Today’s presenters:

Eli Glickman  
*President & Chief Executive Officer*

Xavier Destriau  
*Executive Vice President, Chief Financial Officer*
Forward-Looking Statements

This presentation contains or may be deemed to contain forward-looking statements (as defined in the U.S. Private Securities Litigation Reform Act of 1995 and the Israeli Securities Law, 1968). In some cases, you can identify these statements by forward-looking words such as "may," "might," "will," "should," "expect," "plan," "anticipate," "believe," "estimate," "predict," "potential" or "continue," the negative of these terms and other comparable terminology. These forward-looking statements, which are subject to risks, uncertainties and assumptions about the Company, may include projections of the Company’s future financial results, its anticipated growth strategies and anticipated trends in its business as well as its intended dividend policy. These statements are only predictions based on the Company’s current expectations and projections about future events or results. There are important factors that could cause the Company’s actual results, level of activity, performance or achievements to differ materially from the results, level of activity, performance or achievements expressed or implied by the forward-looking statements. Factors that could cause such differences include, but are not limited to: market changes in freight, bunker, charter and other rates or prices, new legislation or regulation affecting the Company’s operations, new competition and changes in the competitive environment; the outcome of legal proceedings to which the Company is a party, and other risks and uncertainties detailed from time to time in the Company’s filings with the U.S. Securities and Exchange Commission, including under the caption “Risk Factors” in its 2021 Annual Report.

Although the Company believes that the expectations reflected in the forward-looking statements contained herein are reasonable, it cannot guarantee future results, level of activity, performance or achievements. Moreover, neither the Company nor any other person assumes responsibility for the accuracy and completeness of any of these forward-looking statements. The Company assumes no duty to update any of these forward-looking statements after the date hereof to conform its prior statements to actual results or revised expectations, except as otherwise required by law.

The Company prepares its financial statements in accordance with International Financial Reporting Standards (IFRS), as issued by the International Accounting Standards Board (IASB).

Use of non-IFRS financial measures

The Company presents non-IFRS measures as additional performance measures as the Company believes that it enables the comparison of operating performance between periods on a consistent basis. These measures should not be considered in isolation, or as a substitute for operating income, any other performance measures, or cash flow data, which were prepared in accordance with Generally Accepted Accounting Principles as measures of profitability or liquidity. Please note that Adjusted EBITDA does not take into account debt service requirements, or other commitments, including capital expenditures, and therefore, does not necessarily indicate the amounts that may be available for the Company’s use. In addition, Non-IFRS financial measures, as those presented by the Company, may not be comparable to similarly titled measures reported by other companies, due to differences in the way these measures are calculated.

**Adjusted EBITDA**: net income (loss) adjusted to exclude financial expenses (income), net, income taxes, depreciation and amortization in order to reach EBITDA, and further adjusted to exclude impairment of assets, non-cash charter hire expenses, capital gains (losses) beyond the ordinary course of business and expenses related to legal contingencies.

**Adjusted EBIT**: net income (loss) adjusted to exclude financial expenses (income), net and income taxes, in order to reach EBIT, and further adjusted to exclude impairment of assets, non-cash charter hire expenses, capital gains (losses) beyond the ordinary course of business and expenses related to legal contingencies.

**Free cash flow**: net cash generated from operating activities minus capital expenditures, net.

**Total cash position**: includes cash and cash equivalents and investments in bank deposits and other investment instruments.

**Net debt**: face value of short- and long-term debt, minus cash and cash equivalents, bank deposits and other investment instruments. Net cash: cash and cash equivalents, bank deposits and other investment instruments exceeding the face value of short- and long-term debt.

**Net leverage ratio**: net debt (defined above) divided by Adjusted EBITDA of the last twelve-month period.

See the reconciliation of net income to Adjusted EBITDA and Adjusted EBIT below.
Major Milestones Since IPO (January 2021)

Jan-2021
Completed $225 million IPO on NYSE, first global container liner to list in the U.S.

Feb-2021
Concluded long-term charter agreement for 10 x 15,000 TEU newbuild LNG-fueled vessels

Mar-2021
Concluded additional round of investment in WAVE BL, a leading provider of electronic B/L blockchain solution

Apr-2021
Launched ZIMARK to provide next-generation scanning solutions for the logistics and supply chain sectors

Apr-2021
Announced full early redemption of $349 million of Series 1 and 2 notes

May-2021
Declared $2.0/share special dividend, first dividend as public company

June-2021
Completed secondary offering of ~8 million shares by certain shareholders of the company

July-2021
Concluded long-term charter agreement for 10 x 7,000 TEU newbuild LNG-fueled vessels (exercised option for 5 additional vessels in Sept-2021)

Sept & Oct-2021
Purchased 8 secondhand vessels

Oct-2021
Launched Ship4wd, a new digital freight forwarding company

Nov-2021
Announced transition to quarterly dividend policy & declared $2.5/share Q3.21 interim dividend

Jan-2022
Concluded long-term charter agreement for 3 x 7,000 TEU newbuild LNG-fueled vessels

Feb-2022
Concluded charter agreement for 8 x 5,300 TEU newbuild vessels

Feb-2022
Extended collaboration agreement with 2M on USEC and USGC
2021: a year in review

Investing in our future

- **Operated capacity\(^{(1)}\)**: ~20%
- **Container fleet\(^{(1)}\)**: ~35%
- **Carried volume\(^{(2)}\)**: ~23%
- **Newbuild vessels\(^{(3)}\)**: 36 (318K TEUs)

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\(^{(1)}\) Increase from January 2021 to March 2022
\(^{(2)}\) Increase in 2021 year-over-year
\(^{(3)}\) Newbuild vessels to be delivered in 2023 and 2024
Record full year and quarterly results

### Full year 2021
- **Revenues**: $10.7 billion
- **Adj EBITDA**: $6.6 billion
- **Net profit**: $4.6 billion
- **Operating cash flow**: $6.0 billion
- **Adj EBITDA and EBIT margins**: 61% and 54%

### Q4.2021
- **Revenues**: $3.5 billion
- **Adj EBITDA**: $2.4 billion
- **Net profit**: $1.7 billion
- **Operating cash flow**: $2.0 billion
- **Adj EBITDA and EBIT margins**: 68% and 61%

### Shareholder equity
- **$4.6 billion**
Exceptional return of capital; strong outlook for 2022

2021 highlights
- Q4 2021 dividend: $17.00/share (~$2.04 billion)
- Total dividend payout since IPO ~$2.6 billion

2022 Full-year guidance
- Adjusted EBITDA: $7.1 – 7.5 billion
- Adjusted EBIT: $5.6 – 6.0 billion
Proven strategy: deliver strong results and invest in future growth

**Operational agility**
- Grow operated capacity by ~20% TEUs
- Currently operating 125 vessels
- Maintain high level of fleet flexibility

**Commercial agility**
- Open 17 lines
- Capitalize on ecommerce boom
- 2M Extend USEC & USGC collaboration
- Grow car carrier capacity

**Operational excellence**
- Secure newbuild fleet: 36 vessels
- Advance ESG objectives
- 28 LNG-fueled vessels
- Best-in-Class reefer fleet
- Grow container fleet to ~1 million TEUs

**Digitalization and innovation**
- Invest in disruptive technologies as growth engines
- Employ data science and IA capacities to enhance operations & profitability
## Improvement across key operational and financial indicators

### Operational

<table>
<thead>
<tr>
<th></th>
<th>Q4.21 vs. Q4.20</th>
<th>2021 vs. 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carried volume</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(K TEUs)</td>
<td>858</td>
<td>799</td>
</tr>
<tr>
<td></td>
<td>7%</td>
<td>23%</td>
</tr>
<tr>
<td><strong>Freight rate</strong></td>
<td>3,630</td>
<td>2,786</td>
</tr>
<tr>
<td>($/TEU)</td>
<td>1,518</td>
<td>1,229</td>
</tr>
<tr>
<td></td>
<td>139%</td>
<td>127%</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td>3,466</td>
<td>10,729</td>
</tr>
<tr>
<td>($ Mn)</td>
<td>1,361</td>
<td>3,992</td>
</tr>
<tr>
<td></td>
<td>155%</td>
<td>169%</td>
</tr>
</tbody>
</table>

### Balance Sheet

<table>
<thead>
<tr>
<th></th>
<th>2021 vs. 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total debt</strong></td>
<td>3,341</td>
</tr>
<tr>
<td>($ Mn)</td>
<td>1,862</td>
</tr>
<tr>
<td></td>
<td>1,479</td>
</tr>
<tr>
<td><strong>Cash, bank deposit and</strong></td>
<td>3,850</td>
</tr>
<tr>
<td><strong>investment instruments</strong></td>
<td>626</td>
</tr>
<tr>
<td>($ Mn)</td>
<td>3,224</td>
</tr>
<tr>
<td><strong>Net debt (net cash)</strong></td>
<td>(509)</td>
</tr>
<tr>
<td>($ Mn)</td>
<td>1,236</td>
</tr>
<tr>
<td></td>
<td>-1,745</td>
</tr>
<tr>
<td><strong>Net leverage ratio</strong></td>
<td>0.0X</td>
</tr>
<tr>
<td></td>
<td>1.2X</td>
</tr>
<tr>
<td></td>
<td>-100%</td>
</tr>
</tbody>
</table>

* Face value
Consistent earnings growth and continued deleveraging

* LTM Adjusted EBITDA was adjusted to simulate IFRS 16 impact during periods prior to January 1, 2019, based on actual IFRS 16 impact in periods following its implementation.

---|---|---|---|---|---|---|---|---|---|---|---
$273 * | $328 * | $359 * | $386 | $414 | $465 | $620 | $1,036 | $1,759 | $2,949 | $4,767 | $6,597

LTM Adj. EBITDA ($ Mn)

Net Leverage Ratio

2021 achievements 2021 highlights Financial results Market developments 2022 guidance Summary
FY 2021: record results across all metrics

Revenue ($Mn)

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3,992</td>
<td>10,729</td>
</tr>
</tbody>
</table>

+169%

EBIT* ($Mn)

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>729</td>
<td>5,820</td>
</tr>
</tbody>
</table>

+5,091

54%

26%

54%

EBITDA* ($Mn)

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1,036</td>
<td>6,597</td>
</tr>
</tbody>
</table>

+5,561

61%

61%

Net Profit ($Mn)

<table>
<thead>
<tr>
<th>Year</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>524</td>
<td>4,649</td>
</tr>
</tbody>
</table>

+4,125

XX% - margin

* Figures represent Adjusted EBITDA and Adjusted EBIT
Q4.2021: record results across all metrics

Revenue ($Mn)
- Q4.20: 1,361
- Q4.21: 3,466
- Q3.21: 3,136
- Q4.21: 3,466

EBITDA* ($Mn)
- Q4.20: 1,342
- Q4.21: 2,362
- Q3.21: 2,080
- Q4.21: 2,362

Net Profit ($Mn)
- Q4.20: 366
- Q4.21: 1,708
- Q3.21: 1,463
- Q4.21: 1,708

* Figures represent Adjusted EBITDA and Adjusted EBIT

$XX% - margin
ZIM 23% growth vs. overall market growth of ~6.6%* (YoY)

Volume breakdown by geographic trade zone (K TEU)

<table>
<thead>
<tr>
<th>Year</th>
<th>Pacific</th>
<th>Cross-Suez</th>
<th>Atlantic</th>
<th>Intra-Asia</th>
<th>Latin America</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q3.21</td>
<td>362</td>
<td>303</td>
<td>321</td>
<td>50</td>
<td>243</td>
</tr>
<tr>
<td>Q4.21</td>
<td>144</td>
<td>163</td>
<td>90</td>
<td>163</td>
<td>251</td>
</tr>
<tr>
<td>Q4.20</td>
<td>87</td>
<td>84</td>
<td>153</td>
<td>251</td>
<td>243</td>
</tr>
<tr>
<td>Q4.21</td>
<td>362</td>
<td>303</td>
<td>321</td>
<td>50</td>
<td>243</td>
</tr>
<tr>
<td>2020</td>
<td>1,126</td>
<td>607</td>
<td>593</td>
<td>343</td>
<td>939</td>
</tr>
<tr>
<td>2021</td>
<td>1,376</td>
<td>619</td>
<td>345</td>
<td>343</td>
<td>1,376</td>
</tr>
</tbody>
</table>

* Source: Container Trade Statistics
Q4.2021 cash flow bridge ($ Mn)

- Cash Flow from Operations: $2,005
- CAPEX, Net: -$344
- Free Cash Flow: $1,661
- Debt Service: -$308
- Dividend: -$299
- Others: -$3
- Net Change in Total Cash Position: $1,051
Demand will continue to outpace growth in supply in 2022; possible supply chain bottlenecks, scrapping and IMO 2023 regulation support expectation that ramp up in newbuilding deliveries will offset supply growth in 2023-2024
Ocean Timeliness Indicator remains near record high, more than doubled on the TP and increased significantly on the FEWB

Estimated impact of lower port productivity on effective capacity

Cargo ready date to destination port departure

Source: Flexport Research (through Jan 23rd, 2022)

Effective capacity

Potential effective capacity

* Basis same port productivity as 2019. Note: Figures above bars are % reduction

Source: Drewry Container Forecaster – Q4 2021
Charter hire trend correlates with demand as reflected by freight trend, carriers facing supply shortage driving higher charter cost for longer duration, are expected to sustain rate levels.

**Clarksons’ rates of charter hire**

- 1,000 TEU
- 1,700 TEU
- 2,500-3,500 TEU
- 4,250-5,000 TEU
- 6,800 TEU
- 8,000-9,000 TEU

**Avg period of charter deals >4K TEU vessels**

- Charter period (months)
- # Deals

Source: Clarksons Platou

Source: Alphaliner
Confidence in longer market strength drove the sale-and-purchase market for container vessels to record levels.

Elevated demand for containerized supply chain into the US is expected to sustain in the near-term future.

Average price of secondhand vessels (size 3.5-5K TEUs)

Demand (avg weekly TEU) vs US retail trade inventory/sales ratio

Source: Alphaliner

Source: Piers, https://fred.stlouisfed.org/series/RETAILIRSA, December 2021
#### 2022 full-year guidance

**Adjusted EBITDA**

$7.1 – 7.5 Bn

**Adjusted EBIT**

$5.6 – 6.0 Bn

- **Average freight rates** in 2022 higher than 2021; gradual decline of spot rates in 2H’22; contract rates – significantly higher than 2021
- **Volume** growth inline with market growth
- **Average bunker rates** in 2022 higher than 2021
- **Charter rates** remain stable in 2022; limited exposure to fluctuations in charter rates in 2022
2021 dividends

$2.5/share
Q3 2021 interim dividend
(declared November 2021, paid December 2021)

$17.0/share
Q4 2021 dividend
(declared March 2022, payable April 2022)*

$19.5/share
2021 annual dividend
(50% of 2021 net income)

$2.0/share
special dividend
(paid September 2021)

= $21.5/share
Total dividend
distributed Since
IPO (Jan 2021)

* Record date – March 23, 2022; payout date – April 4, 2022
Q&A SESSION
ZIM – positive near- and long-term outlook

**Improved commercial and operational position**

- Secured core newbuild fleet
- Launched several new services to capture market demand
- Grew container fleet
- Invested in disruptive technologies & advanced digitalization efforts

**Positive industry outlook**

- Fundamental structural changes in container shipping
- Road to net zero carbon

Poised to continue delivering top industry margins and long-term shareholder value
APPENDIX
Reconciliation of net income to Adjusted EBITDA and Adjusted EBIT

($ in Mn)

### RECONCILIATION OF NET INCOME (LOSS) TO ADJUSTED EBIT

<table>
<thead>
<tr>
<th></th>
<th>FY2021</th>
<th>FY2020</th>
<th>FY2019</th>
</tr>
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<tbody>
<tr>
<td>Net income (loss)</td>
<td>4,649</td>
<td>524</td>
<td>(13)</td>
</tr>
<tr>
<td>Financial expenses, net</td>
<td>157</td>
<td>181</td>
<td>154</td>
</tr>
<tr>
<td>Income taxes</td>
<td>1,010</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td><strong>Operating income (EBIT)</strong></td>
<td>5,816</td>
<td>722</td>
<td>153</td>
</tr>
<tr>
<td>Non-cash charter hire expenses</td>
<td>2</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Capital gain, beyond the ordinary course of business</td>
<td>0</td>
<td>0</td>
<td>(14)</td>
</tr>
<tr>
<td>Impairment losses (recoveries) of assets</td>
<td>0</td>
<td>(4)</td>
<td>1</td>
</tr>
<tr>
<td>Expenses related to legal contingencies</td>
<td>2</td>
<td>3</td>
<td>(2)</td>
</tr>
<tr>
<td><strong>Adjusted EBIT</strong></td>
<td>5,820</td>
<td>729</td>
<td>149</td>
</tr>
</tbody>
</table>

### RECONCILIATION OF NET INCOME (LOSS) TO ADJUSTED EBITDA

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<td>1,010</td>
<td>17</td>
<td>12</td>
</tr>
<tr>
<td>Depreciation and amortization</td>
<td>780</td>
<td>314</td>
<td>246</td>
</tr>
<tr>
<td><strong>EBITDA</strong></td>
<td>6,596</td>
<td>1,036</td>
<td>399</td>
</tr>
<tr>
<td>Non-cash charter hire expenses</td>
<td>(i)</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Capital gain, beyond the ordinary course of business</td>
<td>0</td>
<td>0</td>
<td>(14)</td>
</tr>
<tr>
<td>Impairment losses (recoveries) of assets</td>
<td>0</td>
<td>(4)</td>
<td>1</td>
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<tr>
<td>Expenses related to legal contingencies</td>
<td>2</td>
<td>3</td>
<td>(2)</td>
</tr>
<tr>
<td><strong>Adjusted EBITDA</strong></td>
<td>6,597</td>
<td>1,036</td>
<td>386</td>
</tr>
</tbody>
</table>

**Notes:**
(1) Mainly related to amortization of deferred charter hire costs, recorded in connection with the 2014 restructuring.
(2) Following the adoption of IFRS 16 on January 1, 2019, part of the adjustments are recorded as amortization of right-of-use assets.