



Mundys SpA

# 2025 CDP Corporate Questionnaire 2025

Word version

**Important: this export excludes unanswered questions**

This document is an export of your organization's CDP questionnaire response. It contains all data points for questions that are answered or in progress. There may be questions or data points that you have been requested to provide, which are missing from this document because they are currently unanswered. Please note that it is your responsibility to verify that your questionnaire response is complete prior to submission. CDP will not be liable for any failure to do so.

[Read full terms of disclosure](#)

# Contents

<b>C1. Introduction.....</b>	<b>8</b>
(1.1) In which language are you submitting your response?.....	8
(1.2) Select the currency used for all financial information disclosed throughout your response.....	8
(1.3) Provide an overview and introduction to your organization.....	8
(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years..	9
(1.4.1) What is your organization’s annual revenue for the reporting period? .....	10
(1.5) Provide details on your reporting boundary. ....	10
(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)? .....	10
(1.7) Select the countries/areas in which you operate.....	13
(1.24) Has your organization mapped its value chain? .....	14
(1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of? .....	15
<b>C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities.....</b>	<b>17</b>
(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?.....	17
(2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts? .....	18
(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?.....	19
(2.2.2) Provide details of your organization’s process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities. ....	19
(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed? .....	33
(2.3) Have you identified priority locations across your value chain?.....	33
(2.4) How does your organization define substantive effects on your organization? .....	34
(2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?.....	37
<b>C3. Disclosure of risks and opportunities.....</b>	<b>39</b>
(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?.....	39

(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future. ....	40
(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks. ....	52
(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations? .....	53
(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)? .....	54
(3.5.1) Select the carbon pricing regulation(s) which impact your operations. ....	54
(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by. ....	54
(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?.....	55
(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?.....	56
(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.....	57
(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities. ...	63

**C4. Governance ..... 65**

(4.1) Does your organization have a board of directors or an equivalent governing body?.....	65
(4.1.1) Is there board-level oversight of environmental issues within your organization? .....	66
(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board's oversight of environmental issues.....	66
(4.2) Does your organization's board have competency on environmental issues?.....	71
(4.3) Is there management-level responsibility for environmental issues within your organization? .....	72
(4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals). ....	74
(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets? .....	75
(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals). ....	77
(4.6) Does your organization have an environmental policy that addresses environmental issues?.....	78
(4.6.1) Provide details of your environmental policies. ....	79
(4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives? .....	84
(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment? .....	85

(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year? .....	86
(4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year. ....	88
(4.12) Have you published information about your organization’s response to environmental issues for this reporting year in places other than your CDP response? .....	92
(4.12.1) Provide details on the information published about your organization’s response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication. ....	92

**C5. Business strategy..... 97**

(5.1) Does your organization use scenario analysis to identify environmental outcomes? .....	97
(5.1.1) Provide details of the scenarios used in your organization’s scenario analysis. ....	97
(5.1.2) Provide details of the outcomes of your organization’s scenario analysis. ....	112
(5.2) Does your organization’s strategy include a climate transition plan? .....	114
(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning? .....	116
(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.....	116
(5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning .....	120
(5.4) In your organization’s financial accounting, do you identify spending/revenue that is aligned with your organization’s climate transition? .....	121
(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization’s climate transition. ....	121
(5.4.2) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year. ....	127
(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization’s taxonomy alignment. ....	131
(5.9) What is the trend in your organization’s water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year? .....	131
(5.10) Does your organization use an internal price on environmental externalities? .....	132
(5.10.1) Provide details of your organization’s internal price on carbon.....	132
(5.11) Do you engage with your value chain on environmental issues? .....	138
(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?.....	139
(5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?.....	140
(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization’s purchasing process? .....	141

(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization’s purchasing process, and the compliance measures in place. ....	142
(5.11.7) Provide further details of your organization’s supplier engagement on environmental issues. ....	147
(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain. ....	151
<b>C6. Environmental Performance - Consolidation Approach .....</b>	<b>155</b>
(6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data. ....	155
<b>C7. Environmental performance - Climate Change.....</b>	<b>157</b>
(7.1) Is this your first year of reporting emissions data to CDP?.....	157
(7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data? .....	157
(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year? .....	158
(7.1.3) Have your organization’s base year emissions and past years’ emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2? .....	158
(7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions. ....	159
(7.3) Describe your organization’s approach to reporting Scope 2 emissions. ....	159
(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure? .....	160
(7.5) Provide your base year and base year emissions. ....	161
(7.6) What were your organization’s gross global Scope 1 emissions in metric tons CO <sub>2</sub> e? .....	170
(7.7) What were your organization’s gross global Scope 2 emissions in metric tons CO <sub>2</sub> e? .....	171
(7.8) Account for your organization’s gross global Scope 3 emissions, disclosing and explaining any exclusions.....	172
(7.8.1) Disclose or restate your Scope 3 emissions data for previous years. ....	184
(7.9) Indicate the verification/assurance status that applies to your reported emissions.....	186
(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements. ....	186
(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements. ....	187
(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements. ....	189
(7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?.....	190

(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year. ....	190
(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?.....	197
(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization? .....	197
(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2. ....	197
(7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type? .....	198
(7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.....	198
(7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide. ....	210
(7.17.1) Break down your total gross global Scope 1 emissions by business division. ....	210
(7.17.3) Break down your total gross global Scope 1 emissions by business activity. ....	211
(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide. ....	211
(7.20.1) Break down your total gross global Scope 2 emissions by business division. ....	211
(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response. ....	212
(7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response? .....	213
(7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary. ....	213
(7.29) What percentage of your total operational spend in the reporting year was on energy? .....	224
(7.30) Select which energy-related activities your organization has undertaken. ....	224
(7.30.1) Report your organization’s energy consumption totals (excluding feedstocks) in MWh.....	225
(7.30.6) Select the applications of your organization’s consumption of fuel. ....	227
(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.....	227
(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.....	234
(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7. ....	236
(7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year. ....	266
(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations. ....	285
(7.52) Provide any additional climate-related metrics relevant to your business. ....	286

(7.53) Did you have an emissions target that was active in the reporting year? .....	288
(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.....	289
(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.....	302
(7.54) Did you have any other climate-related targets that were active in the reporting year? .....	311
(7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.....	311
(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.....	317
(7.54.3) Provide details of your net-zero target(s).....	319
(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.....	322
(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.....	322
(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.....	323
(7.55.3) What methods do you use to drive investment in emissions reduction activities? .....	332
(7.74) Do you classify any of your existing goods and/or services as low-carbon products?.....	335
(7.74.1) Provide details of your products and/or services that you classify as low-carbon products.....	335
(7.79) Has your organization retired any project-based carbon credits within the reporting year?.....	342
(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.....	342

**C9. Environmental performance - Water security ..... 356**

(9.1) Are there any exclusions from your disclosure of water-related data?.....	356
(9.1.1) Provide details on these exclusions.....	356
(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?.....	357
(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?.....	364
(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.....	367
(9.2.7) Provide total water withdrawal data by source.....	369
(9.2.8) Provide total water discharge data by destination.....	373

(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities? .....	376
(9.5) Provide a figure for your organization’s total water withdrawal efficiency. ....	378
(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?.....	378
(9.14) Do you classify any of your current products and/or services as low water impact? .....	379
(9.15) Do you have any water-related targets? .....	379
(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories. ....	380
(9.15.2) Provide details of your water-related targets and the progress made.....	381

**C11. Environmental performance - Biodiversity ..... 384**

(11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments? .....	384
(11.3) Does your organization use biodiversity indicators to monitor performance across its activities? .....	384
(11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?.....	385
(11.4.1) Provide details of your organization’s activities in the reporting year located in or near to areas important for biodiversity. ....	387

**C13. Further information & sign off ..... 402**

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party? .....	402
(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used? .....	402
(13.3) Provide the following information for the person that has signed off (approved) your CDP response.....	407

## C1. Introduction

### (1.1) In which language are you submitting your response?

Select from:

English

### (1.2) Select the currency used for all financial information disclosed throughout your response.

Select from:

EUR

### (1.3) Provide an overview and introduction to your organization.

#### (1.3.2) Organization type

Select from:

Privately owned organization

#### (1.3.3) Description of organization

*Mundys S.p.A. is a strategic investment holding company which is committed to drive the development of an increasingly sustainable, safe, innovative and efficient mobility that responds to the needs of society as a whole. Through our portfolio of assets, we combine transport infrastructure concessions with digital service platforms to provide advanced mobility services for people on the move. Mundys' strategic goal is to continue the Group's growth and modernization, investing in sustainable infrastructure (primarily airports and motorway networks) and in technological innovation, supporting people at all stages in their journey, whether across town or long-distance, by providing quality services designed with a view to caring for the environment. Mundys manages strategic assets, infrastructure and services that are integrated with each other. The Group's motorway networks extend for approximately 8,500 km, whilst the Company's Italian (Fiumicino and Ciampino) and French (Nice, Cannes and Saint Tropez) airports play host to 67 million passengers and a further 7 million use Telepass' mobility services. Mundys also has a presence in more than 600 major cities throughout the world (including London, Miami, Singapore and Bogotá), providing innovative urban mobility platforms that improve traffic flow and cut emissions. The Group relies on over 23,100 employees in 30 Countries and operates through 47 concessions in 11 countries worldwide, where we manage approximately 8,700 km of toll motorway networks via our subsidiaries Abertis, Grupo Costanera, Stalexport and Los Lagos and 5 airports including Fiumicino and Ciampino in Italy and Nice, Cannes-Mandelieu and Saint Tropez in France respectively through our subsidiaries Aeroporti di Roma and Aéroports de la Côte d'Azur. We are also a major player in the mobility services sector with Telepass and Yunex Traffic. Furthermore, we also own minority stakes in Getlink and Aeroporto G. Marconi di Bologna.*

[Fixed row]

**(1.4) State the end date of the year for which you are reporting data. For emissions data, indicate whether you will be providing emissions data for past reporting years.**

**(1.4.1) End date of reporting year**

12/30/2024

**(1.4.2) Alignment of this reporting period with your financial reporting period**

Select from:

Yes

**(1.4.3) Indicate if you are providing emissions data for past reporting years**

Select from:

Yes

**(1.4.4) Number of past reporting years you will be providing Scope 1 emissions data for**

Select from:

1 year

**(1.4.5) Number of past reporting years you will be providing Scope 2 emissions data for**

Select from:

1 year

**(1.4.6) Number of past reporting years you will be providing Scope 3 emissions data for**

Select from:

1 year

[Fixed row]

**(1.4.1) What is your organization's annual revenue for the reporting period?**

9284000000

**(1.5) Provide details on your reporting boundary.**

	<b>Is your reporting boundary for your CDP disclosure the same as that used in your financial statements?</b>
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

**(1.6) Does your organization have an ISIN code or another unique identifier (e.g., Ticker, CUSIP, etc.)?**

**ISIN code - bond**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

Yes

**(1.6.2) Provide your unique identifier**

XS1558491855

**ISIN code - equity**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

No

**CUSIP number**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

No

**Ticker symbol**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

No

**SEDOL code**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

No

**LEI number**

**(1.6.1) Does your organization use this unique identifier?**

Select from:

No

## D-U-N-S number

(1.6.1) Does your organization use this unique identifier?

Select from:

No

## Other unique identifier

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

(1.6.2) Provide your unique identifier

03731380261

## ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

(1.6.2) Provide your unique identifier

XS1645722262

## ISIN code - bond

(1.6.1) Does your organization use this unique identifier?

Select from:

Yes

### (1.6.2) Provide your unique identifier

XS2750308483

### ISIN code - bond

### (1.6.1) Does your organization use this unique identifier?

Select from:

Yes

### (1.6.2) Provide your unique identifier

XS2864439158

### ISIN code - bond

### (1.6.1) Does your organization use this unique identifier?

Select from:

Yes

### (1.6.2) Provide your unique identifier

XS2301390089

[Add row]

### (1.7) Select the countries/areas in which you operate.

Select all that apply

- Chile
- China
- India
- Italy
- Spain
- Serbia
- Turkey
- Austria
- Belgium
- Czechia
- Argentina
- Australia
- Singapore
- Netherlands
- Puerto Rico

- Brazil
- France
- Greece
- Mexico
- Poland
- Germany
- Hungary
- Colombia
- Portugal
- Slovakia
- Switzerland
- Hong Kong SAR, China
- United Arab Emirates
- United States of America
- United Kingdom of Great Britain and Northern Ireland

## (1.24) Has your organization mapped its value chain?

### (1.24.1) Value chain mapped

Select from:

- Yes, we have mapped or are currently in the process of mapping our value chain

### (1.24.2) Value chain stages covered in mapping

Select all that apply

- Upstream value chain
- Downstream value chain

### (1.24.3) Highest supplier tier mapped

Select from:

- Tier 1 suppliers

#### (1.24.4) Highest supplier tier known but not mapped

Select from:

- Tier 2 suppliers

#### (1.24.7) Description of mapping process and coverage

*The Group's value chain is based on an integrated model, combining the strategic management of assets with the offer of innovative services designed to respond to the growing need for global mobility and boost its sustainability. Mundys' value chain breaks down into three main components: upstream, direct operation and downstream. The upstream mainly concerns procurement activities. All Mundys Group subsidiaries follow structured procurement processes and internal procedures that define roles and responsibilities, and most of them use digital platforms (such as GoSupply, Synergy and e-procurement) to assess and qualify suppliers based on ESG, financial and compliance criteria. This supplier mapping process includes collecting data on technical capabilities, regulatory compliance and ESG performance. Direct operations cover the management of the Group's activities and portfolio companies. Downstream activities include the use of infrastructures and services by consumers, users, municipalities and travelers, who are the main beneficiaries of our infrastructures and services.*

[Fixed row]

#### (1.24.1) Have you mapped where in your direct operations or elsewhere in your value chain plastics are produced, commercialized, used, and/or disposed of?

##### (1.24.1.1) Plastics mapping

Select from:

- No, and we do not plan to within the next two years

##### (1.24.1.5) Primary reason for not mapping plastics in your value chain

Select from:

- Judged to be unimportant or not relevant

##### (1.24.1.6) Explain why your organization has not mapped plastics in your value chain

*Mundys is an investment holding company managing and operating mobility infrastructures. Among its subsidiaries, plastics do not represent a relevant environmental issue. Indeed, in the Double Materiality Assessment conducted in 2024 in line with the EU CSRD (European Union Corporate Sustainability Reporting Directive) and ESRS (European Sustainability Reporting Standards), circular economy was not identified as a relevant topic in terms of impacts, risks and opportunities. However, Mundys is committed to the responsible management of resources and their growing reuse (see Mundys' Code of Ethics). This involves searching for and implementing solutions and technologies designed to safeguard natural capital and circularity. In 2024, the Group used approximately 853 thousand tons of waste in its activities. Among these, the most relevant consumption involved quarry materials (33%), asphalt concrete and bitumen (56%), while plastics corresponded to the 0.03% of the total consumption.*

*[Fixed row]*

## C2. Identification, assessment, and management of dependencies, impacts, risks, and opportunities

(2.1) How does your organization define short-, medium-, and long-term time horizons in relation to the identification, assessment, and management of your environmental dependencies, impacts, risks, and opportunities?

### Short-term

(2.1.1) From (years)

0

(2.1.3) To (years)

1

(2.1.4) How this time horizon is linked to strategic and/or financial planning

*Mundys short-term time horizon refers to a time scale of 1 year and is linked to short-term business targets, defined in the budget of each operating company part of the Mundys Group. Short-term time horizon, i.e., monitoring & performance measurement helps us to review & analyze our existing sustainable strategies to ensure we meet our long-term targets or update them as per the outcome. Short-term roadmap helps to set medium and long-term targets on environmental, social, & governance (ESG) parameters to meet the Group goals.*

### Medium-term

(2.1.1) From (years)

2

(2.1.3) To (years)

5

## (2.1.4) How this time horizon is linked to strategic and/or financial planning

*Mundys medium-term time horizon refers to a time scale linked to the industrial plan of each operating company part of the Mundys Group and the business targets. This time horizon is further aligned with the sustainability targets defined in the Sustainability Roadmap at 2030 and in line with Mundys' decarbonization targets validated by Science Based Target initiative (SBTi). The environmental ambition has been set on this timeframe, since it gives enough time for significant transformations, but it's also close enough to ensure actions are undertaken immediately to engage with this transformation.*

### Long-term

#### (2.1.1) From (years)

6

#### (2.1.2) Is your long-term time horizon open ended?

Select from:

No

#### (2.1.3) To (years)

20

## (2.1.4) How this time horizon is linked to strategic and/or financial planning

*Mundys long-term time horizon refers to a time scale of over 5 years and is linked to the long-term sustainability targets at 2040, defined in Mundys' Climate Action Plan. The long-term time horizon goes from 6 to around 20 years, corresponding also to the residual life of specific concessions which are the most relevant part of Mundys' business.*

*[Fixed row]*

## (2.2) Does your organization have a process for identifying, assessing, and managing environmental dependencies and/or impacts?

	Process in place	Dependencies and/or impacts evaluated in this process
	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> Both dependencies and impacts

[Fixed row]

**(2.2.1) Does your organization have a process for identifying, assessing, and managing environmental risks and/or opportunities?**

	Process in place	Risks and/or opportunities evaluated in this process	Is this process informed by the dependencies and/or impacts process?
	Select from: <input checked="" type="checkbox"/> Yes	Select from: <input checked="" type="checkbox"/> Both risks and opportunities	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

**(2.2.2) Provide details of your organization's process for identifying, assessing, and managing environmental dependencies, impacts, risks, and/or opportunities.**

**Row 1**

**(2.2.2.1) Environmental issue**

Select all that apply

Climate change

### (2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

*Select all that apply*

- Dependencies
- Impacts
- Risks
- Opportunities

### (2.2.2.3) Value chain stages covered

*Select all that apply*

- Direct operations
- Upstream value chain
- Downstream value chain

### (2.2.2.4) Coverage

*Select from:*

- Full

### (2.2.2.5) Supplier tiers covered

*Select all that apply*

- Tier 1 suppliers

### (2.2.2.7) Type of assessment

*Select from:*

- Qualitative and quantitative

### (2.2.2.8) Frequency of assessment

Select from:

- More than once a year

### (2.2.2.9) Time horizons covered

Select all that apply

- Short-term
- Medium-term
- Long-term

### (2.2.2.10) Integration of risk management process

Select from:

- Integrated into multi-disciplinary organization-wide risk management process

### (2.2.2.11) Location-specificity used

Select all that apply

- Site-specific

### (2.2.2.12) Tools and methods used

Commercially/publicly available tools

- Other commercially/publicly available tools, please specify :Climanomics

Enterprise Risk Management

- COSO Enterprise Risk Management Framework
- Enterprise Risk Management
- Internal company methods
- ISO 31000 Risk Management Standard
- Risk models

## International methodologies and standards

- IPCC Climate Change Projections
- ISO 14001 Environmental Management Standard
- Other international methodologies and standards, please specify :ISO 14064

## Databases

- Other databases, please specify :CMIP6, NEX-GDDP, World Resources Institute (WRI), Kopp et al., 2014; Muis et al., 2016, World Wildlife Fund (WWF) HydroBASINS; Projected flood extent, NASHM

## Other

- Materiality assessment
- Partner and stakeholder consultation/analysis
- Scenario analysis

## (2.2.2.13) Risk types and criteria considered

### Acute physical

- Drought
- Landslide
- Wildfires
- Heat waves
- Subsidence
- Cyclones, hurricanes, typhoons
- Flood (coastal, fluvial, pluvial, ground water)

### Chronic physical

- Heat stress
- Water stress
- Sea level rise
- Soil degradation
- Changing wind patterns
- Temperature variability
- Other chronic physical driver, please specify :**Extreme temperature**

## Policy

- Carbon pricing mechanisms
- Changes to international law and bilateral agreements
- Changes to national legislation

## Market

- Availability and/or increased cost of raw materials
- Changing customer behavior

## Reputation

- Increased partner and stakeholder concern and partner and stakeholder negative feedback
- Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

## Technology

- Transition to lower emissions technology and products

## Liability

- Non-compliance with regulations

### (2.2.2.14) Partners and stakeholders considered

*Select all that apply*

- NGOs
- Customers
- Employees
- Investors
- Suppliers
- Regulators
- Local communities
- Other, please specify :**Banks & Bondholders Media**

### (2.2.2.15) Has this process changed since the previous reporting year?

*Select from:*

No

### (2.2.2.16) Further details of process

*The process conducted by Mundys in 2023 and updated in 2024 is aligned to the requirements of the "Double Materiality Assessment", as defined by the Corporate Sustainability Reporting Directive (CSRD) and EFRAG's European Sustainability Reporting Standards (ESRS), which aims to identify material topics based on the significance of the related current and potential, positive and negative impacts (externalities), generated by the entity, or that it could generate, on the economy, on society (including aspects related to human rights) and on the environment, and from a financial viewpoint if a topic may, or it is reasonable to expect that it may, have a significant financial effects on the entity. This is so when a sustainability topic generates Risks or Opportunities that have a significant impact on, or may be reasonably expected to have a significant impact on, an entity's prospects, its financial situation, its operating results, cash flows, access to financing or short-, medium- or long-term cost of capital. Dependencies have also been analysed and considered as part of the evaluation of both impacts, risks and opportunities. To identify the impacts, a series of sources were analysed (e.g. Company's profile and business model, Group companies, peer companies, credit and ESG rating agencies, the legislative framework, including the CSRD and the EU Taxonomy) and then assessed by stakeholders, through the provision of a questionnaire, designed to determine their significance from the perspective of Impact Materiality. More than 200 stakeholders were engaged on these positive and/or negative, current and/or potential impacts that Mundys has or could have on the environment and on society. The significance was measured based on their severity (considering the scale, scope and irremediable character, the latter only in relation to negative impacts) and the likelihood of their occurrence. Regarding the identification of the sustainability risks, the process took account of the results of the Enterprise Risk Management (ERM) process and, in particular, any ESG risks identified by Group companies; while, in terms of opportunities, an analysis was carried out of global socio-economic macrotrends that influence the mobility sector (e.g. artificial intelligence, energy transition, connected vehicles, satellite technology), assessing their significance for the Group's economic activities to identify potential business opportunities. According to the Financial perspective, with regard to sustainability risks, assessment was conducted of the economic and financial factors connected with the related risks, impacts and probabilities resulting from the ERM process for the Group as a whole. The opportunities were, on the other hand, assessed by top management, which evaluated the magnitude, based on the associated economic and financial value, and likelihood, based on the risk of not exploiting the opportunity. The outcome enabled the identification of a list of impacts, risks and opportunities, grouped into 20 sustainability topics. The assessment resulted in the definition of 15 material topics for the Group. The matter was discussed by the Control, Risks and Sustainability Committee during its meeting on 13 December 2024 and approved by the Board of Directors at meetings held on 19th December 2024.*

## Row 2

### (2.2.2.1) Environmental issue

*Select all that apply*

Biodiversity

### (2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

*Select all that apply*

- Dependencies
- Impacts
- Risks
- Opportunities

### **(2.2.2.3) Value chain stages covered**

*Select all that apply*

- Direct operations
- Upstream value chain
- Downstream value chain

### **(2.2.2.4) Coverage**

*Select from:*

- Full

### **(2.2.2.5) Supplier tiers covered**

*Select all that apply*

- Tier 1 suppliers

### **(2.2.2.7) Type of assessment**

*Select from:*

- Qualitative and quantitative

### **(2.2.2.8) Frequency of assessment**

*Select from:*

- More than once a year

### (2.2.2.9) Time horizons covered

*Select all that apply*

- Short-term
- Medium-term
- Long-term

### (2.2.2.10) Integration of risk management process

*Select from:*

- Integrated into multi-disciplinary organization-wide risk management process

### (2.2.2.11) Location-specificity used

*Select all that apply*

- Site-specific

### (2.2.2.12) Tools and methods used

Commercially/publicly available tools

- Encore tool
- TNFD – Taskforce on Nature-related Financial Disclosures

Enterprise Risk Management

- COSO Enterprise Risk Management Framework
- Enterprise Risk Management
- Internal company methods
- ISO 31000 Risk Management Standard
- Risk models

International methodologies and standards

- ISO 14001 Environmental Management Standard

## Other

- Materiality assessment
- Partner and stakeholder consultation/analysis

### (2.2.2.13) Risk types and criteria considered

#### Chronic physical

- Soil degradation
- Soil erosion

#### Policy

- Changes to international law and bilateral agreements
- Changes to national legislation

#### Reputation

- Increased partner and stakeholder concern and partner and stakeholder negative feedback
- Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

#### Liability

- Non-compliance with regulations

### (2.2.2.14) Partners and stakeholders considered

*Select all that apply*

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> NGOs      | <input checked="" type="checkbox"/> Regulators   |
| <input checked="" type="checkbox"/> Customers | <input checked="" type="checkbox"/> Local communities  |
| <input checked="" type="checkbox"/> Employees | <input checked="" type="checkbox"/> Other, please specify : <b>Bank &amp; bondholder Media</b> |
| <input checked="" type="checkbox"/> Investors |  |
| <input checked="" type="checkbox"/> Suppliers |  |

### (2.2.2.15) Has this process changed since the previous reporting year?

Select from:

No

### (2.2.2.16) Further details of process

*The process conducted by Mundys in 2023 and updated in 2024 is aligned to the requirements of the "Double Materiality Assessment", as defined by the Corporate Sustainability Reporting Directive (CSRD) and EFRAG's European Sustainability Reporting Standards (ESRS), which aims to identify material topics based on the significance of the related current and potential, positive and negative Impacts (externalities), generated by the entity, or that it could generate, on the economy, on society (including aspects related to human rights) and on the environment, and from a financial viewpoint if a topic may, or it is reasonable to expect that it may, have a significant financial effects on the entity. This is so when a sustainability topic generates Risks or Opportunities that have a significant impact on, or may be reasonably expected to have a significant impact on, an entity's prospects, its financial situation, its operating results, cash flows, access to financing or short-, medium- or long-term cost of capital. Dependencies have also been analysed and considered as part of the evaluation of both impacts, risks and opportunities. To identify the impacts, a series of sources were analysed (e.g. Company's profile and business model, Group companies, peer companies, credit and ESG rating agencies, the legislative framework, including the CSRD and the EU Taxonomy) and then assessed by stakeholders, through the provision of a questionnaire, designed to determine their significance from the perspective of Impact Materiality. More than 200 stakeholders were engaged on these positive and/or negative, current and/or potential impacts that Mundys has or could have on the environment and on society. The significance was measured based on their severity (considering the scale, scope and irremediable character, the latter only in relation to negative impacts) and the likelihood of their occurrence. Regarding the identification of the sustainability risks, the process took account of the results of the Enterprise Risk Management (ERM) process and, in particular, any ESG risks identified by Group companies; while, in terms of opportunities, an analysis was carried out of global socio-economic macro trends that influence the mobility sector (e.g. artificial intelligence, energy transition, connected vehicles, satellite technology), assessing their significance for the Group's economic activities to identify potential business opportunities. According to the Financial perspective, with regard to sustainability risks, assessment was conducted of the economic and financial factors connected with the related risks, impacts and probabilities resulting from the ERM process for the Group as a whole. The opportunities were, on the other hand, assessed by top management, which evaluated the magnitude, based on the associated economic and financial value, and likelihood, based on the risk of not exploiting the opportunity. The outcome enabled the identification of a list of impacts, risks and opportunities, grouped into 20 sustainability topics. The assessment resulted in the definition of 15 material topics for the Group. The matter was discussed by the Control, Risks and Sustainability Committee during its meeting on 13 December 2024 and approved by the Board of Directors at meetings held on 19th December 2024.*

### Row 3

### (2.2.2.1) Environmental issue

Select all that apply

Water

### (2.2.2.2) Indicate which of dependencies, impacts, risks, and opportunities are covered by the process for this environmental issue

*Select all that apply*

- Dependencies
- Impacts
- Risks
- Opportunities

### (2.2.2.3) Value chain stages covered

*Select all that apply*

- Direct operations
- Upstream value chain
- Downstream value chain

### (2.2.2.4) Coverage

*Select from:*

- Full

### (2.2.2.5) Supplier tiers covered

*Select all that apply*

- Tier 1 suppliers

### (2.2.2.7) Type of assessment

*Select from:*

- Qualitative and quantitative

### (2.2.2.8) Frequency of assessment

Select from:

- More than once a year

### (2.2.2.9) Time horizons covered

Select all that apply

- Short-term
- Medium-term
- Long-term

### (2.2.2.10) Integration of risk management process

Select from:

- Integrated into multi-disciplinary organization-wide risk management process

### (2.2.2.11) Location-specificity used

Select all that apply

- Site-specific

### (2.2.2.12) Tools and methods used

Enterprise Risk Management

- COSO Enterprise Risk Management Framework
- Enterprise Risk Management
- Internal company methods
- ISO 31000 Risk Management Standard
- Risk models

International methodologies and standards

- ISO 14001 Environmental Management Standard

## Other

- Materiality assessment
- Partner and stakeholder consultation/analysis
- Scenario analysis
- Source Water Vulnerability Assessment

## (2.2.2.13) Risk types and criteria considered

### Chronic physical

- Water stress

### Policy

- Changes to international law and bilateral agreements
- Changes to national legislation
- Mandatory water efficiency, conservation, recycling, or process standards
- Regulation of discharge quality/volumes

### Market

- Availability and/or increased cost of raw materials

### Reputation

- Increased partner and stakeholder concern and partner and stakeholder negative feedback
- Negative press coverage related to support of projects or activities with negative impacts on the environment (e.g. GHG emissions, deforestation & conversion, water stress)

### Technology

- Transition to water efficient and low water intensity technologies and products

### Liability

- Non-compliance with regulations

### (2.2.2.14) Partners and stakeholders considered

Select all that apply

- NGOs
- Customers
- Employees
- Investors
- Suppliers
- Regulators
- Local communities
- Other, please specify :**Banks & Bondholders Media**

### (2.2.2.15) Has this process changed since the previous reporting year?

Select from:

- No

### (2.2.2.16) Further details of process

*The process conducted by Mundys in 2023 and updated in 2024 is aligned to the requirements of the "Double Materiality Assessment", as defined by the Corporate Sustainability Reporting Directive (CSRD) and EFRAG's European Sustainability Reporting Standards (ESRS), which aims to identify material topics based on the significance of the related current and potential, positive and negative Impacts (externalities), generated by the entity, or that it could generate, on the economy, on society (including aspects related to human rights) and on the environment, and from a financial viewpoint if a topic may, or it is reasonable to expect that it may, have a significant financial effects on the entity. This is so when a sustainability topic generates Risks or Opportunities that have a significant impact on, or may be reasonably expected to have a significant impact on, an entity's prospects, its financial situation, its operating results, cash flows, access to financing or short-, medium- or long-term cost of capital. Dependencies have also been analysed and considered as part of the evaluation of both impacts, risks and opportunities. To identify the impacts, a series of sources were analysed (e.g. Company's profile and business model, Group companies, peer companies, credit and ESG rating agencies, the legislative framework, including the CSRD and the EU Taxonomy) and then assessed by stakeholders, through the provision of a questionnaire, designed to determine their significance from the perspective of Impact Materiality. More than 200 stakeholders were engaged on these positive and/or negative, current and/or potential impacts that Mundys has or could have on the environment and on society. The significance was measured based on their severity (considering the scale, scope and irremediable character, the latter only in relation to negative impacts) and the likelihood of their occurrence. Regarding the identification of the sustainability risks, the process took account of the results of the Enterprise Risk Management (ERM) process and, in particular, any ESG risks identified by Group companies; while, in terms of opportunities, an analysis was carried out of global socio-economic macrotrends that influence the mobility sector (e.g. artificial intelligence, energy transition, connected vehicles, satellite technology), assessing their significance for the Group's economic activities to identify potential business opportunities. According to the Financial perspective, with regard to sustainability risks, assessment was conducted of the economic and financial factors connected with the related risks, impacts and probabilities resulting from the ERM process for the Group as a whole. The opportunities were, on the other hand, assessed by top management, which evaluated the magnitude, based on the associated economic and financial value, and likelihood, based on the risk of not exploiting the opportunity. The outcome enabled the identification of a list of impacts, risks and opportunities, grouped into 20 sustainability topics. The assessment*

resulted in the definition of 15 material topics for the Group. The matter was discussed by the Control, Risks and Sustainability Committee during its meeting on 13 December 2024 and approved by the Board of Directors at meetings held on 19th December 2024.

[Add row]

## **(2.2.7) Are the interconnections between environmental dependencies, impacts, risks and/or opportunities assessed?**

### **(2.2.7.1) Interconnections between environmental dependencies, impacts, risks and/or opportunities assessed**

Select from:

Yes

### **(2.2.7.2) Description of how interconnections are assessed**

*Mundys aims to manage environmental dependencies, impacts, risks, and opportunities comprehensively and considering the interconnections that exist. To do so, it is relevant to understand how the dependencies and impacts can result in risks and opportunities for the Company. Mundys' assessment of environmental dependencies, impacts, risks, and opportunities is characterized by a dynamic and interconnected approach where dependencies and impacts are identified, evaluating the reliance on natural resources and the environmental impacts of operations, and risks and opportunities are assessed, considering also the Company's impacts and dependencies on natural resources. This integrated approach ensures that the interconnections between environmental dependencies, impacts, risks and/or opportunities are effectively assessed and managed.*

[Fixed row]

## **(2.3) Have you identified priority locations across your value chain?**

### **(2.3.1) Identification of priority locations**

Select from:

Yes, we have identified priority locations

### **(2.3.2) Value chain stages where priority locations have been identified**

Select all that apply

Direct operations

### (2.3.3) Types of priority locations identified

Sensitive locations

- Areas important for biodiversity
- Areas of high ecosystem integrity

### (2.3.4) Description of process to identify priority locations

*At Group level, starting in 2024, Mundy's carried out a project to assess the impact of the infrastructure it manages on nearby ecosystems and areas exposed to hydrogeological risk. The Group currently uses the XNatura technology platform developed by nature-tech company 3Bee to monitor and analyze these areas. The tool enables the identification of sites most sensitive to biodiversity and the definition of a baseline to measure the impact of the Group's activities through specific KPIs, including indicators such as pollinator abundance, nectar production potential, presence of at-risk species, and hydrogeological instability levels. The study integrates satellite mapping and specialized databases. Based on the results obtained, Mundy's is now able to plan targeted interventions to restore and enhance biodiversity, capture carbon dioxide through planting, and mitigate the risk of service disruption due to hydrogeological events.*

### (2.3.5) Will you be disclosing a list/spatial map of priority locations?

Select from:

- Yes, we will be disclosing the list/geospatial map of priority locations

### (2.3.6) Provide a list and/or spatial map of priority locations

*3Bee\_Location assessment.pdf*  
*[Fixed row]*

## (2.4) How does your organization define substantive effects on your organization?

### Risks

#### (2.4.1) Type of definition

Select all that apply

- Qualitative

- Quantitative

## (2.4.2) Indicator used to define substantive effect

Select from:

- EBITDA

## (2.4.3) Change to indicator

Select from:

- % decrease

## (2.4.4) % change to indicator

Select from:

- 1-10

## (2.4.6) Metrics considered in definition

Select all that apply

- Frequency of effect occurring
- Time horizon over which the effect occurs
- Likelihood of effect occurring

## (2.4.7) Application of definition

*The Group evaluates, manages and monitors enterprise risks, constantly considering the macroeconomic context and the potential consequences of its decisions on strategic objectives (including ESG goals such as climate change). The Group ERM guideline, defining process and methodology (e.g. risk metrics) in line with the best practices (e.g. COSO ERM framework), is ongoing reviewed and updated as often as necessary and at least once every 2 years. The Climate Change Risk Assessment is integrated in the ERM process and is performed also through a specific climate data tool (Climanomics) aligned to TCFD and provided by S&P. Based on the methodology, risks are evaluated from an inherent (without treatment actions) and residual perspective (after treatment actions) over three time horizons (short, medium and long term) and in terms of: Likelihood (L): degree of uncertainty regarding the risk occurrence classified according to the rating scale: 1. Rare (<5%); 2. Improbable (5% - 25%); 3. Possible (25% - 50%); 4. Probable (50% - 75%); 5. Very Probable (>75%). At this stage, the frequency of occurrence of events is also assessed (e.g. historical data analysis). Impact (I): effect in case of event occurrence classified on a rating scale from 1 to 5 of possible alternative qualitative dimensions: Economic/financial (lower revenues, higher costs - EBITDA; higher financial liabilities, lower cash and equivalents - NET DEBT), Company's*

operations (quality of services and business continuity) and Reputational (reputational damage with consequences on relationships with stakeholders and media/press evidence). Relating to Economic/financial impacts the rating scale is: 1. Negligible (NET DEBT/EBITDA <0,5%) 2. Limited (0,5%≤ NET DEBT/EBITDA<1%) 3. Significant (1%≤NET DEBT/EBITDA<2%) 4. Relevant (2%≤NET DEBT/EBITDA<4%) 5. Extreme (NET DEBT/EBITDA). The final risk impact evaluation is to be associated with the greater assessed. Each assessed risk is represented on a matrix (5x5) that allows providing an overview of the risks to which the Group is exposed, prioritising them according to their positioning and identifying the substantive ones that will be reported to the Top Management and Corporate Bodies. Corrective actions are identified and constantly monitored (e.g. through KRI). A substantive impact on Mundys Group is defined when one of the following combinations exists: L > Possible and I > Limited, L > Unlikely and I > Significant, L > Rare and I > Relevant.

## Opportunities

### (2.4.1) Type of definition

Select all that apply

- Qualitative
- Quantitative

### (2.4.2) Indicator used to define substantive effect

Select from:

- EBITDA

### (2.4.3) Change to indicator

Select from:

- % increase

### (2.4.4) % change to indicator

Select from:

- 1-10

### (2.4.6) Metrics considered in definition

Select all that apply

- Frequency of effect occurring

- Time horizon over which the effect occurs
- Likelihood of effect occurring

## (2.4.7) Application of definition

*The process conducted by Mundys in 2024 is aligned to the requirements of the "Double Materiality Assessment", as defined by the Corporate Sustainability Reporting Directive (CSRD) and EFRAG's European Sustainability Reporting Standards (ESRS), which aims to identify material topics based on the significance of the related current and potential, positive and negative Impacts (externalities), generated by the entity, or that it could generate, on the economy, on society (including aspects related to human rights) and on the environment, and from a financial viewpoint if a topic may, or it is reasonable to expect that it may, have a significant financial effects on the entity. This is so when a sustainability topic generates Risks or Opportunities that have a significant impact on, or may be reasonably expected to have a significant impact on, an entity's prospects, its financial situation, its operating results, cash flows, access to financing or short-, medium- or long-term cost of capital. Opportunities were considered by incorporating a comprehensive approach that assessed global socio-economic macro trends relevant to the mobility sector. In this sense, Mundys carried out in collaboration with Oliver Wyman, an in depth analysis on global socio-economic macro trends impacting/influencing mobility sector named "Fast-tracking the mobility revolution". This included evaluating trends such as artificial intelligence, energy transition, connected vehicles, satellite technology, smart infrastructure, and data management. The analysis linked these trends to potential growth opportunities for Mundys' core or adjacent activities. These were then assessed by Mundys' top management based on their magnitude (associated economic and financial value) and likelihood (risk of not exploiting them).*

[Add row]

## (2.5) Does your organization identify and classify potential water pollutants associated with its activities that could have a detrimental impact on water ecosystems or human health?

### (2.5.1) Identification and classification of potential water pollutants

Select from:

- No, we do not identify and classify our potential water pollutants

### (2.5.3) Please explain

*In 2024, Mundys conducted a "Double Materiality Assessment" in line with the CSRD and ESRS, from which the environmental issue Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. However, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. With regard to the management of*

*water resources, Aeroporti di Roma's undertakes to guarantee: -Compliance with the requirements of the environmental legislation; -An increasingly widespread use of the water treated for reuse, in order to preserve drinking water as a precious asset, with a view to the circularity of industrial processes.*  
*[Fixed row]*

### C3. Disclosure of risks and opportunities

**(3.1) Have you identified any environmental risks which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?**

#### Climate change

##### (3.1.1) Environmental risks identified

Select from:

Yes, both in direct operations and upstream/downstream value chain

#### Water

##### (3.1.1) Environmental risks identified

Select from:

No

##### (3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

Environmental risks exist, but none with the potential to have a substantive effect on our organization

##### (3.1.3) Please explain

*Environmental risks associated to water are not relevant to Mundys. This issue has been analyzed from an impact, risk and opportunity perspective in the "Double Materiality Assessment" conducted in 2024 in line with the CSRD and ESRS. The water issue was not identified as a relevant issue in terms of impacts, risks and opportunities. However, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Aeroporti di Roma's Fiumicino airport has, for example, installed a biological treatment plant to treat airport wastewater, enabling it*

to reuse the treated water in industrial applications, such as heating systems, fire protection systems, irrigation and other industrial uses. This has allowed the subsidiary to reduce its total consumption significantly over the years. In addition, to achieve this aim, Group companies have adopted policies designed to protect the most vulnerable water resources and take steps to improve efficiency and to contain and reduce any losses.

## Plastics

### (3.1.1) Environmental risks identified

Select from:

No

### (3.1.2) Primary reason why your organization does not consider itself to have environmental risks in your direct operations and/or upstream/downstream value chain

Select from:

Environmental risks exist, but none with the potential to have a substantive effect on our organization

### (3.1.3) Please explain

*Environmental risks associated to plastics are not relevant to Mundys. This issue has been analyzed from an impact, risk and opportunity perspective in the "Double Materiality Assessment" conducted in 2024 in line with the CSRD and ESRS. The circular economy was not identified as a relevant issue in terms of impacts, risks and opportunities. However, Mundys is committed to the responsible management of resources and their growing reuse, as expressed in the company's Code of Ethics. This involves searching for and implementing solutions and technologies designed to safeguard natural capital and circularity. In 2024, Mundys used approximately 3.1 million tons of materials. Of this total, 56% was bituminous conglomerate and 33% was aggregates—both primarily used for resurfacing roadways, including highways and airport runways. These two categories represent the most significant share of the materials consumed. In comparison, plastic accounted for just 0.032% of the total materials used in 2024.*

*[Fixed row]*

**(3.1.1) Provide details of the environmental risks identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.**

## Climate change

### (3.1.1.1) Risk identifier

Select from:

Risk1

### (3.1.1.3) Risk types and primary environmental risk driver

Acute physical

Flooding (coastal, fluvial, pluvial, groundwater)

### (3.1.1.4) Value chain stage where the risk occurs

Select from:

Direct operations

### (3.1.1.6) Country/area where the risk occurs

Select all that apply

Brazil

France

Italy

Spain

United States of America

### (3.1.1.9) Organization-specific description of risk

*The risk refers to the potential negative effects from the occurrence of flooding, which can be of a rainfall, river or coastal nature (e.g. flooding caused by heavy rainfall overwhelming drainage systems, rivers overflowing due to excessive rainfall, or sea water flooding coastal areas). Increased flooding caused by intense events could directly damage our highway and airport infrastructures, leading to increased asset repair costs and loss of revenue due to reduced traffic. Mundys continues to improve mitigation actions and monitors this risk in locations where it is likely to occur (France, Italy, Spain, the United States and Brazil). For example, the airports of the subsidiary Aeroports de la Cote d'Azur are located along the French coast and are therefore potentially at risk of coastal flooding. The flood risk evaluation was carried out using a climate data tool developed by S&P (Climanomics) and populated with a range of information, including: locations of company assets and their value; different scenario projections (RCP 8.5/SSP 5- 8.5, RCP 7.0/SSP 3- 7.0, RCP 4.5/SSP 2- 4.5, RCP 2.6/SSP 1- 2.6) and decades (from 2020*

to 2090). The financial effects reported in the CDP result from the use of RCP 8.5/SSP 8.5 scenario and they are related to three different time horizons: short term (1 year), medium term (5 years) and long term (20 years).

### (3.1.1.11) Primary financial effect of the risk

Select from:

- Other, please specify :Decrease of Ebitda (increase of costs and decrease of revenues)

### (3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

- Short-term  
 Medium-term  
 Long-term

### (3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

- Unlikely

### (3.1.1.14) Magnitude

Select from:

- High

### (3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

The risk could have different impacts, such as increase in operating expenses, decrease in revenues and, in certain cases, increase in capital expenditures. The effect reported in CDP is measured according to the methodology described in answer 2.4 as a percentage of decrease in Ebitda.

### (3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

Yes

### (3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

92000

### (3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

16743998

### (3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

460000

### (3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

83720000

### (3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)

1840000

### (3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)

334879989

### (3.1.1.25) Explanation of financial effect figure

*The anticipated financial effect figures have been calculated using a climate data platform, aligned with the TCFD and provided by S&P (Climanomics), that quantifies it by i) Integrating terabytes of climate and socioeconomic data on climate-related hazards; ii) Driving econometric models with hazard inputs and business data; iii) Translating risk into financial terms. MODELING METHODOLOGY: The calculation is based on the hazard modeling reflecting the climate-related change in the level of hazard exposure of an asset over time, relative to a historical baseline. The platform uses statistical models (the majority derived from the Coupled Model Intercomparison Project run by the World Climate Research Programme) to estimate anticipated flooding risks: coastal flooding by combining storm-tide levels with sea-level rise projections, pluvial flooding by analyzing extreme precipitation events and fluvial flooding by examining river discharge changes based on historical data. IMPACT MODELING FOR PHYSICAL HAZARDS: The vulnerability methodology models direct financial impacts that each hazard is expected to have on each asset. Each asset type's vulnerability is characterized based on impact pathways in which an asset type is affected by a given climate hazard. Finally, impact*

functions, composed of impact pathways, are assigned to model the risk based on the hazard and vulnerability. Impact functions estimate the financial losses that a hazard of varying intensity would cause to a specific class of asset. **BUSINESS DATA:** The platform considers business data: Asset Type, Ownership, Location and insured Value. **RISK CALCULATIONS:** The calculated financial impact is the sum of climate-related expenses, decreased revenue and/or business interruption. For each hazard metric, financial impact is calculated from the ensemble mean of daily values averaged over an entire decade. The financial effects reported in the CDP are potential reductions in EBITDA (higher costs and lower revenues). The results of the climate data tool are integrated into the ERM through rating scales (see section 2.4).

### (3.1.1.26) Primary response to risk

Policies and plans

Amend the Business Continuity Plan

### (3.1.1.27) Cost of response to risk

68524612

### (3.1.1.28) Explanation of cost calculation

To provide a single risk response amount (as required by the CDP portal, which allows only one input field), both OPEX and CAPEX—whether already incurred or planned within the strategic plan—were aggregated. Specifically: CAPEX totals €52,340,000, comprising works for river dikes, stormwater networks and dikes, sensor networks, and for the hydraulic model. OPEX amounts to 16,184,612, including 16,100,000 for insurance policies and 84,612 for control implementation and refurbishment measures.

### (3.1.1.29) Description of response

Mundys manages this risk through various measures, implemented by subsidiaries prone to flooding events, including internal protocols and procedures, contingency plans to deal with emergency situations and to ensure the safety and continuity of highways and airport services. The main actions implemented or planned in the next few years include: - in Aeroporti di Roma: sensor networks (e.g. rain gauges) to monitor rainfall and flow levels in drainage networks; updating the hydraulic model underlying development projects; designing anti-drought hydraulic works (e.g. collection tanks) that accumulate and retain excess rainwater - in Aeroports de la Cote d'Azur: project on sea dikes; control implementation as well as refurbishment following storms (i.e. cleaning of discharges) - all the companies are covered by insurance policies for catastrophic events that cover material damage to assets under concession/ownership and their ability to produce income. Furthermore, Regular monitoring and inspections of the condition of structures in areas vulnerable to flooding are performed. All the measures implemented or planned contribute to the progress of the UN sustainable development goals (7. Affordable and clean energy, 9. Industry, innovation and infrastructure, and 13. Climate action).

## Climate change

### (3.1.1.1) Risk identifier

Select from:

- Risk2

### (3.1.1.3) Risk types and primary environmental risk driver

Acute physical

- Cyclone, hurricane, typhoon

### (3.1.1.4) Value chain stage where the risk occurs

Select from:

- Direct operations

### (3.1.1.6) Country/area where the risk occurs

Select all that apply

- Mexico
- Puerto Rico
- United States of America

### (3.1.1.9) Organization-specific description of risk

*The risk refers to the potential for adverse effects resulting from the occurrence of a tropical cyclone (rapidly rotating storm characterized by a low-pressure center, strong winds, and heavy rain). An increase in the tropical cyclones (hurricanes and typhoons), could directly damage our infrastructures with particular reference to our motorways whose revenues are linked to traffic and direct costs to road maintenance. This infrastructures or facilities' damage would lead to increased capex or operational costs for repairing assets, and to a loss of revenues due to traffic closures. Mundy's keeps improving mitigation actions and monitors this risk in the locations where it is probable to occur (United States, Mexico and Puerto Rico). The assessment of the hazard level for the event of tropical cyclones has been performed using a climate data tool developed by S&P and populated with a range of information, including: locations of company assets and their value; different scenario projections (RCP 8.5/SSP 5- 8.5, RCP 7.0/SSP 3- 7.0, RCP 4.5/SSP 2- 4.5, RCP 2.6/SSP 1- 2.6) and decades (from 2020 to 2090). The financial effects reported in the CDP result from the use of RCP 8.5/SSP 8.5 scenario and they are related to three different time horizons: short term (1 year), medium term (5 years) and long term (20 years).*

### (3.1.1.11) Primary financial effect of the risk

Select from:

- Other, please specify :Decrease of Ebitda (increase of costs and decrease of revenues)

### (3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

- Short-term
- Medium-term
- Long-term

### (3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

- Unlikely

### (3.1.1.14) Magnitude

Select from:

- High

### (3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

*The risk could have different impacts, such as increase in operating expenses, decrease in revenues and, in certain cases, increase in capital expenditures. The effect reported in CDP is measured according to the methodology described in answer 2.4 as a percentage of decrease in Ebitda.*

### (3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

- Yes

### **(3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)**

92000

### **(3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)**

14131776

### **(3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)**

460000

### **(3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)**

70658880

### **(3.1.1.23) Anticipated financial effect figure in the long-term – minimum (currency)**

1840000

### **(3.1.1.24) Anticipated financial effect figure in the long-term – maximum (currency)**

282635520

### **(3.1.1.25) Explanation of financial effect figure**

*The anticipated financial effect figures have been calculated using a climate data platform, aligned with the TCFD and provided by S&P, that quantifies it by i) Integrating terabytes of climate and socioeconomic data on climate-related hazards; ii) Driving econometric models with hazard inputs and business data; iii) Translating risk into financial terms. MODELING METHODOLOGY: The calculation is based on the hazard modeling reflecting the climate-related change in the level of hazard exposure of an asset over time, relative to a historical baseline. The Tropical Cyclone (TC) hazard is calculated via a statistical-stochastic model that simulates the lifecycle of TCs, trained on historical TC track data in each of the world's TC-sustaining ocean basins. Included in the training are statistical relationships between TC variability and sea-surface temperature. The TC metric derived from the simulations is annual rate of category 3 and higher TCs in 0.25° grid cells globally. IMPACT MODELING FOR PHYSICAL HAZARDS: The vulnerability methodology models direct financial impacts that each hazard is expected to have on each asset. Each asset type's vulnerability is characterized based on impact pathways in which an asset type is affected by a given climate hazard. Finally, impact functions, composed of impact pathways, are assigned to model the risk based on the hazard and vulnerability. Impact functions estimate the financial losses that a hazard of varying intensity would cause to a specific class of asset. BUSINESS DATA: The platform considers business data: asset type, ownership, location*

and insured value. **RISK CALCULATIONS:** The calculated financial impact is the sum of climate-related expenses, decreased revenue and/or business interruption. For each hazard metric, financial impact is calculated from the ensemble mean of daily values averaged over an entire decade. The financial effects reported in the CDP are potential reductions in EBITDA (higher costs and lower revenues). In 2024, Abertis acquired a new concession in Puerto Rico, which has been incorporated into the overall calculation of cyclone risk.

### (3.1.1.26) Primary response to risk

Policies and plans

Amend the Business Continuity Plan

### (3.1.1.27) Cost of response to risk

16926000

### (3.1.1.28) Explanation of cost calculation

The cost of response to risk is equal to 16926000 and represents the sum of the costs of the measures, in which business units located in regions prone to suffer tropical cyclones have invested. In particular: •Total insurance annual cost for the Abertis assets located in the zones with the highest hurricane risk: 13100000 •Operations Command Center Redundancy (Puerto Rico): 46000 •Diversity of Communications system providers (Puerto Rico): No material cost •Fuel storage Infrastructure (Puerto Rico): 280000 •Additional capex investment to deploy energy microgrids to make toll plazas of Puerto Rico more resilient in case of major climate adverse event and protect revenues: 3500000.

### (3.1.1.29) Description of response

Mundys is already managing this risk through the implementation of contingency plans that evaluate business risks and define adaptation, mitigation and transfer measures. Besides, formal security measures have been developed for toll roads to guarantee continuity of the service in the event of an emergency. All the companies located in regions prone to suffer tropical cyclones have internal protocols and procedures related to the preparation and response to events such as hurricanes and are covered by insurance policies for catastrophic events. The premium insurance cost is a corrective control to reduce the impact of this risk. Furthermore, the main regions of the Group prone to suffering tropical cyclones, invest in several measures and improved mitigation controls to ensure security, continuity of the service, and toll collection, in case a tropical cyclone occurs. In particular in Puerto Rico, the main region subjected to tropical cyclones, the actions undertaken to address the risk, consisting of recent security measures implemented and investments to improve their robustness as well as to contribute to the progress of the UN sustainable development goals (7. Affordable and clean energy, 9. Industry, innovation and infrastructure, and 13. Climate action), include: i) Operations Command Center Redundancy: after the Hurricane Maria, Metropistas installed an additional emergency operation and traffic control centre to serve as backup; ii) diversification of system providers for internet and mobile phone communications to ensure continuity during the emergency; iii) Fuel storage infrastructure to ensure fuel availability during emergencies; iv) Capex investment to deploy energy microgrids to make toll plazas of Puerto Rico more resilient in case of major climate adverse event and protect revenues.

## Climate change

### (3.1.1.1) Risk identifier

Select from:

Risk3

### (3.1.1.3) Risk types and primary environmental risk driver

Policy

Changes to national legislation

### (3.1.1.4) Value chain stage where the risk occurs

Select from:

Direct operations

### (3.1.1.6) Country/area where the risk occurs

Select all that apply

France

### (3.1.1.9) Organization-specific description of risk

*The risk is due to the unfavorable evolution of government policies, regulations and laws in the sectors (highway, airport, mobility services) and in the countries where Mundys operates (in particular in France). This risk can affect Mundys profitability and/or the viability of investments. Unfavorable changes can lead, for instance, to reduced revenues from lower user traffic due to incentives provided for other types of transport or due to taxes on concessionaires. Mundys is proactive in monitoring low and regulatory changes, adapting its business strategies and effectively communicating with stakeholders to mitigate risk impacts. The risk evaluation has been conducted leveraging on climate data tool and on a wide range of sources to obtain a comprehensive and accurate picture of potential evolutions and their impacts.*

### (3.1.1.11) Primary financial effect of the risk

Select from:

Other, please specify :Decrease of Ebitda (increase of costs and decrease of revenues)

### (3.1.1.12) Time horizon over which the risk is anticipated to have a substantive effect on the organization

Select all that apply

Short-term

Medium-term

### (3.1.1.13) Likelihood of the risk having an effect within the anticipated time horizon

Select from:

Likely

### (3.1.1.14) Magnitude

Select from:

High

### (3.1.1.16) Anticipated effect of the risk on the financial position, financial performance and cash flows of the organization in the selected future time horizons

*The risk could have different impacts, such as increase in operating expenses, decrease in revenues and, in certain cases, increase in capital expenditures. The effect reported in CDP is measured according to the methodology described in answer 2.4 as a percentage of decrease in Ebitda.*

### (3.1.1.17) Are you able to quantify the financial effect of the risk?

Select from:

Yes

### (3.1.1.19) Anticipated financial effect figure in the short-term – minimum (currency)

70500000

### (3.1.1.20) Anticipated financial effect figure in the short-term – maximum (currency)

94000000

### (3.1.1.21) Anticipated financial effect figure in the medium-term – minimum (currency)

472000000

### (3.1.1.22) Anticipated financial effect figure in the medium-term – maximum (currency)

506000000

### (3.1.1.25) Explanation of financial effect figure

*The anticipated financial effect figures have been calculated leveraging a wide range of sources to obtain a comprehensive and accurate picture of their potential evolutions over different time horizons: short term (1 year), medium term (5 years). In particular, for the assessment, we use the climate data tool provided by S&P and other sources (i.e. S&P country risk report, studies with international organisations, publications from governments, ministries of transport, environmental agencies and other regulatory authorities, academic articles, etc) and expert studies to explore potential low and regulatory developments. The financial effects reported in the CDP are potential reductions in EBITDA. The results of the analysis are integrated into the ERM through rating scales (see section 2.4).*

### (3.1.1.26) Primary response to risk

Engagement

Other engagement, please specify :Engage with regulators, policy makers and international organizations

### (3.1.1.27) Cost of response to risk

325000

### (3.1.1.28) Explanation of cost calculation

*The cost of response was estimated on basis of the expenses sustained for engagement activities with regulators and policy makers conducted by external advisors and Mundys Group internal departments (institutional and legal affairs) and for analysis carried out with international organizations. The amount of the different cost items cannot be provided for reasons of confidentiality.*

### (3.1.1.29) Description of response

To address the risk of unfavorable changes in law and regulation, Mundys Group has implemented several proactive measures: 1) Legislative and regulatory continuous monitoring: follow the evolution of laws, decrees, and regulations that could affect the sectors in which Mundys operates, informing management of any opportunities or risks arising from new regulations. For this activity, Mundys has dedicated internal functions, uses databases and also the support of external advisors or international organizations (e.g., WEF); 2) Stakeholder engagement: Mundys manages and maintains constant relations with public institutions, such as the government, parliament, regulatory agencies, international organizations or local authorities to ensure that the organisation's instances are taken into account; 3) Promoting the organisation's interests, participating in public consultations, providing technical input or suggestions during the drafting of new laws or regulations; 4) Participating in associations, interest groups and cooperating with other companies or organisations to promote common industry demands. All the measures implemented or planned contribute to the progress of the UN sustainable development goals (7. Affordable and clean energy, 9. Industry, innovation and infrastructure and 13. Climate action).

[Add row]

### **(3.1.2) Provide the amount and proportion of your financial metrics from the reporting year that are vulnerable to the substantive effects of environmental risks.**

#### **Climate change**

##### **(3.1.2.1) Financial metric**

Select from:

Other, please specify :Ebitda

##### **(3.1.2.2) Amount of financial metric vulnerable to transition risks for this environmental issue (unit currency as selected in 1.2)**

506000000

##### **(3.1.2.3) % of total financial metric vulnerable to transition risks for this environmental issue**

Select from:

1-10%

##### **(3.1.2.4) Amount of financial metric vulnerable to physical risks for this environmental issue (unit currency as selected in 1.2)**

**(3.1.2.5) % of total financial metric vulnerable to physical risks for this environmental issue**

Select from:

 1-10%**(3.1.2.7) Explanation of financial figures**

*The anticipated financial effect figures have been calculated using a climate data platform (aligned with the TCFD) that quantifies it by i) Integrating terabytes of climate and socioeconomic data on climate-related hazards; ii) Driving econometric models with hazard inputs and business data; iii) Translating risk into financial terms. The calculation is based on the hazard modelling reflecting the climate-related change in the level of hazard exposure of an asset over time, relative to a historical baseline. The vulnerability methodology models direct financial impacts that each hazard is expected to have on each asset. Each asset type's vulnerability is characterized based on impact pathways in which an asset type is affected by a given climate hazard. Finally, impact functions, composed of impact pathways, are assigned to model the risk based on the hazard and vulnerability. Impact functions estimate the financial losses that a hazard of varying intensity would cause to a specific class of asset. The platform considers business data: Asset Type, Ownership, Location and Value and emissions. In particular, it takes into account all the assets of Mundys vulnerable to physical risks in each country where we operate and the transitional risks that could affect our business activities. For transitional climate change risks, in addition to the input provided by the climate data platform, specific analyses are carried out on individual phenomena according to country and sector (i.e. public transport report, academic articles and international organizations studies to explore trends and potential regulatory developments). The calculated financial impact is the sum of climate-related expenses, reduced revenue and/or business interruption, and is reported in the CDP as a potential EBITDA reduction. The financial data in Section 3.1.2.2 refers to the maximum impact of substantive transitional climate risk (see Section 3.1.1) for the medium term time horizon (5 years) including short term (1 year) projections; instead the financial data in Section 3.1.2.4 refers to the maximum impact of substantive physical climate risk (see Section 3.1.1) for the long term time horizon (20 years) including medium term (5 years) and short term (1 year) projections.*

*[Add row]*

**(3.3) In the reporting year, was your organization subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations?**

	Water-related regulatory violations	Comment
	Select from: <input checked="" type="checkbox"/> No	<i>In the reporting year, Mundys Group was not subject to any fines, enforcement orders, and/or other penalties for water-related regulatory violations.</i>

[Fixed row]

**(3.5) Are any of your operations or activities regulated by a carbon pricing system (i.e. ETS, Cap & Trade or Carbon Tax)?**

Select from:

Yes

**(3.5.1) Select the carbon pricing regulation(s) which impact your operations.**

Select all that apply

EU ETS

**(3.5.2) Provide details of each Emissions Trading Scheme (ETS) your organization is regulated by.**

**EU ETS**

**(3.5.2.1) % of Scope 1 emissions covered by the ETS**

46.2

**(3.5.2.2) % of Scope 2 emissions covered by the ETS**

0

**(3.5.2.3) Period start date**

12/31/2023

#### (3.5.2.4) Period end date

12/30/2024

#### (3.5.2.5) Allowances allocated

2446

#### (3.5.2.6) Allowances purchased

55785

#### (3.5.2.7) Verified Scope 1 emissions in metric tons CO2e

55500

#### (3.5.2.8) Verified Scope 2 emissions in metric tons CO2e

0

#### (3.5.2.9) Details of ownership

Select from:

Facilities we own and operate

#### (3.5.2.10) Comment

*Leonardo Energia operates the cogeneration plant which covers most of the energy demand of the Fiumicino airport and it is the only subsidiary of Mundys to be subjected to the EU ETS regulation*

*[Fixed row]*

**(3.5.4) What is your strategy for complying with the systems you are regulated by or anticipate being regulated by?**

Leonardo Energia operates the cogeneration plant that meets the majority of Fiumicino Airport's energy demand and is the only subsidiary of Mundys subject to the EU ETS regulation. To comply with this regulation, we have implemented several actions aimed at improving the plant's efficiency and reducing the airport's overall energy consumption. Key initiatives include the replacement of conventional light bulbs with LED technology and the introduction of automated systems for switching lights on and off in the technical galleries (~1,300 lamps), electrification of energy uses through the installation of a high-efficiency domestic hot water (DHW) heat pump—enabling the summer shutdown of the district heating network—adjustment of temperature setpoints in the terminal ( $\pm 1-2^{\circ}\text{C}$ ), and enhanced diagnostics, monitoring, and system optimization. As part of our broader strategy, we also developed a Solar Farm along the eastern side of Runway 3 at Fiumicino Airport, currently the largest self-consumption airport photovoltaic plant in Europe. The system includes approximately 55,000 monocrystalline panels with a capacity of 22 MWp, generating over 30 GWh of electricity annually. Total capacity is expected to reach 60 MWp over the next five years through additional installations within the airport perimeter. These projects are being implemented on a short-term timeline and directly impact operational efficiency, while also reducing indirect operating costs. However, due to the very limited allocation of free CO<sub>2</sub> allowances, we must purchase additional allowances to ensure full compliance with the regulation. The purchasing strategy is managed by a dedicated team composed of members from both the Energy and Decarbonisation and Finance areas, ensuring a balance between emissions management and financial oversight. The strategy is guided by an internal carbon price that is reviewed annually, based on projections from current carbon pricing regulations. CO<sub>2</sub> allowance purchases are approved by the Leonardo Energia Board of Directors and are currently conducted on an annual basis, although multi-year purchasing strategies are under consideration. The evolution of the EU ETS regulatory framework is continuously monitored by the ETS Management function within Leonardo Energia.

### **(3.6) Have you identified any environmental opportunities which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future?**

#### **Climate change**

##### **(3.6.1) Environmental opportunities identified**

Select from:

Yes, we have identified opportunities, and some/all are being realized

#### **Water**

##### **(3.6.1) Environmental opportunities identified**

Select from:

No

##### **(3.6.2) Primary reason why your organization does not consider itself to have environmental opportunities**

Select from:

- Opportunities exist, but none anticipated to have a substantive effect on organization

### (3.6.3) Please explain

*Mundys did not identify environmental opportunities that would have a substantive effect on our business operations, financial performance, or strategic position. However, the company continues to monitor potential opportunities that may arise in the future in connection with sustainability trends, regulatory developments, and evolving market expectations.*

[Fixed row]

**(3.6.1) Provide details of the environmental opportunities identified which have had a substantive effect on your organization in the reporting year, or are anticipated to have a substantive effect on your organization in the future.**

## Climate change

### (3.6.1.1) Opportunity identifier

Select from:

- Opp1

### (3.6.1.3) Opportunity type and primary environmental opportunity driver

Energy source

- Use of low-carbon energy sources

### (3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- Direct operations

### (3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- India
- Italy
- Spain
- Brazil
- France
- Mexico
- Argentina
- Puerto Rico
- United States of America

### (3.6.1.8) Organization specific description

*Climate change is fostering the offer and lowering the price of energy efficient devices and renewable energy production devices. The company has identified the opportunity to use these kind of devices to reduce its energy consumption, emissions and energy expenditures. Abertis, a Mundys' operation company, invests in environmental initiatives that create a fair return on its investments and comply with the energy reduction demanded by the Spanish Climate Change and Energy Transition Law and other regulations which pursue the net-zero. The increase in LED lighting and the use of solar photovoltaic panels are short-medium-term opportunities to reduce OPEX as well as reduce emissions for Abertis. That's why between 2022 and 2024 Abertis has: -Installed solar photovoltaic panels in Spain, Mexico, Brazil, Puerto Rico and India. - Switched from conventional lamps to LED lamps in the toll roads, operational basis and road illumination, mainly in France, Spain, Italy, Mexico, Brazil, Argentina and USA. Both projects present financial feasibility, mainly due to reductions in the electricity bill. The project has a 5 to 10-year payback and a significant reduction of CO2 emissions per year due to the use of solar energy and LED luminaires. For the 2025–2027 period, Abertis plans to continue expanding these initiatives with a planned investment in solar photovoltaic panels across Italy, Puerto Rico, Brazil, Mexico, Spain, and Chile, and also in LED lighting.*

### (3.6.1.9) Primary financial effect of the opportunity

Select from:

- Reduced indirect (operating) costs

### (3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- Short-term
- Medium-term

### (3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- Virtually certain (99–100%)

### (3.6.1.12) Magnitude

Select from:

Medium-low

### (3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

*It is important to address environmental issues by investing in environmental initiatives that create a fair return on its investments and reduce regulatory uncertainty. In this sense, the use of low-emission energy sources (led lighting) and solar photovoltaic panels in countries where they are not being used yet is seen as a strategy to realize the short – medium term opportunities of reducing both operating costs (mainly due to reductions in the electricity bill) and CO2 emissions. The financial effect is calculated considering the reduction of operating costs derived from this opportunity and has been estimated taking into account the period 2025-2027 where the expected saving over 10 years is 48Mn.*

### (3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

Yes

### (3.6.1.17) Anticipated financial effect figure in the short-term - minimum (currency)

14400000

### (3.6.1.18) Anticipated financial effect figure in the short-term – maximum (currency)

14400000

### (3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

28800000

### (3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

28800000

### (3.6.1.23) Explanation of financial effect figures

*The estimated consolidated savings for the first 3 years (2025-27) is 14.4 million euros, 9.3 Mn of them thanks to solar panels and 5.1 Mn thanks to LED lighting. The savings are then projected following the same criteria for the next 10 years, that is: 48 Mn savings for 10 years. The savings calculation considers the % reduction of electricity consumption (derived from LED lighting and solar panels) in MM kWh/year. The formula to calculate the potential financial savings is: Impact 14.4 Mn \* 10 years / 3 years 48 Mn. We assume constant energy prices. (14.4 million euros in the short term and 28.8 million euros in the medium term).*

### (3.6.1.24) Cost to realize opportunity

38000000

### (3.6.1.25) Explanation of cost calculation

*CAPEX to install solar plants has been based on the proportionality factor of previously installed solar plants. The formula to calculate the cost of the opportunity is: Total CAPEX in Investment in solar panels (26Mn) + Investment in LED lightning (12Mn) = 38Mn.*

### (3.6.1.26) Strategy to realize opportunity

*Abertis, a Mundys' operating company, has installed solar photovoltaic panels between 2022 and 2024 (ESG plan) in its assets in Spain, Mexico, Brazil, Puerto Rico and India, and has already reduced the energy consumption in 13,368 MWh/year derived to led lighting. Besides the solar panels has contributed to the evolution of green energy consumption, by producing 5,262 MWh/year. Moreover, the Group plans to continue expanding these initiatives with a planned investment in solar photovoltaic panels across Italy, Puerto Rico, Brazil, Mexico, Spain, and Chile, and in LED lighting for the period 2025-2027.*

## Climate change

### (3.6.1.1) Opportunity identifier

Select from:

Opp2

### (3.6.1.3) Opportunity type and primary environmental opportunity driver

Markets

Easier access to cheaper and/or more available credit

#### (3.6.1.4) Value chain stage where the opportunity occurs

Select from:

- Direct operations

#### (3.6.1.5) Country/area where the opportunity occurs

Select all that apply

- Italy
- Spain

#### (3.6.1.8) Organization specific description

*Mundys' establishment of a Sustainability Linked Financing Framework (SLFF) marks an important step, also for Mundys subsidiaries, in the process of aligning financing strategy with the company's mission, objectives and sustainability targets towards 2030 and beyond. The SLFF has been developed as an overarching tool to be applied to Sustainability-Linked debt Mundys may issue going forward. Mundys Sustainability Financing Framework has been reviewed by Sustainalytics who provided a Second Party Opinion. As of 30 June 2025, Mundys Group has issued a comprehensive amount of 4,800 million euro Sustainability-Linked and green financing instruments (more than 6,800 million euro when including also the Sustainability-Linked available credit lines), considering Mundys, Aeroporti di Roma and Abertis — both of the subsidiaries have also developed their own Sustainable Finance Frameworks. The existing sustainable finance structure can enable Mundys Group to save up to 20 million euros of debt interests within 2030.*

#### (3.6.1.9) Primary financial effect of the opportunity

Select from:

- Increased access to capital at lower/more favorable rates

#### (3.6.1.10) Time horizon over which the opportunity is anticipated to have a substantive effect on the organization

Select all that apply

- Medium-term

#### (3.6.1.11) Likelihood of the opportunity having an effect within the anticipated time horizon

Select from:

- Likely (66–100%)

### (3.6.1.12) Magnitude

Select from:

Medium

### (3.6.1.14) Anticipated effect of the opportunity on the financial position, financial performance and cash flows of the organization in the selected future time horizons

*As of 30 June 2025, Mundys Group has Sustainability-Linked financial instruments for a total amount of 4,800 million euro (more than 6,800 million euro when including also the Sustainability-Linked available credit lines). The primary objective of sustainable debt instruments is to broaden the investor base and to commit to a pricing mechanism that adjusts the interest rate or final redemption - typically increasing it (or, in some cases, also decreasing it) - depending on whether the specific ESG KPIs are met. For outstanding Mundys Group debt instruments, the interest adjustment or premium to be paid can go from a minimum of 0,025% to a maximum of 0,75%, corresponding to comprehensive up to 20 million euros within 2030 if Mundys, Aeroporti di Roma and Abertis satisfy the KPIs expressed in their Sustainability-linked financing frameworks and applicable to their outstanding debt. Details available to: Mundys: <https://www.mundys.com/en/sustainability-linked-financing-framework>; Aeroporti di Roma: <https://www.adr.it/web/aeroporti-di-roma-en/sustainable-financing>; Abertis: <https://www.abertis.com/financial-information-bond-issues/>.*

### (3.6.1.15) Are you able to quantify the financial effects of the opportunity?

Select from:

Yes

### (3.6.1.19) Anticipated financial effect figure in the medium-term - minimum (currency)

0

### (3.6.1.20) Anticipated financial effect figure in the medium-term - maximum (currency)

20000000

### (3.6.1.23) Explanation of financial effect figures

*Conditions refer to the various Sustainability-Linked financial instruments issued by Mundys, Aeroporti di Roma, and Abertis. For outstanding Mundys Group debt instruments, the interest adjustment or premium to be paid depending on whether the relevant applicable ESG KPIs are met can go up to 0.75%, which translates into potential savings of approximately 20 million euros if KPIs are met. This economic value is calculated up to 2030. However, the current Sustainability-Linked financial*

instruments issued by Mundys and its Operating Companies also foresee financial impacts beyond 2030, with a total potential value of up to approximately 31,700 million euros, calculated until maturity of currently outstanding Sustainability-Linked debt. Details available to: Mundys: <https://www.mundys.com/en/sustainability-linked-financing-framework>; Aeroporti di Roma: <https://www.adr.it/web/aeroporti-di-roma-en/sustainable-financing>; Abertis: <https://www.abertis.com/financial-information-bond-issues/>.

### **(3.6.1.24) Cost to realize opportunity**

0

### **(3.6.1.25) Explanation of cost calculation**

*Not relevant cost for this opportunity*

### **(3.6.1.26) Strategy to realize opportunity**

*The main conditions of the Sustainability-linked Bonds are to broaden the investor base when accessing the market and to commit to a pricing mechanism that adjusts (by increasing) the interest rate depending on whether the relevant ESG KPIs are met (i.e. satisfying the relevant s.c. KPIs Condition, in accordance with the Conditions of the relevant EMTN Programme) by Mundys and/or its Operating Companies. KPIs measure progress of the decarbonization roadmap of the group towards 2030. To achieve the KPI #1, the strategy of Mundys consists in the implementation of a range of initiatives, including: -Fleet migration to lower-carbon emissions vehicles, including electric and hybrid vehicles, and installation of EV charging stations; -Use of alternative high-quality biofuel of vegetable origin and from waste (HVO); -Construction and realization of photovoltaic power plants or production of energy from other renewable sources; -Procurement of high-quality green energy (with Guarantees of Origin certificates); -Replacement of the conventional combustion heating systems with aerothermal heating and of the diesel systems with high efficiency heat pumps; -Phase out of the existing methane powered cogeneration plant at the Rome airport and use of bio-methane for boilers; -Installation of electric storage systems; - Installation of electric storage systems; -Implementation of LED lighting systems in tunnels, toll plaza, rest areas on motorways; -Energy efficiency projects for buildings (AI advanced algorithm in building management system, insulation of facades, roofs and windows change, renovation of heating systems, interventions on lighting systems). The costs incurred refer to the implementation of the projects included in the companies' financing plans up to 2030. [Add row]*

**(3.6.2) Provide the amount and proportion of your financial metrics in the reporting year that are aligned with the substantive effects of environmental opportunities.**

**Climate change**

### **(3.6.2.1) Financial metric**

Select from:

Other, please specify :Financial expenses

### (3.6.2.2) Amount of financial metric aligned with opportunities for this environmental issue (unit currency as selected in 1.2)

9375000

### (3.6.2.3) % of total financial metric aligned with opportunities for this environmental issue

Select from:

Less than 1%

### (3.6.2.4) Explanation of financial figures

*It was presented the financial effect of Sustainable Finance, where the possible saving in terms of financial expenses thanks to the Sustainability Linked Bonds (9375000 euro), issued by Mundys in 2024 and detailed in the question 3.6.1, was compared to the 2024 financial expenses of the entire Group (1534000000 euro).  
[Add row]*

## C4. Governance

### (4.1) Does your organization have a board of directors or an equivalent governing body?

#### (4.1.1) Board of directors or equivalent governing body

Select from:

Yes

#### (4.1.2) Frequency with which the board or equivalent meets

Select from:

More frequently than quarterly

#### (4.1.3) Types of directors your board or equivalent is comprised of

Select all that apply

Executive directors or equivalent

Non-executive directors or equivalent

#### (4.1.4) Board diversity and inclusion policy

Select from:

Yes, and it is publicly available

#### (4.1.5) Briefly describe what the policy covers

*Mundys' Code of Ethics, approved by the Board of Directors, enshrines the Company's commitment to promoting and protecting a culture based on diversity. The Code is addressed to members of the corporate administration and control bodies, managers and employees of Mundys and its subsidiaries, third parties/business partners (such as suppliers, consultants, representatives, business partners, etc.) who collaborate or work in the name or on behalf of and/or in the interest of Mundys and its subsidiaries. The Diversity, Equality & Inclusion Policy further codifies Mundys' commitment to a workplace where all forms of diversity are respected, valued*

and included. In line with the above principles, Mundys has extended its commitment to managerial positions and a target of 33% female presence by 2027 and 35% by 2030. Please refer to Mundys Annual Report 2024 (page. 33)

**(4.1.6) Attach the policy (optional)**

2024 RAI MUNDYS ENG 005\_WEB\_1.pdf,MUNDYS\_Code of Ethics\_ENG.pdf,MUNDYS\_DE&I\_ENG.pdf  
 [Fixed row]

**(4.1.1) Is there board-level oversight of environmental issues within your organization?**

	Board-level oversight of this environmental issue
Climate change	Select from: <input checked="" type="checkbox"/> Yes
Water	Select from: <input checked="" type="checkbox"/> Yes
Biodiversity	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

**(4.1.2) Identify the positions (do not include any names) of the individuals or committees on the board with accountability for environmental issues and provide details of the board’s oversight of environmental issues.**

**Climate change**

**(4.1.2.1) Positions of individuals or committees with accountability for this environmental issue**

Select all that apply

- Other C-Suite Officer
- Board-level committee
- Chief Risk Officer (CRO)
- Chief Executive Officer (CEO)
- Chief Financial Officer (CFO)

- Chief Sustainability Officer (CSO)

#### **(4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board**

Select from:

- Yes

#### **(4.1.2.3) Policies which outline the positions' accountability for this environmental issue**

Select all that apply

- Board Terms of Reference
- Board mandate
- Individual role descriptions
- Other policy applicable to the board, please specify :Sustainability governance guidelines

#### **(4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item**

Select from:

- Scheduled agenda item in some board meetings – at least annually

#### **(4.1.2.5) Governance mechanisms into which this environmental issue is integrated**

Select all that apply

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Reviewing and guiding annual budgets</li> <li><input checked="" type="checkbox"/> Overseeing and guiding scenario analysis</li> <li><input checked="" type="checkbox"/> Overseeing the setting of corporate targets</li> <li><input checked="" type="checkbox"/> Monitoring progress towards corporate targets</li> <li><input checked="" type="checkbox"/> Approving corporate policies and/or commitments</li> </ul> | <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Reviewing and guiding innovation/R&amp;D priorities</li> <li><input checked="" type="checkbox"/> Approving and/or overseeing employee incentives</li> <li><input checked="" type="checkbox"/> Overseeing and guiding major capital expenditures</li> <li><input checked="" type="checkbox"/> Monitoring the implementation of the business strategy</li> <li><input checked="" type="checkbox"/> Monitoring the implementation of a climate transition plan</li> </ul> |
|---|---|

- Overseeing and guiding the development of a business strategy
- Overseeing and guiding acquisitions, mergers, and divestitures
- Overseeing and guiding the development of a climate transition plan
- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

#### (4.1.2.7) Please explain

*Mundys' Board of Directors defines and promotes the Group's sustainability strategy, overseeing its implementation and monitoring the related risks and opportunities. The Board of Directors guides and supervises the Group's decision-making with regard to environmental, social matters and governance matters (ESG). The Board is assisted by the Control, Risks and Sustainability Committee, which is periodically updated, on a monthly or bi-monthly basis, by the Company's management on execution of the sustainability strategy. All Group companies have assigned committees and senior management responsibility for overseeing ESG issues. In 2024, the Board of Directors met 5 times to discuss ESG matters. The CEO is responsible for the ESG strategy and strategy implementation. periodically presents the Sustainability Plan, which includes key ESG goals and targets, including those related to climate change, health and safety and human rights, to the Board of Directors. The Chief Sustainability & Transformation Officer (CS&TO) is responsible for the sustainability strategy, defining and monitoring ESG targets and supporting Group companies in their adoption of sustainable practices. The CFO leads the integration of sustainability data into assessment and control systems, ensuring the transparency, consistency and reliability of the information. Implementation of the sustainability strategy is also supported by the Chief Internal Audit, Risk & Compliance Officer, by the Chief Asset Management Officer and by the Chief Investment Officer. This holistic approach underscores Mundys' commitment to sustainability and its proactive measures to ensure long-term, sustainable value creation.*

## Water

#### (4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

*Select all that apply*

- Chief Executive Officer (CEO)
- Chief Risk Officer (CRO)
- Chief Sustainability Officer (CSO)
- Other C-Suite Officer
- Board-level committee

#### (4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

*Select from:*

- Yes

### (4.1.2.3) Policies which outline the positions' accountability for this environmental issue

Select all that apply

- Board Terms of Reference
- Board mandate
- Individual role descriptions
- Other policy applicable to the board, please specify :Sustainability governance guidelines

### (4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

Select from:

- Sporadic – agenda item as important matters arise

### (4.1.2.5) Governance mechanisms into which this environmental issue is integrated

Select all that apply

- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities
- Overseeing and guiding the development of a business strategy
- Overseeing and guiding major capital expenditures

### (4.1.2.7) Please explain

*Mundys' Board of Directors defines and promotes the Group's sustainability strategy, overseeing its implementation and monitoring the related risks and opportunities. The Board of Directors guides and supervises the Group's decision-making with regard to environmental, social matters and governance matters (ESG). The Board is assisted by the Control, Risks and Sustainability Committee, which is periodically updated, on a monthly or bi-monthly basis, by the Company's management on execution of the sustainability strategy. All Group companies have assigned committees and senior management responsibility for overseeing ESG issues. In 2024, the Board of Directors met 5 times to discuss ESG matters. The CEO is responsible for the ESG strategy and strategy implementation. periodically presents the Sustainability Plan, which includes key ESG goals and targets, including those related to climate change, health and safety and human rights, to the Board of Directors. The Chief Sustainability & Transformation Officer (CS&TO) is responsible for the sustainability strategy, defining and monitoring ESG targets and supporting Group companies in their adoption of sustainable practices. The CFO leads the integration of sustainability data into assessment and control systems, ensuring the transparency, consistency and reliability of the information. Implementation of the sustainability strategy is also supported by the Chief Internal Audit, Risk & Compliance Officer, by the Chief Asset Management Officer and by the Chief Investment Officer. This holistic approach underscores Mundys' commitment to sustainability and its proactive measures to ensure long-term, sustainable value creation.*

## Biodiversity

### (4.1.2.1) Positions of individuals or committees with accountability for this environmental issue

*Select all that apply*

- Chief Executive Officer (CEO)
- Chief Risk Officer (CRO)
- Chief Sustainability Officer (CSO)
- Other C-Suite Officer
- Board-level committee

### (4.1.2.2) Positions' accountability for this environmental issue is outlined in policies applicable to the board

*Select from:*

- Yes

### (4.1.2.3) Policies which outline the positions' accountability for this environmental issue

*Select all that apply*

- Board Terms of Reference
- Board mandate
- Individual role descriptions
- Other policy applicable to the board, please specify :Sustainability governance guidelines

### (4.1.2.4) Frequency with which this environmental issue is a scheduled agenda item

*Select from:*

- Sporadic – agenda item as important matters arise

### (4.1.2.5) Governance mechanisms into which this environmental issue is integrated

*Select all that apply*

- Reviewing and guiding the assessment process for dependencies, impacts, risks, and opportunities

- Overseeing the setting of corporate targets
- Monitoring progress towards corporate targets
- Overseeing and guiding the development of a business strategy
- Overseeing and guiding major capital expenditures

#### (4.1.2.7) Please explain

*Mundys' Board of Directors defines and promotes the Group's sustainability strategy, overseeing its implementation and monitoring the related risks and opportunities. The Board of Directors guides and supervises the Group's decision-making with regard to environmental, social matters and governance matters (ESG). The Board is assisted by the Control, Risks and Sustainability Committee, which is periodically updated, on a monthly or bi-monthly basis, by the Company's management on execution of the sustainability strategy. All Group companies have assigned committees and senior management responsibility for overseeing ESG issues. In 2024, the Board of Directors met 5 times to discuss ESG matters. The CEO is responsible for the ESG strategy and strategy implementation. periodically presents the Sustainability Plan, which includes key ESG goals and targets, including those related to climate change, health and safety and human rights, to the Board of Directors. The Chief Sustainability & Transformation Officer (CS&TO) is responsible for the sustainability strategy, defining and monitoring ESG targets and supporting Group companies in their adoption of sustainable practices. The CFO leads the integration of sustainability data into assessment and control systems, ensuring the transparency, consistency and reliability of the information. Implementation of the sustainability strategy is also supported by the Chief Internal Audit, Risk & Compliance Officer, by the Chief Asset Management Officer and by the Chief Investment Officer. This holistic approach underscores Mundys' commitment to sustainability and its proactive measures to ensure long-term, sustainable value creation.*

[Fixed row]

## (4.2) Does your organization's board have competency on environmental issues?

### Climate change

#### (4.2.1) Board-level competency on this environmental issue

Select from:

- Yes

#### (4.2.2) Mechanisms to maintain an environmentally competent board

Select all that apply

- Consulting regularly with an internal, permanent, subject-expert working group
- Engaging regularly with external stakeholders and experts on environmental issues

- Regular training for directors on environmental issues, industry best practice, and standards (e.g., TCFD, SBTi)
- Having at least one board member with expertise on this environmental issue

### (4.2.3) Environmental expertise of the board member

#### Experience

- Executive-level experience in a role focused on environmental issues
- Experience in an organization that is exposed to environmental-scrutiny and is going through a sustainability transition

## Water

### (4.2.1) Board-level competency on this environmental issue

Select from:

- No, but we plan to within the next two years

### (4.2.4) Primary reason for no board-level competency on this environmental issue

Select from:

- Not an immediate strategic priority

### (4.2.5) Explain why your organization does not have a board with competence on this environmental issue

*In 2024, Mundys updated its Double Materiality Assessment, conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. If in two years, upon review of the double materiality analysis, water is found to be a material topic, Mundys intends to implement appropriate governance measures to manage it effectively. As it is not a material environmental topic at Group level, responsibility for water lies with the Group's subsidiaries, whose activities may impact or depend on it.*

*[Fixed row]*

## (4.3) Is there management-level responsibility for environmental issues within your organization?

## Climate change

### (4.3.1) Management-level responsibility for this environmental issue

Select from:

Yes

## Water

### (4.3.1) Management-level responsibility for this environmental issue

Select from:

No, but we plan to within the next two years

### (4.3.2) Primary reason for no management-level responsibility for environmental issues

Select from:

Not an immediate strategic priority

### (4.3.3) Explain why your organization does not have management-level responsibility for environmental issues

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. If in two years, upon review of the double materiality analysis, water is found to be a material topic, Mundys intends to implement appropriate governance measures to manage it effectively. In the meantime, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. With regard to the management of water resources, Aeroporti di Roma's undertakes to guarantee: -Compliance with the requirements of the environmental legislation; -An increasingly widespread use of the water treated for reuse, in order to preserve drinking water as a precious asset, with a view to the circularity of industrial processes. Thanks to all these interventions and the approach aimed at continuous improvement, in 2024 there was a 26% use of drinking water at Fiumicino airport, a decrease of 6% compared to the previous year.*

## Biodiversity

### (4.3.1) Management-level responsibility for this environmental issue

Select from:

- No, but we plan to within the next two years

### (4.3.2) Primary reason for no management-level responsibility for environmental issues

Select from:

- Not an immediate strategic priority

### (4.3.3) Explain why your organization does not have management-level responsibility for environmental issues

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic biodiversity resulted as not significant in terms of impacts, risks and opportunities. If in two years, upon review of the double materiality analysis, biodiversity is found to be a material topic, Mundys intends to implement appropriate governance measures to manage it effectively. In the meantime, Group Mundys is committed to ensuring that its activities are compliant with local regulations on the protection and restoration of biodiversity and ecosystems.*

[Fixed row]

### (4.3.1) Provide the highest senior management-level positions or committees with responsibility for environmental issues (do not include the names of individuals).

#### Climate change

#### (4.3.1.1) Position of individual or committee with responsibility

Executive level

- Chief Executive Officer (CEO)

#### (4.3.1.2) Environmental responsibilities of this position

Dependencies, impacts, risks and opportunities

- Assessing environmental dependencies, impacts, risks, and opportunities
- Managing environmental dependencies, impacts, risks, and opportunities

#### Strategy and financial planning

- Developing a business strategy which considers environmental issues
- Implementing a climate transition plan
- Implementing the business strategy related to environmental issues

#### (4.3.1.4) Reporting line

Select from:

- Reports to the board directly

#### (4.3.1.5) Frequency of reporting to the board on environmental issues

Select from:

- More frequently than quarterly

#### (4.3.1.6) Please explain

*The CEO is responsible for the ESG strategy and strategy implementation. periodically presents the Sustainability Plan, which includes key ESG goals and targets, including those related to climate change, health and safety and human rights, to the Board of Directors. The Chief Sustainability & Transformation Officer (CS&TO) is responsible for the sustainability strategy, defining and monitoring ESG targets and supporting Group companies in their adoption of sustainable practices, oversees ESG assessments in merger and acquisition projects, ensuring that new initiatives align with the company's sustainability objectives. The CFO leads the integration of sustainability data into assessment and control systems, ensuring the transparency, consistency and reliability of the information. Implementation of the sustainability strategy is also supported by the Chief Internal Audit, Risk & Compliance Officer, who is responsible for the continuous monitoring of risks, including those linked to ESG matters, and by the Chief Asset Management Officer, who is responsible for boosting the value of assets, identifying and facilitating strategic initiatives aimed at creating long-term sustainable value. In addition, the Chief Investment Officer's role is to guide the Group's investment strategy, embedding ESG criteria and aspects, developing new opportunities and managing relations connected with new projects.*

[Add row]

#### **(4.5) Do you provide monetary incentives for the management of environmental issues, including the attainment of targets?**

##### **Climate change**

#### (4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

Yes

#### (4.5.2) % of total C-suite and board-level monetary incentives linked to the management of this environmental issue

20

#### (4.5.3) Please explain

*Mundys encourages the integration of sustainability into annual and multi-year incentive schemes for management at the Parent Company and at operating companies. 20% of variable remuneration in Mundys' annual incentive plan is linked to the achievement of sustainability targets covering all areas of the Group. These targets are in line with the Group's ESG 2030 roadmap and apply to all Mundys' employees, including the Chief Executive Officer and General Manager and the Chairman. The portion of the incentives not linked to ESG targets is instead linked to operational and financial indicators, such as the Group's consolidated operating profit. ESG targets for 2024 in Mundys' incentive plan (MBO) are: Reduction of the Mundys Group's Scope 1 and 2 emissions (-31% vs 2019 performance); Increase in the share of the Mundys Group's electricity consumption produced from renewable sources (79% of total); Increase in the proportion of women among the Mundys Group's management (32% of total).*

### Water

#### (4.5.1) Provision of monetary incentives related to this environmental issue

Select from:

No, but we plan to introduce them in the next two years

#### (4.5.3) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. If in two years, upon review of the double materiality analysis, water is found to be a material topic, Mundys intends to implement appropriate governance measures to manage it effectively, such as monetary incentive plans. In the meantime, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water.*

[Fixed row]

**(4.5.1) Provide further details on the monetary incentives provided for the management of environmental issues (do not include the names of individuals).**

## **Climate change**

### **(4.5.1.1) Position entitled to monetary incentive**

Board or executive level

- Chief Executive Officer (CEO)

### **(4.5.1.2) Incentives**

*Select all that apply*

- Bonus - % of salary

### **(4.5.1.3) Performance metrics**

Targets

- Progress towards environmental targets
- Achievement of environmental targets
- Organization performance against an environmental sustainability index
- Reduction in absolute emissions in line with net-zero target

Strategy and financial planning

- Achievement of climate transition plan

Emission reduction

- Increased share of renewable energy in total energy consumption

### **(4.5.1.4) Incentive plan the incentives are linked to**

Select from:

Both Short-Term and Long-Term Incentive Plan, or equivalent

#### (4.5.1.5) Further details of incentives

Mundys encourages the integration of sustainability into annual and multi-year incentive schemes for management at the Parent Company and at operating companies. This is based on a structured approach linking a part of variable remuneration to the achievement of ESG targets aligned with the sustainability targets and action plans of the Group and individual operating companies. 20% percentage of variable remuneration in Mundys' annual and multi-year incentive plan is linked to the achievement of sustainability targets covering all areas of the Group. In 2024, on the recommendation of the Remuneration Committee, Mundys' Board of Directors approved a multi-year incentive plan for the Parent Company's management. The portion of the incentives not linked to ESG targets is instead linked to operational and financial indicators, such as the Group's consolidated operating profit. The ESG targets include CO2e emissions reduction, in line with the achievement of the Mundys' Climate Action Plan by 2030, and increasing renewable energy consumption.

#### (4.5.1.6) How the position's incentives contribute to the achievement of your environmental commitments and/or climate transition plan

Management-by-Objectives (MBO) are aligned with short-term (annual) remuneration opportunities with the achievement of objectives relevant to the short-term development of the Company. In this way, the contribution of each beneficiary to the success of their area of the organization and for the company could be appreciated and rewarded. Moreover, Long-term Incentives (LTI) are aligned with medium-long-term remuneration opportunities with generating value for shareholders and other stakeholders. Both of them foresee the achievement of the ESG targets that the Group pursues as part efforts to achieve the Group's roadmap to 2030, described in the Climate Action Plan.

[Add row]

#### (4.6) Does your organization have an environmental policy that addresses environmental issues?

	Does your organization have any environmental policies?
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

## (4.6.1) Provide details of your environmental policies.

### Row 1

#### (4.6.1.1) Environmental issues covered

Select all that apply

- Climate change

#### (4.6.1.2) Level of coverage

Select from:

- Organization-wide

#### (4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain
- Downstream value chain

#### (4.6.1.4) Explain the coverage

*Mundys environmental policy is part of the Mundys Group's Code of Ethics, which sets out the ethical principles and values underpinning the Company's culture, inspiring the management policies and guide the daily actions of the Group's people. The Code of Ethics applies to the subsidiaries of Mundys S.p.A., which received and adopted this document, and is addressed also to third parties/business partners (such as suppliers, consultants, representatives, trade partners, etc.), who work with us or in the name or on behalf and/or in the interest of Mundys and its subsidiaries (hereinafter also referred to as then "recipients" of the Code of Ethics). Indeed, in the chapter 04. We Protect the Environment, Mundys indicates its commitment to the protection of the environment defined as the protection of natural resources and the environment as a whole (including climate change, biodiversity and water) by preserving its integrity and minimizing the effects of human activities on biodiversity and local ecosystems, including through appropriate renaturalization. In addition to the Group's commitment and policy, each Group's subsidiaries has adopted specific environmental policies related to the business activities, impacts and dependencies, taking steps to improve efficiency and to contain and reduce any losses. An example is the policy of Aeroports De La Cote D'Azur:*

*[https://corporate.nice.aeroport.fr/content/download/39993/file/Politique\\_environnementale2023.pdf?inLanguage=fr-FR](https://corporate.nice.aeroport.fr/content/download/39993/file/Politique_environnementale2023.pdf?inLanguage=fr-FR)*

#### (4.6.1.5) Environmental policy content

##### Environmental commitments

- Commitment to a circular economy strategy
- Commitment to comply with regulations and mandatory standards
- Commitment to take environmental action beyond regulatory compliance
- Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems
- Commitment to stakeholder engagement and capacity building on environmental issues

##### Climate-specific commitments

- Commitment to 100% renewable energy
- Commitment to net-zero emissions

#### (4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

*Select all that apply*

- Yes, in line with the Paris Agreement

#### (4.6.1.7) Public availability

*Select from:*

- Publicly available

#### (4.6.1.8) Attach the policy

*MUNDYS\_Code of Ethics\_ENG.pdf*

### Row 2

#### (4.6.1.1) Environmental issues covered

*Select all that apply*

- Biodiversity

#### (4.6.1.2) Level of coverage

Select from:

- Organization-wide

#### (4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations
- Upstream value chain
- Downstream value chain

#### (4.6.1.4) Explain the coverage

*Mundys environmental policy is part of the Mundys Group's Code of Ethics, which sets out the ethical principles and values underpinning the Company's culture, inspiring the management policies and guide the daily actions of the Group's people. The Code of Ethics applies to the subsidiaries of Mundys S.p.A., which received and adopted this document, and is addressed also to third parties/business partners (such as suppliers, consultants, representatives, trade partners, etc.), who work with us or in the name or on behalf and/or in the interest of Mundys and its subsidiaries (hereinafter also referred to as then "recipients" of the Code of Ethics). Indeed, in the chapter 04. We Protect the Environment, Mundys indicates its commitment to the protection of the environment defined as the protection of natural resources and the environment as a whole (including climate change, biodiversity and water) by preserving its integrity and minimizing the effects of human activities on biodiversity and local ecosystems, including through appropriate renaturalization. In addition to the Group's commitment and policy, each Group's subsidiaries has adopted specific environmental policies related to the business activities, impacts and dependencies, taking steps to improve efficiency and to contain and reduce any losses. An example is the policy of Aeroports De La Cote D'Azur:*

*[https://corporate.nice.aeroport.fr/content/download/39993/file/Politique\\_environnementale2023.pdf?inLanguage=fre-FR](https://corporate.nice.aeroport.fr/content/download/39993/file/Politique_environnementale2023.pdf?inLanguage=fre-FR)*

#### (4.6.1.5) Environmental policy content

Environmental commitments

- Commitment to No Net Loss
- Commitment to a circular economy strategy
- Commitment to respect legally designated protected areas
- Commitment to comply with regulations and mandatory standards

- Commitment to take environmental action beyond regulatory compliance
- Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

#### (4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

Select all that apply

- Yes, in line with another global environmental treaty or policy goal, please specify

#### (4.6.1.7) Public availability

Select from:

- Publicly available

#### (4.6.1.8) Attach the policy

MUNDYS\_Code of Ethics\_ENG.pdf

### Row 3

#### (4.6.1.1) Environmental issues covered

Select all that apply

- Water

#### (4.6.1.2) Level of coverage

Select from:

- Organization-wide

#### (4.6.1.3) Value chain stages covered

Select all that apply

- Direct operations

- Upstream value chain
- Downstream value chain

#### (4.6.1.4) Explain the coverage

*Mundys environmental policy is part of the Mundys Group's Code of Ethics, which sets out the ethical principles and values underpinning the Company's culture, inspiring the management policies and guide the daily actions of the Group's people. The Code of Ethics applies to the subsidiaries of Mundys S.p.A., which received and adopted this document, and is addressed also to third parties/business partners (such as suppliers, consultants, representatives, trade partners, etc.), who work with us or in the name or on behalf and/or in the interest of Mundys and its subsidiaries (hereinafter also referred to as then "recipients" of the Code of Ethics). Indeed, in the chapter 04. We Protect the Environment, Mundys indicates its commitment to the protection of the environment defined as the protection of natural resources and the environment as a whole (including climate change, biodiversity and water) by preserving its integrity and minimizing the effects of human activities on biodiversity and local ecosystems, including through appropriate renaturalization. In addition to the Group's commitment and policy, each Group's subsidiaries has adopted specific environmental policies related to the business activities, impacts and dependencies, taking steps to improve efficiency and to contain and reduce any losses. An example is the policy of Aeroports De La Cote D'Azur:*

*[https://corporate.nice.aeroport.fr/content/download/39993/file/Politique\\_environnementale2023.pdf?inLanguage=fr-FR](https://corporate.nice.aeroport.fr/content/download/39993/file/Politique_environnementale2023.pdf?inLanguage=fr-FR)*

#### (4.6.1.5) Environmental policy content

##### Environmental commitments

- Commitment to a circular economy strategy
- Commitment to comply with regulations and mandatory standards
- Commitment to take environmental action beyond regulatory compliance
- Commitment to implementation of nature-based solutions that support landscape restoration and long-term protection of natural ecosystems

##### Water-specific commitments

- Commitment to reduce water consumption volumes
- Commitment to reduce water withdrawal volumes

#### (4.6.1.6) Indicate whether your environmental policy is in line with global environmental treaties or policy goals

*Select all that apply*

- Yes, in line with Sustainable Development Goal 6 on Clean Water and Sanitation

#### (4.6.1.7) Public availability

Select from:

- Publicly available

#### (4.6.1.8) Attach the policy

MUNDYS\_Code of Ethics\_ENG.pdf  
[Add row]

### (4.10) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

#### (4.10.1) Are you a signatory or member of any environmental collaborative frameworks or initiatives?

Select from:

- Yes

#### (4.10.2) Collaborative framework or initiative

Select all that apply

- UN Global Compact
- The Climate Pledge
- European Climate Pact
- Race to Zero Campaign
- Science-Based Targets Initiative (SBTi)
- Task Force on Climate-related Financial Disclosures (TCFD)

#### (4.10.3) Describe your organization's role within each framework or initiative

*Mundys role in these initiatives includes making their know-how available to public decision-makers to contribute to the development of policies aimed at accelerating the fight against climate change, in line with the objectives of the Paris Agreement. Mundys is committed to supporting policies that address climate change, ensuring transparency in their positions on climate policy, and participating in alliances, initiatives, and projects to promote innovation for decarbonisation of the mobility sector.*  
[Fixed row]

**(4.11) In the reporting year, did your organization engage in activities that could directly or indirectly influence policy, law, or regulation that may (positively or negatively) impact the environment?**

**(4.11.1) External engagement activities that could directly or indirectly influence policy, law, or regulation that may impact the environment**

*Select all that apply*

- Yes, we engaged directly with policy makers
- Yes, we engaged indirectly through, and/or provided financial or in-kind support to a trade association or other intermediary organization or individual whose activities could influence policy, law, or regulation

**(4.11.2) Indicate whether your organization has a public commitment or position statement to conduct your engagement activities in line with global environmental treaties or policy goals**

*Select from:*

- Yes, we have a public commitment or position statement in line with global environmental treaties or policy goals

**(4.11.3) Global environmental treaties or policy goals in line with public commitment or position statement**

*Select all that apply*

- Paris Agreement

**(4.11.4) Attach commitment or position statement**

*Mundys\_The responsible investment policy.pdf*

**(4.11.5) Indicate whether your organization is registered on a transparency register**

*Select from:*

- Yes

**(4.11.6) Types of transparency register your organization is registered on**

Select all that apply

Voluntary government register

Non-government register

#### **(4.11.7) Disclose the transparency registers on which your organization is registered & the relevant ID numbers for your organization**

*European Union Transparency Register ID number 478977744955-91*

#### **(4.11.8) Describe the process your organization has in place to ensure that your external engagement activities are consistent with your environmental commitments and/or transition plan**

*The approach towards supporting sustainability is grounded in the principle of fair collaboration, pledging to offer all available expertise to public decision-makers. The aim is to contribute to the formulation of national and international policies that expedite the battle against climate change, aligning with the objectives outlined in the Paris Agreement. This endeavor prioritizes cooperation to devise long-term structural measures rather than short-lived policies, ensuring an equitable and transparent transition for all stakeholders. Specific commitments entail backing climate policies through regulatory frameworks, maintaining transparency in positions and affiliations with organizations aligned with the Paris Agreement, engaging in partnerships and initiatives to foster innovation in decarbonizing mobility, advocating for carbon taxation policies, emissions trading mechanisms, establishing energy efficiency goals, advancing renewable energy legislation, facilitating the transition of the energy mix, and supporting regulations on greenhouse gas emissions.*

*[Fixed row]*

#### **(4.11.1) On what policies, laws, or regulations that may (positively or negatively) impact the environment has your organization been engaging directly with policy makers in the reporting year?**

**Row 1**

##### **(4.11.1.1) Specify the policy, law, or regulation on which your organization is engaging with policy makers**

*EU Sustainable and Smart Mobility Strategy*

##### **(4.11.1.2) Environmental issues the policy, law, or regulation relates to**

Select all that apply

- Climate change

#### (4.11.1.3) Focus area of policy, law, or regulation that may impact the environment

Environmental impacts and pressures

- Emissions – CO2
- Emissions – other GHGs
- Other environmental impacts and pressures, please specify :Effective promotion of the user-pays principle in the EU road transport sector

#### (4.11.1.4) Geographic coverage of policy, law, or regulation

Select from:

- Regional

#### (4.11.1.5) Country/area/region the policy, law, or regulation applies to

Select all that apply

- EU27

#### (4.11.1.6) Your organization's position on the policy, law, or regulation

Select from:

- Support with no exceptions

#### (4.11.1.8) Type of direct engagement with policy makers on this policy, law, or regulation

Select all that apply

- Submitting written proposals/inquiries

#### (4.11.1.9) Funding figure your organization provided to policy makers in the reporting year relevant to this policy, law, or regulation (currency)

#### (4.11.1.10) Explain the relevance of this policy, law, or regulation to the achievement of your environmental commitments and/or transition plan, how this has informed your engagement, and how you measure the success of your engagement

*The Eurovignette Directive and the broader EU sustainable mobility framework are relevant for environmental commitments. The principles central to the Eurovignette Directive ("user pays" which includes polluter pays principle as well as other externalities of transport, as mechanisms to internalize infrastructure maintenance costs and environmental externalities) are aligned with mission to promote more efficient, sustainable and safe mobility across Europe.*

#### (4.11.1.11) Indicate if you have evaluated whether your organization's engagement on this policy, law, or regulation is aligned with global environmental treaties or policy goals

Select from:

Yes, we have evaluated, and it is aligned

#### (4.11.1.12) Global environmental treaties or policy goals aligned with your organization's engagement on this policy, law or regulation

Select all that apply

Paris Agreement

[Add row]

#### (4.11.2) Provide details of your indirect engagement on policy, law, or regulation that may (positively or negatively) impact the environment through trade associations or other intermediary organizations or individuals in the reporting year.

##### Row 1

#### (4.11.2.1) Type of indirect engagement

Select from:

Indirect engagement via a trade association

#### **(4.11.2.4) Trade association**

Global

- Airports Council International

#### **(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position**

*Select all that apply*

- Climate change

#### **(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with**

*Select from:*

- Consistent

#### **(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year**

*Select from:*

- Yes, and they have changed their position

#### **(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position**

*As part of the project, we contributed to defining the infrastructure required by airports to host zero-emission aircraft, to the publication of tools and plans for financing and building SAF facilities, and above all, to the publication of the Sustainable Finance Toolkit, a practical guide to financing airport decarbonisation strategies.*

#### **(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)**

100198

#### (4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment

*The founding means to support discussion panels and scientific research on how to “Financing the Airports of Tomorrow” to identify industrial solutions and forms of hybrid financing able to accelerate the green transition of airports, in line with the goal of reducing emissions to zero by 2050.*

#### (4.11.2.11) Indicate if you have evaluated whether your organization’s engagement is aligned with global environmental treaties or policy goals

*Select from:*

Yes, we have evaluated, and it is aligned

#### (4.11.2.12) Global environmental treaties or policy goals aligned with your organization’s engagement on policy, law or regulation

*Select all that apply*

Paris Agreement

### Row 2

#### (4.11.2.1) Type of indirect engagement

*Select from:*

Indirect engagement via a trade association

#### (4.11.2.4) Trade association

Global

Other global trade association, please specify :Aeroporti 2030

**(4.11.2.5) Environmental issues relevant to the policies, laws, or regulations on which the organization or individual has taken a position**

Select all that apply

Climate change

**(4.11.2.6) Indicate whether your organization's position is consistent with the organization or individual you engage with**

Select from:

Consistent

**(4.11.2.7) Indicate whether your organization attempted to influence the organization or individual's position in the reporting year**

Select from:

Yes, we publicly promoted their current position

**(4.11.2.8) Describe how your organization's position is consistent with or differs from the organization or individual's position, and any actions taken to influence their position**

*AEROPORTI 2030 represents an innovative hub dedicated to the airport sector, an ecosystem open to system stakeholders, start-ups and national and international innovative platforms to foster the identification of new solutions to digital and energy transition plans. The association, in which our subsidiary Aeroporti di Roma participates, has set up a steering committee for the air transport decarbonisation pact, bringing academics, industry experts, business partners and institutional representatives to the same table in order to pool resources and expertise to endorse the decarbonisation process in the air transport sector.*

**(4.11.2.9) Funding figure your organization provided to this organization or individual in the reporting year (currency)**

609400

**(4.11.2.10) Describe the aim of this funding and how it could influence policy, law or regulation that may impact the environment**

The funding means to support joint initiatives among airports operators to foster innovation and sustainability in the aviation sector. Through joint initiatives, research and advocacy, it works to identify and implement more resilient and sustainable operational models, while enhancing infrastructure performance and passenger experience.

#### **(4.11.2.11) Indicate if you have evaluated whether your organization's engagement is aligned with global environmental treaties or policy goals**

Select from:

- Yes, we have evaluated, and it is aligned

#### **(4.11.2.12) Global environmental treaties or policy goals aligned with your organization's engagement on policy, law or regulation**

Select all that apply

- Paris Agreement

[Add row]

#### **(4.12) Have you published information about your organization's response to environmental issues for this reporting year in places other than your CDP response?**

Select from:

- Yes

#### **(4.12.1) Provide details on the information published about your organization's response to environmental issues for this reporting year in places other than your CDP response. Please attach the publication.**

##### **Row 1**

#### **(4.12.1.1) Publication**

Select from:

- In mainstream reports, in line with environmental disclosure standards or frameworks

#### (4.12.1.2) Standard or framework the report is in line with

Select all that apply

ESRS

#### (4.12.1.3) Environmental issues covered in publication

Select all that apply

Climate change

#### (4.12.1.4) Status of the publication

Select from:

Complete

#### (4.12.1.5) Content elements

Select all that apply

Strategy

Governance

Emission targets

Emissions figures

Risks & Opportunities

Value chain engagement

Dependencies & Impacts

Content of environmental policies

#### (4.12.1.6) Page/section reference

*The information can be found: Governance and Strategy, page 143 Emission targets, pages 144-146 Emission figures, pages 154-157 Risks & Opportunities, pages 146-149 Environmental Policies, pages 149-151 Value chain engagement, pages 150-151 Dependencies and Impacts, pages 119-122*

#### (4.12.1.7) Attach the relevant publication

2024 RAI MUNDYS ENG 005\_WEB\_1.pdf

#### (4.12.1.8) Comment

## Row 2

### (4.12.1.1) Publication

Select from:

- Other, please specify :Sustainability-Linked Financing Framework

### (4.12.1.3) Environmental issues covered in publication

Select all that apply

- Climate change

### (4.12.1.4) Status of the publication

Select from:

- Complete

### (4.12.1.5) Content elements

Select all that apply

- Governance
- Risks & Opportunities
- Strategy
- Emissions figures
- Emission targets

### (4.12.1.6) Page/section reference

The information can be found: Governance, pages 5-6 Strategy, pages 7-8 Emission targets, page 8 Emission figures, page 9 Risk and Opportunities, pages 5-7 and Appendix

#### (4.12.1.7) Attach the relevant publication

*Mundys Sustainability-linked Financing Framework\_2025.pdf*

#### (4.12.1.8) Comment

*Mundys published its first Sustainability-Linked Financing Framework in November 2022. The document was subsequently updated in December 2023, following the validation of Mundys' target by Science Based Target initiatives (SBTi) in August 2023. A final updated version was released in May 2025. The establishment of the Sustainability-Linked Financing Framework marks an important step for Mundys in the process of aligning financing strategy with its mission, objectives and sustainability targets towards 2030 and beyond. The Framework has been developed as an overarching tool to be applied to any Sustainability-Linked Financing (SLF) Mundys may issue going forward, including, but not limited to, bonds, loans (including existing bonds and loans to be converted into a SLF post-origination) and any other Sustainability-Linked financial instruments whose characteristics are linked with sustainability performance targets. Mundys' Sustainability Financing Framework has been reviewed by Sustainalytics who provided a Second Party Opinion.*

### Row 3

#### (4.12.1.1) Publication

Select from:

Other, please specify :TCFD Disclosure

#### (4.12.1.3) Environmental issues covered in publication

Select all that apply

Climate change

#### (4.12.1.4) Status of the publication

Select from:

Complete

#### (4.12.1.5) Content elements

Select all that apply

Strategy

Value chain engagement

- Governance
- Emission targets
- Emissions figures
- Risks & Opportunities

#### **(4.12.1.6) Page/section reference**

*Pages 1-38 of the CAP document. However, please refer to the website for updated information: <https://www.mundys.com/en/sustainability/climate-action-plan>*

#### **(4.12.1.7) Attach the relevant publication**

*Climate Action Plan EN.pdf*

#### **(4.12.1.8) Comment**

*Mundys' Climate Action Plan webpage is prepared in accordance with the recommendations of the Task Force on Climate-related Financial Disclosure (TCFD) and summarizes relevant stakeholder information related to Mundys' commitment to climate change: <https://www.mundys.com/en/sustainability/climate-action-plan>  
[Add row]*

## C5. Business strategy

(5.1) Does your organization use scenario analysis to identify environmental outcomes?

### Climate change

#### (5.1.1) Use of scenario analysis

Select from:

Yes

#### (5.1.2) Frequency of analysis

Select from:

More than once a year

### Water

#### (5.1.1) Use of scenario analysis

Select from:

Yes

#### (5.1.2) Frequency of analysis

Select from:

Annually

[Fixed row]

(5.1.1) Provide details of the scenarios used in your organization's scenario analysis.

## Climate change

### (5.1.1.1) Scenario used

Physical climate scenarios

- RCP 8.5

### (5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

- SSP5

### (5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

### (5.1.1.4) Scenario coverage

Select from:

- Organization-wide

### (5.1.1.5) Risk types considered in scenario

Select all that apply

- Policy
- Market
- Liability
- Reputation
- Technology
- Acute physical
- Chronic physical

### (5.1.1.6) Temperature alignment of scenario

Select from:

- 4.0°C and above

### (5.1.1.7) Reference year

2024

### (5.1.1.8) Timeframes covered

Select all that apply

- 2030
- 2040

### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

Finance and insurance

- Cost of capital

Stakeholder and customer demands

- Consumer attention to impact
- Impact of nature footprint on reputation

Regulators, legal and policy regimes

- Global regulation
- Global targets
- Methodologies and expectations for science-based targets
- Other regulators, legal and policy regimes driving forces, please specify :Concession Grantors

Direct interaction with climate

- On asset values, on the corporate

Macro and microeconomy

Domestic growth

#### (5.1.1.10) Assumptions, uncertainties and constraints in scenario

*The analysis was performed by using third-party climate data tool and is based on two different time horizons: - 2030 as medium term in order to appreciate changes in the natural and atmospheric environment; - 2040 as long term in line with the expected expiration of several concessions. In this case Mundys took into consideration this SSP5-8.5 scenario to forecast the macroeconomic evolutions due to a High Climate Change Scenario and a Low mitigation scenario in which total greenhouse gas emissions triple by 2075 and global average temperatures rise by 3.3-5.7 °C by 2100.*

#### (5.1.1.11) Rationale for choice of scenario

*In line with the TCFD recommendations, the Climate Change Risk Assessment (CCRA) was performed by taking into consideration at least two climate scenarios for both physical and transition risks. To this end, it was decided to consider a "business-as-usual" scenario and a more realistic and conservative scenario for both physical and transitional risk assessment. In the first case for physical risks, the RCP 8.5 scenario was considered to enhance the major impact that physical risks may have on the infrastructures managed by the Group and to estimate how resilient the same infrastructures are to climate change. This scenario was used by Mundys to measure physical and transitional risks in its ERM (enterprise risk management) and evaluate current/future opportunities for its financial planning and business strategy.*

## Water

#### (5.1.1.1) Scenario used

Water scenarios

Customized publicly available water scenario, please specify :Water Stress and scarcity scenario linked to IPCC SSP5- RCP8.5

#### (5.1.1.3) Approach to scenario

Select from:

Qualitative

#### (5.1.1.4) Scenario coverage

Select from:

- Organization-wide

#### (5.1.1.5) Risk types considered in scenario

Select all that apply

- Acute physical
- Chronic physical

#### (5.1.1.7) Reference year

2024

#### (5.1.1.8) Timeframes covered

Select all that apply

- 2030
- 2040

#### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

Regulators, legal and policy regimes

- Level of action (from local to global)

#### (5.1.1.10) Assumptions, uncertainties and constraints in scenario

*The scenario is based on the assumption that climate change will increase the frequency and severity of extreme events, such as heatwaves, precipitation pattern and drought, influencing water availability and impacting on assets and business in key geographic areas, such as Southern Europe.*

#### (5.1.1.11) Rationale for choice of scenario

*This scenario was chosen because our Climate Change Risk Assessment (CCRA) identified that specific, high-value assets are located in regions particularly exposed to extreme event linked leading to change in water availability. The Aéroports de la Côte d'Azur (ACA) group, for example, operates in a region where water management is critical. therefore was deemed necessary to prepare for and mitigate potential operational disruptions and to ensure compliance with emerging environmental regulations, thereby safeguarding the long-term resilience of these assets.*

## Climate change

### (5.1.1.1) Scenario used

Physical climate scenarios

RCP 4.5

### (5.1.1.2) Scenario used    SSPs used in conjunction with scenario

Select from:

SSP2

### (5.1.1.3) Approach to scenario

Select from:

Qualitative and quantitative

### (5.1.1.4) Scenario coverage

Select from:

Organization-wide

### (5.1.1.5) Risk types considered in scenario

Select all that apply

Policy

Market

Liability

Acute physical

Chronic physical

- Reputation
- Technology

### (5.1.1.6) Temperature alignment of scenario

Select from:

- 2.5°C - 2.9°C

### (5.1.1.7) Reference year

2024

### (5.1.1.8) Timeframes covered

Select all that apply

- 2030
- 2040

### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

Finance and insurance

- Cost of capital

Stakeholder and customer demands

- Consumer attention to impact
- Impact of nature footprint on reputation

Regulators, legal and policy regimes

- Global regulation
- Global targets

- ☑ Methodologies and expectations for science-based targets
- ☑ Other regulators, legal and policy regimes driving forces, please specify :Concession grantors

Direct interaction with climate

- ☑ On asset values, on the corporate

Macro and microeconomy

- ☑ Domestic growth

### (5.1.1.10) Assumptions, uncertainties and constraints in scenario

*The analysis was performed by using third-party climate data tool and is based on two different time horizons: - 2030 as medium term in order to appreciate changes in the natural and atmospheric environment; - 2040 as long term in line with the expected expiration of several concessions. In this case Mundys took into consideration this SSP2-4.5 scenario to forecast the macroeconomic evolutions due to a Medium Climate Change Scenario and a Strong mitigation scenario in which total greenhouse gas emissions stabilize at current levels until 2050 and then decline to 2100. This scenario is expected to result in global average temperatures rising by 2.1-3.5 °C by 2100.*

### (5.1.1.11) Rationale for choice of scenario

*In line with the TCFD recommendations, the Climate Change Risk Assessment (CCRA) was performed by taking into consideration at least two climate scenarios for both physical and transition risks. To this end, it was decided to consider a "business-as-usual" scenario and a more realistic and conservative scenario for both physical and transitional risk assessment. In the second case for physical risks, the RCP 4.5 scenario was chosen to investigate a plausible lower emissions scenario where global policies did not lead to the expected benefits or just had a limited positive impact. Moreover, in relation to the time horizon (2040) this scenario is very similar to others like the RCP 6. Indeed, the RCP 4.5 may be considered as an intermediate scenario, which is aligned with a global 1.7-3.2 degrees pathway, where total radiative forcing is stabilized before 2100 by adoption of a range of technologies and strategies for reducing greenhouse gas emissions. This scenario was used by Mundys to measure physical and transitional risks in its ERM enterprise risk management and evaluate current future opportunities for its financial planning and business strategy.*

## Climate change

### (5.1.1.1) Scenario used

Physical climate scenarios

- ☑ RCP 2.6

### (5.1.1.2) Scenario used SSPs used in conjunction with scenario

Select from:

- SSP1

### (5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

### (5.1.1.4) Scenario coverage

Select from:

- Organization-wide

### (5.1.1.5) Risk types considered in scenario

Select all that apply

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Policy     | <input checked="" type="checkbox"/> Acute physical   |
| <input checked="" type="checkbox"/> Market     | <input checked="" type="checkbox"/> Chronic physical |
| <input checked="" type="checkbox"/> Liability  |  |
| <input checked="" type="checkbox"/> Reputation |  |
| <input checked="" type="checkbox"/> Technology |  |

### (5.1.1.6) Temperature alignment of scenario

Select from:

- 1.6°C - 1.9°C

### (5.1.1.7) Reference year

2024

### (5.1.1.8) Timeframes covered

Select all that apply

- 2030
- 2040

### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

Finance and insurance

- Cost of capital

Stakeholder and customer demands

- Consumer attention to impact
- Impact of nature footprint on reputation

Regulators, legal and policy regimes

- Global regulation
- Global targets
- Other regulators, legal and policy regimes driving forces, please specify :Concession Grantors

Direct interaction with climate

- On asset values, on the corporate

Macro and microeconomy

- Domestic growth

### (5.1.1.10) Assumptions, uncertainties and constraints in scenario

*The analysis was performed by using third-party climate data tool and is based on two different time horizons: - 2030 as medium term in order to appreciate changes in the natural and atmospheric environment; - 2040 as long term in line with the expected expiration of several concessions. In this case Mundys took into consideration this SSP1-2.6 scenario to forecast the macroeconomic evolutions due to a Low Climate Change Scenario and an Aggressive mitigation scenario in which total greenhouse gas emission reduce to net zero by 2050, resulting in global average temperatures rising by 1.3-2.4 °C by 2100, consistent with the goals of the Paris Agreement This scenario was used by Mundys to measure physical and transitional risks in its ERM (enterprise risk management) and evaluate current/future opportunities for its financial planning and business strategy.*

#### **(5.1.1.11) Rationale for choice of scenario**

*In line with the TCFD recommendations the Climate Change Risk Assessment CCRA was performed by taking into consideration at least two climate scenarios for both physical and transition risks. To this end, in addition to the previous scenarios, it was decided to perform an analysis based on a more positive scenario for climate-related risk analysis for all business segments. This scenario was used by Mundys to measure physical and transitional risks in its ERM enterprise risk management and evaluate current future opportunities for its financial planning and business strategy, considering a more positive impact that physical risks may have on the infrastructures managed by the Group.*

### **Climate change**

#### **(5.1.1.1) Scenario used**

Climate transition scenarios

- IEA NZE 2050

#### **(5.1.1.3) Approach to scenario**

Select from:

- Qualitative and quantitative

#### **(5.1.1.4) Scenario coverage**

Select from:

- Organization-wide

#### **(5.1.1.5) Risk types considered in scenario**

Select all that apply

- Policy
- Market
- Liability
- Reputation
- Technology

- Acute physical
- Chronic physical

### (5.1.1.6) Temperature alignment of scenario

Select from:

- 1.5°C or lower

### (5.1.1.7) Reference year

2024

### (5.1.1.8) Timeframes covered

Select all that apply

- 2050

### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

- Climate change (one of five drivers of nature change)

Finance and insurance

- Cost of capital

Stakeholder and customer demands

- Consumer attention to impact
- Impact of nature footprint on reputation

Regulators, legal and policy regimes

- Global regulation
- Global targets
- Other regulators, legal and policy regimes driving forces, please specify :Concession Grantors

Direct interaction with climate

- On asset values, on the corporate

Macro and microeconomy

- Domestic growth

#### **(5.1.1.10) Assumptions, uncertainties and constraints in scenario**

*In line with the TCFD recommendations the Climate Change Risk Assessment CCRA was performed by taking into consideration at least two climate scenarios for both physical and transition risks. To this end, in addition to the previous scenarios, Mundys plans to perform an analysis based on the Net Zero scenario for climate-related risk analysis for all business segments. This scenario was used by Mundys to measure physical and transitional risks in its ERM enterprise risk management and evaluate current future opportunities for its financial planning and business strategy, considering the achievement of the Net Zero commitment.*

#### **(5.1.1.11) Rationale for choice of scenario**

*According to its long-term vision, Mundys plan to analyze the scenario which shows how to transition to a net zero energy system by 2050 while ensuring stable and affordable energy supplies, providing universal energy access, and enabling robust economic growth.*

### **Climate change**

#### **(5.1.1.1) Scenario used**

Physical climate scenarios

- RCP 7.0

#### **(5.1.1.2) Scenario used SSPs used in conjunction with scenario**

Select from:

- SSP3

### (5.1.1.3) Approach to scenario

Select from:

- Qualitative and quantitative

### (5.1.1.4) Scenario coverage

Select from:

- Organization-wide

### (5.1.1.5) Risk types considered in scenario

Select all that apply

- Policy
- Market
- Liability
- Reputation
- Technology
- Acute physical
- Chronic physical

### (5.1.1.6) Temperature alignment of scenario

Select from:

- 3.5°C - 3.9°C

### (5.1.1.7) Reference year

2024

### (5.1.1.8) Timeframes covered

Select all that apply

2030

2040

### (5.1.1.9) Driving forces in scenario

Local ecosystem asset interactions, dependencies and impacts

Climate change (one of five drivers of nature change)

Finance and insurance

Cost of capital

Stakeholder and customer demands

Consumer attention to impact

Impact of nature footprint on reputation

Regulators, legal and policy regimes

Global regulation

Global targets

Other regulators, legal and policy regimes driving forces, please specify :Concession Grantors

Direct interaction with climate

On asset values, on the corporate

Macro and microeconomy

Domestic growth

### (5.1.1.10) Assumptions, uncertainties and constraints in scenario

*The analysis was performed by using third-party climate data tool and is based on two different time horizons: - 2030 as medium term in order to appreciate changes in the natural and atmospheric environment; - 2040 as long term in line with the expected expiration of several concessions. In this case Mundys took into consideration this SSP3-7.0 scenario to forecast the macroeconomic evolutions due to a Medium-High Climate Change Scenario and Limited mitigation scenario in which total greenhouse gas emissions double by 2100 and global average temperatures rise by 2.8-4.6 °C by 2100.*

### (5.1.1.11) Rationale for choice of scenario

*In line with the TCFD recommendations, the Climate Change Risk Assessment (CCRA) was performed by taking into consideration at least two climate scenarios for both physical and transition risks. To this end, it was decided to consider a "business-as-usual" scenario and a more realistic and conservative scenario for both physical and transitional risk assessment. In the first case for physical risks, the RCP 7.0 scenario was considered to enhance the major impact that physical risks may have on the infrastructures managed by the Group and to estimate how resilient the same infrastructures are to climate change. This scenario was used by Mundys to measure physical and transitional risks in its ERM (enterprise risk management) and evaluate current/future opportunities for its financial planning and business strategy.*

*[Add row]*

### (5.1.2) Provide details of the outcomes of your organization's scenario analysis.

#### Climate change

#### (5.1.2.1) Business processes influenced by your analysis of the reported scenarios

*Select all that apply*

- Risk and opportunities identification, assessment and management
- Strategy and financial planning
- Resilience of business model and strategy
- Capacity building
- Target setting and transition planning

#### (5.1.2.2) Coverage of analysis

*Select from:*

- Organization-wide

#### (5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

*The outcomes of our climate scenario analysis are integral to our corporate strategy, influencing risk management, financial planning, and the operational resilience of our assets. In line with TCFD recommendations, our Climate Change Risk Assessment (CCRA) utilizes multiple climate scenarios (including SSP1-2.6, SSP2-4.5, SSP3-7.0, and SSP5-8.5) to evaluate physical and transition risks across short, medium, and long-term horizons. The results are quantified in financial terms (e.g.,*

impact on revenues, CapEx, OpEx) and integrated into our Enterprise Risk Management (ERM) framework, directly informing the strategic and financial plans of our operating companies. The key outcomes of this process are the identification of our most significant climate risks and the formulation of targeted adaptation and mitigation measures. Examples of how this analysis has shaped our strategy and investments include: - Responding to Acute Physical Risks (Inundation and Cyclones): Our scenario analysis identified that assets in France, Italy, Spain, the US, and Brazil are particularly exposed to inundation risks, while those in the US, Mexico, and Puerto Rico face significant tropical cyclone risk. - Outcome for Aéroports de la Côte d'Azur (ACA): Given its coastal location, scenarios indicated high vulnerability to storm surges and river flooding. In response, ACA has undertaken multi-year projects to reinforce maritime dikes and is working with local authorities to consolidate the banks of the Var river. Emergency response contracts are also in place for the rapid cleanup of runways after extreme weather events. - Outcome for Puerto Rico (Abertis BU): The analysis of hurricane risk scenarios led to investments in resilience, including creating a redundant Operations Command Center, diversifying communication system providers, securing fuel storage infrastructure, and investing in energy microgrids to protect toll plazas during major climate events. - Responding to Chronic Physical Risks (Drought and Wildfires): Scenario analysis highlighted drought risk for our French airports. The execution of our Climate Action Plan, which is informed by scenario analysis, involves dedicated investments accounted for in the multi-year financial plans of our subsidiaries. For regulated businesses, the financial viability of key initiatives is tested against the concession term, factoring in benefits from sustainable finance and potential savings from the increasing cost of carbon, thereby directly embedding climate outcomes into our capital allocation strategy. Over the next five years, approximately €230 million is planned for investments related to climate change mitigation and the reduction of direct and indirect emissions.

## Water

### (5.1.2.1) Business processes influenced by your analysis of the reported scenarios

Select all that apply

- Risk and opportunities identification, assessment and management
- Strategy and financial planning
- Resilience of business model and strategy

### (5.1.2.2) Coverage of analysis

Select from:

- Organization-wide

### (5.1.2.3) Summarize the outcomes of the scenario analysis and any implications for other environmental issues

While a quantitative, Group-wide scenario analysis for water is not performed due to water not being a material topic for the Group as a whole, qualitative scenario analysis is conducted at the asset level where specific water-related risks are identified. Our Climate Change Risk Assessment (CCRA) process identifies chronic physical risks, including drought, for our assets located in Southern Europe, specifically in Italy, France, and Spain. The analysis considers a future scenario of increasing water stress and scarcity in these regions. The primary outcome of this analysis has been the development of targeted adaptation strategies to enhance the water resilience of our most exposed assets. A key example is from our subsidiary, Aéroports de la Côte d'Azur (ACA): In response to the identified risk of drought

*and the need to prepare for future freshwater scarcity, water conservation plans have been developed for the Nice, Cannes, and Saint-Tropez airports. These plans involve adapting both infrastructure and operational behaviors to mitigate the impacts of drought. This initiative is a direct result of analyzing future climate scenarios and influences our strategic planning and capital allocation for asset resilience. This approach demonstrates how our scenario analysis, even when qualitative and asset-specific, directly informs our risk management processes and strategic actions to ensure operational continuity and environmental stewardship.*  
[Fixed row]

## **(5.2) Does your organization's strategy include a climate transition plan?**

### **(5.2.1) Transition plan**

Select from:

Yes, we have a climate transition plan which aligns with a 1.5°C world

### **(5.2.3) Publicly available climate transition plan**

Select from:

Yes

### **(5.2.4) Plan explicitly commits to cease all spending on, and revenue generation from, activities that contribute to fossil fuel expansion**

Select from:

Yes

### **(5.2.5) Description of activities included in commitment and implementation of commitment**

*Mundys SpA is a strategic investment holding company that manages iconic and strategic assets and infrastructure and services that are integrated with each other. As explicitly indicated in Mundys' climate transition plan, part of its asset activities are currently powered by fossil fuels but the commitment is to replace their consumption with renewable electricity, reaching Net Zero emission (scope 1 & 2) by 2040.*

### **(5.2.7) Mechanism by which feedback is collected from shareholders on your climate transition plan**

Select from:

- Our climate transition plan is voted on at AGMs and we also have an additional feedback mechanism in place

### (5.2.8) Description of feedback mechanism

*Mundys's Climate Action Plan, which outlines the commitment to combating climate change and the main actions to put in place, enabling the transition to low-carbon mobility, was published in 2022 and approved by an advisory shareholders' vote («Say on Climate») with >98% votes for. (<https://www.mundys.com/en/w/our-climate-action-plan>)*

### (5.2.9) Frequency of feedback collection

Select from:

- More frequently than annually

### (5.2.10) Description of key assumptions and dependencies on which the transition plan relies

*As detailed, Mundys' Climate Action Plan relies on several critical assumptions and dependencies, such as: regulatory support (supportive regulatory framework that promotes low-carbon technologies and stricter environmental standards), technological advances (continued investments and development of advanced technologies for decarbonization, including electric vehicles and renewable energy solutions), market stability (favorable market conditions supporting investments in low-carbon infrastructure and technologies), stakeholder cooperation (active engagement and cooperation with governments, industry partners, and the community), continued economic incentives, consumer behavior (a shift towards sustainable transport options like electric vehicles and public transport) and resource availability (sufficient availability of renewable energy sources and sustainable materials).*

### (5.2.11) Description of progress against transition plan disclosed in current or previous reporting period

*In 2024, Mundys made significant progress on its Climate Action Plan. We achieved a 10% reduction in our direct Scope 1 and 2 (market-based) emissions compared to 2023. We increased our consumption of electricity from renewable sources to 82% of our total consumption, an increase of 7 percentage points from the 75% recorded in 2023. In addition, the group carried out several initiatives at subsidiary level in line with the decarbonization commitment.*

### (5.2.12) Attach any relevant documents which detail your climate transition plan (optional)

*Climate Action Plan EN.pdf*

### (5.2.13) Other environmental issues that your climate transition plan considers

Select all that apply

No other environmental issue considered

*[Fixed row]*

### **(5.3) Have environmental risks and opportunities affected your strategy and/or financial planning?**

#### **(5.3.1) Environmental risks and/or opportunities have affected your strategy and/or financial planning**

*Select from:*

Yes, both strategy and financial planning

#### **(5.3.2) Business areas where environmental risks and/or opportunities have affected your strategy**

*Select all that apply*

Products and services

Upstream/downstream value chain

Investment in R&D

Operations

*[Fixed row]*

### **(5.3.1) Describe where and how environmental risks and opportunities have affected your strategy.**

#### **Products and services**

##### **(5.3.1.1) Effect type**

*Select all that apply*

Opportunities

##### **(5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area**

*Select all that apply*

Climate change

### (5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

*We aim to research, promote, and implement new forms of mobility which allow the transport of goods and people in a more sustainable way, contributing to the decarbonisation of the transport sector. Our new strategic development guidelines aim to strengthen our position in current sectors of operation and expand into adjacent ones making sustainability and innovation the lowest common denominator in value creation for all stakeholders. We believe that in the next years the mobility eco-system will radically change due to the impact of global mega-trends such as climate change and technological development. This will imply: • transition towards sustainable transport models; • growing need for smart and greener infrastructures and achieving greater operational efficiency; • growing penetration of EV; • changes in transport modes (i.e. Growth in rail use for passengers and freight); • transition towards new mobility paradigms (i.e. on demand shared mobility, MaaS); • intermodal journey planning systems based on data sharing and optimization of the last-mile transport for delivery of goods. In response to this scenario, our strategic guidelines also foresee: -investment in innovation and digitalisation supporting infrastructure development (i.e. EV charging, smart roads, V2I etc), operational excellence and ensuring a safe travel experience; -development and application of technology to expand our supply model (e.g. ITS and e-tolling for traffic flow optimization, technology enabling low emission zones etc); -initiatives at airports aimed at supporting the decarbonisation of air transport (i.e. SAF, intermodal services etc); Linked to this strategy, investments have been planned for: -EV charging stations to enable low carbon road transport (i.e. plan launched by Abertis that installed a total of 776 charging stations at the end of 2024); -Promoting the use of Sustainable Aviation Fuels (SAF) at our airports with a CO2 reduction impact of 60-90% compared to traditional jet fuel; -The e-tolling service provided by Telepass which allows to reduce traffic congestion and decreases carbon emissions (study by Università Ca' Foscari [https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato\\_stamp\\_a\\_Studio\\_Ca\\_Foscari.pdf](https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato_stamp_a_Studio_Ca_Foscari.pdf)).*

## Upstream/downstream value chain

### (5.3.1.1) Effect type

Select all that apply

Opportunities

### (5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

Climate change

### (5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

*Mundys' ambition to decarbonize its assets implies actions on scope 3 emissions too. The main mandatory scope 3 emissions hotspot for motorways is purchased goods and services which includes emissions related to purchased materials mainly associated with road infrastructure development, maintenance and operation, as*

well as those related to planned expansion works, which will be dealt with separately given the time gap between when the materials are purchased and the time the new piece of infrastructure goes into operation. Key activities to enable reduction of motorways indirect emissions includes actions along all the value chain in order to reduce scope 3 emissions by the reduction of materials' consumption and products used in maintenance and construction work, the implementation of recycling and reusing practices and the procurement of goods and services with lower life cycle emissions. For what concerns airport segment, to reduce scope 3 emissions due to downstream transportation, the main actions include installation at Fiumicino airport of 400 EV charging points at 2024 to encourage electric mobility, the improvement of rail accessibility to the airport terminal, with an increase in the number of trains and a decrease in tariffs, the improvement of bus accessibility and cycle connections and the development of initiatives to raise awareness among airport operators for the supply of certified green energy and the use of BEVs and HEVs with incentive policies. Moreover, Mundys' subsidiaries in the airport sector, since Aeroporti di Roma and Aéroports de la Côte d'Azur are promoting the use of Sustainable Aviation Fuels (SAF) and exploiting the use of biofuels, are actively partnering and collaborating with other players in the ecosystem along the value chain (energy companies and airlines) to making SAF available in an efficient, low-cost and low-environmental-impact way, partly to ensure a fair and accessible transition. Eni and ADR signed a strategic agreement in 2021, which continues, to promote decarbonisation initiatives, to accelerate the airports transition process to "smart hubs" and the agreement to introduce sustainable aviation fuels (SAF) and hydrotreated vegetable oil (HVO) for ground handling, to reduce CO2 emissions compared to fossil fuels.

## Investment in R&D

### (5.3.1.1) Effect type

Select all that apply

Opportunities

### (5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

Climate change

### (5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

Promoting sustainable mobility means using innovation and technology as strategic levers for interpreting the macro-trends that are impacting the sector and seizing opportunities by experimenting with new forms of mobility. In 2021, Mundys invested in the German company, Volocopter, which develops electric vertical take-off and landing vehicles (e-VTOLs) for transporting goods and people using electric engines that enable zero-emission mobility. Through our subsidiaries in the airport segment, we also contributed to the UrbanV initiative, focused on the development and management of infrastructure known as "vertiports". Since 2023, Mundys acted as "corporate leader" for the sustainable finance aspects of the project launched by the World Economic Forum and by Airports Council International (ACI) setting out transformative scenarios for the "Airports of Tomorrow". The initiative has attracted the participation of some of the world's leading intercontinental airports, including the Group's airports. The aim is to identify industrial solutions and hybrid forms of financing that can accelerate the green transition of airports.

## Operations

### (5.3.1.1) Effect type

Select all that apply

- Risks
- Opportunities

### (5.3.1.2) Environmental issues relevant to the risks and/or opportunities that have affected your strategy in this area

Select all that apply

- Climate change

### (5.3.1.3) Describe how environmental risks and/or opportunities have affected your strategy in this area

*Mundys is committed to actively support the energy transition of the transport industry by aiming to set the ambitious target of reaching net zero for own direct emissions by 2040 (scope 1 and 2) aligned with a 1.5° pathway, 10 years earlier than required under the Paris Climate Agreement. This will involve changing processes and activities towards increasing the use of renewable energy, improving energy efficiency, boosting the circularity of processes through the reuse and recycling of materials. Moreover, Mundys wants to contribute to the decarbonization of the sector by leveraging infrastructures that make the transition towards a low carbon mobility possible (e.g. electric mobility, alternative fuels, new transport modes), by implementing solutions that facilitate the exchange between transport modes for people and goods, by leveraging digital technology solutions and thus making mobility smarter, safer, seamless and sustainable. Inside the Climate Action Plan (CAP), Mundys details the initiatives to achieve science based GHG emissions reduction targets, manage climate-related risks and leverage the opportunities coming from the transition to a low-carbon economy. The execution of the CAP involves investments which are accounted for in the multi-year financial plans of subsidiaries, which involves initiatives to mitigate the Group's carbon footprint and initiatives aimed at strengthening the assets' capability to adapt to climate change related effects, increasing their resilience. For Mundys' regulated business, the financial soundness of key initiatives was tested to provide a positive return within the term of the concession, also considering the benefits deriving from access to sustainable finance and potential savings deriving from increasing cost of carbon. Furthermore, in term of risk as effect type, Mundys foresees in its strategic plan and invests in security measures for both motorways and airports to ensure continuity of service in the event of an emergency; it takes out policies to transfer risks on the insurance market and launches specific projects and investments to address these risks. For example, for the risk of tropical cyclones, all companies located in regions at risk of tropical cyclones invest in different specific mitigation measures and controls such as in Puerto Rico: i) Operations Command Center Redundancy: after the Hurricane Maria, Metropistas installed an additional emergency operation and traffic control centre to serve as backup; ii) diversification of system providers for internet and mobile phone communications to ensure continuity during the emergency; iii) Fuel storage infrastructure to ensure fuel availability during emergencies; iv) Capex investment to deploy energy microgrids to make toll plazas of Puerto Rico more resilient in case of major climate adverse event and protect revenues.*

[Add row]

## (5.3.2) Describe where and how environmental risks and opportunities have affected your financial planning.

### Row 1

#### (5.3.2.1) Financial planning elements that have been affected

Select all that apply

- Assets
- Revenues
- Liabilities
- Direct costs
- Access to capital
- Capital allocation
- Capital expenditures
- Acquisitions and divestments

#### (5.3.2.2) Effect type

Select all that apply

- Risks
- Opportunities

#### (5.3.2.3) Environmental issues relevant to the risks and/or opportunities that have affected these financial planning elements

Select all that apply

- Climate change

#### (5.3.2.4) Describe how environmental risks and/or opportunities have affected these financial planning elements

*Mundys' Climate Action Plan (CAP) includes a multi-year program of initiatives to achieve science based GHG emissions reduction targets, manage climate-related risks and leverage the opportunities coming from the transition to a low-carbon economy. The execution of the CAP involves several initiatives and projects (e.g. procurement of 100% of renewable electricity, production of renewable energy, energy efficiency projects as the implementation of LED lights systems) that require investments included into the multi-year financial plans of Mundys' subsidiaries. Moreover, Mundys' investments are driven by its Responsible investment policy ([https://www.mundys.com/documents/37344/395879/MUNDYS+\\_+Responsible+investment++policy+\\_+EN.pdf](https://www.mundys.com/documents/37344/395879/MUNDYS+_+Responsible+investment++policy+_+EN.pdf)) to invest responsibly and sustainably its capital resources consistent with the commitment to contribute to the creation of a new standards of mobility, focusing on people's needs. Moreover, Mundys embedded its*

sustainability commitment to its financing strategy through the publication of a Sustainability Linked Financing Framework, setting specific KPIs and ambitious targets. In 2024, Mundys successfully launched two Sustainability-Linked Bonds with a size of EUR 1,250 million, allowing the access to credit with a lower interest rate (i.e. max reduction of 75 bps (0.75%) reaching both conditions of KPI 1 - Scope 1 & 2 MB reduction targets - and the KPI 2 Condition - Scope 3 reduction targets). Furthermore, in term of risk effect type, Mundys foresees in its strategic plan and invests in security measures for both motorways and airports to ensure continuity of service in the event of an emergency; it takes out policies to transfer risks on the insurance market and launches specific investments to address these risks. For example, for tropical cyclones risk, all companies located in regions at risk of tropical cyclones invest in specific mitigation measures and controls, such as in Puerto Rico: i) Operations Command Center Redundancy: after the Hurricane Maria, Metropistas installed an additional emergency operation and traffic control centre to serve as backup; ii) diversification of system providers for internet and mobile phone communications to ensure continuity during the emergency; iii) Fuel storage infrastructure to ensure fuel availability during emergencies; iv) Capex investment to deploy energy microgrids to make toll plazas of Puerto Rico more resilient in case of major climate adverse event and protect revenues.

[Add row]

**(5.4) In your organization’s financial accounting, do you identify spending/revenue that is aligned with your organization’s climate transition?**

	Identification of spending/revenue that is aligned with your organization’s climate transition	Methodology or framework used to assess alignment with your organization’s climate transition	Indicate the level at which you identify the alignment of your spending/revenue with a sustainable finance taxonomy
	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> A sustainable finance taxonomy	Select from: <input checked="" type="checkbox"/> At both the organization and activity level

[Fixed row]

**(5.4.1) Quantify the amount and percentage share of your spending/revenue that is aligned with your organization’s climate transition.**

**Row 1**

**(5.4.1.1) Methodology or framework used to assess alignment**

Select from:

A sustainable finance taxonomy

#### (5.4.1.2) Taxonomy under which information is being reported

Select from:

EU Taxonomy for Sustainable Activities

#### (5.4.1.3) Objective under which alignment is being reported

Select from:

Climate change mitigation

#### (5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

Yes

#### (5.4.1.5) Financial metric

Select from:

Revenue/Turnover

#### (5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)

2253062

#### (5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)

22.3

#### (5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)

22.3

### (5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)

25

### (5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)

24.2

### (5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)

75.8

### (5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

*Once determined the eligibility perimeter for the objective of climate change mitigation and adaptation, each of Mundys's operating company proceeded in screening the activities against each activity's Technical Screening Criteria (TSC). For the activities where the TSC were met, the Do No Significant Harm (DNSH) criteria were then assessed. The Minimum Social Safeguards (MSS) criteria were assessed for the entire business, as they are not activity dependent. The EU Taxonomy-aligned turnover is the proportion of EU Taxonomy-eligible turnover which qualifies as environmentally sustainable under the EU Taxonomy Regulation (numerator) to total turnover (denominator). Please refer to Mundys' 2024 Integrated Annual Report, at pg. 126-142*

## Row 2

### (5.4.1.1) Methodology or framework used to assess alignment

Select from:

- A sustainable finance taxonomy

### (5.4.1.2) Taxonomy under which information is being reported

Select from:

- EU Taxonomy for Sustainable Activities

### (5.4.1.3) Objective under which alignment is being reported

Select from:

Climate change mitigation

**(5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective**

Select from:

Yes

**(5.4.1.5) Financial metric**

Select from:

CAPEX

**(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)**

370055

**(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)**

23.9

**(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)**

23.9

**(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)**

50

**(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)**

35.6

**(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)**

64.1

### (5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition

Once determined the eligibility perimeter for the objective of climate change mitigation and adaptation, each of Mundys's operating company proceeded in screening the activities against each activity's Technical Screening Criteria (TSC). For the activities where the TSC were met, the Do No Significant Harm (DNSH) criteria were then assessed. The Minimum Social Safeguards (MSS) criteria were assessed for the entire business, as they are not activity dependent. The EU Taxonomy-aligned turnover is the proportion of EU Taxonomy-eligible turnover which qualifies as environmentally sustainable under the EU Taxonomy Regulation (numerator) to total turnover (denominator). Please refer to Mundys' 2024 Integrated Annual Report, at pg. 126-142

### Row 3

#### (5.4.1.1) Methodology or framework used to assess alignment

Select from:

- A sustainable finance taxonomy

#### (5.4.1.2) Taxonomy under which information is being reported

Select from:

- EU Taxonomy for Sustainable Activities

#### (5.4.1.3) Objective under which alignment is being reported

Select from:

- Climate change mitigation

#### (5.4.1.4) Indicate whether you are reporting eligibility information for the selected objective

Select from:

- Yes

#### (5.4.1.5) Financial metric

Select from:

- OPEX

**(5.4.1.6) Amount of selected financial metric that is aligned in the reporting year (currency)**

127125

**(5.4.1.7) Percentage share of selected financial metric aligned in the reporting year (%)**

20

**(5.4.1.8) Percentage share of selected financial metric planned to align in 2025 (%)**

20

**(5.4.1.9) Percentage share of selected financial metric planned to align in 2030 (%)**

50

**(5.4.1.10) Percentage share of financial metric that is taxonomy-eligible in the reporting year (%)**

53

**(5.4.1.11) Percentage share of financial metric that is taxonomy non-eligible in the reporting year (%)**

47.3

**(5.4.1.12) Details of the methodology or framework used to assess alignment with your organization's climate transition**

*Once determined the eligibility perimeter for the objective of climate change mitigation and adaptation, each of Mundys's operating company proceeded in screening the activities against each activity's Technical Screening Criteria (TSC). For the activities where the TSC were met, the Do No Significant Harm (DNSH) criteria were then assessed. The Minimum Social Safeguards (MSS) criteria were assessed for the entire business, as they are not activity dependent. The EU Taxonomy-aligned turnover is the proportion of EU Taxonomy-eligible turnover which qualifies as environmentally sustainable under the EU Taxonomy Regulation (numerator) to total turnover (denominator). Please refer to Mundys' 2024 Integrated Annual Report, at pg. 126-142*

*[Add row]*

**(5.4.2) Quantify the percentage share of your spending/revenue that was associated with eligible and aligned activities under the sustainable finance taxonomy in the reporting year.**

**Row 1**

**(5.4.2.1) Economic activity**

*Select from:*

- Acquisition and ownership of buildings

**(5.4.2.2) Taxonomy under which information is being reported**

*Select from:*

- EU Taxonomy for Sustainable Activities

**(5.4.2.3) Taxonomy alignment**

*Select from:*

- Taxonomy-aligned

**(5.4.2.4) Financial metrics**

*Select all that apply*

- Turnover
- CAPEX
- OPEX

**(5.4.2.5) Types of substantial contribution**

*Select all that apply*

- Own performance

**(5.4.2.6) Taxonomy-aligned turnover from this activity in the reporting year (currency)**

2253062

**(5.4.2.7) Taxonomy-aligned turnover from this activity as % of total turnover in the reporting year**

22.3

**(5.4.2.8) Taxonomy-aligned turnover from this activity that substantially contributed to climate change mitigation as a % of total turnover in the reporting year**

100

**(5.4.2.9) Taxonomy-aligned turnover from this activity that substantially contributed to climate change adaptation as a % of total turnover in the reporting year**

0

**(5.4.2.13) Taxonomy-aligned CAPEX from this activity in the reporting year (currency)**

370055

**(5.4.2.14) Taxonomy-aligned CAPEX from this activity as % of total CAPEX in the reporting year**

23.9

**(5.4.2.15) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change mitigation as a % of total CAPEX in the reporting year**

100

**(5.4.2.16) Taxonomy-aligned CAPEX from this activity that substantially contributed to climate change adaptation as a % of total CAPEX in the reporting year**

0

#### (5.4.2.20) Taxonomy-aligned OPEX from this activity in the reporting year (currency)

127125

#### (5.4.2.21) Taxonomy-aligned OPEX from this activity as % of total OPEX in the reporting year

20

#### (5.4.2.22) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change mitigation as a % of total OPEX in the reporting year

100

#### (5.4.2.23) Taxonomy-aligned OPEX from this activity that substantially contributed to climate change adaptation as a % of total OPEX in the reporting year

0

#### (5.4.2.27) Calculation methodology and supporting information

*Most of the revenues capex and opex generated by our airport operations are related to the ownership and operation of buildings For this category eligible activities consist of various nonaeronautical activities such as commercial rents checkin desks security services and onboarding fees Most of the eligible turnover and CapEx took place in the terminal buildings For more information please refer to Mundys 2024 Integrated Annual Report for the calculation methodology and supporting information. As a response to CDP question 5.4.2 we included only the main activity in the Mundys Taxonomy disclosure considering the amount of information required for a complete response. For an extensive disclosure of the eligible and aligned activities under the sustainable finance taxonomy in the reporting year please refer to Mundys 2024 Integrated Annual Report at pg 126-142 where it is fully reported*

#### (5.4.2.28) Substantial contribution criteria met

Select from:

Yes

#### (5.4.2.29) Details of substantial contribution criteria analysis

For the identified eligible activities, a screening test for compliance with the Technical Screening Criteria (TSC) relevant to the specific activity under analysis was conducted. The analysis was conducted using a dual assessment, qualitative and quantitative, based on the characteristics of each activity. The output of the assessment process is presented in detail under the relevant following sections. Regarding the Activity 7 "Construction and Real Estate Activities", all those buildings complying with the TSC set for Activity 7.7 have been determined eligible-aligned, which requires that for buildings Certificate (EPC) Class A, or as an alternative, that the building is within the top 15% of the national or regional building stock by operational Primary Energy Demand. Our airport company in Italy is able to establish compliance, while airports in France are unable to obtain the EPC and to access such national database. For Italy, the "Information System on Energy Performance Certificates" (SIAPE) prepared by ENEA has been taken as a reference, identifying a threshold of 255 kWh/m<sup>2</sup> (the threshold refers to the 15% of the best performing buildings in terms energy intensity at national level) respect to which the average consumption of the managed buildings was compared. There are also systems for consumption monitoring and efficient energy management of buildings.

#### (5.4.2.30) Do no significant harm requirements met

Select from:

Yes

#### (5.4.2.31) Details of do no significant harm analysis

The Do No Significant Harm (DNSH) criteria assessment also followed a quali-quantitative methodology, depending on each activity's features and listed criteria. For this Activity 7 "Construction and Real Estate Activities", only the climate adaptation DNSH criteria has been assessed as required by the regulation. Activity 7 "Construction and Real Estate Activities", Mundys and its operating companies have implemented a Climate Change Risk Assessment (CCRA) methodology at Group level, integrated into the Enterprise Risk Model (ERM), to identify and assess the climat-related risks that actually affect the economic activity and the assets vulnerability, in line with the Regulation in Appendix A - Adaptation to climate change (objective 2). Physical risks are managed by an integrated topdown and bottom-up process which quantifies their probability and magnitude in terms of physical impairment and performance, their potential negative impact, also financial, on the assets, people, and nature around them. Assessments of adaptation solutions have also been conducted to prevent and manage these risks and in some cases, when necessary, an adaptation plan has been developed. The Group is progressively working on extending this process and adopting adaptation plans where the risk is material. Where a climate adaptation plan was not adopted, the criterion was not met, and the activity was considered non-aligned. For more information, please refer to Mundys' 2024 Integrated Annual Report, at pg. 126-142

#### (5.4.2.32) Minimum safeguards compliance requirements met

Select from:

Yes

#### (5.4.2.33) Attach any supporting evidence

2024 RAI MUNDYS ENG.pdf

[Add row]

### **(5.4.3) Provide any additional contextual and/or verification/assurance information relevant to your organization's taxonomy alignment.**

#### **(5.4.3.1) Details of minimum safeguards analysis**

*With the purpose of assessing compliance with the Minimum Social Safeguards, the Group's policies have been assessed as compliant with the standards referred in Article 18 of the EU Taxonomy Regulation: United Nations Guiding Principles on Business and Human Rights, the ILO conventions on fundamental principles and rights at work, and the international bill of human rights. These standards cover four core topics: a. Human rights, including workers' rights; b. Bribery/corruption; c. Taxation; d. Fair competition. For more information, please refer to Mundys' 2024 Integrated Annual Report, at pg. 126-142*

#### **(5.4.3.2) Additional contextual information relevant to your taxonomy accounting**

*Mundys includes ensuring adherence to international standards and regulations. Mundys has been committed to the 10 principles of the Global Compact since 2004, emphasizing Human Rights, Labour Rights, the Environment, and Anti-corruption practices. Its Code of Ethics is integrated into the Internal Control and Risk Management System. MSS parameters are aligned with the OECD Guidelines for Multinational Enterprises. Furthermore, Mundys and its subsidiaries utilize SFDR disclosure tables for reporting on Principle Adverse Impact (PAI) indicators.*

#### **(5.4.3.3) Indicate whether you will be providing verification/assurance information relevant to your taxonomy alignment in question 13.1**

Select from:

Yes

[Fixed row]

### **(5.9) What is the trend in your organization's water-related capital expenditure (CAPEX) and operating expenditure (OPEX) for the reporting year, and the anticipated trend for the next reporting year?**

#### **(5.9.1) Water-related CAPEX (+/- % change)**

0

**(5.9.2) Anticipated forward trend for CAPEX (+/- % change)**

3600

**(5.9.3) Water-related OPEX (+/- % change)**

0

**(5.9.4) Anticipated forward trend for OPEX (+/- % change)**

100

**(5.9.5) Please explain**

*Investments in hydraulic infrastructure design to mitigate drought and water stress—both CAPEX and OPEX—are essential for strengthening ADR, our subcompany, climate resilience. These expenditures are part of the Sustainability plans focused on Climate Change mitigation and adaptation, which also imply water-related expenditure.*

*[Fixed row]*

**(5.10) Does your organization use an internal price on environmental externalities?**

	Use of internal pricing of environmental externalities	Environmental externality priced
	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Carbon

*[Fixed row]*

**(5.10.1) Provide details of your organization’s internal price on carbon.**

## Row 1

### (5.10.1.1) Type of pricing scheme

Select from:

- Shadow price

### (5.10.1.2) Objectives for implementing internal price

Select all that apply

- Navigate regulations
- Stress test investments

### (5.10.1.3) Factors considered when determining the price

Select all that apply

- Alignment to scientific guidance
- Benchmarking against peers
- Social cost of climate-related impact
- Other, please specify :American Environmental Protection Agency

### (5.10.1.4) Calculation methodology and assumptions made in determining the price

*For this Internal Carbon Pricing (ICP), reference has been made to the Social Cost of Carbon (SCC) provided by the United States Environmental Protection Agency (US EPA). The EPA calculates the social cost of carbon using integrated assessment models that combine socioeconomic projections, climate modeling, damage estimation, and discounting future damages, incorporating the latest scientific advances and accounting for uncertainties to provide a comprehensive metric of climate change impacts.*

### (5.10.1.5) Scopes covered

Select all that apply

- Scope 1
- Scope 2
- Scope 3, Category 15 – Investments
- Scope 3, Category 2 - Capital goods

- Scope 3, other (upstream)
- Scope 3, other (downstream)
- Scope 3, Category 14 – Franchises
- Scope 3, Category 8 - Upstream leased assets
- Scope 3, Category 13 - Downstream leased assets
- Scope 3, Category 1 - Purchased goods and services
- Scope 3, Category 10 - Processing of sold products (Scope 1 or 2)
- Scope 3, Category 5 - Waste generated in operations
- Scope 3, Category 6 - Business travel
- Scope 3, Category 7 - Employee commuting
- Scope 3, Category 11 - Use of sold products
- Scope 3, Category 12 - End-of-life treatment of sold products
- Scope 3, Category 4 - Upstream transportation and distribution
- Scope 3, Category 9 - Downstream transportation and distribution
- Scope 3, Category 3 - Fuel- and energy-related activities (not included in Scope 1 or 2)

#### (5.10.1.6) Pricing approach used – spatial variance

Select from:

- Uniform

#### (5.10.1.8) Pricing approach used – temporal variance

Select from:

- Evolutionary

#### (5.10.1.9) Indicate how you expect the price to change over time

*Mundys is testing an internal carbon pricing mechanism that will steadily increase until 2030, eventually reaching a price of €300 per tonne of CO2e*

#### (5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

80

#### (5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

200

#### (5.10.1.12) Business decision-making processes the internal price is applied to

Select all that apply

- Capital expenditure
- Operations
- Remuneration
- Risk management
- Opportunity management

#### (5.10.1.13) Internal price is mandatory within business decision-making processes

Select from:

- No

#### (5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

100

#### (5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

Select from:

- Yes

#### (5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

*The concept of applying a shadow Internal Carbon Pricing ICP is to have an instrument that captures the external costs of the GHG emissions generated from business activities enabling for their financial quantification Internal analysis have been conducted with an internal carbon pricing of around 200 tCO<sub>2</sub>e as recommended by the American Environment Protection Agency EPA to measure the external cost of the Groups activities and measure low emission businesses and activities.*

## Row 2

#### (5.10.1.1) Type of pricing scheme

Select from:

- Shadow price

### (5.10.1.2) Objectives for implementing internal price

*Select all that apply*

- Drive energy efficiency
- Drive low-carbon investment
- Identify and seize low-carbon opportunities
- Navigate regulations
- Stress test investments

### (5.10.1.3) Factors considered when determining the price

*Select all that apply*

- Alignment with the price of allowances under an Emissions Trading Scheme

### (5.10.1.4) Calculation methodology and assumptions made in determining the price

*The value was determined in lign with the EU ETS*

### (5.10.1.5) Scopes covered

*Select all that apply*

- Scope 1

### (5.10.1.6) Pricing approach used – spatial variance

*Select from:*

- Uniform

### (5.10.1.8) Pricing approach used – temporal variance

*Select from:*

- Static

#### (5.10.1.10) Minimum actual price used (currency per metric ton CO2e)

60

#### (5.10.1.11) Maximum actual price used (currency per metric ton CO2e)

62

#### (5.10.1.12) Business decision-making processes the internal price is applied to

*Select all that apply*

- Capital expenditure
- Operations
- Opportunity management

#### (5.10.1.13) Internal price is mandatory within business decision-making processes

*Select from:*

- Yes, for some decision-making processes, please specify :Aeroporti di Roma is the only Mundys' subsidiary to have implemented and integrated a shadow carbon price as further element in the evaluation of energy projects business plan therefore quantifying the real value of CO2 emissions produced or avoided.

#### (5.10.1.14) % total emissions in the reporting year in selected scopes this internal price covers

46.2

#### (5.10.1.15) Pricing approach is monitored and evaluated to achieve objectives

*Select from:*

- Yes

#### (5.10.1.16) Details of how the pricing approach is monitored and evaluated to achieve your objectives

The concept of applying an Internal Carbon Pricing (ICP) is to have an instrument that captures the external costs of GHG emissions enabling for their financial quantification in projects evaluations. At Mundys, an ICP was implemented with respect to the cogeneration plant of our subsidiary ADR's Leonardo Energia, which serves the energy demand of Fiumicino airport, to mitigate the regulatory risk due to the inclusion of this plant under the EU ETS. Furthermore, integrating an ICP in the business decision-making process, it is useful to make a possible accounting for climate change costs. In this way, Mundys can invest and innovate in projects oriented towards net-zero transition and so ensuring competitive advantage also addressing stakeholder expectations. This is the case of Aeroporti di Roma which up to date is our only subsidiary to have implemented and integrated a shadow carbon price as further element in the evaluation of energy projects business plan therefore quantifying the real value of CO2 emissions produced or avoided. An internal carbon pricing has already been considered in the evaluation of some future investments. In the past, Aeroporti di Roma applied an internal carbon price (ICP) to support the evaluation of several decarbonization projects. Examples include the construction of photovoltaic plants, the installation of electric vehicle charging stations and the use of advanced biofuels (HVO) in medium and heavy-duty vehicles previously powered by diesel.

[Add row]

### (5.11) Do you engage with your value chain on environmental issues?

	Engaging with this stakeholder on environmental issues	Environmental issues covered
Suppliers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change <input checked="" type="checkbox"/> Water
Customers	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Investors and shareholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change
Other value chain stakeholders	Select from: <input checked="" type="checkbox"/> Yes	Select all that apply <input checked="" type="checkbox"/> Climate change

[Fixed row]

## **(5.11.1) Does your organization assess and classify suppliers according to their dependencies and/or impacts on the environment?**

### **Climate change**

#### **(5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment**

Select from:

- Yes, we assess the dependencies and/or impacts of our suppliers

#### **(5.11.1.2) Criteria for assessing supplier dependencies and/or impacts on the environment**

Select all that apply

- Contribution to supplier-related Scope 3 emissions
- Dependence on water
- Dependence on ecosystem services/environmental assets
- Impact on pollution levels

#### **(5.11.1.3) % Tier 1 suppliers assessed**

Select from:

- 26-50%

#### **(5.11.1.4) Define a threshold for classifying suppliers as having substantive dependencies and/or impacts on the environment**

*Mundys Group subsidiaries conducted an internal sustainability risk assessment to identify and manage suppliers with substantive dependencies and impacts on the environment, using a dedicated procurement platform (e.g. GoSupply). The assessment classified suppliers into four risk categories low, medium, medium-high and high-risk, where High-Risk is the threshold for substantive environmental dependencies and impacts.*

#### **(5.11.1.5) % Tier 1 suppliers meeting the threshold for substantive dependencies and/or impacts on the environment**

Select from:

1-25%

### (5.11.1.6) Number of Tier 1 suppliers meeting the thresholds for substantive dependencies and/or impacts on the environment

548

## Water

### (5.11.1.1) Assessment of supplier dependencies and/or impacts on the environment

Select from:

No, we do not currently assess the dependencies and/or impacts of our suppliers, but we plan to do so within the next two years  
[Fixed row]

### (5.11.2) Does your organization prioritize which suppliers to engage with on environmental issues?

## Climate change

### (5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

Yes, we prioritize which suppliers to engage with on this environmental issue

### (5.11.2.2) Criteria informing which suppliers are prioritized for engagement on this environmental issue

Select all that apply

- Material sourcing
- Business risk mitigation
- Leverage over suppliers
- Strategic status of suppliers
- Supplier performance improvement

In line with the criteria used to classify suppliers as having substantive dependencies and/or impacts relating to climate change

#### (5.11.2.4) Please explain

*Mundys Group prioritizes which suppliers to engage with on environmental issues, specifically focusing on climate change. The prioritization is based on several key criteria, such as risk mitigation, material sourcing, performance improvements, and dependencies/impacts relating to climate change. Continuous improvements in suppliers' environmental performance are encouraged and monitored, with a focus on those with significant environmental footprints. An example is represented by the ELEVATE program by Mundys subsidiary's Aeroporti di Roma (ADR), a path to support all suppliers and encourage their growth in the ESG field. It offers the possibility of benefiting from a range of services, provided by selected economic operators, useful for improving the ESG impact of the participants. It focuses on reducing carbon emissions, achieving net-zero emissions by 2030, implementing energy-efficient technologies, and promoting sustainable mobility solutions. Based on the maturity of each supplier in terms of sustainability, the program provides two different paths: -Development Path: aimed at improving participants' knowledge and skills in the ESG field; -Innovation Path: aimed at involving the most virtuous ESG participants in the development of innovative projects in partnership with ADR. Through the ELEVATE program, ADR exemplifies how Mundys Group engages with suppliers to ensure they align with its sustainability goals, particularly in addressing climate change.*

## Water

#### (5.11.2.1) Supplier engagement prioritization on this environmental issue

Select from:

No, we do not prioritize which suppliers to engage with on this environmental issue

#### (5.11.2.3) Primary reason for no supplier prioritization on this environmental issue

Select from:

Not an immediate strategic priority

#### (5.11.2.4) Please explain

*Water issues resulted not material in the company materiality assessment based on the ESRS.*

*[Fixed row]*

**(5.11.5) Do your suppliers have to meet environmental requirements as part of your organization's purchasing process?**

	Suppliers have to meet specific environmental requirements related to this environmental issue as part of the purchasing process	Policy in place for addressing supplier non-compliance	Comment
Climate change	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, environmental requirements related to this environmental issue are included in our supplier contracts	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, we have a policy in place for addressing non-compliance	<i>Please refer to Mundys' Code of Ethics</i> <i>(<a href="https://www.mundys.com/sites/default/files/documents/Code%20of%20Ethics.pdf">https://www.mundys.com/sites/default/files/documents/Code%20of%20Ethics.pdf</a>)</i>
Water	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, suppliers have to meet environmental requirements related to this environmental issue, but they are not included in our supplier contracts	<i>Select from:</i> <input checked="" type="checkbox"/> Yes, we have a policy in place for addressing non-compliance	<i>Please refer to Mundys' Code of Ethics</i> <i>(<a href="https://www.mundys.com/sites/default/files/documents/Code%20of%20Ethics.pdf">https://www.mundys.com/sites/default/files/documents/Code%20of%20Ethics.pdf</a>)</i>

[Fixed row]

**(5.11.6) Provide details of the environmental requirements that suppliers have to meet as part of your organization's purchasing process, and the compliance measures in place.**

### Climate change

#### (5.11.6.1) Environmental requirement

*Select from:*

- Disclosure of GHG emissions to your organization (Scope 1 and 2)

#### (5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

*Select all that apply*

- First-party verification
- Grievance mechanism/ Whistleblowing hotline
- Off-site third-party audit
- Supplier scorecard or rating
- Supplier self-assessment

#### **(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement**

Select from:

- 76-99%

#### **(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement**

Select from:

- 76-99%

#### **(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement**

Select from:

- 76-99%

#### **(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement**

Select from:

- 76-99%

#### **(5.11.6.9) Response to supplier non-compliance with this environmental requirement**

Select from:

- Retain and engage

### (5.11.6.10) % of non-compliant suppliers engaged

Select from:

- None

### (5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

- Assessing the efficacy and efforts of non-compliant supplier actions through consistent and quantified metrics
- Providing information on appropriate actions that can be taken to address non-compliance

### (5.11.6.12) Comment

*Mundys and major Group subsidiaries have implemented procurement policies, which require suppliers to have sustainability requirements, including the monitoring of their climate change impact (consumption of renewable energy; monitoring and performance CO2 emissions; assessment of climate-related risks impact) prior to the signing new contracts. For example: Mundys SpA, the Group's holding, requires suppliers to provide information in relation to climate change through an ad hoc questionnaire, which helps to address supplier selection; Abertis addresses different supplier's ESG aspects, such as integrity, compliance with the law, job harassment, prevention of environmental damage, among others. The Group can proceed to audits in order to assess compliance with the obligations of the supplier. Since 2022, Abertis adopts strict Due Diligence and ethical integrity controls with suppliers, sharing with them the Code of Ethics and including environmental, social and anti-corruption clauses in contracts. Abertis' Procurement area manages the supply chain in line with sustainability, decarbonization and human rights protection goals. The GoSupply platform is used to evaluate and monitor suppliers, considering ESG, financial, cybersecurity and compliance criteria. In 2024, 96 percent of purchases were made from local suppliers.*

## Water

### (5.11.6.1) Environmental requirement

Select from:

- Other, please specify :Code of conduct

### (5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement

Select all that apply

- Supplier self-assessment

### (5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement

Select from:

76-99%

### (5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement

Select from:

76-99%

### (5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

Retain and engage

### (5.11.6.10) % of non-compliant suppliers engaged

Select from:

None

### (5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

Assessing the efficacy and efforts of non-compliant supplier actions through consistent and quantified metrics

### (5.11.6.12) Comment

Please refer to Mundys' Code of Ethics (<https://www.mundys.com/sites/default/files/documents/Code%20of%20Ethics.pdf>)

## Climate change

### (5.11.6.1) Environmental requirement

Select from:

- Adoption of the UN International Labour Organization Principles

#### **(5.11.6.2) Mechanisms for monitoring compliance with this environmental requirement**

*Select all that apply*

- First-party verification
- Grievance mechanism/ Whistleblowing hotline
- Supplier scorecard or rating
- Supplier self-assessment

#### **(5.11.6.3) % tier 1 suppliers by procurement spend required to comply with this environmental requirement**

*Select from:*

- 76-99%

#### **(5.11.6.4) % tier 1 suppliers by procurement spend in compliance with this environmental requirement**

*Select from:*

- 76-99%

#### **(5.11.6.7) % tier 1 supplier-related scope 3 emissions attributable to the suppliers required to comply with this environmental requirement**

*Select from:*

- 76-99%

#### **(5.11.6.8) % tier 1 supplier-related scope 3 emissions attributable to the suppliers in compliance with this environmental requirement**

*Select from:*

- 76-99%

### (5.11.6.9) Response to supplier non-compliance with this environmental requirement

Select from:

- Retain and engage

### (5.11.6.10) % of non-compliant suppliers engaged

Select from:

- Less than 1%

### (5.11.6.11) Procedures to engage non-compliant suppliers

Select all that apply

- Providing information on appropriate actions that can be taken to address non-compliance

### (5.11.6.12) Comment

*Group's suppliers must adhere to the principles of the Code of Ethics that guide the Group's decision-making and actions in agreement with the culture of responsibility, legality, transparency and long-term value creation for stakeholders and communities, which includes the adoption and respect of UN International Labour Organization Principles. The Code is an integral part of a more comprehensive Internal Control and Risk Management System. Compliance with the rules of the Code of Ethics and company regulatory instruments must be considered an essential part of the contractual obligations we have undertaken. For the third parties/business partners, such as suppliers, who work with or in the name or on behalf and/or in the interest of Mundys, a violation of the principles and contents of the Code will give rise to contractual remedies in accordance with the applicable laws. The violation, or suspected violation, of the Code of Ethics must be reported immediately through one of the dedicated channels made available by the companies of the Group (for example IT platform, e-mail addresses and ordinary mail - please refer to OpCo's respective institutional websites). Mundys has implemented and periodically revises a Whistleblowing Management Guidelines, that envisages a multidisciplinary Whistleblowing Committee within each Group company with responsibility for handling reports.*

[Add row]

## (5.11.7) Provide further details of your organization's supplier engagement on environmental issues.

### Climate change

#### (5.11.7.2) Action driven by supplier engagement

Select from:

- Emissions reduction

### (5.11.7.3) Type and details of engagement

Capacity building

- Provide training, support and best practices on how to measure GHG emissions
- Provide training, support and best practices on how to mitigate environmental impact
- Provide training, support and best practices on how to set science-based targets

Financial incentives

- Feature environmental performance in supplier awards scheme

Innovation and collaboration

- Collaborate with suppliers on innovations to reduce environmental impacts in products and services

### (5.11.7.4) Upstream value chain coverage

Select all that apply

- Tier 1 suppliers

### (5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

- 76-99%

### (5.11.7.6) % of tier 1 supplier-related scope 3 emissions covered by engagement

Select from:

- 76-99%

### (5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

Mundys engages with suppliers and users of transport infrastructure to reduce emissions throughout the value chain. Environmental, social, and economic criteria are integrated into its traditional supply chain management through transparent and fair supplier selection processes grounded in ESG principles. Business partners are informed about sustainability policies and must comply with the Code of Ethics and Code of Conduct, ensuring human and labor rights, transparency, integrity, and promoting circular economy and decarbonization. Key initiatives include ESG screening and contractual clauses on environmental and anti-corruption commitments, with 96% of critical suppliers audited on ESG aspects in the last three years. Over 88% of Group companies employ digital platforms to assess suppliers across ESG, financial, cybersecurity, and compliance risks. Digital procurement platforms improve process efficiency, traceability, and reduce paper usage. Mundys also promotes ESG training for suppliers, especially SMEs, supported by programs like ADR's Elevate launched in 2024 to enhance supplier ESG performance, supporting suppliers' ESG growth by offering services to reduce carbon emissions, achieve net-zero by 2030, and promote sustainable mobility. The program provides two paths: Development Path, improving ESG knowledge and skills, and Innovation Path, involving virtuous ESG participants in innovative projects with ADR. These efforts have resulted in better supplier ESG performance, stronger risk management across the value chain, greater sustainability alignment, and enhanced transparency and accountability in procurement.

#### **(5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue**

Select from:

Yes, please specify the environmental requirement :The monitoring and performance of GHG emissions

#### **(5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action**

Select from:

Unknown

### **Water**

#### **(5.11.7.2) Action driven by supplier engagement**

Select from:

Upstream value chain transparency and human rights

#### **(5.11.7.3) Type and details of engagement**

Information collection

Collect targets information at least annually from suppliers

Collect water quantity information at least annually from suppliers (e.g., withdrawal and discharge volumes)

## Innovation and collaboration

- Collaborate with suppliers on innovations to reduce environmental impacts in products and services

### (5.11.7.4) Upstream value chain coverage

Select all that apply

- Tier 1 suppliers

### (5.11.7.5) % of tier 1 suppliers by procurement spend covered by engagement

Select from:

- 1-25%

### (5.11.7.9) Describe the engagement and explain the effect of your engagement on the selected environmental action

*The ELEVATE program, implemented by our subsidiary ADR, engages suppliers by collecting detailed information on water use and management, fostering transparency and accountability across the supply chain. Through questionnaires and ongoing dialogue, we promote responsible water practices and support suppliers in addressing risks and improving performance. This engagement will lead to increased supplier awareness, help identify key risk areas, and drive progress toward our water sustainability and ESG goals.*

### (5.11.7.10) Engagement is helping your tier 1 suppliers meet an environmental requirement related to this environmental issue

Select from:

- No, this engagement is unrelated to meeting an environmental requirement

### (5.11.7.11) Engagement is helping your tier 1 suppliers engage with their own suppliers on the selected action

Select from:

- Unknown

[Add row]

## **(5.11.9) Provide details of any environmental engagement activity with other stakeholders in the value chain.**

### **Climate change**

#### **(5.11.9.1) Type of stakeholder**

Select from:

- Customers

#### **(5.11.9.2) Type and details of engagement**

Innovation and collaboration

- Collaborate with stakeholders in creation and review of your climate transition plan
- Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

#### **(5.11.9.3) % of stakeholder type engaged**

Select from:

- 1-25%

#### **(5.11.9.4) % stakeholder-associated scope 3 emissions**

Select from:

- 76-99%

#### **(5.11.9.5) Rationale for engaging these stakeholders and scope of engagement**

*Aviation accounts for around 2.5% of global GHG emissions and the sector is expected to grow in the coming years. Mundys, via its airport management companies, is committed to actively engage with airline companies, responsible for 596,124 tonCO<sub>2</sub>e of Mundys' scope 3 emissions in 2024 (corresponding to 26% of total CO<sub>2</sub>e emissions, with Market-Based approach), to promote the adoption of the SBTi's protocol in defining emission reduction pathways, setting emissions targets and submit them for validation. In this scope 3 emissions category (use of sold products), are included only the Landing and Take Off (LTO) cycle emissions of aircrafts, which includes the following phases: - take-off and climb, the phase of flight in which an aircraft moves from the runway to flying in the air up to 3000ft of altitude - approach and landing, the phase of flight in which an aircraft moves from 3000ft to the ground - aircraft ground movements (Taxi-in and taxi-out), controlled*

movements of an aircraft on the ground under between parking area and runways - aircraft parking at the gate This customer engagement strategy is based around the Scope 3 component of our SBTi-approved science-based target, which committed to actively engage with airline companies responsible for at least 60% of its consolidated LTO emissions to set science-based targets using the SBTi guidance and tools available for the aviation sector. We committed to engage with this customers' group because they cover around 86% of Group's customer-related Scope 3 emissions as reported in C6.5 ("Use of sold product" and "Downstream leased asset" GHG categories) in 2023. The engagement will cover 18% of customers by number, represented by the main airline companies over the total that fly from our Group's airports. These customers are responsible for 86% of customer-related Scope 3 emissions.

#### (5.11.9.6) Effect of engagement and measures of success

Mundys is committed to actively engaging with airline companies to set science-based emissions reduction targets. The target threshold for the success measure of this engagement is at least 60% coverage of customers (airline companies), based on their contributions in terms of Landing, Taxiing and Takeoff (LTO) emissions. This will be obtained if they: 1. Set science-based emissions reduction targets; 2. Submit the targets to SBTi for validation; 3. Make annual disclosures as requested by SBTi. The engagement strategy will also depend on the airlines' carbon roadmap, the traffic volume, the fleet renewals, use of sustainable fuels, etc. The impact of this climate-related customer engagement strategy will result in more decarbonization commitments from airlines in line with science, which will contribute to the decarbonization of the aviation sector. Furthermore, to optimize the entire travel experience starting from the airport access, Aeroporti di Roma activated the following initiatives: - AdR E-Move, a car park solely for electric vehicles, which includes the installation at Fiumicino of 5,400 charging points by 2031 to meet the need to cut emissions linked to airport accessibility - the improvement of rail accessibility to the terminals; - the improvement of bus accessibility and cycle connections; - initiatives to raise awareness among airport operators for the supply of certified green energy and the use of BEVs and HEVs with incentive policies.

### Climate change

#### (5.11.9.1) Type of stakeholder

Select from:

- Investors and shareholders

#### (5.11.9.2) Type and details of engagement

Education/Information sharing

- Share information on environmental initiatives, progress and achievements

Innovation and collaboration

- Collaborate with stakeholders in creation and review of your climate transition plan

#### (5.11.9.3) % of stakeholder type engaged

Select from:

76-99%

#### (5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

None

#### (5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

*In 2022, Mundys elaborated a Climate Action Plan (CAP), in accordance with the recommendations of Task Force on Climate-related Financial Disclosure (TCFD). The CAP is a multi-year program of initiatives to achieve Mundys' science-based GHG emissions reduction targets, manage climate-related risks and leverage the opportunities coming from the transition to a low-carbon economy. The CAP will underpin the decarbonization of the mobility sector and it is part of the broader long-term sustainability strategy of Mundys. In the development of the CAP, Mundys engaged its shareholders to collect their feedback on the ambitions and the initiatives planned to achieve the decarbonization targets. Then, the Plan was submitted to a consultative shareholders vote at the Annual General Meeting (AGM), making Mundys the first Italian company to perform a "Say on Climate" procedure.*

#### (5.11.9.6) Effect of engagement and measures of success

*The effect of the engagement was the advisory for the decarbonization plan of Mundys, which reports annually on the progress achieved (in the following page: <https://www.mundys.com/en/sustainability/climate-action-plan>) and updates the relevant targets when relevant. The measure of success can be represented by the share of shareholders' approval received, which was over 98% the first time (% among the highest recorded among listed companies in Europe on the same issue).*

### Climate change

#### (5.11.9.1) Type of stakeholder

Select from:

Other value chain stakeholder, please specify :Institutions and regulatory authorities, Local communities, Universities and research centers

#### (5.11.9.2) Type and details of engagement

Innovation and collaboration

Collaborate with stakeholders on innovations to reduce environmental impacts in products and services

Engage with stakeholders to advocate for policy or regulatory change

### (5.11.9.3) % of stakeholder type engaged

Select from:

100%

### (5.11.9.4) % stakeholder-associated scope 3 emissions

Select from:

None

### (5.11.9.5) Rationale for engaging these stakeholders and scope of engagement

*Mundys engages stakeholders across the value chain to promote environmental sustainability in a consistent and shared way. With institutions and regulatory authorities, we take part in roundtables and advocacy to support transparent and effective environmental policies. We actively engage local communities through dialogue and inclusion in territorial initiatives, fostering mutual understanding and shared value creation. This engagement aims to address concerns such as noise pollution caused by road traffic, airport operations, and infrastructure works, which impact both local communities and ecosystems. With universities and research centers, we engage through open innovation platforms, joint working groups, and hackathons to foster technological and scientific advancement. The rationale for involving these stakeholders lies in their ability to drive innovation and produce knowledge essential for tackling complex environmental challenges. Through these collaborations, we access cutting-edge research and new perspectives that support the development of scalable, sustainable solutions. This engagement accelerates the achievement of our ESG goals and enhances our capacity to anticipate future environmental risks and opportunities through evidence-based innovation.*

### (5.11.9.6) Effect of engagement and measures of success

*Stakeholder engagement has a direct impact on our ability to identify, prioritize, and address environmental challenges more effectively. It is also an integral part of the materiality assessments and has contributed to the definition of material topics. Through ongoing dialogue with regulatory bodies, we contribute to the development of transparent, forward-looking environmental policies. Engagement with local communities supports the mitigation of specific environmental impacts—such as noise pollution—and promotes the co-design of initiatives that reflect local priorities, strengthening trust and social acceptance. Collaboration with universities and research centers enhances our capacity to innovate, leading to the creation of sustainable technologies and solutions aligned with our ESG goals. Measures of success include the continuous generation of new ideas, the launch of joint research initiatives, and the gradual integration of innovative outputs—such as improved processes, pilot projects, or early-stage solutions—into operational practices.*

[Add row]

## C6. Environmental Performance - Consolidation Approach

### (6.1) Provide details on your chosen consolidation approach for the calculation of environmental performance data.

#### Climate change

##### (6.1.1) Consolidation approach used

Select from:

Financial control

##### (6.1.2) Provide the rationale for the choice of consolidation approach

*The approach used consists in the entity consolidation when Mundys directly or indirectly exercises control. Control over an entity is exercised when the Company is exposed to or has the right to variable returns from its involvement with the investee, and the ability to use its power over the investee to affect the amount of the investor's returns. Subsidiaries are consolidated using the line-by-line method. All entities over which control is exercised are consolidated from the date on which the Mundys Group acquires control, as defined above, whilst they are deconsolidated from the date on which the Mundys Group ceases to exercise control.*

#### Water

##### (6.1.1) Consolidation approach used

Select from:

Financial control

##### (6.1.2) Provide the rationale for the choice of consolidation approach

*The approach used consists in the entity consolidation when Mundys directly or indirectly exercises control. Control over an entity is exercised when the Company is exposed to or has the right to variable returns from its involvement with the investee, and the ability to use its power over the investee to affect the amount of the investor's returns. Subsidiaries are consolidated using the line-by-line method. All entities over which control is exercised are consolidated from the date on which the Mundys Group acquires control, as defined above, whilst they are deconsolidated from the date on which the Mundys Group ceases to exercise control.*

## Plastics

### (6.1.1) Consolidation approach used

Select from:

Financial control

### (6.1.2) Provide the rationale for the choice of consolidation approach

*The approach used consists in the entity consolidation when Mundys directly or indirectly exercises control. Control over an entity is exercised when the Company is exposed to or has the right to variable returns from its involvement with the investee, and the ability to use its power over the investee to affect the amount of the investor's returns. Subsidiaries are consolidated using the line-by-line method. All entities over which control is exercised are consolidated from the date on which the Mundys Group acquires control, as defined above, whilst they are deconsolidated from the date on which the Mundys Group ceases to exercise control.*

## Biodiversity

### (6.1.1) Consolidation approach used

Select from:

Financial control

### (6.1.2) Provide the rationale for the choice of consolidation approach

*The approach used consists in the entity consolidation when Mundys directly or indirectly exercises control. Control over an entity is exercised when the Company is exposed to or has the right to variable returns from its involvement with the investee, and the ability to use its power over the investee to affect the amount of the investor's returns. Subsidiaries are consolidated using the line-by-line method. All entities over which control is exercised are consolidated from the date on which the Mundys Group acquires control, as defined above, whilst they are deconsolidated from the date on which the Mundys Group ceases to exercise control.*

[Fixed row]

## C7. Environmental performance - Climate Change

### (7.1) Is this your first year of reporting emissions data to CDP?

Select from:

No

### (7.1.1) Has your organization undergone any structural changes in the reporting year, or are any previous structural changes being accounted for in this disclosure of emissions data?

#### (7.1.1.1) Has there been a structural change?

Select all that apply

Yes, an acquisition

Yes, a divestment

#### (7.1.1.2) Name of organization(s) acquired, divested from, or merged with

*Autovia del Camino, Puerto Rico Tollroads, Blueridge Transportation Group, Sky Velvet Portugal, Sky Velvet Spain, Autostrade Concessões e Participações Brasil Limitada, AB Concessões*

#### (7.1.1.3) Details of structural change(s), including completion dates

*The Mundys Group's boundary has changed with respect to 31 December 2023 following completion of the below transactions: - the Abertis' acquisition, on 6 February 2024, of a 100% stake in the operator, Autovia del Camino in Spain; - the sale, on 16 May 2024, of the 100% stake held in Sky Valet Portugal SL and the 60% stake in Sky Valet Spain SL, companies active in ground handling services for aviation, both subsidiaries of ACA Holding SAS, which holds the remaining 40% interest; - the sale, on 27 May 2024, of Mundys' investment in Autostrade Concessões e Participações Brasil Limitada and AB Concessões SA and its subsidiaries.  
[Fixed row]*

## **(7.1.2) Has your emissions accounting methodology, boundary, and/or reporting year definition changed in the reporting year?**

### **(7.1.2.1) Change(s) in methodology, boundary, and/or reporting year definition?**

Select all that apply

- Yes, a change in methodology
- Yes, a change in boundary

### **(7.1.2.2) Details of methodology, boundary, and/or reporting year definition change(s)**

*For 2024 reporting year, two significant methodological changes have been introduced: 1) Aeroporti di Roma, a Mundys Group subsidiary, has updated the calculation methodology for the Scope 3 category "airport accessibility". The 2024 reported value reflects this new, more detailed and accurate approach. 2) The Scope 3 category "Use of Sold Products" now includes all emissions related to the aircraft's Landing and Take-Off (LTO) cycle, airport accessibility, and other relevant emissions during the use phase of the product and services of Yunex. The airport accessibility was previously reported under "Other, downstream" category. Besides, in 2024, Mundys changed its boundary thanks to the awarding of the concession for the Ruta 5 Santiago-Los Vilos section of motorway in Chile and Autovia del Camino in Spain, managed by Abertis.*

*[Fixed row]*

## **(7.1.3) Have your organization's base year emissions and past years' emissions been recalculated as a result of any changes or errors reported in 7.1.1 and/or 7.1.2?**

### **(7.1.3.1) Base year recalculation**

Select from:

- Yes

### **(7.1.3.2) Scope(s) recalculated**

Select all that apply

Scope 3

### (7.1.3.3) Base year emissions recalculation policy, including significance threshold

Our recalculation approach is aligned with the principles recommended by the Science Based Targets initiative (SBTi) and other relevant international standards such as GHG Protocol. In line with these guidelines, recalculations are considered when significant structural changes, data improvements, or methodological updates occur. The base year has been recalculated to account for the methodological changes that occurred in the reporting year, as explained in question 7.1.2. This change ensures consistency between the figures for the base year and the reporting year.

### (7.1.3.4) Past years' recalculation

Select from:

No

[Fixed row]

## (7.2) Select the name of the standard, protocol, or methodology you have used to collect activity data and calculate emissions.

Select all that apply

ISO 14064-1

Bilan Carbone, ABC

IEA CO2 Emissions from Fuel Combustion

The Greenhouse Gas Protocol: Scope 2 Guidance

The Greenhouse Gas Protocol: Corporate Value Chain (Scope 3) Standard

2019 Refinement to the 2006 IPCC Guidelines for National Greenhouse Gas Inventories

The Greenhouse Gas Protocol: A Corporate Accounting and Reporting Standard (Revised Edition)

Defra Environmental Reporting Guidelines: Including streamlined energy and carbon reporting guidance, 2019

European Union Emission Trading System (EU ETS): The Monitoring and Reporting Regulation (MMR) – General guidance for installations

## (7.3) Describe your organization's approach to reporting Scope 2 emissions.

### (7.3.1) Scope 2, location-based

Select from:

We are reporting a Scope 2, location-based figure

### (7.3.2) Scope 2, market-based

Select from:

We are reporting a Scope 2, market-based figure

### (7.3.3) Comment

*Scope 2 emissions are calculated by Mundys through an internal consolidated tool that collects annual electricity consumption data of subsidiaries and quantifies GHG emissions applying appropriate Emissions Factors (EFs) to evaluate both location and market-based emissions. The following data are collected for each subsidiary: (i) total purchased electricity; (ii) electricity purchased from the grid, generated from non-renewable sources; (iii) electricity purchased from the grid, generated from renewable sources; (iv) electricity self-generated from renewable sources; (v) thermal energy purchased. The following approaches are applied to quantify indirect GHG emissions from imported energy. -Location-based emissions: they have been calculated applying the EF that best characterizes the pertinent grid (i.e. local, regional or national grid-average) to the total purchased electricity. -Market-based emissions: as stated by the ISO 14064:2018 standard, an organization may use the market-based approach to quantify category 2 emissions providing contractual instruments from electricity suppliers. Since Mundys and its subsidiaries haven't access to EFs provided directly by electricity providers, the following methodology for the quantification of emissions has been applied, in line with the GHG Protocol Scope 2 Guidance: (i) Mundys collects data on the RE purchased by subsidiaries (i.e. MWh of electricity from renewable sources, share declared on the bill) through the S-EPM system; (ii) an EF equal to zero is applied to the portion of purchased electricity produced by renewable sources; (iii) the average country grid mix EF has been then applied to the difference between the overall purchased electricity and the purchased electricity produced by renewable sources. The av. country electricity grid mix EF used for the quantification of scope 2 refers to the year 2024. Subsidiaries that performed independently their emission quantifications (i.e. Stalexport, Abertis, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) provide directly the tonnes of CO2e emitted in 2024 by their imported energy consumption and the values are then consolidated. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

[Fixed row]

**(7.4) Are there any sources (e.g. facilities, specific GHGs, activities, geographies, etc.) of Scope 1, Scope 2 or Scope 3 emissions that are within your selected reporting boundary which are not included in your disclosure?**

Select from:

No

## (7.5) Provide your base year and base year emissions.

### Scope 1

#### (7.5.1) Base year end

12/31/2019

#### (7.5.2) Base year emissions (metric tons CO2e)

121329

#### (7.5.3) Methodological details

*Direct GHG emissions (scope 1) have been calculated by Mundys through the Group's internal consolidated tool that collects subsidiaries' annual fuels consumption data and quantifies GHG emissions applying appropriate Emission Factors (EFs). GHG emissions have been calculated by multiplying the liters or m3 of fuel consumed by the proper EF. GHG emissions were calculated separately for mobile and stationary sources. For this category, DEFRA EFs (i.e., Fuel combustion EFs expressed in tonnes of CO2e) have been applied. Some subsidiaries performed independently their GHG emission quantification (i.e., Stalexport, Abertis, Aeroporti di Roma, Telepass Group and Aéroports de la Côte d'Azur Group) and provided Mundys directly with the tonnes of CO2e emitted by the combustion of each fuel; the values have been subsequently consolidated at Group level. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)*

### Scope 2 (location-based)

#### (7.5.1) Base year end

12/31/2019

#### (7.5.2) Base year emissions (metric tons CO2e)

74396

#### (7.5.3) Methodological details

*Indirect emissions from electricity consumption (scope 2) have been calculated by Mundys through the Group's internal consolidated tool that collects annual electricity consumption data of subsidiaries and quantifies GHG emissions applying appropriate emission factors (EFs) to evaluate both location and market-based emissions. For each subsidiary analysed, activity data related to energy consumption were collected as follows: total purchased electricity; electricity purchased from the grid, non-renewable; electricity purchased produced from renewable sources. For determine location-based GHG emissions, the EFs that best characterize the relevant grid (i.e. local, regional, or national grid-average) have been applied to the total purchased electricity, in MWh. Subsidiaries that performed independently their GHG emission quantification (i.e. Stalexport, Abertis, Telepass Group, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) provided Mundys directly with the tonnes of CO2e emitted by their imported energy consumption, and the values have been subsequently consolidated at Group level. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>).*

## **Scope 2 (market-based)**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.2) Base year emissions (metric tons CO2e)**

85453

### **(7.5.3) Methodological details**

*Indirect emissions from electricity consumption (scope 2) have been calculated by Mundys through the Group's internal consolidated tool that collects annual electricity consumption data of subsidiaries and quantifies GHG emissions applying appropriate Emission Factors (EFs) to evaluate both location and market-based emissions. For each subsidiary analysed, activity data related to energy consumption were collected as follows: total purchased electricity; electricity purchased from the grid, non-renewable; electricity purchased produced from renewable sources. As stated by the ISO 14064-1:2018(E) standard, an Organisation may use the market-based approach to quantify category 2 emissions providing contractual instruments from electricity suppliers. For determine the such emissions, since Mundys and its subsidiaries have no access to EFs provided directly by electricity providers, the following methodology for the quantification of market-based (MB) emissions has been applied, in line with what mentioned in the GHG Protocol Scope 2 Guidance: Mundys collects data on the renewable energy purchased by subsidiaries in the reference year (i.e., MWh of electricity from renewable sources, share declared on the bill) through the S-EPM system; an EF equal to zero is applied to the portion of purchased electricity produced by renewable sources; the country residual mix EF is then applied, when available, to the difference between the overall purchased electricity and the purchased electricity produced by renewable sources. When the country specific residual mix is not available for a specific geography, the average country grid mix EF is used instead. Subsidiaries that performed independently their GHG emission quantification (i.e. Stalexport, Abertis, Telepass Group, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) provided Mundys directly with the tonnes of CO2e emitted by their imported energy consumption, and the values have been subsequently consolidated at Group level. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>).*

## **Scope 3 category 1: Purchased goods and services**

### (7.5.1) Base year end

12/31/2019

### (7.5.2) Base year emissions (metric tons CO2e)

741235

### (7.5.3) Methodological details

*Purchased goods and services represent one of the hotspots for scope 3 mandatory emissions, in particular due to motorways operations. Indeed, this cluster includes emissions related to purchased materials mainly associated with road infrastructure development, maintenance and operation, as well as those related to planned expansion works, which will be dealt with separately given the time gap between when the materials are purchased and the time the new piece of infrastructure goes into operation. The following two types of activity data are available to quantify emissions related to goods and services emissions: - kg of materials: for some categories of materials (i.e. cement and concrete, aggregates, iron and steel, chemicals, glass, plastic and wood), subsidiaries provide data on kg of material purchased in the reference year. They represent the most relevant materials in terms of quantities purchased by the subsidiaries as they are mainly related to highway construction and maintenance works. Emissions are quantified by multiplying the kg of purchased products by the specific Emission Factors (EFs) selected from Ecoinvent 3.8 database. - monetary expenses: for the remaining goods (and services) for which it wasn't possible to collect physical data, monetary expenses from procurement data sheets have been collected. Emissions are calculated using a spend-based method by collecting data on the spending for goods and services purchased and multiplying by the relevant EF for the industry categories available in the Exiobase 3.3 EEIO database. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>).*

## Scope 3 category 2: Capital goods

### (7.5.1) Base year end

12/31/2019

### (7.5.2) Base year emissions (metric tons CO2e)

24051

### (7.5.3) Methodological details

*Emissions of this category have been calculated using a spend-based method; expenditure data were collected using the same approach as for purchased goods. Subsidiaries were asked to provide procurement expenditure data on capital goods, already classified into categories aligned with the Exiobase EEIO categories.*

GHG emissions have been quantified by multiplying the spent for the capital goods by the specific Exiobase Emission Factors (EFs). As for capital goods in particular we considered in the assessment: Machinery and equipment, office machineries and computers, electrical equipment and apparatus, radio, television and communication equipment and apparatus, motor vehicles and other transport equipment. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>).

### Scope 3 category 3: Fuel-and-energy-related activities (not included in Scope 1 or 2)

#### (7.5.1) Base year end

12/31/2019

#### (7.5.2) Base year emissions (metric tons CO<sub>2</sub>e)

35320

#### (7.5.3) Methodological details

In line with the GHG protocol and ISO 14064-1:2018 standard, fuel and electricity related activities GHG emissions have been calculated and accounted for in this subcategory: - GHG emissions from fuel related activities: these emissions refer to the extraction, refining and transportation of the fuels. The emissions have been calculated multiplying the litres or m<sup>3</sup> of fuel consumed by the Emission Factors (EFs) relative to the specific fuel. The EF used were obtained from DEFRA conversion factors: Energy related activities (extraction, refining, transportation) EFs, expressed in tCO<sub>2</sub>e/litre (or m<sup>3</sup>); - GHG emissions from electricity related activities: this category includes emissions from the extraction, refining and transportation of primary fuels used to generate the electricity used by the reporting subsidiary. It also includes the emissions generated by the extra generation of electricity linked to the transmission and distribution losses of the electricity. The emissions have been calculated by multiplying the MWh consumed by the EF. The EF used were obtained from DEFRA conversion factors: Country electricity related activities (Generation and transportation and distribution losses) EF, expressed in tCO<sub>2</sub>e/MWh. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)

### Scope 3 category 4: Upstream transportation and distribution

#### (7.5.1) Base year end

12/31/2019

#### (7.5.2) Base year emissions (metric tons CO<sub>2</sub>e)

3359

### (7.5.3) Methodological details

*No specific distance data were available to quantify emissions associated to upstream transportation and distribution of goods. Emissions of this category have been calculated using a spend-based method; the activity data used are the monetary spend for transportation services obtained from the subsidiaries' procurement data. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)*

## Scope 3 category 5: Waste generated in operations

### (7.5.1) Base year end

12/31/2019

### (7.5.2) Base year emissions (metric tons CO2e)

30666

### (7.5.3) Methodological details

*For the quantification of the GHG emissions related to the collection, the transport and the treatment of waste, four waste treatment scenarios have been taken into consideration: - Recycling; - Incineration with energy recovery; - Landfill; - Incineration without energy recovery. GHG emissions have been quantified by multiplying the kg of waste (divided into the different waste categories) by the specific Emission Factors (EFs). The EFs, expressed in tonnes CO2e/kg have been selected from Ecoinvent 3.8, in line with the GHG Protocol guidelines. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)*

## Scope 3 category 6: Business travel

### (7.5.1) Base year end

12/31/2019

### (7.5.2) Base year emissions (metric tons CO2e)

21628

### (7.5.3) Methodological details

*GHG emissions related to business travel have been calculated by multiplying the total km travelled for each type of transport by the related Emission Factors (EFs), obtained from DEFRA conversion. The EFs are expressed in kg of CO2e per km travelled for each of the following travel modes: - Domestic/national flights; - International flights; - Intercontinental flights; - Train travel; - Car travel. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)*

## **Scope 3 category 7: Employee commuting**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.2) Base year emissions (metric tons CO2e)**

34812

### **(7.5.3) Methodological details**

*GHG emissions related to employees commuting has been quantified by multiplying the number of employees of each subsidiary by the Emission Factors (EFs) obtained from the Scope 3 screening tool developed by the GHG Protocol together with Quantis. The companies that performed independently their GHG emission quantification (i.e. Stalexport, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) through surveys provided directly to Mundys with the tonnes of CO2e emitted, and the values have been subsequently consolidated. Please refer to Mundys' Climate Action Plan webpage (<https://www.mundys.com/en/sustainability/climate-action-plan>)*

## **Scope 3 category 8: Upstream leased assets**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.3) Methodological details**

*This category is not applicable to Mundys' scope 3 boundaries, indeed, all leased offices and warehouses' consumptions have already been accounted in Scope 1 and 2 assessment.*

## **Scope 3 category 9: Downstream transportation and distribution**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.2) Base year emissions (metric tons CO2e)**

548

### **(7.5.3) Methodological details**

*This category applies only to Mundys' subsidiary Telepass. The GHG emissions from downstream transportation and distribution of Mundys Group mainly consist of CO2 emissions associated with the number of Telepass' equipment shipped (on boarding unit devices and Viacards) and average shipping distance (applied only to Telepass).*

## **Scope 3 category 10: Processing of sold products**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.3) Methodological details**

*This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is processed and sold by Mundys and its subsidiaries.*

## **Scope 3 category 11: Use of sold products**

### **(7.5.1) Base year end**

12/31/2019

### **(7.5.2) Base year emissions (metric tons CO2e)**

1201238

### **(7.5.3) Methodological details**

GHG emissions from the use of sold products and services in the Mundys Group primarily consist of CO<sub>2</sub> emissions associated with aircraft operations during the Landing and Take-Off (LTO) cycle at the airports managed by Aeroporti di Roma and Aéroports de la Côte d'Azur Group. The LTO cycle, as defined by the International Civil Aviation Organization (ICAO), includes four engine operating modes: idle, approach, climb-out, and take-off, each with a specific thrust setting and time duration. CO<sub>2</sub> emissions are estimated considering various factors such as aircraft and engine type, taxiing time, loading factor, and more. In addition to LTO emissions, this category also includes other optional emissions related to passenger and goods accessibility to the airports. These emissions are calculated by the two subsidiaries and included in their verified GHG inventories. The methodology is based on airport traffic data and extensive annual passenger surveys conducted by external providers. These surveys capture information on the mode of transport used to reach the airport (e.g. private vehicle, taxi, train, bus, car sharing), travel distance, vehicle occupancy, and other relevant variables. The collected data are extrapolated to the total number of passengers (based on issued air tickets and boarding taxes), and combined with information such as vehicle ID records at parking lots and loading/unloading registers for freight, to estimate emissions from airport surface access. According to the GHG Protocol Corporate Value Chain (Scope 3) Standard, only direct use-phase emissions are mandatory in the "Use of Sold Products" category. Indirect use-phase emissions, such as those generated by vehicles on motorways, are considered optional. Given the limited influence of Mundys over these emissions and the absence of direct levers to reduce them through its operations, such emissions have been excluded from the consolidated GHG inventory. Consequently, only the emissions related to applicable subsidiaries—specifically the airport operators—have been considered and reported under this category, as they are both relevant and measurable. The category has been deemed immaterial for other subsidiaries, such as those operating motorways. For further details, please refer to the publicly available documents, Mundys' Climate Action Plan <https://www.mundys.com/en/sustainability/climate-action-plan>

## Scope 3 category 12: End of life treatment of sold products

### (7.5.1) Base year end

12/31/2019

### (7.5.3) Methodological details

For the base year, this category does not apply to Mundys' scope 3 boundaries. Indeed, Mundys and its subsidiaries did not process or sell any products.

## Scope 3 category 13: Downstream leased assets

### (7.5.1) Base year end

12/31/2019

### (7.5.2) Base year emissions (metric tons CO<sub>2</sub>e)

34512

### **(7.5.3) Methodological details**

*GHG emissions from downstream leased assets are applicable to the airports operations (i.e. Aeroporti di Roma and Aéroports de la Côte d'Azur Group) and to Stalexport operations. These emissions derive from energy consumption of the leased assets such as shops and restaurants. The other subsidiaries included in the boundaries do not have any leased assets.*

### **Scope 3 category 14: Franchises**

#### **(7.5.1) Base year end**

12/31/2019

### **(7.5.3) Methodological details**

*This category is not applicable to Mundys' scope 3 boundaries, indeed, Mundys and its subsidiaries do not own any franchisee.*

### **Scope 3 category 15: Investments**

#### **(7.5.1) Base year end**

12/31/2019

#### **(7.5.2) Base year emissions (metric tons CO2e)**

13110

### **(7.5.3) Methodological details**

*The following approach has been applied to quantify emissions related to Mundys' investments: 1. Starting from the list of all equities and joint ventures of Mundys, direct investments made by Mundys have been selected; 2. Secondly, only companies over which Mundys may have a significant influence in reducing GHG emissions have been selected. Thus, only companies where Mundys lies on the boards of directors have been considered. To estimate the GHG emissions associated with Mundys' investments, two different approaches in line with the GHG Protocol Guidelines have been considered: - Investment-specific method; - Average-data method.*

### **Scope 3: Other (upstream)**

### (7.5.1) Base year end

12/31/2019

### (7.5.3) Methodological details

*This category is not applicable to Mundys' scope 3 boundaries.*

## Scope 3: Other (downstream)

### (7.5.1) Base year end

12/31/2019

### (7.5.3) Methodological details

*This category is not applicable to Mundys' scope 3 boundaries.  
[Fixed row]*

## (7.6) What were your organization's gross global Scope 1 emissions in metric tons CO2e?

### Reporting year

### (7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

120176

### (7.6.3) Methodological details

*Direct GHG emissions (scope 1) have been calculated by Mundys through the Group's internal consolidated tool that collects subsidiaries' annual fuels consumption data and quantifies GHG emissions applying appropriate Emission Factors (EFs). GHG emissions have been calculated by multiplying the liters or m3 of fuel consumed by the proper EF. GHG emissions were calculated separately for mobile and stationary sources. For this category, DEFRA 2024 EFs (i.e., Fuel combustion EFs expressed in tonnes of CO2e) have been applied. Some subsidiaries performed their GHG emission quantification independently (i.e., Stalexport, Abertis, Aeroporti di Roma, Los Lagos and Aéroports de la Côte d'Azur Group) and provided Mundys directly with the tonnes of CO2e emitted in 2024 by the*

combustion of each fuel; the values have been subsequently consolidated at Group level. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064.

## Past year 1

### (7.6.1) Gross global Scope 1 emissions (metric tons CO2e)

134088

### (7.6.2) End date

12/30/2023

### (7.6.3) Methodological details

*The Scope 1 emissions for the past year 1 (2023), are calculated in line with the methodology details for the reporting year.  
[Fixed row]*

## (7.7) What were your organization's gross global Scope 2 emissions in metric tons CO2e?

### Reporting year

### (7.7.1) Gross global Scope 2, location-based emissions (metric tons CO2e)

66531

### (7.7.2) Gross global Scope 2, market-based emissions (metric tons CO2e)

22604

### (7.7.4) Methodological details

*Scope 2 emissions are calculated by Mundys through an internal consolidated tool that collects annual electricity consumption data of subsidiaries and quantifies GHG emissions applying appropriate Emissions Factors (EFs) to evaluate both location and market-based emissions. The following data related are collected for*

each subsidiary: (i) total purchased electricity; (ii) electricity purchased from the grid, generated from non-renewable sources; (iii) electricity purchased from the grid, generated from renewable sources; (iv) electricity self-generated from renewable sources; (v) thermal energy purchased. Once collected, the following approaches are applied to quantify indirect GHG emissions from imported energy. -Location-based emissions: they have been calculated applying the EF that best characterizes the pertinent grid (i.e. local, regional or national grid-average) to the total purchased electricity. -Market-based emissions: as stated by the ISO 14064:2018 standard, an organization may use the market-based approach to quantify category 2 emissions providing contractual instruments from electricity suppliers. Since Mundys and its subsidiaries haven't access to EFs provided directly by electricity providers, the following methodology for the quantification of emissions has been applied, in line with the GHG Protocol Scope 2 Guidance: (i) Mundys collects data on the RE purchased by subsidiaries in reference year (i.e. MWh of electricity from renewable sources, share declared on the bill) through the S-EPM system; (ii) an EF equal to zero is applied to the portion of purchased electricity produced by renewable sources; (iii) the average country grid mix EF has been then applied to the difference between the overall purchased electricity and the purchased electricity produced by renewable sources. The av. country electricity grid mix EF used for the quantification of scope 2 refers to the year 2024. Subsidiaries that performed their emission quantifications independently (i.e. Stalexport, Abertis, Aeroporti di Roma, Los Lagos and Aéroports de la Côte d'Azur Group) provide directly the tonnes of CO<sub>2</sub>eq emitted in 2024 by their imported energy consumption and the values are then consolidated. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064.

## Past year 1

### (7.7.1) Gross global Scope 2, location-based emissions (metric tons CO<sub>2</sub>e)

63348

### (7.7.2) Gross global Scope 2, market-based emissions (metric tons CO<sub>2</sub>e)

25139

### (7.7.3) End date

12/30/2023

### (7.7.4) Methodological details

The Scope 2 emissions for the past year 1 (2023), are calculated in line with the methodology details for the reporting year.

[Fixed row]

## (7.8) Account for your organization's gross global Scope 3 emissions, disclosing and explaining any exclusions.

## Purchased goods and services

### (7.8.1) Evaluation status

Select from:

- Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO<sub>2</sub>e)

770709

### (7.8.3) Emissions calculation methodology

Select all that apply

- Hybrid method
- Average data method
- Spend-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

65

### (7.8.5) Please explain

*Purchased goods and services represent the hotspot for scope 3 mandatory emissions for motorways. This cluster includes emissions related to purchased materials mainly associated with road infrastructure development, maintenance and operation, as well as those related to planned expansion works, which will be dealt with separately given the time gap between when the materials are purchased and the time the new piece of infrastructure goes into operation. The following two types of activity data are available to quantify emissions related to goods and services emissions: - kg of materials: for some categories of materials (i.e., cement and concrete, chemicals, paper, glass, metals, plastic and wood), subsidiaries provided data on kg of material purchased in the reference year. They represent the most relevant materials in terms of quantities purchased by the subsidiaries as they are mainly related to highway construction and maintenance works. Emissions are quantified by multiplying the kg of purchased products by the specific EF selected from Ecoinvent database. - monetary expenses: for the remaining goods (and services) for which it wasn't possible to collect physical data, monetary expenses from procurement data sheets has been collected. Emissions are calculated using a spend-based method by collecting data on the spending for goods and services purchased and multiplying by the relevant EF for the industry categories available in the Exiobase EEIO database. The data collection process and the Greenhouse Gas inventory of Mundys' Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the*

support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.

## Capital goods

### (7.8.1) Evaluation status

Select from:

Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO<sub>2</sub>e)

137794

### (7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

Capital goods category includes emissions related to companies' capital expenditure (e.g. machinery and equipment, office furniture, electrical machinery and apparatus, radio, television and communication equipment and apparatus, motor vehicles). Monetary expenses from procurement data sheets were used to quantify emissions related to capital goods. Emissions are calculated using a spend-based method by collecting data on the capital expenditures and multiplying them by the relevant EF for the industry categories available in the Exiobase EEIO database. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.

## Fuel-and-energy-related activities (not included in Scope 1 or 2)

### (7.8.1) Evaluation status

Select from:

Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO<sub>2</sub>e)

39191

### (7.8.3) Emissions calculation methodology

Select all that apply

Fuel-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

100

### (7.8.5) Please explain

*In line with the GHG protocol and ISO 14064-1:2018 standard, fuel and electricity related activities GHG emissions have been calculated and accounted for in this subcategory: - GHG emissions from fuel-related activities: these emissions refer to the extraction, refining and transportation of the fuels. The emissions have been calculated by multiplying the liters or m<sup>3</sup> of fuel consumed by the EF relative to the specific fuel. The EFs used were obtained from DEFRA 2024 conversion factors: Energy related activities (extraction, refining, transportation) EFs, expressed in t CO<sub>2</sub>e/liter (or m<sup>3</sup>) and referred to the year 2024; - GHG emissions from electricity related activities: this category includes emissions from the extraction, refining and transportation of primary fuels used to generate the electricity used by the reporting subsidiary. It also includes the emissions generated by the extra generation of electricity linked to the transmission and distribution losses of the electricity. The emissions have been calculated by multiplying the MWh consumed by the EF. The EFs used were obtained from DEFRA 2024 conversion factors: Country electricity related activities (Generation and transportation and distribution losses) EF, expressed in tCO<sub>2</sub>e/MWh and referred to the year 2024. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

### **Upstream transportation and distribution**

### (7.8.1) Evaluation status

Select from:

Not relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO2e)

14865

### (7.8.3) Emissions calculation methodology

Select all that apply

Spend-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

*The relevance of emission categories has been defined for each subsidiary on the basis of their specific characteristics and on the following criteria, in line with ISO standard: magnitude, level of influence, strategic importance, access to information and accuracy of associated data. To define the list of relevant emissions' categories for each criteria a score from 1 to 5 has been assigned to each emission category; then for each emission category, the scores of the five criteria have been summed up and lastly significance threshold has been defined on the basis of the final total score for each category divided into 3 significance clusters. No specific distance data are available to quantify emissions associated to upstream transportation and distribution of goods. Emissions of this category have been calculated using a spend-based method. The activity data used are the monetary spent for transportation services obtained from the subsidiaries' procurement data. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

## Waste generated in operations

### (7.8.1) Evaluation status

Select from:

Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO2e)

40415

### (7.8.3) Emissions calculation methodology

Select all that apply

Waste-type-specific method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

*For the quantification of the GHG emissions related to the collection, the transport and the treatment of waste, four waste treatment scenarios have been taken into consideration: - Recycling; - Incineration with energy recovery; - Landfill; - Incineration without energy recovery. GHG emissions have been quantified by multiplying the kg of waste (divided into the different waste categories) by the specific EF. The EFs, expressed in tonnes CO2e/kg, have been selected from Ecoinvent, in line with the GHG Protocol guidelines. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

## Business travel

### (7.8.1) Evaluation status

Select from:

Not relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO2e)

**(7.8.3) Emissions calculation methodology***Select all that apply* Distance-based method**(7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners**

0

**(7.8.5) Please explain**

*The relevance of emission categories has been defined for each subsidiary on the basis of their specific characteristics and on the following criteria, in line with ISO standard: magnitude, level of influence, strategic importance, access to information and accuracy of associated data. To define the list of relevant emissions' categories for each criteria a score from 1 to 5 has been assigned to each emission category; then for each emission category, the scores of the five criteria have been summed up and lastly significance threshold has been defined on the basis of the final total score for each category divided into 3 significance clusters. GHG emissions related to business travel have been calculated by multiplying the total km travelled for each type of transport by the related EF, obtained from DEFRA conversion. The EFs are expressed in kg of CO<sub>2</sub>e per km travelled for each of the following travel modes: - Domestic/national flights; - International flights; - Intercontinental flights; - Train travels; - Car travels. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

**Employee commuting****(7.8.1) Evaluation status***Select from:* Not relevant, calculated**(7.8.2) Emissions in reporting year (metric tons CO<sub>2</sub>e)**

31602

### (7.8.3) Emissions calculation methodology

Select all that apply

- Average data method
- Distance-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

*GHG emissions related to employees commuting have been quantified by multiplying the number of employees of each subsidiary by the EF obtained from the Scope 3 screening tool developed by the GHG Protocol together with Quantis. The operating companies that performed independently their GHG emission quantification (i.e. Stalexport, Aeroporti di Roma and Aéroports de la Côte d'Azur Group) through surveys provided Mundys directly with the tonnes of CO2e emitted in 2024, and the values have been subsequently consolidated. The data collection process and the Greenhouse Gas inventory of Mundys Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Integrated Annual Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

## Upstream leased assets

### (7.8.1) Evaluation status

Select from:

- Not relevant, explanation provided

### (7.8.5) Please explain

*This category is not applicable to Mundys' scope 3 boundaries, indeed, all leased offices/warehouses' consumptions have already been accounted in Scope 1 and 2 assessment.*

## Downstream transportation and distribution

### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

### (7.8.5) Please explain

*This category is not applicable to Mundys' scope 3 boundaries because the Group businesses do not have product transportation and distribution chains.*

## Processing of sold products

### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

### (7.8.5) Please explain

*This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is processed and sold by Mundys and its subsidiaries.*

## Use of sold products

### (7.8.1) Evaluation status

Select from:

Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO2e)

1035494

### (7.8.3) Emissions calculation methodology

Select all that apply

Hybrid method

#### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

#### (7.8.5) Please explain

*In this category, we include CO2e emissions associated with the use of sold products and services, primarily from three sources: aircraft operations during the Landing and Take-Off (LTO) cycle, passenger accessibility to airports, and the use-phase emissions of Yunex traffic management solutions. LTO emissions cover take-off, climb, approach, landing, taxiing, and aircraft parking at the gate. For Italian airports, these are calculated using a model based on the CORINAIR database and ICAO engine performance data, while for French airports they are provided directly by the DGAC. Emissions from passenger accessibility are estimated by Aeroporti di Roma and Aéroports de la Côte d'Azur based on annual passenger surveys and traffic data, reflecting how passengers reach the airport and the associated distances and transport modes. In addition, we include emissions from the operation of Yunex products and services during their use phase. In line with the GHG Protocol Scope 3 Standard, indirect use-phase emissions—such as highway traffic or aircraft cruise emissions—are considered optional and are not included, due to Mundys' limited influence over them.*

### End of life treatment of sold products

#### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

#### (7.8.5) Please explain

*This category is not applicable to Mundys' scope 3 boundaries, indeed, no product is sold by Mundys' subsidiaries.*

### Downstream leased assets

#### (7.8.1) Evaluation status

Select from:

Relevant, calculated

#### (7.8.2) Emissions in reporting year (metric tons CO2e)

### (7.8.3) Emissions calculation methodology

Select all that apply

Fuel-based method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

GHG emissions from downstream leased assets are applicable to the airports operations (i.e. Aeroporti di Roma and Aéroports de la Côte d'Azur Group) and to Stalexport operations. These emissions derive from energy consumption of the leased assets such as shops and restaurants. The other subsidiaries included in the boundaries do not have any leased assets. The data collection process and the Greenhouse Gas inventory of Mundys' Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Annual Integrated Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.

## Franchises

### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

### (7.8.5) Please explain

This category is not applicable to Mundys scope 3 boundaries, indeed, Mundys and its subsidiaries do not own any franchisees.

## Investments

### (7.8.1) Evaluation status

Select from:

Relevant, calculated

### (7.8.2) Emissions in reporting year (metric tons CO2e)

17989

### (7.8.3) Emissions calculation methodology

Select all that apply

Average data method

Investment-specific method

### (7.8.4) Percentage of emissions calculated using data obtained from suppliers or value chain partners

0

### (7.8.5) Please explain

*The following approach has been applied to quantify emissions related to Mundys' investments: 1. Starting from the list of all 2024 equities and joint ventures of Mundys, direct investments made by Mundys have been selected; 2. Secondly, only companies over which Mundys may have a significant influence in reducing GHG emissions have been selected. Thus, only companies where Mundys lies on the boards of directors have been considered. To estimate the GHG emissions associated to Mundys' investments, two different approaches in line with the GHG Protocol Guidelines have been considered: - Investment-specific method: if available, Companies' GHG footprint disclosed data has been considered in order to quantify the indirect emissions attributable to Mundys, accounting for the proportional Scope 1 and Scope 2 emissions occurred in the reporting year based upon the share of investment. - Average-data method: when Scope 1 and Scope 2 of the investee's companies were not available, the emissions attributable to Mundys from equity investments have been quantified applying the following approach: - Attribution of a specific Exiobase EF (tCO2e/M) to the overall revenues of the investees to estimate emissions; - Quantification of the emissions from the investments attributable to Mundys applying the share of equity percentage. The data collection process and the Greenhouse Gas inventory of Mundys' Group are in accordance with the international GHG protocol guidelines and the ISO 14064-1 standard. The process is managed through a central software and the carbon footprint processing is carried out with the support of an external advisory firm. The consolidated GHG inventory is subject to limited assurance as part of the Annual Integrated Report audit process and to independent third-party certification in accordance with ISO 14064 and ISAE 3000.*

### Other (upstream)

### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

### (7.8.5) Please explain

No comment

### Other (downstream)

### (7.8.1) Evaluation status

Select from:

Not relevant, explanation provided

### (7.8.5) Please explain

No comment

[Fixed row]

### (7.8.1) Disclose or restate your Scope 3 emissions data for previous years.

### Past year 1

#### (7.8.1.1) End date

12/30/2023

#### (7.8.1.2) Scope 3: Purchased goods and services (metric tons CO2e)

776300

#### (7.8.1.3) Scope 3: Capital goods (metric tons CO2e)

55905

**(7.8.1.4) Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2) (metric tons CO2e)**

29165

**(7.8.1.5) Scope 3: Upstream transportation and distribution (metric tons CO2e)**

14908

**(7.8.1.6) Scope 3: Waste generated in operations (metric tons CO2e)**

28195

**(7.8.1.7) Scope 3: Business travel (metric tons CO2e)**

10010

**(7.8.1.8) Scope 3: Employee commuting (metric tons CO2e)**

32792

**(7.8.1.12) Scope 3: Use of sold products (metric tons CO2e)**

1120525

**(7.8.1.14) Scope 3: Downstream leased assets (metric tons CO2e)**

24197

**(7.8.1.16) Scope 3: Investments (metric tons CO2e)**

8782

*[Fixed row]*

**(7.9) Indicate the verification/assurance status that applies to your reported emissions.**

	Verification/assurance status
Scope 1	<i>Select from:</i> <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 2 (location-based or market-based)	<i>Select from:</i> <input checked="" type="checkbox"/> Third-party verification or assurance process in place
Scope 3	<i>Select from:</i> <input checked="" type="checkbox"/> Third-party verification or assurance process in place

*[Fixed row]*

**(7.9.1) Provide further details of the verification/assurance undertaken for your Scope 1 emissions, and attach the relevant statements.**

**Row 1**

**(7.9.1.1) Verification or assurance cycle in place**

*Select from:*

Annual process

**(7.9.1.2) Status in the current reporting year**

*Select from:*

Complete

**(7.9.1.3) Type of verification or assurance**

Select from:

Limited assurance

#### (7.9.1.4) Attach the statement

*Opinione Verifica ISO 14064-1 MUNDYS SPA ENG.pdf*

#### (7.9.1.5) Page/section reference

*Please refer to the enclosed ISO 14064-1:2018 and ISO 14064-1:2019 certification issued by Bureau Veritas (pg. 1). Please refer to the verification under categories 1 of ISO 14064-1, which correspond to the Scope 1 of the GHG Protocol.*

#### (7.9.1.6) Relevant standard

Select from:

ISO14064-1

#### (7.9.1.7) Proportion of reported emissions verified (%)

100

[Add row]

**(7.9.2) Provide further details of the verification/assurance undertaken for your Scope 2 emissions and attach the relevant statements.**

**Row 1**

#### (7.9.2.1) Scope 2 approach

Select from:

Scope 2 location-based

#### (7.9.2.2) Verification or assurance cycle in place

Select from:

Annual process

### (7.9.2.3) Status in the current reporting year

Select from:

Complete

### (7.9.2.4) Type of verification or assurance

Select from:

Limited assurance

### (7.9.2.5) Attach the statement

*Opinione Verifica ISO 14064-1 MUNDYS SPA ENG.pdf*

### (7.9.2.6) Page/ section reference

*Please refer to the enclosed ISO 14064-1:2018 and ISO 14064-1:2019 certification issued by Bureau Veritas (pg. 1). Please refer to the verification under categories 2 of ISO 14064-1, which correspond to the Scope 2 Location-Based of the GHG Protocol.*

### (7.9.2.7) Relevant standard

Select from:

ISO14064-1

### (7.9.2.8) Proportion of reported emissions verified (%)

100

[Add row]

**(7.9.3) Provide further details of the verification/assurance undertaken for your Scope 3 emissions and attach the relevant statements.**

## Row 1

### (7.9.3.1) Scope 3 category

*Select all that apply*

- Scope 3: Investments
- Scope 3: Capital goods
- Scope 3: Business travel
- Scope 3: Employee commuting
- Scope 3: Use of sold products
- Scope 3: Downstream transportation and distribution
- Scope 3: Fuel and energy-related activities (not included in Scopes 1 or 2)
- Scope 3: Downstream leased assets
- Scope 3: Purchased goods and services
- Scope 3: Waste generated in operations
- Scope 3: End-of-life treatment of sold products
- Scope 3: Upstream transportation and distribution

### (7.9.3.2) Verification or assurance cycle in place

*Select from:*

- Annual process

### (7.9.3.3) Status in the current reporting year

*Select from:*

- Complete

### (7.9.3.4) Type of verification or assurance

*Select from:*

- Limited assurance

### (7.9.3.5) Attach the statement

### (7.9.3.6) Page/section reference

Please refer to the enclosed ISO 14064-1:2018 and ISO 14064-1:2019 certification issued by Bureau Veritas (pg. 1), which align with the Scope 3 categories of the GHG Protocol. ISO category 3 covers GHGP 3, 4, 6, 7 and 11 (only airport accessibility). ISO category 4 maps to GHGP 1, 2 and 5. ISO category 5 (use of products from the organization) includes GHGP 11 (excluding airport accessibility), 12, 13 and 15, ensuring consistency in reporting value chain emissions.

### (7.9.3.7) Relevant standard

Select from:

ISO14064-1

### (7.9.3.8) Proportion of reported emissions verified (%)

100

[Add row]

## (7.10) How do your gross global emissions (Scope 1 and 2 combined) for the reporting year compare to those of the previous reporting year?

Select from:

Decreased

**(7.10.1) Identify the reasons for any change in your gross global emissions (Scope 1 and 2 combined), and for each of them specify how your emissions compare to the previous year.**

### Change in renewable energy consumption

#### (7.10.1.1) Change in emissions (metric tons CO<sub>2</sub>e)

4105

### (7.10.1.2) Direction of change in emissions

Select from:

Decreased

### (7.10.1.3) Emissions value (percentage)

2.58

### (7.10.1.4) Please explain calculation

*This reduction is part of the Group's broader decarbonization strategy and is attributable to the increased consumption of renewable electricity and the implementation of a wide range of energy efficiency projects, including the replacement of traditional lighting systems with more efficient technologies, the modernization of heating, ventilation and air conditioning (HVAC) systems, and the adoption of high-efficiency heat pumps. Additional initiatives include the production of renewable electricity through the installation of photovoltaic plants and storage systems, the purchase of high-quality certified green electricity, and the progressive migration of the company fleet towards electric vehicles supported by charging infrastructures. The calculation refers to the reduction of the Scope 2 market-based emissions. The figures reported are calculated in line with the guideline, the percentage is the result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1 / (Previous year Scope 1+2 emissions) × 100. Following the formula: A) Result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1. Calculated as the variation of Scope 2, between the reporting year and the past year, and considering the effect of divestment and acquisition = |25139 - 22604 + 1908 - 338| = 4105. B) Previous year Scope 1+2 emissions = 134088 + 25139 = 159227. -> ( A / B ) \* 100 = 2.58%*

## Other emissions reduction activities

### (7.10.1.1) Change in emissions (metric tons CO2e)

11458

### (7.10.1.2) Direction of change in emissions

Select from:

Decreased

### (7.10.1.3) Emissions value (percentage)

7.2

#### (7.10.1.4) Please explain calculation

The reduction in CO<sub>2</sub>e emissions results from initiatives to modernize the Group's vehicle fleet through the adoption of electric and low-emission vehicles, enhance the efficiency and electrification of air conditioning systems, and promote the use of biofuels, including the procurement of HVO for operating vehicles. The figures reported are calculated in line with the guideline, the percentage is the result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1 / (Previous year Scope 1+2 emissions) × 100. Following the formula: A) Result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1. Calculated as the variation of Scope 1, between the reporting year and the past year, and considering the effect of divestment and acquisition = |134088 - 120176 + 1298 - 3752| = 11458. B) Previous year Scope 1+2 emissions = 134088 + 25139 = 159227. → ( A / B ) \* 100 = 7.20%

### Divestment

#### (7.10.1.1) Change in emissions (metric tons CO<sub>2</sub>e)

4090

#### (7.10.1.2) Direction of change in emissions

Select from:

Decreased

#### (7.10.1.3) Emissions value (percentage)

2.57

#### (7.10.1.4) Please explain calculation

The reduction in CO<sub>2</sub>e emissions results from the divestment of AB Concessões. AB Concessões is one of the largest highway concession companies in Brazil, managing about 1,500 kilometers of roads through its concessionaires. In 2023, Scope 1 emissions totaled 3,752 metric tons of CO<sub>2</sub>e, while market-based Scope 2 emissions amounted to 338 metric tons of CO<sub>2</sub>e. The figures reported are calculated in line with the guideline, the percentage is the result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1 / (Previous year Scope 1+2 emissions) × 100. Following the formula: A) Result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1. Calculated as the Scope 1 and 2 related to the divestment = 4090. B) Previous year Scope 1+2 emissions = 134088 + 25139 = 159227. → ( A / B ) \* 100 = 2.57%

### Acquisitions

### (7.10.1.1) Change in emissions (metric tons CO2e)

3206

### (7.10.1.2) Direction of change in emissions

Select from:

Increased

### (7.10.1.3) Emissions value (percentage)

2.01

### (7.10.1.4) Please explain calculation

*During 2024, Abertis' perimeter extended as a result of the acquisition of three (Autovia del Camino, Puerto Rico Tollroads and Blueridge Transportation Group). Scope 1 and 2 emissions of these companies added in 2024 up to 3206 tCO2e. The figures reported are calculated in line with the guideline, the percentage is the result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1 / (Previous year Scope 1+2 emissions) × 100. Following the formula: A) Result of the change in Scope 1 + 2 emissions attributed to the reason described in column 1. Calculated as the 2024 Scope 1 and 2 emissions of the acquired companies = 3206. B) Previous year Scope 1+2 emissions = 134088 + 25139 = 159227.  $\rightarrow (A / B) * 100 = 2.01\%$*

## Mergers

### (7.10.1.1) Change in emissions (metric tons CO2e)

0

### (7.10.1.2) Direction of change in emissions

Select from:

No change

### (7.10.1.3) Emissions value (percentage)

0

#### (7.10.1.4) Please explain calculation

*No change*

#### Change in output

#### (7.10.1.1) Change in emissions (metric tons CO2e)

0

#### (7.10.1.2) Direction of change in emissions

*Select from:*

No change

#### (7.10.1.3) Emissions value (percentage)

0

#### (7.10.1.4) Please explain calculation

*No change*

#### Change in methodology

#### (7.10.1.1) Change in emissions (metric tons CO2e)

0

#### (7.10.1.2) Direction of change in emissions

*Select from:*

No change

**(7.10.1.3) Emissions value (percentage)**

0

**(7.10.1.4) Please explain calculation**

*No change*

**Change in boundary**

**(7.10.1.1) Change in emissions (metric tons CO2e)**

0

**(7.10.1.2) Direction of change in emissions**

*Select from:*

No change

**(7.10.1.3) Emissions value (percentage)**

0

**(7.10.1.4) Please explain calculation**

*No change*

**Change in physical operating conditions**

**(7.10.1.1) Change in emissions (metric tons CO2e)**

0

**(7.10.1.2) Direction of change in emissions**

Select from:

No change

**(7.10.1.3) Emissions value (percentage)**

0

**(7.10.1.4) Please explain calculation**

No change

**Unidentified**

**(7.10.1.1) Change in emissions (metric tons CO2e)**

0

**(7.10.1.2) Direction of change in emissions**

Select from:

No change

**(7.10.1.3) Emissions value (percentage)**

0

**(7.10.1.4) Please explain calculation**

No change

**Other**

**(7.10.1.1) Change in emissions (metric tons CO2e)**

0

### (7.10.1.2) Direction of change in emissions

Select from:

No change

### (7.10.1.3) Emissions value (percentage)

0

### (7.10.1.4) Please explain calculation

No change

[Fixed row]

**(7.10.2) Are your emissions performance calculations in 7.10 and 7.10.1 based on a location-based Scope 2 emissions figure or a market-based Scope 2 emissions figure?**

Select from:

Market-based

**(7.12) Are carbon dioxide emissions from biogenic carbon relevant to your organization?**

Select from:

Yes

**(7.12.1) Provide the emissions from biogenic carbon relevant to your organization in metric tons CO2.**

### (7.12.1.1) CO2 emissions from biogenic carbon (metric tons CO2)

8019

### (7.12.1.2) Comment

Mundys discloses the scope 1 biogenic emissions (CO2 emissions from biomass combustion) separately from Scope 1, 2 and 3 in line with the requirements of the GHG protocol. These emissions are relevant to Mundys and they are included in any decarbonization targets but not material compared to total scope 1, 2 and 3 inventory.

[Fixed row]

### (7.15) Does your organization break down its Scope 1 emissions by greenhouse gas type?

Select from:

No

### (7.16) Break down your total gross global Scope 1 and 2 emissions by country/area.

#### Argentina

#### (7.16.1) Scope 1 emissions (metric tons CO2e)

1740

#### (7.16.2) Scope 2, location-based (metric tons CO2e)

9632

#### (7.16.3) Scope 2, market-based (metric tons CO2e)

9632

#### Australia

#### (7.16.1) Scope 1 emissions (metric tons CO2e)

211

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

61.2

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

**Austria**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

231

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

26.4

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

**Belgium**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

121

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

16.2

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## Brazil

### (7.16.1) Scope 1 emissions (metric tons CO2e)

14948

### (7.16.2) Scope 2, location-based (metric tons CO2e)

951

### (7.16.3) Scope 2, market-based (metric tons CO2e)

0

## Chile

### (7.16.1) Scope 1 emissions (metric tons CO2e)

10374

### (7.16.2) Scope 2, location-based (metric tons CO2e)

12977

### (7.16.3) Scope 2, market-based (metric tons CO2e)

3004

## China

### (7.16.1) Scope 1 emissions (metric tons CO2e)

0

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

42

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

42

## **Colombia**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

0

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

4.43

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

4.43

## **Czechia**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

79.9

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

76.9

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## France

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

9751

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

2824

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

35

## Germany

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

2502

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

716

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## Greece

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

54.9

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

13.9

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0.77

## **Hong Kong SAR, China**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

0

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

22.7

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

22.7

## **Hungary**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

63

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

4.82

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## India

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

194

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

1894

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

1894

## Italy

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

66113

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

20345

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

307

## Mexico

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

3183

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

2972

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

1076

## **Netherlands**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

159

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

138

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## **Poland**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

954

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

1128

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

15.3

## Portugal

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

74.4

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

3.43

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

7.3

## Puerto Rico

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

1680

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

4250

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

4250

## Serbia

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

34.9

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

45.2

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## **Singapore**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

0

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

1.24

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

1.24

## **Slovakia**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

80.3

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

4.03

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

## Spain

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

1988

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

5580

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

3

## Switzerland

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

279.4

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

54.9

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

59.8

## Turkey

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

101

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

13.9

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

13.9

### **United Arab Emirates**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

0

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

0

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

0

### **United Kingdom of Great Britain and Northern Ireland**

**(7.16.1) Scope 1 emissions (metric tons CO2e)**

1752

**(7.16.2) Scope 2, location-based (metric tons CO2e)**

523

**(7.16.3) Scope 2, market-based (metric tons CO2e)**

## United States of America

### (7.16.1) Scope 1 emissions (metric tons CO2e)

3506

### (7.16.2) Scope 2, location-based (metric tons CO2e)

2210

### (7.16.3) Scope 2, market-based (metric tons CO2e)

2207

*[Fixed row]*

## (7.17) Indicate which gross global Scope 1 emissions breakdowns you are able to provide.

Select all that apply

By business division

By activity

### (7.17.1) Break down your total gross global Scope 1 emissions by business division.

	Business division	Scope 1 emissions (metric ton CO2e)
Row 1	<i>Motorway activities</i>	47069
Row 2	<i>Airport activities</i>	64309

	Business division	Scope 1 emissions (metric ton CO2e)
Row 3	<i>Mobility services</i>	8798

[Add row]

**(7.17.3) Break down your total gross global Scope 1 emissions by business activity.**

	Activity	Scope 1 emissions (metric tons CO2e)
Row 1	<i>Stationary sources</i>	64680
Row 2	<i>Mobile sources</i>	50377
Row 3	<i>Refrigerant gases</i>	5119

[Add row]

**(7.20) Indicate which gross global Scope 2 emissions breakdowns you are able to provide.**

Select all that apply

By business division

**(7.20.1) Break down your total gross global Scope 2 emissions by business division.**

	Business division	Scope 2, location-based (metric tons CO2e)	Scope 2, market-based (metric tons CO2e)
Row 1	<i>Motorways services</i>	47622	21718
Row 2	<i>Airport services</i>	16292	0
Row 3	<i>Mobility services</i>	2617	886

[Add row]

**(7.22) Break down your gross Scope 1 and Scope 2 emissions between your consolidated accounting group and other entities included in your response.**

### Consolidated accounting group

#### (7.22.1) Scope 1 emissions (metric tons CO2e)

120176

#### (7.22.2) Scope 2, location-based emissions (metric tons CO2e)

66531

#### (7.22.3) Scope 2, market-based emissions (metric tons CO2e)

22604

#### (7.22.4) Please explain

*These emissions refer to the Group of entities in the reporting boundary on which Mundys has a financial control.*

### All other entities

### (7.22.1) Scope 1 emissions (metric tons CO2e)

0

### (7.22.2) Scope 2, location-based emissions (metric tons CO2e)

0

### (7.22.3) Scope 2, market-based emissions (metric tons CO2e)

0

### (7.22.4) Please explain

*Under the "All other entities" category, no emissions have been reported as minor equity direct investments and joint ventures of Mundys (over which Mundys may have a significant influence in reducing GHG emissions) have been included in the Scope 3 category 15 - Investments.*

*[Fixed row]*

### (7.23) Is your organization able to break down your emissions data for any of the subsidiaries included in your CDP response?

Select from:

Yes

### (7.23.1) Break down your gross Scope 1 and Scope 2 emissions by subsidiary.

#### Row 1

#### (7.23.1.1) Subsidiary name

*Telepass Group*

#### (7.23.1.2) Primary activity

Select from:

Transportation support services

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

Other unique identifier, please specify :VAT Number

### (7.23.1.11) Other unique identifier

09771701001

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

174

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

375

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

291

### (7.23.1.15) Comment

*Telepass Group is a European leader in electronic tolling services and a pioneer in the field of integrated mobility. With over 9.5 million devices in circulation and approximately 7 million customers, Telepass manages a platform that processes transactions worth over €9 billion annually across 17 European countries, covering more than 195,000 kilometres of motorway networks. Over the years, Telepass has expanded its scope beyond traditional toll services to develop a comprehensive, app-based ecosystem of digital mobility solutions for individuals and businesses. Through a single application, customers can access different services – including cashless payments for fuel, access to over 700 parking facilities and street parking, shared mobility, taxis, trains, ski passes, and a broad range of insurance products covering both vehicles and individuals.*

**Row 2**

### (7.23.1.1) Subsidiary name

*Aéroports de la Côte d'Azur*

### (7.23.1.2) Primary activity

Select from:

Infrastructure upkeep & management

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

Other unique identifier, please specify :VAT Number

### (7.23.1.11) Other unique identifier

FR35493479489

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

552

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

1409

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

### (7.23.1.15) Comment

*Aéroports de la Côte d'Azur (ACA) manages three airports in France: Nice Côte d'Azur airport (ANCA), Cannes - Mandelieu airport (ACM) and Saint-Tropez - La Môle airport (AGST). Outside the scope of its concession, the ACA Group also owns the airport infrastructure at Saint-Tropez and provides ground handling services at 26 sites in France, Spain and Portugal through the FBO Sky Valet. The ACA Group, which handled 14.8 million passengers in 2024, is France's second most*

important airport hub after the Paris airport system. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.

### Row 3

#### (7.23.1.1) Subsidiary name

*Grupo Costanera SpA*

#### (7.23.1.2) Primary activity

*Select from:*

Infrastructure upkeep & management

#### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

*Select all that apply*

Other unique identifier, please specify :RUT (Rol Unico Tributario)

#### (7.23.1.11) Other unique identifier

*76.493.970-0*

#### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

*6560*

#### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

*8020*

#### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

*2924*

### (7.23.1.15) Comment

*Grupo Costanera is a leading company in the public infrastructure sector in Chile, with proven experience in engineering development, construction, administration, and management of public works concession contracts. Its leadership can be evidenced by its broad presence in the concession market, highlighting its success in managing large urban highways under concession that have high standards of quality and technology for the direct benefit of its users and the city of Santiago. Grupo Costanera manages 7 concessions in Chile and over 50% of the urban motorway network serving Santiago. Five of them serve the densely populated and growing areas of Santiago, as well as the region of Valparaíso, which includes the largest port in the country and the second largest city in Chile. In addition, manage two other important projects under development for the Metropolitan Region: Américo Vespucio Oriente, Av. Príncipe de Gales-Rotonda Grecia section, and Conexión Vial Ruta 78 to Ruta 68. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

### Row 4

#### (7.23.1.1) Subsidiary name

*Abertis Group*

#### (7.23.1.2) Primary activity

*Select from:*

Infrastructure upkeep & management

#### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

*Select all that apply*

Other unique identifier, please specify :Tax Code

#### (7.23.1.11) Other unique identifier

*A08209769*

#### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

*38778*

#### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

**(7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)**

18804

**(7.23.1.15) Comment**

*Abertis is one of the leaders worldwide in toll roads motorways management and mobility solutions, managing over 8,000 kilometres of high-capacity and quality roads and mobility services in 15 countries in Europe, the Americas and Asia. Abertis is the first national operator of motorways in Chile and Brazil, and has a significant presence in France, Spain, Italy, Mexico, the US, Puerto Rico and Argentina. With 35 concessions, Abertis is active in assigning responsibility for the development, maintenance and operation of toll motorways. The concessions are governed and regulated by tariff models which generally provide for the updating of the tariffs on an annual basis and according to the inflation recorded in the country in which they operate and according to further specific regulatory parameters for each concession. Its subsidiary Abertis Mobility Services provides solutions for electronic payment of tolls through the operative company Emovis (electronic barrier and free-flow tolling solutions). For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

**Row 6****(7.23.1.1) Subsidiary name**

Mundys SpA

**(7.23.1.2) Primary activity**

Select from:

 Asset managers**(7.23.1.3) Select the unique identifier you are able to provide for this subsidiary**

Select all that apply

 Other unique identifier, please specify :VAT Number**(7.23.1.11) Other unique identifier**

03731380261

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

116

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

78

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

13

### (7.23.1.15) Comment

*Mundys SpA is the holding company of Mundys Group, which strategic goal is to continue the Group's growth and modernisation, investing in sustainable infrastructure (primarily airports and motorway networks) and in technological innovation, supporting people at all stages in their journey, whether across town or long-distance, by providing quality services designed with a view to caring for the environment. Mundys is already present in 30 countries, managing iconic and strategic assets and infrastructure and services that are integrated with each other. Every year, over 3bn journeys are made by light and heavy vehicles on the Group's motorway networks, whilst the Company's Italian (Fiumicino and Ciampino) and French (Nice, Cannes and Saint Tropez) airports play host to 67.8mIn passengers and a further 7m use Telepass's mobility services. Mundys also has a presence in more than 600 major cities throughout the world (including London, Miami, Singapore and Bogotá), providing innovative urban mobility platforms that improve traffic flow and cut emissions. The business counts on over 23,000 employees around the world. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

## Row 7

### (7.23.1.1) Subsidiary name

*Stalexport Autostrady Group*

### (7.23.1.2) Primary activity

Select from:

Infrastructure upkeep & management

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

Other unique identifier, please specify :Tax Code

#### (7.23.1.11) Other unique identifier

634-013-42-11

#### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

717

#### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

1063

#### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

15

#### (7.23.1.15) Comment

*Stalexport Autostrady is a Poland-based company focusing its activity on the construction and exploitation of motorways, which include: (i) operation and maintenance of the A4 motorway section Katowice - Kraków by the concessionaire subsidiary Autostrada Małopolska S.A. and the operator VIA4 S.A.; (ii) participation in selected tenders for the construction and/or operations of other motorway sections. Additionally, co-owning the office building in the center of Katowice, Stalexport Autostrady Group provides services related to leasing office space and parking places. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

### Row 8

#### (7.23.1.1) Subsidiary name

Yunex Traffic

#### (7.23.1.2) Primary activity

Select from:

Software

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

Other unique identifier, please specify :VAT Number

### (7.23.1.11) Other unique identifier

DE340533785

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

8398

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

2205

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

537

### (7.23.1.15) Comment

*Yunex Traffic is a global provider of Intelligent Transport Systems (ITS) and Smart Mobility solutions, specializing in the development and supply of integrated hardware and software platforms and solutions for the operators of smart and sustainable mobility infrastructure serving urban and out-of-town areas. The company operates in more than 600 cities, 40 countries around the world and 4 continents (Europe, the Americas, Asia and Oceania). The acquisition of Yunex Traffic was completed on 30 June 2022. Its solutions transform our cities into places where people can live, work, and move more freely with better quality of life, less accidents and with cleaner air and contribute to solving our climate crisis. Its portfolio includes traffic management systems for cities including smart intersections, tunnel and highway management systems, mobility solutions for V-2-X (vehicle-to-everything) communication and adaptive traffic control solutions powered by AI. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

**Row 9**

### (7.23.1.1) Subsidiary name

*Sociedad Concesionaria de Los Lagos SA*

### (7.23.1.2) Primary activity

*Select from:*

Infrastructure upkeep & management

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

*Select all that apply*

No unique identifier

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

1124

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

417

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

20

### (7.23.1.15) Comment

*Sociedad Concesionaria de Los Lagos S.A. is in charge of executing, maintaining and exploiting the works indicated in the contract according to the bidding conditions between kilometers 890 to 1,019.76 and between kilometers 1,018.50 of Ruta Cinco Sur and 1,023.57 of By Pass Puerto Montt. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.*

**Row 10**

### (7.23.1.1) Subsidiary name

*Aeroporti di Roma Group*

### (7.23.1.2) Primary activity

Select from:

Infrastructure upkeep & management

### (7.23.1.3) Select the unique identifier you are able to provide for this subsidiary

Select all that apply

Other unique identifier, please specify :VAT Number

### (7.23.1.11) Other unique identifier

06572251004

### (7.23.1.12) Scope 1 emissions (metric tons CO2e)

63757

### (7.23.1.13) Scope 2, location-based emissions (metric tons CO2e)

14883

### (7.23.1.14) Scope 2, market-based emissions (metric tons CO2e)

0

### (7.23.1.15) Comment

*The Aeroporti di Roma (ADR) Group comprises the "Leonardo da Vinci" international airport at Fiumicino, which has been awarded Best Airport in Europe in 2025 by Airport Council International for the eighth consecutive time, and the "Giovanni Battista Pastine" airport at Ciampino. The ADR Group manages several subsidiary companies, ADR Ingegneria S.p.A., ADR infrastrutture S.p.A., ADR Tel S.p.A., ADR Assistance S.r.l., ADR Mobility S.r.l., ADR Security S.r.l. and Airport Cleaning*

S.r.l., which have further enabled the Group to enhance its expertise and professionalism in the specific sectors, offering its knowledge and excellence in airport sector skills to external parties as well. ADR is the number one airport operator in Italy by number of passengers with 53 million passengers in 2024 and the seventh biggest in Europe. For more information on Mundys Group's structure and activities please refer to <https://www.mundys.com/en/about-us/the-group>.  
 [Add row]

**(7.29) What percentage of your total operational spend in the reporting year was on energy?**

Select from:

More than 0% but less than or equal to 5%

**(7.30) Select which energy-related activities your organization has undertaken.**

	Indicate whether your organization undertook this energy-related activity in the reporting year
Consumption of fuel (excluding feedstocks)	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of purchased or acquired heat	Select from: <input checked="" type="checkbox"/> No
Consumption of purchased or acquired steam	Select from: <input checked="" type="checkbox"/> No
Consumption of purchased or acquired cooling	Select from: <input checked="" type="checkbox"/> No
Generation of electricity, heat, steam, or cooling	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

**(7.30.1) Report your organization's energy consumption totals (excluding feedstocks) in MWh.**

**Consumption of fuel (excluding feedstock)**

**(7.30.1.1) Heating value**

Select from:

LHV (lower heating value)

**(7.30.1.2) MWh from renewable sources**

3056

**(7.30.1.3) MWh from non-renewable sources**

521986

**(7.30.1.4) Total (renewable + non-renewable) MWh**

525042.00

**Consumption of purchased or acquired electricity**

**(7.30.1.1) Heating value**

Select from:

Unable to confirm heating value

**(7.30.1.2) MWh from renewable sources**

248545

**(7.30.1.3) MWh from non-renewable sources**

57528

**(7.30.1.4) Total (renewable + non-renewable) MWh**

306073.00

**Consumption of self-generated non-fuel renewable energy**

**(7.30.1.1) Heating value**

Select from:

Unable to confirm heating value

**(7.30.1.2) MWh from renewable sources**

6480

**(7.30.1.4) Total (renewable + non-renewable) MWh**

6480.00

**Total energy consumption**

**(7.30.1.1) Heating value**

Select from:

Unable to confirm heating value

**(7.30.1.2) MWh from renewable sources**

258081

**(7.30.1.3) MWh from non-renewable sources**

**(7.30.1.4) Total (renewable + non-renewable) MWh**

837595.00

*[Fixed row]***(7.30.6) Select the applications of your organization's consumption of fuel.**

	Indicate whether your organization undertakes this fuel application
Consumption of fuel for the generation of electricity	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of heat	Select from: <input checked="" type="checkbox"/> Yes
Consumption of fuel for the generation of steam	Select from: <input checked="" type="checkbox"/> No
Consumption of fuel for the generation of cooling	Select from: <input checked="" type="checkbox"/> No
Consumption of fuel for co-generation or tri-generation	Select from: <input checked="" type="checkbox"/> Yes

*[Fixed row]***(7.30.7) State how much fuel in MWh your organization has consumed (excluding feedstocks) by fuel type.****Sustainable biomass**

### (7.30.7.1) Heating value

Select from:

Unable to confirm heating value

### (7.30.7.2) Total fuel MWh consumed by the organization

3056

### (7.30.7.3) MWh fuel consumed for self-generation of electricity

0

### (7.30.7.4) MWh fuel consumed for self-generation of heat

3056

### (7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

### (7.30.7.8) Comment

*In 2024, 3056 MWh of fuel was consumed for vehicle fleet as biodiesel.*

### Other biomass

### (7.30.7.1) Heating value

Select from:

Unable to confirm heating value

### (7.30.7.2) Total fuel MWh consumed by the organization

0

**(7.30.7.3) MWh fuel consumed for self-generation of electricity**

0

**(7.30.7.4) MWh fuel consumed for self-generation of heat**

0

**(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**(7.30.7.8) Comment**

*No consumption of other biomass*

**Other renewable fuels (e.g. renewable hydrogen)**

**(7.30.7.1) Heating value**

Select from:

Unable to confirm heating value

**(7.30.7.2) Total fuel MWh consumed by the organization**

0

**(7.30.7.3) MWh fuel consumed for self-generation of electricity**

0

**(7.30.7.4) MWh fuel consumed for self-generation of heat**

0

**(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**(7.30.7.8) Comment**

*No consumption of other renewable fuels*

## **Coal**

**(7.30.7.1) Heating value**

*Select from:*

Unable to confirm heating value

**(7.30.7.2) Total fuel MWh consumed by the organization**

0

**(7.30.7.3) MWh fuel consumed for self-generation of electricity**

0

**(7.30.7.4) MWh fuel consumed for self-generation of heat**

0

**(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**(7.30.7.8) Comment**

No consumption of coal

## Oil

### (7.30.7.1) Heating value

Select from:

LHV

### (7.30.7.2) Total fuel MWh consumed by the organization

220177

### (7.30.7.3) MWh fuel consumed for self-generation of electricity

14080

### (7.30.7.4) MWh fuel consumed for self-generation of heat

206097

### (7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

0

### (7.30.7.8) Comment

*In 2024, 14,080 MWh of fuel oil was used in the operations of boilers and for electricity generation, in particular due to auxiliary power units; 206.097 MWh of fuel was consumed for vehicle fleet as diesel, gasoline, LPG and ethanol.*

## Gas

### (7.30.7.1) Heating value

Select from:

LHV

#### (7.30.7.2) Total fuel MWh consumed by the organization

301809

#### (7.30.7.3) MWh fuel consumed for self-generation of electricity

0

#### (7.30.7.4) MWh fuel consumed for self-generation of heat

15793

#### (7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration

286016

#### (7.30.7.8) Comment

*In 2024, as in 2023, the primary consumption of methane was attributable to the subsidiary ADR, which utilized 286,016 MWh for the operation of its cogeneration plant.*

#### Other non-renewable fuels (e.g. non-renewable hydrogen)

#### (7.30.7.1) Heating value

Select from:

Unable to confirm heating value

#### (7.30.7.2) Total fuel MWh consumed by the organization

0

#### (7.30.7.3) MWh fuel consumed for self-generation of electricity

0

**(7.30.7.4) MWh fuel consumed for self-generation of heat**

0

**(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration**

0

**(7.30.7.8) Comment**

*No consumption of other non-renewable fuels*

**Total fuel**

**(7.30.7.1) Heating value**

*Select from:*

Unable to confirm heating value

**(7.30.7.2) Total fuel MWh consumed by the organization**

525042

**(7.30.7.3) MWh fuel consumed for self-generation of electricity**

14080

**(7.30.7.4) MWh fuel consumed for self-generation of heat**

224946

**(7.30.7.7) MWh fuel consumed for self- cogeneration or self-trigeneration**

**(7.30.7.8) Comment**

*In 2024, 525,042 MWh of fuel was consumed, of which: 14,080 MWh for electricity generation, in particular due to auxiliary power units, 224,946 MWh for generation of heat (206,097 MWh for vehicle fleet as biodiesel, diesel, gasoline, LPG, ethanol and methane; 15,793 MWh of methane consumed for self generation of heat of boilers; 3,056 MWh of biodiesel consumed for vehicle fleet) and 286,016 for self-cogeneration or self-trigeneration.*

*[Fixed row]*

**(7.30.9) Provide details on the electricity, heat, steam, and cooling your organization has generated and consumed in the reporting year.**

**Electricity****(7.30.9.1) Total Gross generation (MWh)**

122553

**(7.30.9.2) Generation that is consumed by the organization (MWh)**

121270

**(7.30.9.3) Gross generation from renewable sources (MWh)**

7763

**(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)**

6480

**Heat****(7.30.9.1) Total Gross generation (MWh)**

59676

**(7.30.9.2) Generation that is consumed by the organization (MWh)**

59676

**(7.30.9.3) Gross generation from renewable sources (MWh)**

0

**(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)**

0

## **Steam**

**(7.30.9.1) Total Gross generation (MWh)**

0

**(7.30.9.2) Generation that is consumed by the organization (MWh)**

0

**(7.30.9.3) Gross generation from renewable sources (MWh)**

0

**(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)**

0

## **Cooling**

**(7.30.9.1) Total Gross generation (MWh)**

0

**(7.30.9.2) Generation that is consumed by the organization (MWh)**

0

**(7.30.9.3) Gross generation from renewable sources (MWh)**

0

**(7.30.9.4) Generation from renewable sources that is consumed by the organization (MWh)**

0

*[Fixed row]*

**(7.30.14) Provide details on the electricity, heat, steam, and/or cooling amounts that were accounted for at a zero or near-zero emission factor in the market-based Scope 2 figure reported in 7.7.**

**Row 1**

**(7.30.14.1) Country/area**

*Select from:*

Italy

**(7.30.14.2) Sourcing method**

*Select from:*

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

*Select from:*

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

4237

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2004

#### (7.30.14.10) Comment

No additional comment

## Row 2

### (7.30.14.1) Country/area

Select from:

Italy

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

5448

### (7.30.14.6) Tracking instrument used

Select from:

GO

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2009

**(7.30.14.10) Comment**

*No additional comment*

### Row 3

**(7.30.14.1) Country/area**

Select from:

Italy

**(7.30.14.2) Sourcing method**

Select from:

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

Select from:

Electricity

**(7.30.14.4) Low-carbon technology type**

Select from:

Wind

**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

6964

**(7.30.14.6) Tracking instrument used**

Select from:

GO

**(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute**

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2006

**(7.30.14.10) Comment**

*No additional comment*

**Row 4**

**(7.30.14.1) Country/area**

Select from:

Italy

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

1709

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2010

#### (7.30.14.10) Comment

No additional comment

### Row 5

#### (7.30.14.1) Country/area

Select from:

Italy

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

**(7.30.14.6) Tracking instrument used**

Select from:

GO

**(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute**

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2004

**(7.30.14.10) Comment**

*No additional comment*

**Row 6****(7.30.14.1) Country/area**

Select from:

Italy

**(7.30.14.2) Sourcing method**

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

5341

### (7.30.14.6) Tracking instrument used

Select from:

GO

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

**(7.30.14.10) Comment**

*No additional comment*

**Row 7**

**(7.30.14.1) Country/area**

*Select from:*

Italy

**(7.30.14.2) Sourcing method**

*Select from:*

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

*Select from:*

Electricity

**(7.30.14.4) Low-carbon technology type**

*Select from:*

Wind

**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

1411

**(7.30.14.6) Tracking instrument used**

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2007

#### (7.30.14.10) Comment

*No additional comment*

### Row 8

#### (7.30.14.1) Country/area

Select from:

Italy

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

1404

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2008

#### (7.30.14.10) Comment

No additional comment

## Row 9

### (7.30.14.1) Country/area

Select from:

Italy

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

1596

### (7.30.14.6) Tracking instrument used

Select from:

GO

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2006

**(7.30.14.10) Comment**

*No additional comment*

## Row 10

**(7.30.14.1) Country/area**

Select from:

Italy

**(7.30.14.2) Sourcing method**

Select from:

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

Select from:

Electricity

**(7.30.14.4) Low-carbon technology type**

Select from:

Wind

**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

801

**(7.30.14.6) Tracking instrument used**

Select from:

GO

**(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute**

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2001

**(7.30.14.10) Comment**

*No additional comment*

**Row 11**

**(7.30.14.1) Country/area**

Select from:

Italy

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

12548

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2011

**(7.30.14.10) Comment**

*No additional comment*

**Row 12**

**(7.30.14.1) Country/area**

Select from:

Italy

**(7.30.14.2) Sourcing method**

Select from:

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

Select from:

Electricity

**(7.30.14.4) Low-carbon technology type**

Select from:

Wind

**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

**(7.30.14.6) Tracking instrument used**

Select from:

GO

**(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute**

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2004

**(7.30.14.10) Comment**

*No additional comment*

**Row 13****(7.30.14.1) Country/area**

Select from:

Italy

**(7.30.14.2) Sourcing method**

Select from:

- Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

- Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

- Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

2680

### (7.30.14.6) Tracking instrument used

Select from:

- GO

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

- Italy

### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

- Yes

### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

**(7.30.14.10) Comment**

*No additional comment*

**Row 14**

**(7.30.14.1) Country/area**

*Select from:*

Italy

**(7.30.14.2) Sourcing method**

*Select from:*

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

*Select from:*

Electricity

**(7.30.14.4) Low-carbon technology type**

*Select from:*

Wind

**(7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)**

2379

**(7.30.14.6) Tracking instrument used**

Select from:

GO

**(7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute**

Select from:

Italy

**(7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?**

Select from:

Yes

**(7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)**

2012

**(7.30.14.10) Comment**

*No additional comment*

**Row 15**

**(7.30.14.1) Country/area**

Select from:

Spain

**(7.30.14.2) Sourcing method**

Select from:

Unbundled procurement of energy attribute certificates (EACs)

**(7.30.14.3) Energy carrier**

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Renewable energy mix, please specify :hydro, solar, wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

23160

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Spain

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

#### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. AVASA, AULESA, AUCAT, CASTELLANA*

**Row 16**

### (7.30.14.1) Country/area

Select from:

Brazil

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

24439

### (7.30.14.6) Tracking instrument used

Select from:

I-REC

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Brazil

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2015

#### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. Grupo Arteris.*

### Row 17

#### (7.30.14.1) Country/area

Select from:

Italy

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Renewable energy mix, please specify :Solar, wind

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

19426

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Italy

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

#### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2011

#### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. AUTOSTRADA BRESCIA VERONA VICENZA PADOVA SPA*

### Row 18

#### (7.30.14.1) Country/area

Select from:

India

#### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

#### (7.30.14.3) Energy carrier

Select from:

Electricity

#### (7.30.14.4) Low-carbon technology type

Select from:

Hydropower (capacity unknown)

#### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

2685

#### (7.30.14.6) Tracking instrument used

Select from:

GO

#### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

India

#### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

Yes

### (7.30.14.9) Commissioning year of the energy generation facility (e.g. date of first commercial operation or repowering)

2012

### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. JADCHERLA EXPRESSWAYS PRIVATE LIMITED, TRICHY TOLLWAY PRIVATE LIMITED*

## Row 19

### (7.30.14.1) Country/area

Select from:

Mexico

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Wind

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

4630

### (7.30.14.6) Tracking instrument used

Select from:

I-REC

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

Mexico

### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. RCO and Abertis company.*

## Row 20

### (7.30.14.1) Country/area

Select from:

France

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Renewable energy mix, please specify :Hydro, rest unknown

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

46242

### (7.30.14.6) Tracking instrument used

Select from:

GO

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

France

### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

### (7.30.14.10) Comment

These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year. Sanef Group.

## Row 21

### (7.30.14.1) Country/area

Select from:

United States of America

### (7.30.14.2) Sourcing method

Select from:

Unbundled procurement of energy attribute certificates (EACs)

### (7.30.14.3) Energy carrier

Select from:

Electricity

### (7.30.14.4) Low-carbon technology type

Select from:

Renewable energy mix, please specify :unkown

### (7.30.14.5) Low-carbon energy consumed via selected sourcing method in the reporting year (MWh)

3622

### (7.30.14.6) Tracking instrument used

Select from:

I-REC

### (7.30.14.7) Country/area of origin (generation) of the low-carbon energy or energy attribute

Select from:

United States of America

### (7.30.14.8) Are you able to report the commissioning or re-powering year of the energy generation facility?

Select from:

No

### (7.30.14.10) Comment

*These data refer to the operating company Abertis. The total amounts included in the carbon footprint, energy data and 7.30.14 values might differ due to the fact that certificates use the real consumption of the year, and carbon footprint data estimates the last 1 or 2 months of the year.*

*[Add row]*

### (7.30.16) Provide a breakdown by country/area of your electricity/heat/steam/cooling consumption in the reporting year.

#### Argentina

#### (7.30.16.1) Consumption of purchased electricity (MWh)

31152

#### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

#### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

#### (7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

31152.00

## **Australia**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

100

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

100.00

## **Austria**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

130

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

130.00

## **Belgium**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

98.5

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

98.50

## Brazil

### (7.30.16.1) Consumption of purchased electricity (MWh)

24846

### (7.30.16.2) Consumption of self-generated electricity (MWh)

2836

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

### (7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

### (7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

27682.00

## Chile

### (7.30.16.1) Consumption of purchased electricity (MWh)

41743

### (7.30.16.2) Consumption of self-generated electricity (MWh)

15.7

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

41758.70

## **China**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

71

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

71.00

## **Colombia**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

29.8

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

29.80

**Czechia**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

170

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

170.00

**France**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

80057

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

80057.00

**Germany**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

2039

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

2039.00

**Greece**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

33.5

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

33.50

## Hong Kong SAR, China

### (7.30.16.1) Consumption of purchased electricity (MWh)

35.2

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

### (7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

### (7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

35.20

## Hungary

### (7.30.16.1) Consumption of purchased electricity (MWh)

26.8

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

26.80

## **India**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

2611

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

2611.00

## **Italy**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

78702

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

2529

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

59676

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

140907.00

**Mexico**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

6786

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

220

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

7006.00

**Netherlands**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

502

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

502.00

**Poland**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

1458

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

1458.00

## **Portugal**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

21.4

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

21.40

## Puerto Rico

### (7.30.16.1) Consumption of purchased electricity (MWh)

5846

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

### (7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

### (7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

5846.00

## Serbia

### (7.30.16.1) Consumption of purchased electricity (MWh)

58.9

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

58.90

## **Singapore**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

3.27

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

3.27

## **Slovakia**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

14.9

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

14.90

**Spain**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

21445

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

881

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

22326.00

**Switzerland**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

320.2

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

320.20

**Turkey**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

31.1

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

31.10

### **United Arab Emirates**

**(7.30.16.1) Consumption of purchased electricity (MWh)**

0

**(7.30.16.2) Consumption of self-generated electricity (MWh)**

0

**(7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)**

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

0.00

## United Kingdom of Great Britain and Northern Ireland

### (7.30.16.1) Consumption of purchased electricity (MWh)

2696

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

### (7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)

0

### (7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)

2696.00

## United States of America

### (7.30.16.1) Consumption of purchased electricity (MWh)

5045

### (7.30.16.2) Consumption of self-generated electricity (MWh)

0

### (7.30.16.4) Consumption of purchased heat, steam, and cooling (MWh)

0

**(7.30.16.5) Consumption of self-generated heat, steam, and cooling (MWh)**

0

**(7.30.16.6) Total electricity/heat/steam/cooling energy consumption (MWh)**

5045.00  
[Fixed row]

**(7.45) Describe your gross global combined Scope 1 and 2 emissions for the reporting year in metric tons CO2e per unit currency total revenue and provide any additional intensity metrics that are appropriate to your business operations.**

**Row 1**

**(7.45.1) Intensity figure**

0.000015

**(7.45.2) Metric numerator (Gross global combined Scope 1 and 2 emissions, metric tons CO2e)**

142780

**(7.45.3) Metric denominator**

Select from:

unit total revenue

**(7.45.4) Metric denominator: Unit total**

9284000000

### (7.45.5) Scope 2 figure used

Select from:

- Market-based

### (7.45.6) % change from previous year

17

### (7.45.7) Direction of change

Select from:

- Decreased

### (7.45.8) Reasons for change

Select all that apply

- Change in renewable energy consumption
- Other emissions reduction activities

### (7.45.9) Please explain

*On the one hand, Mundys Group's scope 1 and 2 emissions showed a decline in absolute terms of 10% in 2024 compared with 2023. This is due to a further increase in the supply of electricity from certified renewable sources (82% was renewable in 2024 compared with 75% in the previous year) and to a reduction of 10% in emissions linked to the consumption of fuel (Scope 1). A key role was played in this sense by initiatives designed to modernize the Group's vehicle fleets thanks to initiatives to modernize fleets with low-emission or electric vehicles, the gradual adoption of biofuels, the continuation of actions on the energy efficiency front, and the procurement of electricity from renewable sources. On the other hand, the increase of motorway and airport traffic improved also the Group's financial performance, with revenues increasing by 8% compared to 2023. The combination of these two factors resulted in a decrease of 17% of Scope 1 and 2 intensity, showing the Group's ability to generate economic value with less impact on the environment.*

[Add row]

### (7.52) Provide any additional climate-related metrics relevant to your business.

Row 1

### (7.52.1) Description

Select from:

Waste

### (7.52.2) Metric value

0.12

### (7.52.3) Metric numerator

*tons of hazardous and radioactive waste*

### (7.52.4) Metric denominator (intensity metric only)

*unit total revenue (m€)*

### (7.52.5) % change from previous year

40

### (7.52.6) Direction of change

Select from:

Decreased

### (7.52.7) Please explain

*Mundys has for many years committed to the more efficient use of resources, including by making waste prevention and recycling a business priority. Each operating company within the Group has guidelines and operational control procedures to ensure compliance Mundys Consolidated Sustainability Statement with regulatory requirements. During 2024, the amount of hazardous and radioactive waste per revenue decreased significantly, thanks to a huge reduction in waste production (-40%).*

## Row 2

### (7.52.1) Description

Select from:

Other, please specify :ISO 14001 certification

### (7.52.2) Metric value

83

### (7.52.3) Metric numerator

*revenues of ISO 14001 certified companies*

### (7.52.4) Metric denominator (intensity metric only)

*unit total revenue*

### (7.52.5) % change from previous year

130

### (7.52.6) Direction of change

Select from:

Increased

### (7.52.7) Please explain

*To ensure the effectiveness of environmental and energy management systems, Mundys promotes the adoption of environmental management frameworks by subsidiaries. Reached 83% in 2024, increasing by 130% compared to 2023 36%. This certification guarantees a structured approach to the management of all environmental issues, including climate change and water stewardship, which includes an annual audit by a third party.*

*[Add row]*

### (7.53) Did you have an emissions target that was active in the reporting year?

Select all that apply

Absolute target

Intensity target

**(7.53.1) Provide details of your absolute emissions targets and progress made against those targets.**

**Row 1**

**(7.53.1.1) Target reference number**

Select from:

Abs 4

**(7.53.1.2) Is this a science-based target?**

Select from:

Yes, and this target has been approved by the Science Based Targets initiative

**(7.53.1.3) Science Based Targets initiative official validation letter**

*MUND-ITA-001-OFF\_NT certificate.pdf*

**(7.53.1.4) Target ambition**

Select from:

1.5°C aligned

**(7.53.1.5) Date target was set**

*09/01/2020*

**(7.53.1.6) Target coverage**

Select from:

Organization-wide

### (7.53.1.7) Greenhouse gases covered by target

Select all that apply

Methane (CH4)

Nitrous oxide (N2O)

Carbon dioxide (CO2)

Perfluorocarbons (PFCs)

Hydrofluorocarbons (HFCs)

Sulphur hexafluoride (SF6)

Nitrogen trifluoride (NF3)

### (7.53.1.8) Scopes

Select all that apply

Scope 1

Scope 2

### (7.53.1.9) Scope 2 accounting method

Select from:

Market-based

### (7.53.1.11) End date of base year

12/31/2019

### (7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)

121324

### (7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)

87252

**(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)**

0.000

**(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

208576.000

**(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100

**(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

100

**(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**(7.53.1.54) End date of target**

12/31/2030

**(7.53.1.55) Targeted reduction from base year (%)**

50

**(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)**

104288.000

**(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

120176

### (7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)

22604

### (7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)

142780.000

### (7.53.1.78) Land-related emissions covered by target

Select from:

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

### (7.53.1.79) % of target achieved relative to base year

63.09

### (7.53.1.80) Target status in reporting year

Select from:

Underway

### (7.53.1.82) Explain target coverage and identify any exclusions

*This target involves all Group. The emissions for the reporting year do not include the companies Aimsun, ATC, and VMZ, controlled by the subsidiary Yunex. These companies were not part of Mundys, in the base year, and their emissions are considered negligible in 2024, as described in the Annual Integrated Report (page 102) and certified by a third-party audit. Please refer to the Climate Action Plan (<https://www.mundys.com/en/sustainability/climate-action-plan>) to learn more about the target set.*

### (7.53.1.83) Target objective

The objectives of the target are: Improve the efficiency of consumptions, while reducing operating costs; Anticipate possible future limitations/regulations/tax introductions for emission generation linked to activities; Be on a trajectory consistent with the SBTi scenario for 1.5°C; Be on a pathway to be net-zero 10 years earlier than the objectives of the Paris Agreement; Meet the IPCC recommendations.

#### (7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

Mundys developed a Climate Action plan (aligned to the TCFD - <https://www.mundys.com/en/sustainability/climate-action-plan>) to identify the implementation of a range of initiatives, consisting of: 1) Production and consumption of electricity from renewable sources: the installation of photovoltaic plants and electricity storage systems, the purchase of certified, high-quality green electricity; 2) Sustainable mobility: migration of the fleet to electric vehicles, with the installation of charging infrastructure to service the new fleet, and the consumption of sustainable, low-emission fuels (e.g. HVO) where electric vehicles do not offer a technologically and/or economically viable solution; 3) Use of low-emission energy: geothermal projects and the use of biofuels (e.g., biomethane, HVO) in energy plants (e.g., boilers, eating systems, emergency systems); 4) Energy efficiency: energy efficiency projects for buildings, involving the replacement of heating, ventilation and air conditioning systems (HVAC), heating systems and high-efficiency heat pumps, the installation of LED lighting and the use of intelligent monitoring and optimization systems to manage energy performance. The Group is continuing to invest in decarbonisation projects, which led to a 23% reduction vs 2019. This is thanks to a further increase in the supply of electricity from certified renewable sources. A key role was played in this sense by initiatives designed to modernize the Group's vehicle fleets with low-emission and electric vehicles, efficiency improvements to air conditioning systems and their electrification, and the use of biofuels, such as the purchase of approximately 109 thousand liters of HVO for vehicles operating at Fiumicino airport. Energy efficiency initiatives at this airport have also led to a reduction in electricity and heat consumption, reducing operations of the gasfired cogeneration plant that powers the airport. Other initiatives involve the deployment of the largest self-consumption PV system ever installed by an European airport (32 GWh of renewable energy production per year) and include a storage system based on "second life" batteries.

#### (7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

No

#### Row 2

#### (7.53.1.1) Target reference number

Select from:

Abs 1

#### (7.53.1.2) Is this a science-based target?

Select from:

Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

#### (7.53.1.4) Target ambition

Select from:

1.5°C aligned

#### (7.53.1.5) Date target was set

09/01/2021

#### (7.53.1.6) Target coverage

Select from:

Organization-wide

#### (7.53.1.7) Greenhouse gases covered by target

Select all that apply

Methane (CH<sub>4</sub>)

Nitrous oxide (N<sub>2</sub>O)

Carbon dioxide (CO<sub>2</sub>)

Perfluorocarbons (PFCs)

Hydrofluorocarbons (HFCs)

Sulphur hexafluoride (SF<sub>6</sub>)

Nitrogen trifluoride (NF<sub>3</sub>)

#### (7.53.1.8) Scopes

Select all that apply

Scope 1

Scope 2

#### (7.53.1.9) Scope 2 accounting method

Select from:

Market-based

**(7.53.1.11) End date of base year**

12/30/2019

**(7.53.1.12) Base year Scope 1 emissions covered by target (metric tons CO2e)**

121324

**(7.53.1.13) Base year Scope 2 emissions covered by target (metric tons CO2e)**

87252

**(7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)**

0.000

**(7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)**

208576.000

**(7.53.1.33) Base year Scope 1 emissions covered by target as % of total base year emissions in Scope 1**

100.0

**(7.53.1.34) Base year Scope 2 emissions covered by target as % of total base year emissions in Scope 2**

100.0

**(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

100

**(7.53.1.54) End date of target**

12/31/2040

**(7.53.1.55) Targeted reduction from base year (%)**

100

**(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)**

0.000

**(7.53.1.57) Scope 1 emissions in reporting year covered by target (metric tons CO2e)**

120176

**(7.53.1.58) Scope 2 emissions in reporting year covered by target (metric tons CO2e)**

22604

**(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)**

142780.000

**(7.53.1.78) Land-related emissions covered by target**

Select from:

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

**(7.53.1.79) % of target achieved relative to base year**

31.55

**(7.53.1.80) Target status in reporting year**

Select from:

Underway

### (7.53.1.82) Explain target coverage and identify any exclusions

*This target involves all Mundys. The emissions for the reporting year do not include the companies Aimsun, ATC, and VMZ, controlled by the subsidiary Yunex. These companies were not part of Mundys, in the base year, and their emissions are considered negligible in 2024, as described in the Annual Integrated Report (page 102) and certified by a third-party audit. Please refer to the Climate Action Plan (<https://www.mundys.com/en/sustainability/climate-action-plan>) to learn more about the target set.*

### (7.53.1.83) Target objective

*The objectives of the target are: Improve the efficiency of consumptions, while reducing operating costs; Anticipate possible future limitations/regulations/tax introductions for emission generation linked to activities; Be on a trajectory consistent with the SBTi scenario for 1.5°C; Be on a pathway to be net-zero 10 years earlier than the objectives of the Paris Agreement; Meet the IPCC recommendations.*

### (7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

*Mundys developed a Climate Action plan (aligned to the TCFD - <https://www.mundys.com/en/sustainability/climate-action-plan>) to identify the implementation of a range of initiatives, consisting of: 1) Production and consumption of electricity from renewable sources: the installation of photovoltaic plants and electricity storage systems, the purchase of certified, high-quality green electricity; 2) Sustainable mobility: migration of the fleet to electric vehicles, with the installation of charging infrastructure to service the new fleet, and the consumption of sustainable, low-emission fuels (e.g. HVO) where electric vehicles do not offer a technologically and/or economically viable solution; 3) Use of low-emission energy: geothermal projects and the use of biofuels (e.g., biomethane, HVO) in energy plants (e.g., boilers, eating systems, emergency systems); 4) Energy efficiency: energy efficiency projects for buildings, involving the replacement of heating, ventilation and air conditioning systems (HVAC), heating systems and high-efficiency heat pumps, the installation of LED lighting and the use of intelligent monitoring and optimization systems to manage energy performance. The Group is continuing to invest in decarbonisation projects, which led to a 23% reduction vs 2019. This is thanks to a further increase in the supply of electricity from certified renewable sources. A key role was played in this sense by initiatives designed to modernise the Group's vehicle fleets with low-emission and electric vehicles, efficiency improvements to air conditioning systems and their electrification, and the use of biofuels, such as the purchase of approximately 109 thousand liters of HVO for vehicles operating at Fiumicino airport. Energy efficiency initiatives at this airport have also led to a reduction in electricity and heat consumption, reducing operations of the gasfired cogeneration plant that powers the airport. Other initiatives involve the deployment of the largest self-consumption PV system ever installed by a European airport (32 GWh of renewable energy production per year) and includes a storage system based on "second life" batteries.*

### (7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

No

## Row 3

### (7.53.1.1) Target reference number

Select from:

Abs 6

### (7.53.1.2) Is this a science-based target?

Select from:

Yes, and this target has been approved by the Science Based Targets initiative

### (7.53.1.3) Science Based Targets initiative official validation letter

*MUND-ITA-001-OFF\_NT certificate.pdf*

### (7.53.1.4) Target ambition

Select from:

1.5°C aligned

### (7.53.1.5) Date target was set

*09/01/2022*

### (7.53.1.6) Target coverage

Select from:

Organization-wide

### (7.53.1.7) Greenhouse gases covered by target

Select all that apply

Methane (CH<sub>4</sub>)

Sulphur hexafluoride (SF<sub>6</sub>)

- Nitrous oxide (N2O)
- Carbon dioxide (CO2)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)

- Nitrogen trifluoride (NF3)

### (7.53.1.8) Scopes

Select all that apply

- Scope 3

### (7.53.1.10) Scope 3 categories

Select all that apply

- Scope 3, Category 15 – Investments

### (7.53.1.11) End date of base year

12/31/2019

### (7.53.1.28) Base year Scope 3, Category 15: Investments emissions covered by target (metric tons CO2e)

11483

### (7.53.1.31) Base year total Scope 3 emissions covered by target (metric tons CO2e)

11483.000

### (7.53.1.32) Total base year emissions covered by target in all selected Scopes (metric tons CO2e)

11483.000

### (7.53.1.49) Base year Scope 3, Category 15: Investments emissions covered by target as % of total base year emissions in Scope 3, Category 15: Investments (metric tons CO2e)

**(7.53.1.52) Base year total Scope 3 emissions covered by target as % of total base year emissions in Scope 3 (in all Scope 3 categories)**

1

**(7.53.1.53) Base year emissions covered by target in all selected Scopes as % of total base year emissions in all selected Scopes**

1

**(7.53.1.54) End date of target**

12/31/2030

**(7.53.1.55) Targeted reduction from base year (%)**

50

**(7.53.1.56) Total emissions at end date of target covered by target in all selected Scopes (metric tons CO2e)**

5741.500

**(7.53.1.73) Scope 3, Category 15: Investments emissions in reporting year covered by target (metric tons CO2e)**

7694

**(7.53.1.76) Total Scope 3 emissions in reporting year covered by target (metric tons CO2e)**

7694.000

**(7.53.1.77) Total emissions in reporting year covered by target in all selected scopes (metric tons CO2e)**

7694.000

#### (7.53.1.78) Land-related emissions covered by target

Select from:

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

#### (7.53.1.79) % of target achieved relative to base year

65.99

#### (7.53.1.80) Target status in reporting year

Select from:

Underway

#### (7.53.1.82) Explain target coverage and identify any exclusions

*The target takes into account the direct emissions related to Mundys' investments and joint ventures. This category represents approximately 1% of the Group's total Scope 3 greenhouse gas emissions in 2019. The direct investments made by Mundys are selected, whose emissions account for 88% of the Group's total emissions for greenhouse gas category 15 in 2019. Mundys Holding holds minority stakes in three companies: Getlink, Aeroporti di Bologna, and Pune Solapur.*

#### (7.53.1.83) Target objective

*The objectives of the target are: Anticipate possible future limitations/regulations/tax introductions for emission generation linked to activities Be on a pathway to be net-zero by 2050 in line with the Paris Agreement*

#### (7.53.1.84) Plan for achieving target, and progress made to the end of the reporting year

*Mundys developed a Climate Action plan (aligned to the TCFD - <https://www.mundys.com/en/sustainability/climate-action-plan>) to identify the implementation of a range of initiatives to achieve its targets. Regarding the Abs 6, Mundys actively participates through representatives in the Board of its investments that fall within the scope of the target. For reaching the targets, Mundys aims at engaging with the assets in order to share decarbonization plans, initiatives, best decarbonization practices as well as through possible synergies between companies in the investment portfolio. The result of these initiatives and the actions implemented by the companies led to a -33% reduction from 2019 baseline.*

#### (7.53.1.85) Target derived using a sectoral decarbonization approach

Select from:

No

[Add row]

**(7.53.2) Provide details of your emissions intensity targets and progress made against those targets.**

**Row 1**

**(7.53.2.1) Target reference number**

Select from:

Int 1

**(7.53.2.2) Is this a science-based target?**

Select from:

Yes, and this target has been approved by the Science Based Targets initiative

**(7.53.2.3) Science Based Targets initiative official validation letter**

*MUND-ITA-001-OFF\_NT certificate.pdf*

**(7.53.2.4) Target ambition**

Select from:

1.5°C aligned

**(7.53.2.5) Date target was set**

*01/01/2021*

**(7.53.2.6) Target coverage**

Select from:

- Organization-wide

### (7.53.2.7) Greenhouse gases covered by target

Select all that apply

- Methane (CH4)
- Nitrogen trifluoride (NF3)
- Nitrous oxide (N2O)
- Sulphur hexafluoride (SF6)
- Carbon dioxide (CO2)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)

### (7.53.2.8) Scopes

Select all that apply

- Scope 3

### (7.53.2.10) Scope 3 categories

Select all that apply

- Category 1: Purchased goods and services

### (7.53.2.11) Intensity metric

Select from:

- Other, please specify :Tons of CO2e per mln of Km travelled on highways

### (7.53.2.12) End date of base year

12/31/2019

### (7.53.2.15) Intensity figure in base year for Scope 3, Category 1: Purchased goods and services

9.8

**(7.53.2.32) Intensity figure in base year for total Scope 3**

9.8000000000

**(7.53.2.33) Intensity figure in base year for all selected Scopes**

9.8000000000

**(7.53.2.36) % of total base year emissions in Scope 3, Category 1: Purchased goods and services covered by this Scope 3, Category 1: Purchased goods and services intensity figure**

94

**(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure**

33

**(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure**

30

**(7.53.2.55) End date of target**

12/31/2030

**(7.53.2.56) Targeted reduction from base year (%)**

22

**(7.53.2.57) Intensity figure at end date of target for all selected Scopes**

7.6440000000

### (7.53.2.59) % change anticipated in absolute Scope 3 emissions

1

### (7.53.2.62) Intensity figure in reporting year for Scope 3, Category 1: Purchased goods and services

7.8

### (7.53.2.79) Intensity figure in reporting year for total Scope 3

7.8000000000

### (7.53.2.80) Intensity figure in reporting year for all selected Scopes

7.8000000000

### (7.53.2.81) Land-related emissions covered by target

Select from:

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

### (7.53.2.82) % of target achieved relative to base year

92.76

### (7.53.2.83) Target status in reporting year

Select from:

Underway

### (7.53.2.85) Explain target coverage and identify any exclusions

*The target involves indirect (scope 3) emissions derived from the purchase of goods and services for the maintenance, upgrade and operation of the Group's motorway network. The target covers only the motorway sector of Mundys, responsible for the generation of 81% of the total emissions of the GHG category 1, while excluding the emissions generated in the other sectors (airport and mobility services). The rationale for the selection of an intensity-based metric (i.e. normalized for*

*the number of kilometres travelled by vehicles using Mundy's managed infrastructure) is that an increase in kilometres travelled implies an increase in the associated maintenance/capex works required, which are directly related to materials consumption levels.*

### **(7.53.2.86) Target objective**

*The objectives of the target are: anticipate possible future limitations/regulations/tax introductions for emission generation linked to activities and be on pathway in line with the science to be net-zero by 2050 in line with the Paris Agreement*

### **(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year**

*The plan for achieving this target is linked to the procurement of materials and products. The key activities to enable the reduction of indirect emissions related to motorways include: the reduction of the consumption of materials and products used in maintenance and construction work, including through recovery practices and the procurement of goods and services with lower life cycle emissions. This will require a close and continuous engagement with players along the supply chain as well as the introduction of specific requirements into purchasing contracts and tenders. In 2024 these emissions decreased by approximately 7.8 tonnes of CO2 per million kilometres travelled by road users (down 7% compared with 2022 and 20% compared with the baseline year 2019). Please refer to our Climate Action Plan to learn more about <https://www.mundys.com/en/sustainability/climate-action-plan>.*

### **(7.53.2.88) Target derived using a sectoral decarbonization approach**

Select from:

No

## **Row 2**

### **(7.53.2.1) Target reference number**

Select from:

Int 2

### **(7.53.2.2) Is this a science-based target?**

Select from:

Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

#### (7.53.2.4) Target ambition

Select from:

- 1.5°C aligned

#### (7.53.2.5) Date target was set

12/31/2020

#### (7.53.2.6) Target coverage

Select from:

- Business division

#### (7.53.2.7) Greenhouse gases covered by target

Select all that apply

- Methane (CH4)
- Nitrous oxide (N2O)
- Carbon dioxide (CO2)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)
- Nitrogen trifluoride (NF3)
- Sulphur hexafluoride (SF6)

#### (7.53.2.8) Scopes

Select all that apply

- Scope 3

#### (7.53.2.10) Scope 3 categories

Select all that apply

- Category 11: Use of sold products

### **(7.53.2.11) Intensity metric**

Select from:

Metric tons CO2e per unit of service provided

### **(7.53.2.12) End date of base year**

12/30/2019

### **(7.53.2.25) Intensity figure in base year for Scope 3, Category 11: Use of sold products**

14.3

### **(7.53.2.32) Intensity figure in base year for total Scope 3**

14.3000000000

### **(7.53.2.33) Intensity figure in base year for all selected Scopes**

14.3000000000

### **(7.53.2.46) % of total base year emissions in Scope 3, Category 11: Use of sold products covered by this Scope 3, Category 11: Use of sold products intensity figure**

52

### **(7.53.2.53) % of total base year emissions in Scope 3 (in all Scope 3 categories) covered by this total Scope 3 intensity figure**

27

### **(7.53.2.54) % of total base year emissions in all selected Scopes covered by this intensity figure**

25

**(7.53.2.55) End date of target**

12/30/2030

**(7.53.2.56) Targeted reduction from base year (%)**

30

**(7.53.2.57) Intensity figure at end date of target for all selected Scopes**

10.0100000000

**(7.53.2.59) % change anticipated in absolute Scope 3 emissions**

6

**(7.53.2.72) Intensity figure in reporting year for Scope 3, Category 11: Use of sold products**

12

**(7.53.2.79) Intensity figure in reporting year for total Scope 3**

12.0000000000

**(7.53.2.80) Intensity figure in reporting year for all selected Scopes**

12.0000000000

**(7.53.2.81) Land-related emissions covered by target**

Select from:

No, it does not cover any land-related emissions (e.g. non-FLAG SBT)

**(7.53.2.82) % of target achieved relative to base year**

**(7.53.2.83) Target status in reporting year**

Select from:

 Revised**(7.53.2.84) Explain the reasons for the revision, replacement, or retirement of the target**

*The target has been revised to align CDP reporting with that of the integrated annual report. In the original version of the target, Scope 3 emissions due to airport accessibility were classified in the "other downstream" category. The current target configuration allocates these emissions to category 11, use of sold product. This change in methodology does not affect either the calculation method or the target boundary, making Int2 comparable to that of previous years. Furthermore, Aeroporti di Roma has publicly committed to this goal and its role in achieving the Paris Agreement, so much so that Mundys has decided to modify the related ambition.*

**(7.53.2.85) Explain target coverage and identify any exclusions**

*The target covers the scope 3 emissions of Aeroporti di Roma's Fiumicino, in terms of kg of scope 3 CO<sub>2</sub>e emissions per passenger (excluding emissions resulting from Cruise, Landing and Take-off Cycle (LTO) and taxiing of aircraft). The target covers about 623,357 tons of CO<sub>2</sub>e in 2019, equal to 14.3 kg CO<sub>2</sub>e per passenger. The 2019 baseline was verified by RINA and WSP according to the Airport Carbon Accreditation's rules.*

**(7.53.2.86) Target objective**

*Reduce the Scope 3 CO<sub>2</sub>e emissions generated by passengers to reach airports and promote low-carbon transport modes to travel to and from the airport.*

**(7.53.2.87) Plan for achieving target, and progress made to the end of the reporting year**

*The key activities to enable reduction of indirect emissions related to airports includes: the installation at Fiumicino & Ciampino airport of around 5,000 EV charging points by 2028 to encourage electric mobility; the improvement of rail accessibility to the airport terminal, with an increase in the number of trains and a decrease in ticket prices; the improvement of bus accessibility and cycle connections. In terms of emissions connected with the accessibility of goods and people to airport terminals, in 2023 there was an increase of approximately 26 thousand tonnes in absolute terms, even if there was a reduction in terms of intensity from 11.6 kg of CO<sub>2</sub>e in 2022 to 9.4 kg of CO<sub>2</sub>e per passenger. This was mainly due to the increased frequency of rail connections. ADR E-Move, a car park for electric and hybrid plug-in vehicles with 74 bays has also been recently opened at Fiumicino airport. The number of bays is due to be doubled in 2024.*

**(7.53.2.88) Target derived using a sectoral decarbonization approach**

Select from:

No

[Add row]

## (7.54) Did you have any other climate-related targets that were active in the reporting year?

Select all that apply

Targets to increase or maintain low-carbon energy consumption or production

Net-zero targets

Other climate-related targets

### (7.54.1) Provide details of your targets to increase or maintain low-carbon energy consumption or production.

#### Row 1

##### (7.54.1.1) Target reference number

Select from:

Low 2

##### (7.54.1.2) Date target was set

12/31/2020

##### (7.54.1.3) Target coverage

Select from:

Organization-wide

##### (7.54.1.4) Target type: energy carrier

Select from:

Electricity

#### **(7.54.1.5) Target type: activity**

Select from:

Consumption

#### **(7.54.1.6) Target type: energy source**

Select from:

Renewable energy source(s) only

#### **(7.54.1.7) End date of base year**

12/31/2019

#### **(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)**

335609

#### **(7.54.1.9) % share of low-carbon or renewable energy in base year**

15

#### **(7.54.1.10) End date of target**

12/30/2040

#### **(7.54.1.11) % share of low-carbon or renewable energy at end date of target**

100

#### **(7.54.1.12) % share of low-carbon or renewable energy in reporting year**

82

#### **(7.54.1.13) % of target achieved relative to base year**

**(7.54.1.14) Target status in reporting year**

Select from:

 Underway**(7.54.1.16) Is this target part of an emissions target?**

*Yes, it is. Mundys has set ambitious targets to significantly reduce its direct emissions (refer to targets Abs 1 and Abs 4 in question 7.53.1) by 50% by 2030 and 100% by 2040 compared to 2019 levels, in line with the recommendations for the 1.5°C scenario. A key element of this strategy is Mundys' commitment to achieving 100% renewable energy by 2040. The company aims to achieve these reductions primarily through the transition of activities from fossil fuels to electricity, with a significant increase in the share of electricity consumption from renewable sources. Initiatives include improving energy efficiency in processes, installing photovoltaic systems for self-generation of renewable electricity, and shifting electricity purchase contracts towards those sourced from renewable energy. This goal is therefore part of the emission targets Abs 1 and Abs 4, paving the way for achieving net-zero emissions by 2040, a decade ahead of the Paris Agreement targets and in line with IPCC recommendations.*

**(7.54.1.17) Is this target part of an overarching initiative?**

Select all that apply

 No, it's not part of an overarching initiative**(7.54.1.19) Explain target coverage and identify any exclusions**

*Mundys set a target of 100% of electricity consumption from renewable sources by 2040 at the latest, which involves all companies subsidiaries.*

**(7.54.1.20) Target objective**

*The objectives of the target are: Independency over market energy supply to guarantee the operation of activities and reduce risk exposure Reduce operating costs linked to energy consumption Support the decarbonization of activities to anticipate possible future limitations/regulations/tax introductions for emission generation Support the decarbonization of activities to be on the trajectory consistent with the SBTi scenario for 1.5°C Support the decarbonization of activities to be net-zero 10 years earlier than the objectives of the Paris Agreement Meet the IPCC recommendations.*

**(7.54.1.21) Plan for achieving target, and progress made to the end of the reporting year**

The main initiatives to reach those targets are: a) increase the energy efficiency of process; b) procurement of high-quality certified green energy (with Guarantees of Origin certificates, also via PPAs/VPPAs in key markets), c) deployment of photovoltaic generation plants (installation of PV power production on European and Latin America motorways, construction of 2 large PV power production farms inside the Rome airdrome and installation of photovoltaic panels to offset the growth in traffic for the French airports). During 2024, there was a further increase in the supply of electricity from certified renewable sources (79.5% of the total electricity consumed). It is important to emphasise that this reduction is not necessarily associated with structural change, but rather with short-term actions: such a reduction must be achieved year after year by parallel implementation of the measures envisaged in the Climate Action Plan for self-generation of renewable electricity. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/en/sustainability/climate-action-plan>)

## Row 2

### (7.54.1.1) Target reference number

Select from:

Low 1

### (7.54.1.2) Date target was set

12/31/2020

### (7.54.1.3) Target coverage

Select from:

Organization-wide

### (7.54.1.4) Target type: energy carrier

Select from:

Electricity

### (7.54.1.5) Target type: activity

Select from:

Consumption

### (7.54.1.6) Target type: energy source

Select from:

Renewable energy source(s) only

**(7.54.1.7) End date of base year**

12/31/2019

**(7.54.1.8) Consumption or production of selected energy carrier in base year (MWh)**

335609

**(7.54.1.9) % share of low-carbon or renewable energy in base year**

15

**(7.54.1.10) End date of target**

12/30/2030

**(7.54.1.11) % share of low-carbon or renewable energy at end date of target**

77

**(7.54.1.12) % share of low-carbon or renewable energy in reporting year**

82

**(7.54.1.13) % of target achieved relative to base year**

108.06

**(7.54.1.14) Target status in reporting year**

Select from:

Achieved

### (7.54.1.16) Is this target part of an emissions target?

Yes, it is. Mundys has set ambitious goals to significantly reduce its direct emissions (refer to the Abs 1 and Abs 4 targets in the question 7.53.1) from its 2019 levels by 50% within 2030 and by 100% within 2040, in line with the recommendations for the 1.5°C scenario. The company aims to achieve these reductions by transitioning activities from fossil fuels to electricity, thereby increasing the share of renewable electricity consumption. Initiatives include enhancing energy efficiency across processes, installing PV plants for the self-generation of renewable electricity and shifting the electricity procurement contracts for electricity sourced from renewables. Thus, this target is part of the Abs 1 and Abs 4 emissions targets, paving the way to achieve net-zero emissions by 2040, a decade ahead of the Paris Agreement goals and in line with IPCC recommendations.

### (7.54.1.17) Is this target part of an overarching initiative?

Select all that apply

No, it's not part of an overarching initiative

### (7.54.1.19) Explain target coverage and identify any exclusions

Mundys set a target of 100% of electricity consumption from renewable sources by 2040 at the latest, which involves all companies subsidiaries.

### (7.54.1.20) Target objective

The objectives of the target are: Independency over market energy supply to guarantee the operation of activities and reduce risk exposure Reduce operating costs linked to energy consumption Support the decarbonization of activities to anticipate possible future limitations/regulations/tax introductions for emission generation Support the decarbonization of activities to be on the trajectory consistent with the SBTi scenario for 1.5°C Support the decarbonization of activities to be net-zero 10 years earlier than the objectives of the Paris Agreement Meet the IPCC recommendations.

### (7.54.1.22) List the actions which contributed most to achieving this target

The main initiatives which contributed to achieve tht targets are: a) increase the energy efficiency of process; b) procurement of high-quality certified green energy (with Guarantees of Origin certificates, also via PPAs/VPPAs in key markets), c) deployment of photovoltaic generation plants (installation of PV power production on European and Latin America motorways, construction of 2 large PV power production farms inside the Rome airdrome and installation of photovoltaic panels to offset the growth in traffic for the French airports). During 2024, there was a further increase in the supply of electricity from certified renewable sources (79.5% of the total electricity consumed). It is important to emphasise that this reduction is not necessarily associated with structural change, but rather with short-term actions: such a reduction must be achieved year after year by parallel implementation of the measures envisaged in the Climate Action Plan for self-generation of renewable electricity. Please refer to our Climate Action Plan to learn more about (<https://www.mundys.com/en/sustainability/climate-action-plan>)

[Add row]

**(7.54.2) Provide details of any other climate-related targets, including methane reduction targets.**

**Row 1**

**(7.54.2.1) Target reference number**

Select from:

Oth 1

**(7.54.2.2) Date target was set**

12/31/2021

**(7.54.2.3) Target coverage**

Select from:

Organization-wide

**(7.54.2.4) Target type: absolute or intensity**

Select from:

Absolute

**(7.54.2.5) Target type: category & metric (target numerator if reporting an intensity target)**

Engagement with customers

Percentage of customers (by emissions) with a science-based target

**(7.54.2.7) End date of base year**

01/01/2019

**(7.54.2.8) Figure or percentage in base year**

0

**(7.54.2.9) End date of target**

12/30/2028

**(7.54.2.10) Figure or percentage at end of date of target**

60

**(7.54.2.11) Figure or percentage in reporting year**

34

**(7.54.2.12) % of target achieved relative to base year**

56.6666666667

**(7.54.2.13) Target status in reporting year**

Select from:

Underway

**(7.54.2.15) Is this target part of an emissions target?**

No

**(7.54.2.16) Is this target part of an overarching initiative?**

Select all that apply

Science Based Targets initiative – approved customer engagement target

**(7.54.2.17) Science Based Targets initiative official validation letter**

MUND-ITA-001-OFF\_NT certificate.pdf

### **(7.54.2.18) Please explain target coverage and identify any exclusions**

*The target covers only the scope 3 emissions quota of category 11 “Use of sold products/service” generated by Mundys’ airport companies. Mundys, via its airport management companies, commits to actively engage with airlines responsible for at least 60% of its consolidated LTO emissions (landing, take-off, taxing emissions) to set science-based targets using the SBTi guidance and tools available for the aviation sector. LTO emissions, belonging to the category 11 use of sold products/service represent the 30% of Mundys’ total 2019 scope 3 emissions.*

### **(7.54.2.19) Target objective**

*The objectives of the target are: Anticipate possible future limitations/regulations/tax introductions for the air travel industry Be on pathway in line with the science to be net-zero by 2050 in line with the Paris Agreement*

### **(7.54.2.20) Plan for achieving target, and progress made to the end of the reporting year**

*Aviation accounts for around 2.5% of global carbon dioxide emissions but there is a high risk of temporary growth in the short term due to increased air traffic and the evolution of other less ‘hard-to-abate’ sectors. In line with the latest science, the SBTi defined a target setting methodology for airlines based on its Sectoral Decarbonization Approach (SDA), which states that a company’s carbon intensity should converge to the sector’s Paris-aligned GHG intensity by 2050. Mundys aims at involving at least 60% of the airlines (percentage calculated on the basis of the emissions generated in the landing, take-off and taxiing phase (LTO)) operating at the Group’s airports to commit to setting science-based decarbonisation targets in line with SBTi protocols by 2028.*

*[Add row]*

### **(7.54.3) Provide details of your net-zero target(s).**

#### **Row 1**

#### **(7.54.3.1) Target reference number**

Select from:

NZ1

#### **(7.54.3.2) Date target was set**

12/31/2022

### (7.54.3.3) Target Coverage

Select from:

- Organization-wide

### (7.54.3.4) Targets linked to this net zero target

Select all that apply

- Abs1
- Abs4
- Abs6
- Int1

### (7.54.3.5) End date of target for achieving net zero

12/31/2050

### (7.54.3.6) Is this a science-based target?

Select from:

- Yes, we consider this a science-based target, but we have not committed to seek validation of this target by the Science Based Targets initiative within the next two years

### (7.54.3.8) Scopes

Select all that apply

- Scope 1
- Scope 2
- Scope 3

### (7.54.3.9) Greenhouse gases covered by target

Select all that apply

- Methane (CH4)
- Nitrous oxide (N2O)
- Carbon dioxide (CO2)
- Perfluorocarbons (PFCs)
- Hydrofluorocarbons (HFCs)

- Sulphur hexafluoride (SF6)
- Nitrogen trifluoride (NF3)

#### **(7.54.3.10) Explain target coverage and identify any exclusions**

*The target involves the entire Mundy's Group and aims at reducing over 2 million of CO2e emissions to zero.*

#### **(7.54.3.11) Target objective**

*The objectives of the target are: anticipate possible future limitations/regulations/tax introductions for emission generation linked to activities and be on pathway in line with the science to be net-zero by 2050 in line with the Paris Agreement.*

#### **(7.54.3.12) Do you intend to neutralize any residual emissions with permanent carbon removals at the end of the target?**

*Select from:*

- Yes

#### **(7.54.3.13) Do you plan to mitigate emissions beyond your value chain?**

*Select from:*

- No, but we plan to within the next two years

#### **(7.54.3.14) Do you intend to purchase and cancel carbon credits for neutralization and/or beyond value chain mitigation?**

*Select all that apply*

- Yes, we plan to purchase and cancel carbon credits for beyond value chain mitigation
- Yes, we plan to purchase and cancel carbon credits for neutralization at the end of the target

#### **(7.54.3.15) Planned milestones and/or near-term investments for neutralization at the end of the target**

In line with the SBTi recommendations, after having achieved its long-term targets and cut emissions for at least 90% of the GHG inventory baseline, Mundys aims to neutralize its residual emissions by using permanent carbon removal and storage technologies. Furthermore, Mundys is committed to neutralizing CO2 emissions beyond its value chain. To achieve these goals, Mundys has started to explore solutions by looking at technological development and startups, partnering also with the academic world.

### (7.54.3.17) Target status in reporting year

Select from:

Underway

### (7.54.3.19) Process for reviewing target

Each year Mundys calculates its direct and value chain's emissions to determine how it is performing vs the defined targets and commitments.  
[Add row]

**(7.55) Did you have emissions reduction initiatives that were active within the reporting year? Note that this can include those in the planning and/or implementation phases.**

Select from:

Yes

**(7.55.1) Identify the total number of initiatives at each stage of development, and for those in the implementation stages, the estimated CO2e savings.**

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Under investigation	3	Numeric input
To be implemented	2	1195

	Number of initiatives	Total estimated annual CO2e savings in metric tonnes CO2e
Implementation commenced	17	10158
Implemented	7	42423
Not to be implemented	0	Numeric input

[Fixed row]

**(7.55.2) Provide details on the initiatives implemented in the reporting year in the table below.**

### Row 1

#### (7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

Low-carbon electricity mix

#### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

2015

#### (7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

Scope 2 (market-based)

#### (7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

#### (7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

#### (7.55.2.6) Investment required (unit currency – as specified in 1.2)

415000

#### (7.55.2.7) Payback period

Select from:

No payback

#### (7.55.2.8) Estimated lifetime of the initiative

Select from:

Ongoing

#### (7.55.2.9) Comment

*The use of renewable electricity was further increased reaching 82% of the total electricity consumed from renewable sources, an increase of 7%. This corresponds to a direct emission reduction of around 2,015 tCO<sub>2</sub>e.*

### Row 2

#### (7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

Solar PV

#### (7.55.2.2) Estimated annual CO<sub>2</sub>e savings (metric tonnes CO<sub>2</sub>e)

**(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur**

Select all that apply

Scope 2 (market-based)

**(7.55.2.4) Voluntary/Mandatory**

Select from:

Voluntary

**(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)**

12300000

**(7.55.2.6) Investment required (unit currency – as specified in 1.2)**

42700000

**(7.55.2.7) Payback period**

Select from:

4-10 years

**(7.55.2.8) Estimated lifetime of the initiative**

Select from:

21-30 years

**(7.55.2.9) Comment**

*The continuous installation of renewable electricity production in 2024 in Italy and generation of additional investments completed in Spain, Brazil and Puerto Rico*

### Row 3

#### (7.55.2.1) Initiative category & Initiative type

Low-carbon energy consumption

Liquid biofuels

#### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

8453

#### (7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

*Select all that apply*

Scope 1

#### (7.55.2.4) Voluntary/Mandatory

*Select from:*

Voluntary

#### (7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

423000

#### (7.55.2.6) Investment required (unit currency – as specified in 1.2)

506000

#### (7.55.2.7) Payback period

*Select from:*

1-3 years

### (7.55.2.8) Estimated lifetime of the initiative

Select from:

Ongoing

### (7.55.2.9) Comment

*In 2024, the Group continued efforts to modernise its vehicle fleets, adding a total of 112 electric and hybrid vehicles—mainly in France, Spain, Mexico, and the USA—and increasing the number of ethanol-fueled vehicles in Brazil. These actions, together with the use of alternative fuels such as HVO (approx. 109,000 litres purchased during the year), contributed to a 14% reduction in Scope 1 emissions from mobile fuel consumption compared to 2023. As a result, the Group's fleet was composed of low-emission vehicles, including electric, hybrid, ethanol, hydrogen, LPG, and CNG models.*

## Row 4

### (7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

Combined heat and power (cogeneration)

### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

7506

### (7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

Scope 1

### (7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

### (7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

111407

### (7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

### (7.55.2.7) Payback period

Select from:

No payback

### (7.55.2.8) Estimated lifetime of the initiative

Select from:

Ongoing

### (7.55.2.9) Comment

*The initiative reflects the continuous decommissioning of Aeroporti di Roma's cogeneration plant in favor of electricity consumption from renewable sources, purchased from the market and increasingly self-generated from photovoltaic power systems. This initiative consisted of a reduction of 3.7 million cubic metres of gas consumption compared with 2023.*

## Row 5

### (7.55.2.1) Initiative category & Initiative type

Waste reduction and material circularity

Product/component/material reuse

### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

**(7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur**

Select all that apply

- Scope 3 category 5: Waste generated in operations

**(7.55.2.4) Voluntary/Mandatory**

Select from:

- Voluntary

**(7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)**

2000

**(7.55.2.6) Investment required (unit currency – as specified in 1.2)**

4039000

**(7.55.2.7) Payback period**

Select from:

- >25 years

**(7.55.2.8) Estimated lifetime of the initiative**

Select from:

- 3-5 years

**(7.55.2.9) Comment**

*These initiatives include the increase in the amount of waste diverted from landfills and recycled, as well as the increase in the amount of recycled materials for the operational procedures.*

## Row 6

### (7.55.2.1) Initiative category & Initiative type

Energy efficiency in buildings

Lighting

### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

5065

### (7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

*Select all that apply*

Scope 2 (market-based)

### (7.55.2.4) Voluntary/Mandatory

*Select from:*

Voluntary

### (7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

3160000

### (7.55.2.6) Investment required (unit currency – as specified in 1.2)

3660000

### (7.55.2.7) Payback period

*Select from:*

1-3 years

### (7.55.2.8) Estimated lifetime of the initiative

Select from:

3-5 years

### (7.55.2.9) Comment

*Among the energy efficiency projects, during the 2024 the Mundys subsidiaries continued with the substitution of traditional light bulbs with new LED energy efficient light bulbs. This contributes to Mundys reduction of direct GHG emissions in 2024.*

## Row 7

### (7.55.2.1) Initiative category & Initiative type

Transportation

Business travel policy

### (7.55.2.2) Estimated annual CO2e savings (metric tonnes CO2e)

523

### (7.55.2.3) Scope(s) or Scope 3 category(ies) where emissions savings occur

Select all that apply

Scope 3 category 5: Waste generated in operations

### (7.55.2.4) Voluntary/Mandatory

Select from:

Voluntary

### (7.55.2.5) Annual monetary savings (unit currency – as specified in 1.2)

0

### (7.55.2.6) Investment required (unit currency – as specified in 1.2)

0

### (7.55.2.7) Payback period

Select from:

No payback

### (7.55.2.8) Estimated lifetime of the initiative

Select from:

Ongoing

### (7.55.2.9) Comment

*In 2024, Mundys continued progressing with its pilot project for the purchase of sustainable aviation fuel with the aim of cutting GHG emissions linked to air travel for work. Mundys holding offset approximately 12% of total emissions from air travel by employees through a partnership with a company that specialises in the procurement of Sustainable Aviation Fuel. The certificates obtained indicate a lifecycle CO<sub>2</sub>e emission reduction level of 94% compared to conventional jet-fuel, which allowed a reduction of 523 tons of CO<sub>2</sub>e*

[Add row]

## (7.55.3) What methods do you use to drive investment in emissions reduction activities?

### Row 1

#### (7.55.3.1) Method

Select from:

Dedicated budget for energy efficiency

#### (7.55.3.2) Comment

*On an annual basis, the Mundys Group allocates budgets to invest in energy efficiency-related initiatives and projects, procurement of certified green energy and installation of renewable energy sources.*

## Row 2

### (7.55.3.1) Method

Select from:

- Dedicated budget for other emissions reduction activities

### (7.55.3.2) Comment

*Mundys and its subsidiaries allocate budgets to implement emissions reduction initiatives and projects by collaborating with various actors along the value chain. Recent examples include the partnership with market players operating in similar or adjacent sectors to leverage synergies to enable a sustainable mobility. For example, the continuation of the collaboration between Aeroporti di Roma and Enel X to implement an innovative storage system by reusing electric vehicle batteries (PIONEER) – Airport sustainability second life battery storage – a project involving the design, construction, commissioning and operation of an energy storage system consisting of recycled batteries, developed with ENEL X and the Fraunhofer Research and Development Institute, with funding from the European Union's Innovation Fund. Another example to showcase Mundys' commitment is the collaboration with ENI to supply aviation biofuels at Fiumicino and Ciampino airports.*

## Row 3

### (7.55.3.1) Method

Select from:

- Internal price on carbon

### (7.55.3.2) Comment

*An internal carbon pricing (ICP) has been considered in the evaluation of some future investments. In particular, Aeroporti di Roma used an ICP equal to €80/t for the valuation of the following investments: the on-site construction of a 22 MW photovoltaic plant, the installation of 5.000 recharging stations by 2025 and the use of advanced biofuels (HVO) in the fleet of medium/heavy vehicles currently fueled by diesel.*

## Row 4

### (7.55.3.1) Method

Select from:

- Partnering with governments on technology development

### (7.55.3.2) Comment

*Mundys actively contributes to the research and development of new forms of sustainable mobility. This explains our choice to be part through our subsidiaries Aeroporti di Roma and Aéroports de la Côte d'Azur of the development of UrbanV which will construct and manage new facilities called "vertiports", which are essential for operating electric vertical takeoff and landing aircraft. This type of project requires involvement and collaboration with national bodies.*

## Row 5

### (7.55.3.1) Method

Select from:

- Internal incentives/recognition programs

### (7.55.3.2) Comment

*Since 2021 incentives remuneration for Mundys's CEO and corporate executives team are linked to ESG performance, making up from 20 to 26% of annual incentive and from 30 to 45% of long-term incentive. The targets include CO2 emissions reduction, increase of renewable energy consumption and company's ESG performance as assessed by the main ESG rating agencies (notably Moody's ESG, MSCI ESG, Sustainalytics, CDP). Moreover, in order to foster management accountability on sustainability performance across our portfolio, Mundys promotes the adoption of remuneration guidelines inspired by international best practices by its subsidiaries. Among the main elements of these guidelines there is the requirement of linking at least 10% of annual incentives and 20% of long-term incentives to ESG targets, including climate change targets consistent with the Climate Action Plan. ESG-linked remuneration schemes are in place for subsidiaries making up >95% of revenues. The short-term variable component (the MBO Plan) is directed also to all Mundys's employees. Therefore part of their variable remuneration is 20% linked to ESG performance, including company's ESG performance as assessed by the main ESG rating agencies (notably Moody's ESG, MSCI ESG, Sustainalytics, CDP).*

## Row 6

### (7.55.3.1) Method

Select from:

- Compliance with regulatory requirements/standards

## (7.55.3.2) Comment

*From 2023 Mundys is committed to disclose its strategy and progresses to decarbonize its assets and the transport sector in general by publishing its Climate Action Plan in line with the recommendations of the TCFD. Mundys also disclosed the proportion of activities and their related KPIs (revenues, capex and opex) in line with the requirements of the Regulation 2020/852 of the European Parliament and Council of 18 June 2020, which has introduced the classification system and reporting framework for the European Taxonomy, designed to direct investment towards environmentally sustainable activities aiming to facilitate the transition to a net zero economy that is more resilient to the effects of climate change and more resource-efficient. Furthermore, our subsidiaries Aeroporti di Roma and Aéroports de la Côte d'Azur adhered to the ACA certification system of ACI Europe (both of them have obtained the new maximum level of certification, ACA - Level Transition 4+). It is worth to mention that Mundys' subsidiaries also comply with the national regulation of the countries in which they operate.*

[Add row]

## (7.74) Do you classify any of your existing goods and/or services as low-carbon products?

Select from:

Yes

### (7.74.1) Provide details of your products and/or services that you classify as low-carbon products.

#### Row 1

##### (7.74.1.1) Level of aggregation

Select from:

Product or service

##### (7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

The EU Taxonomy for environmentally sustainable economic activities

##### (7.74.1.3) Type of product(s) or service(s)

Power

Other, please specify :Mobility service systems

#### (7.74.1.4) Description of product(s) or service(s)

*Mundys offers a low-carbon service thanks to the technology developed by its subsidiary Yunex Traffic, such as the design and implementation of Low Carbon Areas in cities. Transport for London (TfL) has worked closely with Yunex Traffic as a technology partner for many years. Together, they are making London's street safer, its air cleaner and its urban environment more livable. One of the most significant initiatives delivered in partnership is London's Ultra-Low Emission Zone (ULEZ). Initially launched in central London in April 2019, the scheme has expanded to cover all London boroughs in 2023. According to a 2024 report, ULEZ has delivered a 23% reduction in roadside NO2 and 29% reduction in PM2.5 concentrations across London, compared to a scenario without ULEZ. The compliance rate for vehicles driving in London reached 96% in early 2024, up from before the expansion. Moreover, between 2019 and 2022 ULEZ saved around 800,000 tonnes of CO2. Please find more information here: <https://www.london.gov.uk/sites/default/files/2024-07/London-wide%20ULEZ%20Six%20Month%20Report.pdf> & <https://www.london.gov.uk/media-centre/mayors-press-releases/new-evidence-reveals-all-londoners-are-now-breathing-cleaner-air-following-first-year-expanded-ultra>. Revenues generated are 8.1 percent of the total.*

#### (7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

Yes

#### (7.74.1.6) Methodology used to calculate avoided emissions

Select from:

Other, please specify :An ad hoc methodology in operation research carried out by the Mayor of London's office

#### (7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

Use stage

#### (7.74.1.8) Functional unit used

*Yunex Traffic's ITS technology for Ultra-Low Emissions Zone (ULEZ).*

### (7.74.1.9) Reference product/service or baseline scenario used

*Traditional city network without the presence of Ultra-Low Emissions Zone (ULEZ).*

### (7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario

Select from:

Use stage

### (7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario

800000

### (7.74.1.12) Explain your calculation of avoided emissions, including any assumptions

*The Mayor of London's office calculated that the ULEZ had made a significant impact by comparing two 2023 scenarios: one reflecting the expansion of the ULEZ and one assuming no expansion, with only natural fleet renewal. The difference in emissions between these scenarios represents avoided emissions. The calculations are based on actual data on vehicle type and distance traveled, combined with standard emission factors. Key assumptions include minimal variation in total traffic volumes and the occurrence of some degree of fleet renewal even in absence of ULEZ expansion. Please find more information here:*

*<https://www.london.gov.uk/sites/default/files/2024-07/London-wide%20ULEZ%20Six%20Month%20Report.pdf> & <https://www.london.gov.uk/media-centre/mayors-press-releases/new-evidence-reveals-all-londoners-are-now-breathing-cleaner-air-following-first-year-expanded-ultra>.*

### (7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year

8.1

## Row 2

### (7.74.1.1) Level of aggregation

Select from:

Product or service

### (7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

- The EU Taxonomy for environmentally sustainable economic activities

### (7.74.1.3) Type of product(s) or service(s)

Power

- Other, please specify :Mobility service systems

### (7.74.1.4) Description of product(s) or service(s)

*Traffic congestion contributes to longer travel times and frequent “stop&go” driving, which significantly increases emissions from passengers vehicles (cars and lorries). Technological tolling system guarantees advantages over traditional tolling infrastructure, delivering both environmental benefits and enhanced service quality for motorists by optimizing traffic flows. In 2024, the Telepass electronic tolling system enabled the avoidance of over 71,000 tons of CO2 emissions, together with reduction in other pollutants such as NOx, PM2.5, NH3, VOCs and CO. Please refer to: <https://www.telepass.com/it/gruppo/news-eventi/osservatorio-telepass-telepedaggio-oltre-71-mila-tonnellate-co2-meno> & [https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato\\_stamp\\_a\\_Studio\\_Ca\\_Foscari.pdf](https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato_stamp_a_Studio_Ca_Foscari.pdf). Revenues generated are 4.7 percent of the total.*

### (7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

- Yes

### (7.74.1.6) Methodology used to calculate avoided emissions

Select from:

- Other, please specify :An ad hoc methodology has been implemented in partnership with Ca' Foscari University of Venice on CO2 emissions saved by use of Telepass OBU

### (7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)

Select from:

Use stage

#### **(7.74.1.8) Functional unit used**

*The electronic toll collection technology infrastructure provided by Telepass through its OBU (On-Board Unit) devices reduces vehicles traffic congestions and therefore allows a reduction in terms of CO2 emissions if compared to normal traffic situations.*

#### **(7.74.1.9) Reference product/service or baseline scenario used**

*Traditional motorway network without the presence of electronic toll collection systems*

#### **(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario**

Select from:

Use stage

#### **(7.74.1.11) Estimated avoided emissions (metric tons CO2e per functional unit) compared to reference product/service or baseline scenario**

71000

#### **(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions**

*In collaboration with Ca' Foscari University of Venice, Telepass has quantified the reduction in pollutant emissions achieved through its electronic tolling system, which eliminated the need for vehicles to stop and restart to collect and pay for motorway tickets. The study, conducted across the entire Italian motorway network, assessed the environmental benefits generated by vehicles equipped with the Telepass device. In 2024 alone, the system enabled the avoidance over 71,000 tons of Co2 emissions and additional reductions in pollutants such as NOx, PM2.5, NH3, VOCs and CO. These results are equivalent to more than 10,000 trips around the Earth and over 1,100 Earth-Moon journeys. The analysis incorporated detailed parameters, including: vehicles characteristics (category, fuel, etc.); traffic patterns (average daily transits of vehicles and heavy vehicles); total vehicle flows; queue times and emission per unit of distance travelled. Further details are available at: <https://www.telepass.com/it/gruppo/news-eventi/osservatorio-telepass-telepedaggio-oltre-71-mila-tonnellate-co2-meno> & [https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato\\_stampato\\_Studio\\_Ca\\_Foscari.pdf](https://assets.ctfassets.net/4plydxkcrqt2/2Kueayqxat0NCiSye0Ub2s/dfeb3ad36b6e105251922ed7114b78aa/Comunicato_stampato_Studio_Ca_Foscari.pdf).*

#### **(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year**

4.7

### Row 3

#### (7.74.1.1) Level of aggregation

Select from:

- Product or service

#### (7.74.1.2) Taxonomy used to classify product(s) or service(s) as low-carbon

Select from:

- The EU Taxonomy for environmentally sustainable economic activities

#### (7.74.1.3) Type of product(s) or service(s)

Power

- Other, please specify :Electric Vehicle Charging Points (EVCP)

#### (7.74.1.4) Description of product(s) or service(s)

*Mundys aims to deploy over 6,000 electric vehicle charging points (EVCPs) by 2031 to support the energy transition in road transport. This involves strategic planning, partnerships with local governments and businesses, and advanced technology integration. The rollout, executed in phases, prioritizes high-traffic areas. Public awareness campaigns and community engagement are crucial, along with a robust system for monitoring and maintenance. This initiative will significantly reduce carbon emissions, promote cleaner air quality, and position Mundys as a leader in sustainable infrastructure, demonstrating their commitment to an environmentally friendly future.*

#### (7.74.1.5) Have you estimated the avoided emissions of this low-carbon product(s) or service(s)

Select from:

- Yes

#### (7.74.1.6) Methodology used to calculate avoided emissions

Select from:

Other, please specify :Methodology implemented based on the Toolkit issued by Agenzia nazionale per le nuove tecnologie, l'energia e lo sviluppo economico sostenibile (ENEA)

#### **(7.74.1.7) Life cycle stage(s) covered for the low-carbon product(s) or services(s)**

Select from:

Use stage

#### **(7.74.1.8) Functional unit used**

*Electric charging points along highways and in airport parking lots*

#### **(7.74.1.9) Reference product/service or baseline scenario used**

*Traditional highway network and airport parking lots without the availability of electric vehicle charging points*

#### **(7.74.1.10) Life cycle stage(s) covered for the reference product/service or baseline scenario**

Select from:

Use stage

#### **(7.74.1.11) Estimated avoided emissions (metric tons CO<sub>2</sub>e per functional unit) compared to reference product/service or baseline scenario**

28

#### **(7.74.1.12) Explain your calculation of avoided emissions, including any assumptions**

*Our service contributes to Mundys' strategy of promoting electric mobility as much as possible. The methodology for calculating the emissions avoided by the installation of charging stations for electric vehicles along highways and in airport parking lots is based on research by Bloomberg New Energy Finance. According to the research of Bloomberg New Energy Finance (BloombergNEF, International Council on Clean Transportation), the lifecycle CO<sub>2</sub> emissions of medium-sized battery electric vehicles (BEVs) produced in 2023 and used for 250,000 km (estimated as the entire lifetime of a vehicle) would be 27-71% lower than those of equivalent Internal Combustion Engines (ICEs) in five key markets (UK, Germany, USA, China, Japan). Today, the total emissions of an ICE correspond to an average of 45 tCO<sub>2</sub>e (considering the following tCO<sub>2</sub>e per country: 57 in USA, 44 in Germany, and 32 in the UK), while for a BEV they correspond to an average of 17 tCO<sub>2</sub>e (considering the following tCO<sub>2</sub>e per country: 24 in USA, 19 in Germany, and 9 in the UK). The amount of revenues is derived from the Taxonomy*

reporting, where Mundys had interpreted the activity '6.15 CCM Infrastructure enabling low carbon road and public transport' in a broad sense, given the key role of toll roads and motorway to enable the low carbon transition of road transport by being the key infrastructure where zero-tailpipe vehicles recharging stations are necessary. As such they enable the road traffic's transition from internal combustion engine vehicles (ICE) to electric vehicles (EV) and hydrogen vehicles during medium to long-range travelling. Considering the entire category 6.15 CCM, in 2024, these revenues considered, among other activities, the construction, maintenance, and operation of zero-emission vehicle charging infrastructure (e.g., electric charging stations). Considering only the Taxonomy-alignment activities, the revenues associated with the 6.15 CCM "Infrastructure enabling low-carbon road transport and public transport" activity corresponded to 1,035,103,000 in 2024.

### **(7.74.1.13) Revenue generated from low-carbon product(s) or service(s) as % of total revenue in the reporting year**

11.1

[Add row]

### **(7.79) Has your organization retired any project-based carbon credits within the reporting year?**

Select from:

Yes

#### **(7.79.1) Provide details of the project-based carbon credits retired by your organization in the reporting year.**

##### **Row 1**

#### **(7.79.1.1) Project type**

Select from:

Energy efficiency: households

#### **(7.79.1.2) Type of mitigation activity**

Select from:

Emissions reduction

#### **(7.79.1.3) Project description**

The project is SAFE WATER PROGRAMME IN AFRICA AND ASIA (SAFE WATER PROJECT IN RWANDA II - GS Id 10959). The project will provide safe water to people in Rwanda through borehole and chemical disinfection when required. It will decrease the consumption of non renewable biomass for water boiling so as to protect forest ecosystem and reduce related greenhouse gas emissions. In addition, the project will improve water quality and indoor air quality.

#### (7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

440

#### (7.79.1.5) Purpose of retirement

Select from:

Voluntary offsetting

#### (7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

Yes

#### (7.79.1.7) Vintage of credits at retirement

2021

#### (7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

Purchased

#### (7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

Gold Standard

#### (7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

Other, please specify :Automatic additionality (community service project, located in a least developed country)

### (7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

No risk of reversal

### (7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

Other, please specify :not required methodology

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*The SAFE WATER PROGRAMME IN AFRICA AND ASIA (SAFE WATER PROJECT IN RWANDA II - GS Id 10959) adheres to Gold Standard requirements to minimize and avoid negative environmental, economic, and social impacts. The project conducts an Environmental Impact Assessment (EIA) to identify and address potential adverse impacts, ensuring activities like borehole drilling do not harm local groundwater or ecosystems, and managing chemical disinfection to prevent contamination. Mitigation measures include managing waste from borehole drilling and safely handling disinfection chemicals. Stakeholder engagement is crucial; the project involves local communities in planning and implementation, gathering input and addressing their concerns. Economically, the project generates job opportunities in borehole construction, maintenance, and water management, and reduces household costs by providing affordable, reliable clean water. Socially, the project improves public health by reducing waterborne diseases and enhances quality of life by decreasing the time and effort needed to collect water. The Gold Standard ensures high integrity and sustainable development by involving local stakeholders in decision-making, contributing to multiple Sustainable Development Goals (SDGs) such as Clean Water and Sanitation (SDG 6), Good Health and Well-Being (SDG 3), and Climate Action (SDG 13). The project is validated and verified by independent auditors, with regular monitoring and public disclosure of detailed documentation on its activities, design, implementation, and results. To assess additionality, the project uses the automatic additionality approach, suitable for community service projects in least developed countries, affirming that the project would not proceed without financial support from carbon credits.*

### (7.79.1.14) Please explain

*The project (GS10959 VPA02 Safe Water Project in Rwanda II) was chosen by the sustainability team of Aeroports de la Cote d'Azur (ACA), who is responsible for carbon credit purchases. This project was selected based on its alignment with ACA's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted in a thorough review of the project's certification under the Gold Standard, ensuring compliance with rigorous environmental and social safeguards. The credits have been cancelled in 17/04/2024 (serial numbers: GS1-1-RW-GS11133-16-2021-24628-99-448, GS1-1-RW-GS11133-16-2021-24628-9-28, GS1-1-RW-GS11133-16-2021-24628-29-78, GS1-1-RW-GS11133-16-2021-24628-79-1000). Corresponding Adjustments have not been issued for these carbon credits.*

## Row 2

### (7.79.1.1) Project type

Select from:

Hydro

### (7.79.1.2) Type of mitigation activity

Select from:

Emissions reduction

### (7.79.1.3) Project description

*The project refers to Gansu Yongdeng Longlin Hydro Power Project that is located in Yongdeng Country, Lanzhou City in Gansu Province, China. The Project activity is a new run-of-river hydropower project with two cascade power stations, each of which has installed capacity of 6.4MW. The total installed capacity of the Project activity is 12.8MW. The expected annual electricity generation is 58,969MWh and the net electricity supply is 55,204 MWh. All the electricity will be transmitted to Northwest China Power Grid (NWPG) which is dominated by fossil fuel-fired power plants, and thus greenhouse gas (GHG) emission reductions can be achieved. The average annual estimated GHG emission reductions linked to the project are 46,440 tCO<sub>2</sub>e.*

### (7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO<sub>2</sub>e)

1267

### (7.79.1.5) Purpose of retirement

Select from:

Voluntary offsetting

### (7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

Yes

### (7.79.1.7) Vintage of credits at retirement

2018

### (7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

Purchased

### (7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

VCS/Verra (Verified Carbon Standard)

### (7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

Investment analysis

### (7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

No risk of reversal

### (7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

Other, please specify :not required by the methodology

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*The Gansu Yongdeng Longlin Hydro Power Project adheres to the Verified Carbon Standards (VCS) requirements to ensure that negative environmental, economic, and social impacts are minimized and, where possible, avoided.*

### (7.79.1.14) Please explain

*The project was chosen by the sustainability and decarbonization team of Aeroporti di Roma (ADR), which is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted of a thorough review of the project's certification under the VCS, ensuring that it meets all the necessary criteria for verification and additionality. The credits have been cancelled in 2024 (serial numbers: VCS1196). Corresponding Adjustments have not been issued for these carbon credits.*

### Row 3

#### (7.79.1.1) Project type

Select from:

Biomass energy

#### (7.79.1.2) Type of mitigation activity

Select from:

Emissions reduction

#### (7.79.1.3) Project description

*The project refers to Godrej Agrovet Limited (GAVL) which is a diversified agribusiness company dedicated to improving the productivity of Indian farmers by innovating products and services that sustainably increase crop and livestock yields (VCS1315). GAVL is setting up a new Greenfield palm oil production plant at project activity location. The plant will have production capacity to process 60 TPH palm fruit. The new plant has a steam and electricity demand of 35 TPH and 2.5 MW. The project will use inhouse generated renewable biomass fibre, shell and empty fruit bunches (EFB) in the palm fruit processing facility. As the biomass is generated from agro processing industry, it is a renewable biomass.*

#### (7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

6822

#### (7.79.1.5) Purpose of retirement

Select from:

Voluntary offsetting

**(7.79.1.6) Are you able to report the vintage of the credits at retirement?**

Select from:

Yes

**(7.79.1.7) Vintage of credits at retirement**

2020

**(7.79.1.8) Were these credits issued to or purchased by your organization?**

Select from:

Purchased

**(7.79.1.9) Carbon-crediting program by which the credits were issued**

Select from:

VCS/Verra (Verified Carbon Standard)

**(7.79.1.10) Method the program uses to assess additionality for this project**

Select all that apply

Investment analysis

**(7.79.1.11) Approaches by which the selected program requires this project to address reversal risk**

Select all that apply

No risk of reversal

**(7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed**

Select all that apply

Upstream/downstream emissions

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*The project adheres to the Verified Carbon Standards (VCS) requirements to ensure that negative environmental, economic, and social impacts are minimized and, where possible, avoided.*

### (7.79.1.14) Please explain

*The decarbonization team of Aeroporti di Roma (ADR), which is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted of a thorough review of the project's certification under the VCS, ensuring that it meets all the necessary criteria for verification and additionality. The credits have been cancelled in 2024, November 26th. Corresponding Adjustments have not been issued for these carbon credits.*

## Row 4

### (7.79.1.1) Project type

Select from:

Biomass energy

### (7.79.1.2) Type of mitigation activity

Select from:

Emissions reduction

### (7.79.1.3) Project description

*The project refers to Godrej Agrovet Limited (GAVL) which is a diversified agribusiness company dedicated to improving the productivity of Indian farmers by innovating products and services that sustainably increase crop and livestock yields (VCS1315). GAVL is setting up a new Greenfield palm oil production plant at project activity location. The plant will have production capacity to process 60 TPH palm fruit. The new plant has a steam and electricity demand of 35 TPH and 2.5 MW. The project will use inhouse generated renewable biomass fibre, shell and empty fruit bunches (EFB) in the palm fruit processing facility. As the biomass is generated from agro processing industry, it is a renewable biomass.*

### (7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

27407

### (7.79.1.5) Purpose of retirement

Select from:

- Voluntary offsetting

### (7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

- Yes

### (7.79.1.7) Vintage of credits at retirement

2021

### (7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

- Purchased

### (7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

- VCS/Verra (Verified Carbon Standard)

### (7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

- Investment analysis

### (7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

- No risk of reversal

### (7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

- Upstream/downstream emissions

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*The project adheres to the Verified Carbon Standards (VCS) requirements to ensure that negative environmental, economic, and social impacts are minimized and, where possible, avoided.*

### (7.79.1.14) Please explain

*The decarbonization team of Aeroporti di Roma (ADR), which is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted of a thorough review of the project's certification under the VCS, ensuring that it meets all the necessary criteria for verification and additionality. The credits have been cancelled in 2024, November 26th. Corresponding Adjustments have not been issued for these carbon credits.*

## Row 5

### (7.79.1.1) Project type

Select from:

- Hydro

### (7.79.1.2) Type of mitigation activity

Select from:

- Emissions reduction

### (7.79.1.3) Project description

*The proposed project activity is a run-of-river Small Hydroelectric Project (SHP) of capacity 12 MW developed and being operated by DLI Power at kinnaur district of Himachal Pradesh in India (VCS1800). Project has been commissioned in Sep 2019. The project generates electricity after auxiliary consumption shall be exported to grid via Himachal Pradesh State Electricity Board (HPSEB) for sale. The Project will result in reduction of GHG emissions and also contribute to sustainable development in the region by various means.*

#### (7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)

29329

#### (7.79.1.5) Purpose of retirement

Select from:

Voluntary offsetting

#### (7.79.1.6) Are you able to report the vintage of the credits at retirement?

Select from:

Yes

#### (7.79.1.7) Vintage of credits at retirement

2020

#### (7.79.1.8) Were these credits issued to or purchased by your organization?

Select from:

Purchased

#### (7.79.1.9) Carbon-crediting program by which the credits were issued

Select from:

VCS/Verra (Verified Carbon Standard)

#### (7.79.1.10) Method the program uses to assess additionality for this project

Select all that apply

Investment analysis

#### (7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

No risk of reversal

### (7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

Upstream/downstream emissions

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*The project adheres to the Verified Carbon Standards (VCS) requirements to ensure that negative environmental, economic, and social impacts are minimized and, where possible, avoided.*

### (7.79.1.14) Please explain

*The decarbonization team of Aeroporti di Roma (ADR), which is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted of a thorough review of the project's certification under the VCS, ensuring that it meets all the necessary criteria for verification and additionality. The credits have been cancelled in 2024, November 22th. Corresponding Adjustments have not been issued for these carbon credits.*

## Row 6

### (7.79.1.1) Project type

Select from:

Energy efficiency: households

### (7.79.1.2) Type of mitigation activity

Select from:

Emissions reduction

### (7.79.1.3) Project description

*The project involves the distribution of 50,000 solar cookers to rural households in Zhenping County, Henan Province (GS7604). The majority of the rural households in Zhenping use coal-fired stoves for water boiling and cooking. Using core-fired stoves not only leads to significant greenhouse gas emissions but also air pollution which represents a high risk for the health of the residents. In addition, the use of core-fired stoves needs families to spend money on purchasing coal. The project activity will enable the rural households to efficiently substitute solar energy for the fossil fuel (coal) used in daily cooking and water boiling, avoiding CO2 emission that would be generated by fossil fuel consumption.*

#### **(7.79.1.4) Credits retired by your organization from this project in the reporting year (metric tons CO2e)**

6000

#### **(7.79.1.5) Purpose of retirement**

Select from:

Voluntary offsetting

#### **(7.79.1.6) Are you able to report the vintage of the credits at retirement?**

Select from:

Yes

#### **(7.79.1.7) Vintage of credits at retirement**

2021

#### **(7.79.1.8) Were these credits issued to or purchased by your organization?**

Select from:

Purchased

#### **(7.79.1.9) Carbon-crediting program by which the credits were issued**

Select from:

Gold Standard

#### **(7.79.1.10) Method the program uses to assess additionality for this project**

Select all that apply

Standardized Approaches

### (7.79.1.11) Approaches by which the selected program requires this project to address reversal risk

Select all that apply

No risk of reversal

### (7.79.1.12) Potential sources of leakage the selected program requires this project to have assessed

Select all that apply

Activity-shifting

### (7.79.1.13) Provide details of other issues the selected program requires projects to address

*According to “Principle 5 – Financial Additionality & Ongoing Financial Need” in “Community Services Activity Requirements” (Version 1.2), projects meeting certain criteria, such as being on the positive list, located in specific countries, or being microscale, are considered “deemed additional” and do not need to prove financial additionality. One such criterion from the positive list is that thermal energy technologies with less than 20% adoption among target users qualify. In China, solar cookers have an adoption rate of only 1.51% among rural households, far below the 20% threshold. Therefore, the project distributing solar cookers in Zhengping County qualifies as additional and the project owner intends to apply for GS VER issuance to help finance its operations.*

### (7.79.1.14) Please explain

*The decarbonization team of Aeroporti di Roma (ADR), which is responsible for carbon credit purchases. This project was selected based on its alignment with ADR's sustainability goals, including significant environmental, social, and economic benefits. The due diligence conducted consisted of a thorough review of the project's certification under the VCS, ensuring that it meets all the necessary criteria for verification and additionality. The credits have been cancelled in 2024, November 22th. Corresponding Adjustments have not been issued for these carbon credits.*

[Add row]

## C9. Environmental performance - Water security

### (9.1) Are there any exclusions from your disclosure of water-related data?

Select from:

Yes

#### (9.1.1) Provide details on these exclusions.

##### Row 1

#### (9.1.1.1) Exclusion

Select from:

Specific groups, businesses, or organizations

#### (9.1.1.2) Description of exclusion

*All the Group's businesses with mainly office-based activities have been excluded, as their water consumption is therefore exclusively related to WASH services and it is not significant compared to the total. The boundary takes into consideration Abertis and ADR Companies.*

#### (9.1.1.3) Reason for exclusion

Select from:

Water used for internal WASH services

#### (9.1.1.7) Percentage of water volume the exclusion represents

Select from:

6-10%

#### (9.1.1.8) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. The percentage of water volume excluded refers to water withdrawals.*

*[Add row]*

## **(9.2) Across all your operations, what proportion of the following water aspects are regularly measured and monitored?**

### **Water withdrawals – total volumes**

#### **(9.2.1) % of sites/facilities/operations**

Select from:

100%

#### **(9.2.2) Frequency of measurement**

Select from:

Yearly

#### **(9.2.3) Method of measurement**

*Direct monitoring*

#### **(9.2.4) Please explain**

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

### **Water withdrawals – volumes by source**

### (9.2.1) % of sites/facilities/operations

Select from:

100%

### (9.2.2) Frequency of measurement

Select from:

Yearly

### (9.2.3) Method of measurement

*Direct monitoring*

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

## Water withdrawals quality

### (9.2.1) % of sites/facilities/operations

Select from:

1-25

### (9.2.2) Frequency of measurement

Select from:

Other, please specify :weekly

### (9.2.3) Method of measurement

*Chemical analysis*

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. In particular, Mundys' subsidiary, Aeroporti di Roma, has weekly chemical analyses available related to Fiumicino and Ciampino airports' water withdrawals quality. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

### Water discharges – total volumes

#### (9.2.1) % of sites/facilities/operations

Select from:

100%

#### (9.2.2) Frequency of measurement

Select from:

Yearly

#### (9.2.3) Method of measurement

*Estimation considering water withdrawals and water consumption*

#### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries.*

## Water discharges – volumes by destination

### (9.2.1) % of sites/facilities/operations

Select from:

100%

### (9.2.2) Frequency of measurement

Select from:

Yearly

### (9.2.3) Method of measurement

*Mixed approach - Direct monitoring and estimation considering water consumption*

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries.*

## Water discharges – volumes by treatment method

### (9.2.1) % of sites/facilities/operations

Select from:

Not relevant

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless,*

Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries.

## Water discharge quality – by standard effluent parameters

### (9.2.1) % of sites/facilities/operations

Select from:

1-25

### (9.2.2) Frequency of measurement

Select from:

Other, please specify :weekly

### (9.2.3) Method of measurement

Chemical analysis

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. In particular, Mundys' subsidiary, Aeroporti di Roma, has weekly chemical analyses available related to Fiumicino and Ciampino airports' water withdrawals quality. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

## Water discharge quality – emissions to water (nitrates, phosphates, pesticides, and/or other priority substances)

### (9.2.1) % of sites/facilities/operations

Select from:

Not relevant

## (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries.*

## Water discharge quality – temperature

### (9.2.1) % of sites/facilities/operations

Select from:

Not relevant

## (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries.*

## Water consumption – total volume

### (9.2.1) % of sites/facilities/operations

Select from:

100%

### (9.2.2) Frequency of measurement

Select from:

Yearly

### (9.2.3) Method of measurement

Direct monitoring

#### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

### Water recycled/reused

#### (9.2.1) % of sites/facilities/operations

Select from:

1-25

#### (9.2.2) Frequency of measurement

Select from:

Continuously

#### (9.2.3) Method of measurement

Direct monitoring

#### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys Group company's Aeroporti di Roma has installed a biological treatment plant in the Fiumicino airport to treat airport wastewater, enabling it to reuse the treated water in industrial applications, such as heating systems, fire protection systems, irrigation and other industrial uses. Mundys Group has a wide variety of services and facilities with very different characteristics. The coverage percentage is calculated based on the number of employees in each business operation.*

## The provision of fully-functioning, safely managed WASH services to all workers

### (9.2.1) % of sites/facilities/operations

Select from:

1-25

### (9.2.2) Frequency of measurement

Select from:

Yearly

### (9.2.3) Method of measurement

*Direct monitoring*

### (9.2.4) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, this information is not collected at Group level, but only at specific subsidiaries. Mundys Group has a wide variety of services and facilities with very different characteristics (motorways, airports, mobility services). The coverage percentage is calculated based on the number of employees in each business operation.*

*[Fixed row]*

**(9.2.2) What are the total volumes of water withdrawn, discharged, and consumed across all your operations, how do they compare to the previous reporting year, and how are they forecasted to change?**

**Total withdrawals**

#### (9.2.2.1) Volume (megaliters/year)

**(9.2.2.2) Comparison with previous reporting year***Select from:* Much lower**(9.2.2.3) Primary reason for comparison with previous reporting year***Select from:* Change in accounting methodology**(9.2.2.4) Five-year forecast***Select from:* About the same**(9.2.2.5) Primary reason for forecast***Select from:* Increase/decrease in business activity**(9.2.2.6) Please explain**

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

**Total discharges****(9.2.2.1) Volume (megaliters/year)**

### (9.2.2.2) Comparison with previous reporting year

Select from:

Much lower

### (9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.2.4) Five-year forecast

Select from:

About the same

### (9.2.2.5) Primary reason for forecast

Select from:

Increase/decrease in efficiency

### (9.2.2.6) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

## Total consumption

### (9.2.2.1) Volume (megaliters/year)

1162

### (9.2.2.2) Comparison with previous reporting year

Select from:

Much lower

### (9.2.2.3) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.2.4) Five-year forecast

Select from:

About the same

### (9.2.2.5) Primary reason for forecast

Select from:

Increase/decrease in business activity

### (9.2.2.6) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

*[Fixed row]*

**(9.2.4) Indicate whether water is withdrawn from areas with water stress, provide the volume, how it compares with the previous reporting year, and how it is forecasted to change.**

#### (9.2.4.1) Withdrawals are from areas with water stress

Select from:

Yes

#### (9.2.4.2) Volume withdrawn from areas with water stress (megaliters)

776

#### (9.2.4.3) Comparison with previous reporting year

Select from:

Much lower

#### (9.2.4.4) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

#### (9.2.4.5) Five-year forecast

Select from:

About the same

#### (9.2.4.6) Primary reason for forecast

Select from:

Increase/decrease in business activity

#### (9.2.4.7) % of total withdrawals that are withdrawn from areas with water stress

20.88

#### (9.2.4.8) Identification tool

Select all that apply

Other, please specify :Internal method

#### (9.2.4.9) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. During 2024, Mundys changed its method for assessing water-stressed areas, using an internal method which led to the identification of fewer water-stressed areas than in the previous year.*

[Fixed row]

#### (9.2.7) Provide total water withdrawal data by source.

##### Fresh surface water, including rainwater, water from wetlands, rivers, and lakes

#### (9.2.7.1) Relevance

Select from:

Relevant

#### (9.2.7.2) Volume (megaliters/year)

1098

#### (9.2.7.3) Comparison with previous reporting year

Select from:

Much lower

#### (9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

### Brackish surface water/Seawater

#### (9.2.7.1) Relevance

Select from:

Relevant

#### (9.2.7.2) Volume (megaliters/year)

238

#### (9.2.7.3) Comparison with previous reporting year

Select from:

Much lower

#### (9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse*

of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.

## Groundwater – renewable

### (9.2.7.1) Relevance

Select from:

Relevant

### (9.2.7.2) Volume (megaliters/year)

269

### (9.2.7.3) Comparison with previous reporting year

Select from:

Much lower

### (9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

## Groundwater – non-renewable

### (9.2.7.1) Relevance

Select from:

Not relevant

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys does not take non-renewable water from the groundwater.*

## Produced/Entrained water

### (9.2.7.1) Relevance

Select from:

Not relevant

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Mundys does not produce water.*

## Third party sources

### (9.2.7.1) Relevance

Select from:

Relevant

### (9.2.7.2) Volume (megaliters/year)

2112

### (9.2.7.3) Comparison with previous reporting year

Select from:

Much lower

### (9.2.7.4) Primary reason for comparison with previous reporting year

Select from:

Change in accounting methodology

### (9.2.7.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water withdrawals, reporting values that are significantly different from the past, with a higher level of accuracy.*

*[Fixed row]*

## (9.2.8) Provide total water discharge data by destination.

### Fresh surface water

#### (9.2.8.1) Relevance

Select from:

Relevant

#### (9.2.8.2) Volume (megaliters/year)

2

#### (9.2.8.3) Comparison with previous reporting year

Select from:

About the same

#### (9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

#### (9.2.8.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water discharge volumes.*

### Brackish surface water/seawater

#### (9.2.8.1) Relevance

Select from:

Relevant

#### (9.2.8.2) Volume (megaliters/year)

59

#### (9.2.8.3) Comparison with previous reporting year

Select from:

About the same

#### (9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

- Increase/decrease in business activity

### (9.2.8.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water discharge volumes.*

## Groundwater

### (9.2.8.1) Relevance

Select from:

- Relevant

### (9.2.8.2) Volume (megaliters/year)

561

### (9.2.8.3) Comparison with previous reporting year

Select from:

- About the same

### (9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

- Increase/decrease in business activity

### (9.2.8.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless,*

Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water discharge volumes.

## Third-party destinations

### (9.2.8.1) Relevance

Select from:

Relevant

### (9.2.8.2) Volume (megaliters/year)

1932

### (9.2.8.3) Comparison with previous reporting year

Select from:

About the same

### (9.2.8.4) Primary reason for comparison with previous reporting year

Select from:

Increase/decrease in business activity

### (9.2.8.5) Please explain

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Therefore, during 2024, Mundys improved the process of collecting information from some subsidiaries, those with the highest water discharge volumes. [Fixed row]*

**(9.3) In your direct operations and upstream value chain, what is the number of facilities where you have identified substantive water-related dependencies, impacts, risks, and opportunities?**

## Direct operations

### (9.3.1) Identification of facilities in the value chain stage

Select from:

No, we have assessed this value chain stage but did not identify any facilities with water-related dependencies, impacts, risks, and opportunities

### (9.3.4) Please explain

*In 2023, Mundys conducted the Double Materiality Assessment, in line with the requirements of the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). The assessment, updated in 2024, evaluated the relevance of sustainability topics by considering both the actual and potential, positive and/or negative impacts that the company has or could have on the economy, environment, and society (including human rights), and the financial effects that such topics may have, or are reasonably expected to have, on the company in terms of risks and opportunities. Among the impacts, risks, and opportunities identified and assessed—through engagement with over 200 stakeholders, risk analysis conducted with ERM, and strategic evaluation by top management—Water (including withdrawals, consumption, and discharges) was confirmed as not material.*

## Upstream value chain

### (9.3.1) Identification of facilities in the value chain stage

Select from:

No, we have not assessed this value chain stage for facilities with water-related dependencies, impacts, risks, and opportunities, and are not planning to do so in the next 2 years

### (9.3.4) Please explain

*In 2023, Mundys conducted the Double Materiality Assessment, in line with the requirements of the Corporate Sustainability Reporting Directive (CSRD) and the European Sustainability Reporting Standards (ESRS). The assessment, updated in 2024, evaluated the relevance of sustainability topics by considering both the actual and potential, positive and/or negative impacts that the company has or could have on the economy, environment, and society (including human rights), and the financial effects that such topics may have, or are reasonably expected to have, on the company in terms of risks and opportunities. Among the impacts, risks, and opportunities identified and assessed—through engagement with over 200 stakeholders, risk analysis conducted with ERM, and strategic evaluation by top management—Water (including withdrawals, consumption, and discharges) was confirmed as not material.*

[Fixed row]

## **(9.5) Provide a figure for your organization's total water withdrawal efficiency.**

### **(9.5.1) Revenue (currency)**

9284000000

### **(9.5.2) Total water withdrawal efficiency**

2498385.36

### **(9.5.3) Anticipated forward trend**

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water resulted as not significant in terms of impacts, risks and opportunities. Current observations do not suggest the emergence of a clear forward-looking trend; however, we remain committed to reducing water withdrawal through responsible use and reuse.*

*[Fixed row]*

## **(9.13) Do any of your products contain substances classified as hazardous by a regulatory authority?**

### **(9.13.1) Products contain hazardous substances**

Select from:

No

### **(9.13.2) Comment**

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. No products offered by Mundys contain substances classified as hazardous by a regulatory authority.*

*[Fixed row]*

## (9.14) Do you classify any of your current products and/or services as low water impact?

### (9.14.1) Products and/or services classified as low water impact

Select from:

Yes

### (9.14.2) Definition used to classify low water impact

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023 for the first time. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Nevertheless, Grupo Costanera's management of public parks and green areas can be classified as having a low water impact due to their implementation of technologically advanced, digitized irrigation systems. These systems have successfully halved water consumption compared to other city parks, a significant achievement given Santiago's severe water scarcity. This innovative approach demonstrates a commitment to environmental sustainability through responsible water management in urban green infrastructure.*

### (9.14.4) Please explain

*The water savings come from the implementation of technologically advanced and digitized irrigation systems by Grupo Costanera. Here's where the savings are generated: 1) Optimized Water Supply: The "digitized irrigation system" allows for the optimization of water supply, meaning water is delivered precisely when and where it's needed, minimizing waste from over-irrigation or inefficient distribution. 2) Maximized Efficiency: By maximizing efficiency, the system ensures that the water used is absorbed effectively by the plants and green spaces, rather than being lost to evaporation, runoff, or deep percolation beyond the root zone. 3) Quantitative Reduction: The text provides a clear quantitative comparison: Grupo Costanera uses an average of 2.4 liters/sqm per day for irrigation in the public parks it mana*

*[Fixed row]*

## (9.15) Do you have any water-related targets?

Select from:

Yes

**(9.15.1) Indicate whether you have targets relating to water pollution, water withdrawals, WASH, or other water-related categories.**

## **Water pollution**

### **(9.15.1.1) Target set in this category**

Select from:

No, and we do not plan to within the next two years

### **(9.15.1.2) Please explain**

*In 2023, Mundys conducted for the first time the Double Materiality Assessment, as defined by the CSRD and ESRS, to evaluate the significance of sustainability topics according, on one side, to the related current and potential, positive and/or negative, impacts generated or that could generate by the entity on economy, society (including human rights aspects) and environment, and, on the other side, to the financial effects that sustainability topics may, or it is reasonable to expect, have on the entity, through the generation of risks or opportunities. The assessment was updated in 2024 and it detected that among the impacts, risks and opportunities identified and evaluated by Mundys, Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts (over 200 stakeholders involved), risks (ERM results) and opportunities (top management assessment).*

## **Water withdrawals**

### **(9.15.1.1) Target set in this category**

Select from:

Yes

## **Water, Sanitation, and Hygiene (WASH) services**

### **(9.15.1.1) Target set in this category**

Select from:

No, and we do not plan to within the next two years

### (9.15.1.2) Please explain

*In 2023, Mundys conducted for the first time the Double Materiality Assessment, as defined by the CSRD and ESRS, to evaluate the significance of sustainability topics according, on one side, to the related current and potential, positive and/or negative, impacts generated or that could generate by the entity on economy, society (including human rights aspects) and environment, and, on the other side, to the financial effects that sustainability topics may, or it is reasonable to expect, have on the entity, through the generation of risks or opportunities. The assessment was updated in 2024 and it detected that among the impacts, risks and opportunities identified and evaluated by Mundys, Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts (over 200 stakeholders involved), risks (ERM results) and opportunities (top management assessment).*

### Other

### (9.15.1.1) Target set in this category

Select from:

No, and we do not plan to within the next two years

### (9.15.1.2) Please explain

*In 2023, Mundys conducted for the first time the Double Materiality Assessment, as defined by the CSRD and ESRS, to evaluate the significance of sustainability topics according, on one side, to the related current and potential, positive and/or negative, impacts generated or that could generate by the entity on economy, society (including human rights aspects) and environment, and, on the other side, to the financial effects that sustainability topics may, or it is reasonable to expect, have on the entity, through the generation of risks or opportunities. The assessment was updated in 2024 and it detected that among the impacts, risks and opportunities identified and evaluated by Mundys, Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts (over 200 stakeholders involved), risks (ERM results) and opportunities (top management assessment).*

[Fixed row]

### (9.15.2) Provide details of your water-related targets and the progress made.

### Row 1

### (9.15.2.1) Target reference number

Select from:

Target 1

### **(9.15.2.2) Target coverage**

Select from:

Organization-wide (direct operations only)

### **(9.15.2.3) Category of target & Quantitative metric**

Water withdrawals

Reduction in total water withdrawals

### **(9.15.2.4) Date target was set**

12/30/2024

### **(9.15.2.5) End date of base year**

12/30/2023

### **(9.15.2.6) Base year figure**

5807

### **(9.15.2.7) End date of target year**

12/30/2030

### **(9.15.2.8) Target year figure**

4900

### **(9.15.2.9) Reporting year figure**

3716

### (9.15.2.10) Target status in reporting year

Select from:

Achieved

### (9.15.2.11) % of target achieved relative to base year

231

### (9.15.2.12) Global environmental treaties/initiatives/ frameworks aligned with or supported by this target

Select all that apply

None, alignment not assessed

### (9.15.2.13) Explain target coverage and identify any exclusions

*This target involves all Group.*

### (9.15.2.15) Actions which contributed most to achieving or maintaining this target

*In 2024, Mundys updated its Double Materiality Assessment that had been conducted in 2023. This assessment, aligned with the CSRD and ESRS, highlighted that the environmental topic Water (its withdrawals, consumption and discharges) resulted as not significant in terms of impacts, risks and opportunities. Nevertheless, Group companies closely monitor the control and management of the resource, with the aim of optimising water consumption and maximising the recycling and reuse of water. Nevertheless, the Group's companies invest annually in reducing water consumption, with ongoing maintenance on systems and technical equipment to improve pressure and flow efficiency. For example, thanks to interventions and improvements, in 2024, the consumption of WASH water was reduced by 6% compared to the previous year, at Fiumicino Airport.*

### (9.15.2.16) Further details of target

*This target is part of the sustainability objectives that the company has set in parallel with its commitment to climate change, described in the Climate Action Plan.*  
[Add row]

## C11. Environmental performance - Biodiversity

### (11.2) What actions has your organization taken in the reporting year to progress your biodiversity-related commitments?

#### (11.2.1) Actions taken in the reporting period to progress your biodiversity-related commitments

Select from:

- Yes, we are taking actions to progress our biodiversity-related commitments

#### (11.2.2) Type of action taken to progress biodiversity- related commitments

Select all that apply

- Land/water management
- Species management
- Education & awareness

[Fixed row]

### (11.3) Does your organization use biodiversity indicators to monitor performance across its activities?

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
	<p>Select from:</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Yes, we use indicators</li> </ul>	<p>Select all that apply</p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> State and benefit indicators</li> <li><input checked="" type="checkbox"/> Pressure indicators</li> </ul>

	Does your organization use indicators to monitor biodiversity performance?	Indicators used to monitor biodiversity performance
		<input checked="" type="checkbox"/> Response indicators

[Fixed row]

## (11.4) Does your organization have activities located in or near to areas important for biodiversity in the reporting year?

### Legally protected areas

#### (11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

Yes

#### (11.4.2) Comment

*Of the Mundys Group's subsidiaries, approximately 1,200 km of motorway infrastructure crosses protected biodiversity areas located in Puerto Rico, Brazil, France, Chile, Spain and Italy, whilst approximately 7 Km of airport infrastructure is located near to biodiversity rich areas.*

### UNESCO World Heritage sites

#### (11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

No

### (11.4.2) Comment

*No Group's assets are located in or near to this type of area*

### UNESCO Man and the Biosphere Reserves

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

No

### (11.4.2) Comment

*No Group's assets are located in or near to this type of area*

### Ramsar sites

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

No

### (11.4.2) Comment

*No Group's assets are located in or near to this type of area*

### Key Biodiversity Areas

(11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

Yes

### (11.4.2) Comment

*Mundys' subsidiary Aeroports de la Cote d'Azure (ACA group) airports are located close to the Var river, a Natura 2000 site with a high level of habitat diversity and rich birdlife. Natura 2000 network is the European Union-wide network of nature protection areas established to ensure the long-term survival of Europe's most valuable and threatened species and habitats, which comprises over 27,000 sites, covering around 18% of the EU's land area and substantial marine regions. Furthermore, Mundys' subsidiaries Aeroporti di Roma (ADR group) Fiumicino airport is located in proximity to a WWF Oasi in Macchiagrande Focene and Macchia dello Stagneto (Natura 2000) - Vasche di Maccarese (IBA - Important bird area)*

### Other areas important for biodiversity

### (11.4.1) Indicate whether any of your organization's activities are located in or near to this type of area important for biodiversity

Select from:

No

### (11.4.2) Comment

*No Group's assets are located in or near to other areas important for biodiversity  
[Fixed row]*

### (11.4.1) Provide details of your organization's activities in the reporting year located in or near to areas important for biodiversity.

#### Row 1

### (11.4.1.2) Types of area important for biodiversity

Select all that apply

Key Biodiversity Areas

#### (11.4.1.4) Country/area

Select from:

France

#### (11.4.1.5) Name of the area important for biodiversity

*Var Valley, a Natura 2000 protected area. Var is the largest coastal river in the area of Provence-Alpes-Côte d'Azur. It's an area that stands out for its diversified habitats and rich birdlife. Indeed, the Greenshank (Tringa nebularia), birds of prey such as the Common Kestrel (Falco tinnunculus) or even passerines with the Skylark (Alauda arvensis) could be found. For plants, the Lady of Eleven O'Clock (Ornithogalum umbellatum) surrounded by the sweet scents emitted by the thyme bed is present*

#### (11.4.1.6) Proximity

Select from:

Adjacent

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*Mundys' airports business includes Aéroports de la Côte d'Azur (ACA) and its subsidiaries, whose main activity is the management of three airports in France: Nice Côte d'Azur airport (ANCA), Cannes - Mandelieu airport (ACM) and Saint-Tropez – La Môle airport (AGST). The ACA group, which handled 14.8 million passengers in 2024 (14.5 in 2019), is France's second most important airport hub after the Paris airport system.*

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

Physical controls

Other, please specify :Aéroports de la Côte d'Azur forged a partnership with the region's bird protection league LPO PACA to monitor and preserve this area. Moreover, the airport also participate in the Natura 2000 site management committee led by the Departmental Council

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Aéroports de la Côte d'Azur is located close to the lower Var Valley area, which is a Nature 2000 protected site. The airport operations may negatively impact both fauna and flora. In order to mitigate the negative impact, activities of monitoring and preservation have been put in place. More specifically, a partnership with the region's bird protection league LPO PACA to monitor and preserve this area has been forger. Moreover, the airport also participate in the Natura 2000 site management committee led by the Departmental Council. Other initiatives in the three airports that are worthy to mention are the following: 1. Nice: (i) in surrounding areas of the airport of Nice, an integrated pest management - that is through the use of natural predators - has been put in place to preserve the natural ecosystem; (ii) Biotope carried out a complete fauna and flora study; (iii) maintenance of 4 beehives by a new beekeeper; (iv) launch of the partnership with "Aéro Biodiversité" in 2022; (v) a specific study of bat populations in a new infrastructure development area (Terminal 2.3) was also carried out2. Cannes; (i) since 2003, the airport of Cannes have a partnership with the "Conservatory of Natural Spaces Provence Alpes Cote d'Azur"; (ii) actions for the protection of flora and fauna, such as the Mediterranean Pigamon, the aquatic canary seed and the Roman hyacinth refuge, but also marsh birds, amphibians and fishes. 3. Saint Tropez: (i) launch of the partnership with "Aéro Biodiversité" in 2022.*

#### Row 2

#### (11.4.1.2) Types of area important for biodiversity

Select all that apply

Legally protected areas

#### (11.4.1.3) Protected area category (IUCN classification)

Select from:

Unknown

#### (11.4.1.4) Country/area

Select from:

France

#### (11.4.1.5) Name of the area important for biodiversity

389.4 km of Mundys' subsidiary Abertis Group toll roads in France are located in protected areas where activities can affect biodiversity. Please note that 389 refers to kilometers, not hectares.

#### (11.4.1.6) Proximity

Select from:

Overlap

#### (11.4.1.7) Area of overlap (hectares)

389

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organization, very similar to the previous year, out of which 389.4 km are located in France.

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

Project design

Physical controls

Operational controls

Abatement controls

### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts, biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

### Row 3

### (11.4.1.2) Types of area important for biodiversity

*Select all that apply*

Legally protected areas

### (11.4.1.3) Protected area category (IUCN classification)

*Select from:*

Unknown

### (11.4.1.4) Country/area

*Select from:*

Spain

### (11.4.1.5) Name of the area important for biodiversity

*89.33 km of Mundys' subsidiary Abertis Group toll roads in Spain are located in protected areas where activities can affect biodiversity. Please note that 89 refers to kilometers, not hectares*

### (11.4.1.6) Proximity

Select from:

Overlap

#### (11.4.1.7) Area of overlap (hectares)

89

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year.*

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

Project design

Physical controls

Operational controls

Abatement controls

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts,*

*biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

## Row 4

### (11.4.1.2) Types of area important for biodiversity

*Select all that apply*

Legally protected areas

### (11.4.1.3) Protected area category (IUCN classification)

*Select from:*

Unknown

### (11.4.1.4) Country/area

*Select from:*

Puerto Rico

### (11.4.1.5) Name of the area important for biodiversity

*2 km of Mundys' subsidiary Abertis Group toll roads in Puerto Rico are located in protected areas where activities can affect biodiversity. Please note that 2 refers to kilometers, not hectares.*

### (11.4.1.6) Proximity

*Select from:*

Overlap

### (11.4.1.7) Area of overlap (hectares)

2

#### **(11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area**

*In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year.*

#### **(11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity**

Select from:

- Yes, but mitigation measures have been implemented

#### **(11.4.1.10) Mitigation measures implemented within the selected area**

Select all that apply

- Project design
- Physical controls
- Operational controls
- Abatement controls

#### **(11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented**

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts, biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

### **Row 5**

#### **(11.4.1.2) Types of area important for biodiversity**

Select all that apply

Legally protected areas

#### (11.4.1.3) Protected area category (IUCN classification)

Select from:

Unknown

#### (11.4.1.4) Country/area

Select from:

Brazil

#### (11.4.1.5) Name of the area important for biodiversity

*561,899 km of Mundys' subsidiary Abertis Group toll roads in Brazil are located in protected areas where activities can affect biodiversity. Please note that 561,899 refers to kilometers, not hectares.*

#### (11.4.1.6) Proximity

Select from:

Overlap

#### (11.4.1.7) Area of overlap (hectares)

561899

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year.*

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

- Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

- Project design
- Physical controls
- Operational controls
- Abatement controls

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts, biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

### Row 6

#### (11.4.1.2) Types of area important for biodiversity

Select all that apply

- Legally protected areas

#### (11.4.1.3) Protected area category (IUCN classification)

Select from:

- Unknown

#### (11.4.1.4) Country/area

Select from:

Chile

#### (11.4.1.5) Name of the area important for biodiversity

*6.9 km of Mundys' subsidiary Abertis Group toll roads in Brazil are located in protected areas where activities can affect biodiversity. Please note that 6.9 refers to kilometers, not hectares.*

#### (11.4.1.6) Proximity

Select from:

Overlap

#### (11.4.1.7) Area of overlap (hectares)

6.9

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year.*

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

Project design

- Physical controls
- Operational controls
- Abatement controls

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts, biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

#### Row 7

#### (11.4.1.2) Types of area important for biodiversity

*Select all that apply*

- Legally protected areas

#### (11.4.1.3) Protected area category (IUCN classification)

*Select from:*

- Unknown

#### (11.4.1.4) Country/area

*Select from:*

- Italy

#### (11.4.1.5) Name of the area important for biodiversity

198 km of Mundys' subsidiary Abertis Group toll roads in Italy are located near protected areas where activities can affect biodiversity. Please note that 198 refers to kilometers, not hectares.

#### (11.4.1.6) Proximity

Select from:

Overlap

#### (11.4.1.7) Area of overlap (hectares)

198

#### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*In some of the countries in which Mundys' subsidiary Abertis Group operates, the toll roads activity is carried out in areas where it may affect biodiversity. In 2022, a total of 1,247.5 km of motorway pass through protected areas, which is 15.9% of the total km managed by the organisation, very similar to the previous year.*

#### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

Project design

Physical controls

Operational controls

Abatement controls

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*Motorway maintenance and operation activities may have an impact on the biodiversity of the areas through which the roads pass, affecting fauna, flora and land, polluting air and water, and generating noise and waste. Any infrastructure expansion work follows detailed environmental impact assessment procedures, as required by local legislation, and procedures design to mitigate any negative impacts (following the mitigation hierarchy approach, which breaks down into the phases of avoidance, minimisation, restoration and offsets) arising. Examples are the conduct of specific studies of local fauna and flora, pre- and post-construction work, and the introduction of the mitigations and offsets during the design stage, in agreement with local authorities and organisations). In addition, to mitigate these impacts, biodiversity is considered in the infrastructure design by including wildlife crossings; other measures include environmental impact studies, roadkill monitoring and mitigation programs, and programs to rescue animals or scare them away from the roads.*

## Row 8

### (11.4.1.2) Types of area important for biodiversity

*Select all that apply*

Key Biodiversity Areas

### (11.4.1.4) Country/area

*Select from:*

Italy

### (11.4.1.5) Name of the area important for biodiversity

*Oasi WWF in Macchiagrande Focene and Macchia dello Stagneto (Nature 2000) - Vasche di Maccarese (IBA - Important bird area)*

### (11.4.1.6) Proximity

*Select from:*

Up to 10 km

### (11.4.1.8) Briefly describe your organization's activities in the reporting year located in or near to the selected area

*Aeroporti di Roma's activities related to air transport operations.*

### (11.4.1.9) Indicate whether any of your organization's activities located in or near to the selected area could negatively affect biodiversity

Select from:

- Yes, but mitigation measures have been implemented

#### (11.4.1.10) Mitigation measures implemented within the selected area

Select all that apply

- Project design
- Physical controls
- Operational controls

#### (11.4.1.11) Explain how your organization's activities located in or near to the selected area could negatively affect biodiversity, how this was assessed, and describe any mitigation measures implemented

*The air transport activities and the airport growth could have an impact on the biodiversity of the area. In 2015, ADR implemented an Environmental Monitoring Plan that includes a Bird Monitoring plan in the most sensitive areas close to the airport. The indicator used to monitor the biodiversity performance is the Shannon Diversity Index.*

*[Add row]*

### C13. Further information & sign off

(13.1) Indicate if any environmental information included in your CDP response (not already reported in 7.9.1/2/3, 8.9.1/2/3/4, and 9.3.2) is verified and/or assured by a third party?

	Other environmental information included in your CDP response is verified and/or assured by a third party
	Select from: <input checked="" type="checkbox"/> Yes

[Fixed row]

(13.1.1) Which data points within your CDP response are verified and/or assured by a third party, and which standards were used?

#### Row 1

##### (13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

- Climate change
- Water
- Biodiversity

##### (13.1.1.2) Disclosure module and data verified and/or assured

Identification, assessment, and management of dependencies, impacts, risks, and opportunities

Identification, assessment, and management processes

### (13.1.1.3) Verification/assurance standard

General standards

ISAE 3000

### (13.1.1.4) Further details of the third-party verification/assurance process

*This information is contained in Mundy's 2024 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to pages 47-56.*

### (13.1.1.5) Attach verification/assurance evidence/report (optional)

*2024 RAI MUNDYS ENG 005\_WEB\_1.pdf*

## Row 2

### (13.1.1.1) Environmental issue for which data has been verified and/or assured

*Select all that apply*

Climate change

Water

Biodiversity

### (13.1.1.2) Disclosure module and data verified and/or assured

Business strategy

Sustainable finance taxonomy aligned spending/revenue

### (13.1.1.3) Verification/assurance standard

General standards

- ISAE 3000

### (13.1.1.4) Further details of the third-party verification/assurance process

*This information is contained in Mundy's 2024 Statement of the Proportion of Environmentally Sustainable Activities, which was subjected to annual limited assurance according to the ISAE3000 standard. Please refer to pages 128-144.*

### (13.1.1.5) Attach verification/assurance evidence/report (optional)

*2024 RAI MUNDYS ENG 005\_WEB\_1.pdf*

## Row 3

### (13.1.1.1) Environmental issue for which data has been verified and/or assured

*Select all that apply*

- Climate change

### (13.1.1.2) Disclosure module and data verified and/or assured

Governance

- All data points in module 4

### (13.1.1.3) Verification/assurance standard

General standards

- ISAE 3000

#### (13.1.1.4) Further details of the third-party verification/assurance process

*This information is contained in Mundys' 2024 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to pages 39-43.*

#### (13.1.1.5) Attach verification/assurance evidence/report (optional)

2024 RAI MUNDYS ENG 005\_WEB\_1.pdf

### Row 4

#### (13.1.1.1) Environmental issue for which data has been verified and/or assured

*Select all that apply*

Climate change

#### (13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

All data points in module 7

#### (13.1.1.3) Verification/assurance standard

General standards

ISAE 3000

#### (13.1.1.4) Further details of the third-party verification/assurance process

*This information is contained in Mundys' 2024 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to pages 147, 154-160.*

#### (13.1.1.5) Attach verification/assurance evidence/report (optional)

## Row 5

### (13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

Climate change

### (13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Consolidation approach

All data points in module 6

### (13.1.1.3) Verification/assurance standard

General standards

ISAE 3000

### (13.1.1.4) Further details of the third-party verification/assurance process

*This information is contained in Mundys' 2024 Integrated Annual Report, which is subject to annual limited assurance according to the ISAE3000 standard. Please refer to pages*

### (13.1.1.5) Attach verification/assurance evidence/report (optional)

2024 RAI MUNDYS ENG 005\_WEB\_1.pdf

## Row 6

### (13.1.1.1) Environmental issue for which data has been verified and/or assured

Select all that apply

Climate change

### (13.1.1.2) Disclosure module and data verified and/or assured

Environmental performance – Climate change

Base year emissions

### (13.1.1.3) Verification/assurance standard

General standards

ISAE 3000

### (13.1.1.4) Further details of the third-party verification/assurance process

*Baseline emissions at December 31st, 2019 have been subjected to limited assurance by Deloitte*

### (13.1.1.5) Attach verification/assurance evidence/report (optional)

*2024 RAI MUNDYS ENG 005\_WEB\_1.pdf*

*[Add row]*

**(13.3) Provide the following information for the person that has signed off (approved) your CDP response.**

### (13.3.1) Job title

*Chief Executive Officer*

### (13.3.2) Corresponding job category

Select from:

Chief Executive Officer (CEO)

[Fixed row]

