Opening Remarks

1 Current situation
- COVID-19 pandemic led to substantially declining global transport volumes in Q2 2020
- In response to the decline in demand, we implemented an extensive blank sailings program to adjust our cost base accordingly
- In addition, we have launched our Performance Safeguarding Program (PSP) to mitigate negative effects of the pandemic as much as possible

2 Financials
- In spite of COVID-19 related demand slump, we recorded very solid H1 2020 results
- While volumes were down, we benefited from lower bunker prices and active cost management
- To mitigate future risks, we have strengthened our liquidity position and further reduced our leverage

3 Market update
- Container transport volume 2020e is significantly affected by COVID-19
- Idle fleet is declining from record high in May as demand picks up slowly
- Volatile markets will also require various measures in H2 2020 to ensure sufficient supply at competitive cost

4 Way forward
- Earnings outlook confirmed; however, outlook remains subject to considerable uncertainty
- Focus on execution of the Performance Safeguarding Program and risk adequate liquidity steering
- Continue to roll-out and execute our Strategy 2023 to mitigate delays in implementation
COVID-19 pandemic has weakened global transport volumes in Q2 2020, which required carriers to adjust capacity to save cost...

Development of global transport volume

Global carrier capacity measures

Idle fleet

Source: Alphaliner (Issue 32/2020), eeSea (August 2020), CTS (August 2020)
Current situation

…and the sudden drop of the oil price resulted in significantly lower bunker cost in Q2

Weekly CCFI development

Bunker price development

Source: SSE (7 August 2020), Platts Bunkerwire (6 August 2020)
We are well positioned and remain focused on the implementation of our Strategy 2023 and the PSP program

OUR TEAM
- Situation worldwide is being closely monitored and we will steadily increase the percentage of employees back in the offices – since June we started gradually returning to offices in Germany
- We continue to actively track business continuity risk levels

OUR BUSINESS
- Volumes dropped by a low double-digit percentage amount in Q2
- However, we benefited from a temporarily favourable ratio between freight rates and bunker prices in the second quarter
- In addition, active cost management has led to a strong H1 result

OUR FOCUS
- Performance Safeguarding Program (PSP) on track, cost saving measures with positive impact across all categories
- We actively keep track on the execution of our Strategy 2023 and have just launched our fourth quality promise
In spite of COVID-19 related volume decline, we recorded a very solid result in the first half year 2020

### Operational KPIs

<table>
<thead>
<tr>
<th>KPI</th>
<th>Value</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Volume TTEU</td>
<td>5,755 (5,966)</td>
<td>Volume declined by -3.5% YoY due to COVID-19 impact on almost all trades, but mainly on main East-West trades</td>
</tr>
<tr>
<td>Rate USD/TEU</td>
<td>1,104 (1,071)</td>
<td>Average freight rate increased by 3.1% YoY mainly due to the MFR recovery mechanism</td>
</tr>
<tr>
<td>Bunker USD/mt</td>
<td>448 (429)</td>
<td>Average bunker consumption price increased slightly by +19 USD/mt due to higher share of low-sulphur fuel, but declined in Q2 YoY due to falling oil prices</td>
</tr>
</tbody>
</table>

### P&L effects

<table>
<thead>
<tr>
<th>KPI</th>
<th>Value</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revenue USD m</td>
<td>7,005 (7,047)</td>
<td>H1 revenue was almost stable (-0.6% YoY), as lower volumes were offset by increased freight rates</td>
</tr>
<tr>
<td>EBITDA USD m</td>
<td>1,287 (1,080)</td>
<td>EBITDA increased by USD 207 m on the back of a favorable relation of freight rates and bunker prices as well as active cost management mainly in Q2</td>
</tr>
<tr>
<td>EAT USD m</td>
<td>314 (165)</td>
<td>Net profit nearly doubled YoY, interest result improved due to bond repayments in 2019</td>
</tr>
</tbody>
</table>

### Financial KPIs

<table>
<thead>
<tr>
<th>KPI</th>
<th>Value</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>FCF USD m</td>
<td>1,177 (867)</td>
<td>Strong Free Cash Flow generation leading to a reduction of net debt</td>
</tr>
<tr>
<td>Net debt / EBITDA</td>
<td>2.6x (3.0x)</td>
<td>Ratio of net debt to EBITDA improved accordingly (calculated based on LTM)</td>
</tr>
<tr>
<td>ROIC %</td>
<td>7.7% (5.9%)</td>
<td>Return on Invested Capital turned clearly better due to strong result and lower invested capital</td>
</tr>
</tbody>
</table>

### Balance sheet

<table>
<thead>
<tr>
<th>KPI</th>
<th>Value</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assets USD m</td>
<td>19,152 (18,182)</td>
<td>Total assets increased by USD 970 m vs. 31.12 mainly due to a significant increase in cash</td>
</tr>
<tr>
<td>Fin. Debt USD m</td>
<td>8,058 (7,180)</td>
<td>Total financial debt increased due to debt intake as a precautionary measure to improve liquidity and increased lease liabilities (IFRS 16 related)</td>
</tr>
<tr>
<td>Liquidity USD m</td>
<td>1,876 (1,060)</td>
<td>Strong increase of liquidity reserve</td>
</tr>
</tbody>
</table>

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
As a result of our PSP measures and slightly higher freight rates, we were able to significantly improve our earnings YoY.

**Revenue [USD m]**

- Q2 2019: 3,569
- Q2 2020: 3,321
- H1 2019: 7,047
- H1 2020: 7,005

**EBITDA [USD m]**

- Q2 2019: 524
- Q2 2020: 770
- H1 2019: 1,080
- H1 2020: 1,287

**EBIT [USD m]**

- Q2 2019: 197
- Q2 2020: 387
- H1 2019: 440
- H1 2020: 563

**Group profit [USD m]**

- Q2 2019: 56
- Q2 2020: 287
- H1 2019: 165
- H1 2020: 314

**Note:** Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Volumes declined by 3.5% YoY in H1 2020, mainly impacted by a sharp global decline in transport volume in Q2 due to COVID-19.

Transport volume development by trade Q1 2019 – Q2 2020 [TTEU]

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Freight rates increased by 3.1% YoY in H1 2020, the sharp drop in bunker prices end Q1 / early Q2 will reduce bunker surcharges in Q3

Freight rate [USD/TEU] vs. Bunker price development [USD/mt]

Average freight rate

<table>
<thead>
<tr>
<th>Quarter</th>
<th>2019 Average</th>
<th>2020 Average</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>1,071</td>
<td>1,104</td>
<td>+ 3.1%</td>
</tr>
<tr>
<td>Q2</td>
<td>1,079</td>
<td>523</td>
<td></td>
</tr>
<tr>
<td>Q3</td>
<td>1,063</td>
<td>1,094</td>
<td></td>
</tr>
<tr>
<td>Q4</td>
<td>1,084</td>
<td>1,114</td>
<td></td>
</tr>
</tbody>
</table>

Average bunker price

<table>
<thead>
<tr>
<th>Quarter</th>
<th>2019 Average</th>
<th>2020 Average</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1</td>
<td>429</td>
<td>448</td>
<td>4.4 %</td>
</tr>
<tr>
<td>Q2</td>
<td>434</td>
<td>360</td>
<td>-17.1%</td>
</tr>
</tbody>
</table>

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Bunker expenses per unit rose by 6% YoY mainly due to the switch to more expensive low-sulphur fuel in H1 2020…

Bunker expenses per TEU [USD/TEU]

Total bunker consumption [k mt; %]

* Q1 bunker stock valuation was largely offset in Q2, with no meaningful impact in H1

Source: Platts Bunkerwire (6 August 2020)
…whereas ex-bunker unit cost were in line with previous year

Costs for “Vessel and voyage” decreased due to network optimization (blank sailings) and higher share of charter vessels considered as Right of Use (RoU) with a respective negative impact on depreciation.

Besides the Rights of Use related increase, depreciation & amortization increased also due to investments in scrubbers.

All other unit cost were more or less stable.

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Interest burden clearly reduced – extraordinary valuation effects weigh on financial result

Extraordinary interest result items [USD m]

- H1 2019 interest result: -254
- Rate & volume reduction: 56
- Bond option valuation: -16
- Swap valuation: -10
- H1 2020 interest result: -225

HLAG Bond trading

Comments

- On the back of successful deleveraging and the early repayment of our 6.75% bond initially due 2022, interest result has improved.
- Market turbulences led to a devaluation of interest swaps and the early bond repurchase option in total of USD - 26 million in H1 2020.
Good earnings development and prudent investment strategy resulting in strong free cash flow generation of USD 1,177 m in H1 2020

Cash flow H1 2020 [USD m]

Free cash flow = USD 1,177 m (H1 2019: USD 867 m)

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
We have further reduced our net debt and substantially improved our leverage ratio to 2.6x

**Equity base [USD m]**

<table>
<thead>
<tr>
<th></th>
<th>31 December 2019</th>
<th>30 June 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity base [USD m]</td>
<td>7,430</td>
<td>7,500</td>
</tr>
</tbody>
</table>

**Net debt [USD m]**

<table>
<thead>
<tr>
<th></th>
<th>31 December 2019</th>
<th>30 June 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial Debt [USD m]</td>
<td>8,058</td>
<td>7,180</td>
</tr>
<tr>
<td>Net Debt / EBITDA</td>
<td>3.0</td>
<td>2.6x</td>
</tr>
</tbody>
</table>

**Liquidity reserve [USD m]**

<table>
<thead>
<tr>
<th></th>
<th>31 December 2019</th>
<th>30 June 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash [USD m]</td>
<td>574</td>
<td>1,691</td>
</tr>
<tr>
<td>Unused credit lines [USD m]</td>
<td>585</td>
<td>185</td>
</tr>
<tr>
<td></td>
<td>1,159</td>
<td>1,876</td>
</tr>
</tbody>
</table>

**Comments**

- Liquidity reserve substantially improved due to strong free cash flow and precautionary liquidity measures
- Net debt decreased slightly due to positive free cash flow generation
- Leverage ratio (based on LTM calculation) has come down to 2.6x due to decreased net debt and good results

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Performance Safeguarding Program (PSP) launched to protect against downside risk of COVID-19 and to safeguard earnings and liquidity

Cost savings

- Substantial capacity measures taken in coordination with our THE Alliance partners to mitigate variable costs
- Reduction of variable transport expenses and fixed costs (e.g. return of chartered ships, SG&A)
- Savings in the range of a mid three-digit million USD figure expected

Investment prioritization

- Investment plan reviewed
- Postponement of growth and unnecessary maintenance investments
- Continuous review going forward

Financial contingency

- Additional liquidity secured
- Different financial measures executed, e.g. draw-down of USD 400 m from RCF & USD 160 m ABS
- Further actions taken (e.g. vessel re-financing) to enhance liquidity and secure necessary investments
Container transport volume 2020e is significantly affected by COVID-19 but not quite as severe as initially expected

GDP vs. global container volume growth [%]

Source: IMF WEO (June 2020), Clarksons (July 2020)
Market update

Idle fleet down from its peak in May to 5.1% as demand picks up slowly – Orderbook activity remains at historical low

Orderbook-to-fleet

<table>
<thead>
<tr>
<th>Year</th>
<th>Orderbook</th>
<th>Vessels &gt; 13,999 TEU</th>
<th>Share of world fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>6.5</td>
<td>6.0</td>
<td>61%</td>
</tr>
<tr>
<td>2008</td>
<td>6.0</td>
<td>5.0</td>
<td>50%</td>
</tr>
<tr>
<td>2009</td>
<td>5.0</td>
<td>4.3</td>
<td>38%</td>
</tr>
<tr>
<td>2010</td>
<td>4.3</td>
<td>3.9</td>
<td>27%</td>
</tr>
<tr>
<td>2011</td>
<td>3.9</td>
<td>3.4</td>
<td>21%</td>
</tr>
<tr>
<td>2012</td>
<td>3.4</td>
<td>3.6</td>
<td>21%</td>
</tr>
<tr>
<td>2013</td>
<td>3.6</td>
<td>3.3</td>
<td>18%</td>
</tr>
<tr>
<td>2014</td>
<td>3.3</td>
<td>3.8</td>
<td>19%</td>
</tr>
<tr>
<td>2015</td>
<td>3.8</td>
<td>3.2</td>
<td>16%</td>
</tr>
<tr>
<td>2016</td>
<td>3.2</td>
<td>2.8</td>
<td>13%</td>
</tr>
<tr>
<td>2017</td>
<td>2.8</td>
<td>2.5</td>
<td>12%</td>
</tr>
<tr>
<td>2018</td>
<td>2.5</td>
<td>2.5</td>
<td>11%</td>
</tr>
<tr>
<td>2019</td>
<td>2.5</td>
<td>2.2</td>
<td>9%</td>
</tr>
</tbody>
</table>

Newly placed orders

<table>
<thead>
<tr>
<th>Year</th>
<th>[TEU m]</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>1.8</td>
</tr>
<tr>
<td>2012</td>
<td>0.4</td>
</tr>
<tr>
<td>2013</td>
<td>2.0</td>
</tr>
<tr>
<td>2014</td>
<td>1.1</td>
</tr>
<tr>
<td>2015</td>
<td>2.2</td>
</tr>
<tr>
<td>2016</td>
<td>0.2</td>
</tr>
<tr>
<td>2017</td>
<td>0.8</td>
</tr>
<tr>
<td>2018</td>
<td>1.2</td>
</tr>
<tr>
<td>2019</td>
<td>0.7</td>
</tr>
<tr>
<td>YTD 2020</td>
<td>0.2</td>
</tr>
</tbody>
</table>

Idle fleet

<table>
<thead>
<tr>
<th>Year</th>
<th>[TEU m]</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>95</td>
</tr>
<tr>
<td>2012</td>
<td>432</td>
</tr>
<tr>
<td>2013</td>
<td>838</td>
</tr>
<tr>
<td>2014</td>
<td>830</td>
</tr>
<tr>
<td>2015</td>
<td>416</td>
</tr>
<tr>
<td>2016</td>
<td>779</td>
</tr>
<tr>
<td>2017</td>
<td>417</td>
</tr>
<tr>
<td>2018</td>
<td>924</td>
</tr>
<tr>
<td>2019</td>
<td>228</td>
</tr>
<tr>
<td>H1 2020</td>
<td>1,480</td>
</tr>
<tr>
<td>2020</td>
<td>293</td>
</tr>
<tr>
<td>2020</td>
<td>1,227</td>
</tr>
</tbody>
</table>

Share of world fleet: 5.1%

Source: MDS Transmodal (July 2020), Drewry Forecaster (Forecaster Q2020), Clarksons (July 2020), Alphaliner (Issue 32/2020)
Focus and quick responses continue to be necessary in H2 to ensure adequate supply in a volatile and difficult to predict demand situation.

Net capacity growth in 2020e

Supply / Demand balance

Gross capacity growth | Scrapping | Slippage | Net capacity growth | Estimated fleet 'out of service' for scrubber retrofits | Potential additional capacity measures
---|---|---|---|---|---
5.0% | -0.7% | -1.7% | 2.6% | | |

Demand | Supply | Potential active fleet growth
---|---|---
6.3% | 8.0% | 4.7% | 5.6% | 4.0% | 6.8%
3.9% | 2.0% | 3.8% | 4.1% | 1.7% | -7.2%
-0.4% | 1.2% | |

Source: Drewry (Forecaster 2Q20), Clarksons (July 2020), own estimates
Earnings outlook confirmed – subject to considerable uncertainties due to COVID-19 pandemic

- EBITDA and EBIT outlook ranges confirmed; however, outlook is subject to significant uncertainties related to the COVID-19 pandemic
- Outlook is based on the premise of a gradual recovery of the global economy in the second half of the year
- For 2020, transport volumes and average bunker consumption prices are expected to be below previous year’s level
- In addition, the development of freight rates and a potential further increase of bunker prices should have a decisive influence on Hapag-Lloyd earnings in H2 2020
Our priorities for the coming months remain unchanged

- Ensure the safety of our employees and fully support our customers to safeguard uninterrupted supply chains
- Focus on execution of the Performance Safeguarding Program and tracking of cost cutting measures
- Keep track on execution of our Strategy 2023 and gradually pick-up relevant projects again
- Continue to follow a conservative financial policy with clear focus on cash
- Continuously monitor the global economic impact of the COVID-19 pandemic and adapt to evolving market conditions
Hapag-Lloyd with an equity ratio of 39.2% and a gearing of 84.9%

### Balance sheet [USD m]

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Assets</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-current assets</td>
<td>15,540.9</td>
<td>15,501.0</td>
</tr>
<tr>
<td>of which fixed assets</td>
<td>15,458.5</td>
<td>15,393.6</td>
</tr>
<tr>
<td>Current assets</td>
<td>3,610.8</td>
<td>2,680.7</td>
</tr>
<tr>
<td>of which cash and cash equivalents</td>
<td>1,691.2</td>
<td>574.1</td>
</tr>
<tr>
<td><strong>Total assets</strong></td>
<td>19,151.7</td>
<td>18,181.7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Equity and liabilities</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Equity</td>
<td>7,499.8</td>
<td>7,430.3</td>
</tr>
<tr>
<td>Borrowed capital</td>
<td>11,651.9</td>
<td>10,751.4</td>
</tr>
<tr>
<td>of which non-current liabilities</td>
<td>6,794.0</td>
<td>6,269.4</td>
</tr>
<tr>
<td>of which current liabilities</td>
<td>4,857.9</td>
<td>4,482.0</td>
</tr>
<tr>
<td>of which financial debt and lease liabilities</td>
<td>8,058.1</td>
<td>7,179.6</td>
</tr>
<tr>
<td>of which non-current financial debt and lease liabilities</td>
<td>6,276.3</td>
<td>5,786.6</td>
</tr>
<tr>
<td>of which current financial debt and lease liabilities</td>
<td>1,781.9</td>
<td>1,393.0</td>
</tr>
<tr>
<td><strong>Total equity and liabilities</strong></td>
<td>19,151.7</td>
<td>18,181.7</td>
</tr>
</tbody>
</table>

### Financial position [USD m]

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Financial debt</td>
<td>8,058.1</td>
<td>7,179.6</td>
</tr>
<tr>
<td>Cash and cash equivalents</td>
<td>1,691.2</td>
<td>574.1</td>
</tr>
<tr>
<td>Restricted Cash</td>
<td>–</td>
<td>–</td>
</tr>
<tr>
<td><strong>Net debt</strong></td>
<td>6,366.9</td>
<td>6,605.4</td>
</tr>
<tr>
<td>Unused credit lines</td>
<td>185.0</td>
<td>585.0</td>
</tr>
<tr>
<td>Liquidity reserve</td>
<td>1,876.2</td>
<td>1,159.1</td>
</tr>
<tr>
<td><strong>Equity</strong></td>
<td>7,499.8</td>
<td>7,430.3</td>
</tr>
<tr>
<td>Gearing (net debt / equity) (%)</td>
<td>84.9</td>
<td>88.9</td>
</tr>
<tr>
<td><strong>Equity ratio (%)</strong></td>
<td>39.2</td>
<td>40.9</td>
</tr>
</tbody>
</table>

Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.
Hapag-Lloyd with positive EBIT of USD 563.2 m in H1 2020

### Income statement [USD m]

<table>
<thead>
<tr>
<th></th>
<th>Q2 2020</th>
<th>Q2 2019</th>
<th>YoY change</th>
<th>H1 2020</th>
<th>H1 2019</th>
<th>YoY change</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td>3,321.2</td>
<td>3,569.0</td>
<td>–7%</td>
<td>7,005.2</td>
<td>7,046.6</td>
<td>–1%</td>
</tr>
<tr>
<td>Transport expenses</td>
<td>–2,295.4</td>
<td>–2,790.5</td>
<td>–18%</td>
<td>–5,209.9</td>
<td>–5,450.7</td>
<td>–4%</td>
</tr>
<tr>
<td>Personnel expenses</td>
<td>–184.3</td>
<td>–185.5</td>
<td>–1%</td>
<td>–374.8</td>
<td>–374.8</td>
<td>0%</td>
</tr>
</tbody>
</table>
| Depreciation, amortisa-
| tion and impairment  | –382.9  | –327.3  | 17%        | –724.0  | –640.2  | 13%        |
| Other operating result| –78.5   | –78.7   | 0%         | –150.3  | –161.0  | 7%         |
| **Operating result** | 380.1   | 187.0   | 103%       | 546.2   | 419.8   | 30%        |
| Share of profit of equity-
| accounted investees    | 7.1     | 10.1    | –29%       | 17.3    | 19.8    | –12%       |
| Result from investments | –0.1   | 0.0     | n.m.       | –0.3    | 0.2     | n.m.       |
| **Earnings before interest and tax (EBIT)** | 387.1 | 197.1 | 96% | 563.2 | 439.8 | 28% |
| Interest result       | –87.8   | –133.5  | –34%       | –224.7  | –254.1  | –12%       |
| Other financial items  | –1.9    | –1.2    | 52%        | 2.9     | –1.0    | n.m.       |
| Income taxes          | –10.4   | –6.6    | 58%        | –27.0   | –19.5   | 38%        |
| **Group profit / loss** | 287.1 | 55.9 | 414% | 314.4 | 165.2 | 90% |

*Note: Figures as stated in the Investor Report H1 2020. Rounding differences may occur.*
Well balanced maturity structure of financial liabilities

### Financial Debt Profile as per 30 June 2020¹), [USD m]

<table>
<thead>
<tr>
<th>Facility</th>
<th>30 June 2020 [USD m]</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Financings</td>
<td>3,371</td>
</tr>
<tr>
<td>Container Financings</td>
<td>1,312</td>
</tr>
<tr>
<td><strong>Total Vessel &amp; Container</strong></td>
<td><strong>4,683</strong></td>
</tr>
<tr>
<td>EUR Bond 2024</td>
<td>504</td>
</tr>
<tr>
<td><strong>Total Bonds</strong></td>
<td><strong>504</strong></td>
</tr>
<tr>
<td>Corporate secured</td>
<td>366</td>
</tr>
<tr>
<td>Corporate unsecured</td>
<td>976</td>
</tr>
<tr>
<td><strong>Total corporate</strong></td>
<td><strong>1,341</strong></td>
</tr>
<tr>
<td>Pre IFRS 16 Leases</td>
<td>59</td>
</tr>
<tr>
<td>New IFRS 16 Leases</td>
<td>1,491</td>
</tr>
<tr>
<td><strong>Total Finance Leases</strong></td>
<td><strong>1,550</strong></td>
</tr>
<tr>
<td><strong>Total financial liabilities</strong></td>
<td><strong>8,079⁴⁾</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Liabilities to banks</th>
<th>Bonds</th>
<th>Liabilities from lease and charter contracts</th>
<th>Other financial liabilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2020</td>
<td>288</td>
<td>62</td>
<td>1,173</td>
<td>62</td>
</tr>
<tr>
<td>2021</td>
<td>503</td>
<td>137</td>
<td>1,279</td>
<td>137</td>
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<tr>
<td>2022</td>
<td>268</td>
<td>97</td>
<td>1,602²⁾</td>
<td>97</td>
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<tr>
<td>2023</td>
<td>191</td>
<td>142</td>
<td>946</td>
<td>142</td>
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<tr>
<td>2024</td>
<td>115</td>
<td>79</td>
<td>1,104</td>
<td>79</td>
</tr>
<tr>
<td>&gt; 2024</td>
<td>504</td>
<td>504</td>
<td>1,975</td>
<td>504</td>
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</tbody>
</table>

¹) As of January 2018 financial debt profile has been changed to the statement of repayment amounts. Deviation from the total financial debt as shown in the balance sheet as per 30.06.2020 consists of transaction costs and accrued interest  
²) ABS program prolonged until 2022  
³) Liabilities from lease and charter contracts consist of USD 59 million liabilities from former finance lease contracts and USD 1,491 USD million from lease contracts presented as on-balance financial liability due to first-time application of IFRS 16  
⁴) Repayment amounts based on contractual debt as per 30.06.2020  
Note: Rounding differences may occur
Hapag-Lloyd`s shareholder structure

Shareholder structure as of 30 June 2020
## Share price development

### Performance since 1 January 2018

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<td>DAX Global Shipping</td>
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### Stock Exchange
- Frankfurt Stock Exchange / Hamburg Stock Exchange

### Market segment
- Regulated market (Prime Standard)

### ISIN / WKN
- DE000HLAG475 / HLAG47

### Ticker Symbol
- HLAG

### Primary listing
- 6 November 2015

### Number of shares
- 175,760,293

Source: Bloomberg (3 August 2020)
### EUR Bond 2024

**Listing**
- Open market of the Luxembourg Stock Exchange (Euro MTF)

**Volume**
- EUR 450 m

**ISIN / WKN**
- XS1645113322

**Maturity Date**
- Jul 15, 2024

**Redemption Price**
- As of July 15, 2020: 102.563%
- As of July 15, 2021: 101.281%
- As of July 15, 2022: 100%

**Coupon**
- 5.125%

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### EUR Bond 2022

**Listing**
- Open market of the Luxembourg Stock Exchange (Euro MTF)

**Volume**
- EUR 450 m

**ISIN / WKN**
- XS1555576641 / A2E4V1

**Maturity Date**
- Feb 1, 2022

**Redemption Price**
- As of Feb 1, 2019: 103.375%
- As of Feb 1, 2020: 101.688%
- As of Feb 1, 2021: 100%

**Coupon**
- 6.75%

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**Source:** Citi (6 August 2020)

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*Impacted by general uncertainty in the financial markets*
Financial Calendar 2020

19 February 2020  Preliminary Financials 2019 ✓

20 March 2020  Annual Report 2019 ✓


05 June 2020  Virtual Annual General Meeting 2020 ✓


Disclaimer

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