermal pollution, which, taking into account dilution and small volumes, cannot have a significant impact on the state of waters.

The main production and operational activities of JSC NC AMTP do not require the introduction of resource-saving technologies; therefore, the port does not have recycling water supply systems or a closed cycle of energy and material resources.

The port does not have its own treatment facilities and transfers wastewater generated by the port itself and received from ships to receiving organizations, in accordance with the terms of agreements between the parties:

- household sewage water – to municipal wastewater treatment plants with subsequent biological treatment;
- oily water – to a specialized organization for disposal.

The main production activity of JSC NC AMTP is transshipment of general and other cargo, maintenance of the ferry complex. The port does not participate in the oil loading process and does not own the oil, process lines or hose devices. The functions of the port are limited to providing oil berths and processing the arrival and departure of vessels. The parties to the oil loading are representatives of the vessel and the shore. The vessel is represented by the watch crew responsible for loading and appointed by the captain of the tanker by order of the vessel. The shore is represented by companies that own oil and oil equipment located at the berths of the port of Aktau: Artis LLP Overseas S.A. Kazakhstan , Polar Division of Kaztransoil JSC, Terminalex LLP.

In cases of pollution of the port water area with petroleum products during cargo operations by the parties, the terminal operator vessel, the port puts into action the Accident Elimination Plan, approved by order of the Chairman of the Board (President) of the Company, and provides effective response measures until complete elimination.

In the absence of its own activities associated with the risk of pollution of the aquatic environment with oil and, accordingly, in the absence of a factor of technogenic impact on the aquatic environment, at the same time, taking into account the consequences of oil spills on

the flora and fauna of the sea and understanding the importance of monitoring the state of sea water, JSC NC AMTP voluntarily, within the framework of the implementation of the Industrial Environmental Control Program approved by the Chief Engineer of the Company, carries out analytical control of the quality of sea water in the port water area. Due to the fact that JSC NC AMTP does not have its own laboratory, chemical analyzes and measurements are carried out by the Testing Center of A-Center LLP under a service agreement.

Sampling is carried out in accordance with the approved schedule as part of the Industrial Environmental Control Program at five established points.

Frequency of studies of the chemical composition of sea water for 18 indicators (pH, ammonium, nitrates, nitrites, total iron, copper, BOD 5, fluorides, phosphates, dissolved oxygen, chlorides, sulfates, phenols, surfactants, calcium, magnesium, bicarbonates, carbonates) – once a quarter at point No. 1 – oil berth No. 4/5.

Sea water samples are taken for oil product content once a month at 5 established points (oil berths No. 4/5; 9/10; ferry terminal No. 8; dry cargo berth No. 1; berth No. 12).

IMPACT MANAGEMENT ASSOCIATED WITH WASTEWATER DISCHARGE (GRI 303-2)

Taking into account the specifics of water use, seawater research is not required. The discharge of relatively clean water is characterized by insignificant thermal pollution (within acceptable values).

WATER INJECTION (GRI 303-3)

Surface water is collected and used in the water cooling systems of port fleet vessels (engine cooling).

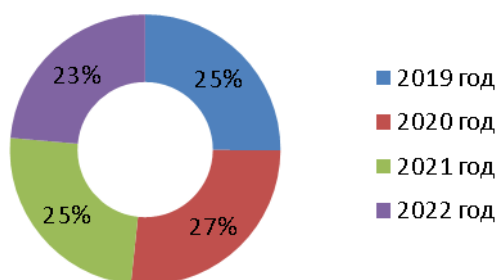
WATER DISPOSAL (GRI 303-4)

Conditionally clean water is discharged into a water body (cooling the engines of port fleet vessels).

WATER CONSUMPTION (GRI 303-5)

Household drinking water consumption was:

- in 2019 – 23,499 thousand cubic meters.
- in 2020 – 24.932 thousand cubic meters.
- in 2021 – 23.124 thousand cubic meters.
- in 2022 – 22.12 thousand cubic meters.



EMISSIONS (GRI 305, 2-12, 2-13, 2-25)

Emissions to the environment

The volume of emissions of pollutants into the atmosphere for the current reporting period is 6.64 tons, with the permitted limit for the period being 56.58 tons. The actual volume of emissions for the same period last year was 5.98 tons. Compared to last year, the increase in pollutant emissions is 1.1 times (11% more).

The increase in the volume of pollutant emissions is associated with an increase in the operating hours of the emergency diesel generator by 2.5 times, an increase in the operating hours of the oil waste collection vessel SLV "Bulak" by 2.3 times, an increase in the volume of ship refueling by 1.8 times, and an increase in the volume of pumped diesel fuel into tanks by 1.5 times.



DIRECT (SCOPE 1) GREENHOUSE GAS EMISSIONS (GRI 305-1)

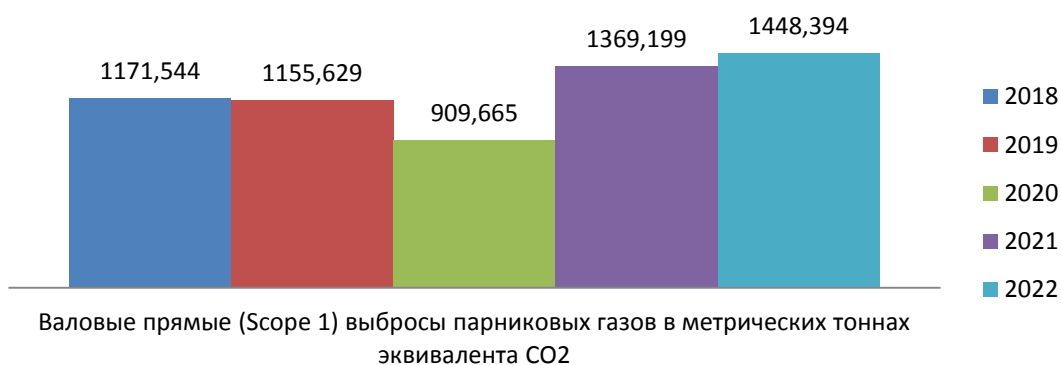
The Company's carbon footprint includes direct and indirect energy emissions.

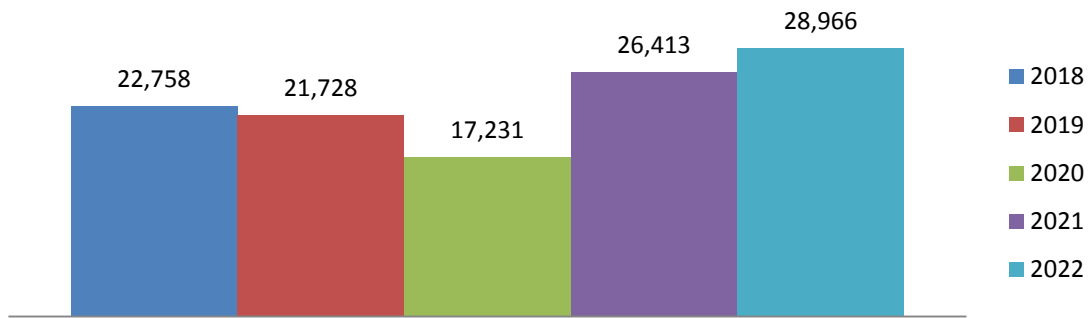
Direct emissions of greenhouse gases occur as a result of the operation of mobile sources (cars, loading and unloading equipment, port fleet vessels) and stationary consumers (emergency diesel generators).

Indirect energy emissions are associated with the use of fuel that the Company purchases and consumes from third parties energy sources.

Main sources of greenhouse gas emissions:

- port fleet vessels (tugboats, oil waste removal vessels, motor boats);
- motor transport;
- special equipment;
- mobile cranes.

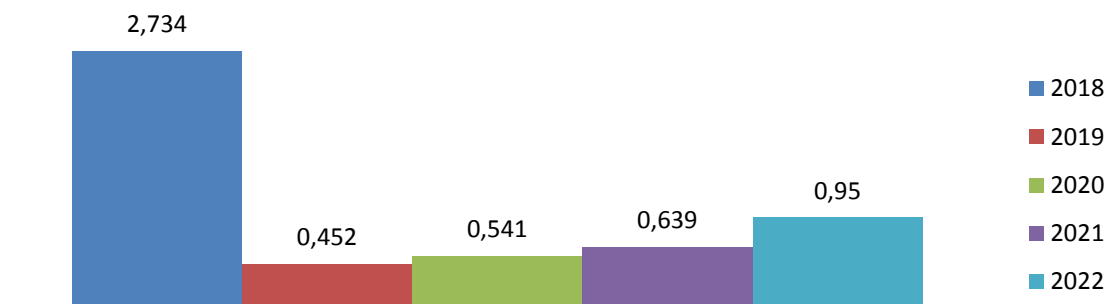




Газы, включенные в расчет, будь то CO₂, CH₄, N₂O, HFCs, PFCs, SF₆, NF₃ или все

For 12 months of 2022, greenhouse gas emissions from stationary facilities amounted to 2.01 tons, and in 2021 they amounted to 1.32 tons. Emissions increased by 52% compared to the previous period.

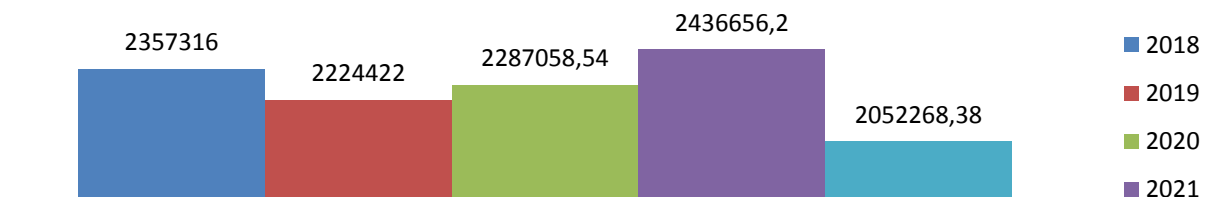
The increase in greenhouse gas emissions from stationary facilities is associated with an increase in the operating hours of the emergency diesel generator (1240 kW) by 2.5 times compared to the same period last year, as well as an increase in the operating hours of the oil waste collection vessel Bulak by 2.3 times, increasing the volume of ship refueling by 1.8 times, increasing the volume of diesel fuel pumped into tanks by 1.5 times.



Биогенные выбросы CO₂ в метрических тоннах эквивалента CO₂

INDIRECT (SCOPE 2) GREENHOUSE GAS EMISSIONS IN THE ENERGY INDUSTRY (GRI 305-2)

In 2022, the total volume of greenhouse gas emissions amounted to 2053.7 thousand tons, including direct emissions - 1.448 thousand tons, indirect emissions - 2052.26 thousand tons. Compared to 2021, the volume of emissions decreased by 16%, with an increase in direct greenhouse gas emissions by 5.5%, a decrease in indirect energy emissions by 18.7%, which is associated with a decrease in consumed energy resources (CHP) by 15.8%.



Валовые косвенные выбросы парниковых газов в зависимости от местоположения (Scope 2) в метрических тоннах эквивалента CO₂

OTHER INDIRECT GREENHOUSE GAS EMISSIONS (SCOPE 3) (GRI 305-3)

Greenhouse gas emissions (Scope 3) are not accounted for.

GREENHOUSE GAS EMISSION RATE (GRI 305-4)

The intensity of greenhouse gas emissions is not recorded.

REDUCING GREENHOUSE GAS EMISSIONS (GRI 305-5)

Due to global climate change, the port of Aktau is also exposed to impacts associated with the observed decline in the level of the Caspian Sea. This issue could have a significant impact on the Company's infrastructure and supply chain, which are critical to the Company's ability to create long-term value.

In addition to understanding and managing the direct business risks associated with climate change, the Company is committed to supporting multilateral efforts to limit the impact of rising global temperatures this century. Minimizing the impact of harmful emissions that negatively affect the environment is one of the Company's strategic goals (*approved by the decision of the Board of Directors of JSC NC AMTP dated May 6, 2022 (Minutes No. 79)*).

To reduce the negative environmental impact of the Company's current and future activities, JSC NC AMTP voluntarily invests in cleaner technologies and implements a program to combat idling. Air quality management activities are included in planning, development and operations. Maintaining an efficient transport infrastructure system at the port allows the Company to reduce air emissions and meets the Company's goal of improving the quality of life and the economy.

Recognizing that not all sources of emissions are under the direct control of the Company (for example, emissions from ships arriving at the port, third parties), JSC NC AMSP seeks opportunities to improve air quality by facilitating and encouraging partnerships, outreach, to help customers, lessees and other stakeholders reduce emissions associated with shipping.

The Company is currently working on a project to track its carbon footprint. Work is underway to calculate fuel consumption per unit of cargo being reloaded. The comparative analysis will include data assessing the effectiveness of using purchased reach stackers instead of mobile cranes when handling containers.

According to preliminary calculations, a reduction in fuel consumption per unit of transshipped cargo is expected and, accordingly, a reduction in CO2 emissions by 5 times.

Measures to reduce greenhouse gas emissions:

- 1) installation of devices for additional purification of exhaust gases (particulate filter) on mobile cranes and loaders;
- 2) gradual transfer of passenger cars to liquefied gas;
- 3) carrying out periodic measurements of exhaust gases with a gas analyzer;
- 4) adjusting the carburetor when car exhaust gases exceed standards;
- 5) gradual replacement of equipment with modern reach stackers that meet Euro-5 standards.

If the established standards for permissible emissions of pollutants into the atmosphere are exceeded, the project of which is approved by the Chief Engineer of the Company, after which it undergoes an environmental assessment, the reasons are established and measures are developed to eliminate the excess emissions.

A schedule for measuring exhaust gases on vehicles running on gasoline engines is developed and approved by the Chief Engineer of the Company. Measurements are made by an official of the garage of the Port Mechanization Service of JSC NC AMTP, who has undergone special training and has certificates confirming his qualifications.

The functions of this person are as follows:

- 1) taking measurements on CO and CH;
- 2) if the established technical standards are exceeded, adjustment of units, components, systems that affect the content of emissions;
- 3) carrying out repeated measurements;
- 4) documenting the results of measurements before and after adjustment in the "Log of the results of vehicle checks for carbon monoxide and hydrocarbons." For measurements, the gas analyzer "Infrakar-5M2" is used (Certificate of verification No. BI09-4368191 dated March 17, 2021, issued by the Mangistau branch of JSC "Natcex").



The process of measuring exhaust gases for CO and CH content using a gas analyzer

The Company's acquisition of 2 modern reach stackers for transshipment of container cargo confirms the commitment of JSC NC AMTP to the latest achievements in the field of safety and environmental protection.

In an effort to make the port of Aktau the cleanest and most efficient enterprise for transshipment of bulk materials in the Caspian region, the Company, in the future, plans to

purchase new equipment that meets modern environmental standards and hydrocarbon emissions standards.

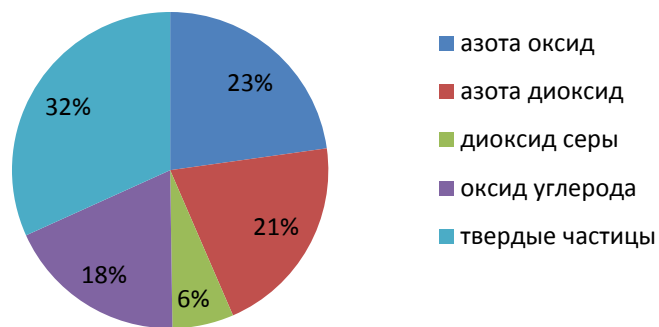
EMISSIONS OF OZONE-DEPLETING SUBSTANCES (GRI 305-6)

There are no records of emissions of ozone-depleting substances.

NITROGEN OXIDES (NOX), SULFUR OXIDES (SOX) AND OTHER SIGNIFICANT EMISSIONS TO THE ATMOSPHERE (GRI 305-7)

For 2022, actual emissions amounted to 6.64 tons, of which:

- nitrogen oxide – 1.17 tons;
- nitrogen dioxide – 1.063 tons;
- sulfur dioxide – 0.322 tons;
- carbon monoxide – 0.948 tons;
- solid particles – 1.6303 tons.



SOCIAL RESPONSIBILITY

EMPLOYMENT (GRI 401, 2-7)

NEW EMPLOYEES AND EMPLOYEE TURNOVER (GRI 401-1)

The Company's priority direction in terms of human resource management is to meet the Company's need for specialists who have the appropriate professional competencies to implement the Company's tasks.

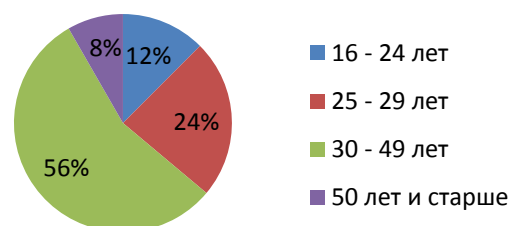
One of the important directions of the HR policy of JSC NC AMTP (*approved by the order of the Chairman of the Board (President) of JSC NC AMTP dated June 21, 2018 No. 372-OD*) is to improve the quality of labor resources, implemented through the following HR processes: selection and hiring management; management of training and professional development; management of personnel reserve and succession planning; implementation of youth policy.

The basic principles of competitive selection include accessibility for all candidates, depending on compliance with the requirements and professional standards, transparency and objectivity. Selection methods during competitive procedures are interviews, testing, including professional knowledge. Selection criteria are formed depending on the category of personnel: top managers, administrative and production personnel.

Thus, according to the results of the selection procedures, 72 employees were hired in 2022, or 14% of the total number (511 people at the end of 2022).

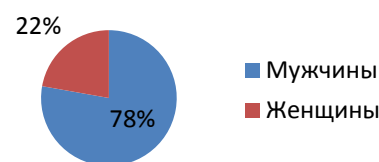
Number (percentage) of new employees by age:

- 16 – 24 years old – 9 people (12.5%);
- 25 – 29 years – 17 people (23.6%);
- 30 – 49 years – 40 people (55.6%);
- 50 years and older – 6 people (8.3%).



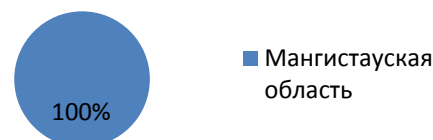
Number (percentage) of new employees by gender:

- Men – 56 people (77.8%);
- Women – 16 people (22.2%).



Number (percentage) of new employees by region:

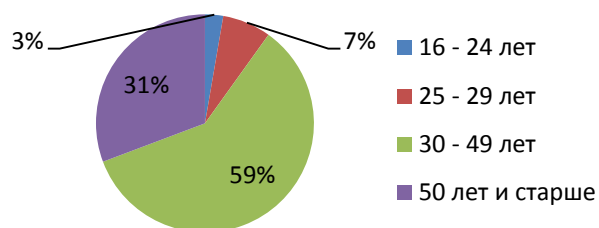
- Mangistau region – 72 people. (100 %).



The number of employees at the end of 2022 is 511 people. Staff turnover was 4.4%.

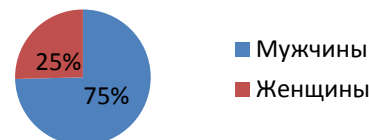
Number (percentage) of employees by age:

- 16-24 years – 14 people (2.7%);
- 25 – 29 years old – 37 people (7.2 %);
- 30 – 49 years old – 303 people (59.3%);
- 50 years and older – 157 people (30.7%).



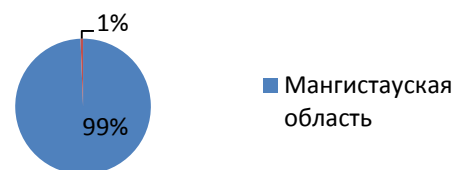
Number (percentage) of employees by gender:

- Men – 381 people (74.6%);
- Women – 130 people (25.4%).



Number (percentage) of employees by region:

- Mangystau region – 508 people (99.4%);
- Astana city – 3 people (0.6%).



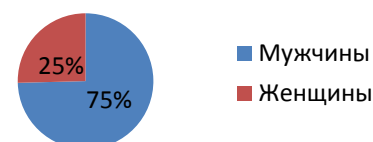
BENEFITS PROVIDED TO PERMANENT EMPLOYEES THAT ARE NOT PROVIDED TO TEMPORARY OR PART-TIME WORKERS (GRI 401-2)

There are no restrictions on benefits that do not apply to temporary workers.

CHILD CARE LEAVE (GRI 401-3)

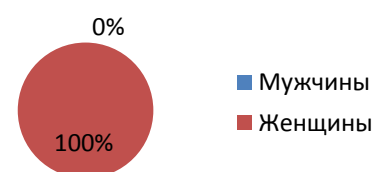
The total number of employees eligible for parental leave is 511 people. (at the end of 2022), of which by gender:

- Men – 381 people (74.6%);
- Women – 130 people (25.4%).



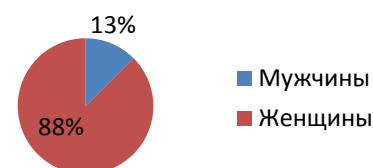
The total number of employees who went on parental leave in 2022 is 7 people, of which by gender:

- Men – 0 people. (0%);
- Women – 7 people. (100 %).



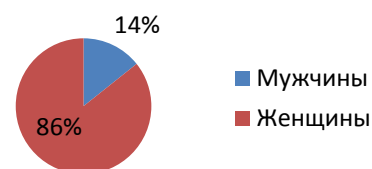
The total number of employees who returned to work in 2022 after the end of parental leave is 8 people, of which by gender:

- Men – 1 person. (12.5%);
- Women – 7 people. (87.5%).



The total number of employees who returned to work after the end of parental leave, who continued to work 12 months after returning to work – 7 people, including by gender:

- Men – 1 person (14.3%);
- Women – 6 people (85.7%).



The rate of return to work in 2022 for employees who went on parental leave is 200, including by gender:

- Men – 100 people;
- Women – 175 people.

The retention rate for employees who went on parental leave in 2022 is 233, including by gender:

- Men – 100 people;
- Women – 200 people.

OCCUPATIONAL HEALTH AND SAFETY (GRI 403, 2-7)

HEALTH AND INDUSTRIAL SAFETY MANAGEMENT SYSTEM (GRI 403-1)

Occupational safety processes are managed in accordance with the Health and Safety Management System Guidelines. The manual was developed in accordance with the requirements of ISO 45001:2018 and is the main document regulating the management of occupational safety and health in the group of companies of JSC NC KTZ.

The industrial safety management system is aimed at ensuring occupational safety and health protection of the Company's employees, contractors and other interested parties who may be exposed to hazards associated with the activities of JSC NC AMTP.

The company annually undergoes an external audit and confirms compliance with international and national standards in the field of industrial safety, labor protection and the environment.

In 2018, JSC NC AMTP successfully passed an external audit. Confirmation of compliance with the principles of the ISO 45001:2018 standard is a certificate received from international auditors of the "Russian Register" Certification Association.

JSC NC AMTP is recognized as meeting the requirements of the ISO 45001:2018 standard in relation to: cargo transshipment; services for a vessel entering the port for cargo operations and (or) other purposes with subsequent departure from the port (ship call); ship maintenance, including agency services, services for removing household and industrial waste from ships; transport, forwarding and warehouse operations with cargo; bunkering operations; ensuring the safety of navigation in the port waters.

HAZARD IDENTIFICATION, RISK ASSESSMENT AND ACCIDENT INVESTIGATION (GRI 403-2)

Hazard identification, risk assessment and incident investigation are important aspects of industrial safety. To achieve this, the Company regularly assesses risks and potential hazards, conducts audits and inspections, and develops action plans in the event of accidents and incidents. Incident investigations also help identify the root causes of incidents and prevent future recurrences. To effectively identify hazards and assess risks, personnel are trained and informed on an ongoing basis about safety rules, as well as the use of personal protective equipment and safe work practices.

The Company has adopted the Standard "Identification of hazards and environmental aspects, their assessment and risk management in the field of industrial safety at JSC NC AMTP".

Based on the results of hazard identification, the Register of Significant Risks and the Register of Hazards and Risks of JSC NC AMTP were approved.

Based on the results of accident investigations for 2022, the risks of workers falling from a height were identified, in order to eliminate which the Company took measures to reduce and eliminate hazards in the workplace:

- an observation platform was made for loading industrial waste onto transport, preventing falls;

- use of an additional semi-trailer to provide workers with the ability to maintain safe distances when unloading/loading soft containers.

One of the proactive measures to prevent the risk of injury is to conduct a BSD (Behavioral Safety Dialogue), during which workers identify hazardous conditions and unsafe actions when performing production processes. A total of 103 BSDs were carried out in 2022. Based on the results of the BSD, 100% of the identified inconsistencies were eliminated.

Also, employees are informed about hazardous production factors and situations by familiarizing themselves with Lightning and Bulletins in the Integrated System Industrial Safety (ISIS).

In 2022, the Company continued to improve working conditions and prevent work-related injuries and occupational diseases. 14 events were implemented:

- accident prevention;
- to improve working conditions and safety;
- to improve training and promotion of occupational safety and health.

OCCUPATIONAL HEALTH SERVICES (GRI 403-3)

Health protection and medical care are an important aspect of the social policy of JSC NC AMTP, since they directly affect their physical and psychological health.

High-quality work on health protection and medical support improves working conditions and reduces the risks of occupational injuries and diseases.

JSC NC AMTP, in accordance with state requirements for labor protection, carries out certification of working conditions at production facilities. This includes a set of measures to assess working conditions in order to identify harmful or dangerous factors and take measures to improve working conditions.

In 2022, based on the results of certification of production facilities for working conditions, the Company established 145 workplaces, in which 137 workers, or 26.8% of the total number of employees of JSC NC AMTP, are employed in harmful, difficult and stressful working conditions.

In order to dynamically monitor the health status of workers and further take effective measures to improve their health, the employer is legally required to conduct mandatory medical examinations and examinations of the decreed contingent of workers engaged in heavy work, with harmful (especially harmful) and (or) dangerous working conditions. A high-quality and timely medical examination makes it possible to prevent the development of occupational and chronic diseases, as well as to avoid the risk of a sudden deterioration in an employee's health at the workplace, including death, and to determine their suitability for work.

In 2022, 377 employees at JSC NC AMTP underwent mandatory periodic medical examinations. In accordance with the Rules for conducting mandatory pre-shift medical examinations of employees of JSC NC AMTP, paramedics of the Company's medical center conduct pre-shift/pre-trip medical examinations in order to prevent employees of JSC NC AMTP from being allowed to shift in the following cases:

- 1) the presence of signs of disability (high temperature, high/low blood pressure, poor coordination of movement, speech impairment, etc.);
- 2) presence of signs of use of alcohol, narcotic drugs, psychotropic substances.

WORKER PARTICIPATION, CONSULTATION AND COMMUNICATION ON OCCUPATIONAL HEALTH AND SAFETY ISSUES (GRI 403-4)

The Company has a production council, which is an integral part of the labor protection management system in JSC NC AMTP and represents one of the forms of employee participation in the management of labor safety and health.

The main objectives of the Council are the following:

- continuous improvement of the working conditions and safety of workers by improving technological processes, technical equipment, improving the skills of workers and timely provision of personal protective equipment;
- involving personnel in active participation in safety and security work;
- reducing the number of cases of industrial injuries.

To identify dangerous working conditions, technical inspectors have been included in the Council. The number of trained technical labor safety inspectors in the Company is 12 people. Their responsibilities include conducting inspections of working conditions, developing and issuing proposals to improve working conditions and safety in the organization, as well as the possibility of stopping the work of individual production facilities, workshops, sites, workplaces and the operation of equipment and mechanisms.

OCCUPATIONAL HEALTH AND SAFETY TRAINING FOR WORKERS (GRI 403-5)

One of the main preventive measures in the occupational safety and health management system aimed at reducing the number of accidents in the workplace is training specialists and workers in safety rules in accordance with the requirements of the Labor Code, authorized bodies and local legislation.

Below is information on the number of workers trained in occupational health and safety in 2022.

Training topics	Number of trained employees, people
<i>on labor protection</i>	452
<i>on industrial safety</i>	448
<i>on fire safety</i>	455
NEBOSH (International Certificate for Health and Safety at Work)	3
IOSH Managing Safely (International Safe Work Certificate)	1
Accident Investigation	2
Safe driving	23
Total	1 384

PROMOTION OF WORKER HEALTH (GRI 403-6)

In order to support and improve health, in accordance with the terms of the Collective Agreement, concluded between JSC NC AMTP and its workforce for 2020-2022, once a calendar year all employees of the Company are paid a health benefit in the amount of the official (tariff) salary.

In pursuance of the State Program for the Development of Physical Culture and Sports in the Republic of Kazakhstan and in order to create a healthy lifestyle for the employees of JSC NC AMTP, strengthen their health and prevent diseases at work, the Company carries out physical education and sports work during the working day.

To achieve these goals, JSC NC AMTP operates a sports and recreation complex, where all the necessary conditions for physical education and sports have been created. Every day, in accordance with the operating regulations of the sports and fitness complex, individual and group classes on weight correction, bodybuilding, powerlifting and bench press classes are held in the gym. In the group program hall, classes in fitness aerobics, yoga stretching, table tennis, boxing, and classical wrestling are held five times a week.

Daily records are kept of those participating in the Company's gym and group program hall, according to the results of which the number of visits to the sports and fitness complex by the Company's 75 employees amounted to 2,810 times in 2022.

PREVENTING AND REDUCING OCCUPATIONAL HEALTH AND SAFETY IMPACTS DIRECTLY RELATED TO BUSINESS RELATIONSHIPS (GRI 403-7, 2-8)

The company, in interaction with suppliers when purchasing goods, works and services, makes demands regarding the implementation by suppliers of necessary measures and compliance with regulatory legal acts of the Republic of Kazakhstan on safety precautions, fire safety, labor protection and the environment.

The Company has adopted the Standard "Safety management when performing work by contractors at JSC NC AMTP", which includes obligations to comply with legislative and local acts of the Company, conduct orientation meetings and introductory briefings on safety and labor protection with contractors' personnel, as well as monitoring their compliance.

WORKERS COVERED BY THE OCCUPATIONAL HEALTH AND SAFETY MANAGEMENT SYSTEM (GRI 403-8)

Occupational safety processes are managed in accordance with the Health and Safety Management System Guidelines. The manual was developed in accordance with the requirements of ISO 45001:2018 and is the main document regulating the management of occupational safety and health in the group of companies of JSC NC KTZ.

The industrial safety management system is aimed at ensuring occupational safety and health protection of all Company employees, contractors and other interested parties who may be exposed to hazards associated with the activities of NC AMTP JSC.

OCCUPATIONAL INJURIES (GRI 403-9)

During the reporting period of 2022, the Company experienced 3 work-related accidents. Of these, 3 cases occurred with dockers-mechanists, including 2 cases with severe injuries.

The places where injuries were concentrated were: the cargo area.

Works during which accidents occurred: loading and unloading – 3.

Types of incidents leading to accidents:

- fall of the victim 2 cases;
- exposure to moving, flying, rotating objects and parts 1 case.

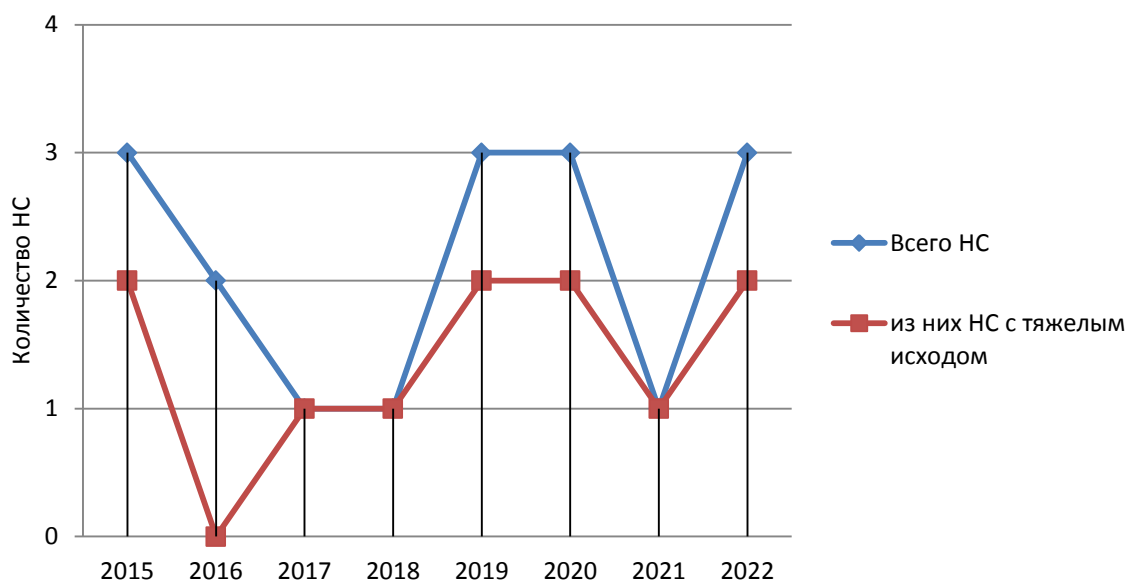
The root causes of the system level of the above accidents for 2022 were:

- 1) organizational errors and shortcomings in the management and control system on the part of the management of the loading and unloading complex, which created conditions for dangerous actions by workers, which led to subsequent accidents;
- 2) poor quality, incomplete identification of risks and sources of danger at workplaces during loading and unloading operations by the management of the loading and unloading complex;
- 3) incorrect motivation at work, in which the priority of production or temporary tasks prevails, which creates the preconditions for workers to neglect production safety requirements and leads to unsafe behavior.

In order to correct the situation, work is being done to prevent unsafe behavior of workers, create a positive labor safety culture, as well as eliminate organizational errors and shortcomings in the management of production processes.

During this work:

- 1) training programs on occupational safety and health, industrial safety have been revised, taking into account the specifics of the Company and the work performed, with an emphasis on developing practical skills for safe work;
- 2) the labor protection and industrial safety service constantly monitors employees' compliance with safety requirements when performing loading and unloading operations by reviewing and further reviewing with employees the recordings of external video surveillance cameras with recorded violations;
- 3) workers are shown videos of violations, as well as videos of correct, safe work with their participation, downloaded from recordings of external video surveillance cameras, thereby, in the course of further joint analysis, the emotional involvement of workers in the process of increasing the level of industrial safety is formed. In general, this approach in the format of working on practical errors is aimed at improving the labor safety culture among workers;
- 4) work on carrying out road safety measures has been strengthened: in 2022, 103 fire safety reports were carried out, with 75% of them carried out in the 3-4 quarters of 2022 in order to strengthen the work to prevent injuries.



Dynamics of industrial injuries over the past 8 years

During the period from 2015 to 2022, the Company experienced 17 work-related accidents:

- 2015 – 3 cases;
- 2016 - 2 cases;
- 2017 – 1 case;
- 2018 – 1 case;
- 2019 – 3 cases;
- 2020 – 3 cases;
- 2021 – 1 case;
- 2022 – 3 cases.

Of these, 11 cases had a severe outcome.

Types of incidents leading to accidents:

- fall of the victim;
- the victim falls from a height;
- exposure to moving, flying, rotating objects and parts;
- collapse, landslides, falling objects, materials, earth, etc.

The locations where 15 of the 17 injury cases were concentrated were: cargo area – loading and unloading complex.

WORK-RELATED DISEASES (GRI 403-10)

In accordance with the Collective Agreement concluded between JSC NC AMTP and its workforce for 2020-2022, the Company has assumed obligations to comply with standards in the field of social and labor relations, provide material support and social guarantees to employees affected by accidents cases at work and occupational diseases.

The Medical Center of the Occupational Safety and Industrial Safety Service continuously registers, records and analyzes all cases of work-related illnesses of employees, which may include acute, recurrent and chronic health problems caused or aggravated by working conditions. These include diseases of the musculoskeletal system, skin and respiratory diseases, malignant tumors, diseases caused by physical factors (for example, noise-induced hearing loss, vibration-induced diseases) and mental diseases (for example, anxiety, post-traumatic stress disorder).

Below is information about the morbidity of the Company's employees in 2022.

Name	Number of cases	Number of days
Cardiovascular diseases	12	171
Arterial hypertension	36	330
Colds	262	1335
Digestive diseases	36	286
Diseases of the kidneys and genitourinary system	18	152
Diseases of the musculoskeletal system, osteochondrosis	108	498
Diseases of the eyes, ears, nose	7	42
Skin diseases	18	150
Neoplasm	37	616
Nervous system diseases	2	17

INDEX OF GRI STANDARDS DISCLOSURES IN THE REPORT (GRI 102-55)

GENERAL INFORMATION

GRI Standard	Disclosure	Page in the Report	Sections of the Report	Reasons for not disclosing information
GRI 1: Framework 2021				
GRI 2: General Disclosure Elements 2021				
The organization and its reporting practices				
2-1	Information about the organization	Page 50	"Contact Information"	
2-2	Subjects included in the organization's sustainability reporting	Page 2	"About the Report"	
2-3	Reporting period, frequency and contact person	Page 2	"About the Report"	
		Page 50	"Contact Information"	
2-4	Revision of information	-	-	No revised information available
2-5	External assurance	-	-	This Report has not been independently verified
Activities and employees				
2-6	Operations, value chain and other business relationships	Page 9 in the Company's Annual Report for 2022 (<i>hereinafter referred to as the AR</i>)	"Areas of activity" AR	Information disclosed in AR
		Page 18 GO	"Structure of authorized capital" in AR	
2-7	Employees	Page 34	"Employment"	
		Page 37	"Occupational Health and Safety"	
2-8	Workers who are not employees of the organization	Page 40	"Preventing and reducing occupational health and safety impacts directly related to business relationships"	

Control				
2-9	Structure and composition of management bodies	Page 50 AR	"Corporate Governance Structure" AR	Information disclosed in Civil Defense
		Page 56 AR	"Board of Directors" AR	
		Page 85 AR	"Board" AR	
2-10	The process of nominating and selecting candidates for the highest governing body	Page 56 AR	"Board of Directors" AR	Information disclosed in AR
2-11	Chairman of the highest governing body	Page 56 AR	"Board of Directors" AR	Information disclosed in AR
2-12	Role of the highest governance body in overseeing impact management	Page 2	"About the Report"	
		Page 27	"Water and Discharges"	
		Page 29	"Emissions"	
2-13	Delegation of responsibility for impact management	Page 27	"Water and Discharges"	
		Page 29	"Emissions"	
2-14	Role of the highest governance body in sustainability reporting	Page 2	"About the Report"	
2-15	Conflicts of interest	Page 96 AR	"Conflict of Interest Management" AR	Information disclosed in AR
2-16	Keeping senior management informed of critical issues	Page 93 AR	"Compliance controller" GO	Information disclosed in Civil Defense
		Page 50 AR	"Significant risks" of civil defense	
2-17	Collective awareness of the highest governance body	Page 74 AR	"Report on compliance with the principles and provisions of the corporate governance code" AR	Information disclosed in AR
2-18	Evaluation of the activities of the highest governing body	Page 70 AR	"Assessment of the activities of the Board of Directors" AR	Information disclosed in AR
2-19	Remuneration Policy	Wed. 91 AR	"Official Remuneration Policy" AR	Information disclosed in AR
2-20	The process of determining the	Wed. 91 AR	"Official Remuneration	Information disclosed in AR

	amount of remuneration		Policy" AR	
2-21	Annual Total Remuneration Ratio	-	-	Confidential - cial information
2-22	Sustainability Strategy Statement	Page 19 AR	"Development Strategy" AR	Information disclosed in AR
		Page 5	"Results of achieving the strategic goal "Ensuring sustainable development of the Company" in 2022	
2-23	Commitment to politicians	Page 19 AR	"Development Strategy" AR	Information disclosed in AR
		Page 38 AR	"Regulatory environment" AR	
		Page 49 AR	"Tasks of the risk management and internal control system" AR	
		Page 66 AR	"Report on the activities of the board of directors" AR	
		Page 74 AR	"Report on compliance with the principles and provisions of the company's corporate governance code" AR	
2-24	Fulfilling our obligations	Page 42 AR	"Debt load" AR	Information disclosed in AR
2-25	Processes for eliminating negative impacts	Page 27	"Water and Discharges"	
		Page 29	"Emissions"	
2-26	Mechanisms for seeking advice and raising concerns	Page 97 AR	"Corporate ethics" AR	Information disclosed in AR
2-27	Compliance with laws and regulations	Page 38 AR	"Regulatory environment" AR	Information disclosed in AR
2-28	Membership in associations	Page 17 AR	"Participation in associations" AR	Information disclosed in AR
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2-29	Stakeholder	Page 17	"Interaction with	

	Engagement Approach		stakeholders ”	
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		Page 4	"Sustainability Management"	
GRI 3: Material Topics 2021				
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3-2	List of material topics	Page 18	“Significant aspects of activity”	

DISCLOSURES ON MATERIAL TOPICS

GRI Standard	Disclosure	Page in the Report	Sections of the Report	Reasons for missing disclosures
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201-2	Financial implications and other risks and opportunities associated with climate change	Page 24	Financial implications and other risks and opportunities associated with climate change	
201-3	Liabilities under defined benefit and other pension plans	Page 25	Defined benefit obligations and other pension plans	
201-4	Financial assistance received from the government	Page 26	Financial support received from the government	
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305-2	Indirect greenhouse gas emissions in the energy sector (scope 2)	Page 30	Indirect (scope 2) greenhouse gas emissions from the energy sector	
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GRI 403 (2018): WORKPLACE HEALTH AND SAFETY				
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403-2	Hazard identification, risk assessment, accident investigation	Page 37	Hazard identification, risk assessment and incident	

			investigation	
403-3	Health services	Page 38	Occupational Health Services	
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CONTACT INFORMATION (GRI 2-1, 2-3)

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