

Sustainability Report 2015-16



safe | smart | sustainable



Resources



Logistics



Energy

adani™



About the Report

This is Adani Ports and Special Economic Zone Limited's (APSEZ) FIRST SUSTAINABILITY REPORT. Sustainable Growth and Development has been a part of Adani's inclusive growth agenda and this report is another reflection of its commitment towards accountability and transparency to its stakeholders.

The report has been developed with reference to GRI-G4 guidelines and is a 'core' report. This report presents information about two ports – Mundra & Hazira. For GHG and energy aspects, Mundra Utility Private Limited (MUPL), a 100% subsidiary of APSEZL, is also covered in the aspect boundary. AICTPL, a recent initiative at Mundra, is under construction, and therefore not a part of the report.

The report covers the financial and ESG information for the period 1st April 2015 to 31st March 2016. It contains data and information for the identified material aspects for the said ports only.

Material issues discussed in this report, were identified through Internal meetings and external stakeholder consultations. Though APSEZ engages with its stakeholders on different platforms as and when required, these consultations were specifically designed to capture the concerns of stakeholders on sustainability parameters associated with APSEZ. These have been elaborated upon later in the respective sections in the report.

The report highlights areas where we have achieved most significant results and also outlines our focus areas for the future. Through this reporting process APSEZ has attempted to establish various systems and processes that will now be treated as a regular processes at APSEZ. Efforts shall be made towards strengthening of the existing systems as well as creation of new ones.

This report has been externally assured by an independent party. The assurance statement thus issued has been included in the report.

Henceforth, APSEZ will produce sustainability report on an annual basis in alignment with its annual reporting cycle, to the extent possible. For your suggestions and feedback kindly write to us at: sustainability.apsez@adani.com



Safe-Smart-Sustainable

The phenomenal growth of APSEZ takes cognisance of the fact that its activities have an impact on its environment and communities around.

This expansive flow towards development is therefore:

SAFE – an ingrained approach that extends to safety of vessels and safe workplace.

SMART – constantly striving to increase the port efficiency through ingenious trade flow solutions, taking into account economy and ecology.

SUSTAINABLE – creating regions where people love to live and work, while thriving in their environs.

The year at Mundra & Hazira

118, the
**highest number
of vessels**

handled at SPM terminal
(IOCL, HMEL)

10.95 MMT of crude oil
was handled by HMEL, for the
first time ever
at their SPM at Mundra

**Longest ever
container vessel**

(365.9m) berthed at Mundra port
AICTPL



MV Martha Oldendorff,
GRT – 1, 06, 884, the
**highest GRT
vessel**

handled at MPT Terminal

Carbon Footprint Assessment

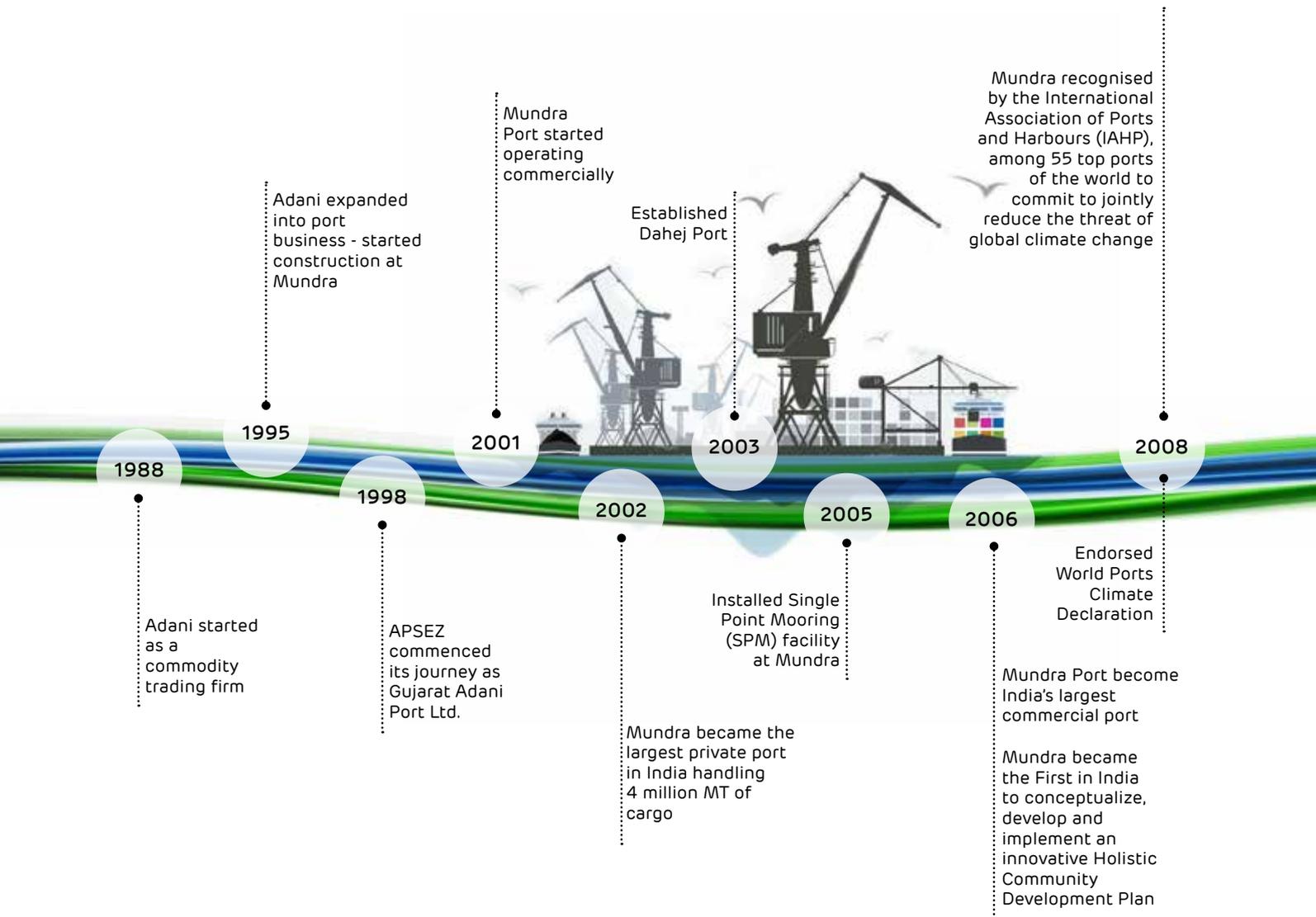
study conducted at Hazira & Mundra

First ever Sulphur vessel

handled at Hazira Port of AHPPL

An aerial photograph of a large industrial port terminal. The facility features several prominent blue buildings and a complex network of conveyor belts and walkways. A large, dark, flat area, possibly a storage yard for coal or other raw materials, is visible in the background. In the foreground, a concrete pier extends into a body of water. The sky is clear and blue, and the overall scene is brightly lit, suggesting a sunny day.

Towards green ports



contents



Message from the CEO



Adani – the Global Indian



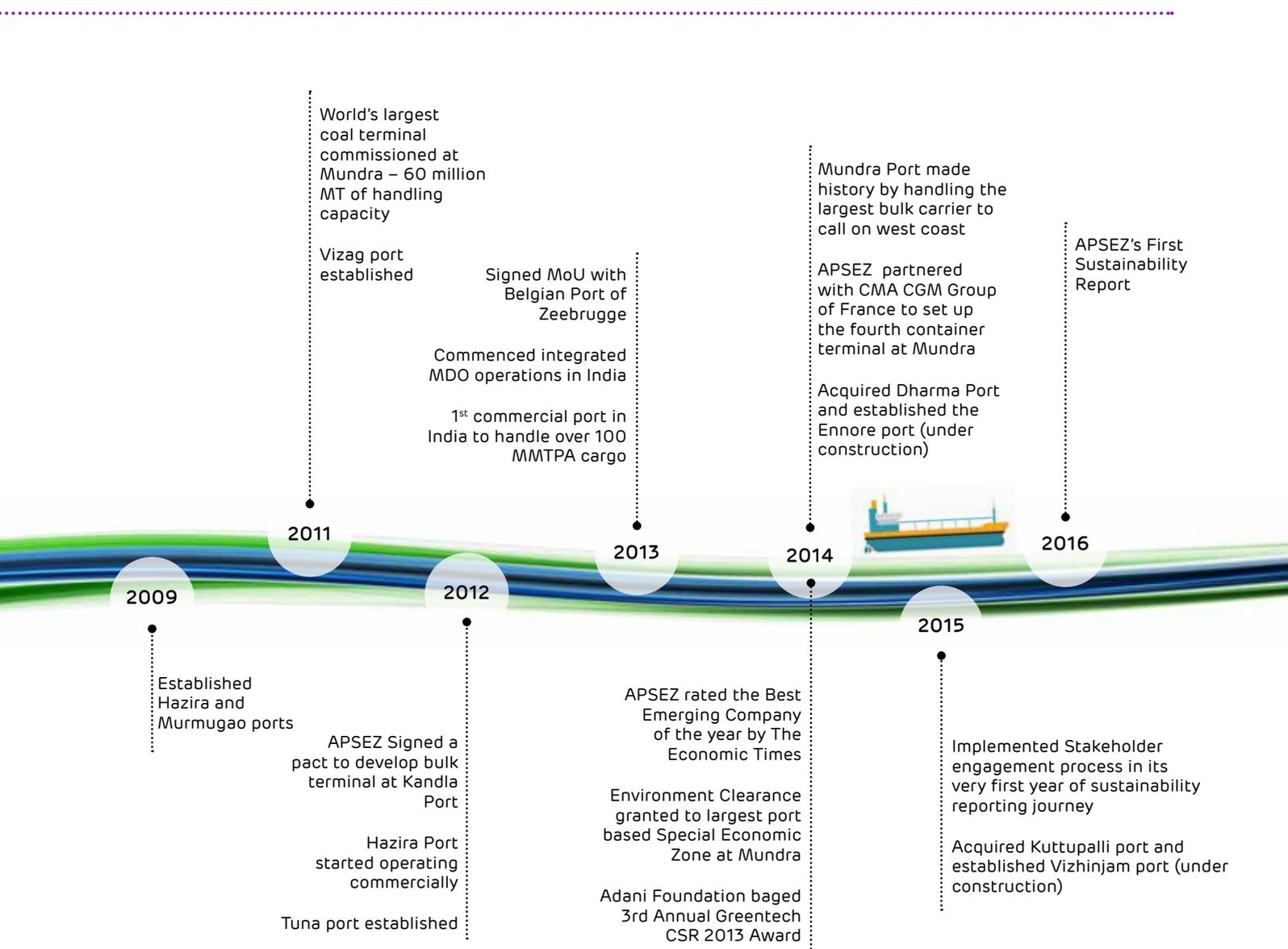
About APSEZ



The Driving Force



Building Trust



Sustainable Enterprise



Blue – the new Green



Growing Together



A culture that works



GRI Index

Message from the CEO

Dear Stakeholder

From modest beginnings, in 1998, Adani Ports and Special Economic Zone (APSEZ) has travelled fast and far to become the largest port developer and operator in India. Our first port, at Mundra, in Gujarat, is today the flagship of a portfolio comprising ten outstanding ports along India's east and west coast, each contributing to nation building.

Along the way, we have endeavoured to improve practices both within and beyond our business, with a focus on the environment and social and economic initiatives that take us closer to a model of sustainable development. That, in fact, is APSEZ's goal: to create, and to be able to operate within, an environment that is sustainable. Personally, I feel immensely gratified when I see the exceptional commitment of each of our employees and partners towards the environment, wellness and safety.

This is APSEZ's first Sustainability Report, and its theme is 'Smart, Safe, and Sustainable'. The report covers the period of FY 2015-16 and contains examples of innovations and improvisations implemented across APSEZ's ports: their aggregate impact has been significant, improving lives as well as our business. I thank you all.

APSEZ has been working on sustainability for many years and this Report is an opportunity to share our vision with stakeholders. We have initiated the engagement not only to keep you informed; we want to deepen our dialogue so we are able to address your concerns, and learn from you.

As a responsible corporate entity APSEZ is committed to community development. Adani Foundation, through which we conduct our CSR activities, operates in four thematic areas - education, community health, sustainable livelihood, and rural infrastructure development for local communities.

Four defining principles bind our work:

- First, we uphold the dignity of labour, which means a commitment to the highest standards of personal health and safety for our biggest assets - our employees and stakeholders.
- Our pledge to both protect the environment and ensure it blossoms for future generations is a second guiding principle, illustrated by our work on waste management, the creation of multiple green zones at our facilities, clean-energy initiatives, and our massive marine ecology initiative, which, to March 2016, had completed 2,784 hectares of mangrove afforestation and 1,254 hectares of mangrove conservation. We are already recognised as one of the greenest port operators in the world, winning accolades for our largest single initiative - the mangrove conservation and afforestation.
- Third, our efforts to retrain local communities for new livelihoods, from fishing to carpentry, for example, as well as underpinning traditional activities, such as fishing itself, illustrates our embrace of inclusive growth by spreading opportunity to all.
- Fourth, and finally, we are firm believers in economic enterprise as the singular force for improving the quality of lives for people and their families by providing jobs and security.

Our respect for communities and their environment also drives our search for better and more efficient ways of doing things. So we constantly strive to apply new technology to old practices, and whether innovating to optimize resources or implementing greater green initiatives, we are always applying our knowledge and expertise to make our business, as well as our communities, more inclusive and sustainable.

We operate in an ever-changing industry in which our stakeholders' demands are high, and rising. The competitive pressure to continuously re-educate ourselves in all aspects of our operations, and so

“We are one of the world’s greenest port operators. This growth comes with a deep sense of commitment towards sustainable growth.”



remain ahead of the pack, is intense. Innovation will continue to define and shape the global ports industry. Innovation has always defined and shaped APSEZ, and I am confident that this will ensure that we remain the number one choice for our stakeholders.

One of the reasons why we enjoy this status is because of the recognition of our record of commitment and achievement across multiple fronts, including operations, environment, occupational health, and safety and quality practices. Our participation in the C-40 World Ports Climate Declaration and as a winner of the IAPH Busan Open Award is proud testimony of our excellent record and focus on green initiatives.

To be able to support our primary mission of providing outstanding port services and logistics for customers around the world, we must also relentlessly observe the highest ethical standards.

APSEZ’s ethical and behavioural principles, which apply in each country in which we are active, are described in our Code of Practices and Procedures for Fair Disclosure of Unpublished Price Sensitive Information. The Code is intended to serve as a guide to ethical conduct for all our employees, and together with our Core Values of Courage, Trust and Commitment, forms the foundation for all our actions. This, then, is the template for how we work with each other, clients, business partners and communities. It is my expectation that all employees will unconditionally commit to our Code of Conduct and

ensure our diverse and dynamic organisation acts to the highest levels of integrity.

APSEZ is by a long measure India’s top ports and logistics services provider by quality, reliability, safety, innovation and network coverage, a record that also positions the company comfortably among global peers. Mundra Port continued to be ranked 1st for cargo handling and 2nd for container cargo handling among Indian ports, for the past year. Total cargo handled at all our ports rose 5 %, including a 17 % rise in container cargo volume. Coal volumes declined 8 % from the previous year, due to fall in imported coal. For the first time, volume growth at our eastern ports, at 23 %, exceeded the rise at ports on the west coast.

The past year, 2015-16, was an eventful one, marked the complex but successful addition of Vizhinjam Port, in Kerala, the acquisition of Kattupalli Port in Tamil Nadu. For the year ahead, FY 2016-17, we have a well-defined strategy to meet, and even surpass, global standards on all aspects of port operations.

This is how we have got to where we are, and we do not intend to stand still.

A handwritten signature in black ink, appearing to read 'Karan Adani', written in a cursive style.

Karan Adani
CEO, APSEZ

Adani – the global Indian

India's Largest
port operator with
10 ports
& terminals

No.1
coal importer
in India

Commissioned World's
Largest
Coal terminal

Largest
power producer in
India

Commissioned India's
Largest
Solar plant

Wilmar – the
Largest
palm oil manufacturer
in India

Adani Group is one of India's fastest growing conglomerates. Enthused by an enduring vision to catalyse economic growth, it pursued pioneering approaches for creation of long-term shareholder value with the unceasing enrichment of societal and environmental capital.

Adani Enterprises, flagship entity of the group and the brain child of Mr Gautam Adani, was set up in 1988 as a small commodity trading firm as the erstwhile Adani Exports Limited. In a short span of 25 years, the group has etched its mark on the skyline. It finished the fiscal year 2014-15 as the largest power producer in the country, as the largest ports and logistics

business in the country and as the largest coal management company in the country. It was also the fastest growing entity along with each of the business verticals with a CAGR of 30% over the past 5 years. By the end of the year 2015, it ranked 6th on the basis of market capitalization.

Adani Enterprises started as a trading firm dealing in myriad commodities. Over a period of time, coal became its main stay and it emerged as India's leading coal importer, thereby making forays into multiple sectors as strategic forward and backward integration initiatives. In 2012, it established itself as a leading

infrastructure conglomerate and put together an integrated value chain that is unique and in many ways unparalleled anywhere in the world. This integrated value chain has three components: Resources, Logistics and Energy and is estimated to result in 90% of the revenues of the company.

The companies that emerged hence were Adani Ports and Special Economic Zone Limited and Adani Power and the recently launched Adani Transmission Limited. The net worth of Adani Enterprises is Rs 28,000 crores, just a shade above Adani Ports and SEZ's Rs 25000 crores. Adani Power, the youngest entrant is valued at Rs 9000 crores.

Vision

To be the globally admired leader in integrated Infrastructure businesses with a deep commitment to nation building. We shall be known for our scale of ambition, speed of execution and quality of operation.



Resources

The Resources business is the largest coal importer in India apart from being the largest thermal power producer in the private sector. Its consolidated income from its operations stands at Rs 44,023 in 2015-16 from a combined capacity of 4,620 MW. It develops and operates mines in India, Indonesia and Australia as well as trades in coal across countries. The extractive capacity was 4 MMT in 2014. Plans are in place to expand into Oil and Gas exploration.



Logistics

Adani's Logistics business is an integration of three verticals – Ports, Logistics and Special Economic Zone (SEZ). The company has a pan-India presence in ten locations with Mundra port in the Gulf of Kachchh as India's largest commercial port. Mundra benefits from accrued advantages of a deep draft seaport, logistical connectivity and aligned infrastructure and is the most preferred maritime gateway for diversified businesses. The total volume of cargo handled by Adani Ports increased from 13 MMT in 2005-06 to 144.25 MMT in 2014-15. Mundra port today caters to 17 per cent of India's coal imports and will have a share of 25 per cent at its peak.



Energy

The group has a diversified and a strong presence in the energy sector. 75% of the energy that it produces is pre-sold in long term arrangements. It has built India's largest and among the world's top 5 single location thermal power plant at Mundra. Transmission has set up around 5000 kms of transmission network in less than 4 years to ensure seamless distribution of power. With a mission of becoming a world leader in renewable power generation technologies, Adani is venturing into solar power generation and PV equipment manufacturing. Adani Gas is developing networks to supply the Piped Natural Gas (PNG) and Compressed Natural Gas (CNG) to the transport sector.

Vision 2020

Handle 200 million tonnes of cargo across all ports, own 20 cap-size ships, generate 20,000 MW of power, mine 200 million tonnes of coal across geographies.



“At Adani, risk taking is not just another attribute that is cherished, but a differentiator that is pro-actively cultivated. Adanians are groomed into a culture of entrepreneurship, continuously nurtured and empowered to take decisions that are beneficial for the business and society at large. It is this quality of perseverance and dynamism that has shaped us into who we are!”

- Dr. Malay Mahadevia, Whole Time Director

A culture of...

P_{assion}

Performing With
Enthusiasm &
Energy

R_{esults}

Consistently
achieving
goals

I_{ntegration}

Working across
functions &
Businesses to
create synergies

D_{edication}

Working with
commitment in
the pursuit of our
aims

E_{ntrepreneurship}

Seizing new
opportunities
with initiative &
ownership

Values, ethics and integrity

For APSEZ, ethics define the way of doing business. The company has laid down certain values and principles which have been imbibed by everyone in the organization – it unites all by a common purpose.

Adani stands tall on three pillars of **Courage, Trust** and **Commitment**.

Its vision, mission and values define who they are, what they aspire to do and why do they want to do. These values are the guiding light that will spearhead APSEZ towards its 2020 vision; guide the company to have courage to accept new ideas and businesses; to have trust on each other including employees and stakeholders; to deliver on its commitment and adhere to high standards of business practices.

To communicate the essence of these values to all our employees, APSEZ has devised an innovative mechanism that explains the importance of implementing these in one's personal as well as professional life – through the game of 'Snakes and Ladders'.

APSEZ has laid down two separate codes of business conduct and Ethics. One for the board members and the senior management of the company, and a separate code of conduct defining the duties of Independent Directors as per the Companies Act, 2013.

In addition to the code of conduct, certain policies such as the Whistle blower policy, CSR policy, Business Responsibility policy and OHS & Environment policy, govern all activities & performance.

Presence of a whistle blower policy demonstrates the company's efforts to conduct business in an ethical manner and prevent misconduct. The policy provides its employees a platform to raise concerns or report fraud or suspected frauds without fear of retribution.

Due to implementation of such effective avoidance mechanisms & access to forum to raise the voice against intolerant matters, there have been no reported cases of corruption during the reporting period.

Considering the changing societal expectations & need to integrate societal values with business values, APSEZ formulated a CSR policy as per the requirement of the new companies act 2013, schedule 7. The CSR policy demonstrates the company's commitment towards the local communities surrounding its operations. The policy details out the CSR objective and the work plan to achieve objectives.

APSEZ has a Business responsibility policy to fulfil its responsibility towards integrating the triple bottom line – economic, environment and social. The policy mentions its commitment to fulfil all the principles laid down in the national voluntary guidelines.

The 'Occupational Health, Safety & Environment' Policy acts as a guideline to work towards health and safety of all employees. The company also has in place guidelines for providing a safe and healthy work environment for its stakeholders.



About APSEZ

India's largest private multi-port operator with a total capacity of 338 MMTPA

Integrated logistics solutions

Owns and operates India's largest capital dredging fleet

State-of-art fertiliser and steel cargo handling and storage facilities at Mundra

Initial public offering for APSEZ in 2007 oversubscribed 15 times

APSEZ commenced its journey in 1998 as Gujarat Adani Ports Ltd. & started commercial operations in 2001 at Mundra, Gujarat. The company was re-named as 'Adani Ports and Special Economic Zone Ltd' in 2012. From its modest beginnings with just two multipurpose berths at Mundra, in the Gulf of Kutch in Gujarat, it today has 24 berths and is India's largest commercial port.

Over the years APSEZ has played a significant role by enabling industries to expand their reach to national as well as international boundaries by creating a network of ports & terminals. It plays an eminent role in connecting resource-rich East to consumption-led North/West.

Our Global Presence

APSEZ's unique selling proposition is that it provides a global maritime trade route and connects India with countries such as Africa in the west and China in the east. Its major services include handling of dry bulk, break bulk, cryogenic gas, POL & liquid and container cargo, dredging & marine services including coal, crude, containers, chemicals, fertilizers, agri products, steel & project cargo, edible oil, automobiles, minerals and timber. Its strength lies in providing end-to-end cargo handling solutions starting from anchorage, pilotage, tug-pulling, berthing, internal transport, storage and value add to evacuation by rail or road.

APSEZ through adoption of latest technologies has attracted national & international customers like Maruti Suzuki, Reliance, Hindustan Petroleum, Tata Steel and Indian Oil. It has global partnerships with organizations such as MSC – Global Container shipping

company and CMA CGM – Container transportation and shipping company.

APSEZ respects the customer privacy by signing the contract agreement with its client; where it is agreed that no party without the prior written consent shall disclose any confidential information in connection with the performance of the company. APSEZ takes all the necessary steps to ensure that the efficient & safe cargo handling services are provided to the clients & it adheres to the rules & regulations in this regard. No cases regarding breach of customer privacy have been reported till date.

Recent Developments

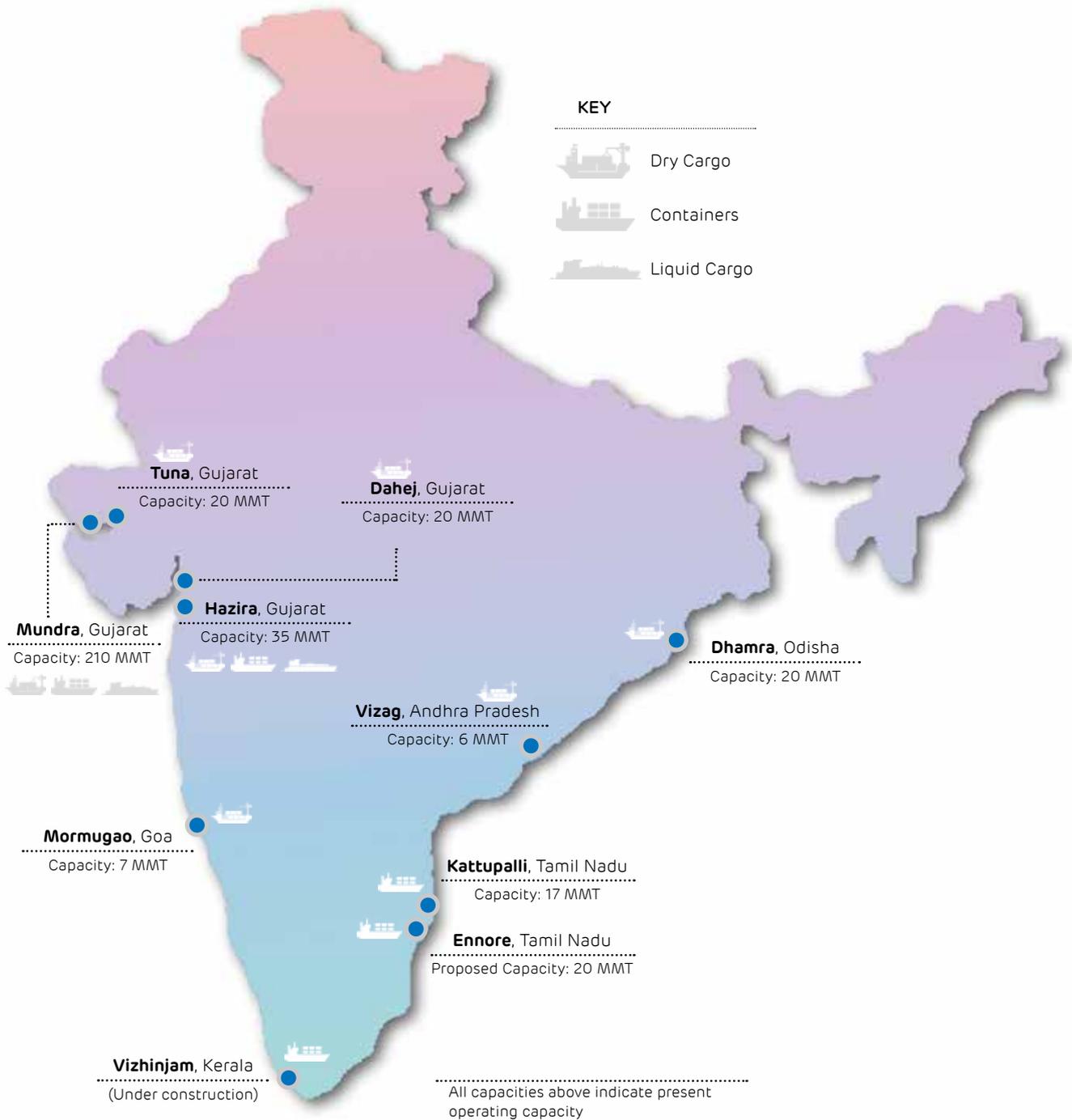
APSEZ recently entered into an in-principle agreement with L&T Ship Building Limited (LTSB) for strategic acquisition of the Kattupalli Port in Tamil Nadu. While awaiting the necessary approvals, the company, through its subsidiary Adani Kattupalli Port Private Limited, entered into an arrangement and has taken over the operations of the Port in 2015. APSEZ is also setting-up India's first international deep water seaport at Vizhinjam in Kerala.

APSEZ will expand its existing terminal at Adani International Container Terminal Private Limited (AICTPL) at the Mundra Port. The expansion is being carried out to create a transshipment hub for the Middle East, South Asia and India.

The company has undergone a major exercise last year for business transformation for streamlining of processes and improving synergies.

APSEZ is India's largest integrated logistics provider with a presence at 10 port locations pan India with market capitalization of Rs 51297.48 crores. It has a strategic functional advantage because of location of its **various ports & terminals covering almost the entire Indian coastline:**

Mundra in the Gulf of Kutch; Dahej, Gujarat; Hazira, Gujarat; Tuna – Tekra, Gujarat; Mormugao, Goa; Vizag, Andhra Pradesh; Vizhinjam, Kerala (under development); Ennore, Tamil Nadu (under development); Kattupalli, Tamil Nadu; and Dhamra Odisha.



Special Economic Zone (SEZ)

The Special Economic Zone Policy was framed in April 2000 by the Government of India with an objective to increase exports, attract Foreign Direct Investment and to accelerate the economic growth of the country. Adani's multi-product SEZ at Mundra is the largest and only port-based SEZ in the country with a notified area of 6456.3349 Hectares. Exports from Mundra SEZ upto March 2016 were about Rs 12,729 crores (cumulative). Mundra SEZ with its multi-modal connectivity including road, rail, sea port and airport is expected to attract

more investments in the coming years. Further, based on approvals from Government of India, APSEZ has set up a 168.41 Hectares Free Trade Warehousing Zone (FTWZ) and a multi-product SEZ over an area of 1856.5335 Hectares at Mundra. As the above three SEZs are adjacent to each other, APSEZ has also approached Government of India for clubbing of these SEZs into one multi-product SEZ with combined area of about 8481.28 Hectares. The proposal has since been approved by the Government of India.

Multi product SEZ



Multi-product Special Economic Zone

Free-trade warehousing zone



Free trade warehousing zone, spread over 168 hectares

Social Infrastructure



As part of strategy for cluster based development, two separate clusters i.e (i) an Electronics Manufacturing Cluster (EMC) including solar energy equipment & its ancillary units and (ii) a Mega Food Park are being developed within the SEZ over an area of 259.70 Hectares and 23.10 Hectares respectively. In addition to the 16 co-developers approved by Government of India for providing various infrastructure facilities, as

on March 31, 2016, total 32 entities have obtained approval for setting up of their units in the SEZs. Some of them have already started operations & export activities. Some are under construction. These units have already invested about Rs 1840 crores. This will effectively contribute to the landmark "Make in India" initiative of the Government of India.

Gateway to global trade



Largest Multipurpose Port

Connectivity

- India's most convenient gateway to the international destinations in Europe, Middle East, Africa, and the US
- India's Largest commercial port with multipurpose berths
- Private in-zone rail connects to the national freight rail network, providing close proximity to northern hinterland
- Mundra airstrip is licensed under private use category

Multi-modal connectivity



Rail and Road Connectivity

Key sectors at Mundra

- Aerospace and defence
- Automobiles and automobile components
- Chemicals and petro-chemicals
- Construction equipment, materials and technology
- Food processing park
- Infrastructure development
- IT and electronics
- Industrial equipment and machinery
- Pharmaceuticals
- Textiles



Mundra Port

.....
Largest Commercial
Port of India
.....

.....
1st commercial port in
India to handle over
100 MMTPA cargo
.....

.....
40 kms of waterfront
.....

.....
Largest port-based SEZ
.....

The Mundra Port is an infrastructural masterpiece and an important trade link for the country. It is the only port in India with handling and storage facilities for crude oil, containers, dry bulk, break bulk, automobiles and liquid cargo. Mundra can berth the largest post panamax vessel and can handle four million TEUs or Twenty feet Equivalent Units. Strategically situated on international maritime routes, Mundra Port offers multiple benefits for global trade. The gulf acts as a natural shelter for the port, facilitating round-the-clock safe berthing, unberthing and vessel operations. Compared to other ports on the West Coast, Mundra Port enjoys distance advantage to the north-west hinterland of India. This makes it the preferred port for the cargo hubs functioning in the northern and western states and territories of India.

The Mundra location holds special significance in Adani's operations as it houses not only the port but 3 major business verticals.

Mundra Port has adopted ISO 9001:2008 (Quality Management System), ISO 14001:2004 (Environment Management System), OHSAS 18001:2007 (Occupational Health and Safety Assessment Series) and ISO 28000:2007 (Security Management System for Supply Chain). It is also an ISPS and NSPC compliant facility.

Infrastructure: Mundra Port has deep draft, all weather and direct berthing facilities. The berths at the port are capable of handling VLCCs, capesize bulk carrier with draft upto 18.5 meters and container vessels that can carry upto 18500 TEUs.

The Port has world class support infrastructure and assets that include large fleets of tugs, dredgers and Railway Locos. These ensure 24x7 uninterrupted and smooth operations at the port.

Specialized and dedicated facilities: Mundra Port has been a pioneer in setting trends and benchmarks for the port industry in India. For years, ports in the country have adopted the 'one size fits all' approach while creating port and related infrastructure. In contrast, Mundra Port chose to evolve infrastructure around and specific to the commodity, making it multi-specialized and efficient cargo handling facility in the entire logistics value-chain.

These specialized facilities ensure that the port is efficient in operations with optimum productivity parameters (such as vessel turnaround time and discharge rate) comparable to the best in the World.

Marine Safety: Mundra Port has taken extra precautions for marine and vessel related safety. The port's marine infrastructure assets underline the philosophy of being prepared for worst scenarios, even during times of emergencies. The port has a fleet of 72 tons and 56 tons bollard pull tugs.

Motto: The port has enlivened the motto of berths waiting for vessels and not vice versa. This has led to ideal capacity creation which makes it a congestion-free port leading to 'No Pre-berthing delays'.

One Step Ahead philosophy: An intrinsic attribute that human resources at Mundra share in their DNA is the urge to remain one step ahead. The team questions the status quo and stretches themselves to continuously keep on innovating, inventing and re-inventing. This has helped the company conceive and successfully implement ideas leading to operational efficiencies. The zeal to innovate and invent emanates from the organization's ideology of granting freedom in decision making. Employees are empowered to make big decisions and commit resources. This empowerment drives everyone to do better than what was achieved yesterday.

.....
All weather port
.....

.....
8136, the highest
number of Container
rakes handled
in 2015-16
.....

.....
Handled Iron Ore fine
and Fly Ash in jumbo
bags for the first time
.....

.....
Handled Transformers
of 50 MT unit weight
for the first time
.....



Coal handling at Mundra



Container terminal at Mundra



Goliath cranes at Mundra

The specialized and dedicated facilities created at Mundra Port include:

- Fully mechanized coal import terminal known as West Basin. This is the world's largest coal import terminal
- State of art fully mechanized Steel Yard with Goliath cranes, vacuum lifting options, and a pipe cleaning station
- Fertilizer Cargo Complex (FCC) – reducing the rake operation time to half of the prevailing industry standards with a capacity to evacuate 10 rakes per day
- Dedicated container handling terminal known as South Basin
- Roll on Roll off (Ro Ro) terminal with floating pontoon for automobile cargo

Hazira Port

First Sulphur vessel handled at AHPPL in March 2016

Adani Hazira Port Private Ltd. (AHPPL) is located in the Gulf of Khambhat and is proximate to the hinterland of Central & North India. It commenced operations in the year 2012. AHPPL facilitates international trade to Europe, Africa, America and the Middle East. This port is of great significance as it is situated at the core of the biggest chemical manufacturing corridor i.e. South Gujarat (from Vapi to Vadodara).

Adani Hazira Port takes pride in having adopted various ISO standards compliant to the requirements of ISO 9001:2008 (Quality Management System), ISO 14001:2004 (Environment Management System) and OHSAS 18001:2007 (Occupational Health and Safety). Besides, it is also ISPS and NSPC compliant facility. These certifications are testimony to Hazira port's world-class services to customers and being a great place to work. These certificates also underline the Port's paramount focus on creating a safe, secure and healthy environment at the work place.

Marine Infrastructure: Hazira Port has deep drafts, all weather and direct berthing facilities. Hazira port has five operational berths viz. two container berths and three multipurpose berths which can handle dry as well as liquid cargo. Hazira Port boasts superior support



Liquid tank farm at Hazira

infrastructure which include fiveTugs and a water injection dredger that ensures uninterrupted and round-the-clock smooth operations at the port.

Back up Infrastructure: The multipurpose terminal has multiple covered godown and open yards (GSB & Paved area) for storage of large volumes of cargo. Liquid terminal has a tank-farm with 169 tanks capable of storing 4.25 Lakh KL of products ranging from Petrochemicals and Chemicals. The entire tank farm is equipped with enhanced safety features like radar gauging on all tanks for accurate measurement of cargo quantity, motorized valve with opening and closing arrangement from control room, 8 point temperature measuring probe for accuracy of cargo temperature. Adani Hazira container Terminal started its operations in March 2013 and became a preferred gateway port for South Gujarat, Central India and North Maharashtra. Presently terminal has two container berths with installed capacity to handle 750,000 TEUs per annum. Hazira container terminal has congestion free approach roads that allow EXIM trade faster turnaround of their container shipments from port that reduces cost and valuable time. Port also has on-dock EXIM yard with facility of customs examinations, de-stuffing and stuffing which helps importers and exporters in fast clearance of their cargoes.

Of the total rock phosphate import (at AHPPL, Kandla, Mundra and Tuna) during 2015-16, 82% was at AHPPL.

The port is equipped to handle class A/B/C and non-classified chemicals to facilitate import and export of liquid cargo. The tank-farm at the liquid terminal has 169 tanks.

The driving force

Corporate Governance

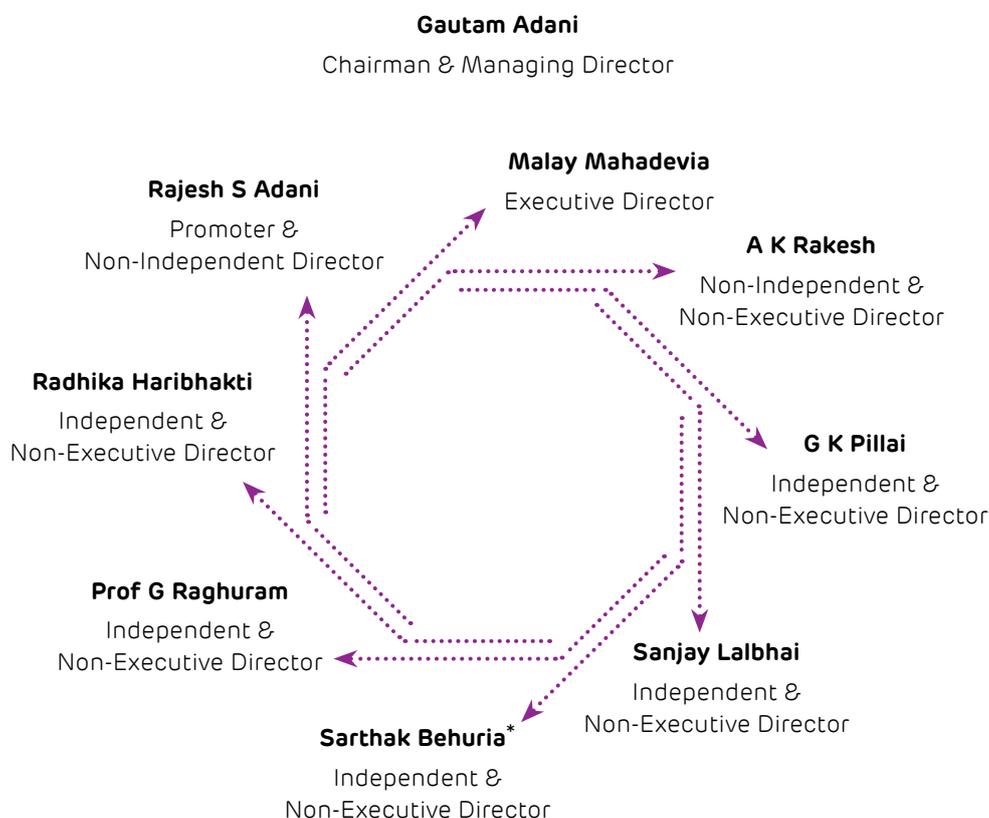
APSEZ has placed clear & effective Corporate governance mechanism which helps it to be accountable, not only to the providers of capital but to all those who have been a resource in shaping up what we are today. Attaching utmost importance to corporate governance and transparency, APSEZ has been proactive in following all the legal requirements. The Company has complied with all the requirements of Corporate Governance under the SEBI (Listing Obligation & Disclosure Requirement) Regulation 2015. It follows a top down approach where corporate governance standards are initiated by the top management and percolate down the organization. For more information on corporate governance,

refer pages 52-68 of our annual report (http://www.adaniports.com/docs/download/AR_2016).

At the pinnacle is the Chairman and the Managing Director along with the Board of Directors. As defined under Regulation 16(1)(b) of the SEBI Listing Regulations, the board comprises of eight directors, of which six are independent and non-executive directors, one Promoter & Non-Independent Director and one executive director.

The board meetings are held once in every quarter and the maximum time gap between any two meetings is not more than 120 days. During FY 2015-16 the board met 6 times.

Board of Directors



* Appointed as an Additional Director w.e.f November 2, 2015 and resigned w.e.f closure of business hours on March 31, 2016

Management committees

Management committees have been constituted by the board to enable a focused and quick decision making in the organization. Each committee is responsible for handling a specific area. These committees are under direct supervision of the Board. Various management committees at APSEZ are:



Compliance Management System

APSEZ has established a well structured IT-enabled compliance management system that provides comprehensive matrix on all applicable legal, statutory & regulatory laws and its management. The system enables the management to track the compliance status through comprehensive compliance dashboards & get cognizance of the non-compliances immediately. Based on the nature of task, there are updates on an annual to a daily basis; for conditional tasks on occurrence of any incident; and, for preliminary tasks, during pre-construction, construction and operation stages. These are then reviewed by the reviewer (functional head) & chief compliance officer.

Apart from the overarching compliance management system, APSEZ also has a well-established risk management framework that allows identification of business risks in various segments & tracking of applicable laws in the relevant areas. APSEZ has also put in place strong internal control systems to evaluate compliance, efficiency & effectiveness of key processes and risks. The formal risk assessment and management system driven by top-level Audit Committee helps to periodically review the risk areas, evaluate the consequences, initiate risk mitigation strategy and implement corrective action wherever required. The risk assessment standards are

reviewed regularly or as and when any change in system or process takes place or any incident takes place.

In addition to all policies, procedures and internal audit mechanisms, APSEZ engages external experts to carry out an independent review of the effectiveness of various business processes. All internal audit processes are web enabled and managed on-line by Audit Management System (AMS). Accordingly, necessary compliance reports are developed & submitted to various regulatory authorities like environmental compliance reports to MoEF/SPCBs/CPCBs for Environment & CRZ Clearance, Business Responsibility Report to Security & Exchange Board of India, Annual Financial Report to financial institutions, investors & other stakeholders.

In the PIL against AHPPL, NGT had passed an order in January 2016 directing the company to deposit Rs. 25 Crore. The order was challenged by the company in the Hon'ble Supreme Court of India. During the reporting period, AHPPL has deposited Rs 25 crores before the collector, Surat, as per the directive of the Hon'ble Supreme Court. This amount would be kept in a fixed deposit and is subject to outcome of the appeal pending before the Hon'ble Supreme Court of India.

Sustainability Framework

APSEZ formulated its sustainability strategy to act as a governing mechanism for conducting business responsibly & demonstrate accountability for decisions taken. The sustainability policy advocates the top management's ideology that sustainability is central to our performance as well as decision making process.

In its endeavour to create value for all, APSEZ engages and collaborates with a wide variety of stakeholders. It adopts an inclusive approach aligned to its core values which help in identifying stakeholder interests when making decisions.

APSEZ aspires to be a sustainable port by managing the operations and services responsibly, creating safe, secure and eco-friendly working environment at all sites & workplaces. Sustainability has been ingrained in the core values of APSEZ which helps deliver all the services under the overarching

APSEZ formulated its sustainability strategy to act as a governing mechanism for conducting business responsibly & demonstrate accountability for decisions taken

umbrella of environmental & social responsibility. All operations at APSEZ integrate with the principles and standards of good governance to enhance its business sustainability.

APSEZ demonstrates a commitment to the environment and to society that goes beyond mere compliance with laws and regulations. All conservation efforts are directed towards optimum utilisation & better management of natural resources. It believes in creating a conducive work environment as it can foster innovativeness & belongingness amongst employees. APSEZ has over the years developed state-of-art infrastructure including institutions like Adani Management Development Centre (AMDC). Various programs like Spark to Sparking Reality are organised on regular basis to keep employees motivated & instil skills to maintain work-life balance.

The Adani Foundation implements CSR activities under core thematic areas of Education, Community Health, Sustainable livelihood & Rural infrastructure. To understand the impact of these development programmes, impact assessment studies have been conducted.

APSEZ has also implemented grievance mechanism & has in place systems like whistle blower policy, a precautionary approach that provides right to be heard to all its stakeholders.



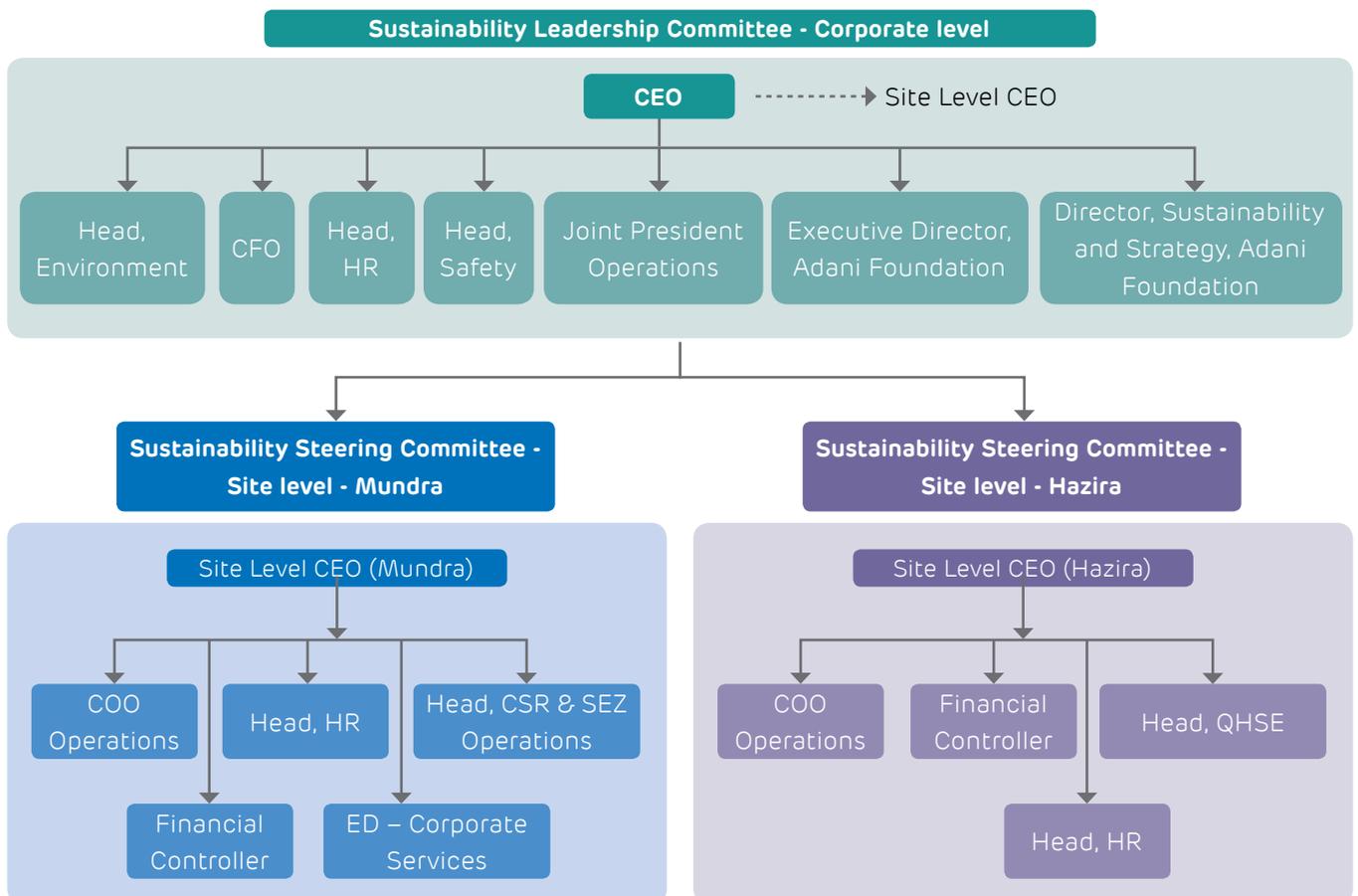
Sustainability Governance

APSEZ has constituted corporate level sustainability team to manage sustainability functions including sustainability reporting of the organisation. The corporate sustainability team is directed & guided by the Sustainability Leadership Committee (corporate level) which works closely with the Sustainability Steering Committee (site level) at Mundra and Hazira ports. The sustainability leadership committee has a representation from each of the key divisions of APSEZ to facilitate smooth integration of sustainability across the organization.

The corporate sustainability team works in collaboration with the functional heads & nominated departmental officials to engage various internal & external stakeholders under the leadership of the Executive Director, Adani Foundation, who also provides guidance for institutionalising sustainability initiatives.

The major responsibilities of the Steering committee comprise of planning sustainability initiatives, implementation, review and monitoring at the respective ports and formally engage Sustainability Leadership Committee in strategic sustainability decision-making & encourage long-term planning.

APSEZ has established strong internal mechanism for the implementation, monitoring & review of sustainability report by the top management of the organisation. The top management is updated regarding various sustainability developments including sustainability reporting to seek their guidance & support. At various stages of development, the top management reviewed and guided the sustainability report of APSEZ.



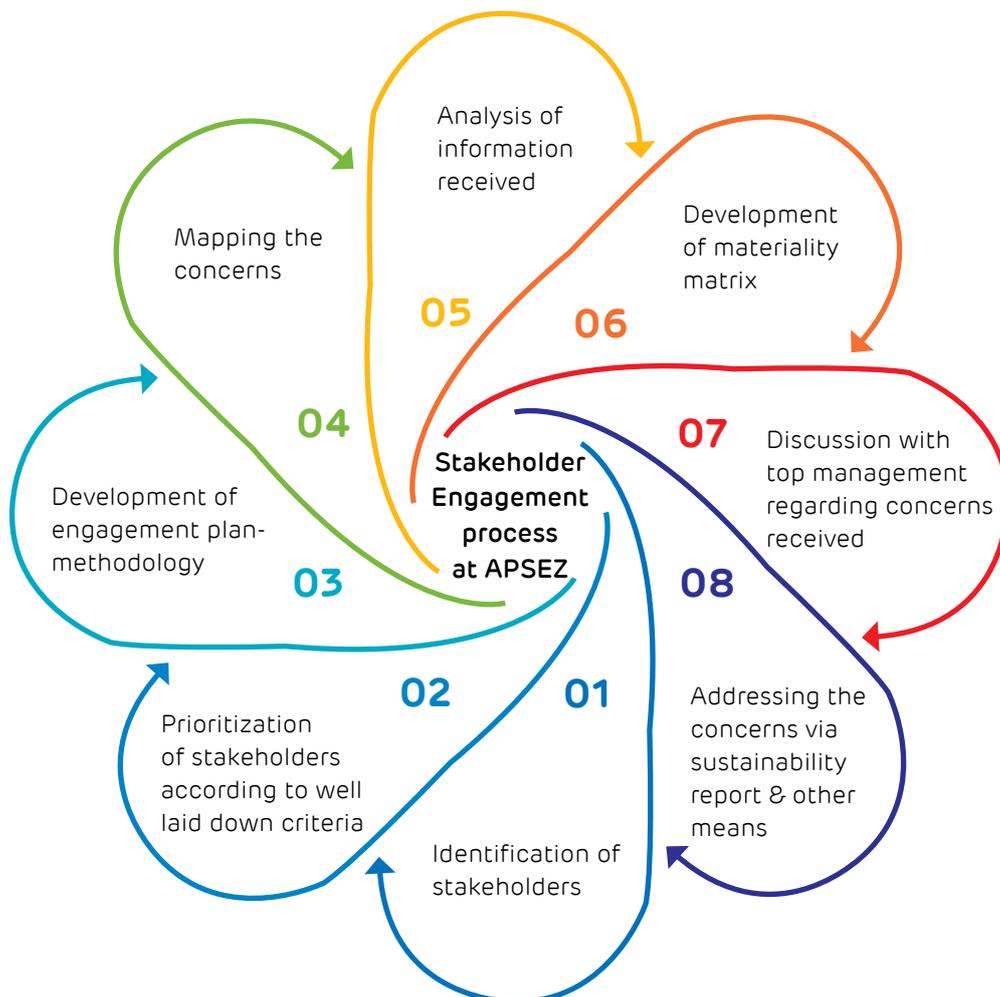
Building Trust

Stakeholder Engagement

Strategic stakeholder engagement is of prime importance for APSEZ. Effective stakeholder management practices can help the port industry manage environmental, economic, social & governance issues & build a positive brand image.

APSEZ understands that stakeholder engagement is the only process that can help understand & address the concerns of stakeholders in a systematic & structured manner. Therefore, it has, in its very first year of sustainability reporting journey, implemented Stakeholder engagement process with the belief that it will make the entire process inclusive as well as provide an insight into business risks and challenges from stakeholder's perspective. This will also be beneficial in developing mitigation plans for identified sustainability risks & challenges.

APSEZ has a large number of both internal and external stakeholders including customers, suppliers, civil society organizations, local communities, regulatory authorities, shareholders, environmental associations and scientific institutions. Employees form an integral part of the company's internal stakeholder group. Considering the diversity of stakeholders and their concerns, we chose to map and engage five



stakeholder groups including employees, customers, suppliers, community, environmental and scientific institutions. Apart from existing mechanisms of engaging the stakeholders mentioned in the table (on the following page), sustainability questionnaires were developed and rolled out to each stakeholder group during the reporting period to map their concerns specifically for prioritising the material aspects to be included in the sustainability report. An attempt was made to cover maximum stakeholders within the prioritised groups. There were no major hurdles faced with respect to outreach & methodology except the outcome in terms of number of responses which turned out to be relatively lower than expected. To resolve this issue, APSEZ management has decided to impart awareness to more stakeholders in the future.

For engaging the local community, stakeholder engagement questionnaires were converted to local language so as to engage larger number of stakeholders.

The most important outcome from the above mentioned stakeholder engagement process has been

In its very first year of sustainability reporting journey, APSEZ implemented Stakeholder Engagement Process

the emergence of list of Material business aspects significant for APSEZ. The aspects thus collected form the entire process were further discussed with the Sustainability Steering Committee and the final aspects were selected on the basis of following principles: those which were prioritised by the stakeholder groups engaged; those which were reflecting the sustainability context of the organisation; those which were representing the significant material issues; those which had complete information in all respects.



Frequency of Stakeholder Engagement

Stakeholder Groups Engaged	Employees	Customers	Suppliers	Local Community	Environmental & Scientific Institutions
Frequency of engagement	Once a year (Vartalaap)	Once in 2 years through external agency	Twice a year Supplier Assessment Questionnaire	Daily Basis Village Devt. Committee meetings, Focus Group discussions, Sara Samachar magazine, Need Based Assessment Impact Assessment	Engaged specially for sustainability reporting

These stakeholders were engaged during the reporting period for prioritization of material issues to be included in the sustainability report

Material aspects identified and addressed

Material aspects identified	Material aspects addressed
Energy & Emissions	SR Page 37-38; BRR; specific compliance reports
Water & Effluents	SR Page 39; BRR; specific compliance reports
Waste	SR Page 40-41; BRR
Environmental Protection Expenditure	SR Page 36
Economic performance	SR Page 32-35; BRR; AR
Market Presence	SR Page 14-15
Indirect economic impact	SR Page 44-53; BRR
Procurement practices	SR Page 30-31; BRR
Customer Privacy	SR Page 32
Grievance Mechanisms	SR Page 55 & 60
Supplier Assessment against sustainability parameters	SR Page 30-31
Employment & Labour Management Relations	SR Page 54-56; BRR
Occupational Health & Safety	SR Page 58-59; BRR; AR
Training and Education	SR Page 52-53 & 56-57; BRR
Non-discrimination	SR Page 54; BRR
Child Labor	SR Page 56; BRR
Local Communities	SR Page 44-51; BRR
Anti-corruption	SR Page 13; BRR
Compliance	SR Page 23; BRR
Security Practices	SR Page 57

An important step in our reporting journey in future will be making our stakeholder engagement process more in-depth & inclusive. Once the sustainability report is developed & approved by the management of APSEZ, same shall be used to provide necessary information against the aspects prioritised by the stakeholders.

Further, the consultation process will be organised to collect feedback from the respective groups using various mediums. In addition to this, APSEZ management has decided to use multiple methods of engagement in future so that the entire process could be made inclusive & fruitful.

Materiality Assessment



Material topics reflect the most significant sustainability impacts and opportunities. As part of the materiality assessment, APSEZ’s sustainability steering committees at both the sites identified the relevant material aspects in consultation with the sustainability leadership committee. The preliminary identification of the material aspects was carried out keeping in mind the negative as well as positive impacts that the material aspects could create, within and outside APSEZ along the value chain, (including suppliers, customers, community, financial institutions, and, environmental & scientific institutions) so that they represent the range of sustainability impacts of APSEZ.

During the next stage, relevant material aspects were presented to the stakeholders to seek their opinion. This exercise helped to prioritise the aspects in relation with the impacts it creates across the value chain focussing on ‘what’ matters & ‘where’ it matters.. The selection of the entities ‘Outside organisation’ was done using same parameters as those for selection of stakeholders to be engaged. Therefore, all the relevant stakeholder groups/ individuals were included in the materiality analysis. Since the boundary was restricted to 2 major ports – Mundra & Hazira – impact analysis of the identified material aspects within the organisation was carried out only at these 2 locations.

Of all the prioritised material aspects, the most significant ones were listed on the basis of score assigned by the stakeholders & the sustainability leaders of the organisation.

The contents of the report were finally derived from this analysis & have been covered in the report in varying degrees. Nine most significant Material Aspects (Energy, Water, Emissions, Effluents & Wastes, Compliance, Grievance Mechanism, Economic Performance, Occupational Health & Safety, and, Local Communities) have been covered in the report in terms of data as well as DMA while the other relevant material aspects have been covered in the form of narrative sections. Data has been provided wherever necessary. The total material aspects and impacts created across the value chain, are illustrated on page 29. This report does not contain any data on the material aspects from the value chain entities but includes the necessary management procedures wherever required to manage the same.

APSEZ strives to continually improve the quality of its sustainability disclosures by setting the targets/ action plans focusing on the significant material aspects for APSEZ and its stakeholders. Therefore, an important step in the reporting journey in future shall be making the stakeholder engagement process more inclusive and in-depth.



Engaging the Supply Chain



APSEZ has always laid emphasis on creation of development opportunities by encouraging suppliers/vendors at all levels. Suppliers, also referred to as vendors, are at the heart of its operations. To create a sustainable relationship with the Suppliers, APSEZ has institutionalised a systematic process 'Vendor Relationship Management' (VRM) during FY 2015-16. This involves 3 steps – vendor identification & on-boarding; vendor performance management; & vendor issue management. Vendor Identification process requires multiple levels of screening to ensure that capable & potentially capable vendors are selected to provide a service categorised by the level of criticality. During the reporting period, 1347 new vendors were registered in the 'Vendor Relationship Management' programme. APSEZ's suppliers/vendors have evolved from just being a good or service provider to important stakeholders seen as providing value to the business.

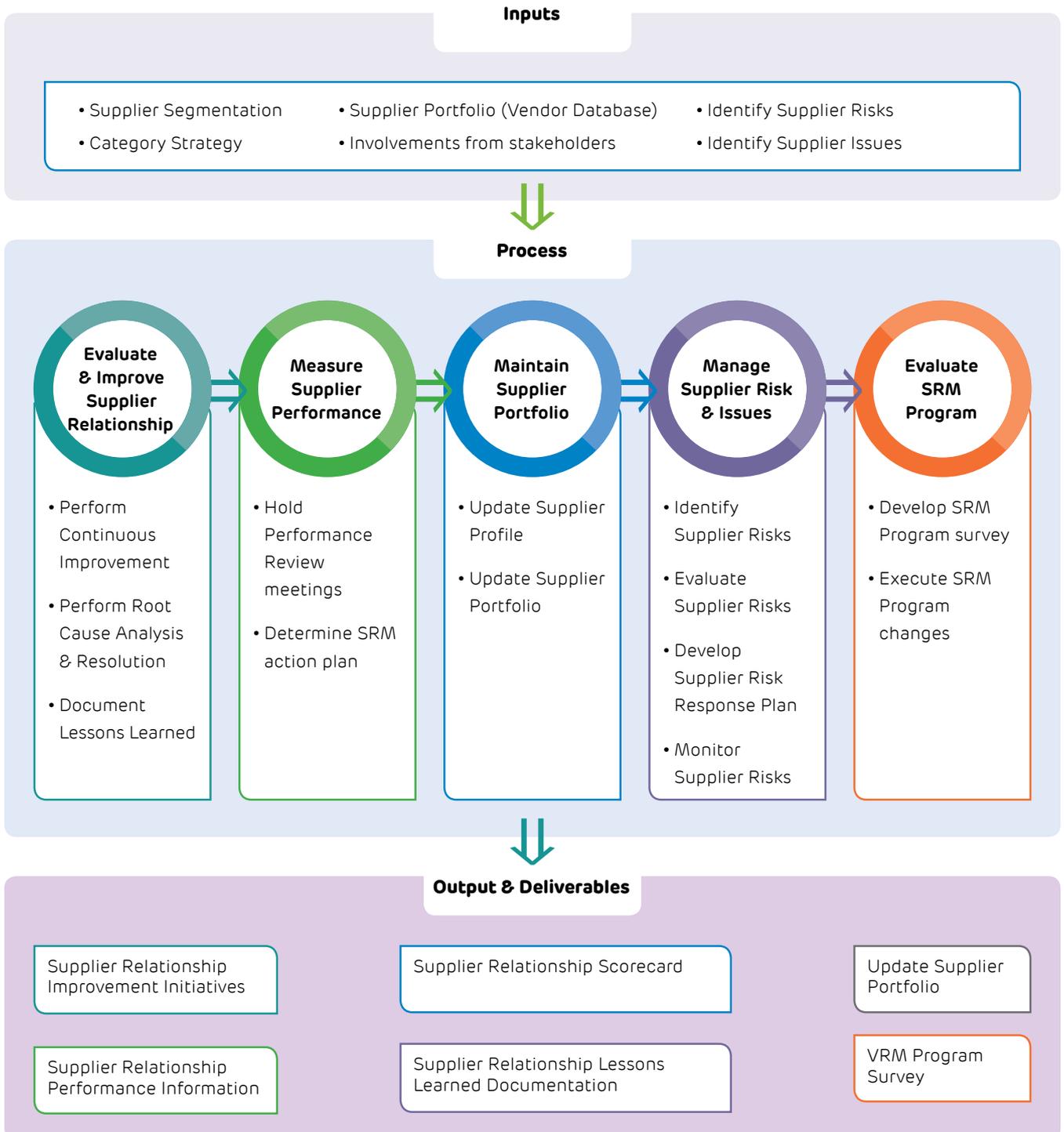
Over the past few years, sustainability has been embedded as an evaluation criteria for the selection of suppliers/vendors. Various aspects of sustainability like resource consumption, energy consumption, waste management, human rights and legal compliances have been incorporated/modified, keeping in view the national & international regulatory requirements. A detailed questionnaire encompassing such questions & a site visit are conducted to ensure conformance to the

statutory as well as APSEZ's requirements. 324 previously registered vendors and 49 new vendors were assessed during the reporting period using the mentioned questionnaire encompassing the sustainability parameters.

Regular monitoring of the suppliers/vendors performance is carried & feedback is provided to help them improve their performance. At the same time sufficient care is

taken to provide a platform to suppliers/vendors to raise their concerns/resolution of their issues.

At APSEZ, Value Relationship Management is a key to optimise value through cost reduction, innovation, risk mitigation, & continuous growth achieved by working in collaboration, to meet the business objectives. A complete process flow depicting the e-VRM has been given below.



Sustainable enterprise



Created history by handling over

152 MMT
of cargo

24%

of the cargo handled across the
country is through APSEZ

Topped

US \$1bn

APSEZ's strategic objectives align with national infrastructure priorities, enabling the company to be a significant contributor to its development. Its pan-India port presence supports the country's growing cargo handling needs, providing a decisive

momentum to the industrial and commercial growth. With its string of port assets, it is the only Indian company suitably positioned to capitalise on India's marine transportation priorities firmly positioning India on the global transshipment map.

“ At Adani, we keep innovating, inventing and re-inventing – It helps us conceive and successfully implement ideas leading to enhanced operational efficiencies. We harbour higher ambitions, we keep on growing, we strengthen a culture of continuous improvement. These ideologies have made APSEZ at par, rather better than many ports globally. ”

- **Capt Unmesh Abhyankar**, Jt. President, APSEZ

APSEZ operates strategically located ports along India's 7,500 kilometre coastline. It believes in the contrarian approach of investing to grow and create markets, rather than merely servicing demand. Today, APSEZ is India's largest commercial port developer and operator having around 24% of the country's total cargo handling capacity. It manages the complete logistics chain – from vessels management to anchorage pilotage-tug pulling-berthing-goods handling-internal transport-storage and handling/processing and final evacuation by road or rail. From a company focused on creating port capacity, APSEZ has evolved into a provider of integrated port infrastructure services. APSEZ's evolution has enabled it to enter into alliances with leading Indian businesses to provide complete logistics solutions.

APSEZ has expanded, diversified and de-risked its business, reducing an over-reliance on a single cargo type and handling balanced volumes of coal, crude oil, chemicals, containers and other cargo. It will soon commission its fourth container terminal at Mundra, which will make Mundra the largest container port in India. Of the 10 APSEZ ports, Mundra Port continues to rank 1st in terms of total cargo handling and 2nd in terms of container cargo handling during the year under review.

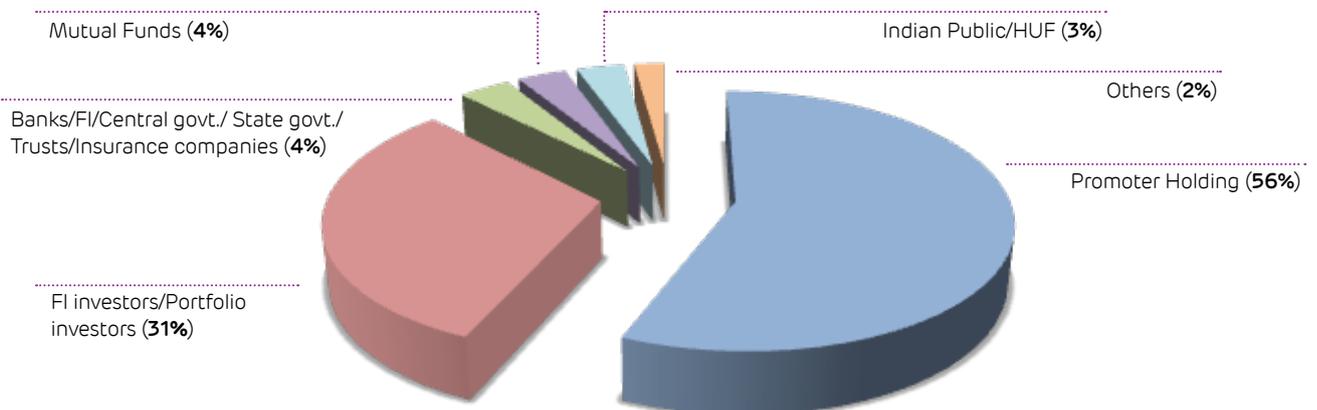
APSEZ made another financial feat last year. With total operating income topping US\$ 1 billion for the first time on a consolidated basis, its income increased 16% to Rs 7,941 crores (FY 2014-15: Rs 6,838 crores). EBITDA margin increased 19% to Rs 4,651 crores (FY 2014-15: Rs 3,902 crores). Profit after tax increased 24% to Rs 2,867 crores (FY 2014-15: Rs 2,314 crores).

These strong financials stem from the company's robust operations. Cargo throughput and container handling improved and outperformed its peers in India. The total cargo handled by all Adani ports rose 5% to 152 MMTs, including 3.35 million Twenty-Foot Equivalent Units (TEUs), which increased 17%.

APSEZ raised US\$650 million through its first dollar denominated bond issue, the largest bond issue by an Indian infrastructure company.

The only Indian infrastructure company to be assigned an international investment grade rating from the three major international ratings agencies: BBB by Standard & Poor's, BAA3 by Moody's and BBB by Fitch Ratings.

Shareholding pattern as on March 31, 2016



For the first time, volume growth at the eastern ports, at 23%, exceeded that on the west coast. Dhamra, Vizag and Kattupalli ports led the way, reflecting private ports' growing share of the overall cargo movement. Coal volumes declined by 8% compared to the previous year, due to a fall in imported coal; container volumes increased 17% and crude and petroleum volumes rose by 35%. Containers now account for 32% of total cargo, up from 29% last year. During the year, APSEZ started the process to acquire Kattupalli Port from L&T Shipbuilding. The deal awaits completion but in the four month period after APSEZ became Kattupalli's operator, volumes at the port in Tamil Nadu rose from 7,900 TEUs per month to more than 11,500 TEUs per month.

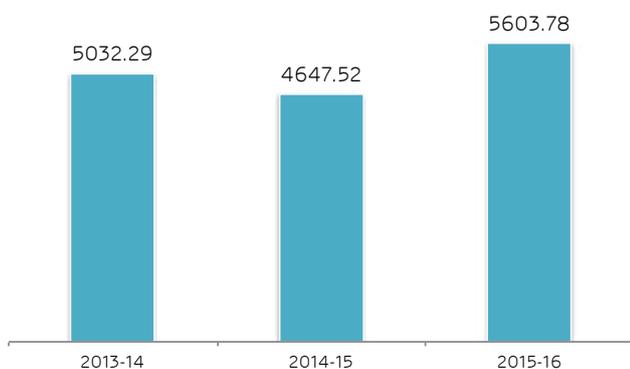


APSEZ also made an investment to develop India's first international deep water seaport at Vizhinjam in Kerala along with the state government. Work is also under way to expand the Adani International Container Terminal (AICTPL) in Mundra. AICTPL is a joint venture with Terminal Investment (part of Swiss-based Mediterranean Shipping Company, the second largest shipping liner in the world). The project aims to create a transshipment hub for the Middle East, South Asia and India with a total quay length of 1,460 meters and cargo handling capacity of 3.1 million TEUs. Construction is due to conclude next year when the terminal will be capable of handling 18,000 TEU container vessels, with a cumulative capacity of 6.6 MMT.

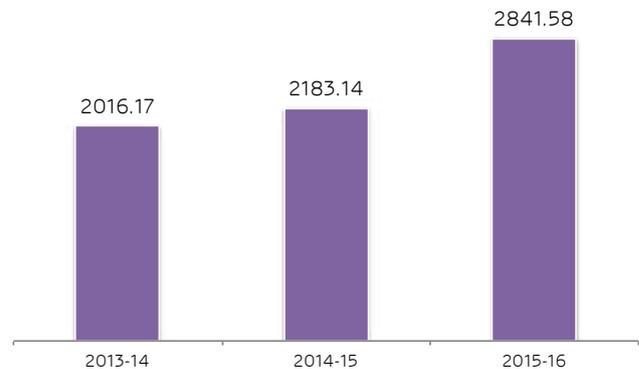
APSEZ's shared infrastructure model provides an attractive international business environment. DP World operates a container terminal in Mundra (CT-1) while the world's second largest global shipping line, Mediterranean Shipping Company, is expanding partnership to a second terminal at Mundra. CMA CGM, the world's third-largest shipping line, is partnering APSEZ to build a new container terminal at Mundra.

Our outlook for 2016 reflects confidence in our business and the Indian economy. Cargo volumes are forecast to grow 10-15%, with profit after tax also expected to rise 10-15%.

Revenue (INR crore)



Net Profit (INR crore)



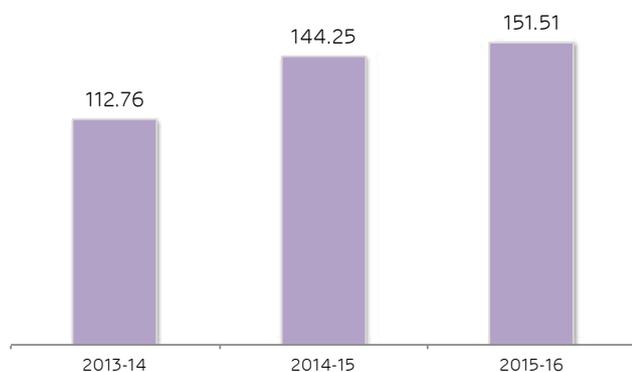


Direct Economic Value Generated and distributed

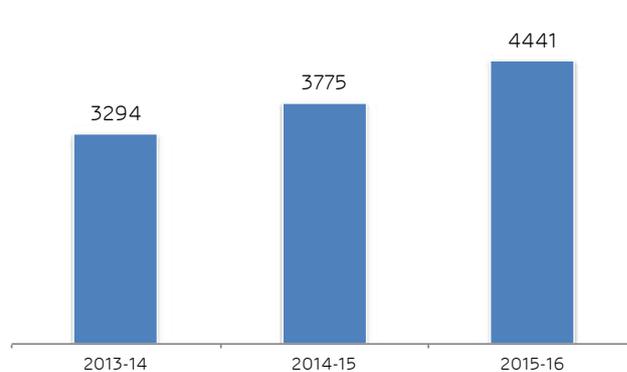
(INR crore)

Particulars	2013-14	2014-15	2015-16
A Direct Economic Value Generated			
Revenues from Operations	4350.26	3909.36	4630.75
Revenues from Other Sources	682.03	738.16	973.03
Total	5032.29	4647.52	5603.78
B Economic Value Distributed			
Operating Expenses (Excluding Employee Wages and Benefits)	1278.70	885.54	816.33
Employee wages and benefits	117.00	157.56	180.39
Payment to providers of Capital	1003.84	982.86	1096.28
Payment to government:	463.63	450.60	624.34
Total	2863.17	2476.56	2717.34
Economic Value Retained (A-B)	2169.12	2170.96	2886.44
Particulars	2013-14	2014-15	2015-16
Profit Before Tax	2210.25	2148.17	2923.73
Profit After Tax	2016.17	2183.14	2841.58
Earnings per share (INR)	9.80	10.55	13.72

Volume handled (MMT)



Vessels Serviced (Numbers)



Blue – the new green



Navinal creek at Bocha Island, Mundra

Ports are key component of the nation's marine transportation industry which provide an efficient means of moving large quantities of cargo. Despite the fact that the port sector is relatively less polluting since no manufacturing is involved, a variety of other environmental challenges may need attention. The port operations require environment management of wastes, spillages, emissions & noise pollution during cargo handling.

At APSEZ, when we stand at our port, we see deep blue colour in front of us in the form of sea surrounded by greenery & beauty. As we aspire to continue to be a sustainable port, it is needed to further intensify our commitment & dedication to perform better. APSEZ has a well formulated "Safety, Health and Environment Policy" which governs its actions as well as sets parameters to measure and improve performance. Moreover Mundra and Hazira ports are ISO 14001 certified. The policies direct the various environmental protection initiatives like energy conservation, waste utilisation etc on regular basis. The company also

has a dedicated horticulture department to look in to marine and terrestrial greening related aspects of both Mundra & Hazira ports.

APSEZ celebrates World Environment Day (WED) every year to raise awareness regarding environment protection & management. The Environment Mela aligned to the UNEP theme 'Seven Billion Dreams, One Planet'. 'Consume with Care was organized on 4th & 5th June, 2015 at Adani House, Mundra in which employees, contract employees, families of all employees as well as surrounding village communities participated. During the FY 2015-16, APSEZ spent INR 11.14 crores towards environment management activities. The activities included Mangrove plantation, Green Belt development, treatment and disposal of hazardous and non-hazardous waste.

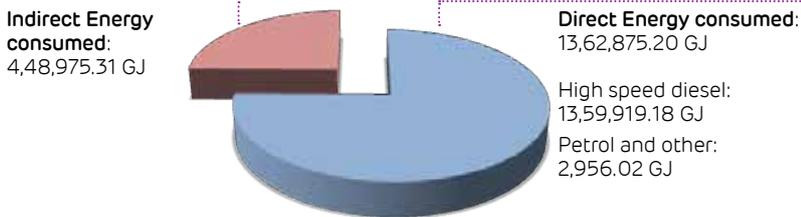
Engagement with various internal as well as external stakeholders has helped APSEZ identify various environment related material issue which are addressed in the report.

Energy & Emissions

Ports are associated with high energy demand due to various functions performed like crane lifting, transportation of goods within the port premises and domestic consumption. Energy management is a thrust area and various strategic initiatives such as reduction in fossil fuel consumption and introduction of automated systems for cargo handling activity, have been taken towards energy conservation. These energy conservation initiatives and using of alternative energy sources, are contributing towards India's National Action Plan on Climate Change.

For meeting energy requirements, APSEZ depends on direct (fuels) sources as well as indirect (electricity) sources. Total energy consumption (including direct as well as indirect) at both the ports during the reporting period stands at 18,11,850.51 GJ. Further details regarding various fuels consumed is given below:

Energy Consumption during the reporting period (for Mundra & Hazira)



APSEZ's one of the major achievements towards improving energy efficiency has been the switch from diesel to electricity for operating the cranes. Electrification of 16 diesel operated Rubber Tyre Gantry Cranes (RTG) has led to reduction of diesel consumption and associated emissions. The project has brought pride to company by winning the prestigious 'Par Excellence Award' conferred by National Convention of Quality Circle at Hyderabad. Apart from RTGs, electric bikes/golf carts are used at ports to perform various activities.

Renewable Energy: The Solar Lighting and Solar Water heaters are also installed at various locations within the port. APSEZ is in process of installing 100 MW wind power project for its captive consumption.

Emissions: At ports, emissions in the form of dust and fumes may occur while handling the dry cargo on one hand & spillages may occur while handling the liquid cargo on other. APSEZ adopts sound environmental practices through installation of required pollution control measures & complies with all the applicable laws & regulations. GHG emissions are a major contributor to climate change as they adversely affect the ecosystem.

This year the company has taken a structured approach to monitor its GHG emissions & take necessary actions to mitigate the same. To calculate GHG

emissions, GHG inventorisation study was conducted during the reporting period at Mundra and Hazira ports by an external agency. The study was guided by the Corporate Accounting and Reporting Standard under the GHG Protocol of WBCSD which covers all the seven GHGs covered by the Kyoto Protocol. As per the study, during FY 2015-16, Scope 1 emission was 101552 tCO₂e and Scope 2, 102449 tCO₂e (including 3 major gases- CH₄, CO₂ & N₂O). In the coming years, APSEZ plans to conduct this study at other ports as well.

Adani Mundra Container Terminal launched 16 'e-RTGs', first of its kind in South Asia. These are electrified Rubber Tyre Gantry Cranes (RTG) that reduce diesel consumption and associated emissions.



Energy data has been calculated using the conversion factors as given in the IPCC, 2006 guidelines.

Energy conservation initiatives



Mundra

Electricity Supply to Tug Berth

Shore power supply to tug boats in order to reduce the fuel consumption during non-operational hours.

Wagon Loading Conveyor

A long conveyor belt installed at Fertilizer Cargo Complex to carry fertilizer from the storage yard to the area where it is directly packed in bags & sealed. This reduces dependence on convention transport system thereby leading to fuel conservation.

Coal handling Conveyor

An 11 km conveyor belt installed to transport coal directly from jetty to the power plant, thereby reducing dependence on fuel-consuming conventional transport systems.

Tug Speed Reduction programme

The programme objective is to reduce fuel consumption in the tug during anchoring of crude oil vessel to the SPM by installing automated fuel consumption tracking system. This helps in reducing the speed of tug boat thereby leading to fuel conservation.

Regenerative Crane System

APSEZ has made conscious efforts to procure cranes working on regenerative power generation system. The cranes operate on the reverse engine concept & therefore produce energy. The same energy remains stored within the system & is utilised during cargo lifting operation.



Hazira

Power Factor Improvement

Average Power factor of the system has been maintained up to 0.982 which has yielded a monthly benefit of approximately Rs.14.85 lakhs as rebate on electricity bill for 2015-16.

Installation & efficient operations of conveyor

The conveyer has been installed to transport coal from jetty to storage yard & speed has been maintained which has led to fuel conservation as well as energy saving of 730 GJ during the reporting period.

High Mast Utilization Monitoring

40 meter High Masts have been installed at terminals. These are used as per the illumination need in different areas at the rate of 33%, 66% or 100%. As a result energy saving of 835 GJ has been achieved during the reporting period.

LED Lights

Installation of LED Lights on streets, offices and other areas resulted in energy savings of 394 GJ during the reporting period.

Crane uses on single aggregate

Due to using LPS-1 and LPS-2 on single aggregate during vessel operation, energy saving of 677 GJ has been achieved during the reporting period.

Water Management

Inadequate water resource could adversely impact the port business. Apart from domestic consumption, water is used in various port activities & processes such as tank cleaning, workshop cleaning, vehicle washing, coal dust suppression and horticulture.

At both the ports, the primary source of water remains surface water. During the reporting period, 3138 million litres of water was consumed. At Mundra location, a part of the water requirement is met through the desalination plant. Over the coming years, APSEZ plans to reduce its dependence on fresh water, drawing upon other sources such as desalination plant.

APSEZ has taken several initiatives towards reduction in water consumption as well as reuse of the wastewater. In July 2014, AHPPL signed an MoU with KRIBHCO for utilization of treated wastewater (upto 2 MLD) for its captive consumption. Installation of this pipeline is in process.

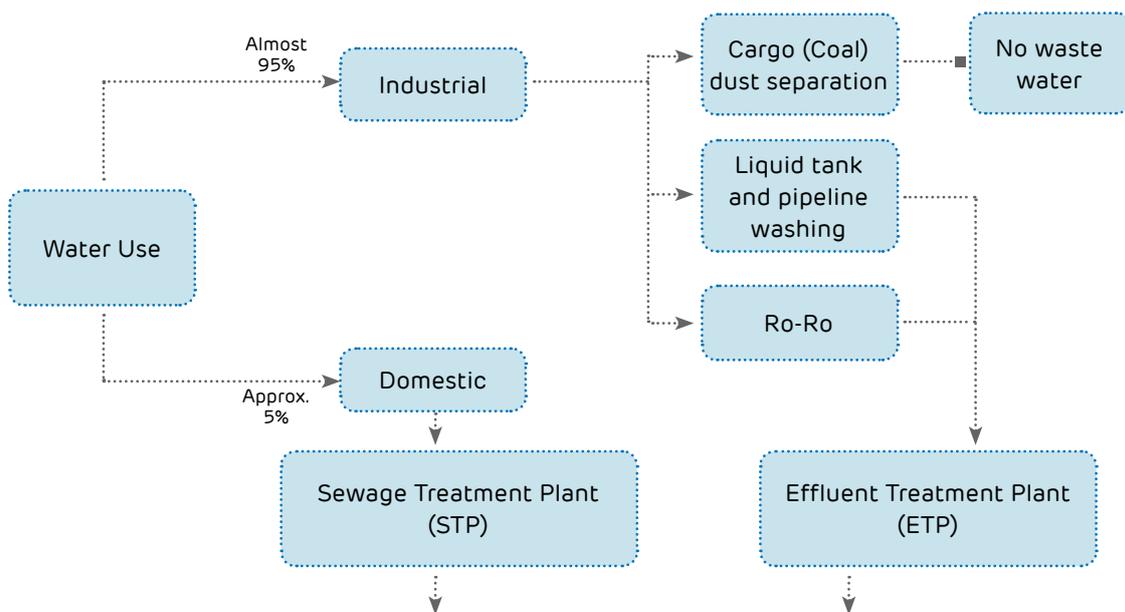
Water consumption reduction is achieved through frequent awareness programmes at the port as well as through improvements in social infrastructure. Domestic wastewater is handled through Sewage

Tested three 'water free urinals' at Mundra port on a trial basis – plans to convert another 120.

treatment plant & process effluent is handled through Effluent treatment plant. Multiple plants are installed to capture wastewater generated from various operational areas and treated at respective STPs/ ETP. The treated wastewater is used for horticulture purposes. During FY 2015-16, 53.8 million litres (equivalent to 2% of fresh water consumption) and 11.6 million litres (equivalent to 3 % of fresh water consumption) of waste water has been re-used at Mundra and Hazira respectively in plantations and for greening activities. The utilisation of treated waste water as per the prescribed standards prevents pollution of natural water bodies at the same time reducing demand for fresh water for horticulture.

APSEZ had installed three 'water free urinals' at Mundra port on a trial basis. Having successfully tried these out, another 120 existing conventional urinals at Mundra will be converted, leading to substantial water conservation.

Water Management Process

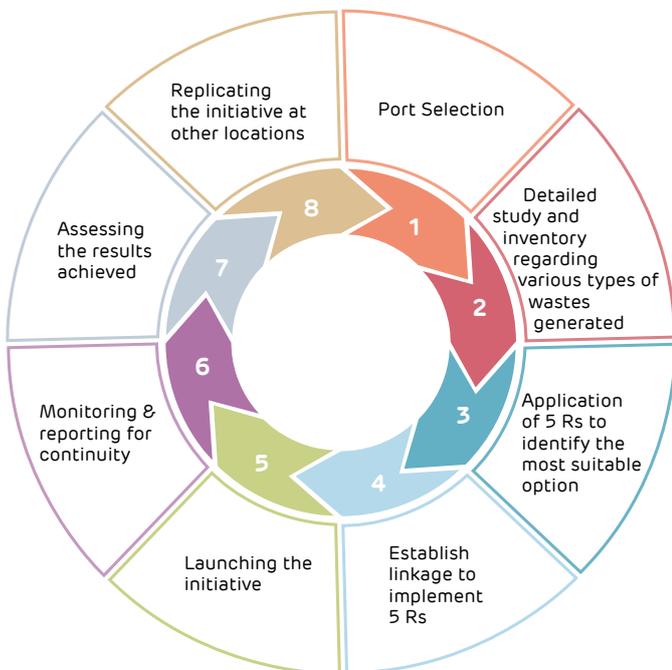


Treated water is entirely reused for horticulture purpose; there is no discharge of water!

Waste Management

Effective waste management plan for reduction in consumption of resources & appropriate disposal techniques can be the most effective means of minimising and avoiding the potential impact on the environment.

APSEZ complies with the statutory laws & regulations with respect to waste management. It has developed a vision for Zero Waste by adopting 5R principles of waste management (Reduce-Reprocess-Reuse-Recycle & Recover) to avoid the disposal of waste back to the environment. The vision is inspired from Prime Minister's 'Clean India Mission' and APSEZ has taken several initiatives in this regard. This is achieved through waste minimization, segregation and better management practices for different types of hazardous & non-hazardous wastes. The waste management plan has been given full support & commitment by the top management. A specific logo for Zero Waste initiatives has also been launched for the same. The dedicated waste management plan entails following key steps:



Hazardous wastes generated at ports include Pig waste, Cotton waste, Used oil and tank bottom sludge while non-hazardous wastes include paper, plastic, metal, glass and rubber & Scrap. 3061 Metric tonnes of non-hazardous waste and 330 metric tonnes of hazardous waste was generated during the reporting period.

APSEZ has tried to utilise waste in the best manner possible. Nine metric tonnes of non-hazardous waste including metal scarp and rubber was utilised for making sculptures which have been utilised for beautification of the ports area.

Waste – A valuable resource

Reduce

IT enabled/software based systems have been implemented and awareness has been created amongst employees to reduce paper consumption which has resulted in reduction of paper waste.

Reprocess

Cotton waste generated from maintenance & cleaning and housekeeping activities is used as fuel in cement kilns during cement manufacturing process. Presently, approximately 10 MT/year of cotton waste is generated & same is used for co-processing.

The kitchen waste generated from various canteens is processed through organic waste converter for producing manure. Manure is further utilised in horticulture requirements.

Recycle

E-waste including used gadgets & electronic equipment like computers, laptops etc are generated from port & residential colonies to the tune of approx. 5 MT/year and same are recycled by the authorised agencies.



Recover

Used/spent oil approx. 222 MT was sold to government approved recycler.
Pig waste is approximately 16 MT/yr compressed to recover the oil so that oil can be sold to registered recyclers and remaining pig waste is disposed through incineration.

Reuse

Municipal solid waste which includes paper, plastic, metal, glass, rubber, scrap etc are generated to the tune of more than 3000 MT/year. These wastes are segregated at the Material Recovery Facility (MRF) and sent for recycling purpose.

Non-recyclable waste is processed through waste destruction system which operates without the use of fuel/electricity. Waste disposal through landfill is completely avoided and that helps us to save lots of land.

The oil sludge generated from the bottom of the edible oil storage tanks will be explored for co-processing at cement industry.

The construction/demolition waste (debris) will be sent for manufacturing of paver blocks and same will be used for creating pathways/platforms.

The scrap waste (metal, pipes, rubber, tubes etc) (approx. 9 MT) has been constructively utilised for making sculptures which will be placed in the port area for aesthetic appeal.



CASE STUDY

“At APSEZ, we strive to implement Green Revolutions by embracing green technologies. Sustainability is about 3 Es – Ecology, Economy and Equity. Our future envisions green buildings, efficient energy & water consumption management and a zero-waste company – in line with our vision to become a world class green port!”

- **Ennarasu Karunesan**, CEO, Mundra & Tuna Ports

Fostering the Environment

The Kutch region has desert terrain conditions with saline sandy soil, highly saline water (TDS 35000-45000 mg/L) and strong wind conditions. Marine area of Mundra represents the typical environment of the northern Gulf. The intertidal sediment is heterogeneous and composed of varying fractions of sand, silt and clay. The intertidal areas are facilitated by a complex system of interconnected creeks, which traverse the intertidal region.

The Mundra location in Gulf of Kutch is known for its unique and significant marine ecosystem blessed with a rich biodiversity comprising of mangroves, mudflats, commercial fishes and other marine species. Geographically, the area falls under desert and arid regions, prone to natural calamities.

Mundra had approximately 1800 hectares of mangroves during 1998. To promote an eco-friendly port development and to fulfil its responsibility

towards becoming a green port, APSEZL has established a dedicated “Department of Horticulture” at Mundra.

As per recent records, there are more than 2800 hectares of mangroves present in the Mundra region. Till March 2016, APSEZ had completed mangrove afforestation in an area of 1400 hectares and further 200 hectares is in progress.

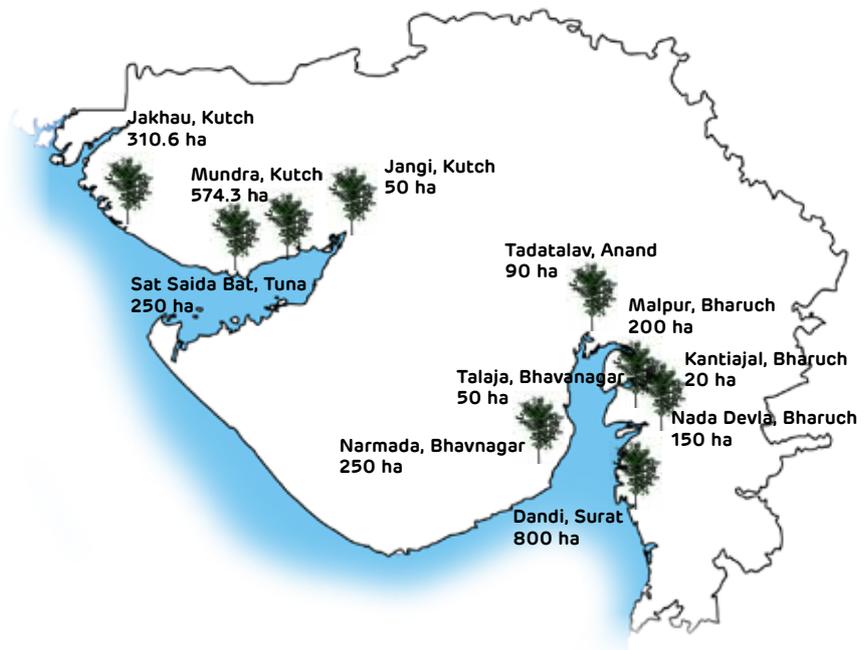
Within the ambit of Marine Green Development, Mangrove plantation remains the key focus. Mangroves are critical to marine coastal soil conservation, a habitat for birds and other wildlife. In addition, they provide the breeding and nursery grounds for fisher. Therefore, APSEZ has undertaken mangrove afforestation at various locations across the coast of Gujarat as part of its initiative to improve environmental integrity and the corporate commitment. Till March 2016, APSEZ has completed mangrove afforestation in an area of 2745 hectares.

Mangrove afforestation has been carried out by local Community Based Organizations (CBOs) or Fishermen groups to provide livelihood support. Approximately 1,70,000 mandays employment has been given and more than 2000 families have benefited. These numbers are phenomenal and speak about APSEZ's vision to promote balanced growth.

Terrestrial biodiversity is the variation of life forms within a given ecosystem or biome that refers to species that inhabit the land. Horticulture department of Mundra is successful in

- Utilizing Hi-tech and latest/ updated modern horticulture techniques in maintenance and new development, for increasing

Mangrove afforestation by APSEZ across Gujarat (2745 hectares)



2745 ha of mangrove afforestation till 2015-16

working efficiency & saving cost, with high productivity in desert area.

- Adoption of latest Iso-Dutch technique in highly saline sandy soil and water (35000-40000 TDS in mundra location) for Green Zone development with survival rate more than 93% in highly saline sea dredged soil base.
- Adoption of Israel Hi-Tech mechanized sprinkler irrigation systems & underground drip irrigation, to directly root zone to avoid water loss via evaporation, saving irrigation water usage up to 80%, resulting in cost savings.

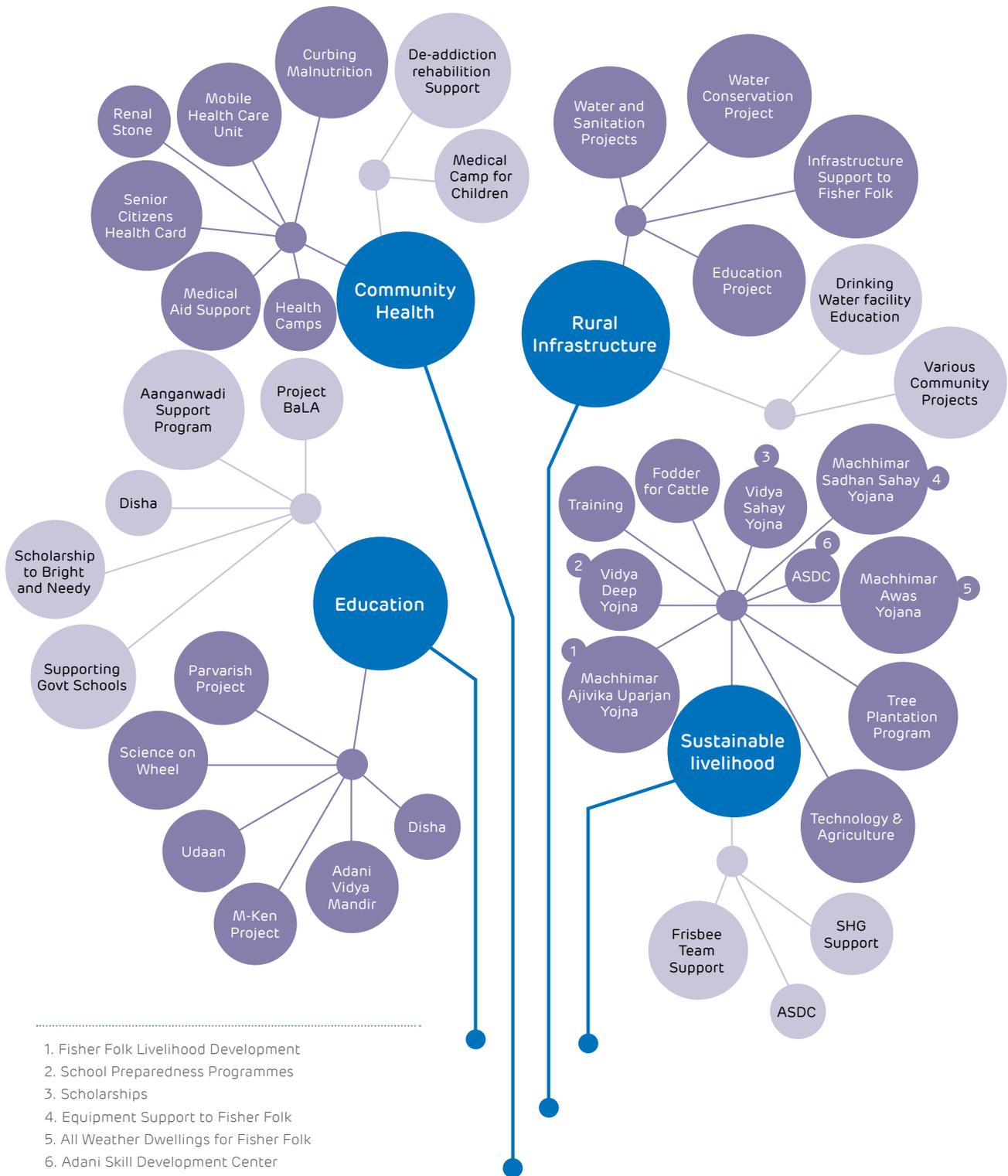
During FY 2015-16, APSEZ planted over 87 species in terrestrial biodiversity and 4 species in marine (Mangrove) biodiversity in highly

saline soil.

Till March 2016, APSEZ had converted more than 320 hectares into green zone at Mundra. These areas consist of various trees including palm, shrubs as well as lawn. Till March 2016, more than 6,00,000 trees have been planted, protected and maintained. The significance of plantations lies in the fact that it absorbs air and water pollutants, arrests noise and soil erosion as well as creates favourable climate and aesthetic conditions.

In addition to environment & aesthetic benefits, plantation takes in significant tonnes of carbon dioxide while releasing tonnes of oxygen thereby reducing Greenhouse Gases.

Growing together



1. Fisher Folk Livelihood Development
2. School Preparedness Programmes
3. Scholarships
4. Equipment Support to Fisher Folk
5. All Weather Dwellings for Fisher Folk
6. Adani Skill Development Center

CSR Programmes at Mundra & Hazira (2015-16).

CSR VISION

Improve Quality of Life for all our Communities through Integrated and Sustainable Development.

“Adani Foundation has always strived to create inclusive and equitable ecosystems with its developmental projects. The Group has enhanced educational facilities and infrastructure; protected fishermen livelihood, created employment opportunities through skills development, and supported women’s social upliftment.”

- **Dr Priti Adani**, Chair Person, Adani Foundation

At APSEZ we believe that for a sustainable future, it is imperative to build a healthy, tolerant and more connected society by providing quality education, better health services, infrastructure facilities and fostering sustainable livelihoods for people from socially and economically disadvantaged communities.

Following the mission of Adani Foundation ‘to be a facilitator’, the company occupies a strong position and has the potential and power to make an impact in the lives of millions of people.

In India, Corporate Social Responsibility is often seen as an act of philanthropy but APSEZ sees it as a tool for ‘value creation’; it is a philosophy well integrated in core operations and business strategy.

The foundation has been playing a vital role in bringing a positive change in the communities it operates in. The CSR Policy gives an essence of the company’s commitment towards the society. The initiatives of Adani Foundation are aligned with the needs of communities around us, especially bottom of pyramid and marginalised communities. The CSR committee is responsible for monitoring the implementation of the CSR policy and plan. It has adopted a focused approach to identify the projects that were undertaken during 2015-16.

APSEZ CSR activities have a pan-India impact

The advent of the new companies’ act 2013 bolsters our commitment towards the community. The company has been contributing more than the mandate. During FY 2015-16 the spent was Rs. 40.81 crores on CSR activities – 2% of average profit for the previous three years with respect to standalone financial statements (For details on CSR investment, refer pages 43-46 of our annual report (http://www.adaniports.com/docs/download/AR_2016)).

In order to facilitate quick decision-making the company has devised a decentralized approach for CSR. It has different teams working at different levels. At the apex is the senior level corporate team followed by the CSR Unit Head who works with Project officers and community mobilizers (CM). These project officers and CMs engage with the communities at the ground level, understanding their needs and concern. To make the initiatives more relevant, the unit adopted a cluster based and domain specific approach.

The CSR Unit is supported by committees constituted to give direction to an effective CSR model. Village development committee and cluster development advisory committee form an integral part of most initiatives. For targeted and focused work, at Mundra, entire Taluka/block is covered and for Hazira villages, a ten km radius. In addition to Mundra and Hazira, APSEZ is involved with multiple activities pan India.

Adani Foundation conducts regular need assessment surveys using participatory Rural appraisals, often through third independent parties as well. Overall and project-wise impact assessment is also regularly conducted.



Igniting Minds

111

Students enrolled at Adani Vidyamandir Bhadreshwar were from the fisher folk community

2797

students benefitted from project 'Disha'

7582

students benefitted from 'M-ken'

In line with the Sustainable Development Goal of Quality education, APSEZ is working towards improving lives of number of people by providing access to quality and free of cost education to meritorious children from lesser privileged section of the society through various initiatives.

Adani Vidya mandir, Bhadreshwar (near Mundra)

Our Flagship school, Adani Vidya Mandir provides free of cost education to meritorious and needy children coming from families whose annual income is less than Rs. 150,000. Other facilities such as remedial classes, health and co-curricular activities, are also imparted at the school. In the FY 2015-16, the school had 379 students upto class 9.

Navchetan Vidyalaya, Junagam (near Hazira)

Adani Foundation has constructed an additional school building to accommodate primary and high school classes better. Besides this, Adani Foundation has strengthened primary section with additional salaries to teachers, uniforms, school bags, academic materials at no cost to students. It also arranges remedial and support classes.

Bolstering the Commitment

As Adani's commitment to nation building, it fulfills its duty by supporting the government run schools in and around the ports through our various programmes.

DISHA as the name suggests facilitates students to choose the right career path and helps them identify their inner strength, ability, skills and areas of their interest through a psychometric test. In the FY 2015-16, 2797 students of 21 govt. schools were benefited from this project.

Other projects including **M-Ken** that supported 7582 students from 27 Govt. Schools improve their reading & writing abilities.

To inspire students, the Adani foundation runs projects such as **Udaan** where inspiration and exposure tours are organized for students to Adani group businesses. Aligning with the group's motto 'Thinking big doing better' this project inspires students to think big for their prospective careers. During the year 4,548 students from 26 schools of Kutch and 23,335 students from the state of Gujarat visited various businesses. Since the project's inception, almost 150 thousand students have benefitted.

Other programmes include aanganwadi support programme. In Hazira region, the Foundation is



working with 52 aanganwadis covering 15 villages in Surat District. The support to aanganwadis aimed at creating child friendly and conducive to learning environment, provide food security/safety and appropriate water and sanitation facilities.

In support of the government led 'Pragna' initiative that aims at holistic development of a student, Adani Foundation has supported 19 schools of Surat district by providing them with 182 activity tables.



A Healthy Cause

9 of 11

Supported for De-addiction rehabilitation camps are employed

116 of 120

malnourished children have fully recovered

More than 7487 people benefitted from Senior citizen health card Scheme

Adani endeavours to bring better health services to every household in the hinterlands of the country. Its services include mobile health care units, rural clinics, adani hospital, various innovative schemes such as senior citizen health card and de-addiction & rehabilitation support.

Making health a priority

If people cannot come to a clinic Adani takes the clinic to them. This is how the mobile health care units work. During this year, 70411 patients were provided with free Health Care Services by MHCUs at Mundra and 66513 patients benefitted from the medical services at Rural Clinics.



Malnourishment was one of the important focus area that needed urgent attention. Therefore, in Association with Adani Hospital, the Adani Foundation played a pivotal role in effective implementation and organization of malnourishment-related Medical Camps at Adani Hospital. Today, out of 120 identified malnourished children, 116 have fully recovered; and at present, only 4 are under observation and treatment.

To reach out to children medical camps for malnourished children were organized, covering 15 villages and 52 aanganwadis in Hazira, covering 189 malnourished children in SAM & MAM category. For Adults as well, various health camps are organized at regular intervals. Patients who needs dialysis treatment, are offered treatment at subsidized rates in the nearby, well-equipped hospitals. 11 patients were supported for regular dialysis (twice in a week) during this year.

Senior Citizen health card scheme is a unique initiative of the foundation. The scheme primarily focuses on health issues faced by senior citizens. The Senior Citizen Health Card scheme currently covers 66 villages across three blocks of Kutch District with a total number of 7487 beneficiaries.

Adani Foundation has been providing rehabilitation support at Hazira. This year, the Foundation supported 11 individuals by sending them to rehabilitation centre for 21 days. After the programme, 9 of them have started working again. The Foundation team also looks after continuous tracking and follow-up on the rehabilitated individuals.

A life of dignity

578

women trained at ASDC
(Total 1016 community members trained)

2285

fishermen benefitted

118

enhanced their knowledge
with services from KVKs

Sustainable livelihood is a path towards poverty eradication. Adani foundation believes in developing capacity by honing people's skills, providing necessary trainings and empowering the communities by augmenting livelihood opportunities with income generating initiatives through various programmes.

Adani Skill Development Centre (ASDC):

The trainings given at ASDC are structured in a way that the students once done with the training course are able to secure respectable jobs at various organizations. During FY 2015-16, 578 women and total 1016 persons were trained for gainful employment or entrepreneurial ventures.



A helping Hand to farmer: Apart from our other initiatives, the Foundation works closely with farmers, providing them with technological support in agriculture by giving them a practical hands on experience through on-site visits and trainings. In the FY 2015-16, 118 farmers were equipped at Krishi Vikas Kendra (KVK) with various technologies used in agriculture. 250 farmers were supported with soil & water testing. 28 farmer families were also supported with kitchen garden kits.

Self Help Groups (SHGs): In addition to supporting the farmers, women, youth, fisher community, the foundation supported Self Help Groups that benefitted 116 Women. The foundation also provides financial literacy to these SHGs enabling them to manage the finances of the group.

Rural Infrastructure Development

Infrastructure development at Adani is designed and built for the betterment of education, community health, water conservation during agriculture and salinity reduction; It uplifts the living standards of communities.

Clean drinking water for all: Adani Foundation has installed an RO Plant at the primary school at Tunda Wandh. It has also constructed an overhead water tank at Modhava village and provided Water facility at Hazira School. The foundation also carried out various village development activities including construction of individual household toilets.

Supporting infrastructure for education:

To facilitate the right environment for imparting education, the Foundation constructs various infrastructural facilities like class rooms and assembly halls at schools. Besides this, rooms were constructed at a trust run school at madresa, Luni and a training center was constructed at Juna Bandar.

Nurturing the fisher folk community:

During the reporting period, 140 shelters have been handed over to fisher-folk families at Juna Bandar and

another 110 shelters have been constructed at Luni Bandar through 'Machhimar Awas Yojana' programme.

And more...

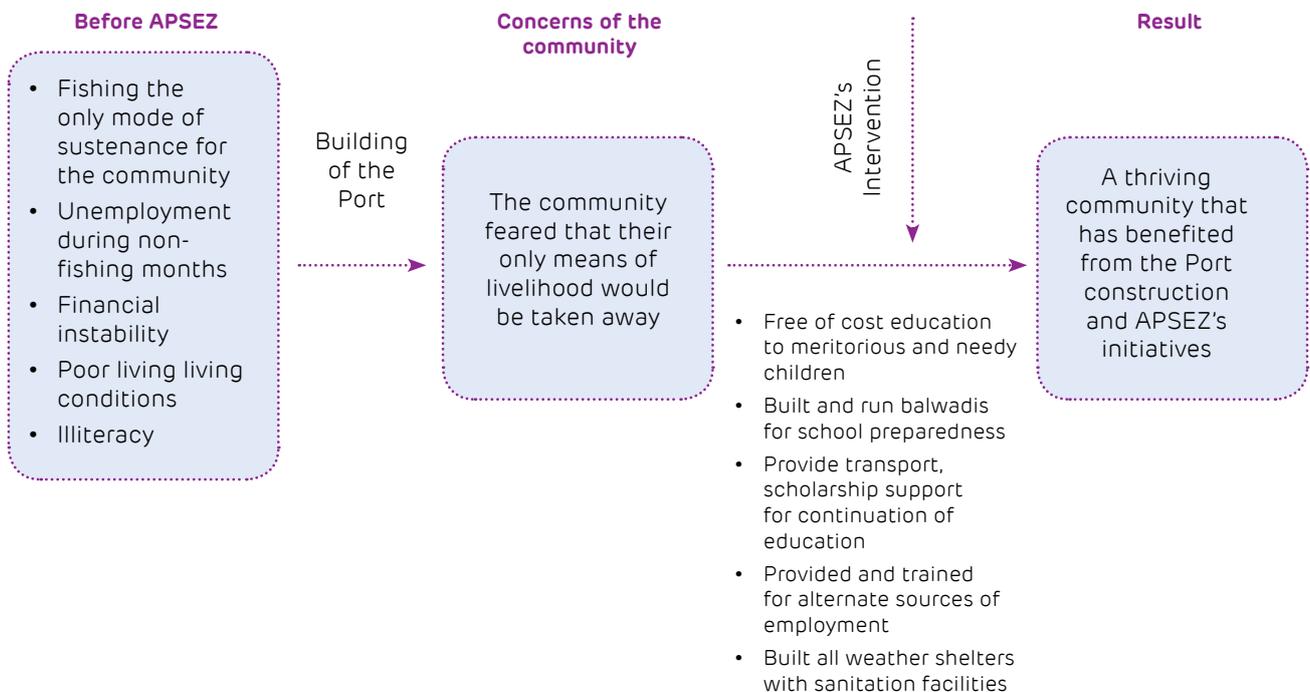
Apart for these, some infrastructural development took place at Hazira include:

- Installation of RO plant at Hazira Prathmik Shala with an output capacity of 250 liters per hour. The RO plant is benefitting 325 students of prathmikshala and one aanganwadi.
- Awas was constructed for 27 poor families of Rajagiri, Sunvali and Vansawa villages, to provide them with better housing facility.
- Affordable housing project at Gundala, Nana Kapaya and Baroi benefited directly 614 and indirectly 3098persons.
- Gram Panchayat at Hazira and Junagam was constructed. It has benefitted 16726 and 4825 people, respectively.
- Construction of Multipurpose Hall at Tena village is benefitting 1976 villagers.



CASE STUDY

Enabled and Empowered



Mundra being a coastal zone is largely occupied by the fisher folk community, dependent on the sole occupation of fishery, marked by poor living conditions and poor literacy rate. Earning a miniscule amount of income, lack of financial stability, irregular power supply, lack of pure drinking water, absence of proper sanitation facilities (especially for women) or a comfortable shelter, their life revolves around making two ends meet on a day to day basis.

Amidst their struggle and uncertainties, came the development of the port. Understandably, the fisher folk community initially was sceptical of the fact that this development process might snatch their only means of livelihood.

APSEZ has worked with the community towards its development and has, in many ways, been able to transform their lives and provide them with a better standard of living.

Education

Adani foundation under the umbrella of its four core areas, is providing basic education, shelter and alternative livelihood so as to foster holistic development of this community.

A great amount of efforts were put in for developing school preparedness program by the 'Balwadis' at fisher folk settlements. Under the Machhimar Vidya Deep Yojana, Adani Foundation has constructed four Balwadis for kids between the age group of 2.5 years to 5 years at different settlements. The programme is inclusive of nutritious food, awareness on health, hygiene, cleanliness, discipline, regularity and development of basic age appropriate concepts.

In addition to supporting school education, under the scheme 'Vidya Sahay Yojana' scholarship support is also provided. The Foundation facilitates transportation provision to students from standard 6th to 8th studying in nearby villages. Bicycles are distributed for students who have enrolled for higher education. Scholarships are given to the girl students and students of ITI, Diploma Engineering or Degree Engineering Students.

Building Livelihood

They face a challenge of unemployment during the non-fishing months. To provide an alternate source of employment, Adani foundation through its programme 'Machhimar Ajivika Uparjan Yojana' provides employment on mangrove plantations and various avenues in painting work. A total of 3681 and 7020 man-days of employment, in mangrove plantation and painting work respectively, have been provided to the community during FY 2015-16. Apart from these, 2285 fishermen have benefitted through various welfare and support programmes of the Foundation. In order to expand their horizon, field trips are also organised for men and women of the community. A total of 280 fishermen and 58 fisher-women were inspired by the exposure visits to Adani Ports SEZ, Adani Power Ltd. and Adani Wilmar Ltd.

Infrastructure Development

Towards fulfilling the basic necessity of shelter, APSEZ has initiatives such as the 'Machimar Awaz Yojna'. During the reporting period total of 140 shelters have been handed over to fisher-folk families at Juna Bandar and another 110 shelters have been constructed at Luni Bandar. The company's efforts have played an instrumental role in ameliorating the standard of living of the community.



Building Capacities

Adani's Mundra Port is the First in India to conceptualize, develop and implement a structured training programme on specialized heavy-commercial or earth moving equipment leading to a recognized certification creating employability in any related industry, including Ports

The Port Industry in India is severely short of skilled manpower and despite a number of ports that were developed over the past two decades, the skill gap is a challenge across the country.

The skill gap

A mega infrastructure project like Mundra port requires skilled manpower in large numbers. Typically, organizations scout for attracting qualified and experienced personnel working with competitors or look for employable locals. The challenge facing the Mundra port was availability of skilled personnel in required numbers – especially manpower that specialized in heavy and earth moving equipment used in port operations.

So while there were a number of unemployed local people, they were not skilled enough to find employment opportunities. There were no formal and structured programmes for training on specialized heavy-commercial or earth moving equipment such as crane, excavators or pay loaders.

From a challenge to an opportunity

Adani took an initiative towards bridging this gap and worked towards providing skills to local people making them employable in port industry globally.

Mundra Port is the First in India to conceptualize, develop and implement a structured training programme in this field leading to a recognized certificate and employability in any related industry, including Ports.

Adani, as an organization, has implemented an innovative Holistic Community Development Plan (HCDP) for local youth providing them with livelihood options while also resolving paucity of skilled manpower for entire port sector and other industries requiring heavy equipment operators.

The HCDP assumes greater significance as it has been executed despite adverse socio-economic conditions and septicism from local villagers while initiating the programme.



The operational areas included cranes, operations at jetty, vessels loading and discharges requiring high levels of skills, loco-motor coordination and concentration. The features of programme include imparting theoretical knowledge through classroom sessions, practical training using modern simulator (replicating cranes virtually) and on the job training for real operations.

A collaborative approach

Adani adopted a collaborative approach by involving local community leaders and village heads (sarpach and panch) with its community development team (Adani Skills Development Centre and Adani Foundation), port operations and HR team in collaboration with Tolani Institute initially and Industrial Training Institute (ITI) later on. The idea was to actively coordinate, communicate and encourage people to come forward and become trained and multi-skilled crane operators. The collaborative approach and multi-skills training are the key success factor for involvement of Community/Stakeholders in this innovative HCDP.

This approach made the Holistic Community Development Plan participative and quite successful within a short span of about two and half years. With persistent joint efforts, employment opportunities and earning potential have increased many folds for the local youth in spite of low education levels.

Impact

The programme commenced in 2012 and is currently ongoing.

On successful completion of the HCDP, individuals become skilled resources for operating highly sophisticated cranes. These skilled personnel get opportunities to work at any port as well as other industries across the World. Since inception in Sep 2011, HCDP has trained 664 local youth and created a talent pool of specialized and multi-skilled operators. These trained operators are working at ports and other industries across India. Adani team also takes



664 local youth trained under the Holistic Community Development Plan

pride in the fact that that some of these trained operators are working at three International Ports. As per estimates, the earnings of certified operators are 2-3 times higher than their counterparts without participation in HCDP training programme. The earning potential of an individual was recorded to have risen from zero to Rs. 15000 per month within a month of training.

The programme is contributing to changes in socio-economic landscape of villages around Mundra. Operators who have undergone HCDP are rated as top performers. They also exhibit better safety record and higher efficiency in operations. In fact, many of these operators are perceived as role models for new trainees.

Benefit to Society

- Vocational training to local youth
- Employability to local youth
- Creating safe working environment by providing technical skills for equipment operation
- Building up synergy between local citizens and industry
- Contributing to nation building by bridging the skills-employability gap

A culture that works

Strategic Objective

Ensure Adani Group grows talent from within and has the robust pipeline of motivated leaders & employees to accomplish Adani Vision & Goals in alignment with Adani Values & Culture, and to drive **GROWTH & SUSTAINABILITY**, by leveraging their full potential.

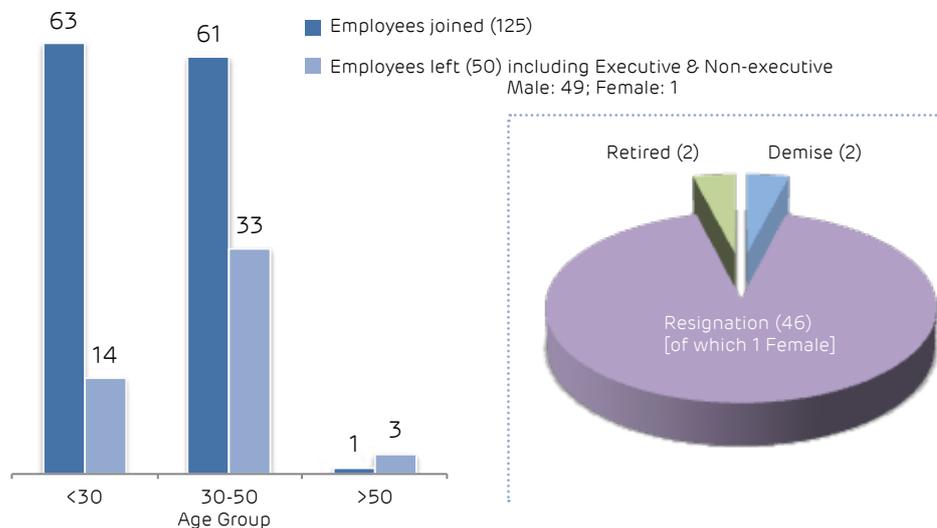
India's goal of emerging as a modern economy depends on its ability to sustain economic growth of over 8 % annually over the next decade. To do so, the Government of India has identified development and modernization of the country's economic infrastructure as a priority area. It is anticipated that Port and shipping sector has a potential to create nearly 40 lakh direct jobs and 60 lakh indirect employment opportunities over the next 5 years.

APSEZ's performance is driven by its people who share a common purpose, have an urge to explore and work towards the realization set objectives. As on 31st March 2016, APSEZ is a family of 1306 employees (1297 males including 1 permanent employee with disability and 9 females). The extended family includes a total of 1335 employees hired on contractual basis during the reporting period.

Total employees
at Mundra: 946
at Hazira: 173

The richness of its human capital is one of the company's greatest achievements. It has a niche place carved through hard work, dedication and perseverance of its people. During 2015-16, 125 new employees joined at Mundra and Hazira, while 50 employees bid adieu.

Attrition at Mundra and Hazira



APSEZ has a multi-channel hiring process that enables hiring through various avenues including job portals, employee references, external consultants and relevant industries. On being shortlisted, the candidate undergoes an interview with a panel of experts before final selection. The systems & processes related to hiring, promotion & other growth opportunities are non-discriminatory & transparent. Discrimination of any kind based on age, gender, race, religion or caste is strongly discouraged at APSEZ. There have been no reported cases of discrimination during the reporting period.

Employee engagement at APSEZ is done through various forums like Vartalap & town-hall meetings. The objective of Vartalap is to encourage employee-management dialogue and sharing of information regarding organizational performance. It also focuses on addressing the concern of employees. The meeting is held once a year and led by CEO/ Business head. All feedback is taken into account, time bound action plans are drawn and progress is monitored.

Over the years, the Vartalap has helped APSEZ align its policies, improve bonding and instill confidence amongst employees. During the reporting period, 30 town-hall meetings were conducted at various locations across India. Close interaction with almost 3000 employees encouraged sharing of experiences and thoughts. Based on feedback, specific HR Initiatives like Transforming HR; two-way

communication & feedback; Dignity & Respect of Employees & Creating Entrepreneurial Organization Mind-set; Aligning & Improving HR system, process & practices to enable organisation growth & sustainability, were designed.

At APSEZ, there exist a formal grievance mechanism that has been institutionalised during the reporting period for receiving & addressing the concerns of all internal as well as external stakeholders. In order to safeguard & protect women's' rights, APSEZ has constituted Internal Complaints Committee (ICC) which is responsible for redressal of complaints related to sexual harassment. This has been incorporated in line with the regulatory requirement of "The Sexual Harassment of Women at Workplace (Prevention, Prohibition & Redressal) Act, 2013 and rules made thereunder". During the reporting period, there were no complaints pertaining to sexual harassment/discrimination/ violation of human rights of any kind. Adoption & practise of the whistle blower policy results in immediate cognizance of employee grievances. Having such systems in place has helped the company foster healthy relationship with its employees in the long run.

APSEZ encourages its employees to perform better & aspire to achieve greater heights in their career. Regular performance appraisal is a medium through which performance of employees is assessed on the basis of certain parameters and discussions regarding trainings



& skill development are taken. During 2015-16, 100% employees on the pay-roll at Mundra and Hazira ports have undergone the annual performance appraisal.

APSEZ extends certain benefits to its full time employees including life insurance, retirement provisions and health care facilities, post retirement hospitalization insurance coverage, children education loan with an interest subsidy and 'Adani employee Children education Scholarship' to support meritorious students. APSEZ also recognizes employees for their long service with the company.

Contractual employees have an equal opportunity to raise their concerns and discuss issues. Wages for semi-skilled workers are same for both our locations but there is a locational wage difference for skilled manpower. At Hazira there is no Semi-skilled manpower. Wages to contractual employees is determined by the type of work and level of experience of the individual. There is no discrimination with respect to same. APSEZ offers wages more than the minimum requirement by the government.

APSEZ prevents any kind of child labour on its premises. It further extends the applicability of same to its contractors & suppliers as well. These are incorporated into the contract agreements & agreed upon by the



contractors & suppliers. There have been no reported cases of child labour during the reporting period.

Labour unions allow the workforce to express their opinions through their representatives with the aim to protect their rights and seek opportunities for negotiation towards safe working conditions and reasonable wages. At APSEZ, however, most issues are addressed by employees through common platforms. As a result, there are no trade unions at APSEZ. In case of any significant operational changes, relevant and necessary communication is shared with all the employees well in advance. During the reporting period there were no such significant operational changes.

Nurturing Talent

For a sustainable business, identification of Critical Positions and strong leadership pipeline is essential, At APSEZL we have identified 31 business critical roles and 89 potential leaders. A strong focus is given to build a robust talent pipeline and create a strong leadership base through the Talent Management framework. These identified Talents are groomed to be ready for the next phase of growth at APSEZL. To develop these potential leaders we have LEAD (Leadership Engagement And Development) Programme



LEAD Connect
through which the Identified Talents mention their Career Goals, their strengths & improvement areas and formulate their Individual Development Plans (IDPs) with help of their reporting manager, which is further discussed with Head HR and APSEZ CEO.



LEAD Mentoring
is to transfer knowledge from senior leaders and help in development of identified talent. In first phase 25 Identified Talents are undergoing Mentoring by 14 senior leaders.



LEAD Stride
through which the progress of IDPs & Mentoring will be monitored & reviewed



LEAD Impact
through which critical & important projects will be identified contributing to effective results to APSEZ.



At APSEZ skill development and learning is a continuous process. APSEZ has developed a training institute 'AMDC' Which offers world-class facilities to deliver learning and development programmes to employees through the year. This well-equipped residential facility also has various recreational facilities to rejuvenate the mind and body. The learning & development focuses on holistic development of an employee. Programmes range from young professional leadership programme to top team /Apex Development programmes.

APSEZ requires every individual to undergo minimum three man-days of training each year. In addition to in-house programmes with AMDC round the year, employees are also sent for external trainings to build their capacity and better their performance. During 2015-16, employees at Mundra and Hazira have undergone various training programmes related to business excellence, technology, sustainability and health & safety. Three trainings were also organised at Mundra port for retired employees. Programmes like "conversational business English" are also conducted to help employees improve their reading, writing & speaking skills.

During the reporting period, 478 males and 1 female in the executive category, and 314 males in the non-executive category attended trainings on the indicated topics. Average training provided was 30.24 hours of training per male employee and average 13.33 hours of training per female employee in the executive category, average 13.12 hours of training per male employee in the non-executive category and average 11.87 hours of training for contractual workers.

With an objective to achieve work-life balance & ensure stress free working for our people, we conduct programmes such as IPOD and IPAD. 'Spark to sparkling reality' is designed to ignite a spark in the minds of an individual by promoting out of the box thinking and unleashing their creativity.

For in-house development of out-sourced/on-roll manpower, APSEZ has a dedicated training centre at Mundra. For security personnel the company organizes trainings on human rights policies and procedures. During the year 50.1% security personnel at Hazira and 100% at Mundra have attended the programme. At Hazira port 1 hour training programme is conducted on VPSHR (Voluntary Principles on Security & Human Rights). In addition other training programmes include basic fire fighting training, traffic management & traffic duties, Visitor management, Security SOPs, Traffic management and control, Sea Front Protection and Perimeter protection.



'From Spark to Sparkling reality'

promotes out of the box thinking



Inner Peace for Advanced Determination (IPAD),

Achieving Personal Excellence



Inner Peace for Outer Determination (IPOD),

Achieving Personal Excellence



Inculcating behavioural competencies, ways and means of demonstrating and augmenting them

Occupational Health & Safety

“ Safety has been a value for us. We have rolled out the new Adani Safety Management System which is based on the element owner concept. Hazira Port has led from the front by implementing the first two levels of SMS. ”

- Capt. Anil Kishor Singh, CEO, Hazira and Dahej Ports

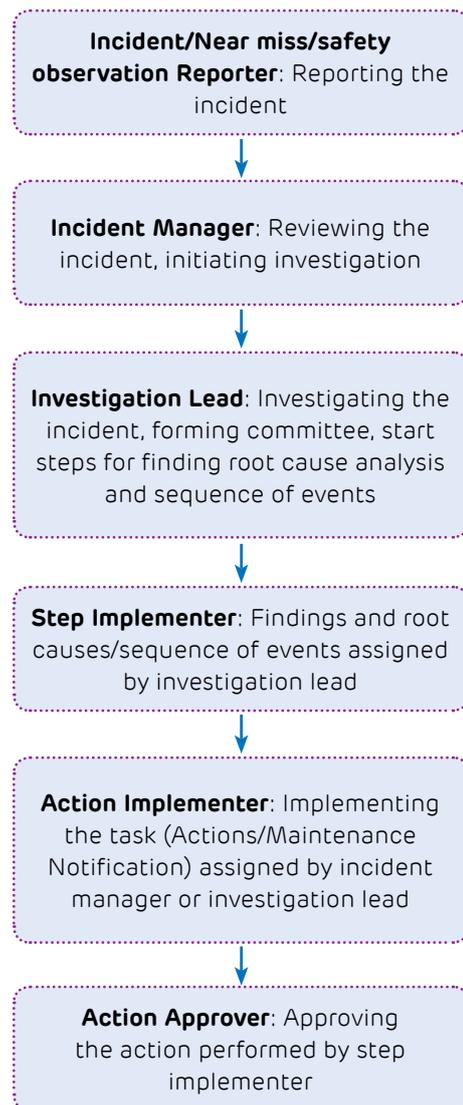
APSEZL is driven by its vision 'To be the Globally Admired OHS Leader in the Infrastructure Space'. The deployment of state of art infrastructure, highly sophisticated technology & appropriate systems shows its commitment towards its employees as well as its other stakeholders. The company goes beyond satisfying regulatory requirements to promoting a culture of responsible & safe business practices. Its 'Occupational Health, Safety and Environment policy' is testimony to the fact that OHS is recognised as a value in the organisation. One of the pioneering initiatives taken by the Senior Management at Ports is 'Safety Walk The Talk' for Health & Safety where Senior Leaders at Mundra commence their daily activity by taking the safety round at sites, demonstrating their commitment towards OHS.

The Safety Management System (SMS) at APSEZ is another initiative introduced during the reporting period that ensures best OHS practices across all ports.

The company has also devised a robust communication system to communicate the information regarding internal and external developments in the port safety procedures. The monthly OHS Newsletter Sparsh touches upon the various initiatives in OHS across all Ports, Progress made in Safety Management System (SMS) Implementation, progress made by all Ports in implementing the Monthly OHS Theme and also the salient learning's from the various incidents across the Ports. Following its Mission to 'Develop & Implement a world class OHS framework by leveraging leadership commitment and Stakeholder engagement and creating a safe and productive workplace', APSEZL during the reporting period, has implemented SAP based EHS management system (SAP EHSMS) that consists of environment Compliance and Incident Management modules. The Incident Management capabilities of this solution provide an enterprise-wide platform to manage and support business processes for

event recording, investigation, corrective action triggers, reporting and monitoring for safety and environmental incidents. The 6 step process is as follows:

Incident Management Process



The Port sector includes a number of operations such as container lifting, shifting and transferring of shipped goods to the store area. Being an active space, workers are exposed to various risks such as road traffic, handling of hazardous materials, cargo handling, hot work, chemical handling etc. which may render them prone to various occupational diseases and serious body injury unless proper care is taken & adequate precautions observed. As a step towards injury and accident prevention, APSEZ equips all employees with the necessary skills to execute their duties / tasks in a healthy and safe manner by imparting trainings like basic safety training, material handling, chemical handling, followed by job specific training and certification. Regular medical checkup is organised for all employees, basis which medical facilities are provided.

As traffic safety is one of the focus areas, since more than 5000 vehicles are involved in day-to-day port operations, APSEZ also conducts defensive driving training programme for its drivers so that they follow defensive driving principles within the Port premises and beyond. Traffic Safety Committee have been

constituted at all Ports to ensure that adequate traffic safety measures are put in place. The committee is also responsible to ensure that traffic safety rules are enforced and all the stakeholders are trained on various aspects of traffic safety.

In addition to providing world class equipment and also effectively implementing various programmes on Occupational Health & Safety, APSEZL has commenced behaviour based training to its employees and contractors. This is an endeavour to inculcate a habit to be safe and to keep people around you safe from work hazards. Every month more than 2000 BBS observations are reported at Hazira. Workers demonstrating safe behaviour are recognized and the ones reflecting at risk behaviour are counselled and their behaviours converted to safe behaviour through regular monitoring and counselling.

During the reporting period, 12,265 man-days were lost due to 11 lost time injuries & 2 fatal accidents. The frequency rate & severity rate was 0.40 & 1,243 respectively. There were no reported cases of any occupation-related ailments at any of the locations.





INDEPENDENT ASSURANCE OPINION STATEMENT

Statement No: **SRA-IND-660807**

Adani Ports and Special Economic Zone Limited Sustainability Report 2015-16

The British Standards Institution is independent to Adani Ports and Special Economic Zone Limited (hereafter referred to as "APSEZL" in this statement) and has no financial interest in the operation of APSEZL other than for the assessment and assurance of this report.

This independent assurance opinion statement has been prepared for APSEZL only for the purposes of assuring its statements relating to its sustainability report, more particularly described in the Scope, below. It was not prepared for any other purpose. The British Standards Institution will not, in providing this independent assurance opinion statement, accept or assume responsibility (legal or otherwise) or accept liability for or in connection with any other purpose for which it may be used, or to any person by whom the independent assurance opinion statement may be read. This statement is intended to be used by stakeholders & management of APSEZL.

This independent assurance opinion statement is prepared on the basis of review by the British Standards Institution of information presented to it by APSEZL. The review does not extend beyond such information and is solely based on it. In performing such review, the British Standards Institution has assumed that all such information is complete and accurate.

Any queries that may arise by virtue of this independent assurance opinion statement or matters relating to it should be addressed to APSEZL only.

Scope

The scope of engagement agreed upon with APSEZL includes the following:

1. The assurance covers the whole Sustainability Report 2015 of APSEZL prepared "In accordance" with GRI G4 Guidelines – Core option, and focuses on systems and activities of APSEZL and its port operations at Mundra and Hazira in the state of Gujarat during the period from 1st April 2015 to 31st March 2016.
2. The AA1000 Assurance Standard, AA1000AS (2008) Type 2 engagement evaluates the nature and extent of APSEZL's adherence to all three AA1000 AccountAbility

Principles: Inclusivity, Materiality and Responsiveness. The specified sustainability performance information/data disclosed in the report has been evaluated.

Opinion Statement

Our work was carried out by a team of sustainability report assurers in accordance with the AA1000 Assurance standard, AA1000AS (2008) and GRI G4 Guidelines. We planned and performed this part of our work to obtain the necessary information and explanations we considered to provide sufficient evidence that APSEZL's description of their self-declaration of compliance with the GRI guidelines were fairly stated.

We conclude that the APSEZL Sustainability Report 2015 Review provides a fair view of the APSEZL's CSR programmes and performances during 2015. We believe that the 2015 economic, social and environment performance indicators are fairly represented. The sustainability performance indicators disclosed in the report demonstrate APSEZL's efforts recognized by its stakeholders.

Methodology

Our work was designed to gather evidence on which to base our conclusion. We undertook the following activities:

- A top level review of issues raised by external parties that could be relevant to APSEZL's policies to provide a check on the appropriateness of statements made in the report
- Discussion with senior executives on APSEZL's approach to stakeholder engagement. We had no direct contact with external stakeholders
- Interview with staff involved in sustainability management, report preparation and provision of report information were carried out
- Review of key organizational developments
- Review of supporting evidence for claims made in the reports
- An assessment of the company's reporting and management processes concerning this reporting against the principles of Inclusivity, Materiality and Responsiveness as described in the AA1000 AccountAbility Principles Standard (2008)

Conclusions

A detailed review against the AA1000 AccountAbility Principles of Inclusivity, Materiality and Responsiveness and the GRI G4 guidelines is set out below:

Inclusivity

This report has reflected a fact that APSEZL is seeking the engagement of its stakeholders through numerous channels such as client feedback review reports, client surveys, supplier workshops and an internal cross generation communication survey (through questionnaires). APSEZL essentially enables industries to expand their reach across the globe by providing a maritime route and creating a network of ports & terminals. APSEZL's major services include handling of dry bulk, break bulk, cryogenic gas, POL & liquid and container cargo, dredging & marine services including coal, crude, containers, chemicals, fertilizers, agri products, steel & project cargo, edible oil, automobiles, minerals and timber. It also provides end-to-end cargo handling solutions

starting from anchorage, pilotage, tug-pulling, berthing, internal transport, storage and value add to evacuation by rail or road. In this Sustainability Report, material data disclosed is primarily restricted to the operations of Mundra and Hazira Ports, unless otherwise specified. This report covers the stakeholder issue together with fair reporting and disclosures for economic, social and environmental information. In our professional opinion, the report covers the APSEZL's inclusivity issues. Our view of an area for improvement for the report was adopted by APSEZL before issue of this opinion statement.

Materiality

APSEZL publishes sustainability information that enables its stakeholders to make informed judgments about the company's management and performance. In our professional opinion the report covers APSEZL's material issues by using APSEZL's materiality matrix and boundary mapping. Our view of an area for improvement for the report was adopted by APSEZL before issue of this opinion statement.

Responsiveness

APSEZL has implemented the practice to respond to the expectations and perceptions of its stakeholders. It includes client survey and different feedback mechanisms to external stakeholders and internal stakeholders. In our professional opinion the report covers APSEZL's responsiveness issues, however, the future report should be further enhanced by the following areas:

- Provide further information regarding responsiveness mechanism to different stakeholders

GRI-reporting

APSEZL provided us with their self-declaration of compliance GRI G4 Guidelines and the classification to align with "In accordance" - Core.

Based on our verification review, we are able to confirm that social responsibility and sustainable development indicators in all 3 categories (Environmental, Social and Economic) are reported with reference to "In accordance" with the GRI G4 Guidelines – Core option.

In our professional opinion the self-declaration covers APSEZL's social responsibility and sustainability issues, however, the future report will be improved by the following areas:

- In addition to show their process of "Stakeholder Engagement" (Principle of Inclusivity) and "Materiality Matrix and Boundary Mapping" (Principle of Materiality), also include more information for developing appropriate responses for responsiveness
- Improve the way to present information on G4-LA6.



Competency and Independence

The assurance team was composed of Lead auditors experienced in industrial sector, and trained in a range of sustainability, environmental and social standards including GRI G3, GRI G3.1, GRI G4, AA1000, ISO10002, ISO 14001, OHSAS 18001, and ISO 9001, etc. BSI is a leading global standards and assessment body founded in 1901. The assurance is carried out in line with the BSI Fair Trading Code of Practice.

Assurance Level

The moderate level of assurance provided is in accordance with AA1000 Assurance standard, AA1000AS (2008) in our review as defined by the scope and methodology described in this statement.

Responsibility

It is the responsibility of APSEZL's senior management to ensure the information presented in the Sustainability Report is accurate. Our responsibility is to provide an independent assurance opinion statement to stakeholders giving our professional opinion based on the scope and methodology described.

For and on behalf of BSI:

Kumaraswamy Chandrashekar
Head - Sustainability, BSI Group India

Mr Wilfred Chan
Regional Sustainability Portfolio Manager, BSI Asia Pacific

New Delhi, India
29 Sep 2016



Way Forward

Keeping in line with the significant role played by private ports in country's development & fulfilment of Government's ambitions, Adani Ports has already commenced development of India's first ever and ambitious international transshipment project in Vizhinjam, Kerala which will be completed within the stipulated time period of four years. Given Vizhinjam's access to prominent international waterways, the project will be a significant catalyst in positioning India strategically as a global transshipment hub. It will also be helpful in accelerating APSEZ's journey towards achieving its vision of annually handling '200 million tons of cargo by 2020'.

In FY 2016-17, its priorities will be to improve margins as well as bottomlines and efficiencies through enhancing the use of technology, diversifying the cargo mix, boosting capacity utilisation and lowering financial costs.

The company will continue to grow container volumes to reduce its dependence on individual commodities. A good example of this will be the commissioning in FY 2016-17 of Mundra's CT4, a joint venture with CMA- CGM, making Mundra the largest container port in India. The Capacity utilisation will also increase at the other western ports at Tuna-Tekra, Goa and Hazira.

At Dhamra, Dahej and Kattupalli, APSEZ will introduce facilities to handle fertilizer and agro products, which will offset a potential decline in imported coal volumes. The use of technology and innovations to improve productivity and create new growth opportunities is increasingly setting APSEZ apart from its competitors. The company will continue to embed technology in all aspects of its business to enhance ports efficiency and enhance its ability to become a connector of logistics services across the trade supply chain, thereby enhancing efficiencies for customers and itself.

APSEZ ports and its proposed development of associated logistics will benefit from several public infrastructure projects designed to stimulate industrial activity. The most significant of these proposals is Sagarmala, a government initiative to revitalise India's coastal shipping and inland waterways, which has the potential to handle 30 MMT of cargo. This will improve port connectivity with rail and road and stimulate the emergence of manufacturing clusters near major ports. These activities will accelerate the company towards its strategic goal of being a fully-integrated logistics business.

At APSEZ, we will do all of this in a way that is safe and sustainable – for the economy, for the environment and for the neighbouring communities across our operations. This means making APSEZ a business in which our people are proud to work, and where education, health and career development go hand-in-hand with ambition and expansion.

As far as our specific material aspects are concerned, in the coming years APSEZ will set specific targets & implement action plans to achieve them – for instance reduction of dependence on fuel consumption to meet the energy requirements & increase of renewable energy consumption; when it comes to waste management, continue to aspire to be a zero waste port by reducing waste generation & utilising the waste generated more efficiently. Towards this, an initiative 'scrap to sculpture' has already been taken, which will be elaborated upon in the next sustainability report. Apart from these, APSEZ will also attempt to align its sustainability reporting cycle with its annual reporting cycle so that both financial as well as non-financial disclosures are available to our stakeholders.

APSEZ also plans to strengthen its stakeholder engagement process by:

- implementing materiality process at all the ports
- take initiatives to make the supply chain & customer base more sustainable.

The Grievance Mechanism that has just been put in place will be tested for its efficiency & if any improvements are required shall be incorporated. APSEZ hopes to work more closely with its communities as well. The impact assessment survey which has been initiated this year will be analysed & learnings shall be used for incorporating necessary improvement & development of action plans.



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Abbreviations

AHPPL	Adani Hazira Port Pvt. Ltd.	GSB	Granular Sub Base	NAPCC	National Action Plan on Climate Change
AICTPL	Adani International Container Terminal Private Limited	HCDP	Holistic Community Development Plan	NGT	National Green Tribunal
AMDC	Adani Management Development Centre	HMEL	HPCL Mittal Energy Ltd.	OHS	Occupational Health and Safety
AMS	Audit Management System	HR	Human Resources	PIL	Public Interest Litigation
APSEZ	Adani Ports and Special Economic Zone Limited	IAPH	International Association of Ports and Harbours	PNG	Piped Natural Gas
ASDC	Adani Skill Development Centre	ICC	Internal Complaints Committee	QHSE	Quality Health Safety and Environment
BBB	Better Business Bureau	INR	Indian Rupee	Ro-Ro	Roll-on/Roll-off
BRR	Business Responsibility Report	IOCL	Indian Oil Corporation Limited	RTG	Rubber Tyre Gantry Cranes
CEO	Chief Executive Officer	IPAD	Inner Peace for Advanced Determination	SAM	Severe Acute Malnutrition
CFO	Chief Financial Officer	IPOD	Inner Peace for Outer Determination	SAP EHSMS - SAP based Environment Health Safety Management System	
CM	Community Mobilizers	ISO	International Organization for Standardization	SEBI	Securities and Exchange Board of India
CMA CGM	Compagnie Maritime Compagnie Générale Maritime	IT	Information Technology	SEZ	Special Economic Zone
CNG	Compressed Natural Gas	ITI	Industrial Training Institute	SHGs	Self-Help Groups
COO	Chief Operations Officer	Kms	Kilometres	SMS	Safety Management System
CPCB	Central Pollution Control Board	KRIBHCO	Krishak Bharati Cooperative Limited	SOPs	Standard Operating Procedures
CRZ	Coastal Regulation Zone	KVK	Krishi Vikas Kendra	SPCB	State Pollution Control Board
CSR	Corporate Social Responsibility	LEAD	Leadership Engagement And Development	SPM	Single Point Mooring
DMA	Disclosure on Management Approach	LED	Light-Emitting Diode	SR	Sustainability Report
ED	Executive Director	LPG	Liquefied Petroleum Gas	SRM	Supplier Relationship Management
EMC	Electronics Manufacturing Cluster	LTSB	L&T Ship Building Limited	STP	Sewage Treatment Plant
ETP	Effluent Treatment Plant	MAM	Moderate Acute Malnutrition	tCO ₂ e	Tonnes of carbon dioxide equivalent
EXIM	Export Import	MHCUs	Mobile HealthCare Service	TDS	Total Dissolved Solids
FCC	Fertilizer Cargo Complex	MLD	Million Litre per Day	TEUs	Twenty Foot Equivalent Units
FI	Financial Institutions	MMT	Million metric tons	UNEP	United Nations Programme
FTWZ	Free Trade Warehousing Zone	MMTPA	Million metric tons per annum	US	United States
FY	Financial Year	MoEF	Ministry of Environment & Forest	VPSHR	Voluntary Principles on Security & Human Rights
GAPL	Gujarat Adani Ports Ltd.	MoU	Memorandum of Understanding	VRM	Vendor Relationship Management
GHC	Greenhouse Gas	MSC	Mediterranean Shipping Company	WBCSD	World Business Council for Sustainable Development
GJ	Gigajoules	MT	Metric Ton	WED	World Environment Day
GRI	Global Reporting Initiative	MUPL	Mundra Utility Private Limited		
GRT	Gross Register Tonnage	MW	Mega watt		

Memberships

The Company is a member of the following key associations:

- Confederation of Indian Industry
- Federation of Indian Export Organisations
- Federation of Indian Chamber of Commerce and Industry
- The Associated Chambers of Commerce and Industry of India
- Ahmedabad Management Association
- Gujarat Chamber of Commerce and Industry



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